

NOISE IMPACT STUDY (UPDATE)
PECKS MARINA BOAT STORAGE
GRANITE RIDGE ROAD & FITZSIMMONS ROAD
LEEDS AND THE THOUSAND ISLANDS, ONTARIO

FOR

PECK'S MARINA

PREPARED BY

Howard Patlik
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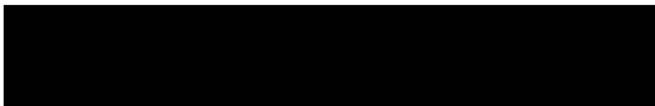


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J.E. COULTER ASSOCIATES LIMITED



JULY 10, 2024

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INTRODUCTION

At the request of Peck's Marina, J.E. COULTER ASSOCIATES LIMITED has prepared a noise impact study for the proposed Peck's Marina boat storage facility at the southeast corner of Granite Ridge Road & Fitzsimmons Road in Leeds and the Thousand Islands, Ontario (see Appendix A, Figure 1). A Site Plan is provided in Appendix A, Figure 2.

The scope of the study is to determine the potential noise impact from the storage buildings at the closest noise sensitive receiver locations (R1 to R8, north, east, and west of the proposed operation) and to recommend potential noise attenuation measures to comply with the noise objectives of MECP's *NPC-300* noise criteria, as necessary.

DESCRIPTION OF THE SITE AND SURROUNDING AREAS

The proponent is seeking to construct a new boat storage facility on the property. Each building includes 3 access doors facing to the north (see Appendix A, Figure 3). Sample photos of the types of boats to be stored (from Peck's Marine current location) at the proposed site are shown in Appendix A, Figures 4 and 5.

As noted in the Traffic Memo (GHD, dated August 19, 2022), all the boats will be transported by trailer to the proposed development at the end of the season and would be transported back from the proposed development to Peck's Marina (505 Thousand Islands Parkway) at the start of the season. There would be approximately 100 to 150 boats stored on site. The traffic would mostly be from September 15th to December 1st in the fall and April 1st to May 30th in the spring. Over the approximately 11 weeks per season, there would be about 10 to 12 boats moved each week, from Monday to Friday between 8:00 a.m. and 5:00 p.m., with the maximum number of 1 to 2 boats in one hour.

The area for the purposes of this noise review is considered by MECP classification to be a Class 2 Area (urban/rural mix) as Highway 401 to the north would dictate the sound levels at the various points of reception.

According to the proponent, the proposed boat storage operation is to operate as follows:

1. Hours of operations: Monday to Friday, 7 a.m. to 5 p.m.
2. Number of Buildings: 2
3. Number of Access Doors: 3 per building (north side)
4. Repair Activities: No

NOISE CRITERIA

MECP recommends the guidelines found in *NPC-300* as the current noise criteria for stationary sources such as boat storage facility (service equipment and service activity noise). The MECP noise guideline states that the average sound level of the stationary source (mechanically generated noise or impulse noise such as banging) should not exceed the average sound level of the roadway traffic during the same hourly period. The sound level limit at a point of reception is set as the higher of either the applicable exclusion limit, or the minimum average

background sound level that occurs or is likely to occur during the time period corresponding to the operation of the stationary source under impact assessment.

This study has been based on the sound level criteria for a Class 2 Area (Urban/Rural) for plane-of-window and outdoor reception points.

Table 1: Exclusion Limit Values of One-Hour Equivalent Sound Level (L_{eq}, dBA) Plane-of-Window of Noise Sensitive Spaces				
Time of Day	Class 1 Area	Class 2 Area	Class 3 Area	Class 4 Area
07:00–19:00	50	50	45	55
19:00–23:00	50	50	40	60
23:00–07:00	45	45	40	55

Table 2: Exclusion Limit Values Of One-Hour Equivalent Sound Level (L_{eq}, dBA) Outdoor Points Of Reception				
Time of Day	Class 1 Area	Class 2 Area	Class 3 Area	Class 4 Area
07:00–19:00	50	50	45	55
19:00–23:00	50	45	40	55

Table 3: Exclusion Limit Values For Impulse Sound Level (L_{im} dBAI) Outdoor Points Of Reception					
Time of Day	Actual Number of Impulses in Period of One-Hour	Class 1 Area	Class 2 Area	Class 3 Area	Class 4 Area
0700-2300	9 or more	50	50	45	55
	7 to 8	55	55	50	60
	5 to 6	60	60	55	65
	4	65	65	60	70
	3	70	70	65	75
	2	75	75	70	80
	1	80	80	75	85

APPENDIX A: FIGURES



FIGURE 1

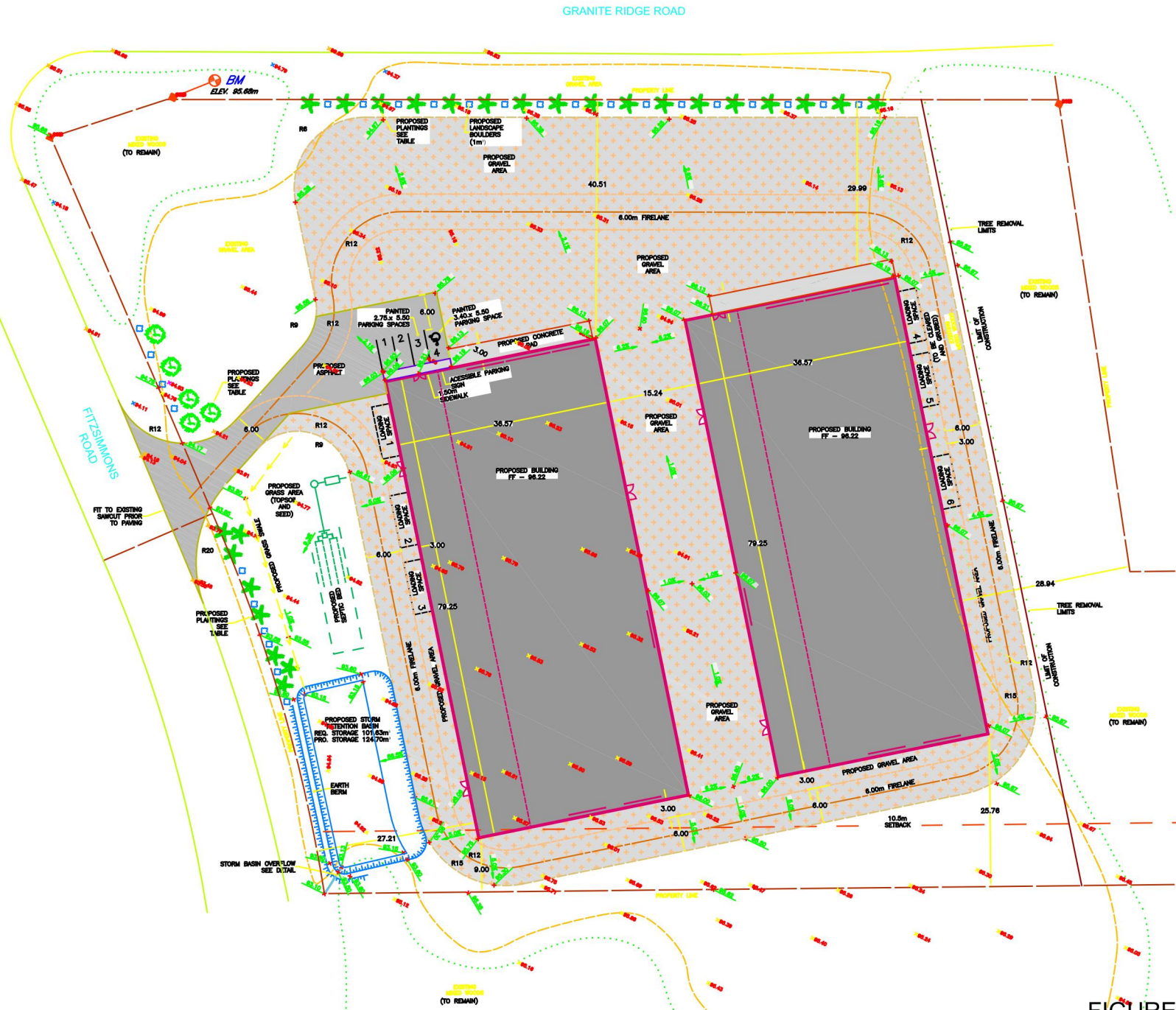


FIGURE 2





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Google Earth

FIGURE 5



FIGURE 7

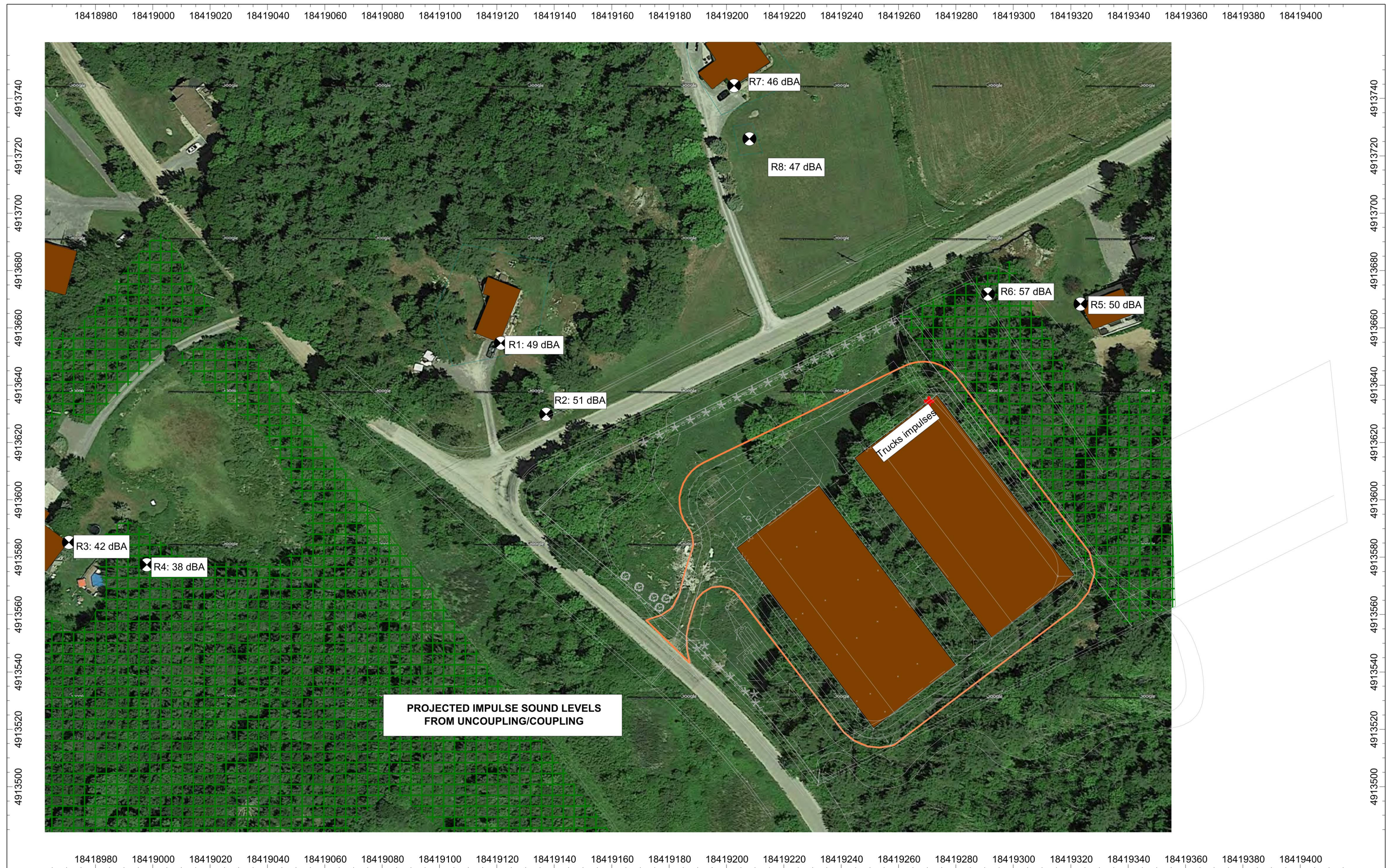


FIGURE 8

APPENDIX B: TRAFFIC DATA

		Dist (KM)	Year	Pattern Type	AADT	SADT	SAWDT	WADT
Highway	Location Description							
401								
401	HWY 137 IC-661 HILL ISLAND BR TO USA							
401	REYNOLDS RD IC-659	11.1	1988	IT	14300	20700	19000	10600
401			1989	IT	15100	21000	20200	11800
401			1990	IR	15800	20100	17500	13000
401			1991	IT	16400	21300	20200	14100
401			1992	IT	18900	24600	23400	16100
401			1993	IT	19500	24000	24200	16600
401			1994	IR	19900	24500	21900	16700
401			1995	IR	20900	25700	23000	17800
401			1996	IR	21400	26600	23900	18200
401			1997	IR	21900	27400	24500	18600
401			1998	IR	22500	27900	25200	18900
401			1999	IR	23200	28800	25800	19500

Highway	Location Description	Dist (KM)	Year	Pattern Type	AADT	SADT	SAWDT	WADT
401			2000	IR	23900	29300	26500	20200
401			2001	IR	24500	30300	27100	20700
401			2002	IR	25000	30800	27700	21300
401			2003	IR	25600	31100	28200	21700
401			2004	IR	26300	32500	29100	22200
401			2005	IR	26500	32000	29000	22600
401			2006	IR	26800	32300	29300	22800
401			2007	IR	26900	32600	32500	22800
401			2008	IR	27000	32700	32100	23100
401			2009	IR	28100	33700	30600	23900
401			2010	IR	26300	31300	28600	22400
401			2011	IR	26300	31400	30700	22500
401			2012	CTR	25100	30500	30100	21400
401			2013	CTR	29100	35400	36600	24700
401			2014	CTR	28900	35300	35500	24600
401			2015	CTR	29300	35700	36000	24900
401			2016	CTR	30400	37100	37400	25800
401			2017	CTR	30200	40400	40200	24600
401			2018	CTR	30600	40900	40700	24900
401			2019	CTR	31000	41300	41100	25200
	HWY 2 IC-648							

APPENDIX C: SOUND LEVEL CALCULATIONS

Filename: amb.te Time Period: 24 hours
Description: Ambient Sound Level - R1 - Hwy 401 - 2nd Storey

Road data, segment # 1: Hwy 401

Car traffic volume : 25834 veh/TimePeriod *
Medium truck volume : 2269 veh/TimePeriod *
Heavy truck volume : 6808 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

Data for Segment # 1: Hwy 401

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 2 (Wood depth 60 metres or more)
No of house rows : 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 720.00 m
Receiver height : 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)

Results segment # 1: Hwy 401

Source height = 2.10 m

ROAD (0.00 + 48.43 + 0.00) = 48.43 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.25	80.14	0.00	-21.05	-0.66	-10.00	0.00	0.00	48.43

Segment Leq : 48.43 dBA

Total Leq All Segments: 48.43 dBA

TOTAL Leq FROM ALL SOURCES: 48.43

Filename: amb_gr.te Time Period: 24 hours
Description: Ambient Sound Level - R1 - Hwy 401 - Grade

Road data, segment # 1: Hwy 401

Car traffic volume : 25834 veh/TimePeriod *
Medium truck volume : 2269 veh/TimePeriod *
Heavy truck volume : 6808 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

Data for Segment # 1: Hwy 401

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 2 (Wood depth 60 metres or more)
No of house rows : 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 720.00 m
Receiver height : 1.50 m
Topography : 1 (Flat/gentle slope; no barrier)

Results segment # 1: Hwy 401

Source height = 2.10 m

ROAD (0.00 + 46.72 + 0.00) = 46.72 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.34	80.14	0.00	-22.56	-0.86	-10.00	0.00	0.00	46.72

Segment Leq : 46.72 dBA

Total Leq All Segments: 46.72 dBA

TOTAL Leq FROM ALL SOURCES: 46.72

CADNAA – SOURCE DATA

CONFIGURATION OPTIONS

COUNTRY

standard for „Industry“: ISO
standard for „Road“: TNM
standard for „Railway“: RR_USA
standard for „Aircraft“: ???

GENERAL

Maximum Error (dB): 0.00
Maximum Search Radius (m): 2000.00
Minimum Distance Source to Rcvr (m): 0.00
Extrapolate Grid 'under' Buildings On/Off: 1
Fast Screening On/Off: 0
Propagation Coefficient Uncertainty (expression): $3 \cdot \log_{10}(d/10)$
Grid Interpolation On/Off: (none)
Max. Diff. Corners (dB): 10.00
Max. Diff. Center (dB): 0.10
Angle Scan Method On/Off: 0
Number of Angle Segments: 100
Reflection Depth: 0
Mithra Compatibility On/Off: 0

PARTITION

Raster Factor (-): 0.50
Max. Length of Section (m): 1000.00
Min. Length of Section (m): 1.00
Min. Length of Section (%): 0.00
Projection of Line Sources On/Off: 1
Projection of Area Sources On/Off: 1
Projection at Terrain Model On/Off: 0
Max Dist. Source-Receiver (m): 2000.00
Search Radius Source (m): 100.00
Search Radius Receiver (m): 100.00
Min. Lengths are considered by projection On/Off: 1

REFERENCE TIME

string of 24 letters DEN: NNNNNNNDDDDDDDDDDDDEEEEN
Daytime Penalty (dB): 0.00
Evening/Recr. Time Penalty (dB): 0.00
Night-time Penalty (dB): 0.00

EVALUATION PARAMETER

list box "Type" - 1: Ld
box "Name" - 1: @@TTAG
box "Unit" - 1:
box "Expression" - 1:
list box "Type" - 2: Le
box "Name" - 2: Eve
box "Unit" - 2:
box "Expression" - 2:
list box "Type" - 3: Ln
box "Name" - 3: Night
box "Unit" - 3:
box "Expression" - 3:

list box "Type" - 4: -
box "Name" - 4:
box "Unit" - 4:
box "Expression" - 4:
option "Compatibility mode for Industry" On/Off: 0

DTM

Standard Height (m): 0.00
Explicit Edges Only On/Off: 0
Objects with "Ground at every point" influence DTM On/Off: 0
Lift 'Sources under Ground' to Ground-Niveau On/Off: 0
Area sources with constant relative height follow terrain On/Off: 0

GROUND ABSORPTION

Default Ground Absorption G: 1.00
Use map of ground absorption Yes/No: 0
Use map of ground absorption Auto Yes/No: 1
map of ground absorption, resolution (m), relevant only if BABSGRID=1 or BABSGRIDAUT=1:: 2.00
Roads / Parking Lots are reflecting (G==0) On/Off: 0
Buildings are reflecting (G==0) On/Off: 0
Railways are absorbing (G ==1) On/Off: 0

REFLECTION

max. Order of Reflection (1-20): 3
Search Radius Source (m): 100.00
Search Radius Receiver (m): 100.00
Max. Distance Source - Receiver (m): 3000.00
as before, Interpolate from (m): 1000.00
Min. Distance Receiver - Reflector (m): 1.00
as before, Interpolate from (m): 1.00
Min. Distance Source - Reflector (m): 0.10

CONFIGURATION OPTIONS

ISO_9613

method Lateral Diffraction 0..2: 2
if Distance smaller (m): 1000.00
method Screening & Ground Attenuation 0..2: 0
method barrier attenuation limit 0..3: 1
No subtraction of negative Ground Attenuation On/Off: 1
No negative path difference On/Off: 1
Obstacles within Area Sources do not shield On/Off: 1
sources in Building/Cylinder do not shield On/Off: 0
Barrier Coefficient C1 (dB): 3.00
Barrier Coefficient C2 (dB): 20.00
Barrier Coefficient C3 (dB): 0.00
VDI, ISO: method Ground Attenuation 0..3: 3
Temperature (°C): 10.00
relative Humidity (%): 70.00
Point Source: wind speed for directivity „Chimney“ VDI 3733 (m/s): 3.00
method Cmet 0..5: 0
Cmet, C0 constant, Day (dB): 0.00
Cmet, C0 constant, Evening (dB): 0.00
Cmet, C0 constant, Night (dB): 0.00

Concawe

Obstacles within Area Sources do not shield On/Off: 1
sources in Building/Cylinder do not shield On/Off: 0
Temperature (°C): 10.00
relative Humidity (%): 70.00
Stability Class, Integer 1-5 od. 1-7, Day: 3
dto., Evening: 3
dto., Night: 3
Stability Class S1..S5 or A..G, Day: D
dto., Evening: D
dto., Night: D
wind speed (m/s), Day: 0.00
dto., Evening: 0.00
dto., Night: 0.00
wind direction in degrees (°), Day: 0.00
dto., Evening: 0.00
dto., Night: 0.00
CONCAWE: Interpolate meteorological Category On/Off: 0

TNM

All emissions at a single height On/Off: 0
TNM: Use 3D-distance On/Off: 0
TNM: Correct Fresnel bug On/Off: 0

FTA/FRA

Railway Correction (dB): 0.00
Use Non-Standard Reference Time D/E/N On/Off: 0
All emissions at a single height above railhead On/Off: 0

Spectra Daytime Partial Levels

Source			Partial Level Mech Day																																									
Name	M.	ID	R5 - 2nd Level										R6 - Grade Level										R7 - Facde										R8 - Grade Level											
			31.5	63	125	250	500	1000	2000	4000	8000		31.5	63	125	250	500	1000	2000	4000	8000		31.5	63	125	250	500	1000	2000	4000	8000		31.5	63	125	250	500	1000	2000	4000	8000			
Uncoupling	~	IMP																																										
Uncoupling	~	IMP																																										
Uncoupling	~	IMP																																										
Uncoupling	~	IMP																																										
Idling (truck facing south) - (2 trucks per hr at any one door)	MECH		25.2	-1.6	17.2	13.7	15.2	19.8	19.3	15.6	3.7	-25.6	33.0	3.5	23.2	20.5	18.3	24.5	28.7	27.1	18.2	-5.9	28.1	2.0	21.7	15.8	10.5	16.8	24.3	20.6	10.9	-15.8	29.3	2.9	22.6	17.0	11.7	18.1	25.6	22.1	12.9	-12.3		
Idling (truck facing south) - (2 trucks per hr at any one door)	MECH		38.1	7.9	27.6	23.2	23.8	31.3	33.3	32.3	24.3	2.8	43.8	14.0	33.6	30.8	28.9	35.1	39.4	38.1	30.5	12.3	36.5	5.5	25.2	20.8	14.2	23.3	32.7	32.4	23.2	1.8	37.8	6.5	26.1	22.3	15.8	24.8	33.9	33.6	24.8	4.8		
AC	AC		-15.7			-42.1	-32.2	-24.3	-19.5	-19.8	-29.8	-52.7	-11.1			-34.6	-29.4	-21.0	-14.7	-15.1	-25.2	-46.5	-8.5			-32.9	-28.1	-19.4	-11.9	-12.4	-24.1	-48.7	-7.7			-32.0	-27.2	-18.5	-11.1	-11.5	-22.7	-45.7		
AC	AC		-16.3			-43.8	-33.6	-25.4	-20.2	-20.2	-30.0	-52.8	-12.5			-36.8	-31.1	-22.5	-16.2	-16.2	-25.9	-47.0	-10.6			-34.7	-30.1	-21.3	-14.1	-14.4	-25.8	-50.2	-9.7			-33.8	-29.2	-20.4	-13.3	-13.5	-24.4	-47.2		
AC	AC		-16.1			-43.1	-33.1	-24.9	-20.0	-20.1	-29.9	-52.7	-11.9			-35.8	-30.4	-21.9	-15.6	-15.8	-25.7	-46.8	-9.7			-33.8	-29.1	-20.4	-13.0	-13.5	-25.0	-49.6	-8.8			-32.9	-28.2	-19.5	-12.3	-12.6	-23.6	-46.5		
Trailers	TRK		34.6	-0.8	19.4	16.8	19.1	26.6	30.8	29.5	20.7	2.3	38.3	2.8	23.0	21.6	19.4	27.6	34.4	34.0	26.0	10.0	34.4	-1.2	19.0	16.6	11.9	22.0	30.7	30.7	21.4	0.3	35.9	-0.0	20.2	18.0	13.2	23.5	32.1	32.2	23.3	3.9		
Trailers	TRK		25.0	-10.7	9.4	8.0	10.9	17.4	21.2	19.7	10.0	-12.3	28.7	-8.1	12.1	10.8	10.1	17.8	25.1	24.6	15.6	-4.4	25.3	-9.5	10.7	7.6	2.8	12.9	21.5	21.5	12.1	-9.8	26.7	-8.6	11.6	8.8	4.0	14.2	22.8	22.9	13.9	-6.4		
Trailers	TRK		25.3	-10.4	9.7	8.2	11.2	17.7	21.5	20.1	10.6	-11.2	29.2	-7.8	12.4	11.1	10.7	18.4	25.6	25.1	16.2	-3.2	25.3	-9.6	10.6	7.5	2.8	12.9	21.5	21.5	12.1	-9.5	26.7	-8.7	11.5	8.8	4.0	14.2	22.9	23.0	14.0	-5.9		
Trailers	TRK		25.6	-10.1	10.0	8.3	11.1	17.8	21.7	20.4	11.0	-10.2	29.7	-7.4	12.8	13.6	11.1	18.9	26.0	25.5	16.9	-2.0	25.2	-9.7	10.5	7.5	2.7	12.8	21.4	21.5	12.2	-9.2	26.7	-8.7	11.4	8.8	4.0	14.2	22.9	23.0	14.1	-5.2		
Trailers	TRK		27.3	-7.8	12.4	9.2	10.9	19.1	23.5	22.4	14.1	-3.3	32.5	-2.9	17.3	15.9	14.3	22.2	28.5	28.1	20.5	5.3	26.0	-11.3	11.1	8.3	3.5	13.6	22.2	22.3	13.1	-7.8	27.6	-7.9	12.3	9.7	4.9	15.1	23.7	23.8	15.1	-4.2		
Trailers	TRK		27.0	-8.3	11.9	8.9	10.8	18.8	23.1	22.0	13.5	-4.4	32.1	-4.7	17.0	15.6	13.7	21.7	28.2	27.8	20.0	4.3	26.3	-11.0	11.4	8.6	3.9	13.8	22.5	22.5	13.3	-7.6	27.8	-9.7	12.5	10.0	5.2	15.4	24.0	24.1	15.3	-4.0		
Door (2 out of 6 per hr) - 5dB		DOOR	24.8										31.3										27.2									28.4												
Door (2 out of 6 per hr) - 5dB		DOOR	28.6										35.0										30.6									31.8												
Door (2 out of 6 per hr) - 5dB		DOOR	26.0										32.6										27.6									28.9												
Door (2 out of 6 per hr) - 5dB		DOOR	30.0										37.1										28.2									29.7												
Door (2 out of 6 per hr) - 5dB		DOOR	19.5										22.3										15.4									16.8												
Door (2 out of 6 per hr) - 5dB		DOOR	32.5										39.5										28.2									29.8												

