

REPORT

Traffic Noise Monitoring Program 2020

City of Grande Prairie

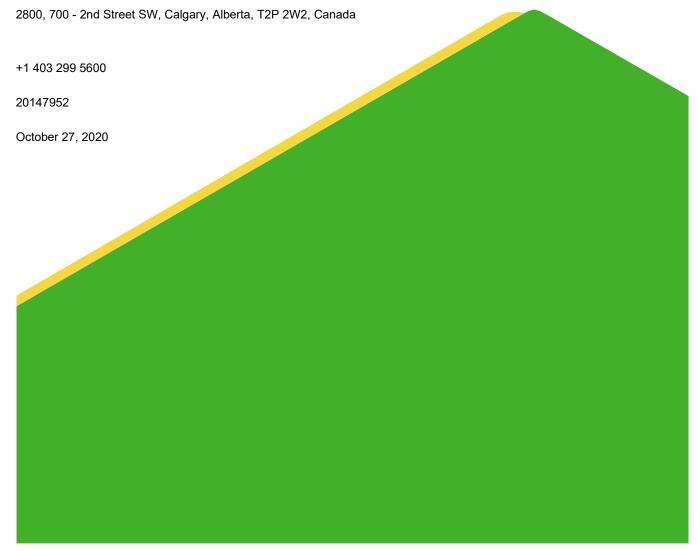
Submitted to:

Jennifer Dalziel

Engineering Services City of Grande Prairie 780-357-8718 jdalziel@cityofgp.com

Submitted by:

Golder Associates Ltd.



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Table of Contents

1.0	INTRODUCTION	1
2.0	METHODS	1
3.0	ASSESSMENT CRITERIA	4
4.0	RESULTS	5
5.0	DISCUSSION	6
TAB		
Table	e 1: Sound Level Meters	1
Table	e 2: Residential Receptors	2
Table	e 3: Measured Sound Levels	5
Table	e 4: Observed Noise Sources	6
FIGL	JRES	
Figu	re 1: Noise Monitoring Locations	?

APPENDICES

APPENDIX A

Calibration Certificates

APPENDIX B

Sound Level Graphs

APPENDIX C

Historical Sound Levels



ii

1.0 INTRODUCTION

Since 2002, the City of Grande Prairie (the City) has been collecting sound level measurements to characterize traffic noise in residential neighbourhoods. Golder Associates Ltd. (Golder) was retained by the City to carry out the 2020 traffic noise monitoring program.

Golder executed the 2020 traffic noise monitoring program during the period September 15 to 17, 2020. During the 2020 traffic noise monitoring program, sound level measurements were collected at 14 residential receptors located throughout Grande Prairie. The results of the 2020 traffic noise monitoring program are presented in this report.

2.0 METHODS

Sound level measurements were collected using Bruel and Kjaer Model 2250 integrating sound level meters. A total of seven different sound level meters were used to collect measurements at the 14 residential receptors targeted during the 2020 traffic noise monitoring program. Each sound level meter was deployed sequentially at two different receptors. Table 1 provides the serial number of the sound level meter that was used to collect measurements at each receptor.

	Table	1: Soi	ınd Leve	l Meters
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Make	Model	Serial Number	Residential Receptors				
Bruel and Kjaer	2250	3007710	R01; R21				
Bruel and Kjaer	Bruel and Kjaer 2250		R02; R09				
Bruel and Kjaer	Bruel and Kjaer 2250		R03; R04				
Bruel and Kjaer	2250	3004114	R05; R11				
Bruel and Kjaer	2250	3009811	R06; R08				
Bruel and Kjaer	2250	3011887	R07; R16				
Bruel and Kjaer	2250	2717770	R15; R19				

Each sound level meter used for the 2020 traffic noise monitoring program undergoes regular calibration at a certified laboratory. Copies of the most recent calibration certificate for each sound level meter are presented in Appendix A of this report. In addition, the sound level meters were field-calibrated before and after each monitoring period using a Bruel and Kjaer Model 4231 calibrator unit (serial no. 229623). The calibrator used in the 2020 traffic noise monitoring program also undergoes regular laboratory calibration and a copy of the most recent calibration certificate is presented in Appendix A of this report.

