

ENVIRONMENTAL FEASIBILITY NOISE STUDY

12319 CENTREVILLE CREEK ROAD & 0 CENTREVILLE CREEK ROAD

Proposed Residential Development
Town of Caledon

NOVEMBER 5, 2025

PROJECT: 125-0095

PREPARED FOR:

Cavallino Estates Inc c/o Trinison Management Corp.
8600 Dufferin Street
Vaughan, ON L4K 5P5

Version History

Version #	Date	Comments
1.0	November 5, 2025	Prepared for Client Submission

Authors

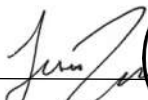
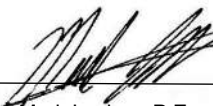
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Environmental Noise Feasibility Study

12319 CENTREVILLE CREEK ROAD & 0 CENTREVILLE CREEK ROAD

Proposed Residential Development Town of Caledon

EXECUTIVE SUMMARY

Valcoustics Canada Ltd. (VCL) has been retained to prepare an Environmental Noise Feasibility Study for the proposed residential development in support of the Draft Plan of Subdivision (DPS) application submission to the Town of Caledon.

The transportation noise source with potential to impact the proposed development is road traffic on Centreville Creek Road and the new internal collector roads. There are no stationary sources in the vicinity with the potential to impact the proposed site.

The sound levels on the subject site have been determined and compared with the applicable noise guideline limits to determine the need for noise mitigation.

To meet the transportation source noise guideline limits:

- Mandatory air conditioning is required for the medium density block closest to Centreville Creek Road (Block 32).
- The provision for adding air conditioning is required at the dwellings adjacent to the internal collector roads.
- Exterior wall construction meeting STC 37 and upgraded window (up to STC 33) construction are anticipated for the future medium density block closest to Centreville Creek Road (Block 32).
- Exterior wall and window construction meeting the minimum non-acoustical requirements of the Ontario Building Code (OBC) are anticipated for the remaining dwellings.
- Sound barriers are required for the townhouse blocks where the amenity areas are backing/siding to the internal collector roads. The sound barrier heights are anticipated to be 1.8 m high above grade.

1.0 INTRODUCTION

1.1 PURPOSE

VCL was retained to prepare an Environmental Noise Feasibility Study to address the potential noise impact from the environment onto the proposed residential development. The potential sound levels and noise mitigation measures needed for the proposed development to comply with the Ministry of Environment, Conservation and Parks (MECP) noise guideline requirements in Publication NPC-300 are outlined herein.

1.2 SITE LOCATION AND SURROUNDING AREA

The subject site is located on Centreville Creek Road, north of Mayfield Road, at 12319 Centreville Creek Road and 0 Centreville Creek Road, in the Town of Caledon. The overall development area is bounded by:

- Agricultural land, with existing single-family dwellings beyond, to the north;
- Agricultural land, with The Gore Road beyond, to the east;
- Agricultural land, with existing single-family dwellings and Mayfield Road beyond, to the south; and,
- Centreville Creek Road, with agricultural land beyond, to the west.

A Key Plan is included as Figure 1.

1.3 THE PROPOSED DEVELOPMENT

The proposed development consists of townhouse units (on-street and double frontage) and medium density residential apartments.

As per the Block Demonstration Plan prepared by Bousfields Inc. dated October 2025, the medium density residential apartments will be 6-storeys. The assessment assumes all other townhouse units are 3-storeys.

It is assumed all on-street townhouse units will have grade-level rear yard amenity space. It is assumed that the double frontage townhouse units will have no grade level amenity and will be provided with small (less than 4 m in depth) private balconies or terraces.

The study is based on the Draft Plan of Subdivision prepared by Bousfields Inc. dated October 14, 2025. The Draft Plan is included as Figure 2.

2.0 TRANSPORTATION SOURCE NOISE IMPACT ASSESSMENT

2.1 TRANSPORTATION NOISE SOURCES

The transportation noise source with the potential to impact the proposed development is road traffic on Centreville Creek Road and the new internal collector roadways (Street 'A' and Street 'B'). Traffic volumes on the other roadways in the vicinity are expected to be minor and no significant noise impact is expected.

2.1.1 Road Traffic

The traffic data used to complete the assessment is summarized in Table 1 and included in Appendix A.

TABLE 1: ROAD TRAFFIC DATA

Roadway	Year	24-Hour Traffic Volume ⁽¹⁾	% Trucks		Speed (kph) ⁽³⁾	Day/Night Split
			Medium	Heavy		
Centreville Creek Road ⁽¹⁾	2024 (2045)	2,825 (4,282)	Day: 0.5 Night: 0.3	Day: 15.7 Night: 20.2	80	86/14
Internal Road ⁽²⁾	Ultimate	3,000	3	2	60	90/10

Notes:

- (1) The year 2045 24-hour traffic volume was calculated from the year 2024 24-hour road traffic provided by the Town of Caledon. Truck percentages and day/night split were calculated. Speed limits were provided by the Town of Caledon. The traffic volumes shown in brackets represent the year 2045 volumes.
- (2) The Ultimate traffic data is based on the upper limit of the standardized ultimate volume of 3,000 ADT for Residential Collector roads, per the Town of Caledon Development Standards Manual. Truck percentages, day/night split, and the speed were assumed.
- (3) Vehicle speeds 10 kph higher than those indicated in this table were used in the analysis, per Town of Caledon guidelines.

2.1.1.1 Centreville Creek Road

Traffic volumes for Centreville Creek Road (year 2024) were obtained from the Town of Caledon, in the form of 24-hour hourly counts for 7 consecutive days. The peak 24-hour road traffic in one day was projected to the future 20-year design condition (year 2045), as required by the Town of Caledon, using an assumed growth rate of 2%, compounded annually. Vehicle classifications were included in the counts. Based on these classifications, medium and heavy trucks were calculated to be 0.5% and 15.7%, respectively, of the total traffic volume during the day; and 0.3% and 20.2%, respectively, of the total traffic volume during the night. A day/night split of 86%/14% was calculated from the counts.

The day/night split from each roadway was calculated using the 24-hour hourly count data provided by the Town. The speed limit on Centreville Creek Road is 80 km/h.

2.1.1.2 New Internal Roads

The internal collector roads (Street 'A' and Street 'B') will have right-of-way widths of 26 m and 23.5 m, respectively, and thus, have been included in the assessment. The upper limit of the standardized ultimate volume of 3,000 ADT for Residential Collector roads, per the Town of Caledon "Development Standards Manual" was used to assess these roads. Medium and heavy truck percentages were assumed to be 3% and 2%, respectively, of the total volume. The day/night split was assumed to be 90%/10%, as is typical for well travelled roadways. The speed limit was assumed to be 60 km/h.

2.1.1.3 Proposed Future Highway 413

The future Highway 413 is proposed to be located approximately 1.2 km north of the site.

Due to the distance separation, noise from the future Highway 413 is not anticipated to have a significant impact at the subject site, and thus, has not been considered further in the assessment.

2.2 ENVIRONMENTAL NOISE GUIDELINES

2.2.1 MECP Publication NPC-300 Transportation Noise Guidelines

The applicable noise guidelines for new residential development are those in MECP Publication NPC-300, “Environmental Noise Guideline, Stationary and Transportation Sources - Approval and Planning”.

The environmental noise guidelines of the MECP, as provided in Publication NPC-300, are discussed briefly below and summarized in Appendix B.

2.2.2 Transportation Noise Sources

2.2.2.1 Architectural Elements

In the daytime, the indoor criterion for road noise is $L_{eq\ Day}^{(1)}$ of 45 dBA for sensitive spaces such as living/dining rooms, dens and bedrooms. At night, the indoor criterion for road noise is $L_{eq\ Night}^{(2)}$ of 45 dBA for sensitive spaces such as living/dining rooms and dens and 40 dBA for bedrooms.

The architectural design of the building envelope (walls, windows, etc.) must provide adequate sound isolation to achieve these indoor sound level limits, based on the applicable outdoor sound level on the facades.

2.2.2.2 Ventilation

$L_{eq\ Day}$, at the exterior face of a noise sensitive window is greater than 65 dBA, means must be provided so that windows can be kept closed for noise control purposes and central air conditioning is required. For daytime sound levels between 56 dBA and 65 dBA inclusive, there need only be the provision for adding air conditioning at a later date. A warning clause advising the occupant of the potential interference with some activities is also required. At nighttime, air conditioning would be required when the sound level exceeds 60 dBA ($L_{eq\ Night}$) at a noise sensitive window (provision for adding air conditioning is required when greater than 50 dBA).

2.2.2.3 Outdoors

For outdoor amenity areas (“Outdoor Living Areas” - OLA’s), the guideline is 55 dBA $L_{eq\ Day}$ (0700 to 2300 hours), with an excess not exceeding 5 dBA considered acceptable if it is technically not practicable to achieve the 55 dBA objective, providing warning clauses are registered on title. Note that for transportation noise sources, a balcony is not considered an OLA, unless it is:

- the only OLA for the occupant;
- at least 4 m in depth; and,
- unenclosed.

1 $L_{eq\ Day}$ – 16-hour equivalent continuous sound level, from 0700 to 2300 hours.

2 $L_{eq\ Night}$ – 8-hour equivalent continuous sound level, from 2300 to 0700 hours.

