



**ACOUSTICAL REPORT
RESIDENTIAL DEVELOPMENT
6TH CONCESSION ROAD
WINDSOR, ONTARIO**

PROJECT NO. 21-150

DATED: DECEMBER 08, 2023

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1. INTRODUCTION

Baird AE has been retained to conduct an acoustical study to examine the impacts of noise created by transportation sources on the proposed residential development in the City of Windsor. This report will recommend mitigation measures based on criteria set by the Ministry of Environment and Climate Change (MOECC).

The subject land is approximately 0.84 hectares in size and bounded by 6th Concession Road to the West and existing residential to the North, South and East. The location of the property is illustrated in Figure 1.



Figure 1: Development location

The existing development access is from 6th Concession Road and consists of 2 residential buildings with independent accesses to the two residential lots. The development proposal consists of 27 townhouse dwellings units, a landscape area, stormwater management and roadway. The existing entrances from 6th Concession Road will be closed as part of this application and a newly proposed full-movement roadway via Spago Crescent will be provided.

2. NOISE CRITERIA

The MOECC publication NPC-300 “Environmental Noise Guideline Stationery and Transportation Sources – Approval and Planning” was used in this noise study. Based on the initial investigation, the primary noise affecting the development is from nearby roadway. Air traffic noise was not considered, as the development is located outside the zone of influence of local airports.

Due to the acoustical environment typical of an urban and rural setting, it is therefore assumed that the development is located in a “Class 2” area defined by MOECC. The “Class 2” MOECC criteria for noise levels resulting from traffic sources for this development are summarized in Table 1.

Table 1 – MOECC Noise Level Criteria – (Road)

Location	Time Period	Noise Levels Requirement
Outdoor - Living Areas	07:00 - 23:00	<55dBA – No Control
		55 to 60dBA – Physical Control or Type A Clause
		> 60dBA – Physical Control and Type B Clause
Indoor - Living/dining Plane of Window	07:00 - 23:00	<55dBA – No Control
		55 to 65dBA – Forced Air and Type C Clause
		> 65dBA – Air Conditioner, Type D Clause and Building Components
Indoor - Living/dining Plane of Window	23:00 to 07:00	<50dBA – No Control
		50 to 60dBA – Forced Air and Type C Clause
		> 60dBA – Air Conditioner, Type D Clause and Building Components

MOECC Guidelines NPC-300 Section C7.1.1 and C7.1.2 – August 2013

The outdoor living areas in residential buildings are usually backyards, and the indoor living areas are usually bedrooms and living rooms. The limitations on indoor and outdoor sound levels from road traffic are summarized in Table 1.

Where the noise level exceeds sound level limits, mitigation measures such as architectural design, noise barrier and building components are required. Where building components

are required, the noise level limits for indoor spaces with windows and doors closed are shown in Table 2.

Table 2 – MOECC Noise Level Criteria – Roadway

Time Period	Type of Space	Plane of Window
0700 - 2300	Living/dining, den areas of residences, hospitals, nursing homes, schools, daycare centres, etc.	45 dBA
2300 - 0700	Living/dining, den areas of residences, hospitals, nursing homes, etc. (except schools or daycare centres)	45 dBA
0700 - 2300	Sleeping quarters	45 dBA
2300 - 0700	Sleeping quarters	40 dBA

Source: MOECC publication NPC-300 "Sound level limits for Stationary Sources in Class 1 & 2 Areas (Rural)", Tables C-2; August 2013.

3. NOISE ENVIRONMENT

3.1 Noise Monitoring

The on-site noise source measurement was carried out in accordance with the MOECC publication NPC-103 Noise Measurements Procedures. Sound level measurements were conducted at one location (M1 as shown in Sheet 1) on Tuesday, November 22, 2022, for 20 minutes. The weather conditions consisted of partially cloudy, temperatures ranging between 10°C to -5°C, low winds (<15km/h), and relative humidity of 47%. Measurements were taken using an Extech Noise Meter model 407780A noise monitoring device. The sound levels were measured at a height of 1.5m above the ground. Noise equipment is equipped with 1/1 octave and 1/3 octave band filters. The laboratory Certificate of Calibration for the noise meters is provided in Appendix C. Tonal and impulsive noise characteristics were observed during the measurements.

The equivalent sound pressure level (Leq) at the monitoring location was 63.2 dBA at M1. The monitoring location is shown in Appendix A, Sheet 1.

The monitored noise level is higher than 60 dBA during the daytime. As a result, mitigation measures such as retaining walls and building components are required.

3.2 Transportation Source

Traffic counts at the intersection of 6th Concession Road and Holburn Street were obtained from the City of Windsor on July 26, 2022. Traffic counts and other relevant data are included in Appendix A.

Sound level prediction software STAMSON 5.04, based on MOECC ORNAMENT (Ontario Road Noise Analysis Method for Environmental and Transportation, 1989) was used for estimating noise levels from roadway traffic. Further, MOECC requires that all traffic data be projected ten (10) years into the future from the date of construction such that the proposed mitigation will be relevant for future volumes. Traffic volumes along with other relevant traffic data utilized by STAMSON are summarized in Table 3.

Table 3 – Background Traffic Volumes (2022)

Item	6 th Concession Road
Annual Average Daily Traffic	2,657 vpd
% Medium Trucks	1.7%
% Heavy Trucks	1.7%
Road Grade	< 2.0%
Speed Limit	50 km/h
Day/Night Percent Split	90% / 20%

Inputting the above data in the STAMSON software, the daytime and nighttime free field limits were established. The noise level limits are shown in Sheet 1 – Noise Information Plan and detailed results are provided in Appendix A.

Based on free field analysis, traffic noise from the 6th Concession Road will have less impact on the western facades of buildings as compared to monitored noise level. Further, the predicted noise level was compared with the monitored noise level (see Section 3.1 for monitoring readings) at the monitoring location.

STAMSON output and monitored results are described in the table below.

Table 4 – Noise Results Comparison

Receiver Location	Monitoring Level (dBA)	Stamson Traffic Predicted Level (dBA)
Monitoring 1	63.2	55

Based on Table 4, the predicted and monitored noise levels differ by 8-10 dBA at the monitoring location. The difference in sound measurements can be caused by weather conditions such as temperature, humidity, precipitation, wind direction and excess movement of vehicles during the time of measurement. Hence, the equivalent sound pressure level at the monitored location is incorporated into the iNoise software for further analysis.

3.2.1 Receiver Locations

Two receiver locations (R1 and R2) were identified and are located at the worst-case locations (most exposed) for both day and nighttime noise. The receiver locations are shown in Appendix A, Sheet 1.

The term “outdoor living area” (OLA) is used in reference for an outdoor patio, a backyard, a terrace, balconies or any other area where passive recreation is expected to occur. For indoor living areas, the plane of window (POW) will be used to represent the worst-case for both daytime and nighttime receivers.

Table 5 identifies the various receiver heights chosen as the “worst-case” locations within the proposed development.

Table 5 – Receiver Locations

Receiver Location	Height Above Grade (m)	Type	Represents
Ground Level	1.5m	OLA	West Façade
Level 2	4.5m	Bedroom POW	

Overall unattenuated daytime and nighttime sound levels at the receiver locations are shown in Sheet 1 (Appendix A). INoise output results are described in Table 6 and detailed output results are provided in Appendix B.

3.3 INoise Modelling

The noise propagation analysis was completed using the noise modelling program “iNoise”, produced by DGMR Software to match the monitoring noise levels at monitoring locations M1 and M2 from surrounding sources. The iNoise program follows International Standards Organization (ISO) standards 9613 parts 1 and 2. The model can incorporate various site features such as elevations, berms, absorptive grounds and barriers. This will enable it to accurately predict noise levels at specific receptors, pertaining to noise emission from sources. The model is considered conservative since it represents atmospheric conditions that promote the propagation of sound from the source to the receiver.

The following assumptions were used in the iNoise modelling:

Reflections: A building reflection of 0.8 was assumed for the brick façade for the surrounding buildings including the proposed buildings.

Ground Absorption & Topography: A ground absorption coefficient of 0 was used to represent the most reflective surface (i.e., paved surface). The area surrounding the monitoring location is characterized by being generally flat. As such, topography was not incorporated into the noise modelling.

The potential significant noise sources associated with roadway sources are assumed to reflect the monitored noise level. Details are provided in Appendix B. The following potential transportation noise levels were established for iNoise software:

- Roadway car noise level is 79.2dBA at 50km/h speed.

Overall unattenuated daytime and nighttime sound levels at the receiver locations are shown in Sheet 2 and are described in Table 6.

Table 6 – Predicted Noise Levels - Unattenuated

Location	Noise Level (dBA)		MOECC Criteria (dBA)	Meets MOECC
	Receiver 1	Receiver 2		
Outside Living Area Daytime	61.0	62.0	50	No
Level 1 – West Façade Daytime	60.0	60.0	50	No
Nighttime	53.0	53.0	45	No
Level 2 – West Façade Daytime	60.0	60.0	50	No
Nighttime	53.0	53.0	45	No

Based on the predicted sound levels as shown in Sheet 1 (Appendix A), the outdoor living area noise level is greater than 60dBA, hence a retaining wall is required. Further, mitigation measures are required such as a warning clause for daytime noises to meet MOECC Limit of 50dBA road noise.

Road noise levels for indoor living areas are above 50dBA and 40dBA for the receiver's location during the day and night. This requires special building components, warning clauses, and central air conditioning.

Outside Living Areas (OLA) have a noise level greater than 60dBA, hence, so a noise barrier is required to mitigate the noise level. A noise barrier of 1.8m height is proposed along the property line of the western residential blocks. The acoustic barrier will have a surface density of no less than 20 kg/m². The results of attenuated noise levels are provided in Table 7.