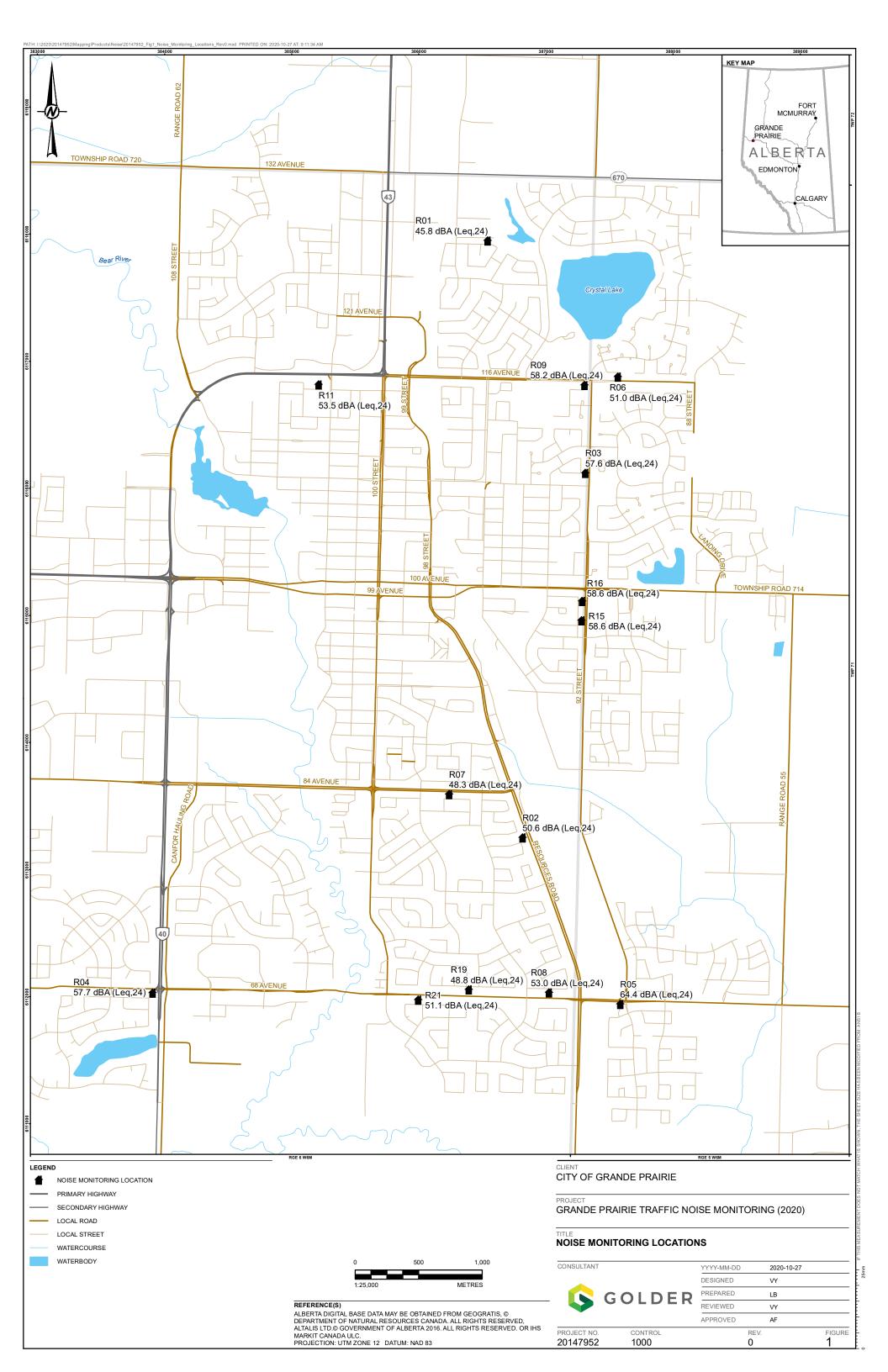
Table 2 presents the receptor identification code and street address for each of the 14 residential locations used for the 2020 traffic noise monitoring program. The location of the 14 residential receptors is also shown in Figure 1. At each receptor, the sound level meter was deployed a minimum of three metres from the rear wall of the dwelling. The sound level meter's microphone was deployed at a height of approximately 1.5 metres above ground, to match the height at which noise exposure typically occurs. Each of the sound level meters was configured to record energy equivalent sound levels over a one-minute averaging period (Leq,1min). At each receptor, Leq,1min sound levels were logged for a minimum of 24 hours.

Table 2: Residential Receptors

Receptor Identification Code ^(a)	Street Address
R01	9628 126 AVENUE
R02	7923 94 STREET
R03	10901 92A STREET
R04	6705 109 STREET
R05	6713 90A STREET
R06	9113 117 AVENUE
R07	9654 83 AVENUE
R08	6337 69 AVENUE
R09	9214 115 AVENUE
R11	10218 114A AVENUE
R15	9709 92A STREET
R16	9813 92A STREET
R19	9617 69 AVENUE
R21	9854 67 AVENUE

⁽a) The City originally planned to use 21 residential receptors for the 2020 traffic noise monitoring program. Because 14 receptors were ultimately selected for the program, receptor identification codes are not continuous.





At the conclusion of the 2020 traffic noise monitoring program, Golder eliminated L_{eq,1min} data samples that were unduly influenced by Golder's technician during deployment and recovery of the sound level meter. Golder also eliminated L_{eq,1min} data samples that were logged during periods of high wind speed (i.e., wind speed greater than 20 kilometres per hour), since high wind can unduly influence measured sound levels. Note that wind speed data were taken from Environment Canada's "Grande Prairie A" weather station.