Spectra Nighttime Partial Levels

Source			Partial Level Mech Eve																																									
Name	M.	ID	R5 - 2nd Level										R6 - Grade Level										R7 - Facde										R8 - Grade Level											
			31.5	63	125	250	500	1000	2000	4000	8000		31.5	63	125	250	500	1000	2000	4000	8000		31.5	63	125	250	500	1000	2000	4000	8000		31.5	63	125	250	500	1000	2000	4000	8000			
Uncoupling	~	IMP																																										
Uncoupling	~	IMP																																										
Uncoupling	~	IMP																																										
Uncoupling	~	IMP																																										
Idling (truck facing south) - (2 trucks per hr at any one door)	MECH		22.2	-4.6	14.2	10.7	12.2	16.8	16.3	12.6	0.7	-28.6	30.0	0.5	20.2	17.5	15.3	21.5	25.7	24.1	15.2	-8.9	25.1	-1.0	18.7	12.8	7.5	13.8	21.3	17.6	7.9	-18.8	26.3	-0.1	19.6	14.0	8.7	15.1	22.6	19.1	9.9	-15.3		
Idling (truck facing south) - (2 trucks per hr at any one door)	MECH		35.1	4.9	24.6	20.2	20.8	28.3	30.3	29.3	21.3	-0.2	40.8	11.0	30.6	27.8	25.9	32.1	36.4	35.1	27.5	9.3	33.5	2.5	22.2	17.8	11.2	20.3	29.7	29.4	20.2	-1.2	34.8	3.5	23.1	19.3	12.8	21.8	30.9	30.6	21.8	1.8		
AC	AC		-15.7			-42.1	-32.2	-24.3	-19.5	-19.8	-29.8	-52.7	-11.1			-34.6	-29.4	-21.0	-14.7	-15.1	-25.2	-46.5	-8.5			-32.9	-28.1	-19.4	-11.9	-12.4	-24.1	-48.7	-7.7			-32.0	-27.2	-18.5	-11.1	-11.5	-22.7	-45.7		
AC	AC		-16.3			-43.8	-33.6	-25.4	-20.2	-20.2	-30.0	-52.8	-12.5			-36.8	-31.1	-22.5	-16.2	-16.2	-25.9	-47.0	-10.6			-34.7	-30.1	-21.3	-14.1	-14.4	-25.8	-50.2	-9.7			-33.8	-29.2	-20.4	-13.3	-13.5	-24.4	-47.2		
AC	AC		-16.1			-43.1	-33.1	-24.9	-20.0	-20.1	-29.9	-52.7	-11.9			-35.8	-30.4	-21.9	-15.6	-15.8	-25.7	-46.8	-9.7			-33.8	-29.1	-20.4	-13.0	-13.5	-25.0	-49.6	-8.8			-32.9	-28.2	-19.5	-12.3	-12.6	-23.6	-46.5		
Trailers	TRK		-71.4		-86.6		-87.0	-79.4	-75.2	-76.5	-85.3		-67.7		-83.1	-84.4	-86.7	-78.5	-71.6	-72.0	-80.1		-71.6		-87.0			-84.0	-75.4	-75.4	-84.7		-70.1		-85.9	-88.0		-82.6	-74.0	-73.8	-82.7			
Trailers	TRK		-81.0						-84.9	-86.3			-77.3					-80.9	-81.5				-80.7						-84.5	-84.5		-79.3					-83.2	-83.1						
Trailers	TRK		-80.7						-84.5	-85.9			-76.8					-87.7	-80.5	-81.0				-80.7					-84.5	-84.5		-79.3					-83.2	-83.1						
Trailers	TRK		-80.5						-84.3	-85.7			-76.3					-87.1	-80.0	-80.5				-80.8					-84.6	-84.5		-79.3					-83.2	-83.0						
Trailers	TRK		-78.7					-86.9	-82.6	-83.6			-73.6					-83.8	-77.5	-77.9	-85.5				-80.0				-83.8	-83.7		-78.5					-82.3	-82.2						
Trailers	TRK		-79.1					-87.2	-82.9	-84.0			-73.9					-84.3	-77.8	-78.2	-86.0				-79.7				-83.5	-83.5		-78.2					-82.1	-81.9						
Door (2 out of 6 per hr) - 5dB	DOOR		29.8										36.3										32.2																					
Door (2 out of 6 per hr) - 5dB	DOOR		33.6										40.0										35.6																					
Door (2 out of 6 per hr) - 5dB	DOOR		31.0										37.6										32.6																					
Door (2 out of 6 per hr) - 5dB	DOOR		35.0										42.1										33.2																					
Door (2 out of 6 per hr) - 5dB	DOOR		24.5										27.3										20.4																					
Door (2 out of 6 per hr) - 5dB	DOOR		37.5										44.5										33.2																					

Point Sources

Name	Sel.	M.	ID	Result. PWL			Lw / Li			Correction			Sound Reduction		Attenuation	Operating Time			K0	Freq.	Direct.	Height	Coordinates		
				Day	Evening	Night	Type	Value	norm.	Day	Evening	Night	R	Area		Day	Special	Night					X	Y	Z
				(dBA)	(dBA)	(dBA)			dB(A)	dB(A)	dB(A)	dB(A)		(m²)		(min)	(min)	(min)	(dB)	(Hz)		(m)	(m)	(m)	(m)
Uncoupling		~	IMP	105.0	105.0	105.0	Lw	105		0.0	0.0	0.0							0.0	500	(none)	2.00	r18419217.56	4913593.95	4.75
Uncoupling		~	IMP	92.2	97.2	97.2	Lw	105+10*log10(1/6)		-5.0	0.0	0.0							0.0	500	(none)	2.00	r18419258.46	4913625.06	3.75
Uncoupling		~	IMP	92.2	97.2	97.2	Lw	105+10*log10(1/6)		-5.0	0.0	0.0							0.0	500	(none)	2.00	r18419264.10	4913629.36	3.61
Uncoupling		~	IMP	92.2	97.2	97.2	Lw	105+10*log10(1/6)		-5.0	0.0	0.0							0.0	500	(none)	2.00	r18419270.65	4913634.36	3.45
Idling (truck facing south) - (2 trucks per hr at any one door			MECH	92.2	89.2	89.2	Lw	TRK_IDLE+10*log10(5/60)		3.0	0.0	0.0							0.0		Truck Idling	2.00	r18419217.03	4913594.67	4.76
Idling (truck facing south) - (2 trucks per hr at any one door			MECH	92.2	89.2	89.2	Lw	TRK_IDLE+10*log10(5/60)		3.0	0.0	0.0							0.0		Truck Idling	2.00	r18419269.91	4913635.44	3.46
AC			AC	64.6	64.6	61.6	Lw	AC		0.0	0.0	-3.0							0.0		(none)	1.00	r18419205.62	4913580.43	3.73
AC			AC	64.6	64.6	61.6	Lw	AC		0.0	0.0	-3.0							0.0		(none)	1.00	r18419207.37	4913578.04	3.69
AC			AC	64.6	64.6	61.6	Lw	AC		0.0	0.0	-3.0							0.0		(none)	1.00	r18419206.46	4913579.22	3.71

Vertical Area Sources

Name	Sel.	M.	ID	Result. PWL			Result. PWL"			Lw / Li			Correction			Sound Reduction		Attenuation	Operating Time			K0	Freq.	Direct.
				Day	Evening	Night	Day	Evening	Night	Type	Value	norm.	Day	Evening	Night	R	Area		Day	Special	Night			
				(dBA)	(dBA)	(dBA)	(dBA)	(dBA)	(dBA)			dB(A)	dB(A)	dB(A)	dB(A)		(m²)		(min)	(min)	(min)	(dB)	(Hz)	
Door (2 out of 6 per hr) - 5dB			DOOR	84.4	89.4	89.4	70.2	75.2	75.2	Lw"	90+10*log10(120/3600)		-5.0	0.0	0.0							3.0	500	(none)
Door (2 out of 6 per hr) - 5dB			DOOR	85.1	90.1	90.1	70.2	75.2	75.2	Lw"	90+10*log10(120/3600)		-5.0	0.0	0.0							5.0	500	(none)
Door (2 out of 6 per hr) - 5dB			DOOR	84.4	89.4	89.4	70.2	75.2	75.2	Lw"	90+10*log10(120/3600)		-5.0	0.0	0.0							3.0	500	(none)
Door (2 out of 6 per hr) - 5dB			DOOR	84.4	89.4	89.4	70.2	75.2	75.2	Lw"	90+10*log10(120/3600)		-5.0	0.0	0.0							3.0	500	(none)
Door (2 out of 6 per hr) - 5dB			DOOR	86.0	91.0	91.0	70.2	75.2	75.2	Lw"	90+10*log10(120/3600)		-5.0	0.0	0.0							3.0	500	(none)
Door (2 out of 6 per hr) - 5dB			DOOR	84.4	89.4	89.4	70.2	75.2	75.2	Lw"	90+10*log10(120/3600)		-5.0	0.0	0.0							3.0	500	(none)

Directivity

Name	ID	Angle	Directivity (dB)									
		(°)	31.5	63	125	250	500	1000	2000	4000	8000	
Truck Idling	TRK_IDLE	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
		15	0.0	0.0	0.0	-1.0	-1.0	-1.0	-2.0	-2.0	-3.0	
		30	0.0	0.0	0.0	-1.0	-1.0	-2.0	-3.0	-3.0	-4.0	
		45	0.0	0.0	-1.0	-1.0	-1.5	-3.0	-4.0	-4.0	-6.0	
		60	0.0	0.0	-1.0	-1.0	-2.0	-4.0	-5.0	-5.0	-8.0	
		75	0.0	0.0	-1.0	-1.5	-2.0	-5.0	-5.0	-5.0	-10.0	
		90	0.0	0.0	-2.0	-2.0	-3.0	-6.0	-7.0	-7.0	-11.0	
		105	0.0	0.0	-2.0	-2.0	-4.0	-7.0	-8.0	-8.0	-13.0	
		120	0.0	0.0	-2.0	-3.0	-5.0	-7.0	-10.0	-10.0	-14.0	
		135	0.0	0.0	-3.0	-3.0	-6.0	-8.0	-11.0	-11.0	-15.0	
		150	0.0	0.0	-3.0	-4.0	-7.0	-8.0	-13.0	-13.0	-17.0	
		165	0.0	0.0	-3.0	-5.0	-9.0	-10.0	-14.0	-14.0	-19.0	
		180	0.0	0.0	-3.0	-5.0	-10.0	-12.0	-15.0	-15.0	-20.0	

Foliage Data

Name	Sel.	M.	ID	Height	Coordinates			
				(m)	x	y	z	Ground
					(m)	(m)	(m)	(m)
				7.50	r418977.58	4913556.31	8.84	1.34
					418983.83	4913568.54	8.98	1.48
					418979.00	4913584.45	8.87	1.37
					418990.08	4913593.54	9.12	1.62
					419014.81	4913577.91	9.66	2.16
					419042.37	4913577.91	10.21	2.71
					419054.31	4913584.73	10.36	2.86
					419052.89	4913597.24	10.46	2.96
					419038.68	4913623.10	10.19	2.69
					419015.66	4913642.42	9.68	2.18
					419006.57	4913650.67	9.48	1.98
					419032.43	4913656.92	10.05	2.55
					419158.89	4913484.70	8.53	1.03
					419109.44	4913478.45	8.42	0.92
					419083.01	4913499.19	8.79	1.29
					419041.81	4913460.83	8.11	0.61
					418996.05	4913450.88	7.93	0.43
					418919.32	4913448.04	7.56	0.06

Name	Sel.	M.	ID	Height	Coordinates			
				(m)	x	y	z	Ground
					(m)	(m)	(m)	(m)
					418921.88	4913580.19	7.61	0.11
					418948.02	4913570.81	8.19	0.69
					418972.75	4913553.76	8.74	1.24
					418975.87	4913555.46	8.80	1.30
				7.50 r	419020.21	4913667.14	9.78	2.28
					418977.86	4913627.07	8.85	1.35
					418969.05	4913631.33	8.65	1.15
					418941.49	4913589.84	8.05	0.55
					418919.61	4913632.19	7.56	0.06
					418929.84	4913667.14	7.79	0.29
					418972.18	4913657.76	8.72	1.22
					418998.61	4913690.16	9.31	1.81
					419004.29	4913693.57	9.43	1.93
					419013.10	4913679.36	9.63	2.13
				7.50 r	419260.35	4913664.02	9.03	1.53
					419339.07	4913556.59	8.26	0.76
					419356.40	4913562.84	8.10	0.60
					419353.84	4913641.85	8.12	0.62
					419327.41	4913630.20	8.38	0.88
					419298.71	4913683.34	8.66	1.16
					419260.35	4913664.30	9.03	1.53

Built-up Area

Name	Sel.	M.	ID	Type	Attenuation	B	m	Height
					dB/100m	%	1/m	(m)

Ground Absorption

Name	Sel.	M.	ID	G
Gravel			PD-N-ALI-CL	0.3

Barrier Geometry

Name	Sel.	M.	ID	Absorption		Z-Ext.	Cantilever		Height		Coordinates			
				left	right		horz.	vert.	Begin	End	x	y	z	Ground
						(m)	(m)	(m)	(m)	(m)	(m)	(m)	(m)	(m)

Building Geometry

Name	Sel.	M.	ID	RB	Residents	Absorption	Height	Coordinates				
							Begin	x	y	z	Ground	
							(m)	(m)	(m)	(m)	(m)	
				x	0		7.50 r	18419111.94	4913658.30	11.50	4.00	
								18419120.90	4913654.90	11.50	4.00	
								18419128.24	4913673.34	11.50	4.00	
								18419116.78	4913677.82	11.50	4.00	
								18419115.17	4913671.91	11.50	4.00	
								18419117.49	4913671.01	11.50	4.00	
								18419112.30	4913657.94	11.50	4.00	
				x	0		7.50 r	18418973.64	4913686.73	8.76	1.26	
								18418951.99	4913692.59	8.76	0.78	
								18418948.15	4913677.03	8.76	0.69	
								18418969.58	4913671.39	8.76	1.17	
				x	0		7.50 r	18418957.17	4913600.56	8.39	0.89	
								18418964.17	4913595.37	8.39	1.05	
								18418961.68	4913591.76	8.39	0.99	
								18418970.48	4913585.22	8.39	1.19	
								18418962.81	4913575.07	8.39	1.02	
								18418946.80	4913585.22	8.39	0.66	
Bldg 2			PD-N-MSC-BLO		0	0.00	7.50 r	18419323.49	4913668.27	8.42	0.92	
								18419338.15	4913673.69	8.42	0.77	
								18419341.69	4913664.67	8.42	0.74	
								18419327.88	4913659.48	8.42	0.87	

Name	Sel.	M.	ID	RB	Residents	Absorption	Height	Coordinates			
							Begin	x	y	z	Ground
							(m)	(m)	(m)	(m)	(m)
159 Granite Ridg			PD-N-MSC-BLO		0	0.00	7.50 r	18419195.08	4913743.25	10.50	3.00
								18419200.00	4913747.10	10.50	3.00
								18419202.51	4913744.33	10.50	3.00
								18419215.22	4913752.65	10.50	3.00
								18419206.91	4913763.81	10.50	3.00
								18419200.87	4913759.69	10.50	3.00
								18419198.45	4913762.95	10.50	3.00
								18419192.62	4913759.12	10.50	3.00
								18419196.32	4913753.43	10.50	3.00
								18419190.07	4913748.82	10.50	3.00
								18419194.90	4913743.42	10.50	3.00
			PD-N-MSC-BLO	x	0		12.00 r	18419203.60	4913583.16	14.78	2.78
								18419251.29	4913520.63	14.78	1.67
								18419279.89	4913542.44	14.78	1.89
								18419232.20	4913604.98	14.78	2.40
			PD-N-MSC-BLO		0	0.21	12.00 r	18419292.49	4913552.04	13.58	1.58
								18419244.80	4913614.58	13.58	2.09
								18419273.40	4913636.39	13.58	1.41
								18419321.09	4913573.86	13.58	0.94

Absorption Coefficients

Name	ID	1/3 Oktave Spectrum (alpha)																											Source	
		25	31.5	40	50	63	80	100	125	160	200	250	315	400	500	630	800	1000	1250	1600	2000	2500	3150	4000	5000	6300	8000	10000	Aw	

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Spectra Daytime Partial Levels

Source			Partial Level Mech Day																																										
Name	M.	ID	R1 - 2nd Level									R2 - Grade									R3 - 2nd Level									R4- Grade															
			31.5	63	125	250	500	1000	2000	4000	8000		31.5	63	125	250	500	1000	2000	4000	8000		31.5	63	125	250	500	1000	2000	4000	8000		31.5	63	125	250	500	1000	2000	4000	8000				
Uncoupling	~	IMP																																											
Uncoupling	~	IMP																																											
Uncoupling	~	IMP																																											
Uncoupling	~	IMP																																											
ldling (truck facing south) - (2 trucks per hr at any one door)	MECH	30.0	3.6	23.3	17.6	17.5	21.7	25.7	21.4	12.6	-12.0	33.2	5.8	25.5	20.5	20.5	25.2	29.3	24.6	16.4	-5.7	22.1	-3.5	16.1	7.8	9.5	15.0	17.5	12.3	-0.0	-36.3	22.5	-1.7	18.0	10.6	4.8	11.1	17.9	13.4	1.6	-32.6				
ldling (truck facing south) - (2 trucks per hr at any one door)	MECH	33.9	3.6	23.3	17.5	19.2	26.5	30.1	27.7	18.0	-7.6	35.3	4.7	24.4	19.6	21.1	28.2	31.1	29.1	19.8	-5.0	25.7	-2.1	17.6	10.7	13.5	19.6	21.2	17.7	4.1	-36.9	25.5	-0.6	19.1	13.2	9.1	15.6	21.3	18.6	5.6	-33.6				
AC	AC	12.6			-22.0	-9.2	1.3	8.0	9.5	1.2	-17.4	15.2			-19.2	-7.3	3.5	10.4	12.2	4.5	-11.7	-0.1			-32.4	-21.6	-11.6	-3.8	-3.6	-15.3	-45.9	-1.0			-30.1	-26.9	-16.5	-4.6	-4.1	-15.4	-44.5				
AC	AC	12.4			-22.2	-9.3	1.3	7.8	9.3	0.9	-17.9	15.0			-19.3	-7.2	3.7	10.3	12.0	4.3	-12.2	-0.2			-32.4	-21.2	-11.2	-3.8	-3.8	-15.6	-46.4	-1.6			-30.3	-26.8	-16.5	-5.1	-4.9	-16.3	-45.8				
AC	AC	12.5			-22.1	-9.2	1.4	7.9	9.4	1.1	-17.6	15.1			-19.2	-7.2	3.6	10.4	12.1	4.4	-11.9	-0.2			-32.4	-21.4	-11.4	-3.8	-3.7	-15.4	-46.2	-1.7			-30.3	-27.0	-16.7	-5.1	-4.8	-16.3	-45.7				
Trailers	TRK	36.8	0.3	20.7	16.5	18.4	28.1	32.9	32.4	23.8	5.1	39.4	2.8	23.1	19.5	20.9	30.6	35.3	35.1	27.0	10.7	25.7	-7.5	12.9	6.8	8.7	18.1	22.2	20.1	7.7	-23.9	25.7	-5.6	14.7	9.5	4.1	14.1	22.4	21.0	9.2	-20.3				
Trailers	TRK	29.3	-7.2	12.9	9.3	11.4	20.6	25.3	24.9	16.3	-2.4	32.0	-4.8	15.4	12.6	14.2	23.3	27.9	27.7	19.7	3.1	18.1	-15.1	5.0	-0.8	1.4	10.5	14.6	12.5	0.3	-31.3	18.3	-13.2	7.0	2.1	-3.1	6.6	15.0	13.6	2.1	-27.3				
Trailers	TRK	28.7	-7.8	12.4	8.7	10.8	20.0	24.7	24.3	15.7	-3.3	31.3	-5.5	14.7	11.8	13.4	22.5	27.2	26.9	18.8	1.9	17.8	-15.5	4.7	-1.0	1.4	10.3	14.3	12.2	-0.2	-32.2	18.0	-13.6	6.6	1.8	-3.2	6.4	14.6	13.3	1.6	-28.3				
Trailers	TRK	28.2	-8.3	11.9	8.1	10.2	19.5	24.2	23.8	15.0	-4.2	30.5	-6.2	13.9	11.0	12.6	21.8	26.5	26.2	18.0	0.6	17.5	-15.8	4.3	-1.3	1.3	10.0	14.0	11.9	-0.6	-33.1	17.7	-14.0	6.2	1.5	-3.2	6.1	14.3	13.0	1.1	-29.3				
Trailers	TRK	26.0	-12.5	9.9	6.0	8.3	17.5	22.1	21.5	12.0	-10.2	27.5	-11.4	11.1	8.0	9.9	19.1	23.6	23.1	14.0	-6.7	16.8	-18.8	1.4	-1.7	1.7	9.6	13.4	11.1	-2.3	-38.4	16.5	-17.3	2.9	0.7	-3.1	5.4	13.4	11.9	-1.0	-35.0				
Trailers	TRK	26.7	-11.9	10.5	6.7	9.0	18.2	22.8	22.2	12.8	-9.1	28.3	-10.7	11.8	8.9	10.8	19.8	24.4	23.9	14.9	-5.4	16.8	-18.4	3.7	-1.8	1.5	9.5	13.3	11.0	-2.3	-37.8	16.6	-16.8	5.1	0.5	-3.3	5.2	13.3	11.8	-0.9	-34.4				
Door (2 out of 6 per hr) - 5dB		DOOR	34.8									37.4										24.9									20.8														
Door (2 out of 6 per hr) - 5dB		DOOR	37.8									40.2										28.2									24.2														
Door (2 out of 6 per hr) - 5dB		DOOR	34.3									36.7										25.2									21.1														
Door (2 out of 6 per hr) - 5dB		DOOR	32.7									34.5										24.3									20.6														
Door (2 out of 6 per hr) - 5dB		DOOR	14.7									16.0										6.5									6.8														
Door (2 out of 6 per hr) - 5dB		DOOR	31.9									33.4										23.9									20.1														

Spectra Nighttime Partial Levels

Source			Partial Level Mech Eve																																													
Name	M.	ID	R1 - 2nd Level									R2 - Grade									R3 - 2nd Level									R4- Grade																		
			31.5	63	125	250	500	1000	2000	4000	8000		31.5	63	125	250	500	1000	2000	4000	8000		31.5	63	125	250	500	1000	2000	4000	8000		31.5	63	125	250	500	1000	2000	4000	8000							
Uncoupling	~	IMP																																														
Uncoupling	~	IMP																																														
Uncoupling	~	IMP																																														
Uncoupling	~	IMP																																														
Idling (truck facing south) - (2 trucks per hr at any one door)	MECH	27.0	0.6	20.3	14.6	14.5	18.7	22.7	18.4	9.6	-15.0	30.2	2.8	22.5	17.5	17.5	22.2	26.3	21.6	13.4	-8.7	19.1	-6.5	13.1	4.8	6.5	12.0	14.5	9.3	-3.0	-39.3	19.5	-4.7	15.0	7.6	1.8	8.1	14.9	10.4	-1.4	-35.6							
Idling (truck facing south) - (2 trucks per hr at any one door)	MECH	30.9	0.6	20.3	14.5	16.2	23.5	27.1	24.7	15.0	-10.6	32.3	1.7	21.4	16.6	18.1	25.2	28.1	26.1	16.8	-8.0	22.7	-5.1	14.6	7.7	10.5	16.6	18.2	14.7	1.1	-39.9	22.5	-3.6	16.1	10.2	6.1	12.6	18.3	15.6	2.6	-36.6							
AC	AC	12.6			-22.0	-9.2	1.3	8.0	9.5	1.2	-17.4	15.2			-19.2	-7.3	3.5	10.4	12.2	4.5	-11.7	-0.1			-32.4	-21.6	-11.6	-3.8	-3.6	-15.3	-45.9	-1.0			-30.1	-26.9	-16.5	-4.6	-4.1	-15.4	-44.5							
AC	AC	12.4			-22.2	-9.3	1.3	7.8	9.3	0.9	-17.9	15.0			-19.3	-7.2	3.7	10.3	12.0	4.3	-12.2	-0.2			-32.4	-21.2	-11.2	-3.8	-3.8	-15.6	-46.4	-1.6			-30.3	-26.8	-16.5	-5.1	-4.9	-16.3	-45.8							
AC	AC	12.5			-22.1	-9.2	1.4	7.9	9.4	1.1	-17.6	15.1			-19.2	-7.2	3.6	10.4	12.1	4.4	-11.9	-0.2			-32.4	-21.4	-11.4	-3.8	-3.7	-15.4	-46.2	-1.7			-30.3	-27.0	-16.7	-5.1	-4.8	-16.3	-45.7							
Trailers	TRK	-69.2		-85.4		-87.7	-77.9	-73.2	-73.6	-82.2		-66.6		-83.0	-86.5	-85.1	-75.4	-70.7	-71.0	-79.0		-80.3				-87.9	-83.8	-86.0				-80.3						-83.6	-85.0									
Trailers	TRK	-76.8					-85.4	-80.7	-81.1			-74.0					-82.7	-78.1	-78.3	-86.3		-87.9										-87.7																
Trailers	TRK	-77.3					-86.0	-81.3	-81.7			-74.8					-83.5	-78.8	-79.1	-87.2																												
Trailers	TRK	-77.9					-86.5	-81.8	-82.3			-75.5					-84.2	-79.5	-79.9																													
Trailers	TRK	-80.0						-83.9	-84.5			-78.5					-86.9	-82.4	-82.9																													
Trailers	TRK	-79.3					-87.8	-83.2	-83.8			-77.7					-86.2	-81.7	-82.2																													
Door (2 out of 6 per hr) - 5dB	DOOR	39.8										42.4										29.9										25.8																
Door (2 out of 6 per hr) - 5dB	DOOR	42.8										45.2										33.2										29.2																
Door (2 out of 6 per hr) - 5dB	DOOR	39.3										41.7										30.2										26.1																
Door (2 out of 6 per hr) - 5dB	DOOR	37.7										39.5										29.3										25.6																
Door (2 out of 6 per hr) - 5dB	DOOR	19.7										21.0										11.5										11.8																
Door (2 out of 6 per hr) - 5dB	DOOR	36.9										38.4										28.9										25.1																

Point Sources

Name	Sel.	M.	ID	Result. PWL			Lw / Li			Correction			Sound Reduction		Attenuation	Operating Time			K0	Freq.	Direct.	Height	Coordinates		
				Day	Evening	Night	Type	Value	norm.	Day	Evening	Night	R	Area		Day	Special	Night					X	Y	Z
				(dBA)	(dBA)	(dBA)			dB(A)	dB(A)	dB(A)	dB(A)		(m²)		(min)	(min)	(min)	(dB)	(Hz)		(m)	(m)	(m)	(m)
Uncoupling		~	IMP	105.0	105.0	105.0	Lw	105		0.0	0.0	0.0							0.0	500	(none)	2.00	r18419217.56	4913593.95	4.75
Uncoupling		~	IMP	92.2	97.2	97.2	Lw	105+10*log10(1/6)		-5.0	0.0	0.0							0.0	500	(none)	2.00	r18419258.46	4913625.06	3.75
Uncoupling		~	IMP	92.2	97.2	97.2	Lw	105+10*log10(1/6)		-5.0	0.0	0.0							0.0	500	(none)	2.00	r18419264.10	4913629.36	3.61
Uncoupling		~	IMP	92.2	97.2	97.2	Lw	105+10*log10(1/6)		-5.0	0.0	0.0							0.0	500	(none)	2.00	r18419270.65	4913634.36	3.45
Idling (truck facing south) - (2 trucks per hr at any one door			MECH	92.2	89.2	89.2	Lw	TRK_IDLE+10*log10(5/60)		3.0	0.0	0.0							0.0		Truck Idling	2.00	r18419217.03	4913594.67	4.76
Idling (truck facing south) - (2 trucks per hr at any one door			MECH	92.2	89.2	89.2	Lw	TRK_IDLE+10*log10(5/60)		3.0	0.0	0.0							0.0		Truck Idling	2.00	r18419269.91	4913635.44	3.46
AC			AC	64.6	64.6	61.6	Lw	AC		0.0	0.0	-3.0							0.0		(none)	1.00	r18419205.62	4913580.43	3.73
AC			AC	64.6	64.6	61.6	Lw	AC		0.0	0.0	-3.0							0.0		(none)	1.00	r18419207.37	4913578.04	3.69
AC			AC	64.6	64.6	61.6	Lw	AC		0.0	0.0	-3.0							0.0		(none)	1.00	r18419206.46	4913579.22	3.71

Vertical Area Sources

Name	Sel.	M.	ID	Result. PWL			Result. PWL"			Lw / Li			Correction			Sound Reduction		Attenuation	Operating Time			K0	Freq.	Direct.
				Day	Evening	Night	Day	Evening	Night	Type	Value	norm.	Day	Evening	Night	R	Area		Day	Special	Night			
				(dBA)	(dBA)	(dBA)	(dBA)	(dBA)	(dBA)			dB(A)	dB(A)	dB(A)	dB(A)		(m²)		(min)	(min)	(min)	(dB)	(Hz)	
Door (2 out of 6 per hr) - 5dB			DOOR	84.4	89.4	89.4	70.2	75.2	75.2	Lw"	90+10*log10(120/3600)		-5.0	0.0	0.0							3.0	500	(none)
Door (2 out of 6 per hr) - 5dB			DOOR	85.1	90.1	90.1	70.2	75.2	75.2	Lw"	90+10*log10(120/3600)		-5.0	0.0	0.0							5.0	500	(none)
Door (2 out of 6 per hr) - 5dB			DOOR	84.4	89.4	89.4	70.2	75.2	75.2	Lw"	90+10*log10(120/3600)		-5.0	0.0	0.0							3.0	500	(none)
Door (2 out of 6 per hr) - 5dB			DOOR	84.4	89.4	89.4	70.2	75.2	75.2	Lw"	90+10*log10(120/3600)		-5.0	0.0	0.0							3.0	500	(none)
Door (2 out of 6 per hr) - 5dB			DOOR	86.0	91.0	91.0	70.2	75.2	75.2	Lw"	90+10*log10(120/3600)		-5.0	0.0	0.0							3.0	500	(none)
Door (2 out of 6 per hr) - 5dB			DOOR	84.4	89.4	89.4	70.2	75.2	75.2	Lw"	90+10*log10(120/3600)		-5.0	0.0	0.0							3.0	500	(none)