Table 7 –Predicted Noise Levels - Attenuated

Location	Mitigated Noise Level (dBA)	
	Receiver 1	Receiver 2
Outside Living Area Daytime	55.0	53.0
Level 1 (Indoor) Daytime	51.0	52.0
Nighttime	44.0	45.0
Level 2 (Indoor) Daytime	59.0	60.0
Nighttime	52.0	53.0

The noise level is still higher for sleeping areas on level 2 at both receiver locations (i.e., Level 1 & 2). Hence, mitigation measures such as building components are required to mitigate noise.

4. BUILDING COMPONENTS

The appropriate building components were selected based on the Acoustic Insulation Factor (AIF) which is related to the difference in indoor and outdoor noise levels. The AIF is calculated as follows:

$$\text{AIF} = \text{Leq (outdoor façade)} - \text{Leq (indoor)} + 10 \log C + 2$$

C = number of building components forming the room envelope

To calculate the required building components, the dimensions of the rooms and their wall/window sizes must be known. Currently, the room dimensions and floor height are unknown. Assuming 25% window-door/floor ratios, the required components were estimated from the building facades.

The following table provides AIF requirements for sound levels for both daytime and nighttime noises.

Table 8 – Typical AIF Values for Building Component

Daytime Noise (dBA)	Night time Noise (dBA)	AIF Noise Limit	Living/Dining Window/Door Treatment	Bedroom Window Treatment
55 or less	50 or less	17 or less	None (OBC)	None (OBC)
56 - 65	51 - 60	18 - 27	None (OBC)	STC 23 - 32
66 - 68	61 - 63	28 – 30	None (OBC)	STC 33 - 34
69 - 70	64 - 65	31 – 32	STC 31 - 32	STC 36 - 37
71 - 72	66 - 67	33 – 34	STC 33 - 34	STC 38 - 39
73 - 78	68 - 73	35 – 40	STC 35 - 40	STC 40 - 45
79	74	41	STC 41	STC 46

Source: "Road Noise: Effects on Housing", NHA 5156 81/10, 1981

Based on the assumed 25% window-door/floor ratio, the windows and door component requirements were estimated from the attenuated noise level shown in Table 7 for both daytime and nighttime. Using this assumption, the west façades of the building's window and door components should have a Sound Transmission Class (STC) of 27 during the day and 25 at night.

Hence, the worst case-scenario of STC i.e., STC 27 is used for building components.

It is also recommended that an acoustic consultant review the building components to ensure that noise levels satisfy the requirements. Appendix B, Sheet 4, shows the estimated building components for the proposed development.

The Ontario Building Code (OBC) section 5.8.1 specifies the minimum required sound insulation characteristics for partitions in terms of STC values. For acoustic privacy in a multi-tenant building between suites, the inter-unit wall should meet or exceed STC-50. In addition, it is recommended that the separation of suites from any amenities or commercial spaces for building components (floor/ceiling) also meet or exceed STC-55.

5. RECOMMENDATIONS

As demonstrated in this report, mitigation measures are required to bring residential units within the development into compliance with MOECC criteria. With the inclusion of these measures, the MOECC noise criteria will be satisfied.

Recommendation #1

Due to the exceedance of the MOECC criteria for daytime and nighttime acoustic levels from 6th Concession Road, the dwellings shall include warning clauses as described below:

In all agreements of sale, lease, and rental for residential units, there must be a Type D warning clause. This is because noise levels exceed 55 dBA during the day and 60 dBA at night.

This includes:

Type 'D'

"This dwelling unit has been supplied with a central air conditioning system which will allow windows and exterior doors to remain closed, thereby ensuring that the indoor sound levels are within the sound level limits of the Municipality and the Ministry of the Environment."

Recommendation #2

In order to comply with the MOECC's criteria for daytime and nighttime noise levels from roadways and railway lines, noise barriers of various heights with a minimum density of 20 kg/m² shall be installed along the property line.

The layout of the proposed 1.8m high noise barrier is shown in Appendix B, Sheet 4. Typical noise barriers are provided in Appendix A.

Recommendation #3 (Building Components)

Due to exposure to road noise, some units require special building components for areas of sensitive use (i.e., bedroom, living room, dining room, kitchen, etc.) and the following is required:

Window requirements:

All windows leading to sensitive living areas must have a minimum sound transmission class (STC) as per Sheet 4 in order to meet the MOECC indoor noise level criteria.

Wall requirements:

All walls leading to sensitive living areas are to have a minimum sound transmission class (STC) as per Sheet 4. Also, acoustic privacy between units in a multi-tenant building, the inter-unit wall, should meet or exceed STC-50. Wall separation between noisy spaces, such as refuse chutes or elevator shafts, and suites should meet or exceed STC-55.

Recommendation #4 (Units along 6th Concession Road)

Prior to the issuance of building permits, it is recommended that an acoustic consultant review the sound transmission class (STC) for the proposed development's walls, windows and doors to ensure they conform to the recommendations outlined in this report.

6. SUMMARY

We conclude that this development with the implementation of the above-described mitigation measures will be designed to address impacts from the surrounding noise sources.

If you have any questions or wish to discuss our findings, please advise us accordingly.

Yours truly,

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Shurjeel Tunio, P.Eng.
Senior Project Manager
Baird AE







Appendix A

NOISE INFORMATION PLAN AND BACKGROUND INFORMATION



LEGEND

-  RECEIVER LOCATION
-  PROPOSED DEVELOPMENT
-  NOISE SOURCES
-  VIBRATION



102 - 27 PRINCESS STREET
LEAMINGTON, ONTARIO
N8H 2X8

201 - 330 RICHMOND STREET,
CHATHAM, ONTARIO
N7M 1P7

1000 - 267 PELLISSIER STREET,
WINDSOR, ONTARIO
N9A 4K4.

PROJECT TITLE:
6TH CONCESSION ROAD
CITY OF WINDSOR
WINDSOR, ON

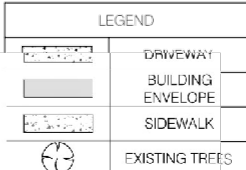
SHEET TITLE:
SHEET 1 - NOISE INFORMATION PLAN

DRAWN BY: S.T.	SCALE: NTS	DATE: FEB 14 2024
CHK'D BY: S.T.	SHEET No. : 1 OF 4	PROJECT No. : 21-150




KEY PLAN
SCALE 1:2000

SITE



LOT NO.	TOWNHOME DWELLING DETAILS							ZONING COMPLIES
	PROPOSED							
	FRONT YARD (m)	REAR YARD (m)	SIDE YARD (m)	LOT WIDTH (m)	LOT COVERAGE	FRONT YARD PAVING REQUIRED	FRONT YARD PAVING PROPOSED	
LOT 1	7.46	13.06	1.50	6.93	86.43 m ² (32.11%)	60.00%	48.55%	COMPLIES
LOT 2	6.30	12.70		5.50	87.43 m ² (43.45%)	65.00%	66.28%	COMPLIES
LOT 3	6.17	12.34		5.60	88.85 m ² (43.99%)	65.00%	64.81%	COMPLIES
LOT 4	7.14	11.98		5.50	87.43 m ² (42.33%)	65.00%	60.70%	COMPLIES
LOT 5	6.00	14.12		5.50	87.43 m ² (42.39%)	65.00%	62.17%	COMPLIES
LOT 6	6.00	13.76		5.50	87.43 m ² (42.81%)	65.00%	62.11%	COMPLIES
LOT 7	6.00	13.41	1.50	6.90	86.02 m ² (33.94%)	60.00%	49.56%	COMPLIES
LOT 8	6.00	12.86	1.50	7.00	86.88 m ² (34.16%)	60.00%	50.38%	COMPLIES
LOT 9	6.18	12.65		5.60	88.85 m ² (43.76%)	65.00%	63.27%	COMPLIES
LOT 10	6.49	11.69		5.60	88.85 m ² (43.63%)	65.00%	60.41%	COMPLIES
LOT 11	6.54	11.52		5.60	88.85 m ² (44.03%)	65.00%	62.90%	COMPLIES
LOT 12	7.22	10.13		5.60	88.85 m ² (44.14%)	65.00%	58.85%	COMPLIES
LOT 13	6.96	11.21	1.50	7.00	87.43 m ² (34.43%)	60.00%	48.28%	COMPLIES
LOT 14	7.76	10.45	1.50	6.38	78.66 m ² (34.17%)	60.00%	53.18%	COMPLIES
LOT 15	6.42	10.45		5.85	92.38 m ² (46.09%)	65.00%	62.81%	COMPLIES
LOT 16	6.17	10.45		5.90	93.09 m ² (46.43%)	65.00%	61.62%	COMPLIES
LOT 17	7.17	10.45		5.60	88.85 m ² (44.25%)	65.00%	59.69%	COMPLIES
LOT 18	6.00	12.92		5.60	88.85 m ² (43.92%)	65.00%	60.96%	COMPLIES
LOT 19	6.00	12.92	1.50	6.38	78.51 m ² (34.07%)	60.00%	53.54%	COMPLIES
LOT 20	6.12	12.79	1.50	6.38	78.68 m ² (34.14%)	60.00%	53.24%	COMPLIES
LOT 21	6.10	12.79		5.60	88.85 m ² (44.00%)	65.00%	60.91%	COMPLIES
LOT 22	6.97	11.25		5.65	88.55 m ² (44.39%)	65.00%	59.54%	COMPLIES
LOT 23	6.45	11.24		5.75	90.97 m ² (45.30%)	65.00%	61.33%	COMPLIES
LOT 24	6.18	9.84	1.50	6.38	79.36 m ² (36.99%)	60.00%	55.00%	COMPLIES
LOT 25	6.00	7.50m	1.53	11.98	105.12 m ² (33.94%)	50.00%	18.16%	COMPLIES
LOT 26	6.00	7.50m		7.50	86.17 m ² (42.94%)	55.00%	47.00%	COMPLIES
LOT 27	6.00	7.50m	1.50	9.00	86.24 m ² (35.78%)	50.00%	39.00%	COMPLIES