For each receptor, Golder used the remaining Leg. 1min data samples to calculate the:

- 24-hour average sound level (Leq,24)
- 16-hour average daytime sound level (L_{eq,day})
- eight-hour average nighttime sound level (Leg,night)
- average sound level for the two-hour morning traffic peak (Leg,morn)
- average sound level for the two-hour afternoon traffic peak (Leq.aft)
- maximum sound level for a one-hour period (Leq,1hr[max])

Note that the 16-hour daytime corresponds to the period between 7 am and 11 pm, the eight-hour nighttime corresponds to the period between 11 pm and 7 am, the two-hour morning traffic peak corresponds to the period between 7 am and 9 am, and the two-hour afternoon traffic peak corresponds to the period between 4 pm and 6 pm.

3.0 ASSESSMENT CRITERIA

The City's 2002 Transportation Master Plan indicates that measured L_{eq,24} sound levels should be evaluated against the following limits for traffic noise.

- For new residential areas, noise reduction be provided for traffic noise over 60 A-weighted decibels (dBA) for an existing or new road, within 1 year of completion of development in the area of the roadway, at the developer's responsibility.
- For existing residential areas, noise reduction for noise levels over 65 dBA for a new or modified roadway, within 10 years of construction, at the City's responsibility.

Subsequent versions of the City's Transportation Master Plan (e.g., the 2009 and 2020 versions) do not provide alternative limits for traffic noise. As such, noise limits from the 2002 Transportation Master Plan have been used to evaluate $L_{eq,24}$ sound levels measured in previous years of the traffic noise monitoring program, and these limits were used again in the 2020 traffic noise monitoring program.

Golder understands that the 14 residential receptors used for the 2020 traffic noise monitoring program are all within "existing residential areas" (as per the 2002 Transportation Master Plan). Therefore, a noise limit of 65 dBA was considered applicable to L_{eq,24} sound levels measured at each of the 14 receptors.

4.0 RESULTS

Table 3 presents measured sound levels for each of the 14 residential receptors used for the 2020 traffic noise monitoring program. For each receptor, $L_{eq,24}$ sound levels are also shown in Figure 1 (see Section 3.0 of this report). Table 4 presents a qualitative description of the noise sources that were observed at each receptor. Graphs showing individual $L_{eq,1min}$ sound levels measured at each receptor are presented in Appendix B of this report. Appendix C of this report presents $L_{eq,24}$ sound levels from the 2020 traffic noise monitoring program in the context of historical sound level measurements dating back to 2002.

Table 3: Measured Sound Levels

				Measured Sou	nd Level [dBA]		
Receptor Identification Code	Street Address	24-Hour Average [L _{eq,24}]	16-Hour Daytime Average [L _{eq,day}]	8-Hour Nighttime Average [Leq.night]	2-Hour Morning Peak [Leq,morn]	2-Hour Afternoon Peak [L _{eq,aft}]	1-Hour Maximum [L _{eq,1hr[max]}]	
R01	9628 126 AVE	45.8	46.7	43.0	49.0	50.3	51.0	
R02	7923 94 ST	50.6	51.5	48.5	52.0	52.9	54.8	
R03	10901 92A ST	57.6	58.8	52.9	59.6	59.4	60.3	
R04	6705 109 ST	57.7	58.9	53.9	57.9	59.6	62.4	
R05	6713 90A ST	64.4	65.8	59.7	64.9	66.8	68.8	
R06	9113 117 AVE	51.0	52.1	47.1	54.9	51.8	57.1	
R07	9654 83 AVE	48.3	49.7	43.2	52.7	47.6	54.4	
R08	6337 69 AVE	53.0	54.1	49.9	54.9	54.4	56.2	
R09	9214 115 AVE	58.2	59.5	53.0	61.4	61.3	62.8	
R11	10218 114A AVE	53.5	54.3	51.2	56.1	56.3	57.2	
R15	9709 92A ST	58.6	59.9	53.2	60.3	60.3	64.0	
R16	9813 92A ST	58.6	59.8	54.8	60.8	60.2	61.9	
R19	9617 69 AVE	48.8	49.9	45.7	50.5	50.8	51.7	
R21	9854 67 AVE	51.1	52.5	46.0	52.5	52.6	55.7	



Table 4: Observed Noise Sources

Receptor Identification Code	Street Address	Observed Noise Sources
R01	9628 126 AVE	road noise; back-up beepers from distant construction site; birds
R02	7923 94 ST	traffic on Resources Road is dominant noise source; back-up beepers from distant construction site; birds
R03	10901 92A ST	traffic on 92 Street is dominant noise source
R04	6705 109 ST	traffic on 68 Avenue and Highway 40 is dominant noise source
R05	6713 90A ST	traffic on 68 Avenue and 92 Street; train whistles and bells from level crossing; birds
R06	9113 117 AVE	traffic on 116 Avenue; birds; barking from distant dogs; children playing in nearby park
R07	9654 83 AVE	traffic on 84 Avenue is dominant noise source; barking from distant dogs
R08	6337 69 AVE	traffic on 68 Avenue is dominant noise source
R09	9214 115 AVE	traffic on 116 Avenue and 92 Street is dominant noise source; children playing in nearby yards
R11	10218 114A AVE	traffic on 116 Avenue is dominant noise source; fountain within backyard; birds; barking from distant dogs
R15	9709 92A ST	traffic on 92 Street is dominant noise source; birds
R16	9813 92A ST	traffic on 92 Street is dominant noise source; birds
R19	9617 69 AVE	traffic on 68 Avenue is dominant noise source; several small fountains within backyard; birds
R21	9854 67 AVE	traffic on 68 Avenue is dominant noise source