2.2.3 Region of Peel

The Region of Peel's noise guidelines are described in the "General Guidelines for the Preparation of Acoustical Reports in the Region of Peel" document (Reference 5). The Region of Peel noise guidelines are essentially the same as the MECP noise guidelines for transportation noise sources except that the nighttime sound level for triggering the air conditioning requirement is 1 dBA more stringent (i.e., less) than the sound level specified by the MECP; i.e., mandatory air conditioning for nighttime sound levels of 60 dBA or greater, and the provision for adding air conditioning for sound levels between 51 to 59 dBA inclusive.

The Peel guidelines also indicate a maximum desirable sound barrier height of 4.0 m (relative to the roadway centreline) with a maximum acoustic fence height of 2.4 m, although a height of no more than 2.0 m is preferred. To make up any additional height beyond that of the fence, a berm is to be used.

2.2.4 Town of Caledon

The Town of Caledon noise guidelines are described in the "Development Standards Manual" document (Reference 6). The Town of Caledon's general policy is not to accept any excess above the 55 dBA objective for OLA's. However, an excess may be acceptable if unreasonably high sound barriers are needed to meet the 55 dBA objective.

The Town's maximum acoustic fence height is 2.4 m. Higher barriers can be provided by using a combination of an acoustic fence and a berm. The maximum permitted sound barrier height according to the Town's Development Standards is 4.8 m (2.4 m fence atop a 2.4 m berm). Road traffic noise levels are to be calculated using a minimum 20-year traffic forecast and a speed of 10 kph over the posted speed limit.

2.3 NOISE IMPACT ASSESSMENT

2.3.1 Method

Using the road traffic data in Table 1, the sound levels, in terms of L_{eq} Day and L_{eq} Night, were determined using STAMSON V5.04 – ORNAMENT, the computerized road traffic noise prediction model of the MECP.

The daytime and nighttime sound levels at the building facades were calculated at a height of 7.5 m above grade for the townhouses and 16.5 m for the medium density block, representing the top floor windows (the worst-case locations). The sound levels at the OLA's were calculated at a standing height of 1.5 m in the centre of the grade-level rear yard private amenity space.

Inherent screening of the buildings due to orientation to the noise source was taken into account in the above analyses. To be conservative, when assessing the sound levels at the dwellings behind the medium density block, screening from the medium density buildings was not included in the assessment as the final layout has not been determined. Screening provided by all other dwellings in the subject development itself was included. Screening from existing developments in the vicinity was not included in the assessment.

2.3.2 Sound Level Predictions

The highest unmitigated daytime and nighttime sound levels of 68 dBA and 64 dBA, respectively, are predicted to occur at the west facades of the medium density block closest to Centreville Creek Road (Block 32).

The highest unmitigated daytime OLA sound level of 59 dBA is predicted to occur at Block 19.

Table 2 summarizes the predicted sound levels due to the transportation noise sources. A sample calculation is included as Appendix C.

TABLE 2: PREDICTED OUTDOOR SOUND LEVELS

Location ⁽¹⁾	Source	Distance (m) ⁽²⁾	L _{eq} Day (dBA)	L _{eq} Night (dBA)
Block 19 West Façade	Centreville Creek Road	105	57	53
	Street 'A'	17	57	51
	Total	-	60	55
Block 19 North Façade	Centreville Creek Road	105	54	50
	Street 'A'	17	60	53
	Total	-	61	55
Block 6 West Façade	Centreville Creek Road	147	47	43
	Street 'A'	66	44	38
	Total	-	49	44
Block 5 North Façade	Street 'A'	19	59	53
	Street 'B'	16	57	51
	Total	-	61	55
Block 5 East Façade	Street 'A'	19	56	50
	Street 'B'	16	60	54
	Total	-	62	55
Block 28 West Façade	Street 'A'	115	44	38
	Street 'B'	111	48	41
	Total		49	43
Block 32 West Façade	Centreville Creek Road	20	68	64
	Street 'A'	38	54	47
	Total		68	64

.../cont'd

TABLE 2: PREDICTED OUTDOOR SOUND LEVELS (continued)

Location ⁽¹⁾	Source	Distance (m) ⁽²⁾	L _{eq} Day (dBA)	L _{eq} Night (dBA)
Block 33 East Façade	Street 'A'	23	56	49
	Street 'B'	16	61	54
	Total		62	56
Block 19 Northernmost Rear Yard (OLA)	Centreville Creek Road	102	55	-
	Street 'A'	20	57	-
	Total	-	59	-
Block 19 2 nd Dwellings from North Rear Yard (OLA)	Centreville Creek Road	102	54	-
	Street 'A'	27	51	-
	Total	-	56	-
Block 19 3 rd Dwelling from North Rear Yard (OLA)	Centreville Creek Road	102	54	-
	Street 'A'	33	49	-
	Total	-	55	-
Block 27 Easternmost Rear Yard (OLA)	Street 'B'	18	58	-
Block 27 2 nd Rear Yard from East (OLA)	Street 'B'	25	55	-
Block 28 1 st Rear Yard from West (OLA)	Street 'B'	115	45	-

Notes:

- (1) See Figure 2.
- (2) Distance to centreline of roadway.

2.4 NOISE ABATEMENT REQUIREMENTS

The noise control measures can generally be classified into two categories which are interrelated, but which can be treated separately for the most part:

- architectural elements to achieve acceptable indoor noise guidelines for transportation sources; and
- design features to protect the OLA's.

Noise abatement requirements are summarized in Table 3 and the notes to Table 3.

TABLE 3: MINIMUM NOISE CONTROL MEASURES

Building	Air Conditioning ⁽¹⁾	Exterior Wall ⁽²⁾	Exterior Window ⁽²⁾	Sound Barrier ⁽³⁾	Warning Clauses ⁽⁴⁾
Block 32	Mandatory	STC 37	Up to STC 33	TBD	A + B
Blocks 19 and 27	Provision for adding	OBC	OBC	1.8 m**	A + C
Blocks 1 to 5, 10, 11, 12, 15, 16, 33	Provision for adding	OBC	OBC	None	A + C
All other blocks	None	OBC	OBC	None	None

** the sound barrier is required at the two northernmost units of Block 19 and the easternmost unit of Block 27. See Figure 2.

Notes:

(1) Provision for adding air conditioning typically takes the form of a ducted ventilation system sized to accommodate the addition of central air conditioning by the occupant.

(2) STC - Sound Transmission Class Rating (Reference ASTM-E413). A sliding glass walkout door should be considered as a window and be included in the percentage of glazing.

The requirements are based on assumed percentages of wall and window area to associated floor area stated in Section 2.4.1.1 and should be reviewed once detailed floor plans are available.

(3) Sound barriers must be of solid construction with no gaps, cracks, or holes, and must have a minimum surface density of 20 kg/m².

(4) Sample warning clauses to be included in Occupancy Agreements:

- "Purchasers are advised that despite the inclusion of noise control features in the development and within the building units, sound levels due to increasing road traffic may occasionally interfere with some activities of the dwelling occupants as the sound level may exceed the noise guidelines of the Ministry of the Environment, Conservation and Parks."
- "This dwelling unit has been supplied with a central air conditioning system which will allow windows and exterior doors to remain closed, thereby ensuring that the indoor sound levels are within the sound level limits of the Municipality and the Ministry of the Environment, Conservation and Parks."
- "This dwelling unit has been designed with the provision for adding central air conditioning at the occupant's discretion. Installation of central air conditioning by the occupant in low and medium density developments will allow windows and exterior doors to remain closed, thereby ensuring that the indoor sound levels are within the sound level limits of the Municipality and the Ministry of the Environment, Conservation and Parks."

2.4.1 Indoors

2.4.1.1 Architectural Requirements

The indoor noise guidelines can be achieved by using appropriate construction for exterior walls, windows and doors.

In determining the worst-case architectural requirements for the medium density blocks, wall and window areas were assumed to be 20% and 80% of the associated floor area, respectively, on each façade of a corner room with both facades exposed to the noise source. For the townhouse units, wall and window areas were assumed to be 80% and 30% of the associated floor area.

Based on the predicted sound levels, exterior wall construction meeting STC 37 and exterior windows with ratings of up STC 33 are anticipated for the medium density buildings closest to Centreville Creek Road (Block 32).

For all other dwellings, minimum construction complying with the minimum non-acoustical requirements of the OBC are anticipated to be sufficient to meet the indoor sound level limits.

Note that the above assessment is based on assumed dwellings layouts and should be reviewed once floor plan and elevation drawings are developed for the various dwelling units.

2.4.1.2 Ventilation Requirements

The ventilation requirements are shown on Figure 2 and Table 3.

Mandatory air conditioning is anticipated to be required for the medium density block closest to Centreville Creek Road (Block 32).

The provision for adding air conditioning is required for dwellings adjacent to the internal collector roads.

For the townhouse blocks, the provision for adding air conditioning typically takes the form of a ducted ventilation system suitably sized to permit the addition of central air conditioning by the occupant.

2.4.2 Outdoors

2.4.2.1 Dwellings Siding to Internal Collectors (Streets 'A' and 'B')

Blocks 19 and 27 – 1.8 m high acoustic fences can be used to meet the 55 dBA objective. This is considered feasible and is recommended.

2.4.2.2 Notes on the Sound Barriers

- It is anticipated that any balconies or terraces provided will be less than 4 m in depth and would not qualify as OLA's under the MECP guidelines. Thus, sound barriers would not be required. If larger balconies or terraces are included in the site design, the sound barrier requirements should be reviewed.