Directivity

Name	ID	Angle	Directivity (dB)									
		(°)	31.5	63	125	250	500	1000	2000	4000	8000	
Truck Idling	TRK_IDLE	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
		15	0.0	0.0	0.0	-1.0	-1.0	-1.0	-2.0	-2.0	-3.0	
		30	0.0	0.0	0.0	-1.0	-1.0	-2.0	-3.0	-3.0	-4.0	
		45	0.0	0.0	-1.0	-1.0	-1.5	-3.0	-4.0	-4.0	-6.0	
		60	0.0	0.0	-1.0	-1.0	-2.0	-4.0	-5.0	-5.0	-8.0	
		75	0.0	0.0	-1.0	-1.5	-2.0	-5.0	-5.0	-5.0	-10.0	
		90	0.0	0.0	-2.0	-2.0	-3.0	-6.0	-7.0	-7.0	-11.0	
		105	0.0	0.0	-2.0	-2.0	-4.0	-7.0	-8.0	-8.0	-13.0	
		120	0.0	0.0	-2.0	-3.0	-5.0	-7.0	-10.0	-10.0	-14.0	
		135	0.0	0.0	-3.0	-3.0	-6.0	-8.0	-11.0	-11.0	-15.0	
		150	0.0	0.0	-3.0	-4.0	-7.0	-8.0	-13.0	-13.0	-17.0	
		165	0.0	0.0	-3.0	-5.0	-9.0	-10.0	-14.0	-14.0	-19.0	
		180	0.0	0.0	-3.0	-5.0	-10.0	-12.0	-15.0	-15.0	-20.0	

Foliage Data

Name	Sel.	M.	ID	Height	Coordinates			
				(m)	x	y	z	Ground
					(m)	(m)	(m)	(m)
				7.50	r418977.58	4913556.31	8.84	1.34
					418983.83	4913568.54	8.98	1.48
					418979.00	4913584.45	8.87	1.37
					418990.08	4913593.54	9.12	1.62
					419014.81	4913577.91	9.66	2.16
					419042.37	4913577.91	10.21	2.71
					419054.31	4913584.73	10.36	2.86
					419052.89	4913597.24	10.46	2.96
					419038.68	4913623.10	10.19	2.69
					419015.66	4913642.42	9.68	2.18
					419006.57	4913650.67	9.48	1.98
					419032.43	4913656.92	10.05	2.55
					419158.89	4913484.70	8.53	1.03
					419109.44	4913478.45	8.42	0.92
					419083.01	4913499.19	8.79	1.29
					419041.81	4913460.83	8.11	0.61
					418996.05	4913450.88	7.93	0.43
					418919.32	4913448.04	7.56	0.06

Name	Sel.	M.	ID	Height	Coordinates			
				(m)	x	y	z	Ground
					(m)	(m)	(m)	(m)
					418921.88	4913580.19	7.61	0.11
					418948.02	4913570.81	8.19	0.69
					418972.75	4913553.76	8.74	1.24
					418975.87	4913555.46	8.80	1.30
				7.50 r	419020.21	4913667.14	9.78	2.28
					418977.86	4913627.07	8.85	1.35
					418969.05	4913631.33	8.65	1.15
					418941.49	4913589.84	8.05	0.55
					418919.61	4913632.19	7.56	0.06
					418929.84	4913667.14	7.79	0.29
					418972.18	4913657.76	8.72	1.22
					418998.61	4913690.16	9.31	1.81
					419004.29	4913693.57	9.43	1.93
					419013.10	4913679.36	9.63	2.13
				7.50 r	419260.35	4913664.02	9.03	1.53
					419339.07	4913556.59	8.26	0.76
					419356.40	4913562.84	8.10	0.60
					419353.84	4913641.85	8.12	0.62
					419327.41	4913630.20	8.38	0.88
					419298.71	4913683.34	8.66	1.16
					419260.35	4913664.30	9.03	1.53

Built-up Area

Name	Sel.	M.	ID	Type	Attenuation	B	m	Height
					dB/100m	%	1/m	(m)

Ground Absorption

Name	Sel.	M.	ID	G
Gravel			PD-N-ALI-CL	0.3

Barrier Geometry

Name	Sel.	M.	ID	Absorption		Z-Ext.	Cantilever		Height		Coordinates			
				left	right		horz.	vert.	Begin	End	x	y	z	Ground
						(m)	(m)	(m)	(m)	(m)	(m)	(m)	(m)	(m)

Building Geometry

Name	Sel.	M.	ID	RB	Residents	Absorption	Height	Coordinates				
							Begin	x	y	z	Ground	
							(m)	(m)	(m)	(m)	(m)	
				x	0		7.50 r	18419111.94	4913658.30	11.50	4.00	
								18419120.90	4913654.90	11.50	4.00	
								18419128.24	4913673.34	11.50	4.00	
								18419116.78	4913677.82	11.50	4.00	
								18419115.17	4913671.91	11.50	4.00	
								18419117.49	4913671.01	11.50	4.00	
								18419112.30	4913657.94	11.50	4.00	
				x	0		7.50 r	18418973.64	4913686.73	8.76	1.26	
								18418951.99	4913692.59	8.76	0.78	
								18418948.15	4913677.03	8.76	0.69	
								18418969.58	4913671.39	8.76	1.17	
				x	0		7.50 r	18418957.17	4913600.56	8.39	0.89	
								18418964.17	4913595.37	8.39	1.05	
								18418961.68	4913591.76	8.39	0.99	
								18418970.48	4913585.22	8.39	1.19	
								18418962.81	4913575.07	8.39	1.02	
								18418946.80	4913585.22	8.39	0.66	
Bldg 2			PD-N-MSC-BLO		0	0.00	7.50 r	18419323.49	4913668.27	8.42	0.92	
								18419338.15	4913673.69	8.42	0.77	
								18419341.69	4913664.67	8.42	0.74	
								18419327.88	4913659.48	8.42	0.87	

Name	Sel.	M.	ID	RB	Residents	Absorption	Height	Coordinates			
							Begin	x	y	z	Ground
							(m)	(m)	(m)	(m)	(m)
159 Granite Ridg			PD-N-MSC-BLO		0	0.00	7.50 r	18419195.08	4913743.25	10.50	3.00
								18419200.00	4913747.10	10.50	3.00
								18419202.51	4913744.33	10.50	3.00
								18419215.22	4913752.65	10.50	3.00
								18419206.91	4913763.81	10.50	3.00
								18419200.87	4913759.69	10.50	3.00
								18419198.45	4913762.95	10.50	3.00
								18419192.62	4913759.12	10.50	3.00
								18419196.32	4913753.43	10.50	3.00
								18419190.07	4913748.82	10.50	3.00
								18419194.90	4913743.42	10.50	3.00
			PD-N-MSC-BLO	x	0		12.00 r	18419203.60	4913583.16	14.78	2.78
								18419251.29	4913520.63	14.78	1.67
								18419279.89	4913542.44	14.78	1.89
								18419232.20	4913604.98	14.78	2.40
			PD-N-MSC-BLO		0	0.21	12.00 r	18419292.49	4913552.04	13.58	1.58
								18419244.80	4913614.58	13.58	2.09
								18419273.40	4913636.39	13.58	1.41
								18419321.09	4913573.86	13.58	0.94

Absorption Coefficients

Name	ID	1/3 Oktave Spectrum (alpha)																											Source	
		25	31.5	40	50	63	80	100	125	160	200	250	315	400	500	630	800	1000	1250	1600	2000	2500	3150	4000	5000	6300	8000	10000	Aw	

Prepared by:

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1210 Sheppard Avenue East, Suite 211
Toronto, Ontario M2K 1E3
Phone: 416-502-8598
Fax: 416-502-3473
www.jecoulterassoc.com

CADNAA – IMPULSE SOUNDS – DAYTIME

Receiver

Name: R1 - 2nd Level

ID: R1

X: 18419121.42 m

Y: 4913654.64 m

Z: 8.50 m

Point Source, ISO 9613, Name: "Uncoupling", ID: "IMP"

Nr.	X	Y	Z	Refl.	DEN	Freq.	Lw	I/a	Optime	K0	Di	Adiv	Aatm	Agr	Afol	Ahous	Abar	Cmet	RL	Lr
	(m)	(m)	(m)			(Hz)	dB(A)	dB	dB	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	dB(A)
1	18419217.56	4913593.95	4.75	0	DEN	500	105.0	0.0	0.0	0.0	0.0	52.1	0.2	0.2	0.0	0.0	0.0	0.0	0.0	52.4

Point Source, ISO 9613, Name: "Uncoupling", ID: "IMP"

Nr.	X	Y	Z	Refl.	DEN	Freq.	Lw	I/a	Optime	K0	Di	Adiv	Aatm	Agr	Afol	Ahous	Abar	Cmet	RL	Lr
	(m)	(m)	(m)			(Hz)	dB(A)	dB	dB	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	dB(A)
14	18419258.46	4913625.06	3.75	0	D	500	92.2	0.0	0.0	0.0	0.0	53.9	0.3	0.6	0.0	0.0	0.0	0.0	0.0	37.4

Point Source, ISO 9613, Name: "Uncoupling", ID: "IMP"

Nr.	X	Y	Z	Refl.	DEN	Freq.	Lw	I/a	Optime	K0	Di	Adiv	Aatm	Agr	Afol	Ahous	Abar	Cmet	RL	Lr
	(m)	(m)	(m)			(Hz)	dB(A)	dB	dB	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	dB(A)
16	18419264.10	4913629.36	3.61	0	D	500	92.2	0.0	0.0	0.0	0.0	54.2	0.3	0.7	0.0	0.0	0.0	0.0	0.0	37.0

Point Source, ISO 9613, Name: "Uncoupling", ID: "IMP"

Nr.	X	Y	Z	Refl.	DEN	Freq.	Lw	I/a	Optime	K0	Di	Adiv	Aatm	Agr	Afol	Ahous	Abar	Cmet	RL	Lr
	(m)	(m)	(m)			(Hz)	dB(A)	dB	dB	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	dB(A)
18	18419270.65	4913634.36	3.45	0	D	500	92.2	0.0	0.0	0.0	0.0	54.6	0.3	0.8	0.0	0.0	0.0	0.0	0.0	36.6

Receiver

Name: R2 - Grade

ID: R2

X: 18419137.21 m

Y: 4913629.82 m

Z: 7.60 m

Point Source, ISO 9613, Name: "Uncoupling", ID: "IMP"

Nr.	X	Y	Z	Refl.	DEN	Freq.	Lw	I/a	Optime	K0	Di	Adiv	Aatm	Agr	Afol	Ahous	Abar	Cmet	RL	Lr
	(m)	(m)	(m)			(Hz)	dB(A)	dB	dB	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	dB(A)
27	18419217.56	4913593.95	4.75	0	DEN	500	105.0	0.0	0.0	0.0	0.0	49.9	0.2	-0.0	0.0	0.0	0.0	0.0	0.0	55.0

Point Source, ISO 9613, Name: "Uncoupling", ID: "IMP"

Nr.	X	Y	Z	Refl.	DEN	Freq.	Lw	I/a	Optime	K0	Di	Adiv	Aatm	Agr	Afol	Ahous	Abar	Cmet	RL	Lr
	(m)	(m)	(m)			(Hz)	dB(A)	dB	dB	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	dB(A)
29	18419258.46	4913625.06	3.75	0	D	500	92.2	0.0	0.0	0.0	0.0	52.7	0.2	-0.0	0.0	0.0	0.0	0.0	0.0	39.3

Point Source, ISO 9613, Name: "Uncoupling", ID: "IMP"

Nr.	X	Y	Z	Refl.	DEN	Freq.	Lw	I/a	Optime	K0	Di	Adiv	Aatm	Agr	Afol	Ahous	Abar	Cmet	RL	Lr
	(m)	(m)	(m)			(Hz)	dB(A)	dB	dB	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	dB(A)
33	18419264.10	4913629.36	3.61	0	D	500	92.2	0.0	0.0	0.0	0.0	53.1	0.2	0.1	0.0	0.0	0.0	0.0	0.0	38.8

Point Source, ISO 9613, Name: "Uncoupling", ID: "IMP"

Nr.	X	Y	Z	Refl.	DEN	Freq.	Lw	I/a	Optime	K0	Di	Adiv	Aatm	Agr	Afol	Ahous	Abar	Cmet	RL	Lr
	(m)	(m)	(m)			(Hz)	dB(A)	dB	dB	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	dB(A)
35	18419270.65	4913634.36	3.45	0	D	500	92.2	0.0	0.0	0.0	0.0	53.5	0.3	0.2	0.0	0.0	0.0	0.0	0.0	38.2

Receiver

Name: R3 - 2nd Level

ID: R3

X: 18418970.86 m

Y: 4913585.16 m

Z: 5.69 m

Point Source, ISO 9613, Name: "Uncoupling", ID: "IMP"

Nr.	X	Y	Z	Refl.	DEN	Freq.	Lw	I/a	Optime	K0	Di	Adiv	Aatm	Agr	Afol	Ahous	Abar	Cmet	RL	Lr
	(m)	(m)	(m)			(Hz)	dB(A)	dB	dB	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	dB(A)
2	18419217.56	4913593.95	4.75	0	DEN	500	105.0	0.0	0.0	0.0	0.0	58.8	0.5	0.7	2.5	0.0	0.0	0.0	0.0	42.5

Point Source, ISO 9613, Name: "Uncoupling", ID: "IMP"

Nr.	X	Y	Z	Refl.	DEN	Freq.	Lw	I/a	Optime	K0	Di	Adiv	Aatm	Agr	Afol	Ahous	Abar	Cmet	RL	Lr
	(m)	(m)	(m)			(Hz)	dB(A)	dB	dB	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	dB(A)
28	18419258.46	4913625.06	3.75	0	D	500	92.2	0.0	0.0	0.0	0.0	60.3	0.6	-0.5	1.9	0.0	0.0	0.0	0.0	30.0

Point Source, ISO 9613, Name: "Uncoupling", ID: "IMP"

Nr.	X	Y	Z	Refl.	DEN	Freq.	Lw	I/a	Optime	K0	Di	Adiv	Aatm	Agr	Afol	Ahous	Abar	Cmet	RL	Lr
	(m)	(m)	(m)			(Hz)	dB(A)	dB	dB	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	dB(A)
31	18419264.10	4913629.36	3.61	0	D	500	92.2	0.0	0.0	0.0	0.0	60.4	0.6	-0.4	1.8	0.0	0.0	0.0	0.0	29.8

Point Source, ISO 9613, Name: "Uncoupling", ID: "IMP"

Nr.	X	Y	Z	Refl.	DEN	Freq.	Lw	I/a	Optime	K0	Di	Adiv	Aatm	Agr	Afol	Ahous	Abar	Cmet	RL	Lr
	(m)	(m)	(m)			(Hz)	dB(A)	dB	dB	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	dB(A)
34	18419270.65	4913634.36	3.45	0	D	500	92.2	0.0	0.0	0.0	0.0	60.7	0.6	-0.2	1.8	0.0	0.0	0.0	0.0	29.4

Receiver

Name: R4- Grade

ID: R4

X: 18418997.96 m

Y: 4913577.39 m

Z: 3.29 m

Point Source, ISO 9613, Name: "Uncoupling", ID: "IMP"

Nr.	X	Y	Z	Refl.	DEN	Freq.	Lw	I/a	Optime	K0	Di	Adiv	Aatm	Agr	Afol	Ahous	Abar	Cmet	RL	Lr
	(m)	(m)	(m)			(Hz)	dB(A)	dB	dB	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	dB(A)
6	18419217.56	4913593.95	4.75	0	DEN	500	105.0	0.0	0.0	0.0	0.0	57.9	0.4	5.6	2.7	0.0	0.0	0.0	0.0	38.4

Point Source, ISO 9613, Name: "Uncoupling", ID: "IMP"

Nr.	X	Y	Z	Refl.	DEN	Freq.	Lw	I/a	Optime	K0	Di	Adiv	Aatm	Agr	Afol	Ahous	Abar	Cmet	RL	Lr
	(m)	(m)	(m)			(Hz)	dB(A)	dB	dB	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	dB(A)
8	18419258.46	4913625.06	3.75	0	D	500	92.2	0.0	0.0	0.0	0.0	59.5	0.5	4.3	2.0	0.0	0.0	0.0	0.0	25.9

Point Source, ISO 9613, Name: "Uncoupling", ID: "IMP"

Nr.	X	Y	Z	Refl.	DEN	Freq.	Lw	I/a	Optime	K0	Di	Adiv	Aatm	Agr	Afol	Ahous	Abar	Cmet	RL	Lr
	(m)	(m)	(m)			(Hz)	dB(A)	dB	dB	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	dB(A)
10	18419264.10	4913629.36	3.61	0	D	500	92.2	0.0	0.0	0.0	0.0	59.7	0.5	4.3	2.0	0.0	0.0	0.0	0.0	25.7

Point Source, ISO 9613, Name: "Uncoupling", ID: "IMP"

Nr.	X	Y	Z	Refl.	DEN	Freq.	Lw	I/a	Optime	K0	Di	Adiv	Aatm	Agr	Afol	Ahous	Abar	Cmet	RL	Lr
	(m)	(m)	(m)			(Hz)	dB(A)	dB	dB	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	dB(A)
12	18419270.65	4913634.36	3.45	0	D	500	92.2	0.0	0.0	0.0	0.0	59.9	0.5	4.4	1.9	0.0	0.0	0.0	0.0	25.5

Receiver

Name: R5 - 2nd Level

ID: R5

X: 18419323.44 m

Y: 4913668.25 m

Z: 5.42 m

Point Source, ISO 9613, Name: "Uncoupling", ID: "IMP"

Nr.	X	Y	Z	Refl.	DEN	Freq.	Lw	I/a	Optime	K0	Di	Adiv	Aatm	Agr	Afol	Ahous	Abar	Cmet	RL	Lr
	(m)	(m)	(m)			(Hz)	dB(A)	dB	dB	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	dB(A)
15	18419217.56	4913593.95	4.75	0	DEN	500	105.0	0.0	0.0	0.0	0.0	53.2	0.2	-1.3	1.9	0.0	7.9	0.0	0.0	43.0

Point Source, ISO 9613, Name: "Uncoupling", ID: "IMP"

Nr.	X	Y	Z	Refl.	DEN	Freq.	Lw	I/a	Optime	K0	Di	Adiv	Aatm	Agr	Afol	Ahous	Abar	Cmet	RL	Lr
	(m)	(m)	(m)			(Hz)	dB(A)	dB	dB	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	dB(A)
23	18419270.65	4913634.36	3.45	0	D	500	92.2	0.0	0.0	0.0	0.0	47.0	0.1	0.9	1.9	0.0	5.0	0.0	0.0	37.3

Point Source, ISO 9613, Name: "Uncoupling", ID: "IMP"

Nr.	X	Y	Z	Refl.	DEN	Freq.	Lw	I/a	Optime	K0	Di	Adiv	Aatm	Agr	Afol	Ahous	Abar	Cmet	RL	Lr
	(m)	(m)	(m)			(Hz)	dB(A)	dB	dB	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	dB(A)
25	18419264.10	4913629.36	3.61	0	D	500	92.2	0.0	0.0	0.0	0.0	48.0	0.1	0.5	1.9	0.0	5.9	0.0	0.0	35.7

Point Source, ISO 9613, Name: "Uncoupling", ID: "IMP"

Nr.	X	Y	Z	Refl.	DEN	Freq.	Lw	I/a	Optime	K0	Di	Adiv	Aatm	Agr	Afol	Ahous	Abar	Cmet	RL	Lr
	(m)	(m)	(m)			(Hz)	dB(A)	dB	dB	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	dB(A)
32	18419258.46	4913625.06	3.75	0	D	500	92.2	0.0	0.0	0.0	0.0	48.8	0.2	0.2	1.9	0.0	6.4	0.0	0.0	34.7

Receiver

Name: R6 - Grade Level

ID: R6

X: 18419291.13 m

Y: 4913671.82 m

Z: 2.73 m

Point Source, ISO 9613, Name: "Uncoupling", ID: "IMP"

Nr.	X	Y	Z	Refl.	DEN	Freq.	Lw	I/a	Optime	K0	Di	Adiv	Aatm	Agr	Afol	Ahous	Abar	Cmet	RL	Lr
	(m)	(m)	(m)			(Hz)	dB(A)	dB	dB	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	dB(A)
4	18419217.56	4913593.95	4.75	0	DEN	500	105.0	0.0	0.0	0.0	0.0	51.6	0.2	2.5	1.5	0.0	0.0	0.0	0.0	49.2

Point Source, ISO 9613, Name: "Uncoupling", ID: "IMP"

Nr.	X	Y	Z	Refl.	DEN	Freq.	Lw	I/a	Optime	K0	Di	Adiv	Aatm	Agr	Afol	Ahous	Abar	Cmet	RL	Lr
	(m)	(m)	(m)			(Hz)	dB(A)	dB	dB	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	dB(A)
11	18419270.65	4913634.36	3.45	0	D	500	92.2	0.0	0.0	0.0	0.0	43.6	0.1	2.5	1.6	0.0	0.0	0.0	0.0	44.4

Point Source, ISO 9613, Name: "Uncoupling", ID: "IMP"

Nr.	X	Y	Z	Refl.	DEN	Freq.	Lw	I/a	Optime	K0	Di	Adiv	Aatm	Agr	Afol	Ahous	Abar	Cmet	RL	Lr
	(m)	(m)	(m)			(Hz)	dB(A)	dB	dB	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	dB(A)
13	18419264.10	4913629.36	3.61	0	D	500	92.2	0.0	0.0	0.0	0.0	45.0	0.1	2.5	1.6	0.0	0.0	0.0	0.0	43.0

Point Source, ISO 9613, Name: "Uncoupling", ID: "IMP"

Nr.	X	Y	Z	Refl.	DEN	Freq.	Lw	I/a	Optime	K0	Di	Adiv	Aatm	Agr	Afol	Ahous	Abar	Cmet	RL	Lr
	(m)	(m)	(m)			(Hz)	dB(A)	dB	dB	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	dB(A)
21	18419258.46	4913625.06	3.75	0	D	500	92.2	0.0	0.0	0.0	0.0	46.1	0.1	2.6	1.6	0.0	0.0	0.0	0.0	41.8

Receiver

Name: R7 - Facde

ID: R7

X: 18419202.73 m

Y: 4913744.41 m

Z: 4.50 m

Point Source, ISO 9613, Name: "Uncoupling", ID: "IMP"

Nr.	X	Y	Z	Refl.	DEN	Freq.	Lw	I/a	Optime	K0	Di	Adiv	Aatm	Agr	Afol	Ahous	Abar	Cmet	RL	Lr
	(m)	(m)	(m)			(Hz)	dB(A)	dB	dB	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	dB(A)
3	18419217.56	4913593.95	4.75	0	DEN	500	105.0	0.0	0.0	0.0	0.0	54.6	0.3	5.5	0.0	0.0	0.0	0.0	0.0	44.6
5	18419217.56	4913593.95	4.75	1	DEN	500	105.0	0.0	0.0	0.0	0.0	55.0	0.3	5.5	0.0	0.0	14.5	0.0	0.0	29.7

Point Source, ISO 9613, Name: "Uncoupling", ID: "IMP"

Nr.	X	Y	Z	Refl.	DEN	Freq.	Lw	I/a	Optime	K0	Di	Adiv	Aatm	Agr	Afol	Ahous	Abar	Cmet	RL	Lr
	(m)	(m)	(m)			(Hz)	dB(A)	dB	dB	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	dB(A)
7	18419270.65	4913634.36	3.45	0	D	500	92.2	0.0	0.0	0.0	0.0	53.2	0.2	6.0	0.0	0.0	0.0	0.0	0.0	32.7

Point Source, ISO 9613, Name: "Uncoupling", ID: "IMP"

Nr.	X	Y	Z	Refl.	DEN	Freq.	Lw	I/a	Optime	K0	Di	Adiv	Aatm	Agr	Afol	Ahous	Abar	Cmet	RL	Lr
	(m)	(m)	(m)			(Hz)	dB(A)	dB	dB	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	dB(A)
9	18419264.10	4913629.36	3.61	0	D	500	92.2	0.0	0.0	0.0	0.0	53.3	0.3	5.9	0.0	0.0	0.0	0.0	0.0	32.7
17	18419264.10	4913629.36	3.61	1	D	500	92.2	0.0	0.0	0.0	0.0	53.8	0.3	6.0	0.0	0.0	17.5	0.0	0.0	14.7

Point Source, ISO 9613, Name: "Uncoupling", ID: "IMP"

Nr.	X	Y	Z	Refl.	DEN	Freq.	Lw	I/a	Optime	K0	Di	Adiv	Aatm	Agr	Afol	Ahous	Abar	Cmet	RL	Lr
	(m)	(m)	(m)			(Hz)	dB(A)	dB	dB	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	dB(A)
19	18419258.46	4913625.06	3.75	0	D	500	92.2	0.0	0.0	0.0	0.0	53.4	0.3	5.9	0.0	0.0	0.0	0.0	0.0	32.7
26	18419258.46	4913625.06	3.75	1	D	500	92.2	0.0	0.0	0.0	0.0	53.9	0.3	5.9	0.0	0.0	17.0	0.0	0.0	15.2

Receiver

Name: R8 - Grade Level

ID: R8

X: 18419208.01 m

Y: 4913725.85 m

Z: 3.50 m

Point Source, ISO 9613, Name: "Uncoupling", ID: "IMP"

Nr.	X	Y	Z	Refl.	DEN	Freq.	Lw	I/a	Optime	K0	Di	Adiv	Aatm	Agr	Afol	Ahous	Abar	Cmet	RL	Lr
	(m)	(m)	(m)			(Hz)	dB(A)	dB	dB	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	dB(A)
20	18419217.56	4913593.95	4.75	0	DEN	500	105.0	0.0	0.0	0.0	0.0	53.4	0.3	5.3	0.0	0.0	0.0	0.0	0.0	46.0

Point Source, ISO 9613, Name: "Uncoupling", ID: "IMP"

Nr.	X	Y	Z	Refl.	DEN	Freq.	Lw	I/a	Optime	K0	Di	Adiv	Aatm	Agr	Afol	Ahous	Abar	Cmet	RL	Lr
	(m)	(m)	(m)			(Hz)	dB(A)	dB	dB	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	dB(A)
22	18419270.65	4913634.36	3.45	0	D	500	92.2	0.0	0.0	0.0	0.0	51.9	0.2	5.8	0.0	0.0	0.0	0.0	0.0	34.3

Point Source, ISO 9613, Name: "Uncoupling", ID: "IMP"

Nr.	X	Y	Z	Refl.	DEN	Freq.	Lw	I/a	Optime	K0	Di	Adiv	Aatm	Agr	Afol	Ahous	Abar	Cmet	RL	Lr
	(m)	(m)	(m)			(Hz)	dB(A)	dB	dB	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	dB(A)
24	18419264.10	4913629.36	3.61	0	D	500	92.2	0.0	0.0	0.0	0.0	52.0	0.2	5.7	0.0	0.0	0.0	0.0	0.0	34.3

Point Source, ISO 9613, Name: "Uncoupling", ID: "IMP"

Nr.	X	Y	Z	Refl.	DEN	Freq.	Lw	I/a	Optime	K0	Di	Adiv	Aatm	Agr	Afol	Ahous	Abar	Cmet	RL	Lr
	(m)	(m)	(m)			(Hz)	dB(A)	dB	dB	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	dB(A)
30	18419258.46	4913625.06	3.75	0	D	500	92.2	0.0	0.0	0.0	0.0	52.0	0.2	5.7	0.0	0.0	0.0	0.0	0.0	34.3

Receiver

Name: R1 - 2nd Level
ID: R1
X: 18419121.42 m
Y: 4913654.64 m
Z: 8.50 m

Point Source, ISO 9613, Name: "Uncoupling", ID: "IMP"																				
Nr.	X	Y	Z	Refl.	DEN	Freq.	Lw	I/a	Optime	K0	Di	Adiv	Aatm	Agr	Afol	Ahous	Abar	Cmet	RL	Lr
	(m)	(m)	(m)			(Hz)	dB(A)	dB	dB	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	dB(A)
1	18419270.65	4913634.36	3.45	0	DEN	500	105.0	0.0	0.0	0.0	0.0	54.6	0.3	0.8	0.0	0.0	0.0	0.0	0.0	49.3

