



**NOISE IMPACT STUDY
Revision 1.0**

**3523 25th SIDE ROAD
TOWN OF INNISFIL
COUNTY OF SIMCOE**

Prepared for:

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1.0 INTRODUCTION AND SITE DESCRIPTION

Hurlburt Environmental Engineering was retained by EnVision Consultants Ltd. (Envision) on behalf of AA1 Inc. (Owner) to prepare a Noise Impact Study (NIS) in support of Official Plan Amendment (OPA), Zoning By-Law Amendment (ZBA) and Draft Plan of Subdivision applications for the subject property at 3523 25th Side Road in the Town of Innisfil (site). The site is proposed for a mixed-use residential/recreational development.

The revised Concept Plan dated June 24, 2025 included as **Figure 1** in Appendix A and prepared by Innovative Planning Solutions (IPS), indicates the following proposed development plans:

- 8, 4-storey apartment buildings;
- 21 townhouse units;
- 24 semi-detached dwelling units;
- 41 individual dwelling units;
- 22.22 ha area for recreational use;
- with the remaining area to be used for storm water management, trailhead, landscape buffers, and natural heritage systems.

The purpose of the NIS is to determine the noise impact from vehicular traffic along nearby roads and surrounding uses on the proposed sensitive residential areas. The NIS is prepared in accordance with the Town of Innisfil (Town) Engineering Design Standards and Specifications Manual, Revision #8, May 2022 (TOIEDSS). Section 1.3.5 of the TOIEDSS indicates the NIS is intended to review all potential noise sources and evaluate the requirements to achieve compliance following applicable environmental noise policies and guidelines from the Ministry of the Environment, Conservation and Parks (MECP), including NPC-300: Environmental Noise Guideline: Stationary and Transportation Sources – Approval and Planning, August 2013.

NPC-300 is currently used to determine noise assessment criteria in land use planning, replacing publication LU-131 and addresses noise assessment requirements for reviewing impacts per MECP Guideline D-6 – Compatibility between Industrial Facilities and Sensitive Land Uses.

Sources of vibration were not identified in the study area and no rail lines exist within 1000 meters of the site. The proposed development is also not within any Noise Exposure Forecast

(NEF)/Noise Exposure Projection (NEP) contours of 25 or above associated with airports. Further assessment for rail or aircraft noise impacts is therefore not required.

1.1 Subject Site

The subject site covers an area of approximately 24.38 ha and is to be located in the southeast corner of the intersection of 13th Line (to the north) and 25th Side Road (to the west). The site is currently vacant land, zoned Agricultural (AG).

Per the Concept Plan, 4 storey apartment buildings will be directly adjacent to 13th Line along the northern section of the property. The apartment building located at the intersection of 13th Line and 25th Side Road is proposed to be an L-shaped building. Apartment buildings are also proposed further south along the western site property line, along 25th Side Road. The interior of the development is expected to include a mix of standard townhouses, semi-detached, and individual dwelling units along with recreational use areas. It is assumed that residences and townhouses would not have more than two storeys.

One access to the residential area of the development are proposed off of 13th Line while two road accesses to the development are proposed from 25th Side Road. The access off of 13th Line will be referred to as East Site Access, while the northern and southern access points from 25th Side Road will be referred to as North Site Access and South Site Access, respectively. This naming convention is used to match the Transportation Impact Study, August 2025, (TIS) prepared for the site by C.F. Crozier & Associates Inc. (Crozier).

Properties within 300 m of the site can be characterized as outlined in Table 1.

Table 1 – Surrounding Land Use Summary

Direction	Land Use
North	Town of Innisfil Fire Station 5, Nest Golf Club Turf Care Facility/Nest Golf Club Grounds
East	Residential Rural, Agricultural, Community Service Zone (small transformer lot)
South	Residential Rural, Agricultural (Simcoe Forest)
West	Agricultural

The elevations of the site and the adjacent properties do not vary significantly although the site, 25th Side Road and the surrounding area do have slightly lower elevations towards the

southern side of the site. **Figure 2** in Appendix A provides an area location plan showing the site and its current surroundings.

2.0 TRAFFIC NOISE IMPACT ASSESSMENT

2.1 Road Noise Criteria

MECP Publication NPC-300 is the applicable noise guideline for this study and matches the TOIEDSS criteria for outdoor living areas.

In this context, NPC-300 provides the applicable road noise limits for sensitive land uses. Applicable criteria apply at Plane of Window (POW) as well as at sensitive receptor's Outdoor Living Areas (OLAs). OLAs are intended to be quiet outdoor environments that are readily accessible from the building. In a NIS, an OLA can include backyards, front yards, patios and balconies, among others. The point of assessment is typically within 3 meters of the building façade and 1.5 m above grade or floor level. For the purposes of a NIS, the minimum areas that require protection/consideration are 56 m² for single family dwellings. If an OLA is smaller than this area, the entire OLA, needs to be protected.

In the case of the current Concept Plan, it is not expected that sensitive OLAs are associated with the 4 storey apartment buildings along the north and western exteriors of the site, nor the townhouses in the interior of the development. Townhouse and semi-detached residences in close proximity to 13th Line or 25th Side Road, near the edges of the development are expected to have OLAs.

Table 2, below provides the road noise sound level limits. Where road noise sound levels can be shown to be at or below the sound level limits, no noise control measures are required.