5.0 DISCUSSION

At residential receptor R05 (6713 90A STREET), the L_{eq,24} sound level was measured at 64.4 dBA, which is less than 1 dBA below the 65 dBA noise limit set out in the 2002 Transportation Master Plan. Measurements collected at this same receptor in 2016 and 2018 found L_{eq,24} sound levels of 64.5 dBA and 64.6 dBA, respectively, which suggests traffic noise at R05 has remained relatively constant over the past four years (see Appendix C of this report). Because existing sound levels are very close to the applicable limit, Golder recommends that residential receptor R05 continue to be targeted during future traffic noise monitoring programs, and that the City consider noise mitigation if L_{eq,24} sound levels are found to exceed 65 dBA.

At all other residential receptors targeted during the 2020 traffic noise monitoring program, L_{eq,24} sound levels were found to be less than 60 dBA, which is more than 5 dBA below the 65 dBA noise limit set out in the 2002 Transportation Master Plan. Furthermore, none of the residential receptors showed major increases relative to historical data (see Appendix C of this report).

In summary, L_{eq,24} sound levels measured at each of the residential receptors targeted during the 2020 traffic noise monitoring program were found to be compliant with the 65 dBA traffic noise limit set out in the City's 2002 Transportation Master Plan.



Signature Page

Golder Associates Ltd.

Victor Young, MSc Acoustic Scientist Andrew Faszer, BSc, INCE, PEng Senior Engineer

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 $https://golderassociates.sharepoint.com/sites/130959/project files/6\ deliverables/gp\ traffic\ noise\ 2020\ -\ 27\ oct\ 2020.docx$

APPENDIX A

Calibration Certificates

This appendix presents laboratory calibration certificates for the seven sound level meters and one field calibrator unit used during the 2020 traffic noise monitoring program. In accordance with standard industry practice, the sound level meters are laboratory calibrated on a biannual basis (i.e. once every two years) and the field calibrator unit is laboratory calibrated on an annual basis (i.e., once every year).

The Britel & Kjarr Calibration Laboratory 3079 Premiere Parkway Suite 120 Daluth, GA 30097 Telephone: 770:299-6907 Fax: 770:447-4033 Web site address: http://www.bkhome.com		13 THE BUILDING	CERTIFICATE OF CALIBRATION Certificate No: CAS-411406-G1F0Z2-301				
CALIBRATION O	F:						
Sound Level Meter:	Brüel & Kjær	2250	Serial No: 3007710				
Microphone:	Brüel & Kjær	4189	Serial No: 2680261				
Preamplifier:	Brüel & Kjær	ZC-0032	Serial No: 15717				
Software version:	BZ7222 Version 4.7	.5					
CLIENT:							
	XSCALA Rental Ins	struments Inc.					
	234-5149 Country H	lills Blvd. NW					
	Calgary, AB T3A 51	K8					
CALIBRATION C	ONDITIONS:						
Preconditioning:	4 hours at 23 ± 3 °C						
Environment conditions		Environmental Condition	on sections				
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Figure A-1 - Calibration Certificate for 2250 Sound Level Meter Serial No. 3007710



North America Inc.	er : -		· ·	Calibratio Certificat Number
The Bruel & Sper Calibration 3079 Premiere Parkway Si Duluth, GA 30097 Telephone: 770/209-6 Fas: 770/467-4033 Web site address: http://www.l	uite 120 907		FICATE OF CALIBRATION te No: CAS-430266-X8F9V5-101	Page 1 of 1
	dename.com			
CALIBRATION OF:	C212 (B2122)			
Sound Level Meter:	Brüel & Kjær	2250	Serial No: 3024162	
Microphone:	Brüel & Kjær	4189	Serial No: 3130516	
Preamplifier:	Brüel & Kjær	ZC-0032	Serial No: 26863	
Supplied Calibrator:	Brüel & Kjær	4231	Serial No: 3020498	
Software version:	BZ7222 Version 4.	7.5		
CLIENT:				
	Golder Associates			
	2800, 700 2 Street	SW		
	Calgary, AB T2P2W	/2		
CALIBRATION CON	DITIONS:			
Preconditioning:	4 hours at 23 ± 3 °	C		
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Figure A-2 - Calibration Certificate for 2250 Sound Level Meter Serial No. 3024162





Figure A-3 - Calibration Certificate for 2250 Sound Level Meter Serial No. 3007557