Receiver
Name: R2 - Grade
ID: R2
X: 18419137.21 m
Y: 4913629.82 m
Z: 7.60 m

Point Source, ISO 9613, Name: "Uncoupling", ID: "IMP"																				
Nr.	X	Y	Z	Refl.	DEN	Freq.	Lw	I/a	Optime	K0	Di	Adiv	Aatm	Agr	Afol	Ahous	Abar	Cmet	RL	Lr
	(m)	(m)	(m)			(Hz)	dB(A)	dB	dB	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	dB(A)
7	18419270.65	4913634.36	3.45	0	DEN	500	105.0	0.0	0.0	0.0	0.0	53.5	0.3	0.2	0.0	0.0	0.0	0.0	0.0	51.0

Receiver
Name: R3 - 2nd Level
ID: R3
X: 18418970.86 m
Y: 4913585.16 m
Z: 5.69 m

Point Source, ISO 9613, Name: "Uncoupling", ID: "IMP"																				
Nr.	X	Y	Z	Refl.	DEN	Freq.	Lw	I/a	Optime	K0	Di	Adiv	Aatm	Agr	Afol	Ahous	Abar	Cmet	RL	Lr
	(m)	(m)	(m)			(Hz)	dB(A)	dB	dB	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	dB(A)
8	18419270.65	4913634.36	3.45	0	DEN	500	105.0	0.0	0.0	0.0	0.0	60.7	0.6	-0.2	1.8	0.0	0.0	0.0	0.0	42.2

Receiver
Name: R4- Grade
ID: R4
X: 18418997.96 m
Y: 4913577.39 m
Z: 3.29 m

Point Source, ISO 9613, Name: "Uncoupling", ID: "IMP"																				
Nr.	X	Y	Z	Refl.	DEN	Freq.	Lw	I/a	Optime	K0	Di	Adiv	Aatm	Agr	Afol	Ahous	Abar	Cmet	RL	Lr
	(m)	(m)	(m)			(Hz)	dB(A)	dB	dB	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	dB(A)
4	18419270.65	4913634.36	3.45	0	DEN	500	105.0	0.0	0.0	0.0	0.0	59.9	0.5	4.4	1.9	0.0	0.0	0.0	0.0	38.3

Receiver
Name: R5 - 2nd Level
ID: R5
X: 18419323.44 m
Y: 4913668.25 m
Z: 5.42 m

Point Source, ISO 9613, Name: "Uncoupling", ID: "IMP"																				
Nr.	X	Y	Z	Refl.	DEN	Freq.	Lw	I/a	Optime	K0	Di	Adiv	Aatm	Agr	Afol	Ahous	Abar	Cmet	RL	Lr
	(m)	(m)	(m)			(Hz)	dB(A)	dB	dB	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	dB(A)
3	18419270.65	4913634.36	3.45	0	DEN	500	105.0	0.0	0.0	0.0	0.0	47.0	0.1	0.9	1.9	0.0	5.0	0.0	0.0	50.1

Receiver
Name: R6 - Grade Level
ID: R6
X: 18419291.13 m
Y: 4913671.82 m
Z: 2.73 m

Point Source, ISO 9613, Name: "Uncoupling", ID: "IMP"																				
Nr.	X	Y	Z	Refl.	DEN	Freq.	Lw	I/a	Optime	K0	Di	Adiv	Aatm	Agr	Afol	Ahous	Abar	Cmet	RL	Lr
	(m)	(m)	(m)			(Hz)	dB(A)	dB	dB	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	dB(A)
6	18419270.65	4913634.36	3.45	0	DEN	500	105.0	0.0	0.0	0.0	0.0	43.6	0.1	2.5	1.6	0.0	0.0	0.0	0.0	57.2

Receiver
Name: R7 - Facde
ID: R7
X: 18419202.73 m
Y: 4913744.41 m
Z: 4.50 m

Point Source, ISO 9613, Name: "Uncoupling", ID: "IMP"																				
Nr.	X	Y	Z	Refl.	DEN	Freq.	Lw	I/a	Optime	K0	Di	Adiv	Aatm	Agr	Afol	Ahous	Abar	Cmet	RL	Lr
	(m)	(m)	(m)			(Hz)	dB(A)	dB	dB	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	dB(A)
2	18419270.65	4913634.36	3.45	0	DEN	500	105.0	0.0	0.0	0.0	0.0	53.2	0.2	6.0	0.0	0.0	0.0	0.0	0.0	45.5

Receiver
Name: R8 - Grade Level
ID: R8
X: 18419208.01 m
Y: 4913725.85 m
Z: 3.50 m

Point Source, ISO 9613, Name: "Uncoupling", ID: "IMP"																				
Nr.	X	Y	Z	Refl.	DEN	Freq.	Lw	I/a	Optime	K0	Di	Adiv	Aatm	Agr	Afol	Ahous	Abar	Cmet	RL	Lr
	(m)	(m)	(m)			(Hz)	dB(A)	dB	dB	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	dB(A)
5	18419270.65	4913634.36	3.45	0	DEN	500	105.0	0.0	0.0	0.0	0.0	51.9	0.2	5.8	0.0	0.0	0.0	0.0	0.0	47.1

CADNAA – TRAILER & DOOR SOUND LEVELS – DAYTIME

Receiver

Name: R1 - 2nd Level

ID: R1

X: 18419121.42 m

Y: 4913654.64 m

Z: 8.50 m

Point Source, ISO 9613, Name: "Idling (truck facing south) - (2 trucks per hr at any one door)", ID: "MECH"

Nr.	X	Y	Z	Refl.	DEN	Freq.	Lw	I/a	Optime	K0	Di	Adiv	Aatm	Agr	Afol	Ahous	Abar	Cmet	RL	Lr
	(m)	(m)	(m)			(Hz)	dB(A)	dB	dB	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	dB(A)
52	18419217.03	4913594.67	4.76	0	D	A	92.2	0.0	0.0	0.0	-9.9	52.1	0.8	-0.6	0.0	0.0	0.0	0.0	0.0	30.0

Point Source, ISO 9613, Name: "Idling (truck facing south) - (2 trucks per hr at any one door)", ID: "MECH"

Nr.	X	Y	Z	Refl.	DEN	Freq.	Lw	I/a	Optime	K0	Di	Adiv	Aatm	Agr	Afol	Ahous	Abar	Cmet	RL	Lr
	(m)	(m)	(m)			(Hz)	dB(A)	dB	dB	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	dB(A)
59	18419269.91	4913635.44	3.46	0	D	A	92.2	0.0	0.0	0.0	-8.0	54.5	1.1	-0.2	0.0	0.0	0.0	0.0	0.0	28.7
61	18419269.91	4913635.44	3.46	1	D	A	92.2	0.0	0.0	0.0	-3.3	54.6	1.1	-0.3	0.0	0.0	0.0	0.0	1.0	32.4

vert. Area Source, ISO 9613, Name: "Door (2 out of 6 per hr) - 5dB", ID: "DOOR"

Nr.	X	Y	Z	Refl.	DEN	Freq.	Lw	I/a	Optime	K0	Di	Adiv	Aatm	Agr	Afol	Ahous	Abar	Cmet	RL	Lr
	(m)	(m)	(m)			(Hz)	dB(A)	dB	dB	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	dB(A)
69	18419222.96	4913597.99	6.12	0	D	500	70.2	8.9	0.0	5.0	0.0	52.3	0.2	-0.6	0.0	0.0	0.0	0.0	0.0	32.2
82	18419222.96	4913597.99	7.12	0	D	500	70.2	8.9	0.0	5.0	0.0	52.3	0.2	-0.6	0.0	0.0	0.0	0.0	0.0	32.2
84	18419222.96	4913597.99	4.12	0	D	500	70.2	8.9	0.0	5.0	0.0	52.3	0.2	0.9	0.0	0.0	0.0	0.0	0.0	30.7
86	18419222.96	4913597.99	5.12	0	D	500	70.2	8.9	0.0	5.0	0.0	52.3	0.2	-0.3	0.0	0.0	0.0	0.0	0.0	31.9

vert. Area Source, ISO 9613, Name: "Door (2 out of 6 per hr) - 5dB", ID: "DOOR"

Nr.	X	Y	Z	Refl.	DEN	Freq.	Lw	I/a	Optime	K0	Di	Adiv	Aatm	Agr	Afol	Ahous	Abar	Cmet	RL	Lr
	(m)	(m)	(m)			(Hz)	dB(A)	dB	dB	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	dB(A)
93	18419217.04	4913593.45	5.27	0	D	500	70.2	8.1	0.0	3.0	0.0	52.1	0.2	-0.3	0.0	0.0	0.0	0.0	0.0	29.4
95	18419217.04	4913593.45	6.27	0	D	500	70.2	8.1	0.0	3.0	0.0	52.1	0.2	-0.6	0.0	0.0	0.0	0.0	0.0	29.7
97	18419217.04	4913593.45	3.27	0	D	500	70.2	8.1	0.0	3.0	0.0	52.1	0.2	1.3	0.0	0.0	0.0	0.0	0.0	27.7
104	18419217.04	4913593.45	4.27	0	D	500	70.2	8.1	0.0	3.0	0.0	52.1	0.2	0.9	0.0	0.0	0.0	0.0	0.0	28.2

vert. Area Source, ISO 9613, Name: "Door (2 out of 6 per hr) - 5dB", ID: "DOOR"

Nr.	X	Y	Z	Refl.	DEN	Freq.	Lw	I/a	Optime	K0	Di	Adiv	Aatm	Agr	Afol	Ahous	Abar	Cmet	RL	Lr
	(m)	(m)	(m)			(Hz)	dB(A)	dB	dB	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	dB(A)
127	18419228.83	4913602.47	3.98	0	D	500	70.2	8.2	0.0	3.0	0.0	52.5	0.2	1.0	0.0	0.0	0.0	0.0	0.0	27.7
135	18419228.83	4913602.47	2.98	0	D	500	70.2	8.2	0.0	3.0	0.0	52.6	0.2	1.4	0.0	0.0	0.0	0.0	0.0	27.2
144	18419228.83	4913602.47	5.98	0	D	500	70.2	8.2	0.0	3.0	0.0	52.5	0.2	-0.6	0.0	0.0	0.0	0.0	0.0	29.2
151	18419228.83	4913602.47	4.98	0	D	500	70.2	8.2	0.0	3.0	0.0	52.5	0.2	-0.3	0.0	0.0	0.0	0.0	0.0	28.9

vert. Area Source, ISO 9613, Name: "Door (2 out of 6 per hr) - 5dB", ID: "DOOR"

Nr.	X	Y	Z	Refl.	DEN	Freq.	Lw	I/a	Optime	K0	Di	Adiv	Aatm	Agr	Afol	Ahous	Abar	Cmet	RL	Lr
	(m)	(m)	(m)			(Hz)	dB(A)	dB	dB	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	dB(A)
202	18419258.23	4913624.90	5.26	0	D	500	70.2	8.2	0.0	3.0	0.0	53.9	0.3	-0.5	0.0	0.0	0.0	0.0	0.0	27.7
204	18419258.23	4913624.90	4.26	0	D	500	70.2	8.2	0.0	3.0	0.0	53.9	0.3	-0.1	0.0	0.0	0.0	0.0	0.0	27.3
219	18419258.23	4913624.90	2.26	0	D	500	70.2	8.2	0.0	3.0	0.0	53.9	0.3	1.6	0.0	0.0	0.0	0.0	0.0	25.6
221	18419258.23	4913624.90	3.26	0	D	500	70.2	8.2	0.0	3.0	0.0	53.9	0.3	1.5	0.0	0.0	0.0	0.0	0.0	25.7

vert. Area Source, ISO 9613, Name: "Door (2 out of 6 per hr) - 5dB", ID: "DOOR"

Nr.	X	Y	Z	Refl.	DEN	Freq.	Lw	I/a	Optime	K0	Di	Adiv	Aatm	Agr	Afol	Ahous	Abar	Cmet	RL	Lr
	(m)	(m)	(m)			(Hz)	dB(A)	dB	dB	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	dB(A)
229	18419270.06	4913633.91	2.97	0	D	500	70.2	8.2	0.0	3.0	0.0	54.5	0.3	1.8	0.0	0.0	0.0	0.0	0.0	24.8
232	18419270.06	4913633.91	1.97	0	D	500	70.2	8.2	0.0	3.0	0.0	54.5	0.3	1.7	0.0	0.0	0.0	0.0	0.0	24.8
239	18419270.06	4913633.91	4.97	0	D	500	70.2	8.2	0.0	3.0	0.0	54.5	0.3	-0.4	0.0	0.0	0.0	0.0	0.0	26.9
254	18419270.06	4913633.91	3.97	0	D	500	70.2	8.2	0.0	3.0	0.0	54.5	0.3	0.0	0.0	0.0	0.0	0.0	0.0	26.5

Line Source, ISO 9613, Name: "Trailers", ID: "TRK"

Nr.	X	Y	Z	Refl.	DEN	Freq.	Lw	I/a	Optime	K0	Di	Adiv	Aatm	Agr	Afol	Ahous	Abar	Cmet	RL	Lr
	(m)	(m)	(m)			(Hz)	dB(A)	dB	dB	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	dB(A)
267	18419207.62	4913617.02	5.19	0	D	A	66.9	15.4	0.0	0.0	0.0	50.5	0.7	0.1	0.0	0.0	0.0	0.0	0.0	31.0
275	18419243.29	4913634.35	4.38	0	D	A	66.9	16.5	0.0	0.0	0.0	52.8	0.9	0.2	0.0	0.0	0.0	0.0	0.0	29.5
283	18419253.66	4913639.35	4.15	1	D	A	66.9	13.4	0.0	0.0	0.0	54.8	1.1	-0.8	0.0	0.0	0.0	0.0	1.1	24.1

DAYTIME - SOUND LEVELS FROM MECHANICAL SOURCES

Line Source, ISO 9613, Name: "Trailers", ID: "TRK"																				
Nr.	X	Y	Z	Refl.	DEN	Freq.	Lw	I/a	Optime	K0	Di	Adiv	Aatm	Agr	Afol	Ahous	Abar	Cmet	RL	Lr
	(m)	(m)	(m)			(Hz)	dB(A)	dB	dB	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	dB(A)
339	18419188.54	4913573.68	5.01	0	D	A	66.9	11.7	0.0	0.0	0.0	51.4	0.8	0.2	0.0	0.0	0.0	0.0	0.0	26.2
352	18419184.12	4913558.50	4.74	0	D	A	66.9	12.3	0.0	0.0	0.0	52.2	0.9	0.1	0.0	0.0	0.0	0.0	0.0	26.0
365	18419189.04	4913592.86	5.35	0	D	A	66.9	9.7	0.0	0.0	0.0	50.2	0.7	0.0	0.0	0.0	0.0	0.0	0.0	25.6
382	18419186.98	4913599.69	5.47	0	D	A	66.9	7.4	0.0	0.0	0.0	49.6	0.7	0.1	0.0	0.0	0.0	0.0	0.0	23.9
405	18419190.51	4913607.74	5.56	0	D	A	66.9	6.7	0.0	0.0	0.0	49.4	0.6	0.1	0.0	0.0	0.0	0.0	0.0	23.3
412	18419266.10	4913640.51	3.90	0	D	A	66.9	9.5	0.0	0.0	0.0	54.3	1.1	0.0	0.0	0.0	0.0	0.0	0.0	21.1
425	18419269.67	4913635.71	3.86	0	D	A	66.9	4.9	0.0	0.0	0.0	54.5	1.1	-0.2	0.0	0.0	0.0	0.0	0.0	16.4
432	18419267.02	4913639.27	3.89	1	D	A	66.9	10.8	0.0	0.0	0.0	54.8	1.1	-0.5	0.0	0.0	0.0	0.0	1.0	21.2
439	18419188.01	4913604.26	5.55	0	D	A	66.9	6.1	0.0	0.0	0.0	49.4	0.6	0.1	0.0	0.0	0.0	0.0	0.0	22.8
441	18419191.42	4913586.28	5.23	0	D	A	66.9	7.0	0.0	0.0	0.0	50.8	0.7	0.0	0.0	0.0	0.0	0.0	0.0	22.3
444	18419191.09	4913582.24	5.16	0	D	A	66.9	5.1	0.0	0.0	0.0	51.0	0.8	0.2	0.0	0.0	0.0	0.0	0.0	20.0

Line Source, ISO 9613, Name: "Trailers", ID: "TRK"																				
Nr.	X	Y	Z	Refl.	DEN	Freq.	Lw	I/a	Optime	K0	Di	Adiv	Aatm	Agr	Afol	Ahous	Abar	Cmet	RL	Lr
	(m)	(m)	(m)			(Hz)	dB(A)	dB	dB	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	dB(A)
292	18419210.18	4913604.18	5.23	0	D	A	66.9	14.0	0.0	0.0	0.0	51.2	0.8	-0.3	0.0	0.0	0.0	0.0	0.0	29.3

Line Source, ISO 9613, Name: "Trailers", ID: "TRK"																				
Nr.	X	Y	Z	Refl.	DEN	Freq.	Lw	I/a	Optime	K0	Di	Adiv	Aatm	Agr	Afol	Ahous	Abar	Cmet	RL	Lr
	(m)	(m)	(m)			(Hz)	dB(A)	dB	dB	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	dB(A)
294	18419210.68	4913615.91	5.14	0	D	A	66.9	6.6	0.0	0.0	0.0	50.8	0.7	0.1	0.0	0.0	0.0	0.0	0.0	21.9
296	18419217.48	4913606.00	5.08	0	D	A	66.9	12.9	0.0	0.0	0.0	51.6	0.8	-0.3	0.0	0.0	0.0	0.0	0.0	27.7

Line Source, ISO 9613, Name: "Trailers", ID: "TRK"																				
Nr.	X	Y	Z	Refl.	DEN	Freq.	Lw	I/a	Optime	K0	Di	Adiv	Aatm	Agr	Afol	Ahous	Abar	Cmet	RL	Lr
	(m)	(m)	(m)			(Hz)	dB(A)	dB	dB	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	dB(A)
304	18419219.43	4913614.77	4.98	0	D	A	66.9	11.7	0.0	0.0	0.0	51.5	0.8	-0.1	0.0	0.0	0.0	0.0	0.0	26.4
319	18419226.06	4913605.47	4.91	0	D	A	66.9	9.1	0.0	0.0	0.0	52.3	0.9	-0.5	0.0	0.0	0.0	0.0	0.0	23.4

Line Source, ISO 9613, Name: "Trailers", ID: "TRK"																				
Nr.	X	Y	Z	Refl.	DEN	Freq.	Lw	I/a	Optime	K0	Di	Adiv	Aatm	Agr	Afol	Ahous	Abar	Cmet	RL	Lr
	(m)	(m)	(m)			(Hz)	dB(A)	dB	dB	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	dB(A)
372	18419254.16	4913631.32	4.19	0	D	A	66.9	11.8	0.0	0.0	0.0	53.6	1.0	-0.2	0.0	0.0	0.0	0.0	0.0	24.3
374	18419254.16	4913631.32	4.19	1	D	A	66.9	11.8	0.0	0.0	0.0	54.3	1.1	-0.6	0.0	0.0	0.0	0.0	1.0	23.0

Line Source, ISO 9613, Name: "Trailers", ID: "TRK"																				
Nr.	X	Y	Z	Refl.	DEN	Freq.	Lw	I/a	Optime	K0	Di	Adiv	Aatm	Agr	Afol	Ahous	Abar	Cmet	RL	Lr
	(m)	(m)	(m)			(Hz)	dB(A)	dB	dB	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	dB(A)
389	18419255.86	4913639.24	4.11	0	D	A	66.9	3.3	0.0	0.0	0.0	53.6	1.0	0.1	0.0	0.0	0.0	0.0	0.0	15.5
391	18419260.36	4913633.88	4.06	0	D	A	66.9	10.7	0.0	0.0	0.0	54.0	1.0	-0.1	0.0	0.0	0.0	0.0	0.0	22.8
398	18419259.67	4913634.70	4.06	1	D	A	66.9	11.5	0.0	0.0	0.0	54.5	1.1	-0.6	0.0	0.0	0.0	0.0	1.0	22.3

Point Source, ISO 9613, Name: "AC", ID: "AC"																				
Nr.	X	Y	Z	Refl.	DEN	Freq.	Lw	I/a	Optime	K0	Di	Adiv	Aatm	Agr	Afol	Ahous	Abar	Cmet	RL	Lr
	(m)	(m)	(m)			(Hz)	dB(A)	dB	dB	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	dB(A)
461	18419205.62	4913580.43	3.73	0	D	A	64.6	0.0	0.0	0.0	0.0	52.0	1.1	-1.0	0.0	0.0	0.0	0.0	0.0	12.6

Point Source, ISO 9613, Name: "AC", ID: "AC"																				
Nr.	X	Y	Z	Refl.	DEN	Freq.	Lw	I/a	Optime	K0	Di	Adiv	Aatm	Agr	Afol	Ahous	Abar	Cmet	RL	Lr
	(m)	(m)	(m)			(Hz)	dB(A)	dB	dB	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	dB(A)
467	18419206.46	4913579.22	3.71	0	D	A	64.6	0.0	0.0	0.0	0.0	52.1	1.1	-1.1	0.0	0.0	0.0	0.0	0.0	12.5

Point Source, ISO 9613, Name: "AC", ID: "AC"																				
Nr.	X	Y	Z	Refl.	DEN	Freq.	Lw	I/a	Optime	K0	Di	Adiv	Aatm	Agr	Afol	Ahous	Abar	Cmet	RL	Lr
	(m)	(m)	(m)			(Hz)	dB(A)	dB	dB	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	dB(A)
481	18419207.37	4913578.04	3.69	0	D	A	64.6	0.0	0.0	0.0	0.0	52.2	1.1	-1.1	0.0	0.0	0.0	0.0	0.0	12.4

Receiver

Name: R2 - Grade

ID: R2

X: 18419137.21 m

Y: 4913629.82 m

Z: 7.60 m

Point Source, ISO 9613, Name: "Idling (truck facing south) - (2 trucks per hr at any one door)", ID: "MECH"

Nr.	X	Y	Z	Refl.	DEN	Freq.	Lw	I/a	Optime	K0	Di	Adiv	Aatm	Agr	Afol	Ahous	Abar	Cmet	RL	Lr
	(m)	(m)	(m)			(Hz)	dB(A)	dB	dB	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	dB(A)
4	18419217.03	4913594.67	4.76	0	D	A	92.2	0.0	0.0	0.0	-9.2	49.8	0.7	-0.8	0.0	0.0	0.0	0.0	0.0	33.2

vert. Area Source, ISO 9613, Name: "Door (2 out of 6 per hr) - 5dB", ID: "DOOR"

Nr.	X	Y	Z	Refl.	DEN	Freq.	Lw	I/a	Optime	K0	Di	Adiv	Aatm	Agr	Afol	Ahous	Abar	Cmet	RL	Lr
	(m)	(m)	(m)			(Hz)	dB(A)	dB	dB	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	dB(A)
10	18419222.96	4913597.99	6.12	0	D	500	70.2	8.9	0.0	5.0	0.0	50.2	0.2	-0.9	0.0	0.0	0.0	0.0	0.0	34.5
12	18419222.96	4913597.99	7.12	0	D	500	70.2	8.9	0.0	5.0	0.0	50.2	0.2	-0.9	0.0	0.0	0.0	0.0	0.0	34.6
18	18419222.96	4913597.99	5.12	0	D	500	70.2	8.9	0.0	5.0	0.0	50.2	0.2	-0.6	0.0	0.0	0.0	0.0	0.0	34.3
20	18419222.96	4913597.99	4.12	0	D	500	70.2	8.9	0.0	5.0	0.0	50.2	0.2	0.3	0.0	0.0	0.0	0.0	0.0	33.4

Point Source, ISO 9613, Name: "Idling (truck facing south) - (2 trucks per hr at any one door)", ID: "MECH"

Nr.	X	Y	Z	Refl.	DEN	Freq.	Lw	I/a	Optime	K0	Di	Adiv	Aatm	Agr	Afol	Ahous	Abar	Cmet	RL	Lr
	(m)	(m)	(m)			(Hz)	dB(A)	dB	dB	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	dB(A)
30	18419269.91	4913635.44	3.46	0	D	A	92.2	0.0	0.0	0.0	-7.6	53.5	1.0	-0.5	0.0	0.0	0.0	0.0	0.0	30.6
37	18419269.91	4913635.44	3.46	1	D	A	92.2	0.0	0.0	0.0	-3.8	53.6	1.0	-0.7	0.0	0.0	0.0	0.0	1.0	33.5

vert. Area Source, ISO 9613, Name: "Door (2 out of 6 per hr) - 5dB", ID: "DOOR"

Nr.	X	Y	Z	Refl.	DEN	Freq.	Lw	I/a	Optime	K0	Di	Adiv	Aatm	Agr	Afol	Ahous	Abar	Cmet	RL	Lr
	(m)	(m)	(m)			(Hz)	dB(A)	dB	dB	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	dB(A)
44	18419217.04	4913593.45	5.27	0	D	500	70.2	8.1	0.0	3.0	0.0	49.9	0.2	-0.5	0.0	0.0	0.0	0.0	0.0	31.8
50	18419217.04	4913593.45	6.27	0	D	500	70.2	8.1	0.0	3.0	0.0	49.9	0.2	-0.8	0.0	0.0	0.0	0.0	0.0	32.2
57	18419217.04	4913593.45	3.27	0	D	500	70.2	8.1	0.0	3.0	0.0	49.9	0.2	1.0	0.0	0.0	0.0	0.0	0.0	30.3
64	18419217.04	4913593.45	4.27	0	D	500	70.2	8.1	0.0	3.0	0.0	49.9	0.2	0.5	0.0	0.0	0.0	0.0	0.0	30.8

vert. Area Source, ISO 9613, Name: "Door (2 out of 6 per hr) - 5dB", ID: "DOOR"

Nr.	X	Y	Z	Refl.	DEN	Freq.	Lw	I/a	Optime	K0	Di	Adiv	Aatm	Agr	Afol	Ahous	Abar	Cmet	RL	Lr
	(m)	(m)	(m)			(Hz)	dB(A)	dB	dB	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	dB(A)
66	18419228.83	4913602.47	3.98	0	D	500	70.2	8.2	0.0	3.0	0.0	50.6	0.2	0.2	0.0	0.0	0.0	0.0	0.0	30.4
73	18419228.83	4913602.47	2.98	0	D	500	70.2	8.2	0.0	3.0	0.0	50.6	0.2	1.1	0.0	0.0	0.0	0.0	0.0	29.5
91	18419228.83	4913602.47	5.98	0	D	500	70.2	8.2	0.0	3.0	0.0	50.6	0.2	-0.9	0.0	0.0	0.0	0.0	0.0	31.4
99	18419228.83	4913602.47	4.98	0	D	500	70.2	8.2	0.0	3.0	0.0	50.6	0.2	-0.6	0.0	0.0	0.0	0.0	0.0	31.2

vert. Area Source, ISO 9613, Name: "Door (2 out of 6 per hr) - 5dB", ID: "DOOR"

Nr.	X	Y	Z	Refl.	DEN	Freq.	Lw	I/a	Optime	K0	Di	Adiv	Aatm	Agr	Afol	Ahous	Abar	Cmet	RL	Lr
	(m)	(m)	(m)			(Hz)	dB(A)	dB	dB	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	dB(A)
160	18419258.23	4913624.90	4.26	0	D	500	70.2	8.2	0.0	3.0	0.0	52.7	0.2	-0.5	0.0	0.0	0.0	0.0	0.0	29.0
174	18419258.23	4913624.90	5.26	0	D	500	70.2	8.2	0.0	3.0	0.0	52.7	0.2	-0.7	0.0	0.0	0.0	0.0	0.0	29.2
184	18419258.23	4913624.90	2.26	0	D	500	70.2	8.2	0.0	3.0	0.0	52.7	0.2	1.4	0.0	0.0	0.0	0.0	0.0	27.1
206	18419258.23	4913624.90	3.26	0	D	500	70.2	8.2	0.0	3.0	0.0	52.7	0.2	0.3	0.0	0.0	0.0	0.0	0.0	28.2

Line Source, ISO 9613, Name: "Trailers", ID: "TRK"