SITE PLAN			
EXISTING ZONING	RESIDENTIAL DISTRICT 1.2 (RD1.2) ZONE		
PROPOSED ZONING	RESIDENTIAL DISTRICT 2.3 (RD2.3) ZONE		
PERMITTED ZONING	TOWNHOME DWELLING, AMONG OTHER USES PERMITTED WITHIN THE RESIDENTIAL DISTRICT 2.3 ZONE		
PROPOSED USE	TOWNHOME DWELLING		
DESCRIPTION	REQUIRED	PROVIDED	ZONING COMPLIANCE
MIN. FRONTAGE WIDTH	20.00m (65.62 ft)	20.00m (65.62 ft)	COMPLIES
MIN. LOT AREA	200.00m ²	≥ 200.00m ² (2,152.78 sq ft)	COMPLIES
MIN. FRONT YARD	6.00m	SEE ABOVE TABLE	
MIN. REAR YARD	7.50m	SEE ABOVE TABLE	
MIN. SIDE YARD	1.50m	SEE ABOVE TABLE	
MIN. LOT WIDTH	EQUAL TO THE WIDTH OF THE DWELLING UNIT PLUS ANY EXTERIOR SIDE YARD AS EXISTING AT THE TIME OF THE LOT SEVERANCE	SEE ABOVE TABLE	
MAX. LOT COVERAGE (ZBL 5.23.5)	45% OF LOT AREA AND 50% OF LOT AREA FOR TOWNHOME DWELLING SEVERED BY A COMMON INTERIOR LOT LINE THAT SEPARATES THE DWELLING UNITS	SEE ABOVE TABLE	
MAIN BUILDING HEIGHT	MAX 9.00m	9.00m	COMPLIES
FRONT YARD PAVING	50% OF THE REQUIRED FROM YARD AREA PLUS 5% PER METER DECREASE IN LOT WIDTH BELOW 9M TO A MAXIMUM OF 70% OF THE REQUIRED FRONT YARD AREA.	SEE ABOVE TABLE	
ACCESS AREA WIDTH	MIN 3.50m TO MAX 4.50m	3.50m	COMPLIES
PARKING FOR TOWNHOME DWELLING	1 SPACE FOR EACH DWELLING OF TOTAL 27 DWELLINGS = 27 SPACE	27 SPACES PROVIDED	COMPLIES
LOT BUILDING INFO			
TOTAL LOT AREA	5,977.53 m ² (64,341.59 sq. ft) 0.597 ha (1.477ac)		
TOTAL BUILDING AREA	2,366.54 m ² (25,473.22 sq. ft)		
TOTAL RESIDENTIAL DWELLING UNITS	27 UNITS		
HEIGHT OF BUILDING / NO. OF STOREYS	≤ 9.00m / 1.0 STOREY		
BUILDING USE & OCCUPANCY	RESIDENTIAL		



DATE: JULY 27, 2023
SCALE: 1:250
DRAWN BY: M.R. [PRELIMINARY]
CHECKED BY: B.P. [CONSTRUCTION]
APPROVED BY: [RECORD]

PROJECT TITLE: 6TH CONCESSION DEVELOPMENT
4170 & 4190 6TH CONCESSION RD., CITY OF WINDSOR, COUNTY OF ESSEX, ONTARIO
SHEET TITLE: CONCEPT DEVELOPMENT PLAN

JOB NUMBER: 21-150
SHEET NUMBER: 02

STRUCTURAL NOTES:-

- The structure has been designed in accordance with the requirements of the 2006 Ontario Building Code.
- All Reinforced Concrete elements have been designed in accordance with CAN/ CSA A23.3-04.
- Workmanship and materials shall be in accordance with part 9 of the Ontario Building Code and local regulations.
- See Civil and Architectural drawings for dimensions, elevations and finishes.
- All structural components shall be interconnected to resist code mandated live, dead and environmental loads.

6. Design parameters for Noise barrier wall:-

Basic Wind $1/50 = q = 0.36$ KPA
 I_w = Importance factor = 0.8
 C_e = Exposure factor = 1.0
 C_g = Gust Factor = 2.5
 C_p = External pressure co-efficient = 2.0
 Design wind pressure = $0.8 \times 0.36 \times 1 \times 2.5 \times 2 = 1.44$ KPA
 Soil parameters assumed and contractor to verify before start of any related work.
 Soil density = $\text{Gamma} = 138$ PCF
 Active lateral pressure co-efficient = $K_a = 0.35$
 Angle of internal friction = $\Phi = 30^\circ$
 Latreal soil resistance = $3 \times 2 = 6$ Kips / ft
 No soil burden allowed.
 Highest Water table = Sufficiently below proposed work area.

- Contractor is responsible for safe construction as per OSHA and other applicable codes.

Foundations

- Footings shall be placed on undisturbed soil capable of supporting 2000 PSF unfactored
- Footings excavations shall be inspected by soils engineer before concrete is placed.
- Footings exposed to freezing shall be placed at least 4'-0" below finished grade.
- Protect footings exposed to frost action during construction by 4'-0" minimum of soil or its equivalent.
- The line of slope between adjacent footings or excavations or along stepped footings shall not exceed a rise of 7 in a run of 10, maximum step shall be 2'-0".
- Where a foundation wall retains soil on each side, place backfill on both sides simultaneously.

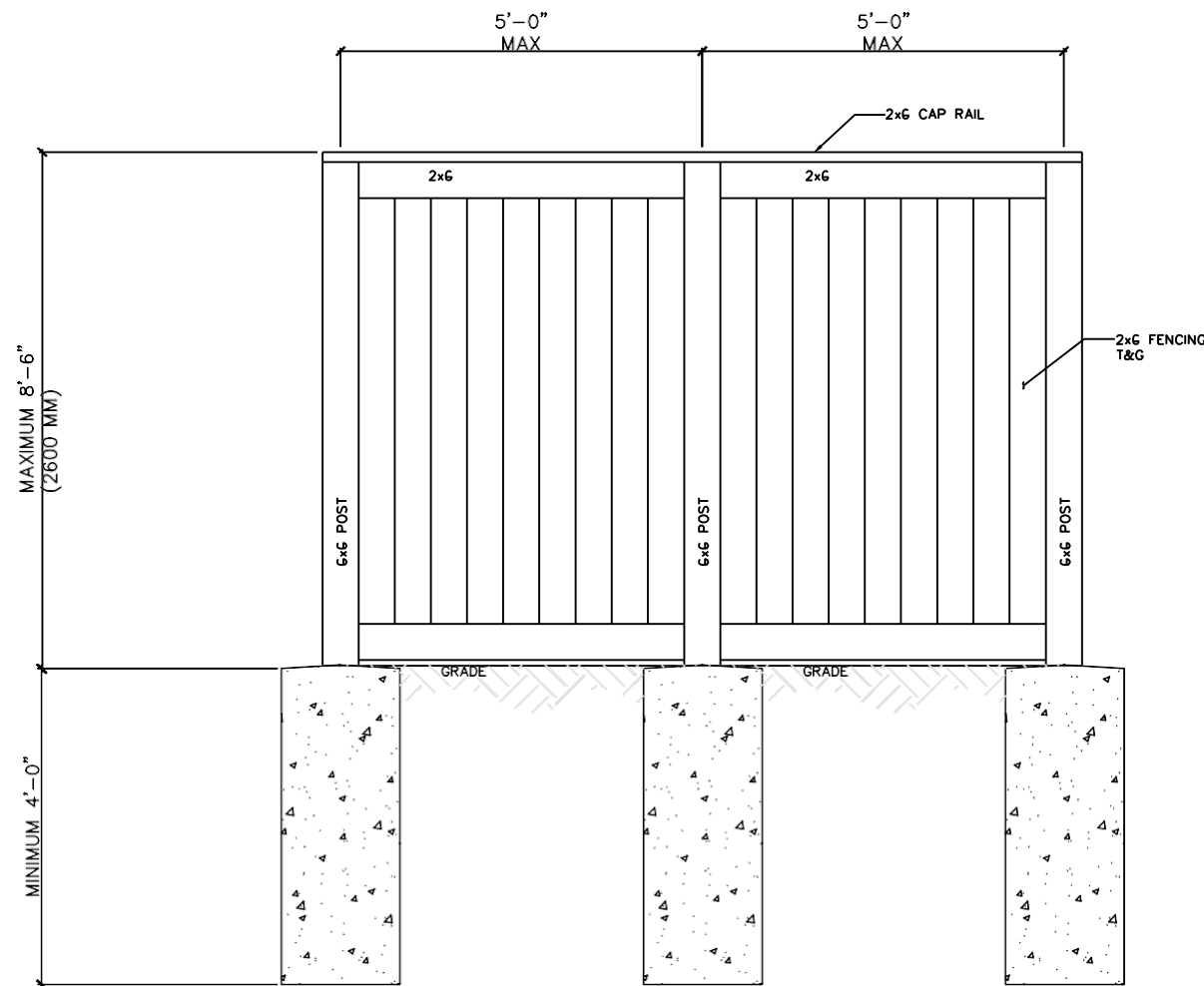
Concrete specification

- The ultimate 28 days compressive strength of concrete shall be 25.0 MPA unless noted otherwise.
- The ultimate 28 days compressive strength of concrete exposed to freezing and thawing (exterior slabs, garage floor slab, side walks, curbs, retaining walls, etc.) shall be 32 MPA with minimum air entrainment content of 5%-8% and maximum water/cement ratio by mass of 0.45. Use Class C-1 concrete for exterior slab.
- Do not use calcium chloride or other salts in concrete.
- Reinforcing steel shall be deformed bars to CSA G30.18 with a minimum yield strength of 400 MPA.
- Detail reinforcing in accordance with reinforcing steel manual of standard practice prepared ZDÉ-Y by RSIO.
- Only ready mix concrete is permitted on this job. the concrete supplier shall be responsible for concrete mix design. ZDÉ-Y
- Supply and install concrete, reinforcing steel and formwork including placing, finishing and curring as shown on the drawings in accordance with CSA A23 and CSA G 30.
- Non-shrink, non-metallic grout shall be used by Sika Canada inc. or an approved equal.
- Concrete protection for reinforcing shall in all cases be at least equal the bar diameter.
 The clear distance between reinforcing steel and surface of concrete shall be as follows:
 Slabs interior 25mm to top and bottom
 Slabs exterior 50mm to top and bottom
 Beams 40mm to stirrups
 Columns 40mm to ties
 Walls 50mm to exterior face
 25 mm to interior face
 Footings 75mm to main steel