Figure A-4 - Calibration Certificate for 2250 Sound Level Meter 3004114



North America Inc.	ær 🐠				ACCREDITED 1568.		
The Bridel & Kjarr Calibration Laboratory 3079 Promiser Parkway Suite 120 Dubuth, 64 30097 Telephone: 770/209-6907 Fax: 770/447-4033 Web site address: http://www.bkhome.com			CERTIFICATE OF CALIBRATION Certificate No: CAS-465186-G7H6L3-302				
CALIBRATION OF:							
Sound Level Meter:	Brüel & Kjær	2250	Serial I	No: 3009811			
Microphone:	Brüel & Kjær	4189		No: 2710685			
Preamplifier:	Brüel & Kjær	ZC-0032		No: 13587			
Software version:	8Z7224 Version 4.7.6			1012001			
CLIENT:							
	Golder Associates						
	2800, 700 2 Street SW						
	Calgary, AB T2P 2W2						
CALIBRATION CON	DITIONS:						
Preconditioning:	4 hours at 23 ± 3 °C						
7.7 Section 1 (1987) 1 (1987)	4 HOURS &t 23 ± 3 C						
Environment conditions SPECIFICATIONS: This document certifies that "Final Data", meets acceptan standard uncertainty multipl where applicable, are based	See actual values in Env the instrument as listed undo ce criteria as prescribed by t led by a coverage factor k = 3 on calibration results falling	er "Model/Serial Nur he referenced Proce Z providing a level of within specified crite	mber" has been calib dure. The reported a confidence of appro	expanded uncertain ximately 95%. Start by the uncertaint	nty is based on the tements of compliance, by of the measurement		
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Figure A-5 - Calibration Certificate for 2250 Sound Level Meter Serial No. 3009811





Figure A-6 - Calibration Certificate for 2250 Sound Level Meter Serial No. 3011887



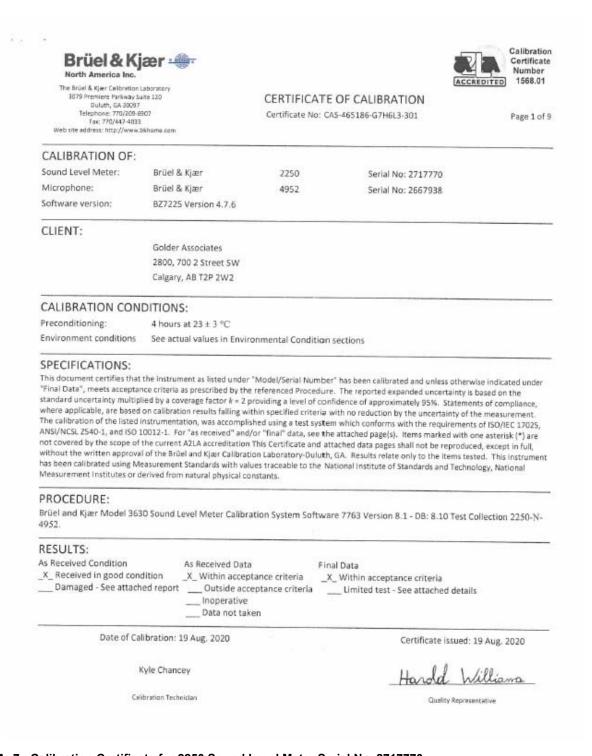


Figure A-7 - Calibration Certificate for 2250 Sound Level Meter Serial No. 2717770





Figure A-8 - Calibration Certificate for 4231 Field Calibrator Serial No. 2292623



APPENDIX B

Sound Level Graphs

This appendix presents sound level graphs for each residential receptor targeted during the 2020 traffic noise monitoring program. Each graph presents $L_{eq,1min}$ sound levels for a period of at least 24 hours. Data points highlighted in red have been eliminated from the analysis because they were unduly influenced by Golder's technician during deployment or recovery of the monitoring equipment and/or were logged during a period when the wind speed was greater than 20 km/h.