Table 2 – Road Noise Sound Level Criteria

Time Period	Sound Level Limit (L_{eq})
07:00 – 23:00 (Day/Eve)	55 dBA (at the OLA)
07:00 – 23:00 (Day/Eve)	55 dBA (at the POW)
23:00 – 07:00 (Night)	50 dBA (at the POW)

In cases where road noise sound levels exceed those listed in Table 2, the following actions or noise warning clauses are required:

Table 3– Road Noise Sound Level Criteria

Time Period	Applicable Location	Predicted Sound Pressure Level, Leq (dBA)	Requirements
07:00 – 23:00 (Day/Eve)	OLA	< 55	No Requirements
		55-60	Noise Control or Warning Clause Type “A”
		> 60	Noise Control and Warning Clause Type “B”
07:00 – 23:00 (Day/Eve)	POW	< 55	No Requirements
		55-65	Provision for A/C and Warning Clause Type “C”
		> 65	Central A/C, Building Component Specifications and Warning Clause “D”
23:00 – 07:00 (Night)	POW	< 50	No Requirements
		50-60	Provision for A/C and Warning Clause Type “C”
		> 60	Central A/C, Building Component Specifications and Warning Clause “D”

When daytime and evening (07:00 to 23:00) sound pressure levels exceed 65 dBA, and/or nighttime (23:00 to 07:00) sound pressure levels exceed 60 dBA, the residential dwellings must be designed such that the indoor sound, as measured at the bedroom or living/dining room, meets the criteria summarized in Table 4 per NPC-300, Table C-2.

Table 4 – Indoor Sound Level Limits

Type of Space	Time Period	Maximum Indoor Sound Pressure Level¹, Leq
Living/dining, den areas of residences	07:00 – 23:00	45
	23:00 – 07:00	45
Sleeping quarters	07:00 – 23:00	45
	23:00 – 07:00	40

¹ with windows and doors closed.

Per the Town EDS, mitigation measures are required to ensure sound levels in the outdoor living areas do not exceed 55 dBA. The receiver for the outdoor living area shall be assumed to be placed at a distance of 3.0 m from the rear wall of the house, at the midpoint of the rear yard width, and on the basis that the rear house wall will be set at the minimum lot line setbacks in accordance with the Town's zoning by-law.

2.2 Road Traffic Volumes

Recent and representative Annual Average Daily Traffic (AADT) counts for 13th Line and 25th Side Road were not available. In consultation with Town staff during preparation of the original February 1, 2024 NIS, it was agreed that traffic data as collected by C.F. Crozier & Associates Inc. (Crozier) and summarized in their November 2023 Traffic Impact Study for the year 2038 could be used. Accordingly, the updated August 2025 Transportation Impact Study (TIS) by Crozier was used as a basis for this updated NIS. The Crozier traffic data sets represent the 2038 Total Peak Traffic Volumes during the morning, afternoon and Saturday peak hours.

Figure 13 in the Crozier TIS summarizes the revised 2038 Total Peak Traffic Volumes. It is based on turning movement counts collected during the summer of 2023 at the intersection of 25th Side Road with 13th Line and Big Bay Point Road and assumes a 2.5% growth rate in addition to increased residential and amenity-related trips associated with the proposed site.

In accordance with the Ontario Road Noise Analysis Method for Environment and Transportation (1989) (ORNAMENT), when assessing traffic noise impacts, traffic volumes should be based on future projections of at least 10 years after completion of the proposed project.

Due to the potential for significant additional traffic growth following the build out of the Friday Harbour development to the east of the site, the TIS, following consultation with the Town, considers 2038 Future Total Volumes. This revised dataset includes the additional expected traffic volumes from the planned build out of the Friday Harbour and Innis Village developments as well as from the build out of the Site to match the June 24, 2025 Concept Plan. The revised concept plan includes 593 units and updated peak hourly road traffic data provided in Figure 13 of the TIS as used in this NIS is included for reference in Appendix B.

Traffic breakdowns for heavy and light vehicle types were included in the turning movement counts collected by Crozier. Since the breakdown between heavy and medium sized vehicles was not available, the MECP approved vehicle splits of 8% to 5% for heavy and medium

vehicles, respectively, was applied to the overall heavy traffic percentage. The overall vehicle splits for each of 25th Side Road and 13th Line used in this NIS are summarized in Table 5.

Table 5 – Vehicle Type Splits

Vehicle Type	25th Side Road	13th Line
Heavy	5.7%	7.4%
Medium	3.6%	4.6%
Lights	90.7%	88.0%

The TIS peak traffic volumes were only collected/determined for the daytime period. For assessment of night-time noise impacts, the traffic distribution was therefore calculated based on the Ministry of Environment ORNAMENT Technical Document, day-night traffic volume split of 85% - 15% (for provincial roads). The provincial split was used instead of the regional road split of 90% - 10% to account for the increased night-time traffic expected from the full build out of the Friday Harbour Development.

Tables 6 and 7 provide a summary of the calculated traffic volumes used to assess 25th Side Road and 13th Line traffic noise impacts on the proposed development.