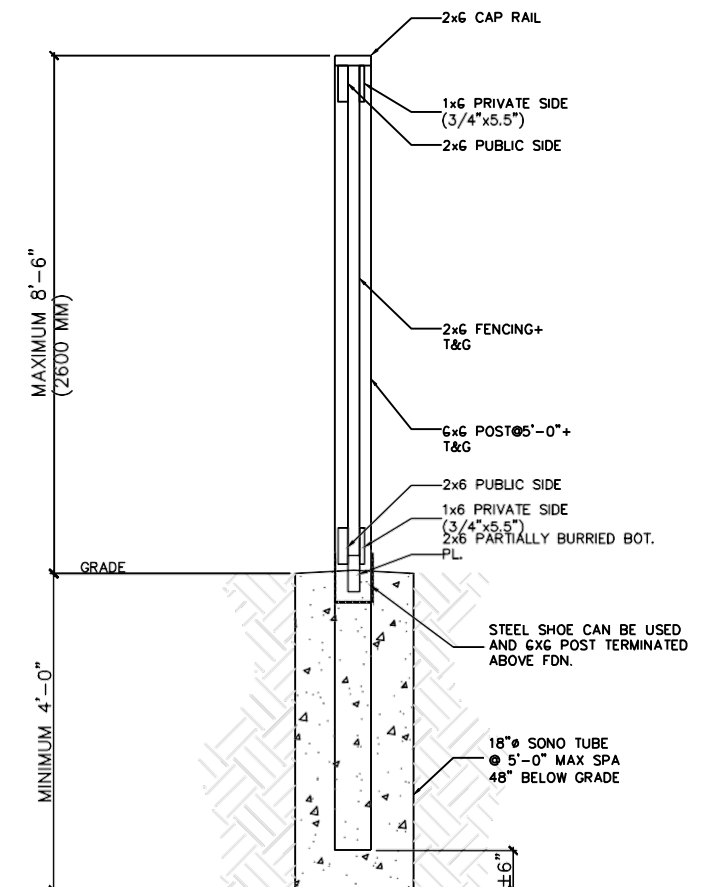
Wood

- All wood construction to be in accordance with CSA standard CAN3-086-01.
- All lumber to be grade stamped and shall be dry spruce #1 or #2 conforming to CSA-086-01 u/n otherwise.
- All connections, unless noted otherwise, to be in accordance with O.B.C. 2006
- Metal hangers shall be made from light gauge galvanized metal and shall have allowable load capacity (as per manufacturer's data) greater than reactions produced by loading conditions. Use Simpson Strong-tie or equal.
- Protect lumber in direct contact with concrete or mortar with 10 mil. polyethylene sheet.

THE ELEVATION CAN BE SLOPED TO FOLLOW NGL.



**NOISE BARRIER WALL
TYPICAL ELEVATION
NTS**

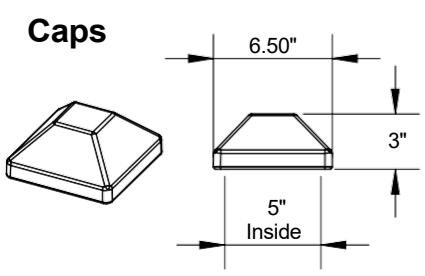
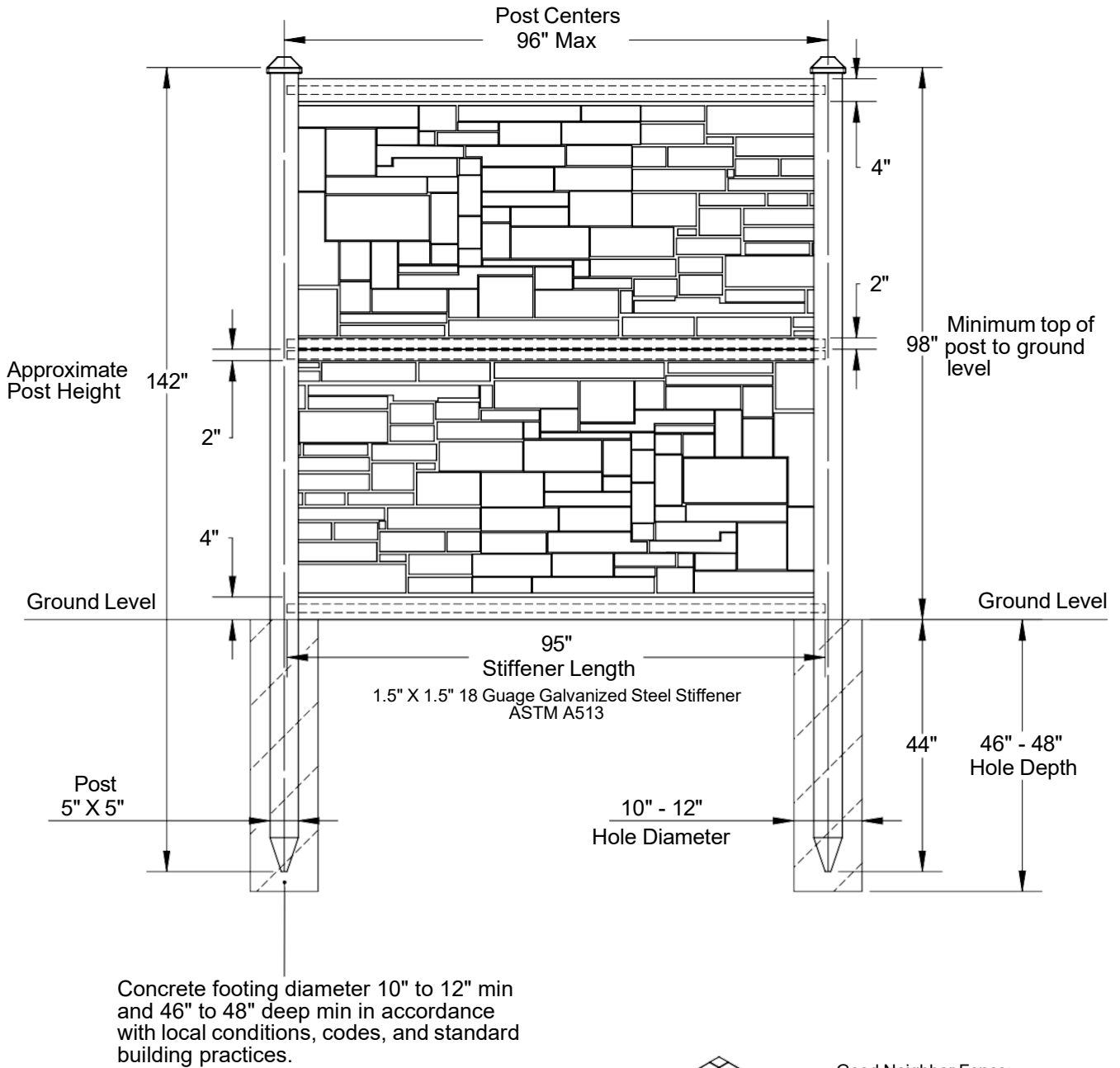


**NOISE BARRIER WALL
TYPICAL STR. SECTION
NTS**

- ALL ELEVATIONS ARE FOR REFERENCE ONLY. CONTRACTOR TO CONFIRM AND PROCEED WORK AS PER CIVIL / SURVEY DRAWINGS.
- ALL EXPOSED WOOD TO BE PRESSURE TREATED.
- PROTECT LUMBER IN DIRECT CONTACT WITH CONCRETE OR MORTAR WITH 10 MIL. POLYETHYLENE SHEET.

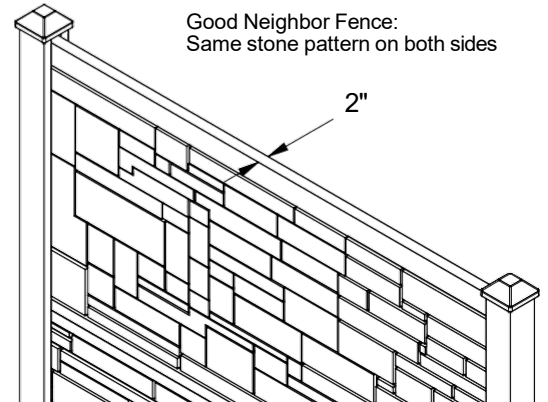
TYPICAL ACOUSTICAL BARRIER


8'H X 8'W Panel



Two stacked 4'X8' panels

- Actual Panel Dimensions: 48"H X 94.25"W
- Panel Weight: 60 lbs
- Tolerances are: $\pm 5"$



Model #: FP96X96	This drawing may not be altered or reproduced without the permission of SimTek® Fence		 www.simtekfence.com
Date: Oct 15, 2013	Scale: not to scale	REV: D Barlocker	
Sheet 1 of 1	U.S. Patents: 7,478,797 / 7,635,114 Foreign Patents Pending		



Hourly Data Report for November 22, 2022

If selected Local Standard Time (LST), add 1 hour to adjust for Daylight Saving Time where and when it is observed.