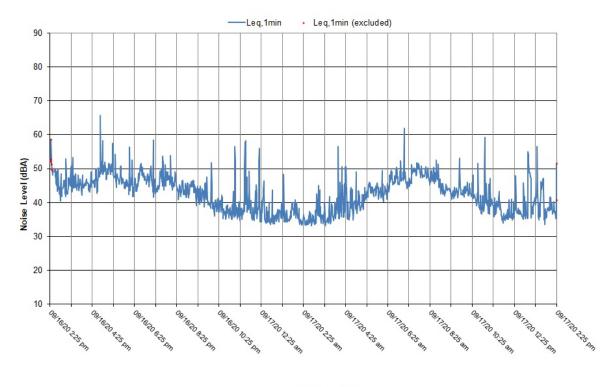


Figure B-1 - Sound Levels Measured at R01

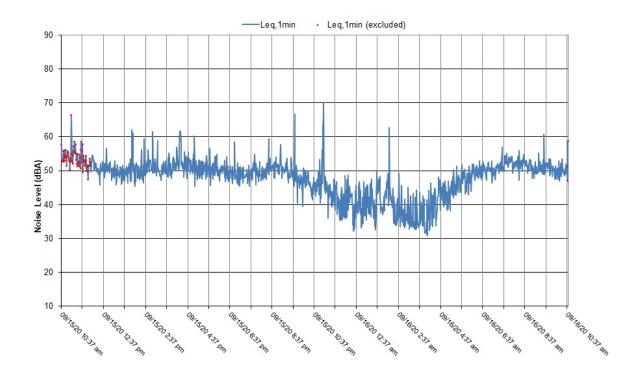


Figure B-2 - Sound Levels Measured at R02

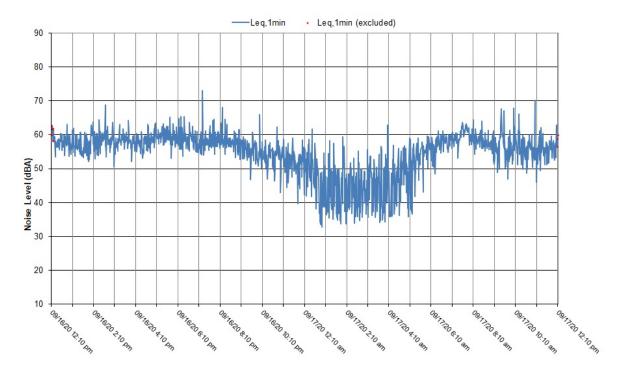


Figure B-3 - Sound Levels Measured at R03



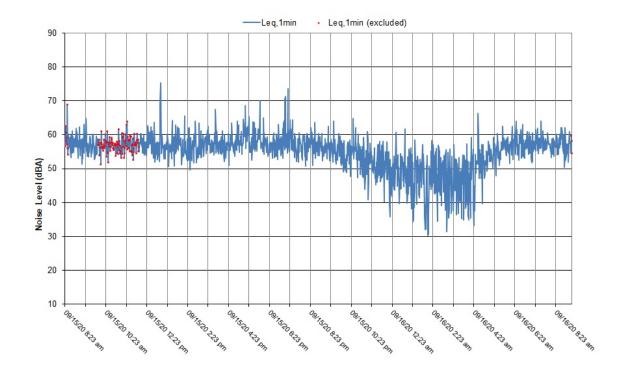
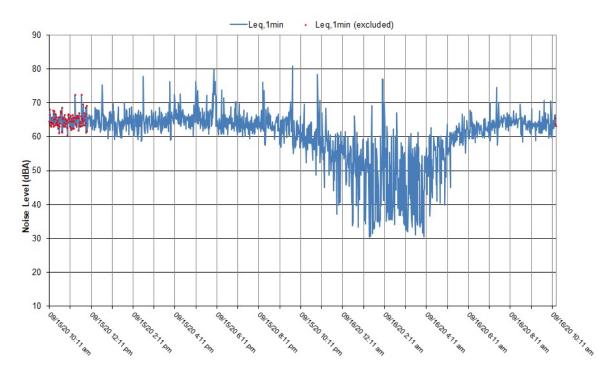