- The assessment assumes the double frontage townhouse units do not have any grade level amenity spaces, and will be provided with small (less than 4 m in depth) private balconies or terraces. Thus, sound barriers are not required for these dwellings. This should be reviewed once details of the housing products are developed.
- Sound barrier requirements for the medium density blocks (Blocks 32 and 33) should be reviewed once the site plan, massing, and location of amenity areas is determined.
- Sound barriers must be of solid construction with no gaps, cracks or holes (except for small openings for drainage) and must have a minimum surface weight of 20 kg/m². A variety of materials are available, including concrete, masonry, glass, wood, specialty composite materials, or a combination of the above.
- The assessment should be reviewed if grading information is provided.

2.4.3 Warning Clauses

Warning clauses are a tool to inform prospective owners/occupants of potential annoyance due to existing noise sources. Where the guideline sound level limits are exceeded, appropriate warning clauses should be registered on title or included in the development agreement that is registered on title. The warning clauses should also be included in agreements of Offers of Purchase and Sale and lease/rental agreements to make future occupants aware of the potential noise situation.

Table 3 and the notes to Table 3 summarize the warning clauses for the site.

3.0 NOISE IMPACT FROM DEVELOPMENT

Some portions of the development have the potential to generate noise which may impact adjacent noise sensitive uses. These noise generating uses could include the multi family buildings on the medium density block. The mechanical systems in these buildings must be designed to comply with the sound level guideline limits outlined in Publication NPC-300, recognizing the surrounding noise sensitive uses. This is typically addressed, in part, at the site plan approval stage and/or in the detailed design stage for the blocks. Any resulting mitigation required to meet the applicable MECP noise guidelines would be the responsibility of the developer/builder of that particular use.

Potential noise sources include rooftop or other mechanical equipment and emergency generators. Addressing the noise impact from these sources may be done during detailed design, considering equipment selection, location, and use of silencing components, and/or sound barriers to screen the noise sources from the neighbouring noise sensitive uses.

The final noise mitigation requirements for these blocks should be reviewed when building plans and mechanical information become available.

4.0 CONCLUSIONS

With appropriate acoustical design of the development, a suitable acoustical environment can be provided, and the applicable MECP noise guideline requirements met.

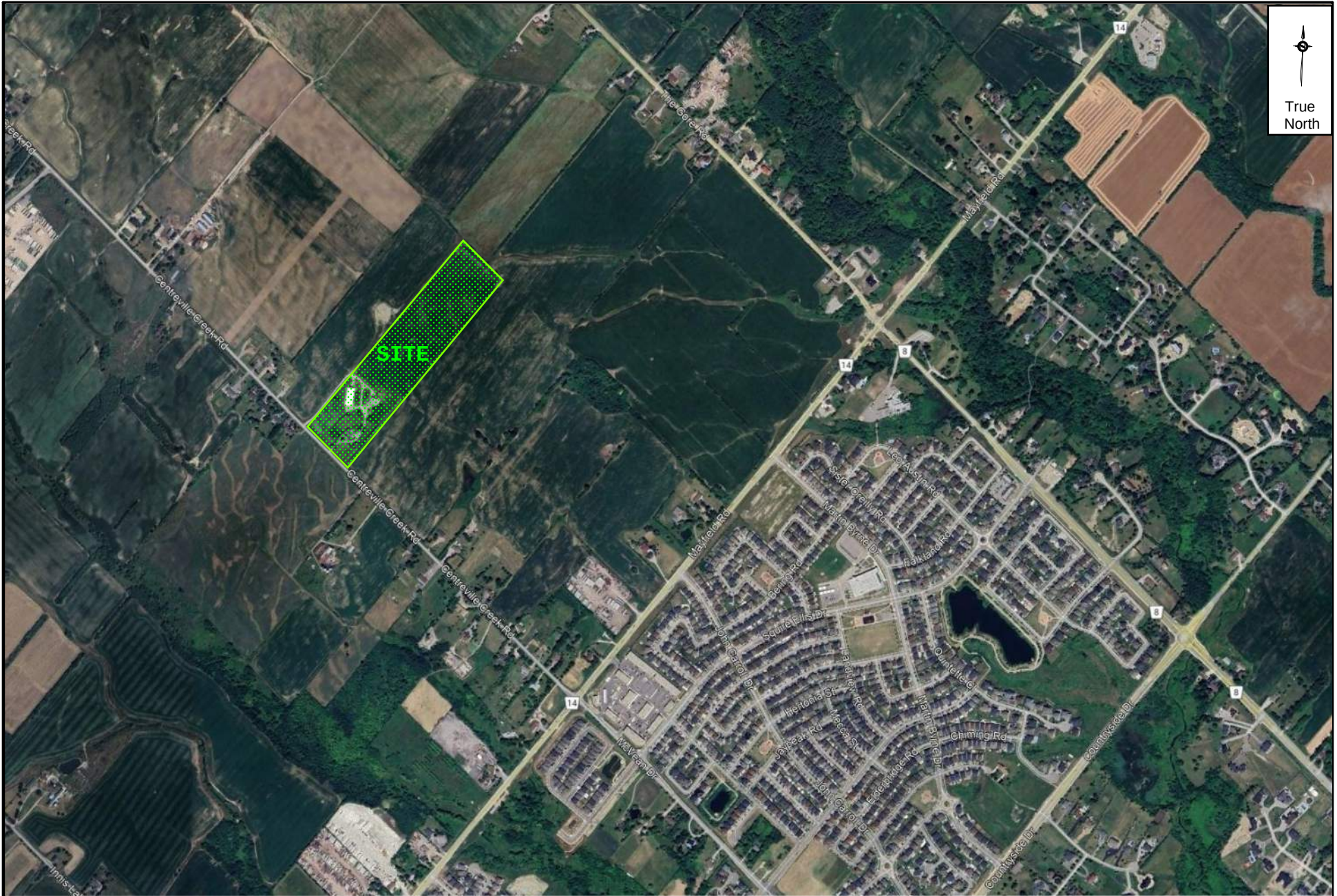
The required approvals and administrative procedures will ensure that the acoustical requirements are implemented. In particular, wall and window requirements should be reviewed once detailed architectural plans are developed.

5.0 REFERENCES

1. PC STAMSON 5.04, "Computer Program for Road Traffic Noise Assessment", Ontario Ministry of the Environment.
2. Building Practice Note No. 56: "Controlling Sound Transmission into Buildings", by J. D. Quirt, Division of Building Research, National Council of Canada, September 1985.
3. "Environmental Noise Assessment in Land-Use Planning 1987", Ontario Ministry of the Environment, February 1987, ISBN 0-7729-2804-5.
4. MECP Publication NPC-300, "Stationary and Transportation Sources – Approval and Planning" Ontario Ministry of the Environment, August 2013.
5. "General Guidelines for the Preparation of Acoustical Reports in the Region of Peel", Region of Peel. November 2012.
6. "Development Standards Manual, Version 5.0", Town of Caledon, 2019.

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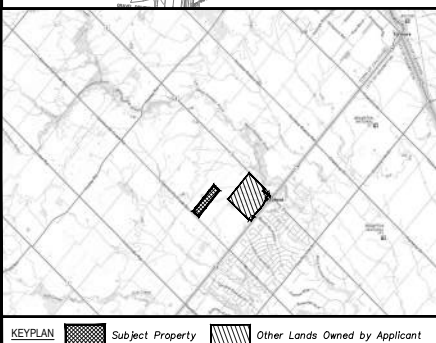
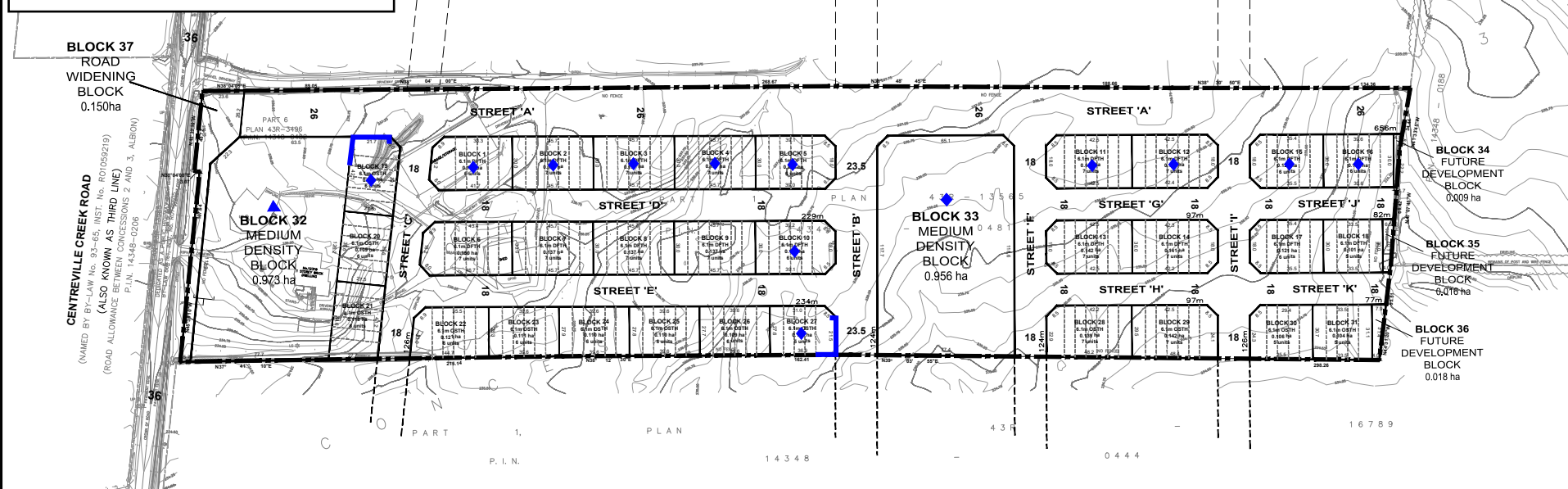


	Title Key Plan		Date November 3, 2025	Figure 1
	Project Name Wildfield Village - Cavallino Estates (Parcel 9)		Project No. 1250095	

Legend

- ▲ Mandatory AC, exterior wall meeting STC 37, and exterior windows up to STC 33 required
- ◆ Provision for adding AC required
- 1.8 m high sound barrier required

Exterior wall and window construction meeting the minimum non-acoustical requirements of the OBC are sufficient for all other blocks.