Table 6 – Traffic volumes estimated and projected for 25th Side Road

Location	Time Period	Total Projected Traffic Volume per Hour	Cars	Medium Trucks	Heavy Trucks
Big Bay Point Road North of the 13 th Line/25 th Side Road Intersection	07:00 – 23:00 (Day/Eve)	1046	910	52	84
	23:00 – 07:00 (Night-time)	185	161	9	15
B/W 13 th Line/25 th Side Road and the North Site Access	07:00 – 23:00 (Day/Eve)	1111	1007	40	64
	23:00 – 07:00 (Night-time)	196	178	7	11

Location	Time Period	Total Projected Traffic Volume per Hour	Cars	Medium Trucks	Heavy Trucks
Between North Site Access and South Site Access	07:00 – 23:00 (Day/Eve)	1175	1066	42	67
	23:00 – 07:00 (Night-time)	207	188	7	12
South of South Access	07:00 – 23:00 (Day/Eve)	1091	989	39	63
	23:00 – 07:00 (Night-time)	193	175	7	11

Table 7 – Traffic volumes estimated and projected for 13th Line

Location	Time Period	Total Projected Traffic Volume per Hour	Cars	Medium Trucks	Heavy Trucks
Big Bay Point Road West of the 13 th Line/25 th Side Road Intersection	07:00 – 23:00 (Day/Eve)	1488	1310	68	110
	23:00 – 07:00 (Night-time)	263	231	12	19
Between Intersection of 13 th Line/25 th Side Road and East Site Access	07:00 – 23:00 (Day/Eve)	1170	1030	54	86
	23:00 – 07:00 (Night-time)	206	182	9	15
East of East Site Access	07:00 – 23:00 (Day/Eve)	1084	954	50	80
	23:00 – 07:00 (Night-time)	191	168	9	14

It should be noted that the traffic volumes shown in Tables 6 and 7, and used in this NIS, are expected to be very conservative compared to typical traffic noise impact assessments as they are based on hourly peak volumes rather than AADT (Average Annual Daily Traffic) volumes.

2.3 Road Traffic Noise Impacts

ORNAMENT was used to model and assess traffic noise impacts at various façade and outdoor living area locations associated with the proposed residences. The locations of the assessed receptors can be seen in **Figure 3** of Appendix A. Receptor locations were determined assuming residences would be located as shown on the June 24, 2025 Concept Plan.

Specifically, the assessment locations therefore include the following:

- PORTHNF – Townhouse, located on the northeastern property line, with direct line of sight to 13th Line, to the east Apartment Building 8. It was assessed at 1st, 2nd and 3rd storey POW locations facing north.
- PORTHOLA – assessed at the proposed outdoor living area location at 3 m from the east façade of the northernmost proposed townhouse located along the eastern property line. This assessment location represents the worst-case OLA locations for the remainder of the townhouses along the eastern property line.
- POR6NF – Apartment Building 6, assessed at each of the 4 storey POW locations on the northern façade of the proposed building facing 13th Line, east of the East Site Access. Traffic noise impacts are expected to be limited to road traffic from 13th Line. This assessment location represents all POW locations for Apartment Buildings 7 and 8
- POR5NF/WF – Apartment Building 5, assessed at each of the 4 storey POW locations on the western and northern façades of the proposed L-shaped apartment building. Located in the northwestern corner of the Site, directly to the southeast of the Big Bay Point Road/13th Line/25 Side Road intersection. Traffic noise impacts are expected to be associated with road traffic from 25th Side Road, Big Bay Point Road and 13th Line for both building façades.
- POR4WF – Apartment Building 4, assessed at each of the 4 storey POW locations on the western façade of the proposed building facing 25th Side Road between the Big Bay Point Road/25th Side Road Intersection and the North Site Access. Traffic noise impacts

- are expected to be limited to road traffic from 25th Side Road. This assessment location represents all POW locations for Apartment Buildings 3 and 4.
- PORTH2 – Townhouse, located in the interior of the development to the east of the boat storage area and between the North Site Access and South Site Access. It was assessed at 1st, 2nd and 3rd storey POW locations facing west and is representative of the nearest two townhouse locations to 25th Side Road.
 - POR2WF – Apartment Building 2, assessed at each of the 4 storey POW locations on the western façade of the proposed building facing 25th Side Road between the North Site Access and the South Site Access. Traffic noise impacts are expected to be limited to road traffic from 25th Side Road. This assessment location represents all POW locations for Apartment Buildings 1 and 2.
 - PORSDWF – assessed at a first and second storey POW location on the western façade of the proposed semi-detached building siding 25th Side Road south of the South Site Access. Traffic noise impacts are limited to road traffic from 25th Side Road.
 - PORSDSF – assessed at a first and second storey POW location on the southern façade of the proposed semi-detached building siding 25th Side Road south of the South Site Access. Traffic noise impacts are limited to road traffic from 25th Side Road.
 - PORSDOLA – assessed at the proposed outdoor living area at 3 m from the south façade of the proposed semi-detached residence per NPC-300 and TOIEDSS guidelines. This assessment location represents the worst-case OLA locations for the semi-detached residences along the southern property boundary.
 - PORSD2OLA – assessed at the potential outdoor living area of the second semi-detached building along the southern site property line to the east of 25th Side Road.
 - PORSD3OLA – assessed at the potential outdoor living area of the third semi-detached building along the southern site property line to the east of 25th Side Road. It is representative of all outdoor living areas for the semi-detached residences further to the east along the southern property line.

Table 8 outlines estimated traffic noise impacts at the various locations. Road noise impacts at any other locations within the proposed development are expected to be lower than the locations assessed based on having additional shielding by other buildings from roadways or inherently being further from the roads than the receptor locations assessed.