WINDSORA ONTARIO Current Station Operator: NAVCAN

Latitude: 42.166344000" N

Longitude: 82.576194000" W

Elevation: 189460 m

CEimate ID: 6139530

WMO ID: 71538

IC ID: YQG

TIME LST	Temp.	Dex Point	Rel. Hum.	Precip. Amount	Wind Dir	Wind Spd	Visibility	Stn. Press	Wind Chill	Weather
	°C W	°C W	% W	mm W	1 Obs. deg	km/h W	km W	kPa W		
00:00	3.45	6.48	78	0.0	35	8	1641	1004.30	6.7	NA
01:00	2.45	6.42	76	0.0	1	5	1641	1004.31	6.4	NA
02:00	3.49	6.47	81	0.0	6	4	1641	1004.32	6.6	NA
03:00	4.45	7.40	83	0.0	12	4	1641	1004.32	6.6	NA
04:00	5.46	7.41	89	0.0	14	5	1641	1004.31	6.8	NA
05:00	4.48	6.41	91	0.0		0	1641	1004.27		NA
06:00	5.42	6.48	89	0.0		0	1445	1004.24		NA
07:00	5.42	6.43	92	0.0		0	1143	1004.21		NA
08:00	5.48	6.47	94	0.0	14	4	644	1004.18	6.8	log
09:00	6.40	7.47	88	0.0	19	5	1641	1004.16	6.3	NA
10:00	7.42	8.40	69	0.0	22	21	1641	1004.15		NA

TIME LST	Temp oc	Dew Point oc	Relative Hum %	Precip. Amount mm	Wind Dir 10!s deg	Wind Spd km/h	Visibility km	Stn. Press kPa	Wind+	Wind chg	Weather
11:00	30.9	-40.5	54	00.0	23	21	1601	1000.06			NA
12:00	50.9	-40.7	47	00.0	25	24	1601	990.98			NA
13:00	70.4	-40.1	44	00.0	23	26	1601	990.88			NA
14:00	80.4	-40.1	41	00.0	22	21	1601	990.82			NA
15:00	90.3	-40.9	36	00.0	24	22	1601	990.80			NA
16:00	90.2	-40.2	39	00.0	22	21	1601	990.77			NA
17:00	60.3	-40.3	47	00.0	21	13	1601	990.80			NA
18:00	50.9	-30.2	52	00.0	22	15	1601	990.82			NA
19:00	50.4	-30.2	54	00.0	23	15	1601	990.81			NA
20:00	50.8	-30.6	51	00.0	26	15	1601	990.84			NA
21:00	30.7	-30.8	58	00.0	25	15	1601	990.84			NA
22:00	30.0	-40.3	59	00.0	25	11	1601	990.85			NA
23:00	10.7	-40.0	66	00.0	24	13	1601	990.86			NA

Leger o

- ◆ E = Estimated
- ◆ M = Missing

- ◆ NA = Not Available
- ◆ [empty] = Indicates an unobserved value

Date modified:

2022-08-17

Sixth Concession Rd @ Holburn St

Morning Peak Diagram

Specified Period

From: 7:00:00

To: 9:00:00

One Hour Peak

From: 8:00:00

To: 9:00:00

Municipality: Windsor
Site #: 0000000001
Intersection: Sixth Concession Rd & Holburn St
TFR File #: 1
Count date: 26-Jul-2022

Weather conditions:
 Cloudy/Dry
Person(s) who counted:
 Matt

**** Non-Signalized Intersection ****

Major Road: Sixth Concession Rd runs N/S

North Leg Total: 250
 North Entering: 84
 North Peds: 4
 Peds Cross: \times

Heavys	0	2	0	2
Trucks	1	2	0	3
Cars	5	67	7	79
Totals	6	71	7	



Heavys	1
Trucks	5
Cars	160
Totals	166

East Leg Total: 202
 East Entering: 142
 East Peds: 0
 Peds Cross: \times

Heavys	0	Trucks	1	Cars	19	Totals	20
--------	---	--------	---	------	----	--------	----

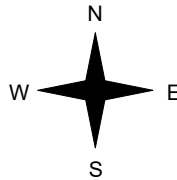


Holburn St

Heavys	0	Trucks	1	Cars	20	Totals	21
0	0	0	0	11	11		
0	0	0	0	23	23		
0	1	0	0	54	55		



Sixth Concession Rd



Cars	16	Trucks	0	Heavys	1	Totals	17
6	0	0	0	0	6		
118	1	0	0	0	119		
140	1	1	0	0	142		

Holburn St



Cars	60	Trucks	0	Heavys	0	Totals	60
------	----	--------	---	--------	---	--------	----

Peds Cross: \times
 West Peds: 0
 West Entering: 55
 West Leg Total: 75

Cars	208	Cars	8	124	42	174
Trucks	3	Trucks	0	4	0	4
Heavys	2	Heavys	0	0	0	0
Totals	213	Totals	8	128	42	



Peds Cross: \times
 South Peds: 1
 South Entering: 178
 South Leg Total: 391

Comments

Sixth Concession Rd @ Holburn St

Mid-day Peak Diagram

Specified Period

From: 11:00:00
To: 14:00:00

One Hour Peak

From: 11:45:00
To: 12:45:00

Municipality: Windsor
Site #: 0000000001
Intersection: Sixth Concession Rd & Holburn St
TFR File #: 1
Count date: 26-Jul-2022

Weather conditions:
Cloudy/Dry
Person(s) who counted:
Matt

** Non-Signalized Intersection **

Major Road: Sixth Concession Rd runs N/S

North Leg Total: 347
North Entering: 189
North Peds: 1
Peds Cross: \times

Heavys	0	5	0	5
Trucks	0	2	0	2
Cars	15	150	17	182
Totals	15	157	17	



Heavys	0
Trucks	4
Cars	154
Totals	158

East Leg Total: 211
East Entering: 116
East Peds: 2
Peds Cross: \times

Heavys	0
Trucks	0
Cars	56
Totals	56

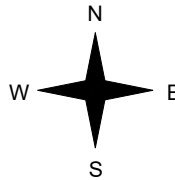


Sixth Concession Rd

Cars	16	1	0	17
Trucks	19	0	0	19
Heavys	79	1	0	80
Totals	114	2	0	



Holburn St



Heavys	0
Trucks	1
Cars	15
Totals	16
Heavys	0
Trucks	1
Cars	9
Totals	10
Heavys	0
Trucks	0
Cars	19
Totals	19
Heavys	0
Trucks	2
Cars	43
Totals	45



Sixth Concession Rd



Holburn St



Cars	93	1	1	95
Trucks				
Heavys				
Totals	93	1	1	95

Peds Cross: \times
West Peds: 1
West Entering: 45
West Leg Total: 101

Cars	248	22	123	67	212
Trucks	3	0	2	0	2
Heavys	5	0	0	1	1
Totals	256	22	125	68	



Peds Cross: \times
South Peds: 0
South Entering: 215
South Leg Total: 471

Comments

Sixth Concession Rd @ Holburn St

Afternoon Peak Diagram

Specified Period

From: 15:00:00

To: 18:00:00

One Hour Peak

From: 17:00:00

To: 18:00:00

Municipality: Windsor
Site #: 0000000001
Intersection: Sixth Concession Rd & Holburn St
TFR File #: 1
Count date: 26-Jul-2022

Weather conditions:
 Cloudy/Dry
Person(s) who counted:
 Matt

**** Non-Signalized Intersection ****

Major Road: Sixth Concession Rd runs N/S

North Leg Total: 440
 North Entering: 246
 North Peds: 5
 Peds Cross: \times

Heavys	0	0	0	0	0
Trucks	0	0	0	0	0
Cars	23	190	33	246	
Totals	23	190	33		



Heavys	0
Trucks	1
Cars	193
Totals	194

East Leg Total: 333
 East Entering: 155
 East Peds: 1
 Peds Cross: \times

Heavys	0
Trucks	0
Cars	87
Totals	87



Sixth Concession Rd

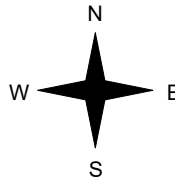
Cars	22	0	0	22
Trucks	0	0	0	0
Heavys	0	0	0	0
Totals	22	0	0	22

Cars	21	0	0	21
Trucks	0	0	0	0
Heavys	0	0	0	0
Totals	21	0	0	21

Cars	110	2	0	112
Trucks	2	0	0	2
Heavys	0	0	0	0
Totals	112	2	0	114



Holburn St

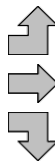


Heavys	0
Trucks	0
Cars	27
Totals	27

Heavys	0
Trucks	0
Cars	16
Totals	16

Heavys	0
Trucks	0
Cars	25
Totals	25

Heavys	0
Trucks	0
Cars	68
Totals	68



Sixth Concession Rd

Holburn St



Cars	177	0	1	178
Trucks	0	0	0	0
Heavys	0	0	1	1
Totals	177	0	1	178

Peds Cross: \times
 West Peds: 2
 West Entering: 68
 West Leg Total: 155

Cars	325	43	144	128	315
Trucks	2	0	1	0	1
Heavys	0	0	0	1	1
Totals	327	43	145	129	317



Peds Cross: \times
 South Peds: 5
 South Entering: 317
 South Leg Total: 644

Comments

Sixth Concession Rd @ Holburn St

Total Count Diagram

Municipality: Windsor
Site #: 000000001
Intersection: Sixth Concession Rd & Holburn St
TFR File #: 1
Count date: 26-Jul-2022