LEGEND

Subject Property

NOTES

All dimensions are in metres.
All area measurements are computer generated.
All elevations refer to Geodetic Datum.



LAND USE - AREA TABLE		24107-4A	12dp	Oct 14, 2025
Double Frontage Townhouses	Blocks	1-18	22%	2,397 ha
On-Street Townhouses	Blocks	19-31	15%	1,436
Medium Density Blocks	Blocks	32-53	19%	1,929
Future Development Blocks	Blocks	34-36	0%	0,043
Road Widening	Block	37	1%	0,150
Roads			41%	4,261
Total				10,278 ha
ROADS				
26.0m Public R.O.W.		656 m		1,766
23.5m Public R.O.W.		124 m		0,294
18.0m Public R.O.W.		1,162 m		2,201
Total		1,315 m		4,261 ha

PRELIMINARY UNIT COUNT	
6.1m Double Frontage Townhouses	118 units
6.1m On-Street Townhouses	77
Medium Density Apartment Units (conceptual)	TBD *
Total	195 units

* Final Unit Count to be determined at the time of Site Plan application

**ADDITIONAL INFORMATION
REQUIRED UNDER SECTION 51(17)
OF THE PLANNING ACT**

- A. B, E, F, G, J, L - As Shown on Plan
- C. Additional lands owned by the applicant as shown on the key plan.
- D. On-Street Townhouses, Double Frontage Townhouses, Medium Density Blocks, Roads and Road Widening.
- H. Piped water to be provided.
- I. Clay loam soil.
- K. Sanitary & storm sewers to be provided.

SURVEYOR'S CERTIFICATE

I certify that: the boundaries of the lands to be subdivided and their relationship to the adjacent lands are correctly shown.

S. Goonewardena, O.L.S. Day Month Year
R-PE Surviving Ltd.

OWNER'S AUTHORIZATION

I/we, CAVALLINO ESTATES INC.
being the registered owner(s) of the subject lands hereby authorize
BOUSFIELDS INC. to prepare and submit a
draft plan of subdivision for approval.

Mauro Baldassarri Day Month Year

DRAFT PLAN OF
PROPOSED SUBDIVISION
PART OF LOT 2
CONCESSION 3
(GEOGRAPHIC TOWNSHIP OF ALBION)
TOWN OF CALEDON



BOUSFELD'S INC.

3 Church Street, Suite 200
Toronto, Ontario M5E 1M2
P (416) 947-9744
F (416) 947-0781

1 : 1250 Scale	October 14, 2025 Date	24107-4A 12dp Drawing Number
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Base drawing prepared by Bousfields Inc., 2025



Title
Draft Plan of Subdivision

Project Name
Wildfield Village - Cavallino Estates (Parcel 9)

Date	November 3, 2025
------	------------------

Project No.	1250095
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Figure

2

APPENDIX A

ROAD TRAFFIC DATA

Volume by Day Report

Location: CENTREVILLE CREEK RD btwn UNKNOWN & UNKNOWN

Municipality: Caledon

Start Date: 2024-08-09

End Date: 2024-08-16

Geo ID: 5968

Start Hour	2024-08-09	2024-08-10	2024-08-11	2024-08-12	2024-08-13	2024-08-14	2024-08-15	Grand Total
0	28	58	17	34	18	36	30	221
1	23	37	11	18	25	26	26	166
2	15	23	14	21	28	17	25	143
3	8	15	11	20	16	16	21	107
4	28	16	12	27	33	36	38	190
5	62	16	14	72	72	66	52	354
6	123	41	27	122	165	150	138	766
7	124	65	33	147	159	141	147	816
8	129	92	30	151	160	146	144	852
9	95	100	62	123	125	122	140	767
10	111	119	67	100	130	122	130	779
11	114	147	119	111	121	124	108	844
12	128	144	156	128	106	123	135	920
13	141	129	153	137	125	132	132	949
14	163	149	148	144	174	150	141	1069
15	204	134	157	191	223	185	176	1270
16	222	145	136	211	227	234	234	1409
17	206	128	130	232	246	251	209	1402
18	187	145	119	159	168	192	204	1174
19	166	101	117	150	174	167	144	1019
20	162	77	112	119	128	144	135	877
21	92	63	86	84	97	105	100	627
22	90	39	50	57	70	80	65	451
23	41	22	43	37	35	45	47	270
Grand Total	2662	2005	1824	2595	2825	2810	2721	17442

Classification Details Report

Location: CENTREVILLE CREEK RD btwn UNKNOWN & UNKNOWN

Municipality: Caledon

Start Date: 2024-08-09 0:00

End Date: 2024-08-16 0:00

Geo ID: 5968

Start Date	P	M	B	7A-MT	6A-ST	6A-MT	5A-ST	5A-MT	4A-SU	4A-ST	3A-SU	2A-SU	
2024-08-09 0:00	6										2		
2024-08-09 0:15	6												
2024-08-09 0:30	6												
2024-08-09 0:45	2	1									2		
2024-08-09 1:00	1						1						
2024-08-09 1:15	4												
2024-08-09 1:30	3										1		
2024-08-09 1:45	4										2		
2024-08-09 2:00	6												
2024-08-09 2:15	1												
2024-08-09 2:30	4												
2024-08-09 2:45	4												
2024-08-09 3:00	1										1		
2024-08-09 3:15	1												
2024-08-09 3:30	2												
2024-08-09 3:45	0												
2024-08-09 4:00	3												
2024-08-09 4:15	3				1		1				1		
2024-08-09 4:30	3												
2024-08-09 4:45	11				1						1		
2024-08-09 5:00	8				1								
2024-08-09 5:15	7				1						2		
2024-08-09 5:30	10				3		2				2		
2024-08-09 5:45	6				2		2				3		
2024-08-09 6:00	16				1		2				1		
2024-08-09 6:15	25				1		1			1	1		
2024-08-09 6:30	19						2				3	1	
2024-08-09 6:45	26				1		2				1	1	
2024-08-09 7:00	12				1		3				2		
2024-08-09 7:15	23				2		5						
2024-08-09 7:30	21						1						

2A-4T	Grand Total
2	10
	6
1	7
	5
4	6
	4
2	6
1	7
	6
	1
	4
	4
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	0
	3
	6
	3
3	16
3	12
2	12
6	23
2	15
5	25
2	31
5	30
6	37
2	20
7	37
16	38

Start Date	P	M	B	7A-MT	6A-ST	6A-MT	5A-ST	5A-MT	4A-SU	4A-ST	3A-SU	2A-SU	
2024-08-09 7:45	20				1		2			1			
2024-08-09 8:00	33				1		2						
2024-08-09 8:15	19						1						
2024-08-09 8:30	19				1		1	1			2		
2024-08-09 8:45	25				1		1				1		
2024-08-09 9:00	18				1						1		
2024-08-09 9:15	10				2		2	1				1	
2024-08-09 9:30	13		1				1				1		
2024-08-09 9:45	14		1				3				1		
2024-08-09 10:00	21						1				1		
2024-08-09 10:15	19				2		2					1	
2024-08-09 10:30	17						1						
2024-08-09 10:45	16			2			1						
2024-08-09 11:00	15	1					2	1		1		1	
2024-08-09 11:15	12				3		1						
2024-08-09 11:30	14				2		1				1		
2024-08-09 11:45	14				3		3				4	1	
2024-08-09 12:00	24						4				1		
2024-08-09 12:15	24					1	1		1		1		
2024-08-09 12:30	18				1	1	4				3		
2024-08-09 12:45	12				1		4				2	1	
2024-08-09 13:00	22	1			1		4				2	3	
2024-08-09 13:15	14			1			3			2	2	1	
2024-08-09 13:30	23			1			3						
2024-08-09 13:45	17			1	2		2	1			1		
2024-08-09 14:00	24			2	1		2	1			2		
2024-08-09 14:15	35				2		3	1			1	1	
2024-08-09 14:30	19						4	1			1		
2024-08-09 14:45	30				2		5				2		
2024-08-09 15:00	46				1		3				2	1	
2024-08-09 15:15	44			1	1		2						
2024-08-09 15:30	31						2				3		
2024-08-09 15:45	30						5	1		2	3		
2024-08-09 16:00	31	1		1	2		4	1		2	2		
2024-08-09 16:15	44						1				3		
2024-08-09 16:30	38	2		1	1		2	1			1	1	
2024-08-09 16:45	31											2	
2024-08-09 17:00	25				1		1	1			1		
2024-08-09 17:15	33			1	2		4					1	