Table 8: Estimated Traffic Noise Impacts

Assessment Location (at worst-case elevation)	Predicted Sound Pressure Levels at POR L_{eq} (dBA)	MECP Guideline Limits L_{eq} (dBA)	Further Actions Required (Yes/No)
PORTHNF	63 55	55 daytime/eve 50 nighttime	Yes Yes
PORTHOLA	55	55 daytime/eve	No
POR6NF	68 60	55 daytime/eve 50 nighttime	Yes Yes
POR5NF	69 61	55 daytime/eve 50 nighttime	Yes Yes
POR5WF	68 61	55 daytime/eve 50 nighttime	Yes Yes
PORTH2WF	60 53	55 daytime/eve 50 nighttime	Yes Yes
POR4WF	68 60	55 daytime/eve 50 nighttime	Yes Yes
POR2WF	69 61	55 daytime/eve 50 nighttime	Yes Yes
PORSDWF	67 59	55 daytime/eve 50 nighttime	Yes Yes
PORSDSF	63 55	55 daytime/eve 50 nighttime	Yes Yes
PORSDOLA	64	55 daytime/eve	Yes
PORSD2OLA	57	55 daytime/eve	Yes
PORSD3OLA	53	55 daytime/eve	No

3.0 TRAFFIC NOISE IMPACT ASSESSMENT RECOMMENDATIONS

3.1 Requirements for Control Measures or Title Registrations

Table 8 provided an indication of where potential traffic related future noise impacts are predicted to exceed MECP and the TOIEDSS guidelines. Based on NPC-300 requirements, the following conditions are therefore recommended:

Apartment Buildings 1-8 and Semi-Detached Residences 1 & 2 East of 25th Side Road

Plane of Window Locations

- residences should be provided with central air conditioning complying with Ministry NPC-216;
- warning clause type “D” is recommended to inform prospective purchasers or tenants of potential noise concerns; and
- building components including windows, walls and doors, facing the roads should be designed such that the indoor sound levels comply with the sound levels limits noted in Table C-2 of NPC-300 as follows:

Table C-2 Indoor Sound Level Limits for Road Noise Impacts

Type of Space	Time Period	<i>L</i>_{eq} (dBA)
Living/dining, den areas of residences	07:00 – 23:00	45
	23:00 – 07:00	45
Sleeping quarters	07:00 – 23:00	45
	23:00 – 07:00	40

Townhouses 9-16, Semi-Detached residences directly behind Apartment Buildings 1 and 2*

Plane of Window Locations

- residences should be designed with a provision for the installation of central air conditioning complying with Ministry NPC-216; and
- warning clause type “C” is recommended to inform prospective purchasers or tenants of potential noise concerns.

* See building number notations in Figure 3

Semi-Detached Residences 1 & 2 East of 25th Side Road

Outdoor Living Areas

- Noise control measures should be implemented to reduce the outdoor living area sound level to 55 dBA. Only in cases where noise control measures are not feasible for technical, economic or administrative reasons would an excess above the 55 dbA limit be acceptable with a warning clause Type “B”. Since any excess above the limit will not be acceptable if it exceeds 5 dBA, noise control measures should be implemented.

Exact dimensions/space available for outdoor living area noise control measure implementation (berms, acoustical fencing or a combination of both) adjacent to 25th Side Road and the southern property boundary were not available at the time of this report. Preliminary ORNAMENT modelling indicates that an L-shaped barrier/fence placed at an approximate distance of 2 m to the west of the first semi-detached residence to the south parallel to 25th Side Road and then east along the southern property line of Single Detached Residence 1, a total barrier height of 2.7 m would be required to bring noise levels at the Outdoor Living Areas to within the acceptable 55 dBA noise limits.

No barriers would be needed along 13th Line.

More specific evaluations for barrier design and noise compliance will be required once more detailed information is available with respect to building setbacks and locations of proposed residences compared to 25th Side Road and the southern property boundary. Overall, Town of Innisfil Engineering Standards must be followed. Specifically, acoustic fences that are maintained, repaired and replaced by the Town require a 2 m easement per TOIEDSS 2.2.4.14 and typically have a maximum height of 2.15 m. Due to this height limitation, a berm/acoustic fence combination may be required. Acoustic fencing must conform to the Town’s Standard Drawings (TOISD) 408 to 411 and be made of PVC material per Appendix B7 of the TOIEDSS. Recommendations by Town staff indicate acoustic fence footings should be designed to withstand a minimum wind load of 0.36kPa and exceed the Ontario Provincial Standard Design (OPSD) 3090.101 foundation frost penetration depths of 1.4 m for the area (design to 1.5 m in all directions).

3.2 Warning Clauses

The warning clause to be registered on the titles where required, is suggested to read as follows (per NPC-300):

Warning Clause Type D:

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

Warning Clause Type C:

“This dwelling unit has been designed with the provision for adding central air conditioning at the occupant’s discretion. Installation of central air conditioning by the occupant in low and medium density developments will allow windows and exterior doors to remain closed, thereby ensuring that the indoor sound levels are within the sound level limits of the Municipality and the Ministry of the Environment, Conservation and Parks.”