Weather conditions:
 Cloudy/Dry
Person(s) who counted:
 Matt

**** Non-Signalized Intersection ****

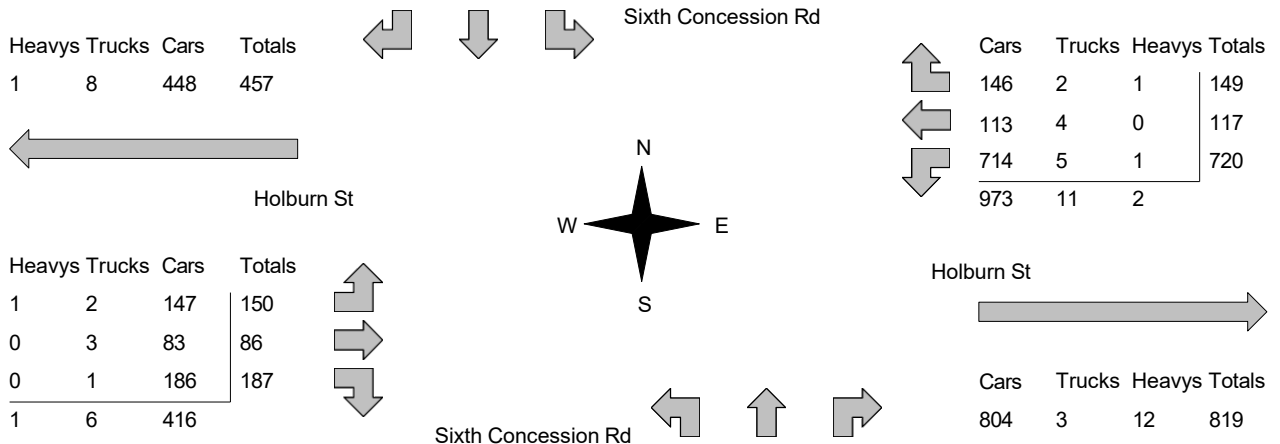
Major Road: Sixth Concession Rd runs N/S

North Leg Total: 2657
 North Entering: 1356
 North Peds: 19
 Peds Cross: \times

Heavys	0	7	1	8
Trucks	3	11	0	14
Cars	146	1027	161	1334
Totals	149	1045	162	

Heavys	6
Trucks	19
Cars	1276
Totals	1301

East Leg Total: 1805
 East Entering: 986
 East Peds: 8
 Peds Cross: \times



Peds Cross: \times
 West Peds: 4
 West Entering: 423
 West Leg Total: 880

Cars	1927	Cars	189	983	560	1732
Trucks	17	Trucks	1	15	0	16
Heavys	8	Heavys	1	4	11	16
Totals	1952	Totals	191	1002	571	

Peds Cross: \times
 South Peds: 20
 South Entering: 1764
 South Leg Total: 3716

Comments

Appendix B

STAMSON AND INOISE OUTPUT

Filename: reca.te Time Period: Day/Night 16/8 hours
 Description: FREE FIELD ANALYSIS - DAYTIME AND NIGHTTIME

Road data, segment # 1: 6Concession (day/night)

 Car traffic volume : 2816/313 veh/TimePeriod *
 Medium truck volume : 50/6 veh/TimePeriod *
 Heavy truck volume : 50/6 veh/TimePeriod *
 Posted speed limit : 50 km/h
 Road gradient : 0 %
 Road pavement : 1 (Typical asphalt or concrete)

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

24 hr Traffic Volume (AADT or SADT): 2657
 Percentage of Annual Growth : 2.00
 Number of Years of Growth : 10.00
 Medium Truck % of Total Volume : 1.70
 Heavy Truck % of Total Volume : 1.70
 Day (16 hrs) % of Total Volume : 90.00

Data for Segment # 1: 6Concession (day/night)

 Angle1 Angle2 : -90.00 deg 90.00 deg
 Wood depth : 0 (No woods.)
 No of house rows : 0 / 0
 Surface : 1 (Absorptive ground surface)
 Receiver source distance : 19.38 / 28.00 m
 Receiver height : 1.50 / 4.50 m
 Topography : 1 (Flat/gentle slope; no barrier)
 Reference angle : 0.00

Results segment # 1: 6Concession (day)

 Source height = 1.14 m

ROAD (0.00 + 55.00 + 0.00) = 55.00 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	58.31	0.00	-1.85	-1.46	0.00	0.00	0.00	55.00

Segment Leq : 55.00 dBA

Total Leq All Segments: 55.00 dBA

Results segment # 1: 6Concession (night)

 Source height = 1.17 m

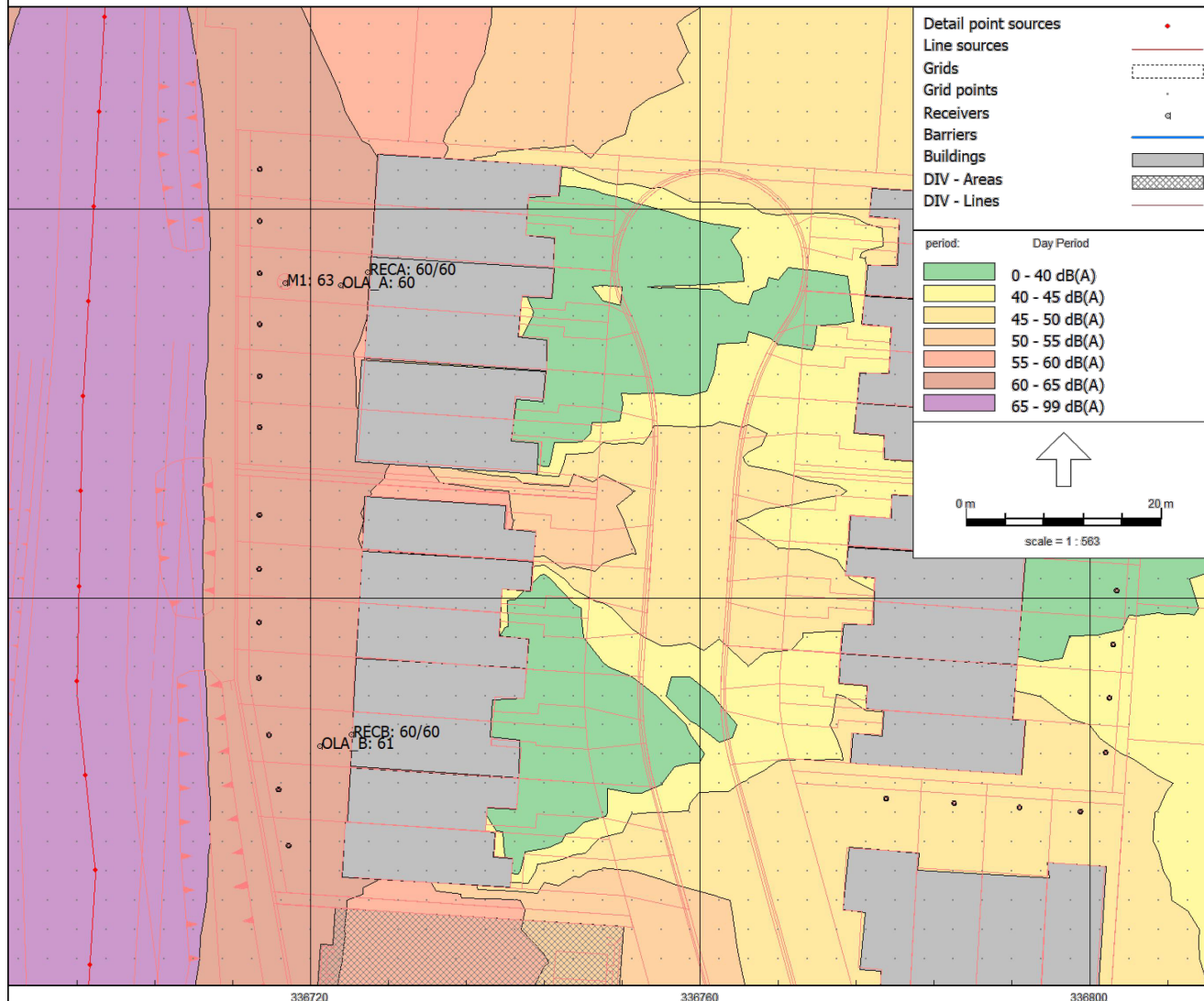
ROAD (0.00 + 46.37 + 0.00) = 46.37 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.58	51.97	0.00	-4.28	-1.32	0.00	0.00	0.00	46.37