2A-4T	Grand Total
5	29
5	41
9	29
3	27
4	32
8	28
9	25
5	21
2	21
3	26
5	29
6	24
13	32
14	35
5	21
5	23
10	35
10	39
2	30
5	32
7	27
6	39
9	32
11	38
8	32
5	37
5	48
10	35
4	43
1	54
9	57
6	42
10	51
10	54
10	58
19	66
11	44
10	39
11	52

Start Date	P	M	B	7A-MT	6A-ST	6A-MT	5A-ST	5A-MT	4A-SU	4A-ST	3A-SU	2A-SU	
2024-08-09 17:30	33				1		2	1			2		
2024-08-09 17:45	40						3	3			2		
2024-08-09 18:00	46	1			1		3				5		
2024-08-09 18:15	43				1			1					
2024-08-09 18:30	26						1				2		
2024-08-09 18:45	22			1			1			1	2		
2024-08-09 19:00	23	3		1			3	2		1	3		
2024-08-09 19:15	29	2									1		
2024-08-09 19:30	21	1		1	2		2	3					
2024-08-09 19:45	23			1			1				1		
2024-08-09 20:00	25				1		6	1		1	2		
2024-08-09 20:15	27				2		3	1					
2024-08-09 20:30	25						2				1		
2024-08-09 20:45	31	1		1			1			1	2		
2024-08-09 21:00	16				1		2	1					
2024-08-09 21:15	12				2		4	1					
2024-08-09 21:30	17				1		2				1		
2024-08-09 21:45	14			1			1				1		
2024-08-09 22:00	18	1					1				2		
2024-08-09 22:15	14				1		3				1		
2024-08-09 22:30	17										1		
2024-08-09 22:45	11				1		1				2		
2024-08-09 23:00	8				1						1		
2024-08-09 23:15	6				1		2						
2024-08-09 23:30	9												
2024-08-09 23:45	5										1		
2024-08-10 0:00	11												
2024-08-10 0:15	15												
2024-08-10 0:30	9	1		1				1					
2024-08-10 0:45	12											1	
2024-08-10 1:00	7											1	
2024-08-10 1:15	10												
2024-08-10 1:30	8											2	
2024-08-10 1:45	8												
2024-08-10 2:00	9				1								
2024-08-10 2:15	3												
2024-08-10 2:30	3						1						
2024-08-10 2:45	2												
2024-08-10 3:00	6	1									1		

2A-4T	Grand Total
13	52
15	63
6	62
12	57
5	34
7	34
12	48
11	43
11	41
8	34
5	41
7	40
8	36
8	45
2	22
5	24
4	25
4	21
2	24
4	23
7	25
3	18
2	12
2	11
	9
3	9
3	14
3	18
1	13
	13
	8
	10
1	11
	8
1	11
	3
2	6
1	3
	8

Start Date	P	M	B	7A-MT	6A-ST	6A-MT	5A-ST	5A-MT	4A-SU	4A-ST	3A-SU	2A-SU	
2024-08-10 3:15	1												
2024-08-10 3:30	3												
2024-08-10 3:45	2												
2024-08-10 4:00	6												
2024-08-10 4:15		1									1		
2024-08-10 4:30					1						1		
2024-08-10 4:45	2	1											
2024-08-10 5:00	1												
2024-08-10 5:15	2												
2024-08-10 5:30	2												
2024-08-10 5:45	7						1						
2024-08-10 6:00	5						2						
2024-08-10 6:15	11									1			
2024-08-10 6:30	6	1											
2024-08-10 6:45	9												
2024-08-10 7:00	15						2						
2024-08-10 7:15	8				1						1	1	
2024-08-10 7:30	8						2				1		
2024-08-10 7:45	13	1			1								
2024-08-10 8:00	14									1	1		
2024-08-10 8:15	20						1				2		
2024-08-10 8:30	14				1		1				1		
2024-08-10 8:45	16						1				2		
2024-08-10 9:00	9	1								1	1		
2024-08-10 9:15	16			2	2		1						
2024-08-10 9:30	26	1									1		
2024-08-10 9:45	17				1	1	1						
2024-08-10 10:00	24						1				2		
2024-08-10 10:15	12				1								
2024-08-10 10:30	32						1	1					
2024-08-10 10:45	18				1								
2024-08-10 11:00	20			1			1	1		1			
2024-08-10 11:15	23										1		
2024-08-10 11:30	32				1						2		
2024-08-10 11:45	35							1			1		
2024-08-10 12:00	29				1		2						
2024-08-10 12:15	25	1			1		2				2		
2024-08-10 12:30	23	1					1						
2024-08-10 12:45	20			1				1		1	1		

2A-4T	Grand Total
1	2
	3
	2
	6
	2
3	5
	3
	1
	2
1	3
2	10
	7
2	14
3	10
1	10
3	20
3	14
3	14
2	17
2	18
6	29
4	21
5	24
5	17
6	27
3	31
5	25
9	36
3	16
11	45
3	22
9	33
8	32
2	37
8	45
10	42
12	43
6	31
4	28

Start Date	P	M	B	7A-MT	6A-ST	6A-MT	5A-ST	5A-MT	4A-SU	4A-ST	3A-SU	2A-SU	
2024-08-10 13:00	19				2		1			1	1	1	
2024-08-10 13:15	25				1		1				2		
2024-08-10 13:30	21			1									
2024-08-10 13:45	22						1				1		
2024-08-10 14:00	19	1			1		1	1				1	
2024-08-10 14:15	29	2									2		
2024-08-10 14:30	27				1		2			1	1	1	
2024-08-10 14:45	39							1			2		
2024-08-10 15:00	24	1			1		1				1		
2024-08-10 15:15	29	1		1	1		1				1		
2024-08-10 15:30	14						1				2		
2024-08-10 15:45	25						2						
2024-08-10 16:00	19	3											
2024-08-10 16:15	31												
2024-08-10 16:30	36				1		1				1	1	
2024-08-10 16:45	30												
2024-08-10 17:00	27											1	
2024-08-10 17:15	30						1	1		1			
2024-08-10 17:30	23												
2024-08-10 17:45	24							1			1		
2024-08-10 18:00	42	1					1						
2024-08-10 18:15	30									1			
2024-08-10 18:30	25												
2024-08-10 18:45	27	1						1					
2024-08-10 19:00	17												
2024-08-10 19:15	19						1				1		
2024-08-10 19:30	15											1	
2024-08-10 19:45	26						1						
2024-08-10 20:00	22												
2024-08-10 20:15	15	1									1		
2024-08-10 20:30	13	1									1		
2024-08-10 20:45	7							1					
2024-08-10 21:00	14												
2024-08-10 21:15	12												
2024-08-10 21:30	11										2		
2024-08-10 21:45	4										1		
2024-08-10 22:00	8												
2024-08-10 22:15	6												
2024-08-10 22:30	5						1						

2A-4T	Grand Total
8	33
7	36
6	28
8	32
5	29
7	40
3	36
2	44
7	35
7	41
11	28
3	30
6	28
6	37
2	42
8	38
2	30
5	38
4	27
7	33
3	47
4	35
6	31
3	32
12	29
3	24
2	18
3	30
4	26
5	22
4	19
2	10
8	22
3	15
3	16
5	10
4	12
4	10
3	9

Start Date	P	M	B	7A-MT	6A-ST	6A-MT	5A-ST	5A-MT	4A-SU	4A-ST	3A-SU	2A-SU	
2024-08-10 22:45	5												
2024-08-10 23:00	2											2	
2024-08-10 23:15	6												
2024-08-10 23:30	4											1	
2024-08-10 23:45	4												
2024-08-11 0:00	3												
2024-08-11 0:15	5												
2024-08-11 0:30	2												
2024-08-11 0:45	4												
2024-08-11 1:00	2												
2024-08-11 1:15	3												
2024-08-11 1:30	2												
2024-08-11 1:45	2												
2024-08-11 2:00	3												
2024-08-11 2:15	1											1	
2024-08-11 2:30	2							1					
2024-08-11 2:45	4						1						
2024-08-11 3:00	3												
2024-08-11 3:15	4												
2024-08-11 3:30	1										1		
2024-08-11 3:45	1												
2024-08-11 4:00	2												
2024-08-11 4:15	4												
2024-08-11 4:30	3												
2024-08-11 4:45							2						
2024-08-11 5:00	2						1						
2024-08-11 5:15	2			1									
2024-08-11 5:30	1											1	
2024-08-11 5:45	3											1	
2024-08-11 6:00	4												
2024-08-11 6:15	3						1						
2024-08-11 6:30	7										1		
2024-08-11 6:45	7						1						
2024-08-11 7:00	3												
2024-08-11 7:15	5						1						
2024-08-11 7:30	8										1		
2024-08-11 7:45	5						3						
2024-08-11 8:00	9						2						
2024-08-11 8:15	2						1						

2A-4T	Grand Total
3	8
	4
	6
3	8
	4
2	5
1	6
	2
	4
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	3
	2
	3
1	4
	2
1	5
	4
1	5
2	10
	8
2	5
1	7
1	10
3	11
1	12
2	5