Nr.	X	Y	Z	Refl.	DEN	Freq.	Lw	I/a	Optime	K0	Di	Adiv	Aatm	Agr	Afol	Ahous	Abar	Cmet	RL	Lr
	(m)	(m)	(m)			(Hz)	dB(A)	dB	dB	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	dB(A)
237	18419207.62	4913617.02	5.19	0	D	A	66.9	15.4	0.0	0.0	0.0	48.1	0.6	0.1	0.0	0.0	0.0	0.0	0.0	33.6
264	18419243.29	4913634.35	4.38	0	D	A	66.9	16.5	0.0	0.0	0.0	51.5	0.8	0.1	0.0	0.0	0.0	0.0	0.0	31.0
272	18419255.52	4913640.24	4.11	1	D	A	66.9	12.5	0.0	0.0	0.0	53.7	1.0	-1.2	0.0	0.0	0.0	0.0	1.1	24.8
331	18419188.54	4913573.68	5.01	0	D	A	66.9	11.7	0.0	0.0	0.0	48.6	0.6	0.1	0.0	0.0	0.0	0.0	0.0	29.2
334	18419184.12	4913558.50	4.74	0	D	A	66.9	12.3	0.0	0.0	0.0	49.6	0.7	0.1	0.0	0.0	0.0	0.0	0.0	28.8
348	18419189.04	4913592.86	5.35	0	D	A	66.9	9.7	0.0	0.0	0.0	47.1	0.5	-0.0	0.0	0.0	0.0	0.0	0.0	29.0
351	18419186.98	4913599.69	5.47	0	D	A	66.9	7.4	0.0	0.0	0.0	46.3	0.5	0.1	0.0	0.0	0.0	0.0	0.0	27.5
359	18419190.51	4913607.74	5.56	0	D	A	66.9	6.7	0.0	0.0	0.0	46.2	0.5	0.1	0.0	0.0	0.0	0.0	0.0	26.8
371	18419188.01	4913604.26	5.55	0	D	A	66.9	6.1	0.0	0.0	0.0	46.1	0.5	0.1	0.0	0.0	0.0	0.0	0.0	26.4
416	18419191.42	4913586.28	5.23	0	D	A	66.9	7.0	0.0	0.0	0.0	47.8	0.6	0.0	0.0	0.0	0.0	0.0	0.0	25.5
470	18419266.38	4913640.13	3.90	0	D	A	66.9	9.9	0.0	0.0	0.0	53.3	1.0	-0.2	0.0	0.0	0.0	0.0	0.0	22.8

Line Source, ISO 9613, Name: "Trailers", ID: "TRK"																				
Nr.	X	Y	Z	Refl.	DEN	Freq.	Lw	l/a	Optime	K0	Di	Adiv	Aatm	Agr	Afol	Ahous	Abar	Cmet	RL	Lr
	(m)	(m)	(m)			(Hz)	dB(A)	dB		(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)
472	18419269.95	4913635.34	3.86	0	D	A	66.9	3.3	0.0	0.0	0.0	53.5	1.0	-0.5	0.0	0.0	0.0	0.0	0.0	16.3
477	18419267.02	4913639.27	3.89	1	D	A	66.9	10.8	0.0	0.0	0.0	53.8	1.0	-0.8	0.0	0.0	0.0	0.0	1.0	22.8
482	18419191.09	4913582.24	5.16	0	D	A	66.9	5.1	0.0	0.0	0.0	48.1	0.6	0.1	0.0	0.0	0.0	0.0	0.0	23.2

Line Source, ISO 9613, Name: "Trailers", ID: "TRK"																				
Nr.	X	Y	Z	Refl.	DEN	Freq.	Lw	l/a	Optime	K0	Di	Adiv	Aatm	Agr	Afol	Ahous	Abar	Cmet	RL	Lr
	(m)	(m)	(m)			(Hz)	dB(A)	dB	dB	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)
280	18419203.58	4913613.36	5.30	0	D	A	66.9	4.4	0.0	0.0	0.0	47.7	0.5	-0.0	0.0	0.0	0.0	0.0	0.0	23.0
289	18419210.98	4913603.07	5.22	0	D	A	66.9	13.5	0.0	0.0	0.0	48.9	0.6	-0.5	0.0	0.0	0.0	0.0	0.0	31.4

Line Source, ISO 9613, Name: "Trailers", ID: "TRK"																				
Nr.	X	Y	Z	Refl.	DEN	Freq.	Lw	l/a	Optime	K0	Di	Adiv	Aatm	Agr	Afol	Ahous	Abar	Cmet	RL	Lr
	(m)	(m)	(m)			(Hz)	dB(A)	dB	dB	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB(A)
291	18419212.26	4913613.61	5.13	0	D	A	66.9	10.0	0.0	0.0	0.0	48.7	0.6	-0.2	0.0	0.0	0.0	0.0	0.0	27.8
312	18419219.06	4913603.70	5.06	0	D	A	66.9	11.4	0.0	0.0	0.0	49.7	0.7	-0.6	0.0	0.0	0.0	0.0	0.0	28.6

Line Source, ISO 9613, Name: "Trailers", ID: "TRK"																				
Nr.	X	Y	Z	Refl.	DEN	Freq.	Lw	l/a	Optime	K0	Di	Adiv	Aatm	Agr	Afol	Ahous	Abar	Cmet	RL	Lr
	(m)	(m)	(m)			(Hz)	dB(A)	dB	dB	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)
321	18419220.13	4913613.80	4.97	0	D	A	66.9	12.3	0.0	0.0	0.0	49.5	0.7	-0.3	0.0	0.0	0.0	0.0	0.0	29.4
323	18419226.76	4913604.49	4.91	0	D	A	66.9	7.6	0.0	0.0	0.0	50.4	0.7	-0.7	0.0	0.0	0.0	0.0	0.0	24.2

Line Source, ISO 9613, Name: "Trailers", ID: "TRK"																				
Nr.	X	Y	Z	Refl.	DEN	Freq.	Lw	l/a	Optime	K0	Di	Adiv	Aatm	Agr	Afol	Ahous	Abar	Cmet	RL	Lr
	(m)	(m)	(m)			(Hz)	dB(A)	dB	dB	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)
378	18419250.48	4913636.37	4.23	0	D	A	66.9	4.1	0.0	0.0	0.0	52.1	0.9	-0.0	0.0	0.0	0.0	0.0	0.0	18.1
380	18419254.93	4913630.27	4.19	0	D	A	66.9	11.0	0.0	0.0	0.0	52.4	0.9	-0.4	0.0	0.0	0.0	0.0	0.0	25.0
387	18419254.16	4913631.32	4.19	1	D	A	66.9	11.8	0.0	0.0	0.0	53.1	0.9	-1.0	0.0	0.0	0.0	0.0	1.0	24.7

Line Source, ISO 9613, Name: "Trailers", ID: "TRK"																				
Nr.	X	Y	Z	Refl.	DEN	Freq.	Lw	l/a	Optime	K0	Di	Adiv	Aatm	Agr	Afol	Ahous	Abar	Cmet	RL	Lr
	(m)	(m)	(m)			(Hz)	dB(A)	dB	dB	dB	dB	dB	dB	dB	dB	dB	dB	dB	dB	dB(A)
428	18419257.01	4913637.87	4.09	0	D	A	66.9	7.6	0.0	0.0	0.0	52.6	0.9	-0.1	0.0	0.0	0.0	0.0	0.0	21.1
430	18419261.51	4913632.52	4.04	0	D	A	66.9	9.2	0.0	0.0	0.0	52.9	0.9	-0.5	0.0	0.0	0.0	0.0	0.0	22.8
437	18419259.67	4913634.70	4.06	1	D	A	66.9	11.5	0.0	0.0	0.0	53.4	1.0	-0.9	0.0	0.0	0.0	0.0	1.0	24.0

Point Source, ISO 9613, Name: "AC", ID: "AC"																				
Nr.	X	Y	Z	Refl.	DEN	Freq.	Lw	l/a	Optime	K0	Di	Adiv	Aatm	Agr	Afol	Ahous	Abar	Cmet	RL	Lr
	(m)	(m)	(m)			(Hz)	dB(A)	dB	dB	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)
484	18419205.62	4913580.43	3.73	0	D	A	64.6	0.0	0.0	0.0	0.0	49.5	0.8	-0.9	0.0	0.0	0.0	0.0	0.0	15.2

Point Source, ISO 9613, Name: "AC", ID: "AC"																				
Nr.	X	Y	Z	Refl.	DEN	Freq.	Lw	l/a	Optime	K0	Di	Adiv	Aatm	Agr	Afol	Ahous	Abar	Cmet	RL	Lr
	(m)	(m)	(m)			(Hz)	dB(A)	dB	dB	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)
48618419206.46		4913579.22	3.71	0	D	A	64.6	0.0	0.0	0.0	0.0	49.7	0.8	-1.0	0.0	0.0	0.0	0.0	0.0	15.1

Point Source, ISO 9613, Name: "AC", ID: "AC"																				
Nr.	X	Y	Z	Refl.	DEN	Freq.	Lw	l/a	Optime	K0	Di	Adiv	Aatm	Agr	Afol	Ahous	Abar	Cmet	RL	Lr
	(m)	(m)	(m)			(Hz)	dB(A)	dB	dB	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	dB(A)
492	18419207.37	4913578.04	3.69	0	D	A	64.6	0.0	0.0	0.0	0.0	49.8	0.9	-1.1	0.0	0.0	0.0	0.0	0.0	15.0

Receiver

Name: R3 - 2nd Level

ID: R3

X: 18418970.86 m

Y: 4913585.16 m

Z: 5.69 m

Point Source, ISO 9613, Name: "Idling (truck facing south) - (2 trucks per hr at any one door)", ID: "MECH"

Nr.	X	Y	Z	Refl.	DEN	Freq.	Lw	I/a	Optime	K0	Di	Adiv	Aatm	Agr	Afol	Ahous	Abar	Cmet	RL	Lr
	(m)	(m)	(m)			(Hz)	dB(A)	dB	dB	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	dB(A)
2	18419217.03	4913594.67	4.76	0	D	A	92.2	0.0	0.0	0.0	-6.7	58.8	1.6	-0.2	3.1	0.0	0.0	0.0	0.0	22.1

Point Source, ISO 9613, Name: "Idling (truck facing south) - (2 trucks per hr at any one door)", ID: "MECH"

Nr.	X	Y	Z	Refl.	DEN	Freq.	Lw	I/a	Optime	K0	Di	Adiv	Aatm	Agr	Afol	Ahous	Abar	Cmet	RL	Lr
	(m)	(m)	(m)			(Hz)	dB(A)	dB	dB	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	dB(A)
14	18419269.91	4913635.44	3.46	0	D	A	92.2	0.0	0.0	0.0	-6.3	60.6	2.0	-0.6	2.2	0.0	0.0	0.0	0.0	21.7
32	18419269.91	4913635.44	3.46	1	D	A	92.2	0.0	0.0	0.0	-3.6	60.7	2.0	-0.8	2.2	0.0	0.0	0.0	1.0	23.6

vert. Area Source, ISO 9613, Name: "Door (2 out of 6 per hr) - 5dB", ID: "DOOR"

Nr.	X	Y	Z	Refl.	DEN	Freq.	Lw	I/a	Optime	K0	Di	Adiv	Aatm	Agr	Afol	Ahous	Abar	Cmet	RL	Lr
	(m)	(m)	(m)			(Hz)	dB(A)	dB	dB	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	dB(A)
38	18419222.96	4913597.99	6.12	0	D	500	70.2	8.9	0.0	5.0	0.0	59.0	0.5	-0.4	2.4	0.0	0.0	0.0	0.0	22.5
45	18419222.96	4913597.99	7.12	0	D	500	70.2	8.9	0.0	5.0	0.0	59.0	0.5	-0.3	2.4	0.0	0.0	0.0	0.0	22.5
54	18419222.96	4913597.99	4.12	0	D	500	70.2	8.9	0.0	5.0	0.0	59.0	0.5	0.8	2.4	0.0	0.0	0.0	0.0	21.4
72	18419222.96	4913597.99	5.12	0	D	500	70.2	8.9	0.0	5.0	0.0	59.0	0.5	-0.1	2.4	0.0	0.0	0.0	0.0	22.3

vert. Area Source, ISO 9613, Name: "Door (2 out of 6 per hr) - 5dB", ID: "DOOR"

Nr.	X	Y	Z	Refl.	DEN	Freq.	Lw	I/a	Optime	K0	Di	Adiv	Aatm	Agr	Afol	Ahous	Abar	Cmet	RL	Lr
	(m)	(m)	(m)			(Hz)	dB(A)	dB	dB	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	dB(A)
79	18419217.04	4913593.45	5.27	0	D	500	70.2	8.1	0.0	3.0	0.0	58.8	0.5	0.1	2.5	0.0	0.0	0.0	0.0	19.5
101	18419217.04	4913593.45	6.27	0	D	500	70.2	8.1	0.0	3.0	0.0	58.8	0.5	-0.3	2.5	0.0	0.0	0.0	0.0	19.9
108	18419217.04	4913593.45	3.27	0	D	500	70.2	8.1	0.0	3.0	0.0	58.8	0.5	1.8	2.5	0.0	0.0	0.0	0.0	17.7
110	18419217.04	4913593.45	4.27	0	D	500	70.2	8.1	0.0	3.0	0.0	58.8	0.5	1.6	2.5	0.0	0.0	0.0	0.0	18.0

vert. Area Source, ISO 9613, Name: "Door (2 out of 6 per hr) - 5dB", ID: "DOOR"

Nr.	X	Y	Z	Refl.	DEN	Freq.	Lw	I/a	Optime	K0	Di	Adiv	Aatm	Agr	Afol	Ahous	Abar	Cmet	RL	Lr
	(m)	(m)	(m)			(Hz)	dB(A)	dB	dB	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	dB(A)
120	18419228.83	4913602.47	3.98	0	D	500	70.2	8.2	0.0	3.0	0.0	59.3	0.5	0.1	2.3	0.0	0.0	0.0	0.0	19.2
122	18419228.83	4913602.47	2.98	0	D	500	70.2	8.2	0.0	3.0	0.0	59.3	0.5	1.7	2.3	0.0	0.0	0.0	0.0	17.6
124	18419228.83	4913602.47	5.98	0	D	500	70.2	8.2	0.0	3.0	0.0	59.3	0.5	-0.4	2.3	0.0	0.0	0.0	0.0	19.8
126	18419228.83	4913602.47	4.98	0	D	500	70.2	8.2	0.0	3.0	0.0	59.3	0.5	-0.2	2.3	0.0	0.0	0.0	0.0	19.6

vert. Area Source, ISO 9613, Name: "Door (2 out of 6 per hr) - 5dB", ID: "DOOR"

Nr.	X	Y	Z	Refl.	DEN	Freq.	Lw	I/a	Optime	K0	Di	Adiv	Aatm	Agr	Afol	Ahous	Abar	Cmet	RL	Lr
	(m)	(m)	(m)			(Hz)	dB(A)	dB	dB	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	dB(A)
165	18419258.23	4913624.90	5.26	0	D	500	70.2	8.2	0.0	3.0	0.0	60.3	0.6	-0.6	1.9	0.0	0.0	0.0	0.0	19.3
173	18419258.23	4913624.90	4.26	0	D	500	70.2	8.2	0.0	3.0	0.0	60.3	0.6	-0.6	1.9	0.0	0.0	0.0	0.0	19.3
182	18419258.23	4913624.90	2.26	0	D	500	70.2	8.2	0.0	3.0	0.0	60.3	0.6	1.6	1.9	0.0	3.1	0.0	0.0	13.9
185	18419258.23	4913624.90	3.26	0	D	500	70.2	8.2	0.0	3.0	0.0	60.3	0.6	0.0	1.9	0.0	0.0	0.0	0.0	18.7

vert. Area Source, ISO 9613, Name: "Door (2 out of 6 per hr) - 5dB", ID: "DOOR"

Nr.	X	Y	Z	Refl.	DEN	Freq.	Lw	I/a	Optime	K0	Di	Adiv	Aatm	Agr	Afol	Ahous	Abar	Cmet	RL	Lr
	(m)	(m)	(m)			(Hz)	dB(A)	dB	dB	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	dB(A)
187	18419270.06	4913633.91	2.97	0	D	500	70.2	8.2	0.0	3.0	0.0	60.6	0.6	0.1	1.8	0.0	0.0	0.0	0.0	18.3
209	18419270.06	4913633.91	1.97	0	D	500	70.2	8.2	0.0	3.0	0.0	60.6	0.6	1.7	1.8	0.0	3.1	0.0	0.0	13.6
217	18419270.06	4913633.91	4.97	0	D	500	70.2	8.2	0.0	3.0	0.0	60.6	0.6	-0.5	1.8	0.0	0.0	0.0	0.0	18.9
225	18419270.06	4913633.91	3.97	0	D	500	70.2	8.2	0.0	3.0	0.0	60.6	0.6	-0.4	1.8	0.0	0.0	0.0	0.0	18.8

Line Source, ISO 9613, Name: "Trailers", ID: "TRK"

Nr.	X	Y	Z	Refl.	DEN	Freq.	Lw	I/a	Optime	K0	Di	Adiv	Aatm	Agr	Afol	Ahous	Abar	Cmet	RL	Lr
	(m)	(m)	(m)			(Hz)	dB(A)	dB	dB	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	dB(A)
234	18419207.62	4913617.02	5.19	0	D	A	66.9	15.4	0.0	0.0	0.0	58.6	1.6	0.2	2.4	0.0	0.0	0.0	0.0	19.6
242	18419243.29	4913634.35	4.38	0	D	A	66.9	16.5	0.0	0.0	0.0	59.8	1.8	0.1	2.1	0.0	0.0	0.0	0.0	19.5
245	18419259.09	4913641.97	4.03	1	D	A	66.9	9.9	0.0	0.0	0.0	60.7	2.0	-1.1	2.5	0.0	0.0	0.0	1.2	11.5

DAYTIME - SOUND LEVELS FROM MECHANICAL SOURCES

Line Source, ISO 9613, Name: "Trailers", ID: "TRK"																				
Nr.	X	Y	Z	Refl.	DEN	Freq.	Lw	I/a	Optime	K0	Di	Adiv	Aatm	Agr	Afol	Ahous	Abar	Cmet	RL	Lr
	(m)	(m)	(m)			(Hz)	dB(A)	dB	dB	dB	dB	dB	dB	dB	dB	dB	dB	dB	dB	dB(A)
315	18419184.12	4913558.50	4.74	0	D	A	66.9	12.3	0.0	0.0	0.0	57.6	1.5	0.2	6.2	0.0	0.0	0.0	0.0	13.7
324	18419188.54	4913573.68	5.01	0	D	A	66.9	11.7	0.0	0.0	0.0	57.8	1.5	0.3	4.3	0.0	0.0	0.0	0.0	14.7
327	18419189.04	4913592.86	5.35	0	D	A	66.9	9.7	0.0	0.0	0.0	57.8	1.5	0.3	3.1	0.0	0.0	0.0	0.0	13.9
407	18419266.54	4913639.91	3.90	0	D	A	66.9	10.2	0.0	0.0	0.0	60.6	1.9	-0.2	2.1	0.0	0.0	0.0	0.0	12.7
411	18419267.02	4913639.27	3.89	1	D	A	66.9	10.8	0.0	0.0	0.0	60.7	2.0	-0.9	2.3	0.0	0.0	0.0	1.0	12.6
421	18419186.98	4913599.69	5.47	0	D	A	66.9	7.4	0.0	0.0	0.0	57.7	1.5	0.3	2.9	0.0	0.0	0.0	0.0	12.0
423	18419191.42	4913586.28	5.23	0	D	A	66.9	7.0	0.0	0.0	0.0	57.9	1.5	0.3	3.4	0.0	0.0	0.0	0.0	10.9
440	18419190.51	4913607.74	5.56	0	D	A	66.9	6.7	0.0	0.0	0.0	57.9	1.5	0.3	2.6	0.0	0.0	0.0	0.0	11.3
443	18419188.01	4913604.26	5.55	0	D	A	66.9	6.1	0.0	0.0	0.0	57.8	1.5	0.3	2.7	0.0	0.0	0.0	0.0	10.7

Line Source, ISO 9613, Name: "Trailers", ID: "TRK"																				
Nr.	X	Y	Z	Refl.	DEN	Freq.	Lw	I/a	Optime	K0	Di	Adiv	Aatm	Agr	Afol	Ahous	Abar	Cmet	RL	Lr
	(m)	(m)	(m)			(Hz)	dB(A)	dB	dB	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	dB(A)
266	18419206.78	4913608.91	5.26	0	D	A	66.9	11.4	0.0	0.0	0.0	58.5	1.6	-0.0	2.6	0.0	0.0	0.0	0.0	15.6
274	18419214.18	4913598.62	5.19	0	D	A	66.9	10.7	0.0	0.0	0.0	58.7	1.6	-0.2	2.9	0.0	0.0	0.0	0.0	14.5

Line Source, ISO 9613, Name: "Trailers", ID: "TRK"																				
Nr.	X	Y	Z	Refl.	DEN	Freq.	Lw	I/a	Optime	K0	Di	Adiv	Aatm	Agr	Afol	Ahous	Abar	Cmet	RL	Lr
	(m)	(m)	(m)			(Hz)	dB(A)	dB	dB	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	dB(A)
282	18419214.14	4913610.87	5.11	0	D	A	66.9	12.2	0.0	0.0	0.0	58.8	1.6	-0.2	2.6	0.0	0.0	0.0	0.0	16.3
284	18419220.94	4913600.96	5.04	0	D	A	66.9	8.6	0.0	0.0	0.0	59.0	1.7	-0.3	2.9	0.0	0.0	0.0	0.0	12.3

Line Source, ISO 9613, Name: "Trailers", ID: "TRK"																				
Nr.	X	Y	Z	Refl.	DEN	Freq.	Lw	I/a	Optime	K0	Di	Adiv	Aatm	Agr	Afol	Ahous	Abar	Cmet	RL	Lr
	(m)	(m)	(m)			(Hz)	dB(A)	dB	dB	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	dB(A)
293	18419220.94	4913612.66	4.96	0	D	A	66.9	13.0	0.0	0.0	0.0	59.0	1.7	-0.3	2.6	0.0	0.0	0.0	0.0	16.9

Line Source, ISO 9613, Name: "Trailers", ID: "TRK"																				
Nr.	X	Y	Z	Refl.	DEN	Freq.	Lw	I/a	Optime	K0	Di	Adiv	Aatm	Agr	Afol	Ahous	Abar	Cmet	RL	Lr
	(m)	(m)	(m)			(Hz)	dB(A)	dB	dB	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	dB(A)
340	18419251.35	4913635.17	4.22	0	D	A	66.9	7.4	0.0	0.0	0.0	60.1	1.9	-0.0	2.2	0.0	0.0	0.0	0.0	10.3
342	18419255.80	4913629.08	4.18	0	D	A	66.9	9.8	0.0	0.0	0.0	60.2	1.9	-0.5	2.3	0.0	0.0	0.0	0.0	12.9
344	18419255.48	4913629.51	4.18	1	D	A	66.9	10.3	0.0	0.0	0.0	60.3	1.9	-1.0	2.4	0.0	0.0	0.0	1.0	12.5

Line Source, ISO 9613, Name: "Trailers", ID: "TRK"																				
Nr.	X	Y	Z	Refl.	DEN	Freq.	Lw	I/a	Optime	K0	Di	Adiv	Aatm	Agr	Afol	Ahous	Abar	Cmet	RL	Lr
	(m)	(m)	(m)			(Hz)	dB(A)	dB	dB	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	dB(A)
368	18419257.66	4913637.10	4.09	0	D	A	66.9	8.9	0.0	0.0	0.0	60.3	1.9	-0.1	2.1	0.0	0.0	0.0	0.0	11.6
375	18419262.15	4913631.74	4.04	0	D	A	66.9	8.0	0.0	0.0	0.0	60.4	1.9	-0.5	2.2	0.0	0.0	0.0	0.0	10.9
388	18419259.67	4913634.70	4.06	1	D	A	66.9	11.5	0.0	0.0	0.0	60.5	1.9	-1.0	2.4	0.0	0.0	0.0	1.2	13.3

Receiver

Name: R4- Grade

ID: R4

X: 18418997.96 m

Y: 4913577.39 m

Z: 3.29 m

Point Source, ISO 9613, Name: "Idling (truck facing south) - (2 trucks per hr at any one door)", ID: "MECH"

Nr.	X	Y	Z	Refl.	DEN	Freq.	Lw	I/a	Optime	K0	Di	Adiv	Aatm	Agr	Afol	Ahous	Abar	Cmet	RL	Lr
	(m)	(m)	(m)			(Hz)	dB(A)	dB	dB	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	dB(A)
146	18419217.03	4913594.67	4.76	0	D	A	92.2	0.0	0.0	0.0	-6.4	57.8	1.5	0.5	3.4	0.0	0.0	0.0	0.0	22.5

Point Source, ISO 9613, Name: "Idling (truck facing south) - (2 trucks per hr at any one door)", ID: "MECH"

Nr.	X	Y	Z	Refl.	DEN	Freq.	Lw	I/a	Optime	K0	Di	Adiv	Aatm	Agr	Afol	Ahous	Abar	Cmet	RL	Lr
	(m)	(m)	(m)			(Hz)	dB(A)	dB	dB	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	dB(A)
154	18419269.91	4913635.44	3.46	0	D	A	92.2	0.0	0.0	0.0	-6.2	59.9	1.8	0.0	2.5	0.0	0.0	0.0	0.0	21.8
162	18419269.91	4913635.44	3.46	1	D	A	92.2	0.0	0.0	0.0	-3.8	59.9	1.8	-0.1	2.5	0.0	0.0	0.0	1.0	23.2

vert. Area Source, ISO 9613, Name: "Door (2 out of 6 per hr) - 5dB", ID: "DOOR"

Nr.	X	Y	Z	Refl.	DEN	Freq.	Lw	I/a	Optime	K0	Di	Adiv	Aatm	Agr	Afol	Ahous	Abar	Cmet	RL	Lr
	(m)	(m)	(m)			(Hz)	dB(A)	dB	dB	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	dB(A)
164	18419222.96	4913597.99	6.12	0	D	500	70.2	8.9	0.0	5.0	0.0	58.1	0.4	4.5	2.5	0.0	0.0	0.0	0.0	18.5
172	18419222.96	4913597.99	7.12	0	D	500	70.2	8.9	0.0	5.0	0.0	58.1	0.4	4.6	2.5	0.0	0.0	0.0	0.0	18.4
181	18419222.96	4913597.99	4.12	0	D	500	70.2	8.9	0.0	5.0	0.0	58.1	0.4	5.7	2.5	0.0	0.0	0.0	0.0	17.3
183	18419222.96	4913597.99	5.12	0	D	500	70.2	8.9	0.0	5.0	0.0	58.1	0.4	4.8	2.5	0.0	0.0	0.0	0.0	18.2

vert. Area Source, ISO 9613, Name: "Door (2 out of 6 per hr) - 5dB", ID: "DOOR"

Nr.	X	Y	Z	Refl.	DEN	Freq.	Lw	I/a	Optime	K0	Di	Adiv	Aatm	Agr	Afol	Ahous	Abar	Cmet	RL	Lr
	(m)	(m)	(m)			(Hz)	dB(A)	dB	dB	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	dB(A)
191	18419217.04	4913593.45	5.27	0	D	500	70.2	8.1	0.0	3.0	0.0	57.8	0.4	5.0	2.7	0.0	0.0	0.0	0.0	15.4
193	18419217.04	4913593.45	6.27	0	D	500	70.2	8.1	0.0	3.0	0.0	57.8	0.4	4.6	2.7	0.0	0.0	0.0	0.0	15.8
195	18419217.04	4913593.45	3.27	0	D	500	70.2	8.1	0.0	3.0	0.0	57.8	0.4	6.7	2.7	0.0	0.0	0.0	0.0	13.7
197	18419217.04	4913593.45	4.27	0	D	500	70.2	8.1	0.0	3.0	0.0	57.8	0.4	6.5	2.7	0.0	0.0	0.0	0.0	13.9

vert. Area Source, ISO 9613, Name: "Door (2 out of 6 per hr) - 5dB", ID: "DOOR"

Nr.	X	Y	Z	Refl.	DEN	Freq.	Lw	I/a	Optime	K0	Di	Adiv	Aatm	Agr	Afol	Ahous	Abar	Cmet	RL	Lr
	(m)	(m)	(m)			(Hz)	dB(A)	dB	dB	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	dB(A)
205	18419228.83	4913602.47	3.98	0	D	500	70.2	8.2	0.0	3.0	0.0	58.3	0.4	5.0	2.4	0.0	0.0	0.0	0.0	15.2
213	18419228.83	4913602.47	2.98	0	D	500	70.2	8.2	0.0	3.0	0.0	58.3	0.4	6.6	2.4	0.0	0.0	0.0	0.0	13.6
215	18419228.83	4913602.47	5.98	0	D	500	70.2	8.2	0.0	3.0	0.0	58.3	0.4	4.5	2.4	0.0	0.0	0.0	0.0	15.8
223	18419228.83	4913602.47	4.98	0	D	500	70.2	8.2	0.0	3.0	0.0	58.3	0.4	4.7	2.4	0.0	0.0	0.0	0.0	15.6

vert. Area Source, ISO 9613, Name: "Door (2 out of 6 per hr) - 5dB", ID: "DOOR"