3.3 Requirements for Other Lots

The increased separation distances from 13th Line and 25th Side Road along with the traffic noise shielding inherently provided by the 4-storey apartment buildings are expected to be sufficient to mitigate potential noise impacts at the POW and OLA locations for the remaining lots proposed in the Concept Plan. It is expected they will be less than 55 dBA during the daytime/evening hours and less than 50 dBA during the nighttime hours. No noise mitigation measures or further warning clauses are therefore required for these properties.

4.0 ENVIRONMENTAL NOISE

4.1 Stationary Noise Review

Where a new noise sensitive land use is introduced within the potential influence area of existing or planned new stationary sources, a stationary source noise impact assessment must be completed per MECP Publication NPC-300. This review typically involves the calculation of sound emissions from the sources, transmission and propagation of sound and the effect of intervening obstacles such as barriers.

A review of the area within 1000 m of the proposed development was conducted to identify land uses that may result in environmental stationary noise impacts at the development. In addition to possible noise associated with a commercial building in the mixed-use/commercial area, two uses north of the site were considered for their potential noise impacts on the proposed residences. No other properties were identified in the vicinity of the site that would

have a potential to result in significant noise impacts for the proposed development residences.

The above noted properties include the Town of Innisfil Fire Station #5 at 740 Big Bay Point Road and the Nest Golf Club property just east of the Fire Station at 754 13th Line. The Fire Station is directly to the north of the proposed apartment buildings 5 and 6 across 13th Line. Directly east of the fire station on the north side of 13th Line, is the Nest Golf Club's turf care facility. It is located directly across from the proposed apartment buildings 7 and 8. **Figure 2** of Appendix A shows the location of the fire station and turf care facility.

No other properties were identified in the vicinity of the site that would have a potential to result in significant noise impacts for the proposed residences.

4.2 Applicable Stationary Noise Guidelines

As previously noted, MECP Publication NPC-300 provides the applicable noise guideline for stationary source reviews for development applications.

In this context, NPC-300 provides the applicable sound level limits applied to stationary sources including industrial and commercial facilities as well as auxiliary transportation facilities such as emergency services buildings. Stationary sources are understood to encompass all activities taking place within the property boundary of a facility, including regular on-site movement of trucks or mobile equipment, typical heating, ventilation and air conditioning (HVAC) equipment, exhaust fans, etc. NPC-300 does not apply to occasional movement of vehicles on the property such as delivery of goods to and removal of goods/refuse from convenience stores, fast food restaurants and similar commercial facilities. Parking lots for private passenger vehicles at offices or commercial facilities/plazas as well as gas stations are also excluded.

Noise impacts from stationary sources of sound are described and assessed as the one-hour equivalent sound level (L_{eq}), and the noise impacts are evaluated at representative points of reception based on a predictable worst-case noise impact as compared to the applicable limit.

Sound level limits are based on time of day and area class. The area surrounding the proposed development site could currently be defined as a mix of a "Class 2 area" and a "Class 3 area". Class 2 areas are typically impacted by the activities of people or road traffic during the

daytime/evening while lower night-time background sound levels are defined by the natural environment.

The exception would be the potential early morning acoustic environment in the area surrounding the Nest Golf Club turf care facility. The noise environment during the early morning hours when the turf care facility is operational could be deemed to be representative of a “Class 1 area” as the acoustical environment and background sound level is dominated by the activities of people rather than the natural environment.

Time periods applicable to stationary noise assessments are as follows:

- Daytime (the 12-hour period between 07:00 and 19:00 hours);
- Evening (the 4-hour period between 19:00 and 23:00 hours); and
- Night-time (the 8-hour period between 23:00 and 07:00 hours).

At full build out of the site as well as the further expected build out of the Friday Harbour development, the noise environment in the area surrounding the site and specifically the north side of the development, would more realistically resemble a “Class 1 area” during all time periods.

The sound level guidelines applicable to this stationary noise impact assessment are therefore based on “Class 1 area” noise guidelines as summarized in Table 9.

Table 9: Stationary Source Sound Level Limits

Time Of Day	Location (Class 1 Area) 1-hr - L_{eq} (dBA)	
	Plane of Window Point of Reception (Façade)	Outdoor Point of Reception
Daytime (07:00-19:00 hrs)	50	50
Evening (19:00-23:00 hrs)	50	50
Night-time (23:00-07:00 hrs)	45	n/a

4.3 Receptors of Concern

Receptors of concern are the north facades of the proposed apartment buildings east of the East Site Access along the northern property line, bordering 13th Line.

For this preliminary assessment, the northern facades of the proposed apartment buildings were assumed to be located as placed in the Concept Plan. All four storeys of Apartment buildings 6, 7 and 8 were evaluated at their potential plane of window locations. 1st, 2nd, 3rd, and 4th storey receptor locations were evaluated at heights of 1.5, 4.5, 7.5 and 10.5 m above grade, respectively, per guidance in NPC-300.

No outdoor points of reception are expected to be located between the northern facades of the apartment buildings and 13th Line. Outdoor points of reception were therefore not separately assessed for stationary noise impacts.

Receptor locations evaluated along 13th Line evaluated for potential noise impacts from the fire station and turf care facility can be seen in **Figure 4** of Appendix A. Only the most impacted receptor locations are however fully summarized as part of this assessment.

4.4 Sound Source Overview/Worst-Case Operating Scenario

Table 10 provides a brief summary of the expected fire station and turf care facility uses that are expected to result in environmental noise impacts at the proposed apartment buildings on the site.