Start Date	P	M	B	7A-MT	6A-ST	6A-MT	5A-ST	5A-MT	4A-SU	4A-ST	3A-SU	2A-SU	
2024-08-11 8:30	4												
2024-08-11 8:45	7												
2024-08-11 9:00	5						1				1		
2024-08-11 9:15	17	1											
2024-08-11 9:30	14			1			1						
2024-08-11 9:45	12			1									
2024-08-11 10:00	9						2						
2024-08-11 10:15	11	1				1	1				1		
2024-08-11 10:30	13										1		
2024-08-11 10:45	11				1		1						
2024-08-11 11:00	17						1	1					
2024-08-11 11:15	22												
2024-08-11 11:30	25				1		1				1		
2024-08-11 11:45	25						1	1			2		
2024-08-11 12:00	26						1				1		
2024-08-11 12:15	30	1				1	5	1			1		
2024-08-11 12:30	16						4				2		
2024-08-11 12:45	31						2				2		
2024-08-11 13:00	25			1	1		1				1		
2024-08-11 13:15	33										1		
2024-08-11 13:30	26						3					1	
2024-08-11 13:45	34			2				1			1	1	
2024-08-11 14:00	32	1		1	1						2		
2024-08-11 14:15	28						1	1					
2024-08-11 14:30	30						3						
2024-08-11 14:45	25	1		2			2	1			1		
2024-08-11 15:00	37									1			
2024-08-11 15:15	22			1			1	1					
2024-08-11 15:30	25						1	1					
2024-08-11 15:45	33												
2024-08-11 16:00	28						1				1		
2024-08-11 16:15	25						2					1	
2024-08-11 16:30	26						1				1		
2024-08-11 16:45	27						1				2		
2024-08-11 17:00	21						1	1					
2024-08-11 17:15	28												
2024-08-11 17:30	26	1					1			1	2	1	
2024-08-11 17:45	27			1									
2024-08-11 18:00	25												

2A-4T	Grand Total
1	5
1	8
2	9
1	19
2	18
3	16
	11
6	21
6	20
2	15
7	26
3	25
5	33
6	35
11	39
9	48
7	29
5	40
2	31
7	41
4	34
8	47
4	41
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5	38
5	37
8	46
6	31
5	32
15	48
5	35
2	30
3	31
10	40
4	27
6	34
3	35
6	34
9	34

Start Date	P	M	B	7A-MT	6A-ST	6A-MT	5A-ST	5A-MT	4A-SU	4A-ST	3A-SU	2A-SU	
2024-08-11 18:15	19												
2024-08-11 18:30	23										1		
2024-08-11 18:45	26												
2024-08-11 19:00	20				1								
2024-08-11 19:15	33						1				1		
2024-08-11 19:30	28			1							1		
2024-08-11 19:45	17												
2024-08-11 20:00	22	1					2						
2024-08-11 20:15	26						2				1		
2024-08-11 20:30	24										2		
2024-08-11 20:45	18						1						
2024-08-11 21:00	20				1		1						
2024-08-11 21:15	16												
2024-08-11 21:30	13								1				
2024-08-11 21:45	20						1				1		
2024-08-11 22:00	8												
2024-08-11 22:15	9			1									
2024-08-11 22:30	8						1						
2024-08-11 22:45	14												
2024-08-11 23:00	8												
2024-08-11 23:15	10										1		
2024-08-11 23:30	5						1						
2024-08-11 23:45	9				1		1						
2024-08-12 0:00	5												
2024-08-12 0:15	3						1				1		
2024-08-12 0:30	12				1						3		
2024-08-12 0:45	5												
2024-08-12 1:00	4				1								
2024-08-12 1:15	2												
2024-08-12 1:30	2												
2024-08-12 1:45	5										1		
2024-08-12 2:00	7												
2024-08-12 2:15	4												
2024-08-12 2:30	4												
2024-08-12 2:45	2						1				1		
2024-08-12 3:00	3												
2024-08-12 3:15	4						1				1		
2024-08-12 3:30	1				1								
2024-08-12 3:45	6						1						

2A-4T	Grand Total
7	26
8	32
1	27
6	27
4	39
3	33
1	18
3	28
4	33
1	27
5	24
2	24
5	21
3	17
2	24
1	9
3	13
3	12
2	16
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1	12
3	9
2	13
	5
1	6
2	18
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2	4
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1	8
	4
	4
1	5
1	4
	6
1	3
	7

Start Date	P	M	B	7A-MT	6A-ST	6A-MT	5A-ST	5A-MT	4A-SU	4A-ST	3A-SU	2A-SU	
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2024-08-12 4:15	3						1				1		
2024-08-12 4:30	9												
2024-08-12 4:45	3						1				1		
2024-08-12 5:00	8										4		
2024-08-12 5:15	13						1						
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2024-08-12 5:45	16										1		
2024-08-12 6:00	21				3						2		
2024-08-12 6:15	22			1	1		1			1	2		
2024-08-12 6:30	20				2		4	2			2		
2024-08-12 6:45	16				2		1			1			
2024-08-12 7:00	19				1		1			1			
2024-08-12 7:15	31			1			5			1	2		
2024-08-12 7:30	24			1	2		3				2		
2024-08-12 7:45	24				3							1	
2024-08-12 8:00	27			1	3		2			2	1	1	
2024-08-12 8:15	19	1			1						4		
2024-08-12 8:30	26			1	2		1	1			3	1	
2024-08-12 8:45	19				1		3				1		
2024-08-12 9:00	21	1					4				2		
2024-08-12 9:15	19	1					3				4		
2024-08-12 9:30	13				2		2				1		
2024-08-12 9:45	19						1				2		
2024-08-12 10:00	12			1	2		2				1		
2024-08-12 10:15	13				2		4					1	
2024-08-12 10:30	8			2	2		1				1	1	
2024-08-12 10:45	14												
2024-08-12 11:00	16			1			1			1	2		
2024-08-12 11:15	16	2			3		3						
2024-08-12 11:30	9				1		1	1			2		
2024-08-12 11:45	13			2	1		1			1	4		
2024-08-12 12:00	21			2	2		3			1	5		
2024-08-12 12:15	17	1			1		1				3		
2024-08-12 12:30	13				2							1	
2024-08-12 12:45	23				2		2				1		
2024-08-12 13:00	22						1			1	2		
2024-08-12 13:15	29			1	1		2	1			1		
2024-08-12 13:30	10				1					1	5	1	

2A-4T	Grand Total
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1	6
3	15
3	17
2	19
4	21
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5	35
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6	32
11	46
5	23

Start Date	P	M	B	7A-MT	6A-ST	6A-MT	5A-ST	5A-MT	4A-SU	4A-ST	3A-SU	2A-SU	
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2024-08-12 14:15	18			1	2		4				1		
2024-08-12 14:30	23				1		1				2		
2024-08-12 14:45	25			1	2		1	1		1	2		
2024-08-12 15:00	26	1			1		2	2		1	3	1	
2024-08-12 15:15	37				2					1	3		
2024-08-12 15:30	30	1					3				2		
2024-08-12 15:45	31	1		1			2	1			3		
2024-08-12 16:00	30			1	2		3			2	2		
2024-08-12 16:15	34	2			1		1		1		4		
2024-08-12 16:30	14				1		3				7		
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2024-08-12 17:30	34						3				3		
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2024-08-12 18:00	26			2	1		1				2		
2024-08-12 18:15	29	1			2		1	1		1	3		
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2024-08-12 19:45	24				2								
2024-08-12 20:00	19						1	1		1	1		
2024-08-12 20:15	25						1						
2024-08-12 20:30	21				2								
2024-08-12 20:45	16				1						1		
2024-08-12 21:00	16						3						
2024-08-12 21:15	14				1						1		
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2024-08-12 21:45	17						1				1		
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2024-08-12 22:15	9				1		1						
2024-08-12 22:30	15						1				1		
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2024-08-12 23:00	7						1				1		
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2A-4T	Grand Total
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8	35
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3	36
7	44
12	55
6	42
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11	54
7	32
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15	72
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8	42
9	35
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3	22
6	16
3	14
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	9
1	10
1	15

Start Date	P	M	B	7A-MT	6A-ST	6A-MT	5A-ST	5A-MT	4A-SU	4A-ST	3A-SU	2A-SU	
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2024-08-13 0:15	3												
2024-08-13 0:30	2												
2024-08-13 0:45	2												
2024-08-13 1:00	3												
2024-08-13 1:15	4						1						
2024-08-13 1:30	6	1									1		
2024-08-13 1:45	7										1		
2024-08-13 2:00	3										1		
2024-08-13 2:15	8						1						
2024-08-13 2:30	3						1						
2024-08-13 2:45	3						2				2		
2024-08-13 3:00	2												
2024-08-13 3:15											1		
2024-08-13 3:30													
2024-08-13 3:45	7				1		1						
2024-08-13 4:00	2						1				2		
2024-08-13 4:15	5								1		1		
2024-08-13 4:30	6						1				2		
2024-08-13 4:45	8						2				1		
2024-08-13 5:00	7										1		
2024-08-13 5:15	10						1				1		
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2024-08-13 5:45	19				1		1				2		
2024-08-13 6:00	25				1		3				3	1	
2024-08-13 6:15	30			1	3		3	2		1	3		
2024-08-13 6:30	24			1	1		3	1			2		
2024-08-13 6:45	20			2	1		1	1			2		
2024-08-13 7:00	29				2		1	1			2		
2024-08-13 7:15	15			1	1		2			1	1		
2024-08-13 7:30	30			1	1		2			1	2		
2024-08-13 7:45	23	2					1			2	2		
2024-08-13 8:00	24	2		1	2			3		1			
2024-08-13 8:15	21				1						3		
2024-08-13 8:30	28			1	1		1	1		1			
2024-08-13 8:45	25	1			2		2				1		
2024-08-13 9:00	22						3				1		