Nr.	X	Y	Z	Refl.	DEN	Freq.	Lw	I/a	Optime	K0	Di	Adiv	Aatm	Agr	Afol	Ahous	Abar	Cmet	RL	Lr
	(m)	(m)	(m)			(Hz)	dB(A)	dB	dB	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	dB(A)
277	18419258.23	4913624.90	5.26	0	D	500	70.2	8.2	0.0	3.0	0.0	59.5	0.5	4.2	2.0	0.0	0.0	0.0	0.0	15.2
279	18419258.23	4913624.90	4.26	0	D	500	70.2	8.2	0.0	3.0	0.0	59.5	0.5	4.2	2.0	0.0	0.0	0.0	0.0	15.2
288	18419258.23	4913624.90	2.26	0	D	500	70.2	8.2	0.0	3.0	0.0	59.5	0.5	6.5	2.0	0.0	0.0	0.0	0.0	12.9
308	18419258.23	4913624.90	3.26	0	D	500	70.2	8.2	0.0	3.0	0.0	59.5	0.5	4.9	2.0	0.0	0.0	0.0	0.0	14.6

vert. Area Source, ISO 9613, Name: "Door (2 out of 6 per hr) - 5dB", ID: "DOOR"

Nr.	X	Y	Z	Refl.	DEN	Freq.	Lw	I/a	Optime	K0	Di	Adiv	Aatm	Agr	Afol	Ahous	Abar	Cmet	RL	Lr
	(m)	(m)	(m)			(Hz)	dB(A)	dB	dB	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	dB(A)
317	18419270.06	4913633.91	2.97	0	D	500	70.2	8.2	0.0	3.0	0.0	59.9	0.5	4.9	1.9	0.0	0.0	0.0	0.0	14.1
326	18419270.06	4913633.91	1.97	0	D	500	70.2	8.2	0.0	3.0	0.0	59.9	0.5	6.6	1.9	0.0	0.0	0.0	0.0	12.5
328	18419270.06	4913633.91	4.97	0	D	500	70.2	8.2	0.0	3.0	0.0	59.9	0.5	4.3	1.9	0.0	0.0	0.0	0.0	14.7
341	18419270.06	4913633.91	3.97	0	D	500	70.2	8.2	0.0	3.0	0.0	59.9	0.5	4.3	1.9	0.0	0.0	0.0	0.0	14.7

Line Source, ISO 9613, Name: "Trailers", ID: "TRK"

Nr.	X	Y	Z	Refl.	DEN	Freq.	Lw	I/a	Optime	K0	Di	Adiv	Aatm	Agr	Afol	Ahous	Abar	Cmet	RL	Lr
	(m)	(m)	(m)			(Hz)	dB(A)	dB	dB	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	dB(A)
357	18419207.62	4913617.02	5.19	0	D	A	66.9	15.4	0.0	0.0	0.0	57.6	1.5	0.9	2.6	0.0	0.0	0.0	0.0	19.8
363	18419243.29	4913634.35	4.38	0	D	A	66.9	16.5	0.0	0.0	0.0	59.0	1.7	0.9	2.4	0.0	0.0	0.0	0.0	19.5
366	18419259.90	4913642.36	4.01	1	D	A	66.9	9.0	0.0	0.0	0.0	60.0	1.8	-0.2	2.6	0.0	0.0	0.0	1.3	10.3

DAYTIME - SOUND LEVELS FROM MECHANICAL SOURCES

Line Source, ISO 9613, Name: "Trailers", ID: "TRK"																				
Nr.	X	Y	Z	Refl.	DEN	Freq.	Lw	I/a	Optime	K0	Di	Adiv	Aatm	Agr	Afol	Ahous	Abar	Cmet	RL	Lr
	(m)	(m)	(m)			(Hz)	dB(A)	dB	dB	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	dB(A)
419	18419184.12	4913558.50	4.74	0	D	A	66.9	12.3	0.0	0.0	0.0	56.4	1.3	0.9	6.4	0.0	0.0	0.0	0.0	14.2
446	18419188.54	4913573.68	5.01	0	D	A	66.9	11.7	0.0	0.0	0.0	56.6	1.3	1.0	6.0	0.0	0.0	0.0	0.0	13.7
454	18419189.04	4913592.86	5.35	0	D	A	66.9	9.7	0.0	0.0	0.0	56.7	1.3	1.0	3.4	0.0	0.0	0.0	0.0	14.2
496	18419266.60	4913639.84	3.90	0	D	A	66.9	10.2	0.0	0.0	0.0	59.8	1.8	0.5	2.4	0.0	0.0	0.0	0.0	12.6
502	18419267.02	4913639.27	3.89	1	D	A	66.9	10.8	0.0	0.0	0.0	60.0	1.8	-0.1	2.5	0.0	0.0	0.0	1.0	12.5
506	18419186.98	4913599.69	5.47	0	D	A	66.9	7.4	0.0	0.0	0.0	56.6	1.3	1.0	3.0	0.0	0.0	0.0	0.0	12.5
508	18419191.42	4913586.28	5.23	0	D	A	66.9	7.0	0.0	0.0	0.0	56.7	1.3	1.0	3.8	0.0	0.0	0.0	0.0	11.1
510	18419190.51	4913607.74	5.56	0	D	A	66.9	6.7	0.0	0.0	0.0	56.8	1.4	1.0	2.7	0.0	0.0	0.0	0.0	11.7
512	18419188.01	4913604.26	5.55	0	D	A	66.9	6.1	0.0	0.0	0.0	56.7	1.3	1.0	2.8	0.0	0.0	0.0	0.0	11.2

Line Source, ISO 9613, Name: "Trailers", ID: "TRK"																				
Nr.	X	Y	Z	Refl.	DEN	Freq.	Lw	I/a	Optime	K0	Di	Adiv	Aatm	Agr	Afol	Ahous	Abar	Cmet	RL	Lr
	(m)	(m)	(m)			(Hz)	dB(A)	dB	dB	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	dB(A)
385	18419207.08	4913608.49	5.26	0	D	A	66.9	11.7	0.0	0.0	0.0	57.5	1.5	0.7	2.7	0.0	0.0	0.0	0.0	16.2
392	18419214.47	4913598.21	5.19	0	D	A	66.9	10.3	0.0	0.0	0.0	57.8	1.5	0.6	3.2	0.0	0.0	0.0	0.0	14.2

Line Source, ISO 9613, Name: "Trailers", ID: "TRK"																				
Nr.	X	Y	Z	Refl.	DEN	Freq.	Lw	I/a	Optime	K0	Di	Adiv	Aatm	Agr	Afol	Ahous	Abar	Cmet	RL	Lr
	(m)	(m)	(m)			(Hz)	dB(A)	dB	dB	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	dB(A)
399	18419214.32	4913610.62	5.11	0	D	A	66.9	12.4	0.0	0.0	0.0	57.8	1.5	0.6	2.7	0.0	0.0	0.0	0.0	16.7
401	18419221.12	4913600.70	5.04	0	D	A	66.9	8.2	0.0	0.0	0.0	58.0	1.5	0.5	3.1	0.0	0.0	0.0	0.0	12.0

Line Source, ISO 9613, Name: "Trailers", ID: "TRK"																				
Nr.	X	Y	Z	Refl.	DEN	Freq.	Lw	I/a	Optime	K0	Di	Adiv	Aatm	Agr	Afol	Ahous	Abar	Cmet	RL	Lr
	(m)	(m)	(m)			(Hz)	dB(A)	dB	dB	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	dB(A)
431	18419221.01	4913612.55	4.96	0	D	A	66.9	13.0	0.0	0.0	0.0	58.1	1.5	0.5	2.7	0.0	0.0	0.0	0.0	17.2

Line Source, ISO 9613, Name: "Trailers", ID: "TRK"																				
Nr.	X	Y	Z	Refl.	DEN	Freq.	Lw	I/a	Optime	K0	Di	Adiv	Aatm	Agr	Afol	Ahous	Abar	Cmet	RL	Lr
	(m)	(m)	(m)			(Hz)	dB(A)	dB	dB	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	dB(A)
456	18419251.64	4913634.78	4.22	0	D	A	66.9	8.1	0.0	0.0	0.0	59.3	1.7	0.6	2.4	0.0	0.0	0.0	0.0	11.0
462	18419256.09	4913628.68	4.17	0	D	A	66.9	9.3	0.0	0.0	0.0	59.4	1.7	0.2	2.5	0.0	0.0	0.0	0.0	12.4
469	18419255.78	4913629.10	4.18	1	D	A	66.9	9.8	0.0	0.0	0.0	59.5	1.8	-0.1	2.6	0.0	0.0	0.0	1.0	11.9

Line Source, ISO 9613, Name: "Trailers", ID: "TRK"																				
Nr.	X	Y	Z	Refl.	DEN	Freq.	Lw	I/a	Optime	K0	Di	Adiv	Aatm	Agr	Afol	Ahous	Abar	Cmet	RL	Lr
	(m)	(m)	(m)			(Hz)	dB(A)	dB	dB	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	dB(A)
474	18419257.87	4913636.85	4.09	0	D	A	66.9	9.2	0.0	0.0	0.0	59.5	1.8	0.6	2.4	0.0	0.0	0.0	0.0	11.9
476	18419262.37	4913631.49	4.03	0	D	A	66.9	7.5	0.0	0.0	0.0	59.6	1.8	0.2	2.5	0.0	0.0	0.0	0.0	10.3
487	18419259.97	4913634.34	4.06	1	D	A	66.9	11.2	0.0	0.0	0.0	59.8	1.8	-0.1	2.6	0.0	0.0	0.0	1.3	12.8

DAYTIME - SOUND LEVELS FROM MECHANICAL SOURCES

Receiver

Name: R5 - 2nd Level

ID: R5

X: 18419323.44 m

Y: 4913668.25 m

Z: 5.42 m

Point Source, ISO 9613, Name: "Idling (truck facing south) - (2 trucks per hr at any one door)", ID: "MECH"

Nr.	X	Y	Z	Refl.	DEN	Freq.	Lw	I/a	Optime	K0	Di	Adiv	Aatm	Agr	Afol	Ahous	Abar	Cmet	RL	Lr
	(m)	(m)	(m)			(Hz)	dB(A)	dB	dB	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	dB(A)
3	18419269.91	4913635.44	3.46	0	D	A	92.2	0.0	0.0	0.0	-4.1	47.0	0.5	-0.1	2.6	0.0	0.0	0.0	0.0	38.1

vert. Area Source, ISO 9613, Name: "Door (2 out of 6 per hr) - 5dB", ID: "DOOR"

Nr.	X	Y	Z	Refl.	DEN	Freq.	Lw	I/a	Optime	K0	Di	Adiv	Aatm	Agr	Afol	Ahous	Abar	Cmet	RL	Lr
	(m)	(m)	(m)			(Hz)	dB(A)	dB	dB	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	dB(A)
5	18419270.06	4913633.91	3.97	0	D	500	70.2	8.2	0.0	3.0	0.0	47.1	0.1	-0.0	1.9	0.0	5.1	0.0	0.0	27.1
7	18419270.06	4913633.91	4.97	0	D	500	70.2	8.2	0.0	3.0	0.0	47.1	0.1	-0.4	1.9	0.0	5.1	0.0	0.0	27.6
9	18419270.06	4913633.91	2.97	0	D	500	70.2	8.2	0.0	3.0	0.0	47.1	0.1	2.2	1.9	0.0	5.1	0.0	0.0	25.0
11	18419270.06	4913633.91	1.97	0	D	500	70.2	8.2	0.0	3.0	0.0	47.1	0.1	1.7	1.9	0.0	5.1	0.0	0.0	25.5

vert. Area Source, ISO 9613, Name: "Door (2 out of 6 per hr) - 5dB", ID: "DOOR"

Nr.	X	Y	Z	Refl.	DEN	Freq.	Lw	I/a	Optime	K0	Di	Adiv	Aatm	Agr	Afol	Ahous	Abar	Cmet	RL	Lr
	(m)	(m)	(m)			(Hz)	dB(A)	dB	dB	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	dB(A)
17	18419264.18	4913629.36	4.11	0	D	500	70.2	8.8	0.0	3.0	0.0	48.0	0.1	-0.2	1.9	0.0	20.0	0.0	0.0	12.1
19	18419264.18	4913629.36	5.11	0	D	500	70.2	8.8	0.0	3.0	0.0	48.0	0.1	-0.6	1.9	0.0	19.8	0.0	0.0	12.7
21	18419264.18	4913629.36	6.11	0	D	500	70.2	8.8	0.0	3.0	0.0	48.0	0.1	-0.7	1.9	0.0	19.0	0.0	0.0	13.6
23	18419264.18	4913629.36	2.11	0	D	500	70.2	8.8	0.0	3.0	0.0	48.0	0.1	0.9	1.9	0.0	19.1	0.0	0.0	11.9
29	18419264.18	4913629.36	3.11	0	D	500	70.2	8.8	0.0	3.0	0.0	48.0	0.1	1.6	1.9	0.0	18.4	0.0	0.0	11.9

Point Source, ISO 9613, Name: "Idling (truck facing south) - (2 trucks per hr at any one door)", ID: "MECH"

Nr.	X	Y	Z	Refl.	DEN	Freq.	Lw	I/a	Optime	K0	Di	Adiv	Aatm	Agr	Afol	Ahous	Abar	Cmet	RL	Lr
	(m)	(m)	(m)			(Hz)	dB(A)	dB	dB	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	dB(A)
40	18419217.03	4913594.67	4.76	0	D	A	92.2	0.0	0.0	0.0	-3.4	53.2	1.0	-1.6	2.2	0.0	8.8	0.0	0.0	25.2

vert. Area Source, ISO 9613, Name: "Door (2 out of 6 per hr) - 5dB", ID: "DOOR"

Nr.	X	Y	Z	Refl.	DEN	Freq.	Lw	I/a	Optime	K0	Di	Adiv	Aatm	Agr	Afol	Ahous	Abar	Cmet	RL	Lr
	(m)	(m)	(m)			(Hz)	dB(A)	dB	dB	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	dB(A)
47	18419258.23	4913624.90	4.26	0	D	500	70.2	8.2	0.0	3.0	0.0	48.9	0.2	-0.4	1.9	0.0	6.4	0.0	0.0	24.4
56	18419258.23	4913624.90	5.26	0	D	500	70.2	8.2	0.0	3.0	0.0	48.9	0.2	-0.8	1.9	0.0	6.4	0.0	0.0	24.8
63	18419258.23	4913624.90	2.26	0	D	500	70.2	8.2	0.0	3.0	0.0	48.9	0.2	0.9	1.9	0.0	6.4	0.0	0.0	23.1
71	18419258.23	4913624.90	3.26	0	D	500	70.2	8.2	0.0	3.0	0.0	48.9	0.2	1.0	1.9	0.0	6.4	0.0	0.0	23.1

vert. Area Source, ISO 9613, Name: "Door (2 out of 6 per hr) - 5dB", ID: "DOOR"

Nr.	X	Y	Z	Refl.	DEN	Freq.	Lw	I/a	Optime	K0	Di	Adiv	Aatm	Agr	Afol	Ahous	Abar	Cmet	RL	Lr
	(m)	(m)	(m)			(Hz)	dB(A)	dB	dB	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	dB(A)
83	18419222.96	4913597.99	5.12	0	D	500	70.2	8.9	0.0	5.0	0.0	52.8	0.2	-1.6	1.9	0.0	7.8	0.0	0.0	22.9
85	18419222.96	4913597.99	4.12	0	D	500	70.2	8.9	0.0	5.0	0.0	52.8	0.2	-0.7	1.9	0.0	7.8	0.0	0.0	22.0
88	18419222.96	4913597.99	6.12	0	D	500	70.2	8.9	0.0	5.0	0.0	52.8	0.2	-1.4	1.9	0.0	7.8	0.0	0.0	22.7
90	18419222.96	4913597.99	7.12	0	D	500	70.2	8.9	0.0	5.0	0.0	52.8	0.2	-1.3	1.9	0.0	7.8	0.0	0.0	22.7

Line Source, ISO 9613, Name: "Trailers", ID: "TRK"

Nr.	X	Y	Z	Refl.	DEN	Freq.	Lw	I/a	Optime	K0	Di	Adiv	Aatm	Agr	Afol	Ahous	Abar	Cmet	RL	Lr
	(m)	(m)	(m)			(Hz)	dB(A)	dB	dB	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	dB(A)
103	18419233.22	4913629.48	4.61	0	D	A	66.9	13.5	0.0	0.0	0.0	50.8	0.7	-1.0	2.6	0.0	0.0	0.0	0.0	27.3
105	18419253.37	4913639.21	4.16	0	D	A	66.9	13.5	0.0	0.0	0.0	48.6	0.6	-0.5	2.6	0.0	0.0	0.0	0.0	29.0
107	18419233.22	4913629.48	4.61	2	D	A	66.9	13.5	0.0	0.0	0.0	57.7	1.5	-0.7	7.1	0.0	0.0	0.0	2.9	11.9
109	18419253.37	4913639.21	4.16	2	D	A	66.9	13.5	0.0	0.0	0.0	56.8	1.3	-0.2	7.2	0.0	0.0	0.0	2.8	12.6
243	18419266.99	4913639.32	3.89	0	D	A	66.9	10.7	0.0	0.0	0.0	47.0	0.5	-0.2	2.6	0.0	0.0	0.0	0.0	27.8
265	18419265.98	4913640.66	3.90	2	D	A	66.9	9.3	0.0	0.0	0.0	56.2	1.3	-0.1	7.2	0.0	0.0	0.0	1.6	10.0
285	18419207.62	4913617.02	5.19	0	D	A	66.9	15.4	0.0	0.0	0.0	53.1	0.9	-1.7	2.6	0.0	0.0	0.0	0.0	27.4
287	18419207.62	4913617.02	5.19	2	D	A	66.9	15.4	0.0	0.0	0.0	58.8	1.6	-1.2	7.0	0.0	0.0	0.0	3.0	13.0
458	18419189.04	4913592.86	5.35	0	D	A	66.9	9.7	0.0	0.0	0.0	54.8	1.1	-1.7	2.5	0.0	0.0	0.0	0.0	19.9
464	18419186.98	4913599.69	5.47	0	D	A	66.9	7.4	0.0	0.0	0.0	54.7	1.1	-1.7	2.5	0.0	0.0	0.0	0.0	17.7
475	18419190.51	4913607.74	5.56	0	D	A	66.9	6.7	0.0	0.0	0.0	54.3	1.1	-1.7	2.5	0.0	0.0	0.0	0.0	17.4

DAYTIME - SOUND LEVELS FROM MECHANICAL SOURCES

Line Source, ISO 9613, Name: "Trailers", ID: "TRK"																				
Nr.	X	Y	Z	Refl.	DEN	Freq.	Lw	I/a	Optime	K0	Di	Adiv	Aatm	Agr	Afol	Ahous	Abar	Cmet	RL	Lr
	(m)	(m)	(m)			(Hz)	dB(A)	dB	dB	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	dB(A)
480	18419191.42	4913586.28	5.23	0	D	A	66.9	7.0	0.0	0.0	0.0	54.8	1.1	-1.7	2.5	0.0	0.0	0.0	0.0	17.2
488	18419188.01	4913604.26	5.55	0	D	A	66.9	6.1	0.0	0.0	0.0	54.5	1.1	-1.7	2.5	0.0	0.0	0.0	0.0	16.6
490	18419191.09	4913582.24	5.16	0	D	A	66.9	5.1	0.0	0.0	0.0	55.0	1.1	-1.7	2.4	0.0	5.0	0.0	0.0	10.2

vert. Area Source, ISO 9613, Name: "Door (2 out of 6 per hr) - 5dB", ID: "DOOR"																				
Nr.	X	Y	Z	Refl.	DEN	Freq.	Lw	I/a	Optime	K0	Di	Adiv	Aatm	Agr	Afol	Ahous	Abar	Cmet	RL	Lr
	(m)	(m)	(m)			(Hz)	dB(A)	dB	dB	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	dB(A)
112	18419228.76	4913602.42	3.98	0	D	500	70.2	8.0	0.0	3.0	0.0	52.2	0.2	-0.6	1.9	0.0	7.7	0.0	0.0	19.8
130	18419228.76	4913602.42	2.98	0	D	500	70.2	8.0	0.0	3.0	0.0	52.2	0.2	1.0	1.9	0.0	7.7	0.0	0.0	18.2
142	18419228.76	4913602.42	5.98	0	D	500	70.2	8.0	0.0	3.0	0.0	52.2	0.2	-1.3	1.9	0.0	7.7	0.0	0.0	20.5
163	18419228.76	4913602.42	4.98	0	D	500	70.2	8.0	0.0	3.0	0.0	52.2	0.2	-1.4	1.9	0.0	7.7	0.0	0.0	20.6

vert. Area Source, ISO 9613, Name: "Door (2 out of 6 per hr) - 5dB", ID: "DOOR"																				
Nr.	X	Y	Z	Refl.	DEN	Freq.	Lw	I/a	Optime	K0	Di	Adiv	Aatm	Agr	Afol	Ahous	Abar	Cmet	RL	Lr
	(m)	(m)	(m)			(Hz)	dB(A)	dB	dB	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	dB(A)
180	18419217.04	4913593.45	3.27	0	D	500	70.2	8.1	0.0	3.0	0.0	53.3	0.3	1.1	1.9	0.0	7.9	0.0	0.0	16.9
208	18419217.04	4913593.45	6.27	0	D	500	70.2	8.1	0.0	3.0	0.0	53.3	0.3	-1.5	1.9	0.0	8.0	0.0	0.0	19.5
210	18419217.04	4913593.45	5.27	0	D	500	70.2	8.1	0.0	3.0	0.0	53.3	0.3	-1.6	1.9	0.0	8.0	0.0	0.0	19.6
241	18419217.04	4913593.45	4.27	0	D	500	70.2	8.1	0.0	3.0	0.0	53.3	0.3	-0.7	1.9	0.0	8.0	0.0	0.0	18.6

Line Source, ISO 9613, Name: "Trailers", ID: "TRK"																				
Nr.	X	Y	Z	Refl.	DEN	Freq.	Lw	I/a	Optime	K0	Di	Adiv	Aatm	Agr	Afol	Ahous	Abar	Cmet	RL	Lr
	(m)	(m)	(m)			(Hz)	dB(A)	dB	dB	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	dB(A)
295	18419259.35	4913635.08	4.07	0	D	A	66.9	11.1	0.0	0.0	0.0	48.2	0.6	-0.5	2.6	0.0	0.0	0.0	0.0	27.2
303	18419263.85	4913629.73	4.02	0	D	A	66.9	0.0	0.0	0.0	0.0	48.0	0.6	-0.5	2.5	0.0	5.6	0.0	0.0	10.7

Line Source, ISO 9613, Name: "Trailers", ID: "TRK"																				
Nr.	X	Y	Z	Refl.	DEN	Freq.	Lw	I/a	Optime	K0	Di	Adiv	Aatm	Agr	Afol	Ahous	Abar	Cmet	RL	Lr
	(m)	(m)	(m)			(Hz)	dB(A)	dB	dB	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	dB(A)
320	18419253.73	4913631.92	4.20	0	D	A	66.9	11.3	0.0	0.0	0.0	48.9	0.6	-0.6	2.6	0.0	0.0	0.0	0.0	26.8
329	18419258.17	4913625.82	4.15	0	D	A	66.9	1.7	0.0	0.0	0.0	48.8	0.6	-0.6	2.4	0.0	5.8	0.0	0.0	11.6

Line Source, ISO 9613, Name: "Trailers", ID: "TRK"																				
Nr.	X	Y	Z	Refl.	DEN	Freq.	Lw	I/a	Optime	K0	Di	Adiv	Aatm	Agr	Afol	Ahous	Abar	Cmet	RL	Lr
	(m)	(m)	(m)			(Hz)	dB(A)	dB	dB	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	dB(A)
354	18419220.42	4913613.39	4.97	0	D	A	66.9	12.6	0.0	0.0	0.0	52.3	0.9	-1.5	2.5	0.0	0.0	0.0	0.0	25.3
364	18419227.00	4913604.15	4.90	0	D	A	66.9	6.6	0.0	0.0	0.0	52.3	0.9	-1.5	2.3	0.0	6.5	0.0	0.0	13.0

Line Source, ISO 9613, Name: "Trailers", ID: "TRK"																				
Nr.	X	Y	Z	Refl.	DEN	Freq.	Lw	I/a	Optime	K0	Di	Adiv	Aatm	Agr	Afol	Ahous	Abar	Cmet	RL	Lr
	(m)	(m)	(m)			(Hz)	dB(A)	dB	dB	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	dB(A)
376	18419214.69	4913610.08	5.10	0	D	A	66.9	12.7	0.0	0.0	0.0	52.8	0.9	-1.7	2.5	0.0	0.0	0.0	0.0	25.0
379	18419221.34	4913600.39	5.04	0	D	A	66.9	6.8	0.0	0.0	0.0	52.8	0.9	-1.7	2.3	0.0	6.4	0.0	0.0	13.0

Line Source, ISO 9613, Name: "Trailers", ID: "TRK"																				
Nr.	X	Y	Z	Refl.	DEN	Freq.	Lw	I/a	Optime	K0	Di	Adiv	Aatm	Agr	Afol	Ahous	Abar	Cmet	RL	Lr
	(m)	(m)	(m)			(Hz)	dB(A)	dB	dB	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	dB(A)
415	18419208.46	4913606.57	5.25	0	D	A	66.9	12.9	0.0	0.0	0.0	53.3	1.0	-1.7	2.5	0.0	0.0	0.0	0.0	24.7
417	18419215.63	4913596.60	5.17	0	D	A	66.9	7.1	0.0	0.0	0.0	53.2	1.0	-1.7	2.3	0.0	6.3	0.0	0.0	12.8

DAYTIME - SOUND LEVELS FROM MECHANICAL SOURCES

Receiver

Name: R6 - Grade Level

ID: R6

X: 18419291.13 m

Y: 4913671.82 m

Z: 2.73 m

Point Source, ISO 9613, Name: "Idling (truck facing south) - (2 trucks per hr at any one door)", ID: "MECH"

Nr.	X (m)	Y (m)	Z (m)	Refl.	DEN	Freq. (Hz)	Lw dB(A)	l/a dB	Optime dB	K0 (dB)	Di (dB)	Adiv (dB)	Aatm (dB)	Agr (dB)	Afol (dB)	Ahous (dB)	Abar (dB)	Cmet (dB)	RL (dB)	Lr dB(A)
13	18419269.91	4913635.44	3.46	0	D	A	92.2	0.0	0.0	0.0	-6.2	43.5	0.3	-0.1	2.2	0.0	0.0	0.0	0.0	40.1
27	18419269.91	4913635.44	3.46	1	D	A	92.2	0.0	0.0	0.0	-3.6	43.7	0.4	-0.1	2.2	0.0	0.0	0.0	1.0	41.4

vert. Area Source, ISO 9613, Name: "Door (2 out of 6 per hr) - 5dB", ID: "DOOR"

Nr.	X (m)	Y (m)	Z (m)	Refl.	DEN	Freq. (Hz)	Lw dB(A)	l/a dB	Optime dB	K0 (dB)	Di (dB)	Adiv (dB)	Aatm (dB)	Agr (dB)	Afol (dB)	Ahous (dB)	Abar (dB)	Cmet (dB)	RL (dB)	Lr dB(A)
34	18419270.06	4913633.91	3.97	0	D	500	70.2	8.2	0.0	3.0	0.0	43.7	0.1	1.8	1.6	0.0	0.0	0.0	0.0	34.1
36	18419270.06	4913633.91	4.97	0	D	500	70.2	8.2	0.0	3.0	0.0	43.8	0.1	1.5	1.6	0.0	0.0	0.0	0.0	34.4
42	18419270.06	4913633.91	2.97	0	D	500	70.2	8.2	0.0	3.0	0.0	43.7	0.1	3.7	1.6	0.0	0.0	0.0	0.0	32.3
48	18419270.06	4913633.91	1.97	0	D	500	70.2	8.2	0.0	3.0	0.0	43.7	0.1	3.1	1.6	0.0	0.0	0.0	0.0	32.8

vert. Area Source, ISO 9613, Name: "Door (2 out of 6 per hr) - 5dB", ID: "DOOR"