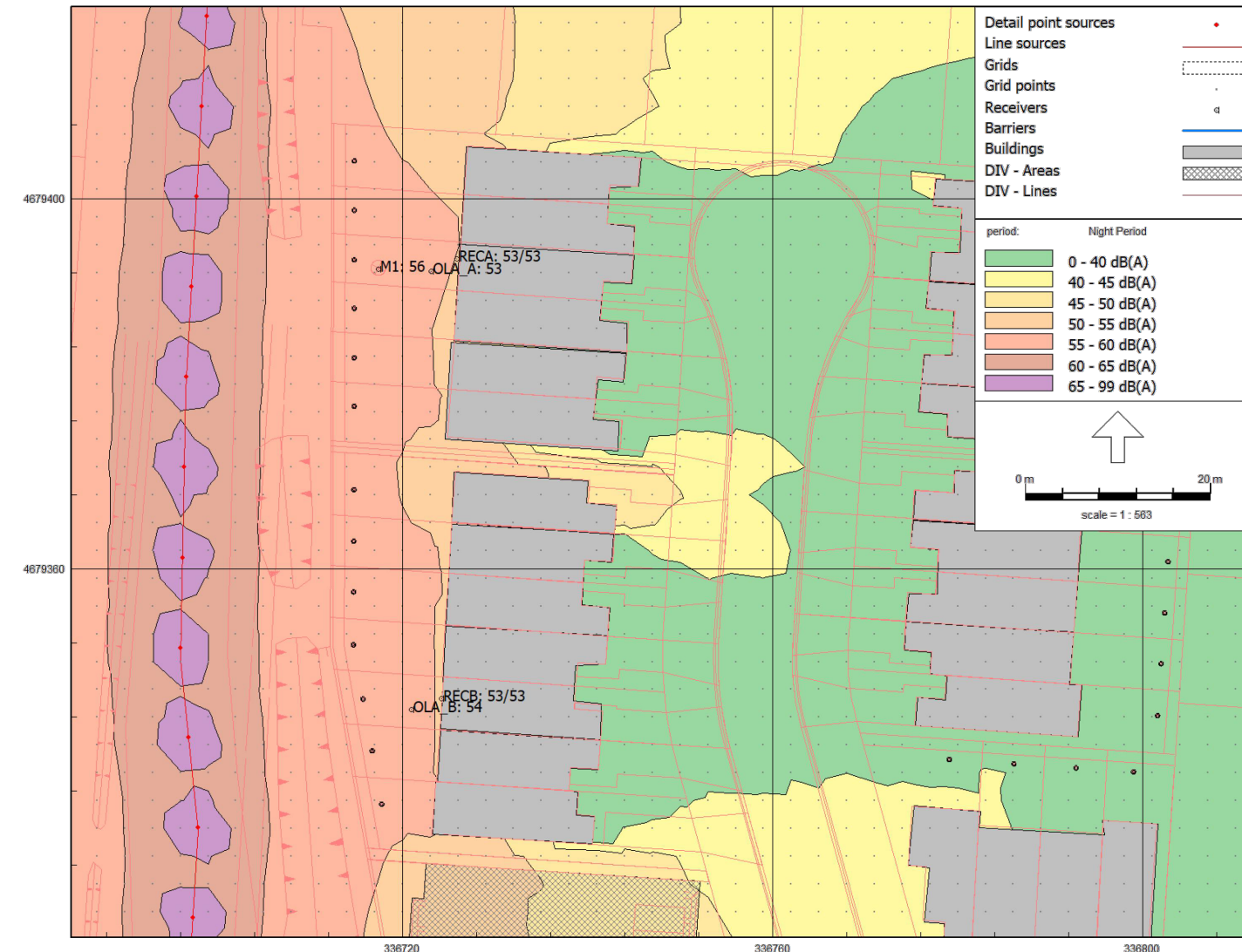
Segment Leq : 46.37 dBA

Total Leq All Segments: 46.37 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 55.00
 (NIGHT): 46.37



DAYTIME NOISE LEVEL



NIGHTTIME NOISE LEVEL

UNATTENUATED NOISE LEVEL

LEGEND

- RECEIVER LOCATION
- PROPOSED DEVELOPMENT
- NOISE SOURCES
- VIBRATION

102 - 27 PRINCESS STREET
LEAMINGTON, ONTARIO
N8H 2X8

201 - 330 RICHMOND STREET,
CHATHAM, ONTARIO
N7M 1P7

1000 - 267 PELLISSIER STREET,
WINDSOR, ONTARIO
N9A 4K4

PROJECT TITLE:
6TH CONCESSION ROAD
CITY OF WINDSOR
WINDSOR, ON

SHEET TITLE:
SHEET 2 - UNATTENUATED NOISE LEVEL

DRAWN BY:
S.T.

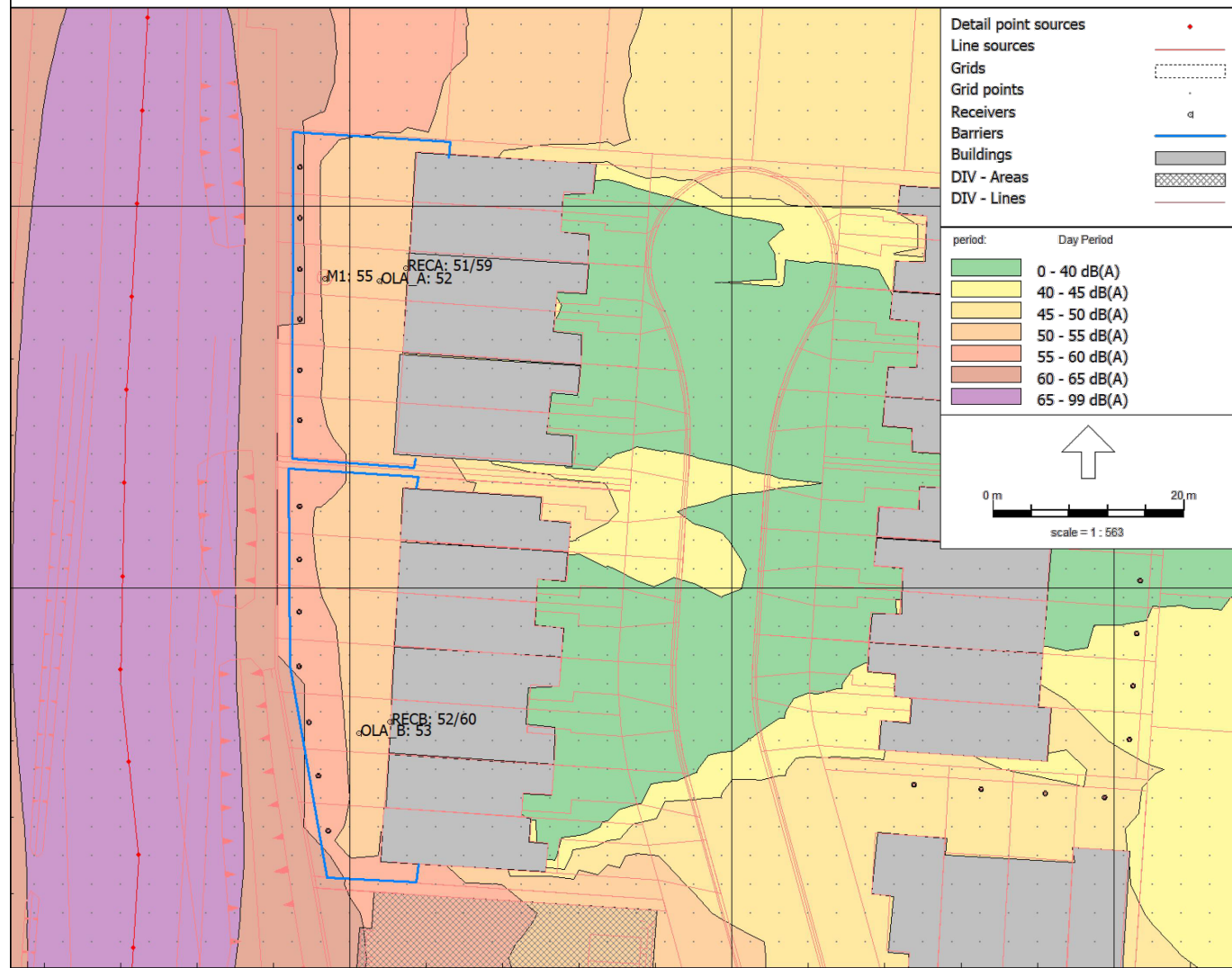
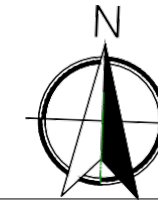
SCALE:
NTS

DATE:
FEB 14 2024

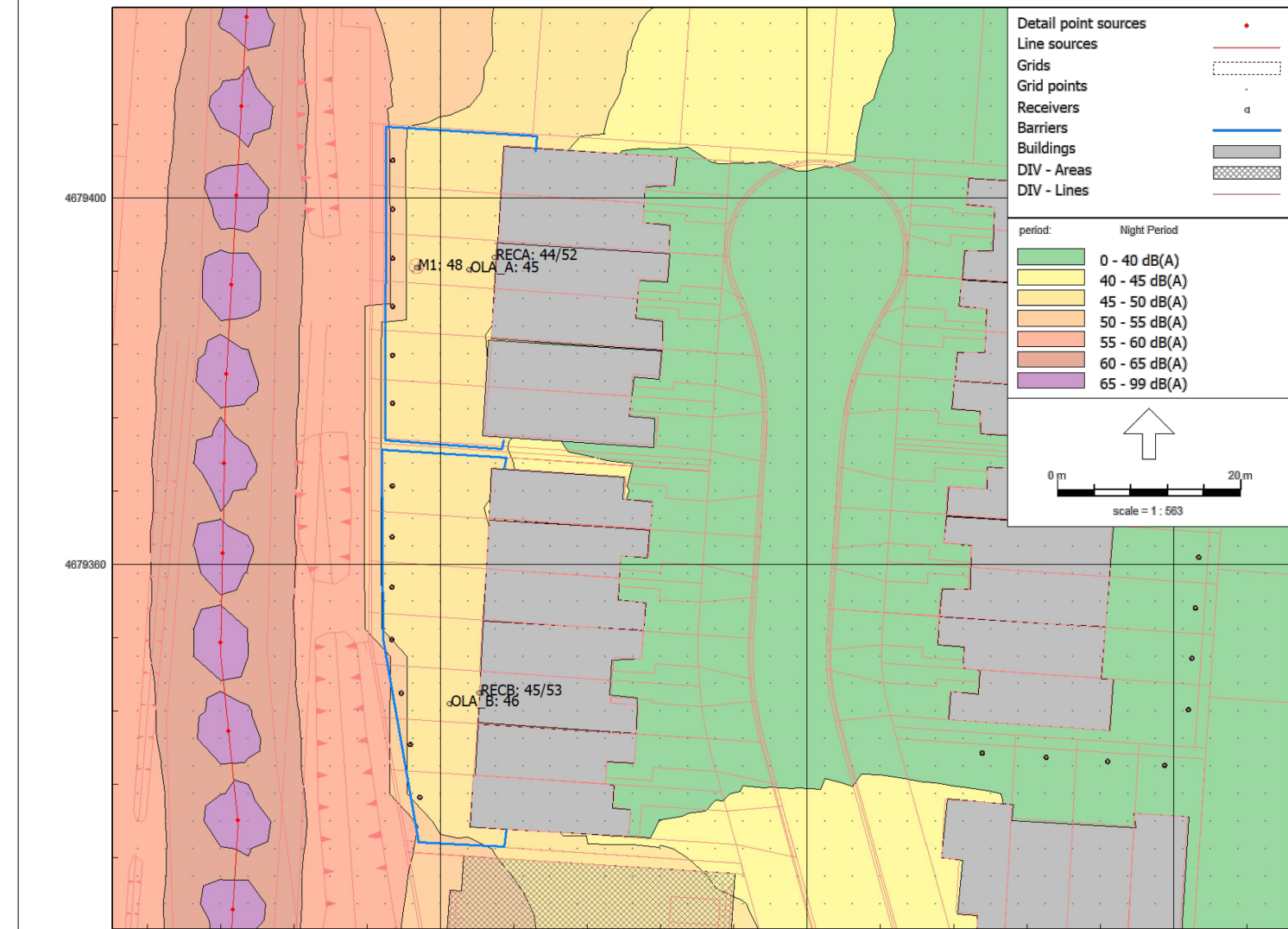
CHK'D BY:
ST.