Table 10: Environmental Noise Source Summary

Stationary Noise Location	Main Noise Sources	Expected operating sequences
Town of Innisfil Fire Station 5	Fire engine movements exiting/entering the fire station from 13 th Line	Intermittent operation Potentially 24 hours per day, 2 fire engines exiting the fire station per hour at 10 km/hr on site
	Fire station rooftop HVAC equipment (4 existing units)	Intermittent operation (max. 50 min/hr day/eve, and 45 min/hr night)
Nest Golf Club Turf Care Facility	Lawn maintenance equipment including lawn mowers/tractors or compact tractors	Intermittent operation Starting early mornings during summer hours assumed max. 45 min/hr during the day and 30 min/hr during the night (morning startup)

Figure 4 in Appendix A shows the location of the existing noise sources associated with Fire Station 5 and the turf care facility.

Noise ratings for the larger Fire Station rooftop HVAC units were based on a maximum sound power level of 86 dBA for each unit. All rooftop HVACs were modelled as point sources in the stationary noise assessment.

The fire engines are assumed to have a sound power level of 104.9 dBA along the travel route from the Fire Station to 13th Line. This sound power level is based on a typical heavy truck noise measurement by HEE and has been accepted by the MECP in multiple reviews. The fire engine noise is modelled as a moving point line source.

Intermittent operations of lawn movers, lawn tractors or compact tractors at the Nest Golf Club turf care facility are anticipated on the east side of the turf care facility building. Lawn maintenance equipment is expected to be operational during initial start up/leaving for the golf course grounds in the mornings, or as they return or head out during the day. Lawn tractor noise levels having a sound power level of 98 dBA were used in the modelling of noise impacts from the turf care facility. The noise rating was based on a review of various Cub Cadet lawn maintenance equipment and is attached for reference in Appendix C. The operations of the lawn maintenance equipment were modelled as an area source located east of the turf care facility where the equipment is stored.

4.5 Stationary Source Impact Assessment

Potential noise impacts at a variety of the proposed development receptor locations were evaluated using 3D acoustic modelling software. Sound pressure level calculations are based on the International Standards ISO 9613-2 “Acoustics – Attenuation of sound during propagation outdoors – Part 2: General method of calculation” and were determined using CadnaA Version 2023 MR 2 (build 201.5366).

The model accounts for distance attenuation, ground attenuation, and barrier attenuation/shielding (where applicable). The following model settings were incorporated:

- Sound levels at the points of reception were calculated accounting for spherical spreading and sphere partitioning in a free field from a point, area, or line source.

- Ground absorption was set to 0.0 (G=0.0) for harder ground (pavement, concrete) associated with roads/driveways while areas near the sources and receivers that are covered in softer ground and vegetation (lawn, bushes, shrubs, agricultural/treed areas) were set to have a ground absorption coefficient of 1.0 and all buildings were assumed to be reflecting.
- Two orders of sound reflection were taken into account.

A modelling summary report and protocol outlining the results, CadnaA noise source input details, and output diagrams of the noise contour plots are included in Appendix C.

Table 11 summarizes the predicted worst-case sound level impacts at each of the most impacted apartment building receptor locations and the applicable NPC-300 noise guidelines.

Table 11: Stationary Source Noise Impacts

Point of Reception ID	Point of Reception Description	Predicted Sound Pressure Levels at POR L_{eq} (dBA)	NPC-300 Guideline Limit L_{eq} (dBA)
Apartment Building 8 POW	Apartment Building 8 4 th Storey Plane of Window Location	47 45	50 daytime/eve 45 night-time
Apartment Building 7 POW	Apartment Building 7 4 th Storey Plane of Window Location	48 47	50 daytime/eve 45 night-time
Apartment Building 6 POW	Apartment Building 6 4 th Storey Plane of Window Location	48 47	50 daytime/eve 45 night-time

5.0 STATIONARY NOISE IMPACT ASSESSMENT RECOMMENDATIONS

Predicted worst-case stationary noise impacts indicate that sound levels during the daytime at all three north facing apartment buildings comply with the daytime MECP NPC-300 sound level limits. At night, as summarized in Figure 4, several locations on the 2nd to 4th floors of apartment buildings 6 and 7 could potentially slightly exceed the MECP NPC-300 night-time sound level limits for stationary noise impacts. Predicted noise impacts are predicted to be one and up to two decibels over the night-time 45 dBA limit.

It is expected this potential increase over the noise criteria would be limited to a relatively short period, likely an hour at most during early mornings over warmer summer days when the Nest Golf Club turf care facility may start operations before 7 am.

Per NPC-300, source mitigation is generally the preferred option in these cases. However, due to the minor potential exceedance during infrequent days, noise control measures are not currently recommended. Instead, it is recommended that communication between the developer and the Golf Nest Golf Club is initiated to understand the potential for future complaints.

Discussions should also address potential cooperation and administrative steps that could be taken on behalf of the Nest Golf Club in lieu of source mitigation to ensure lawn maintenance equipment is not left on or run unnecessarily in the turf care facility yard during the early morning hours (before 7 am). Administrative / operational care should be sufficient to manage future noise impact concerns from the turf care facility during these hours.

6.0 CONCLUSIONS

Traffic Noise Impacts Review

This noise impact assessment indicates that all apartment buildings and the 1st and 2nd semi-detached residences east of 25th Line at the southern property boundary should be:

- registered with Warning Clause Type D,
- provided with central air conditioning, and
- should have building components including windows, walls and doors, where applicable, designed such that the indoor sound levels comply with the sound level limits in NPC-300, Table C-2 (see S.4.1).