Nr.	X (m)	Y (m)	Z (m)	Refl.	DEN	Freq. (Hz)	Lw dB(A)	l/a dB	Optime dB	K0 (dB)	Di (dB)	Adiv (dB)	Aatm (dB)	Agr (dB)	Afol (dB)	Ahous (dB)	Abar (dB)	Cmet (dB)	RL (dB)	Lr dB(A)
53	18419264.18	4913629.36	4.11	0	D	500	70.2	8.8	0.0	3.0	0.0	45.0	0.1	1.9	1.6	0.0	18.1	0.0	0.0	15.3
60	18419264.18	4913629.36	5.11	0	D	500	70.2	8.8	0.0	3.0	0.0	45.0	0.1	1.5	1.6	0.0	18.4	0.0	0.0	15.3
67	18419264.18	4913629.36	6.11	0	D	500	70.2	8.8	0.0	3.0	0.0	45.0	0.1	1.5	1.6	0.0	18.5	0.0	0.0	15.3
74	18419264.18	4913629.36	2.11	0	D	500	70.2	8.8	0.0	3.0	0.0	45.0	0.1	2.8	1.6	0.0	17.1	0.0	0.0	15.3
76	18419264.18	4913629.36	3.11	0	D	500	70.2	8.8	0.0	3.0	0.0	45.0	0.1	3.5	1.6	0.0	16.4	0.0	0.0	15.3

Point Source, ISO 9613, Name: "Idling (truck facing south) - (2 trucks per hr at any one door)", ID: "MECH"

Nr.	X (m)	Y (m)	Z (m)	Refl.	DEN	Freq. (Hz)	Lw dB(A)	l/a dB	Optime dB	K0 (dB)	Di (dB)	Adiv (dB)	Aatm (dB)	Agr (dB)	Afol (dB)	Ahous (dB)	Abar (dB)	Cmet (dB)	RL (dB)	Lr dB(A)
89	18419217.03	4913594.67	4.76	0	D	A	92.2	0.0	0.0	0.0	-5.5	51.6	0.8	-0.7	2.0	0.0	0.0	0.0	0.0	33.0

vert. Area Source, ISO 9613, Name: "Door (2 out of 6 per hr) - 5dB", ID: "DOOR"

Nr.	X (m)	Y (m)	Z (m)	Refl.	DEN	Freq. (Hz)	Lw dB(A)	l/a dB	Optime dB	K0 (dB)	Di (dB)	Adiv (dB)	Aatm (dB)	Agr (dB)	Afol (dB)	Ahous (dB)	Abar (dB)	Cmet (dB)	RL (dB)	Lr dB(A)
96	18419258.23	4913624.90	4.26	0	D	500	70.2	8.2	0.0	3.0	0.0	46.2	0.1	2.0	1.6	0.0	0.0	0.0	0.0	31.6
98	18419258.23	4913624.90	5.26	0	D	500	70.2	8.2	0.0	3.0	0.0	46.2	0.1	1.7	1.6	0.0	0.0	0.0	0.0	31.9
100	18419258.23	4913624.90	2.26	0	D	500	70.2	8.2	0.0	3.0	0.0	46.2	0.1	3.2	1.6	0.0	0.0	0.0	0.0	30.4
102	18419258.23	4913624.90	3.26	0	D	500	70.2	8.2	0.0	3.0	0.0	46.2	0.1	3.3	1.6	0.0	0.0	0.0	0.0	30.2

Line Source, ISO 9613, Name: "Trailers", ID: "TRK"

Nr.	X (m)	Y (m)	Z (m)	Refl.	DEN	Freq. (Hz)	Lw dB(A)	l/a dB	Optime dB	K0 (dB)	Di (dB)	Adiv (dB)	Aatm (dB)	Agr (dB)	Afol (dB)	Ahous (dB)	Abar (dB)	Cmet (dB)	RL (dB)	Lr dB(A)
136	18419233.22	4913629.48	4.61	0	D	A	66.9	13.5	0.0	0.0	0.0	48.1	0.6	0.5	2.0	0.0	0.0	0.0	0.0	29.2
138	18419253.37	4913639.21	4.16	0	D	A	66.9	13.5	0.0	0.0	0.0	45.0	0.4	0.2	2.0	0.0	0.0	0.0	0.0	32.9
140	18419226.28	4913626.14	4.77	1	D	A	66.9	8.4	0.0	0.0	0.0	49.9	0.7	-0.6	2.2	0.0	0.0	0.0	1.1	22.1
220	18419264.70	4913642.39	3.92	0	D	A	66.9	6.2	0.0	0.0	0.0	42.9	0.3	0.1	2.0	0.0	0.0	0.0	0.0	27.7
228	18419268.27	4913637.59	3.88	0	D	A	66.9	8.9	0.0	0.0	0.0	43.3	0.3	-0.1	2.1	0.0	0.0	0.0	0.0	30.2
231	18419270.15	4913635.07	3.86	1	D	A	66.9	1.7	0.0	0.0	0.0	43.7	0.4	-0.2	2.2	0.0	0.0	0.0	1.0	21.5
302	18419207.62	4913617.02	5.19	0	D	A	66.9	15.4	0.0	0.0	0.0	51.0	0.8	0.5	2.0	0.0	0.0	0.0	0.0	28.1
311	18419207.62	4913617.02	5.19	1	D	A	66.9	15.4	0.0	0.0	0.0	51.7	0.8	-0.8	2.1	0.0	0.0	0.0	1.1	27.3
390	18419188.54	4913573.68	5.01	0	D	A	66.9	11.7	0.0	0.0	0.0	54.0	1.0	-1.0	2.0	0.0	0.0	0.0	0.0	22.5
397	18419183.96	4913557.95	4.73	0	D	A	66.9	12.0	0.0	0.0	0.0	54.9	1.1	-1.0	1.7	0.0	11.0	0.0	0.0	11.3
404	18419186.37	4913566.09	4.87	0	D	A	66.9	0.6	0.0	0.0	0.0	54.5	1.1	-1.1	2.0	0.0	0.0	0.0	0.0	11.1
406	18419189.04	4913592.86	5.35	0	D	A	66.9	9.7	0.0	0.0	0.0	53.2	1.0	-0.4	2.0	0.0	0.0	0.0	0.0	20.8
408	18419188.53	4913593.81	5.36	1	D	A	66.9	8.5	0.0	0.0	0.0	53.5	1.0	-1.0	2.0	0.0	0.0	0.0	1.3	18.6
410	18419186.98	4913599.69	5.47	0	D	A	66.9	7.4	0.0	0.0	0.0	53.1	0.9	-0.1	2.0	0.0	0.0	0.0	0.0	18.4
418	18419186.98	4913599.69	5.47	1	D	A	66.9	7.4	0.0	0.0	0.0	53.5	1.0	-1.0	2.1	0.0	0.0	0.0	1.3	17.6
420	18419190.51	4913607.74	5.56	0	D	A	66.9	6.7	0.0	0.0	0.0	52.5	0.9	0.4	2.0	0.0	0.0	0.0	0.0	17.8
427	18419190.51	4913607.74	5.56	1	D	A	66.9	6.7	0.0	0.0	0.0	53.1	0.9	-0.9	2.1	0.0	0.0	0.0	1.3	17.1
429	18419191.42	4913586.28	5.23	0	D	A	66.9	7.0	0.0	0.0	0.0	53.4	1.0	-0.7	2.0	0.0	0.0	0.0	0.0	18.3

DAYTIME - SOUND LEVELS FROM MECHANICAL SOURCES

Line Source, ISO 9613, Name: "Trailers", ID: "TRK"																				
Nr.	X	Y	Z	Refl.	DEN	Freq.	Lw	I/a	Optime	K0	Di	Adiv	Aatm	Agr	Afol	Ahous	Abar	Cmet	RL	Lr
	(m)	(m)	(m)			(Hz)	dB(A)	dB	dB	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	dB(A)
442	18419188.01	4913604.26	5.55	0	D	A	66.9	6.1	0.0	0.0	0.0	52.8	0.9	0.2	2.0	0.0	0.0	0.0	0.0	17.1
450	18419188.01	4913604.26	5.55	1	D	A	66.9	6.1	0.0	0.0	0.0	53.3	1.0	-1.0	2.1	0.0	0.0	0.0	1.3	16.4
453	18419191.09	4913582.24	5.16	0	D	A	66.9	5.1	0.0	0.0	0.0	53.6	1.0	-0.8	2.0	0.0	0.0	0.0	0.0	16.3

vert. Area Source, ISO 9613, Name: "Door (2 out of 6 per hr) - 5dB", ID: "DOOR"																				
Nr.	X	Y	Z	Refl.	DEN	Freq.	Lw	I/a	Optime	K0	Di	Adiv	Aatm	Agr	Afol	Ahous	Abar	Cmet	RL	Lr
	(m)	(m)	(m)			(Hz)	dB(A)	dB	dB	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	dB(A)
159	18419222.96	4913597.99	5.12	0	D	500	70.2	8.9	0.0	5.0	0.0	51.0	0.2	2.3	1.5	0.0	0.0	0.0	0.0	29.1
167	18419222.96	4913597.99	4.12	0	D	500	70.2	8.9	0.0	5.0	0.0	51.0	0.2	2.8	1.5	0.0	0.0	0.0	0.0	28.6
169	18419222.96	4913597.99	7.12	0	D	500	70.2	8.9	0.0	5.0	0.0	51.1	0.2	2.3	1.5	0.0	0.0	0.0	0.0	29.0
177	18419222.96	4913597.99	6.12	0	D	500	70.2	8.9	0.0	5.0	0.0	51.0	0.2	2.3	1.5	0.0	0.0	0.0	0.0	29.0

vert. Area Source, ISO 9613, Name: "Door (2 out of 6 per hr) - 5dB", ID: "DOOR"																				
Nr.	X	Y	Z	Refl.	DEN	Freq.	Lw	I/a	Optime	K0	Di	Adiv	Aatm	Agr	Afol	Ahous	Abar	Cmet	RL	Lr
	(m)	(m)	(m)			(Hz)	dB(A)	dB	dB	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	dB(A)
179	18419228.83	4913602.47	3.98	0	D	500	70.2	8.2	0.0	3.0	0.0	50.4	0.2	2.8	1.5	0.0	0.0	0.0	0.0	26.5
188	18419228.83	4913602.47	2.98	0	D	500	70.2	8.2	0.0	3.0	0.0	50.4	0.2	3.7	1.5	0.0	0.0	0.0	0.0	25.6
190	18419228.83	4913602.47	5.98	0	D	500	70.2	8.2	0.0	3.0	0.0	50.4	0.2	2.2	1.5	0.0	0.0	0.0	0.0	27.1
192	18419228.83	4913602.47	4.98	0	D	500	70.2	8.2	0.0	3.0	0.0	50.4	0.2	2.3	1.5	0.0	0.0	0.0	0.0	27.0

vert. Area Source, ISO 9613, Name: "Door (2 out of 6 per hr) - 5dB", ID: "DOOR"																				
Nr.	X	Y	Z	Refl.	DEN	Freq.	Lw	I/a	Optime	K0	Di	Adiv	Aatm	Agr	Afol	Ahous	Abar	Cmet	RL	Lr
	(m)	(m)	(m)			(Hz)	dB(A)	dB	dB	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	dB(A)
194	18419217.04	4913593.45	3.27	0	D	500	70.2	8.1	0.0	3.0	0.0	51.7	0.2	3.8	1.5	0.0	0.0	0.0	0.0	24.2
196	18419217.04	4913593.45	6.27	0	D	500	70.2	8.1	0.0	3.0	0.0	51.7	0.2	2.4	1.5	0.0	0.0	0.0	0.0	25.6
216	18419217.04	4913593.45	5.27	0	D	500	70.2	8.1	0.0	3.0	0.0	51.7	0.2	2.2	1.5	0.0	0.0	0.0	0.0	25.8
218	18419217.04	4913593.45	4.27	0	D	500	70.2	8.1	0.0	3.0	0.0	51.7	0.2	2.8	1.5	0.0	0.0	0.0	0.0	25.2

Line Source, ISO 9613, Name: "Trailers", ID: "TRK"																				
Nr.	X	Y	Z	Refl.	DEN	Freq.	Lw	I/a	Optime	K0	Di	Adiv	Aatm	Agr	Afol	Ahous	Abar	Cmet	RL	Lr
	(m)	(m)	(m)			(Hz)	dB(A)	dB	dB	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	dB(A)
246	18419257.78	4913636.95	4.09	0	D	A	66.9	9.1	0.0	0.0	0.0	44.7	0.4	-0.1	2.0	0.0	0.0	0.0	0.0	29.0
255	18419262.28	4913631.59	4.03	0	D	A	66.9	7.7	0.0	0.0	0.0	44.9	0.4	-0.3	2.1	0.0	0.0	0.0	0.0	27.5
268	18419262.30	4913631.58	4.03	1	D	A	66.9	7.7	0.0	0.0	0.0	45.2	0.4	-0.3	2.2	0.0	0.0	0.0	1.0	26.1

Line Source, ISO 9613, Name: "Trailers", ID: "TRK"																				
Nr.	X	Y	Z	Refl.	DEN	Freq.	Lw	I/a	Optime	K0	Di	Adiv	Aatm	Agr	Afol	Ahous	Abar	Cmet	RL	Lr
	(m)	(m)	(m)			(Hz)	dB(A)	dB	dB	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	dB(A)
276	18419252.93	4913633.01	4.21	0	D	A	66.9	10.4	0.0	0.0	0.0	45.7	0.4	-0.1	2.0	0.0	0.0	0.0	0.0	29.3
297	18419257.38	4913626.91	4.16	0	D	A	66.9	6.2	0.0	0.0	0.0	46.0	0.5	-0.3	2.1	0.0	0.0	0.0	0.0	24.9
299	18419255.99	4913628.82	4.18	1	D	A	66.9	9.5	0.0	0.0	0.0	46.3	0.5	-0.3	2.1	0.0	0.0	0.0	1.0	26.8

Line Source, ISO 9613, Name: "Trailers", ID: "TRK"																				
Nr.	X	Y	Z	Refl.	DEN	Freq.	Lw	I/a	Optime	K0	Di	Adiv	Aatm	Agr	Afol	Ahous	Abar	Cmet	RL	Lr
	(m)	(m)	(m)			(Hz)	dB(A)	dB	dB	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	dB(A)
314	18419220.52	4913613.24	4.97	0	D	A	66.9	12.7	0.0	0.0	0.0	50.3	0.7	-0.1	2.0	0.0	0.0	0.0	0.0	26.7
316	18419227.15	4913603.94	4.90	0	D	A	66.9	6.4	0.0	0.0	0.0	50.4	0.7	-0.5	2.0	0.0	0.0	0.0	0.0	20.8
318	18419220.37	4913613.46	4.97	1	D	A	66.9	12.5	0.0	0.0	0.0	50.7	0.7	-0.7	2.1	0.0	0.0	0.0	1.1	25.5

Line Source, ISO 9613, Name: "Trailers", ID: "TRK"																				
Nr.	X	Y	Z	Refl.	DEN	Freq.	Lw	I/a	Optime	K0	Di	Adiv	Aatm	Agr	Afol	Ahous	Abar	Cmet	RL	Lr
	(m)	(m)	(m)			(Hz)	dB(A)	dB	dB	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	dB(A)
355	18419215.22	4913609.30	5.10	0	D	A	66.9	13.1	0.0	0.0	0.0	50.9	0.8	-0.1	2.0	0.0	0.0	0.0	0.0	26.6
358	18419222.02	4913599.39	5.03	0	D	A	66.9	5.4	0.0	0.0	0.0	51.0	0.8	-0.6	2.0	0.0	0.0	0.0	0.0	19.2
370	18419214.34	4913610.59	5.11	1	D	A	66.9	12.4	0.0	0.0	0.0	51.3	0.8	-0.8	2.1	0.0	0.0	0.0	1.2	24.7

Line Source, ISO 9613, Name: "Trailers", ID: "TRK"																				
Nr.	X	Y	Z	Refl.	DEN	Freq.	Lw	I/a	Optime	K0	Di	Adiv	Aatm	Agr	Afol	Ahous	Abar	Cmet	RL	Lr
	(m)	(m)	(m)			(Hz)	dB(A)	dB	dB	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	dB(A)
373	18419209.47	4913605.17	5.24	0	D	A	66.9	13.6	0.0	0.0	0.0	51.5	0.8	-0.2	2.0	0.0	0.0	0.0	0.0	26.5
381	18419216.86	4913594.88	5.16	0	D	A	66.9	3.9	0.0	0.0	0.0	51.6	0.8	-0.7	2.0	0.0	0.0	0.0	0.0	17.1
383	18419207.78	4913607.51	5.25	1	D	A	66.9	12.3	0.0	0.0	0.0	51.9	0.8	-0.8	2.1	0.0	0.0	0.0	1.2	24.0

Receiver

Name: R7 - Facde

ID: R7

X: 18419202.73 m

Y: 4913744.41 m

Z: 4.50 m

Point Source, ISO 9613, Name: "Idling (truck facing south) - (2 trucks per hr at any one door)", ID: "MECH"

Nr.	X	Y	Z	Refl.	DEN	Freq.	Lw	I/a	Optime	K0	Di	Adiv	Aatm	Agr	Afol	Ahous	Abar	Cmet	RL	Lr
	(m)	(m)	(m)			(Hz)	dB(A)	dB	dB	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	dB(A)
6	18419269.91	4913635.44	3.46	0	D	A	92.2	0.0	0.0	0.0	-9.6	53.1	0.9	0.8	0.0	0.0	0.0	0.0	0.0	27.7
16	18419269.91	4913635.44	3.46	1	D	A	92.2	0.0	0.0	0.0	-0.2	53.3	1.0	0.7	0.0	0.0	0.0	0.0	1.0	35.9

Point Source, ISO 9613, Name: "Idling (truck facing south) - (2 trucks per hr at any one door)", ID: "MECH"

Nr.	X	Y	Z	Refl.	DEN	Freq.	Lw	I/a	Optime	K0	Di	Adiv	Aatm	Agr	Afol	Ahous	Abar	Cmet	RL	Lr
	(m)	(m)	(m)			(Hz)	dB(A)	dB	dB	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	dB(A)
22	18419217.03	4913594.67	4.76	0	D	A	92.2	0.0	0.0	0.0	-8.0	54.5	1.1	0.5	0.0	0.0	0.0	0.0	0.0	28.0

vert. Area Source, ISO 9613, Name: "Door (2 out of 6 per hr) - 5dB", ID: "DOOR"

Nr.	X	Y	Z	Refl.	DEN	Freq.	Lw	I/a	Optime	K0	Di	Adiv	Aatm	Agr	Afol	Ahous	Abar	Cmet	RL	Lr
	(m)	(m)	(m)			(Hz)	dB(A)	dB	dB	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	dB(A)
26	18419222.96	4913597.99	6.12	0	D	500	70.2	8.9	0.0	5.0	0.0	54.4	0.3	4.4	0.0	0.0	0.0	0.0	0.0	25.0
35	18419222.96	4913597.99	7.12	0	D	500	70.2	8.9	0.0	5.0	0.0	54.4	0.3	4.5	0.0	0.0	0.0	0.0	0.0	24.9
55	18419222.96	4913597.99	4.12	0	D	500	70.2	8.9	0.0	5.0	0.0	54.4	0.3	6.5	0.0	0.0	0.0	0.0	0.0	22.9
70	18419222.96	4913597.99	5.12	0	D	500	70.2	8.9	0.0	5.0	0.0	54.4	0.3	4.8	0.0	0.0	0.0	0.0	0.0	24.6

vert. Area Source, ISO 9613, Name: "Door (2 out of 6 per hr) - 5dB", ID: "DOOR"

Nr.	X	Y	Z	Refl.	DEN	Freq.	Lw	I/a	Optime	K0	Di	Adiv	Aatm	Agr	Afol	Ahous	Abar	Cmet	RL	Lr
	(m)	(m)	(m)			(Hz)	dB(A)	dB	dB	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	dB(A)
123	18419270.06	4913633.91	2.97	0	D	500	70.2	8.2	0.0	3.0	0.0	53.2	0.2	7.7	0.0	0.0	0.0	0.0	0.0	20.2
133	18419270.06	4913633.91	1.97	0	D	500	70.2	8.2	0.0	3.0	0.0	53.2	0.2	6.4	0.0	0.0	0.0	0.0	0.0	21.6
148	18419270.06	4913633.91	4.97	0	D	500	70.2	8.2	0.0	3.0	0.0	53.2	0.2	4.5	0.0	0.0	0.0	0.0	0.0	23.4
170	18419270.06	4913633.91	3.97	0	D	500	70.2	8.2	0.0	3.0	0.0	53.2	0.2	5.0	0.0	0.0	0.0	0.0	0.0	22.9

vert. Area Source, ISO 9613, Name: "Door (2 out of 6 per hr) - 5dB", ID: "DOOR"

Nr.	X	Y	Z	Refl.	DEN	Freq.	Lw	I/a	Optime	K0	Di	Adiv	Aatm	Agr	Afol	Ahous	Abar	Cmet	RL	Lr
	(m)	(m)	(m)			(Hz)	dB(A)	dB	dB	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	dB(A)
201	18419258.23	4913624.90	4.26	0	D	500	70.2	8.2	0.0	3.0	0.0	53.4	0.3	4.9	0.0	0.0	0.0	0.0	0.0	22.8
211	18419258.23	4913624.90	5.26	0	D	500	70.2	8.2	0.0	3.0	0.0	53.4	0.3	4.5	0.0	0.0	0.0	0.0	0.0	23.3
214	18419258.23	4913624.90	2.26	0	D	500	70.2	8.2	0.0	3.0	0.0	53.4	0.3	6.3	0.0	0.0	0.0	0.0	0.0	21.4
224	18419258.23	4913624.90	3.26	0	D	500	70.2	8.2	0.0	3.0	0.0	53.4	0.3	7.4	0.0	0.0	0.0	0.0	0.0	20.3

vert. Area Source, ISO 9613, Name: "Door (2 out of 6 per hr) - 5dB", ID: "DOOR"

Nr.	X	Y	Z	Refl.	DEN	Freq.	Lw	I/a	Optime	K0	Di	Adiv	Aatm	Agr	Afol	Ahous	Abar	Cmet	RL	Lr
	(m)	(m)	(m)			(Hz)	dB(A)	dB	dB	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	dB(A)
238	18419228.83	4913602.47	3.98	0	D	500	70.2	8.2	0.0	3.0	0.0	54.2	0.3	6.7	0.0	0.0	0.0	0.0	0.0	20.3
248	18419228.83	4913602.47	2.98	0	D	500	70.2	8.2	0.0	3.0	0.0	54.2	0.3	6.3	0.0	0.0	0.0	0.0	0.0	20.6
252	18419228.83	4913602.47	5.98	0	D	500	70.2	8.2	0.0	3.0	0.0	54.2	0.3	4.5	0.0	0.0	0.0	0.0	0.0	22.5
261	18419228.83	4913602.47	4.98	0	D	500	70.2	8.2	0.0	3.0	0.0	54.2	0.3	4.8	0.0	0.0	0.0	0.0	0.0	22.1

vert. Area Source, ISO 9613, Name: "Door (2 out of 6 per hr) - 5dB", ID: "DOOR"

Nr.	X	Y	Z	Refl.	DEN	Freq.	Lw	I/a	Optime	K0	Di	Adiv	Aatm	Agr	Afol	Ahous	Abar	Cmet	RL	Lr
	(m)	(m)	(m)			(Hz)	dB(A)	dB	dB	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	dB(A)
270	18419217.04	4913593.45	3.27	0	D	500	70.2	8.1	0.0	3.0	0.0	54.6	0.3	6.3	0.0	0.0	0.0	0.0	0.0	20.1
286	18419217.04	4913593.45	6.27	0	D	500	70.2	8.1	0.0	3.0	0.0	54.6	0.3	4.4	0.0	0.0	0.0	0.0	0.0	22.0
307	18419217.04	4913593.45	5.27	0	D	500	70.2	8.1	0.0	3.0	0.0	54.6	0.3	4.8	0.0	0.0	0.0	0.0	0.0	21.7
325	18419217.04	4913593.45	4.27	0	D	500	70.2	8.1	0.0	3.0	0.0	54.6	0.3	6.3	0.0	0.0	0.0	0.0	0.0	20.1

Line Source, ISO 9613, Name: "Trailers", ID: "TRK"

Nr.	X	Y	Z	Refl.	DEN	Freq.	Lw	I/a	Optime	K0	Di	Adiv	Aatm	Agr	Afol	Ahous	Abar	Cmet	RL	Lr
	(m)	(m)	(m)			(Hz)	dB(A)	dB	dB	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	dB(A)
335	18419243.29	4913634.35	4.38	0	D	A	66.9	16.5	0.0	0.0	0.0	52.4	0.9	0.9	0.0	0.0	0.0	0.0	0.0	29.3
347	18419245.13	4913635.23	4.34	1	D	A	66.9	16.1	0.0	0.0	0.0	54.4	1.1	0.4	0.0	0.0	0.0	0.0	1.2	25.9
349	18419207.62	4913617.02	5.19	0	D	A	66.9	15.4	0.0	0.0	0.0	53.1	0.9	0.9	0.0	0.0	0.0	0.0	0.0	27.3

DAYTIME - SOUND LEVELS FROM MECHANICAL SOURCES

Line Source, ISO 9613, Name: "Trailers", ID: "TRK"																				
Nr.	X	Y	Z	Refl.	DEN	Freq.	Lw	I/a	Optime	K0	Di	Adiv	Aatm	Agr	Afol	Ahous	Abar	Cmet	RL	Lr
	(m)	(m)	(m)			(Hz)	dB(A)	dB	dB	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	dB(A)
489	18419267.02	4913639.27	3.89	0	D	A	66.9	10.8	0.0	0.0	0.0	52.8	0.9	0.8	0.0	0.0	0.0	0.0	0.0	23.1
493	18419267.02	4913639.27	3.89	1	D	A	66.9	10.8	0.0	0.0	0.0	53.6	1.0	0.6	0.0	0.0	0.0	0.0	1.0	21.4
495	18419188.54	4913573.68	5.01	0	D	A	66.9	11.7	0.0	0.0	0.0	55.7	1.2	0.4	0.0	0.0	0.0	0.0	0.0	21.3
500	18419184.12	4913558.50	4.74	0	D	A	66.9	12.3	0.0	0.0	0.0	56.4	1.3	0.4	0.0	0.0	0.0	0.0	0.0	21.1
505	18419189.04	4913592.86	5.35	0	D	A	66.9	9.7	0.0	0.0	0.0	54.6	1.1	0.7	0.0	0.0	0.0	0.0	0.0	20.1
509	18419186.98	4913599.69	5.47	0	D	A	66.9	7.4	0.0	0.0	0.0	54.3	1.1	0.8	0.0	0.0	0.0	0.0	0.0	18.2
513	18419190.51	4913607.74	5.56	0	D	A	66.9	6.7	0.0	0.0	0.0	53.7	1.0	0.9	0.0	0.0	0.0	0.0	0.0	17.9
517	18419188.01	4913604.26	5.55	0	D	A	66.9	6.1	0.0	0.0	0.0	54.0	1.0	0.9	0.0	0.0	0.0	0.0	0.0	17.1
521	18419191.42	4913586.28	5.23	0	D	A	66.9	7.0	0.0	0.0	0.0	55.0	1.1	0.6	0.0	0.0	0.0	0.0	0.0	17.2
523	18419191.09	4913582.24	5.16	0	D	A	66.9	5.1	0.0	0.0	0.0	55.2	1.2	0.5	0.0	0.0	0.0	0.0	0.0	15.1

Line Source, ISO 9613, Name: "Trailers", ID: "TRK"																				
Nr.	X	Y	Z	Refl.	DEN	Freq.	Lw	I/a	Optime	K0	Di	Adiv	Aatm	Agr	Afol	Ahous	Abar	Cmet	RL	Lr
	(m)	(m)	(m)			(Hz)	dB(A)	dB	dB	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	dB(A)
362	18419203.11	4913614.01	5.30	0	D	A	66.9	0.5	0.0	0.0	0.0	53.3	1.0	0.9	0.0	0.0	0.0	0.0	0.0	12.2
384	18419210.51	4913603.72	5.23	0	D	A	66.9	13.8	0.0	0.0	0.0	54.0	1.0	0.7	0.0	0.0	0.0	0.0	0.0	25.1

Line Source, ISO 9613, Name: "Trailers", ID: "TRK"																				
Nr.	X	Y	Z	Refl.	DEN	Freq.	Lw	I/a	Optime	K0	Di	Adiv	Aatm	Agr	Afol	Ahous	Abar	Cmet	RL	Lr
	(m)	(m)	(m)			(Hz)	dB(A)	dB	dB	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	dB(A)
400	18419216.20	4913607.87	5.09	0	D	A	66.9	13.8	0.0	0.0	0.0	53.7	1.0	0.7	0.0	0.0	0.0	0.0	0.0	25.3