Figure B-4 - Sound Levels Measured at R04



Date and Time

Date and Time

Figure B-5 - Sound Levels Measured at R05

rigure B-3 - Souria Levels Measurea



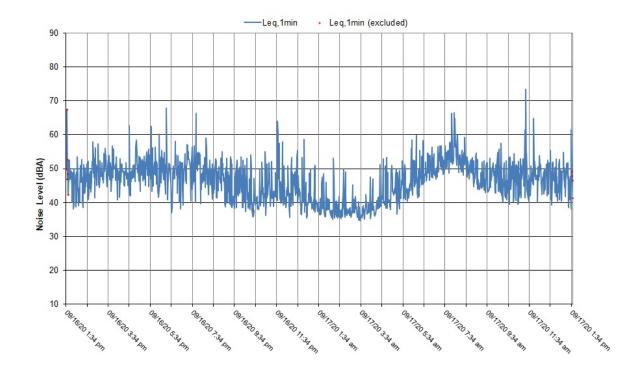


Figure B-6 - Sound Levels Measured at R06

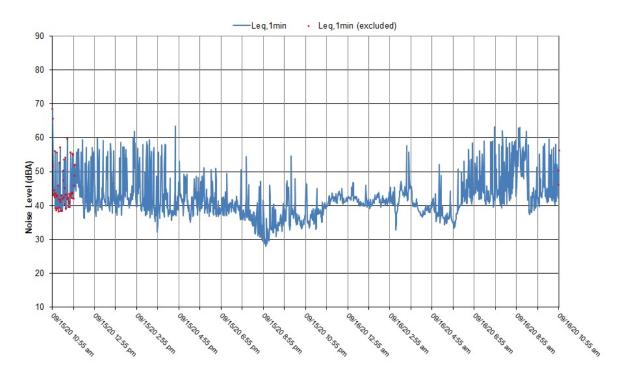


Figure B-7 - Sound Levels Measured at R07



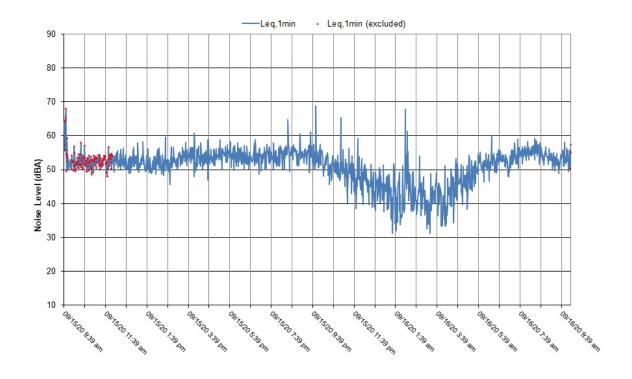


Figure B-8 - Sound Levels Measured at R08

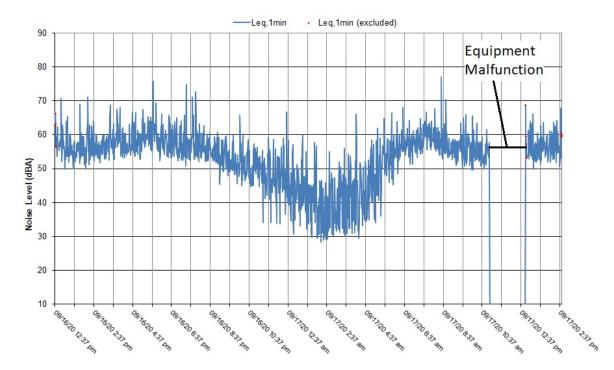


Figure B-9 - Sound Levels Measured at R09



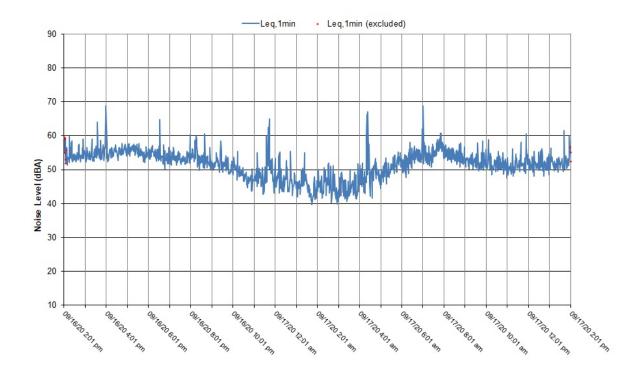


Figure B-10 - Sound Levels Measured at R11

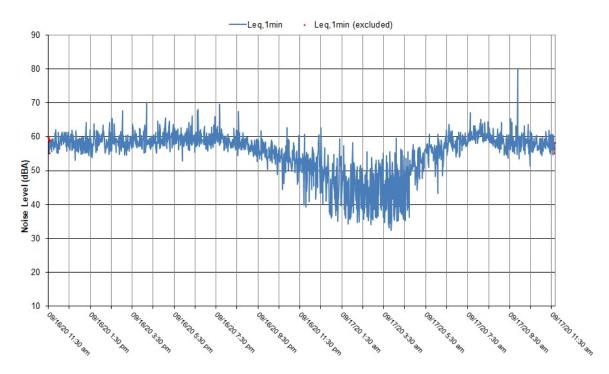


Figure B-11 - Sound Levels Measured at R15



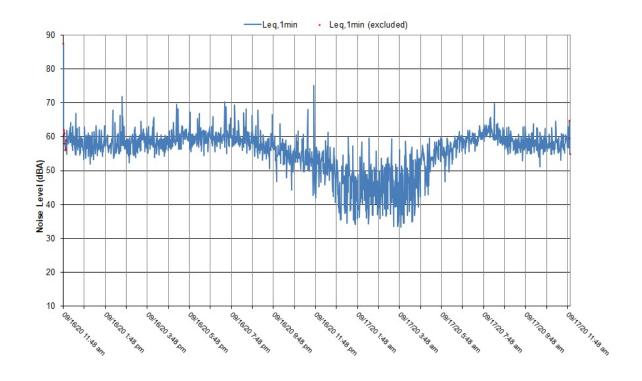


Figure B-12 - Sound Levels Measured at R16

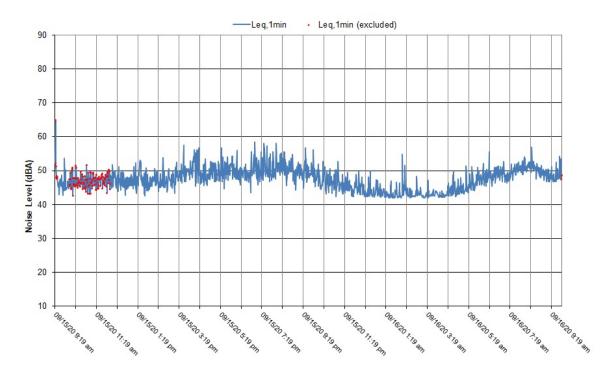


Figure B-13 - Sound Levels Measured at R19



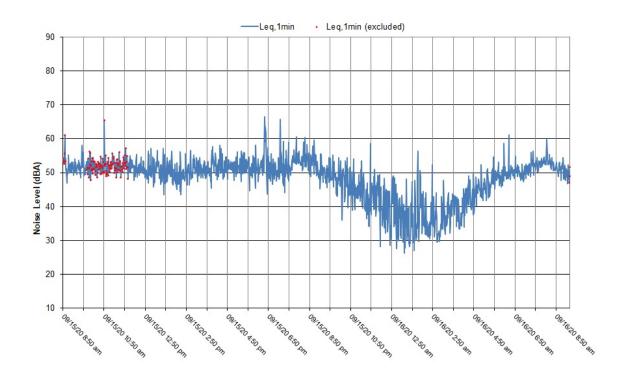


Figure B-14 - Sound Levels Measured at R21



APPENDIX C

Historical Sound Levels

Appendix C – Historical Sound Levels

This appendix presents L_{eq,24} sound levels from the 2020 traffic noise monitoring program in the context of historical sound level measurements dating back to 2002.