Townhouses identified as 9 through 16 and the westernmost row of semi-detached residences east of apartment buildings 1 and 2 should be:

- registered with Warning Clause Type C, and
- provided with the provision for central air conditioning

Furthermore, the 1st and 2nd semi-detached residences along the southeast property line should also have noise control measures installed to reduce noise impacts at outdoor living area locations to 55 dBA or lower. Noise control measures to address traffic-related noise impacts on the outdoor living areas should be reviewed during further design stages to ensure TOIEDSS requirements for acoustic fencing/berms can be accommodated.

No significant traffic-related noise impacts are expected at the remainder of the lots and blocks associated with the proposed development.

Stationary Noise Impacts Review

Stationary noise impacts from the Nest Golf Club turf care facility have the potential to result in minor night-time noise impacts above NPC-300 guidelines. Future impacts should be able to be mitigated through cooperation with the developer and the Nest Golf Club to address potential noise concerns rather than implementing specific noise mitigation measures at the turf care facility.

Based on the review and assessment conducted, the site, based on the June 24, 2025 Concept Plan, has the potential to comply with TOEDSS and NPC-300 noise guidelines with the above noted recommendations.

Respectfully submitted,

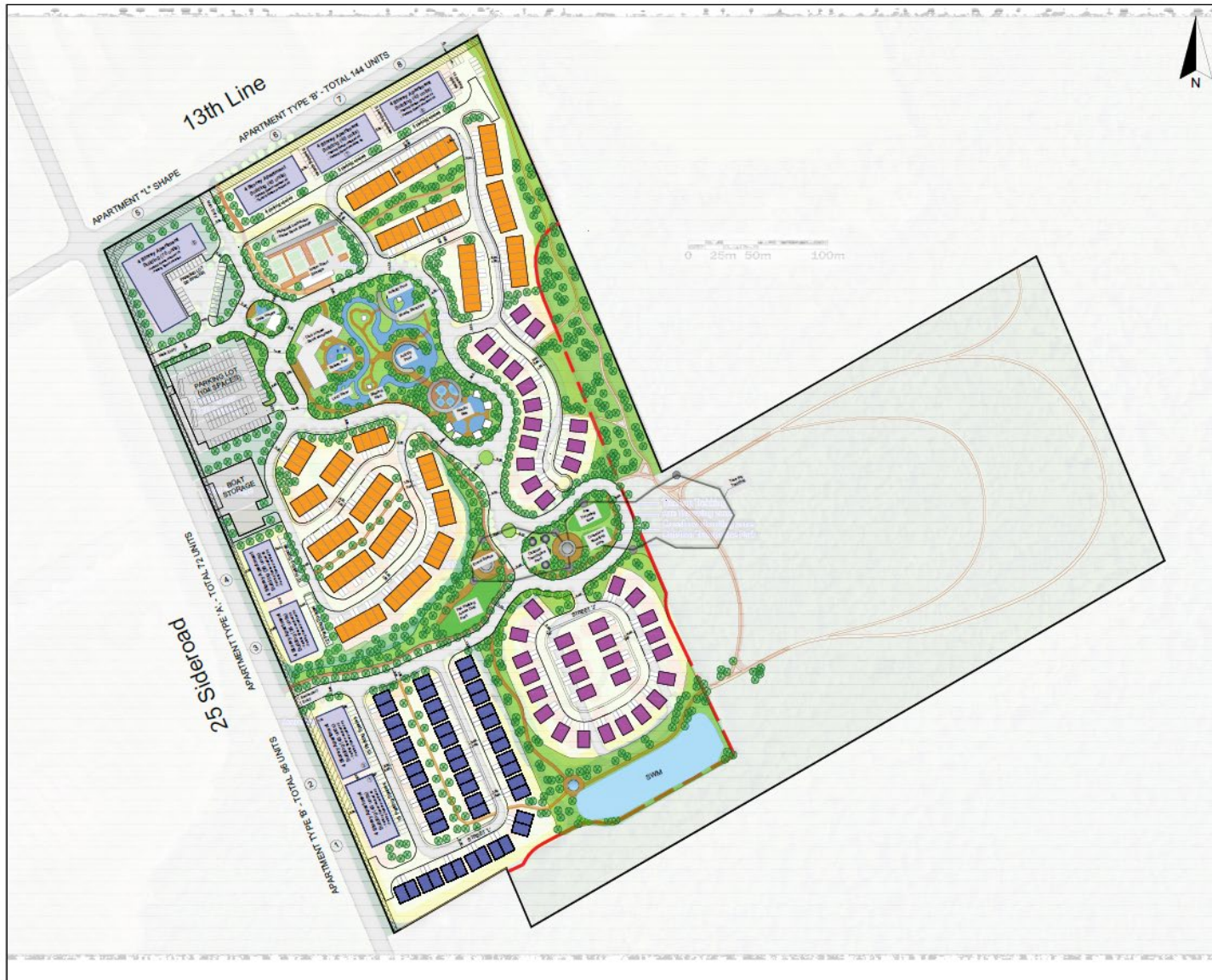
Hurlburt Environmental Engineering



Antje Hurlburt, P. Eng.
Principal/Owner

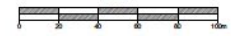
APPENDIX A

FIGURES/DRAWINGS



CONCEPT PLAN

3523 25 Sideroad
Innisfil



LEGEND

- Subject Lands (± 24.38 ha)
- Developable Area (± 14.72 ha)
- Road Widening
- 4 Storey Apartment Building (8 buildings - 390 units)
- Standard Townhouse (21 buildings - 114 units)
- Semi-Detached Dwelling Unit (24 Buildings - 48 units)
- Individual Dwelling Units (41 Building - 41 units)
- Storm Water Management (SWM - 3,161.95 m²)
- Easement
- Road Widening
- Areas Devoted to Recreational Use (22,166.68 m²)
- Trails