Line Source, ISO 9613, Name: "Trailers", ID: "TRK"																				
Nr.	X	Y	Z	Refl.	DEN	Freq.	Lw	I/a	Optime	K0	Di	Adiv	Aatm	Agr	Afol	Ahous	Abar	Cmet	RL	Lr
	(m)	(m)	(m)			(Hz)	dB(A)	dB	dB	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	dB(A)
422	18419221.80	4913611.45	4.96	0	D	A	66.9	13.6	0.0	0.0	0.0	53.6	1.0	0.7	0.0	0.0	0.0	0.0	0.0	25.2

Line Source, ISO 9613, Name: "Trailers", ID: "TRK"																				
Nr.	X	Y	Z	Refl.	DEN	Freq.	Lw	I/a	Optime	K0	Di	Adiv	Aatm	Agr	Afol	Ahous	Abar	Cmet	RL	Lr
	(m)	(m)	(m)			(Hz)	dB(A)	dB	dB	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	dB(A)
436	18419254.16	4913631.32	4.19	0	D	A	66.9	11.8	0.0	0.0	0.0	52.9	0.9	0.8	0.0	0.0	0.0	0.0	0.0	24.1
463	18419254.16	4913631.32	4.19	1	D	A	66.9	11.8	0.0	0.0	0.0	53.9	1.0	0.6	0.0	0.0	0.0	0.0	1.0	22.2

Line Source, ISO 9613, Name: "Trailers", ID: "TRK"																				
Nr.	X	Y	Z	Refl.	DEN	Freq.	Lw	I/a	Optime	K0	Di	Adiv	Aatm	Agr	Afol	Ahous	Abar	Cmet	RL	Lr
	(m)	(m)	(m)			(Hz)	dB(A)	dB	dB	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	dB(A)
466	18419259.67	4913634.70	4.06	0	D	A	66.9	11.5	0.0	0.0	0.0	52.8	0.9	0.8	0.0	0.0	0.0	0.0	0.0	23.8
485	18419259.67	4913634.70	4.06	1	D	A	66.9	11.5	0.0	0.0	0.0	53.8	1.0	0.6	0.0	0.0	0.0	0.0	1.0	22.0

DAYTIME - SOUND LEVELS FROM MECHANICAL SOURCES

Receiver

Name: R8 - Grade Level

ID: R8

X: 18419208.01 m

Y: 4913725.85 m

Z: 3.50 m

Point Source, ISO 9613, Name: "Idling (truck facing south) - (2 trucks per hr at any one door)", ID: "MECH"

Nr.	X	Y	Z	Refl.	DEN	Freq.	Lw	I/a	Optime	K0	Di	Adiv	Aatm	Agr	Afol	Ahous	Abar	Cmet	RL	Lr
	(m)	(m)	(m)			(Hz)	dB(A)	dB	dB	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	dB(A)
1	18419269.91	4913635.44	3.46	0	D	A	92.2	0.0	0.0	0.0	-10.0	51.8	0.8	0.7	0.0	0.0	0.0	0.0	0.0	28.8
8	18419269.91	4913635.44	3.46	1	D	A	92.2	0.0	0.0	0.0	-0.5	52.0	0.8	0.7	0.0	0.0	0.0	0.0	1.0	37.2

Point Source, ISO 9613, Name: "Idling (truck facing south) - (2 trucks per hr at any one door)", ID: "MECH"

Nr.	X	Y	Z	Refl.	DEN	Freq.	Lw	I/a	Optime	K0	Di	Adiv	Aatm	Agr	Afol	Ahous	Abar	Cmet	RL	Lr
	(m)	(m)	(m)			(Hz)	dB(A)	dB	dB	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	dB(A)
15	18419217.03	4913594.67	4.76	0	D	A	92.2	0.0	0.0	0.0	-8.1	53.4	1.0	0.5	0.0	0.0	0.0	0.0	0.0	29.3

vert. Area Source, ISO 9613, Name: "Door (2 out of 6 per hr) - 5dB", ID: "DOOR"

Nr.	X	Y	Z	Refl.	DEN	Freq.	Lw	I/a	Optime	K0	Di	Adiv	Aatm	Agr	Afol	Ahous	Abar	Cmet	RL	Lr
	(m)	(m)	(m)			(Hz)	dB(A)	dB	dB	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	dB(A)
25	18419222.96	4913597.99	6.12	0	D	500	70.2	8.9	0.0	5.0	0.0	53.2	0.2	4.3	0.0	0.0	0.0	0.0	0.0	26.3
31	18419222.96	4913597.99	7.12	0	D	500	70.2	8.9	0.0	5.0	0.0	53.2	0.2	4.3	0.0	0.0	0.0	0.0	0.0	26.3
33	18419222.96	4913597.99	4.12	0	D	500	70.2	8.9	0.0	5.0	0.0	53.2	0.2	6.3	0.0	0.0	0.0	0.0	0.0	24.4
39	18419222.96	4913597.99	5.12	0	D	500	70.2	8.9	0.0	5.0	0.0	53.2	0.2	4.7	0.0	0.0	0.0	0.0	0.0	26.0

vert. Area Source, ISO 9613, Name: "Door (2 out of 6 per hr) - 5dB", ID: "DOOR"

Nr.	X	Y	Z	Refl.	DEN	Freq.	Lw	I/a	Optime	K0	Di	Adiv	Aatm	Agr	Afol	Ahous	Abar	Cmet	RL	Lr
	(m)	(m)	(m)			(Hz)	dB(A)	dB	dB	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	dB(A)
65	18419270.06	4913633.91	2.97	0	D	500	70.2	8.2	0.0	3.0	0.0	51.9	0.2	7.4	0.0	0.0	0.0	0.0	0.0	21.9
68	18419270.06	4913633.91	1.97	0	D	500	70.2	8.2	0.0	3.0	0.0	51.9	0.2	6.1	0.0	0.0	0.0	0.0	0.0	23.2
75	18419270.06	4913633.91	4.97	0	D	500	70.2	8.2	0.0	3.0	0.0	51.9	0.2	4.3	0.0	0.0	0.0	0.0	0.0	25.0
78	18419270.06	4913633.91	3.97	0	D	500	70.2	8.2	0.0	3.0	0.0	51.9	0.2	4.8	0.0	0.0	0.0	0.0	0.0	24.5

vert. Area Source, ISO 9613, Name: "Door (2 out of 6 per hr) - 5dB", ID: "DOOR"

Nr.	X	Y	Z	Refl.	DEN	Freq.	Lw	I/a	Optime	K0	Di	Adiv	Aatm	Agr	Afol	Ahous	Abar	Cmet	RL	Lr
	(m)	(m)	(m)			(Hz)	dB(A)	dB	dB	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	dB(A)
81	18419258.23	4913624.90	4.26	0	D	500	70.2	8.2	0.0	3.0	0.0	52.0	0.2	4.8	0.0	0.0	0.0	0.0	0.0	24.4
92	18419258.23	4913624.90	5.26	0	D	500	70.2	8.2	0.0	3.0	0.0	52.0	0.2	4.3	0.0	0.0	0.0	0.0	0.0	24.8
94	18419258.23	4913624.90	2.26	0	D	500	70.2	8.2	0.0	3.0	0.0	52.0	0.2	6.1	0.0	0.0	0.0	0.0	0.0	23.1
113	18419258.23	4913624.90	3.26	0	D	500	70.2	8.2	0.0	3.0	0.0	52.0	0.2	7.1	0.0	0.0	0.0	0.0	0.0	22.0

vert. Area Source, ISO 9613, Name: "Door (2 out of 6 per hr) - 5dB", ID: "DOOR"

Nr.	X	Y	Z	Refl.	DEN	Freq.	Lw	I/a	Optime	K0	Di	Adiv	Aatm	Agr	Afol	Ahous	Abar	Cmet	RL	Lr
	(m)	(m)	(m)			(Hz)	dB(A)	dB	dB	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	dB(A)
115	18419228.83	4913602.47	3.98	0	D	500	70.2	8.2	0.0	3.0	0.0	52.9	0.2	6.5	0.0	0.0	0.0	0.0	0.0	21.7
117	18419228.83	4913602.47	2.98	0	D	500	70.2	8.2	0.0	3.0	0.0	52.9	0.2	6.1	0.0	0.0	0.0	0.0	0.0	22.1
119	18419228.83	4913602.47	5.98	0	D	500	70.2	8.2	0.0	3.0	0.0	52.9	0.2	4.3	0.0	0.0	0.0	0.0	0.0	23.9
121	18419228.83	4913602.47	4.98	0	D	500	70.2	8.2	0.0	3.0	0.0	52.9	0.2	4.7	0.0	0.0	0.0	0.0	0.0	23.5

vert. Area Source, ISO 9613, Name: "Door (2 out of 6 per hr) - 5dB", ID: "DOOR"

Nr.	X	Y	Z	Refl.	DEN	Freq.	Lw	I/a	Optime	K0	Di	Adiv	Aatm	Agr	Afol	Ahous	Abar	Cmet	RL	Lr
	(m)	(m)	(m)			(Hz)	dB(A)	dB	dB	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	dB(A)
129	18419217.04	4913593.45	3.27	0	D	500	70.2	8.1	0.0	3.0	0.0	53.5	0.3	6.1	0.0	0.0	0.0	0.0	0.0	21.5
131	18419217.04	4913593.45	6.27	0	D	500	70.2	8.1	0.0	3.0	0.0	53.5	0.3	4.3	0.0	0.0	0.0	0.0	0.0	23.3
143	18419217.04	4913593.45	5.27	0	D	500	70.2	8.1	0.0	3.0	0.0	53.5	0.3	4.7	0.0	0.0	0.0	0.0	0.0	23.0
150	18419217.04	4913593.45	4.27	0	D	500	70.2	8.1	0.0	3.0	0.0	53.5	0.3	6.1	0.0	0.0	0.0	0.0	0.0	21.5

Line Source, ISO 9613, Name: "Trailers", ID: "TRK"

Nr.	X	Y	Z	Refl.	DEN	Freq.	Lw	I/a	Optime	K0	Di	Adiv	Aatm	Agr	Afol	Ahous	Abar	Cmet	RL	Lr
	(m)	(m)	(m)			(Hz)	dB(A)	dB	dB	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	dB(A)
158	18419243.29	4913634.35	4.38	0	D	A	66.9	16.5	0.0	0.0	0.0	50.8	0.7	0.8	0.0	0.0	0.0	0.0	0.0	31.0
168	18419245.20	4913635.26	4.34	1	D	A	66.9	16.1	0.0	0.0	0.0	53.2	1.0	0.4	0.0	0.0	0.0	0.0	1.1	27.3
176	18419207.62	4913617.02	5.19	0	D	A	66.9	15.4	0.0	0.0	0.0	51.7	0.8	0.9	0.0	0.0	0.0	0.0	0.0	28.9

DAYTIME - SOUND LEVELS FROM MECHANICAL SOURCES

Line Source, ISO 9613, Name: "Trailers", ID: "TRK"																				
Nr.	X	Y	Z	Refl.	DEN	Freq.	Lw	I/a	Optime	K0	Di	Adiv	Aatm	Agr	Afol	Ahous	Abar	Cmet	RL	Lr
	(m)	(m)	(m)			(Hz)	dB(A)	dB	dB	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	dB(A)
290	18419267.02	4913639.27	3.89	0	D	A	66.9	10.8	0.0	0.0	0.0	51.4	0.8	0.8	0.0	0.0	0.0	0.0	0.0	24.7
298	18419267.02	4913639.27	3.89	1	D	A	66.9	10.8	0.0	0.0	0.0	52.4	0.9	0.6	0.0	0.0	0.0	0.0	1.0	22.8
301	18419188.54	4913573.68	5.01	0	D	A	66.9	11.7	0.0	0.0	0.0	54.7	1.1	0.3	0.0	0.0	0.0	0.0	0.0	22.4
310	18419184.12	4913558.50	4.74	0	D	A	66.9	12.3	0.0	0.0	0.0	55.6	1.2	0.2	0.0	0.0	0.0	0.0	0.0	22.2
313	18419189.04	4913592.86	5.35	0	D	A	66.9	9.7	0.0	0.0	0.0	53.6	1.0	0.6	0.0	0.0	0.0	0.0	0.0	21.4
322	18419186.98	4913599.69	5.47	0	D	A	66.9	7.4	0.0	0.0	0.0	53.1	0.9	0.8	0.0	0.0	0.0	0.0	0.0	19.5
330	18419190.51	4913607.74	5.56	0	D	A	66.9	6.7	0.0	0.0	0.0	52.5	0.9	0.9	0.0	0.0	0.0	0.0	0.0	19.3
333	18419188.01	4913604.26	5.55	0	D	A	66.9	6.1	0.0	0.0	0.0	52.8	0.9	0.8	0.0	0.0	0.0	0.0	0.0	18.4
336	18419191.42	4913586.28	5.23	0	D	A	66.9	7.0	0.0	0.0	0.0	54.0	1.0	0.5	0.0	0.0	0.0	0.0	0.0	18.4
338	18419191.09	4913582.24	5.16	0	D	A	66.9	5.1	0.0	0.0	0.0	54.2	1.1	0.5	0.0	0.0	0.0	0.0	0.0	16.3

Line Source, ISO 9613, Name: "Trailers", ID: "TRK"																				
Nr.	X	Y	Z	Refl.	DEN	Freq.	Lw	I/a	Optime	K0	Di	Adiv	Aatm	Agr	Afol	Ahous	Abar	Cmet	RL	Lr
	(m)	(m)	(m)			(Hz)	dB(A)	dB	dB	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	dB(A)
189	18419221.80	4913611.45	4.96	0	D	A	66.9	13.6	0.0	0.0	0.0	52.2	0.9	0.7	0.0	0.0	0.0	0.0	0.0	26.7

Line Source, ISO 9613, Name: "Trailers", ID: "TRK"																				
Nr.	X	Y	Z	Refl.	DEN	Freq.	Lw	I/a	Optime	K0	Di	Adiv	Aatm	Agr	Afol	Ahous	Abar	Cmet	RL	Lr
	(m)	(m)	(m)			(Hz)	dB(A)	dB	dB	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	dB(A)
207	18419216.20	4913607.87	5.09	0	D	A	66.9	13.8	0.0	0.0	0.0	52.5	0.9	0.7	0.0	0.0	0.0	0.0	0.0	26.7

Line Source, ISO 9613, Name: "Trailers", ID: "TRK"																				
Nr.	X	Y	Z	Refl.	DEN	Freq.	Lw	I/a	Optime	K0	Di	Adiv	Aatm	Agr	Afol	Ahous	Abar	Cmet	RL	Lr
	(m)	(m)	(m)			(Hz)	dB(A)	dB	dB	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	dB(A)
230	18419203.64	4913613.28	5.30	0	D	A	66.9	4.7	0.0	0.0	0.0	52.0	0.8	0.8	0.0	0.0	0.0	0.0	0.0	17.8
233	18419211.03	4913602.99	5.22	0	D	A	66.9	13.5	0.0	0.0	0.0	52.8	0.9	0.7	0.0	0.0	0.0	0.0	0.0	26.1

Line Source, ISO 9613, Name: "Trailers", ID: "TRK"																				
Nr.	X	Y	Z	Refl.	DEN	Freq.	Lw	I/a	Optime	K0	Di	Adiv	Aatm	Agr	Afol	Ahous	Abar	Cmet	RL	Lr
	(m)	(m)	(m)			(Hz)	dB(A)	dB	dB	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	dB(A)
235	18419251.63	4913634.79	4.22	0	D	A	66.9	8.1	0.0	0.0	0.0	51.1	0.8	0.8	0.0	0.0	0.0	0.0	0.0	22.4
256	18419256.07	4913628.70	4.17	0	D	A	66.9	9.3	0.0	0.0	0.0	51.7	0.8	0.7	0.0	0.0	0.0	0.0	0.0	23.0
271	18419254.16	4913631.32	4.19	1	D	A	66.9	11.8	0.0	0.0	0.0	52.6	0.9	0.5	0.0	0.0	0.0	0.0	1.0	23.7

Line Source, ISO 9613, Name: "Trailers", ID: "TRK"																				
Nr.	X	Y	Z	Refl.	DEN	Freq.	Lw	I/a	Optime	K0	Di	Adiv	Aatm	Agr	Afol	Ahous	Abar	Cmet	RL	Lr
	(m)	(m)	(m)			(Hz)	dB(A)	dB	dB	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	dB(A)
273	18419259.67	4913634.70	4.06	0	D	A	66.9	11.5	0.0	0.0	0.0	51.4	0.8	0.8	0.0	0.0	0.0	0.0	0.0	25.4
281	18419259.67	4913634.70	4.06	1	D	A	66.9	11.5	0.0	0.0	0.0	52.5	0.9	0.6	0.0	0.0	0.0	0.0	1.0	23.4

APPENDIX D: REFERENCES

1. Ministry of Environment's *STAMSON* Computer Programme (Version 5.04) for the IBM PC.
2. Ministry of the Environment, "Publication NPC-300, Environmental Noise Guideline – Stationary and Transportation Sources – Approval and Planning," August 2013.
3. Cadna/A Computer Aided Noise Abatement, Version 2023.

Table 4: Exclusion Limit Values For Impulse Sound Level (L_{Lm} dBAI) Plane Of Window – Noise Sensitive Spaces (Day/Night)				
Actual Number of Impulses in Period of One-Hour	Class 1 Area	Class 2 Area	Class 3 Area	Class 4 Area
9 or more	50/45	50/45	45/40	60/55
7 to 8	55/50	55/50	50/45	65/60
5 to 6	60/55	60/55	55/50	70/65
4	65/60	65/60	60/55	75/70
3	70/65	70/65	65/60	80/75
2	75/70	75/70	70/65	85/80
1	80/75	80/75	75/70	90/85

EXISTING AMBIENT SOUND LEVELS

For the stationary noise sources, the criteria have been developed in accordance with the Ministry of the Environment, Conservation and Parks' noise guidelines. The guidelines state the sound levels due to a stationary source, including Quasi-Steady Impulsive Sound but not including other impulsive sound, if the sound level is expressed in terms of the One Hour Equivalent Sound Level (L_{eq}), should not, in any hour of the day, exceed the one hour equivalent sound level (L_{eq}) of the existing road traffic or MECP's minimum limits, noted in Tables 1 and 2, above.

The assessment identified eight noise sensitive receivers in the area of the proposed development. Table 3, below, provides the quietest daytime hourly sound level considered by MECP.

The most prominent transportation source is Highway 401. The traffic on Thousand Island Parkway was not considered because of the large setback, low truck mix, and dense woods between the points of reception and the roadway. Thousand Island Parkway is acoustically insignificant relative to Highway 401.

The most current traffic data available from MTO indicates Highway 401 carried 30,400 vehicles Average Annual Daily Traffic (AADT) in the year 2019 with 26% trucks (split 19.5% heavy and 6.5% medium) with a posted speed limit of 100 kph. Extrapolating the traffic data to the year 2025 (projected opening year of operation) based on a historical growth rate of 2% per annum (compounded), the traffic volume on Highway 401 is projected to be 34,911 vehicles AADT. Highway 401 is setback approximately 720m (with dense woods in between) from the closest point of reception to the proposed storage facility.

Eight points of reception were considered:

1. R1: 181 Granite Ridge – 2-Storey Dwelling – 2nd Level
2. R2: 181 Granite Ridge – Grade Level, 30m from dwelling to south

3. R3: Dwelling NW of Fitzsimmons Road & Granite Ridge
4. R4: Dwelling NW of Fitzsimmons Road & Granite Ridge – Grade Level, 30m from dwelling
5. R5: 136 Granite Ridge – 2-Storey Dwelling, 2nd Level
6. R6: 136 Granite Ridge – Grade Level, 30m from dwelling to west
7. R7: 159 Granite Ridge – Façade
8. R8: 159 Granite Ridge – Grade Level, 30m from dwelling.

For MECP classification, the area is considered a Class II area (Urban/Rural mix).

Based on the projected traffic, the ambient sound levels were calculated for the sensitive points of reception. The sound level limit at a point of reception applies anywhere within 30m of a dwelling. The receiver locations are shown in Appendix A, Figures 6 to 8.

Table 5: Lowest Ambient Sound Levels at Points of Reception (MECP Criteria, dB L_{eq}, 1 Hour)		
Time Period	Calculated Quietest Hourly Sound Level (dB L_{eq}, 1 Hour)	MECP Daytime (0700–1900 Hours) Exclusion Sound Level Limit (dB L_{eq}, 1 Hour)
R1, R3, R5, R7: Facade, 0700–1900 hours, (dB L _{eq} , 1 Hour)	48	50
R2, R4, R6, R8: Grade level, 30m from dwelling	47	50

Note: The higher (bolded) of the Calculated Quietest Hourly Sound Level or MECP Exclusion Sound Level Limit determines the noise criteria.

SOURCE SOUND LEVELS

The following table summarizes the estimated sound power levels of the main sources of potential equipment (see Appendix A, Figures 6 and 7 and Cadnaa Source Data).

Table 6: Noise Source Summary					
Source ID	Source Description	Sound Power Level	Source Location ¹	Sound Characteristics ²	Noise Control Measures ³
S1	Truck Movements	103 dBA	O	S	U
S2	Access Doors	90 dBA	O	S	U
S3	Impulse Noise (Uncoupling of boat trailer: banging, clanging)	105 dBAI	O	I	U
S4	Truck, idling	100 dBA	O	S	U

¹ Source Location:
 O - located/installed outside the building, including roof
 I - located/installed inside building

² Sound Characteristics:
 S: Steady
 Q: Quasi-Steady Impulsive
 I: Impulsive
 A: Buzzing
 T: Tonal (+5 dB included in PWL value)
 C: Cyclic

³ Noise Control Measures
 S: Silencer, acoustic louvre, muffler
 A: Acoustic lining, plenum
 B: Barrier, berm, screening
 L: Lagging
 E: Acoustic Enclosure
 O: Other
 U: Uncontrolled

PROPOSED EQUIPMENT AND OPERATION

The equipment anticipated to be on-site is as follows:

Trailer Movements (S1)

The analysis assumed that 2 trailers per hour at each door would enter the site throughout the day for a total of 4 movements per hour per door (24 movements total per hour, a worst case scenario). The speed of the trailer movements is 15 kph. The trailers would enter off from Fitzsimmons Road, enter the site and head towards the access doors on the north side of the buildings.

Access Doors (S2)

There are three rollup access doors on the north façades of the each building (see Appendix A, Figure 3). It is assumed each door operates 120 seconds per hour (opening and closing). Data is sourced from in-house data with a roll-up metal door generating 78 dBA at 1.5m (continuous operation).

The proponent has indicated that the manufacturer/model for the access doors has not been selected. The doors are to include a quiet belt drive system and quiet nylon or rubber wheels. Once the information on the door mechanical drive system is available, the Acoustic Consultant should review to ensure no noise impacts are expected.

Impulse Noise (Coupling/Decoupling (S3))

Impulse noise generated by coupling and decoupling of the boat trailers in the storage buildings were reviewed. It has been assumed 2 couplings or decouplings during any one-hour period at the westernmost and easternmost doors closest to the residences. The impulse sound level is 105 dB (Sound Power Level) in the plane of the open access door. With this number of impulses, MECP's noise criterion is 75 dBAI at the points of reception during the daytime (7 a.m. to 7 p.m.).

Idling Trucks (S4)

The analysis assumed that 2 trucks per hour would enter the site throughout the day accessing any of the six doors. The trucks are assumed to be idling for 5 minutes each. The analysis includes the directivity correction of the engine facing southeast towards the access doors.

HVAC

There will be no external HVAC equipment (rooftop or grade level) for the main storage buildings. Each storage building will be fitted with interior propane resonator ceiling mount furnaces. With the access door closed, the heating system will not generate any noise impacts at any point of reception.

The office area will include Mitsubishi split thermo pumps. It has been assumed the sound power level is 65 dBA (57 dBA at 1m), typical for these type of units. For this report, it has been assumed there will be 3 HVAC units.

PREDICTED SOUND LEVELS

The sound levels generated by the above-noted equipment were calculated in order to determine the required noise control measures to meet MECP's *NPC-300* noise criteria. The sound levels were projected back to the residences, with appropriate adjustments for shielding, ground effect, building reflections, and atmospheric conditions. All sound level predictions were calculated using CadnaA v.2024 based on *ISO-9613-2*. Detailed calculations of each source were calculated for each receptor and are summarized in Appendix B.

Two types of sounds were considered:

1. Steady (non-impulsive)
2. Impulsive (banging).

The sound levels of the proposed facility were modelled assuming continuous operation (100% duty cycle) between 0700 and 1900 hours, to determine if a noise impact would occur over the criterion, a one-hour period.

Tables 7 and 8, below, summarize the impulse (banging) and non-impulse (vehicular movements, idling engines and doors opening/closing) sound levels of each source, unmitigated, at each Point of Reception (POR) based on MECP's exclusion sound level limits (50 dBA).

[illegible]

Table 7B: Acoustic Assessment Summary – Impulse Noise (East Doors) (Boat Trailer Uncoupling) – Unmitigated Daytime (0700–1900 Hours)								
Source ID	POR R1	POR R2	POR R3	POR R4	POR R5	POR R6	POR R7	POR R8
	Sound Level (L_{Lm})	Sound Level (L_{Lm})	Sound Level (L_{Lm})	Sound Level (L_{Lm})	Sound Level (L_{Lm})	Sound Level (L_{Lm})	Sound Level (L_{Lm})	Sound Level (L_{Lm})
Impulse Sound Levels (S3) (L_{eq} dBAI)	49	51	42	38	50	57	46	47
Noise Criteria (L_{eq} dB, 1 hr.)	75	75	75	75	75	75	75	75
Noise Impact (dB)	-26	-24	-33	-37	-25	-18	-29	-28
Meets Criteria?	YES	YES	YES	YES	YES	YES	YES	YES

As summarized in Tables 7A and 7B, the sound levels generated by the proposed operation for impulsive (banging) sounds at either the west or easternmost doors does not create a noise impact at R1 to R8, meeting MECF's *NPC-300* noise criteria from 0700 to 1900 hours. The sound levels generated from banging activities are expected to be well below the MECF exclusion sound level limit (50 dB L_{eq} 1 hour) by 20 to 36 dB at R1 to R8 during the day. Noise mitigation measures are not required.

Table 8: Mechanical Noise (Unmitigated) Daytime (0700–1900 Hours)								
Source ID	POR R1	POR R2	POR R3	POR R4	POR R5	POR R6	POR R7	POR R8
	Sound Level (L_{eq})	Sound Level (L_{eq})	Sound Level (L_{eq})	Sound Level (L_{eq})	Sound Level (L_{eq})	Sound Level (L_{eq})	Sound Level (L_{eq})	Sound Level (L_{eq})
Trailer Movements	39.0	41.5	28.1	28.2	36.9	40.7	36.6	38.1
Idling Engines	35.4	37.4	27.3	27.3	38.4	44.1	37.1	38.3
Door Opening/Closing	41.8	44.1	32.6	28.6	36.3	42.8	35.6	36.9
AC Units	17.2	19.9	4.6	3.3	0	0	0	0
Total Sound Level (L_{eq} dB, 1 hr.)	44	47	35	33	42	48	41	43
Noise Criteria (L_{eq} dB, 1 hr.)	50	50	50	50	50	50	50	50
Noise Impact (dB)	-6	-3	-15	-17	-8	-2	-9	-7
Meets Criteria?	YES	YES	YES	YES	YES	YES	YES	YES

As summarized in Table 8, the sound levels generated by the proposed operation for non-impulsive sounds do not create a noise impact at R1 to R8, meeting MECP's *NPC-300* noise criteria from 0700 to 1900 hours. The combined sound levels generated from all mechanical sources are expected to be well below (2 to 17 dB) the MECP exclusion sound level limit (50 dB L_{eq} 1 hour) at R1 to R8.

NOISE CONTROL MEASURES

The analysis found the proposed operation meets all MECP's noise criteria and does not require any noise control measures. Based on MECP's *NPC-300* noise criteria, the boat storage activities can take place between 7 a.m. and 7 p.m. Operations after 7 p.m. would require additional noise control measures.

CONCLUSIONS

Based on the proposed operation of the boat storage facility, it is feasible to meet MECP's *NPC-300* noise criteria. The analysis found that the projected sound levels from up to 2 boat trailers per hour will not generate any noise impacts at the noise sensitive points of reception.

RECOMMENDATIONS

The following measures are recommended:

1. Based on the anticipated activities, the proposed boat storage facilities can operate between 7 a.m. and 7 p.m. and meet MECP's *NPC-300* noise criteria at all sensitive points of reception without any need for additional noise control measures. Operations after 7 p.m. would require additional noise control measures.
2. The proponent has indicated that the manufacturer/model for the access doors has not been selected. The doors are to include a quiet belt drive system and quiet nylon or rubber wheels. Once the information on the door mechanical drive system is available, the Acoustic Consultant should review to ensure no noise impacts are expected