2A-4T	Grand Total
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2	4
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3	17
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4	37
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6	27
15	52
8	38
8	41
8	33
12	45
10	41
7	33

Start Date	P	M	B	7A-MT	6A-ST	6A-MT	5A-ST	5A-MT	4A-SU	4A-ST	3A-SU	2A-SU	
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2024-08-13 9:30	22						3	1	1				
2024-08-13 9:45	13				1		2	1		1			
2024-08-13 10:00	16	1					2	1		1	2	1	
2024-08-13 10:15	21						4			1	3		
2024-08-13 10:30	21						4		1		2		
2024-08-13 10:45	16			1	4		1				1	2	
2024-08-13 11:00	8	1		1	3		3				5		
2024-08-13 11:15	14				2		2				5		
2024-08-13 11:30	18				2		1				1		
2024-08-13 11:45	16				1		2						
2024-08-13 12:00	17				1		1				1		
2024-08-13 12:15	16				1		1						
2024-08-13 12:30	17						2				2	1	
2024-08-13 12:45	22	1					2				3		
2024-08-13 13:00	14						1		1		1		
2024-08-13 13:15	18						4				5		
2024-08-13 13:30	23				1		2						
2024-08-13 13:45	18	2		1			3			2	4		
2024-08-13 14:00	20				4					1	4	1	
2024-08-13 14:15	27			1	2		5				1		
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2024-08-13 15:45	41				2		6			1			
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2024-08-13 16:45	49							1		1	2		
2024-08-13 17:00	39						1			1	2		
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2024-08-13 17:30	47							1			1		
2024-08-13 17:45	38	1			1		1			1			
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2024-08-13 18:15	34	1			1		2	1		2	1		
2024-08-13 18:30	24				3			1			1		
2024-08-13 18:45	30			1	1			1		1			

2A-4T	Grand Total
5	26
10	37
11	29
7	31
2	31
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12	64
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16	59
14	72
11	60
13	55
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5	47
10	39
7	41

Start Date	P	M	B	7A-MT	6A-ST	6A-MT	5A-ST	5A-MT	4A-SU	4A-ST	3A-SU	2A-SU	
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2024-08-13 20:15	24	2			1		1						
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2024-08-13 20:45	21	1			3		2				1	1	
2024-08-13 21:00	18	1		1	1		1			1	2		
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2024-08-13 21:45	16				1								
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2024-08-13 23:00	8												
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2024-08-13 23:45	6										1		
2024-08-14 0:00	8						1				2		
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2024-08-14 2:30	1										1		
2024-08-14 2:45	5												
2024-08-14 3:00											1		
2024-08-14 3:15	2						1						
2024-08-14 3:30	3				1								
2024-08-14 3:45	4						1						
2024-08-14 4:00	1										1		
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2024-08-14 4:30	13				2		1				1		

2A-4T	Grand Total
7	47
13	59
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2	14
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1	2
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1	5
1	6
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	4
	17

Start Date	P	M	B	7A-MT	6A-ST	6A-MT	5A-ST	5A-MT	4A-SU	4A-ST	3A-SU	2A-SU	
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2024-08-14 5:00	4						1				2		
2024-08-14 5:15	9			1			1				1		
2024-08-14 5:30	15			1	1						3		
2024-08-14 5:45	10				2		1		1		2		
2024-08-14 6:00	20	2			1		3			1	5		
2024-08-14 6:15	29						2	1		1	2		
2024-08-14 6:30	26			1	4		2				4		
2024-08-14 6:45	17			1	3		1	1					
2024-08-14 7:00	25				2		1				2	1	
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2024-08-14 7:45	24	1			2		3			1	2		
2024-08-14 8:00	29				1		1	1			2		
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2024-08-14 8:45	12	1		1	2		2	1			2		
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2024-08-14 11:30	22				3		2	1			1		
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2024-08-14 13:45	23	2		1	1		3				5	2	
2024-08-14 14:00	24	1			2		2				6		
2024-08-14 14:15	19				1		1				3		

2A-4T	Grand Total
3	13
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5	33
8	32
7	24
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8	37
9	46
7	42
12	36

Start Date	P	M	B	7A-MT	6A-ST	6A-MT	5A-ST	5A-MT	4A-SU	4A-ST	3A-SU	2A-SU	
2024-08-14 14:30	22			1			3	1			1		
2024-08-14 14:45	24				1		2	1					
2024-08-14 15:00	17	2		1	1		3		1		1		
2024-08-14 15:15	33	1			2		4				1		
2024-08-14 15:30	26			1	1		1			1	3		
2024-08-14 15:45	36	1			2		1	1		2	1		
2024-08-14 16:00	29	1			1		4	1			2	1	
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2024-08-14 16:30	36	1		1	2		5	1		2	1		
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2024-08-14 17:15	44	1		1		1					4	1	
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2024-08-14 18:00	34				1		1						
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2024-08-14 18:45	32	1		2	4		1				1		
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2024-08-14 20:00	26						3				1		
2024-08-14 20:15	25				1		2	1			1		
2024-08-14 20:30	30	2		1			1	1			1		
2024-08-14 20:45	17	1			1		1	1			1		
2024-08-14 21:00	20				1								
2024-08-14 21:15	9				2			1					
2024-08-14 21:30	17	1					2	1			3		
2024-08-14 21:45	14	1					2			1	3		
2024-08-14 22:00	10				1		2				1		
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2024-08-14 22:30	17							1					
2024-08-14 22:45	9			1			1				1		
2024-08-14 23:00	9				1		1				3		
2024-08-14 23:15	8										1		
2024-08-14 23:30	3				1						2		
2024-08-14 23:45	4			1							1		
2024-08-15 0:00	5												

2A-4T	Grand Total
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3	26
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2	14
2	16
4	13
4	10
	6
1	6

Start Date	P	M	B	7A-MT	6A-ST	6A-MT	5A-ST	5A-MT	4A-SU	4A-ST	3A-SU	2A-SU	
2024-08-15 0:15	7										1		
2024-08-15 0:30	6						1				1		
2024-08-15 0:45	5						1					1	
2024-08-15 1:00	5										2		
2024-08-15 1:15	4						2				1		
2024-08-15 1:30	3										2		
2024-08-15 1:45	4						1						
2024-08-15 2:00	7						1						
2024-08-15 2:15	5				1		1				1		
2024-08-15 2:30	3												
2024-08-15 2:45	5												
2024-08-15 3:00	1										2		
2024-08-15 3:15	2												
2024-08-15 3:30	4				1								
2024-08-15 3:45		1					3				2		
2024-08-15 4:00	4				1						1		
2024-08-15 4:15	4										2		
2024-08-15 4:30	5				2		1				2		
2024-08-15 4:45	7											1	
2024-08-15 5:00	8						1				1		
2024-08-15 5:15	10						1						
2024-08-15 5:30	5				2			1	1		1		
2024-08-15 5:45	8						1				3		
2024-08-15 6:00	19				1					1	4		
2024-08-15 6:15	23						1	2		1	3	1	
2024-08-15 6:30	28				1		1				2		
2024-08-15 6:45	21				1						3		
2024-08-15 7:00	15			2	1		2				1		
2024-08-15 7:15	22	1		1	2		2		1				
2024-08-15 7:30	23	1			1						1		
2024-08-15 7:45	35						5	1		1			
2024-08-15 8:00	28			1			3	1			2		
2024-08-15 8:15	25				5		2			1			
2024-08-15 8:30	21				2		1				1		
2024-08-15 8:45	15		1	1			3						
2024-08-15 9:00	18				2		1						
2024-08-15 9:15	20		1		1		3				1	2	
2024-08-15 9:30	16				1		4	1			2	1	
2024-08-15 9:45	23				1		1			1	1		

2A-4T	Grand Total
	8
1	9
	7
1	8
	7
1	6
	5
1	9
	8
	3
	5
	3
	2
3	8
2	8
3	9
	6
	10
5	13
2	12
	11
3	13
4	16
4	29
7	38
9	41
5	30
7	28
7	36
8	34
7	49
10	45
8	41
6	31
7	27
8	29
14	42
9	34
8	35

Start Date	P	M	B	7A-MT	6A-ST	6A-MT	5A-ST	5A-MT	4A-SU	4A-ST	3A-SU	2A-SU	
2024-08-15 10:00	14				2		2	1					
2024-08-15 10:15	17	1		1	2		1				4		
2024-08-15 10:30	10				2		1				3		
2024-08-15 10:45	20			1	1		4					1	
2024-08-15 11:00	21			1	1		1				1	1	
2024-08-15 11:15	11				2		1						
2024-08-15 11:30	14				2		1						
2024-08-15 11:45	17				1						2		
2024-08-15 12:00	21										4	1	
2024-08-15 12:15	32	1		1			2	1			1		
2024-08-15 12:30	17			1	2						1		
2024-08-15 12:45	17				2		1				2		
2024-08-15 13:00	18				2		1	1			3		
2024-08-15 13:15	15	1			1		5						
2024-08-15 13:30	19				1		4						
2024-08-15 13:45	25						5			1	2		
2024-08-15 14:00	32			1	1		4						
2024-08-15 14:15	23	1		1			3				1		
2024-08-15 14:30	18				1		3						
2024-08-15 14:45	18				1					1			
2024-08-15 15:00	17						3				1		
2024-08-15 15:15	26				1		2			1	3		
2024-08-15 15:30	37	1			2	1		1			2		
2024-08-15 15:45	32			1			2				3		
2024-08-15 16:00	36	1		1	1			1			3	2	
2024-08-15 16:15	40			2	1		2	2		1	2		
2024-08-15 16:30	45			1				1			1	1	
2024-08-15 16:45	44				1		3				1		
2024-08-15 17:00	32				3		4					1	
2024-08-15 17:15	40	2			1		2	1			3		
2024-08-15 17:30	31				2			2			1		
2024-08-15 17:45	42				1			1		1		1	
2024-08-15 18:00	49				2		2	2			1		
2024-08-15 18:15	33	3			1			1			3		
2024-08-15 18:30	27	1			3		1	2			5		
2024-08-15 18:45	28	1		1	1		2			1	2		
2024-08-15 19:00	33				2			1			2		
2024-08-15 19:15	22				3			3					
2024-08-15 19:30	21	1					1				3		