Maria Barat	01 1 4 1 1					Measure	d Sound	Level [Le	q,24; dBA]				
Major Road	Street Address	2002	2003	2004	2005	2007	2008	2010	2012	2014	2016	2018	2020
	10122 115 Ave				54.9								
	9201 115 Ave									60.0			
	9214 115 Ave										55.0	59.9	58.2
	9715 117 Ave											60.7	
116 Avenue	9719 117 Ave	59.2		59.7	58.3						61.6		
	9401 117 Ave					57.8		58.4				59.2	
	9113 117 Ave											51.4	51.0
	9121 117 Ave						51.4	48.7					
	9509 117 Ave									55.0			
	9805 111 Ave				58.2							57.9	
98 Street	9804 104 Ave			65.5					57.3				
	9808 104 Ave									60.0	53.6		
	10013 85 Ave										60.8		
	10015 85 Ave					62.0	61.5						
0.4. 4	9824 83 Ave	57.2		55.8	54.0	56.0							
84 Avenue	9559 85 Ave	54.7		56.6	58.0								
	9654 83 Ave								57.4			57.9	48.3
	8320 114A St									61.0	61.1		
	8202 99A St				62.1		61.6						
	8214 99A St										55.3		
	7922 99A St			59.3									
400 Chroot	7612 99A St					57.2							
100 Street	7310 99A St	56.7					50.8		59.9				
	7326 99A St										54.5		
	7214 99A St			54.2	52.3								
	8410 100 St									54.0			



Appendix C – Historical Sound Levels

Maiou Dood	Other of Address of	Measured Sound Level [Leq,24; dBA]											
Major Road	Street Address	2002	2003	2004	2005	2007	2008	2010	2012	2014	2016	2018	2020
	8223 94 St										61.9		
	8219 94 St					60.0							
Resources Road	7923 94 St	54.1						54.2				54.5	50.6
	7031 93 St	48.8											
	6345 93 St	54.8		48.8				51.1				49.4	
	10954 67 Ave					48.8			63.7				
	6705 109 St										57.9	58.8	57.7
	11030 67 Ave									51.0			
	9901 69 Ave	51.5	53.6	54.6	56.5								
	9925 69 Ave									58.0		57.4	
	9437 69 Ave	54.8	55.4	56.7								56.1	
	9329 69 Ave								56.5				
	9337 69 Ave											54.2	
	9341 69 Ave										54.0		
CO A	11533 69A Ave											52.4	
68 Avenue	6902 Poplar Dr					57.0							
	9326 67 Ave			56.1					48.6				
	9318 67 Ave				54.9		54.2						
	9304 67 Ave					56.9							
	6713 90A St								63.5		64.5	64.6	64.4
	6716 90A St		60.2	62.1	61.6		62.1	60.5		58.0			
	8575 69 Ave						47.9						
	6337 69 Ave												53.0
	9617 69 Ave												48.8
	9854 67 Ave												51.1
	25 Pinnacle Key			54.1	57.8	53.6	55.7	56.1	50.1			58.8	
108 Street	29 Pinnacle Key										63.4		
108 Street	7414 107A St										58.8		
	7406 107A St			59.3	57.5		53.6		53.0				



Appendix C – Historical Sound Levels

Maior Dood	Other at Address a					Measure	d Sound	Level [Le	q,24; dBA]				
Major Road	Street Address	2002	2003	2004	2005	2007	2008	2010	2012	2014	2016	2018	2020
	9204 108 Ave					54.5		55.2	58.7				
	9609 92A St					56.3						61.4	
	9449 92A St				55.0			58.4			60.1		
	10415 92A St											57.5	
	10427 92A St								57.4				
92 Street	10901 92A St									58.0		56.4	57.6
	7422 91 St							53.2					
	7426 91 St										52.2		
	7118 90 St									56.0			
	9709 92A St												58.6
	9813 92A St												58.6
	11314 101B St					48.5	53.6	54.5	58.4				
102 Street	10202 114A Ave						60.6	55.1	53.4			56.1	
102 Street	10209 114A Ave									52.0			
	10218 114A Ave												53.5
	116 St / Pinnacle Dr								58.4				
116 Street	7002 115B St										54.0		
	6934 115B St									56.0			
100 Avenue	9029 101 Ave									56.0		56.1	
132 Avenue	9338 131 Ave									58.0			
132 Avenue	9354 131 Ave											52.4	
	13107 93 St					57.3							
Other Sites	9025 101 Ave		54.2	53.4	54.2		55.6		52.4				
	9628 126 Ave												45.8





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