SHEET No. :
2 OF 4

PROJECT No. :
21-150



DAYTIME NOISE LEVEL



NIGHTTIME NOISE LEVEL

ATTENUATED NOISE LEVEL

LEGEND

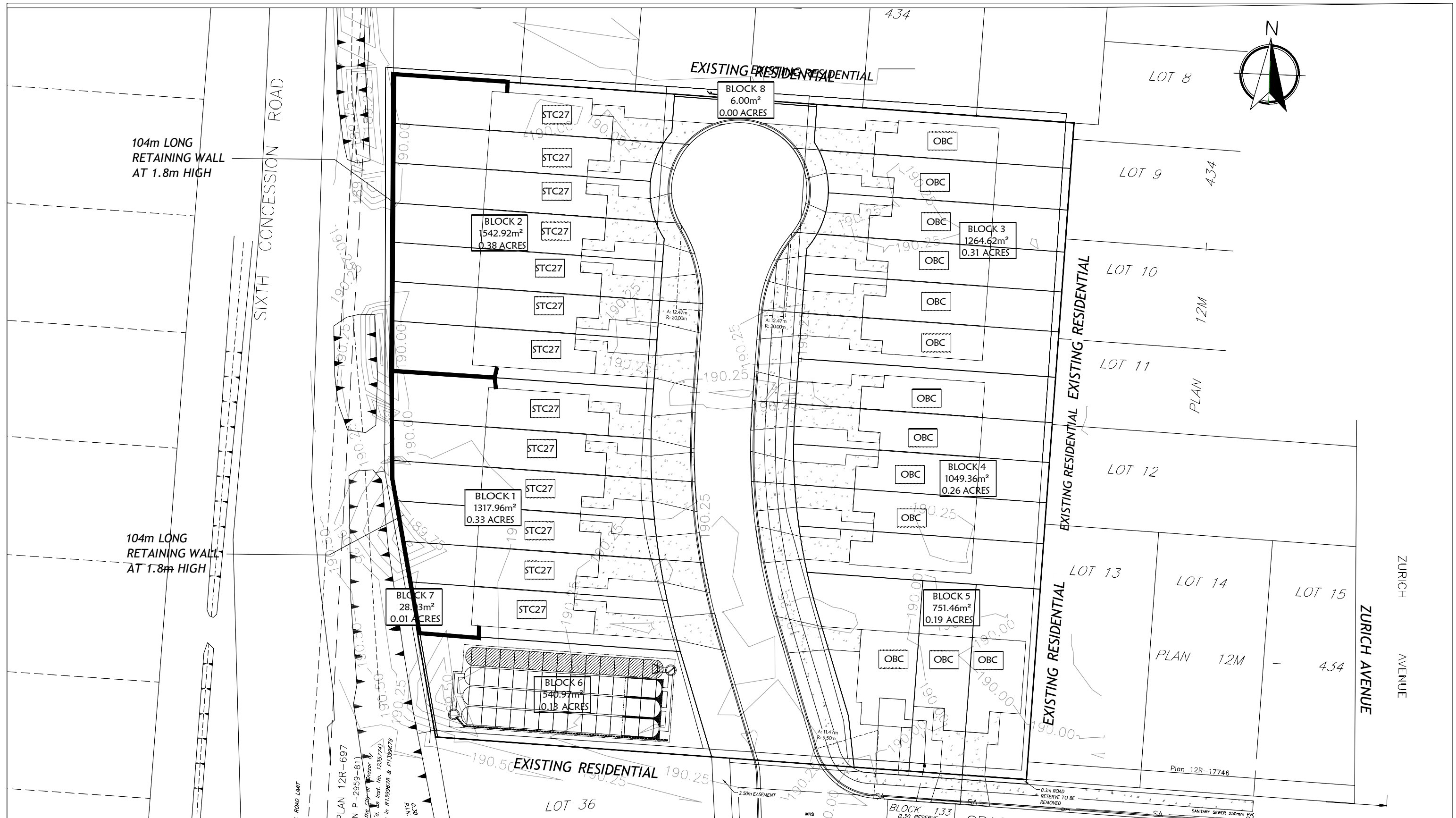
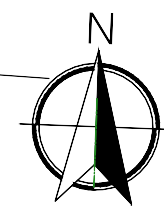
- RECEIVER LOCATION
- PROPOSED DEVELOPMENT
- NOISE SOURCES
- VIBRATION






PROJECT TITLE:
6TH CONCESSION ROAD
CITY OF WINDSOR
WINDSOR, ON

SHEET TITLE:
SHEET 3 - ATTENUATED NOISE LEVEL

DRAWN BY: S.T.	SCALE: NTS	DATE: FEB 14 2024
CHK'D BY: ST.	SHEET No. : 3 OF 4	PROJECT No. : 21-150



LEGEND

-  NOISE BARRIER
-  SOUND TRANSMISSION COMPONENT
-  COMPONENT AS PER ONTARIO BUILDING CODE



102 - 27 PRINCESS STREET
LEAMINGTON, ONTARIO
N8H 2X8

201 - 330 RICHMOND STREET,
CHATHAM, ONTARIO
N7M 1P7

1000 - 267 PEUSSIER STREET,
WINDSOR, ONTARIO
N9A 4K4

PROJECT TITLE:
6TH CONCESSION ROAD
CITY OF WINDSOR
WINDSOR, ON

SHEET TITLE:
SHEET 4 - MITIGATION MEASURES

DRAWN BY:	SCALE:	DATE:
S.T.	NTS	FEB 14 2024
CHCK'D BY:	SHEET No. :	PROJECT No. :
ST.	4 OF 4	21-150

Appendix C

NOISE MONITORING DATA

Data Logger 2

SET 1
A
SLOW
Range 40-100
L05 67.2
L10 66.3
L50 61.8
L90 53.1
L95 50.8
Max dB 77.2
2022/11/22 03:08:24
SEL 94.2
Leq 63.2

No.s	Date Time	dB
1	2022-11-22 03:04:54	65.1
2	2022-11-22 03:04:55	64.6
3	2022-11-22 03:04:56	64.3
4	2022-11-22 03:04:57	64.4
5	2022-11-22 03:04:58	66.0
6	2022-11-22 03:04:59	65.2
7	2022-11-22 03:05:00	66.3
8	2022-11-22 03:05:01	64.5
9	2022-11-22 03:05:02	63.8
10	2022-11-22 03:05:03	62.6
11	2022-11-22 03:05:04	61.9
12	2022-11-22 03:05:05	62.8
13	2022-11-22 03:05:06	64.1
14	2022-11-22 03:05:07	65.1
15	2022-11-22 03:05:08	65.9
16	2022-11-22 03:05:09	64.0
17	2022-11-22 03:05:10	61.4
18	2022-11-22 03:05:11	58.5
19	2022-11-22 03:05:12	56.6
20	2022-11-22 03:05:13	56.2
21	2022-11-22 03:05:14	56.9
22	2022-11-22 03:05:15	56.0
23	2022-11-22 03:05:16	55.2
24	2022-11-22 03:05:17	55.7
25	2022-11-22 03:05:18	54.5
26	2022-11-22 03:05:19	55.5
27	2022-11-22 03:05:20	58.9
28	2022-11-22 03:05:21	61.9
29	2022-11-22 03:05:22	63.8
30	2022-11-22 03:05:23	64.3
31	2022-11-22 03:05:24	65.7
32	2022-11-22 03:05:25	66.8
33	2022-11-22 03:05:26	68.2
34	2022-11-22 03:05:27	68.0
35	2022-11-22 03:05:28	67.2
36	2022-11-22 03:05:29	65.8
37	2022-11-22 03:05:30	63.2
38	2022-11-22 03:05:31	61.1
39	2022-11-22 03:05:32	60.5

40	2022-11-22 03:05:33	60.4
41	2022-11-22 03:05:34	60.7
42	2022-11-22 03:05:35	60.3
43	2022-11-22 03:05:36	59.3
44	2022-11-22 03:05:37	57.7
45	2022-11-22 03:05:38	55.7
46	2022-11-22 03:05:39	53.8
47	2022-11-22 03:05:40	52.3
48	2022-11-22 03:05:41	51.5
49	2022-11-22 03:05:42	51.0
50	2022-11-22 03:05:43	52.0
51	2022-11-22 03:05:44	53.5
52	2022-11-22 03:05:45	57.3
53	2022-11-22 03:05:46	60.8
54	2022-11-22 03:05:47	63.3
55	2022-11-22 03:05:48	64.0
56	2022-11-22 03:05:49	64.3
57	2022-11-22 03:05:50	64.2
58	2022-11-22 03:05:51	64.9
59	2022-11-22 03:05:52	65.1
60	2022-11-22 03:05:53	64.7
61	2022-11-22 03:05:54	64.3
62	2022-11-22 03:05:55	64.3
63	2022-11-22 03:05:56	65.2
64	2022-11-22 03:05:57	66.6
65	2022-11-22 03:05:58	67.6
66	2022-11-22 03:05:59	67.9
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