2A-4T	Grand Total
7	26
14	40
9	25
12	39
11	37
9	23
7	24
4	24
10	36
4	42
7	28
7	29
8	33
8	30
6	30
6	39
8	46
9	38
8	30
7	27
8	29
9	42
10	54
13	51
7	52
7	57
12	61
15	64
7	47
9	58
14	50
8	54
10	66
8	49
5	44
9	45
7	45
7	35
5	31

Start Date	P	M	B	7A-MT	6A-ST	6A-MT	5A-ST	5A-MT	4A-SU	4A-ST	3A-SU	2A-SU	
2024-08-15 19:45	19	1			2			1			1		
2024-08-15 20:00	18	1		2	4						1		
2024-08-15 20:15	30	2			1		1				2	1	
2024-08-15 20:30	13	1			2		2				1		
2024-08-15 20:45	24	1		1	3		1	1		1	2		
2024-08-15 21:00	17						3					1	
2024-08-15 21:15	23				1								
2024-08-15 21:30	11						1						
2024-08-15 21:45	15	1			2		1				2		
2024-08-15 22:00	15							1			1		
2024-08-15 22:15	9						2				3		
2024-08-15 22:30	9						1						
2024-08-15 22:45	6						1				1		
2024-08-15 23:00	13						1				2		
2024-08-15 23:15	3				1		2					1	
2024-08-15 23:30	11										1		
2024-08-15 23:45	1				1		1	1					
Grand Total	11429	148	5	139	455	9	799	150	18	110	718	94	

2A-4T	Grand Total
9	33
6	32
7	44
3	22
3	37
5	26
5	29
7	19
5	26
6	23
3	17
6	16
1	9
4	20
1	8
2	14
1	5
3368	17442

APPENDIX B

ENVIRONMENTAL NOISE GUIDELINES

APPENDIX B

ENVIRONMENTAL NOISE GUIDELINES

MINISTRY OF THE ENVIRONMENT AND CLIMATE CHANGE (MOE)

Reference: MOE Publication NPC-300, October 2013: *“Environmental Noise Guideline, Stationary and Transportation Source – Approval and Planning”*.

SPACE	SOURCE	TIME PERIOD	CRITERION
Living/dining, den areas of residences, hospitals, nursing homes, schools, daycare centres, etc.	Road	07:00 to 23:00	45 dBA
	Rail	07:00 to 23:00	40 dBA
	Aircraft	24-hour period	NEF/NEP 5
Living/dining, den areas of residences, hospitals, nursing homes, etc. (except schools or daycare centres)	Road	23:00 to 07:00	45 dBA
	Rail	23:00 to 07:00	40 dBA
	Aircraft	24-hour period	NEF/NEP 5
Sleeping quarters	Road	07:00 to 23:00	45 dBA
	Rail	07:00 to 23:00	40 dBA
	Aircraft	24-hour period	NEF/NEP 0
Sleeping quarters	Road	23:00 to 07:00	40 dBA
	Rail	23:00 to 07:00	35 dBA
	Aircraft	24-hour period	NEF/NEP 0
Outdoor Living Areas	Road and Rail	07:00 to 23:00	55 dBA
Outdoor Point of Reception	Aircraft	24-hour period	NEF/NEP 30 [#]
	Stationary Source		
	Class 1 Area	07:00 to 19:00 ⁽¹⁾	50 ⁺ dBA
		19:00 to 23:00 ⁽¹⁾	50 ⁺ dBA
	Class 2 Area	07:00 to 19:00 ⁽²⁾	50 ⁺ dBA
		19:00 to 23:00 ⁽²⁾	45 ⁺ dBA
	Class 3 Area	07:00 to 19:00 ⁽³⁾	45 ⁺ dBA
		19:00 to 23:00 ⁽³⁾	40 ⁺ dBA
	Class 4 Area	07:00 to 19:00 ⁽⁴⁾	55 ⁺ dBA
		19:00 to 23:00 ⁽⁴⁾	55 ⁺ dBA

..../cont'd

SPACE	SOURCE	TIME PERIOD	CRITERION
Plane of a Window of Noise Sensitive Spaces	Stationary Source Class 1 Area	07:00 to 19:00 ⁽¹⁾	50* dBA
		19:00 to 23:00 ⁽¹⁾	50* dBA
		23:00 to 07:00 ⁽¹⁾	45* dBA
	Class 2 Area	07:00 to 19:00 ⁽²⁾	50* dBA
		19:00 to 23:00 ⁽²⁾	50* dBA
		23:00 to 07:00 ⁽²⁾	45* dBA
	Class 3 Area	07:00 to 19:00 ⁽³⁾	45* dBA
		19:00 to 23:00 ⁽³⁾	45* dBA
		23:00 to 07:00 ⁽³⁾	40* dBA
	Class 4 Area	07:00 to 19:00 ⁽⁴⁾	60* dBA
		19:00 to 23:00 ⁽⁴⁾	60* dBA
		23:00 to 07:00 ⁽⁴⁾	55* dBA

- # may not apply to in-fill or re-development.
- * or the minimum hourly background sound exposure $L_{eq(1)}$, due to road traffic, if higher.
- (1) Class 1 Area: Urban.
- (2) Class 2 Area: Urban during day; rural-like evening and night.
- (3) Class 3 Area: Rural.
- (4) Class 4 Area: Subject to land use planning authority's approval.

Reference: MOE Publication ISBN 0-7729-2804-5, 1987: *"Environmental Noise Assessment in Land-Use Planning"*.

EXCESS ABOVE RECOMMENDED SOUND LEVEL LIMITS (dBA)	CHANGE IN SUBJECTIVE LOUDNESS ABOVE	MAGNITUDE OF THE NOISE PROBLEM	NOISE CONTROL MEASURES (OR ACTION TO BE TAKEN)
No excess (<55 dBA)	—	No expected noise problem	None
1 to 5 inclusive (56 to 60 dBA)	Noticeably louder	Slight noise impact	If no physical measures are taken, then prospective purchasers or tenants should be made aware by suitable warning clauses.
6 to 10 inclusive (61 - 65 dBA)	Almost twice as loud	Definite noise impact	Recommended.
11 to 15 inclusive (66 - 70 dBA)	Almost three times as loud	Serious noise impact	Strongly Recommended.
16 and over (>70 dBA)	Almost four times as loud	Very serious noise impact	Strongly Recommended (may be mandatory).

APPENDIX C

SAMPLE CALCULATIONS

Filename: r2.te Time Period: Day/Night 16/8 hours
Description: Block 19 - North Facade

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

Car traffic volume : 3086/477 veh/TimePeriod
Medium truck volume : 18/2 veh/TimePeriod
Heavy truck volume : 578/121 veh/TimePeriod
Posted speed limit : 90 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

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

Angle1 Angle2 : 0.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 105.00 / 105.00 m
Receiver height : 7.50 / 7.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

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

Car traffic volume : 2565/285 veh/TimePeriod *
Medium truck volume : 81/9 veh/TimePeriod *
Heavy truck volume : 54/6 veh/TimePeriod *
Posted speed limit : 70 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

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

24 hr Traffic Volume (AADT or SADT): 3000
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 3.00
Heavy Truck % of Total Volume : 2.00
Day (16 hrs) % of Total Volume : 90.00

Data for Segment # 2: St A (day/night)

Angle1 Angle2 : -85.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 17.00 / 17.00 m
Receiver height : 7.50 / 7.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Results segment # 1: Centreville (day)

Source height = 1.99 m

ROAD (0.00 + 53.66 + 0.00) = 53.66 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
0	90	0.47	70.17	0.00	-12.38	-4.12	0.00	0.00	0.00	53.66

Segment Leq : 53.66 dBA

Results segment # 2: St A (day)

Source height = 1.19 m

ROAD (0.00 + 59.76 + 0.00) = 59.76 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-85	90	0.49	61.76	0.00	-0.81	-1.19	0.00	0.00	0.00	59.76

Segment Leq : 59.76 dBA

Total Leq All Segments: 60.71 dBA

Results segment # 1: Centreville (night)

Source height = 2.12 m

ROAD (0.00 + 49.72 + 0.00) = 49.72 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
0	90	0.46	66.18	0.00	-12.35	-4.11	0.00	0.00	0.00	49.72

Segment Leq : 49.72 dBA

Results segment # 2: St A (night)

Source height = 1.19 m

ROAD (0.00 + 53.23 + 0.00) = 53.23 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-85	90	0.49	55.23	0.00	-0.81	-1.19	0.00	0.00	0.00	53.23

Segment Leq : 53.23 dBA

Total Leq All Segments: 54.83 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 60.71
(NIGHT): 54.83