TYPE OF BUILDINGS	Number of Buildings	Number of units per Building	Total of Units
Apartment Buildings - Type 'A'	2	36	72
Apartment Buildings - Type 'B'	5	48	240
Apartment Buildings - 'L' shape	1	78	78
Standard Townhouse	21	4, 5, 6 & 8	114
Semi Detached Dwelling Units	24	2	48
Individual Dwelling Units	41	1	41
TOTAL	94		593

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Date: June 24, 2025 Drawn By: A.G.
 File: 24-1417 Checked: T. F./C.S.

Source: Innovative Planning Solutions, June 24, 2025

CONCEPT PLAN

Date: Aug. 20, 2025 | By: AH | Project No.: 202336

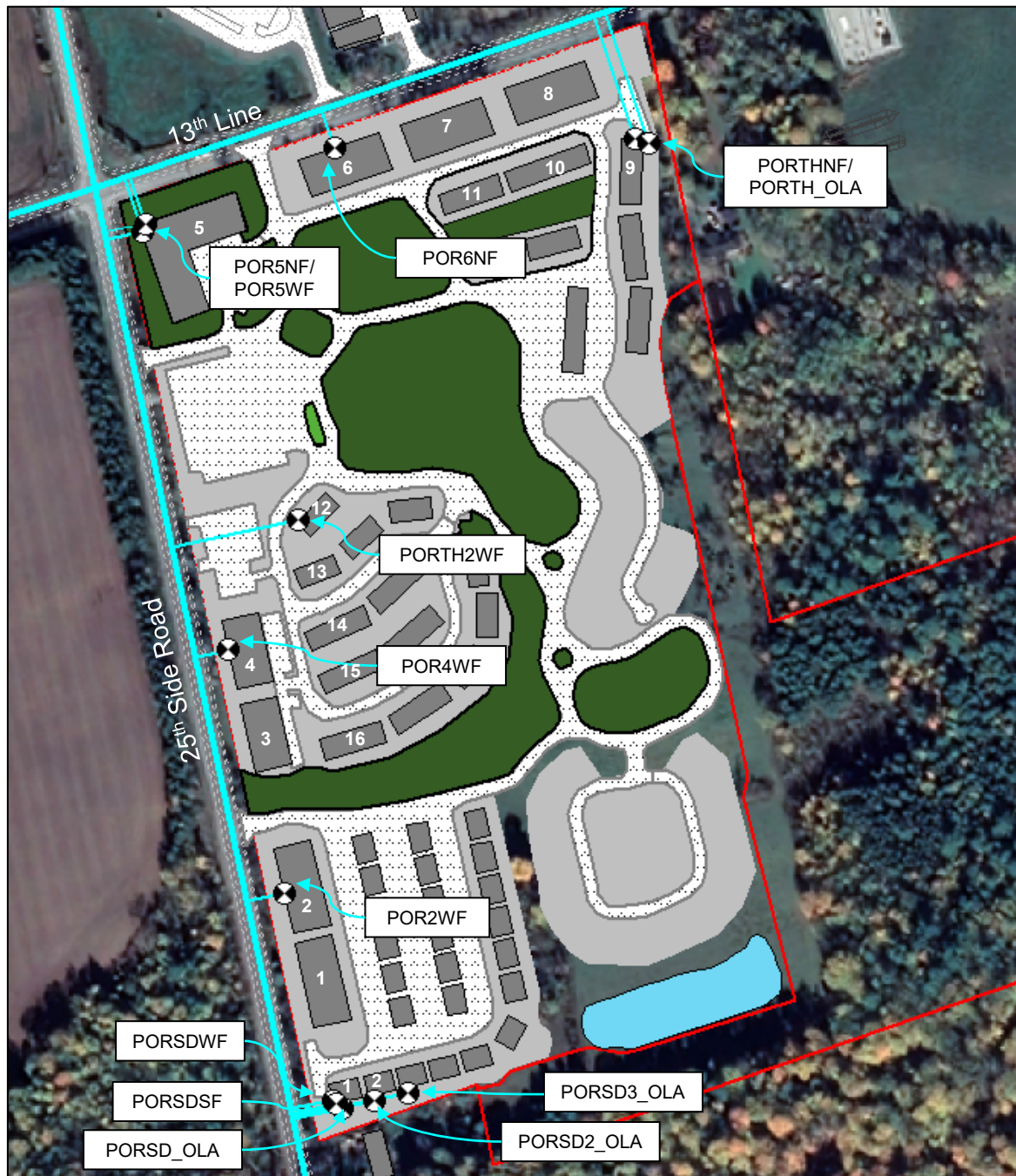
Figure 1





Source: County of Simcoe, Interactive GIS (2023 Imagery), Accessed January 10, 2024

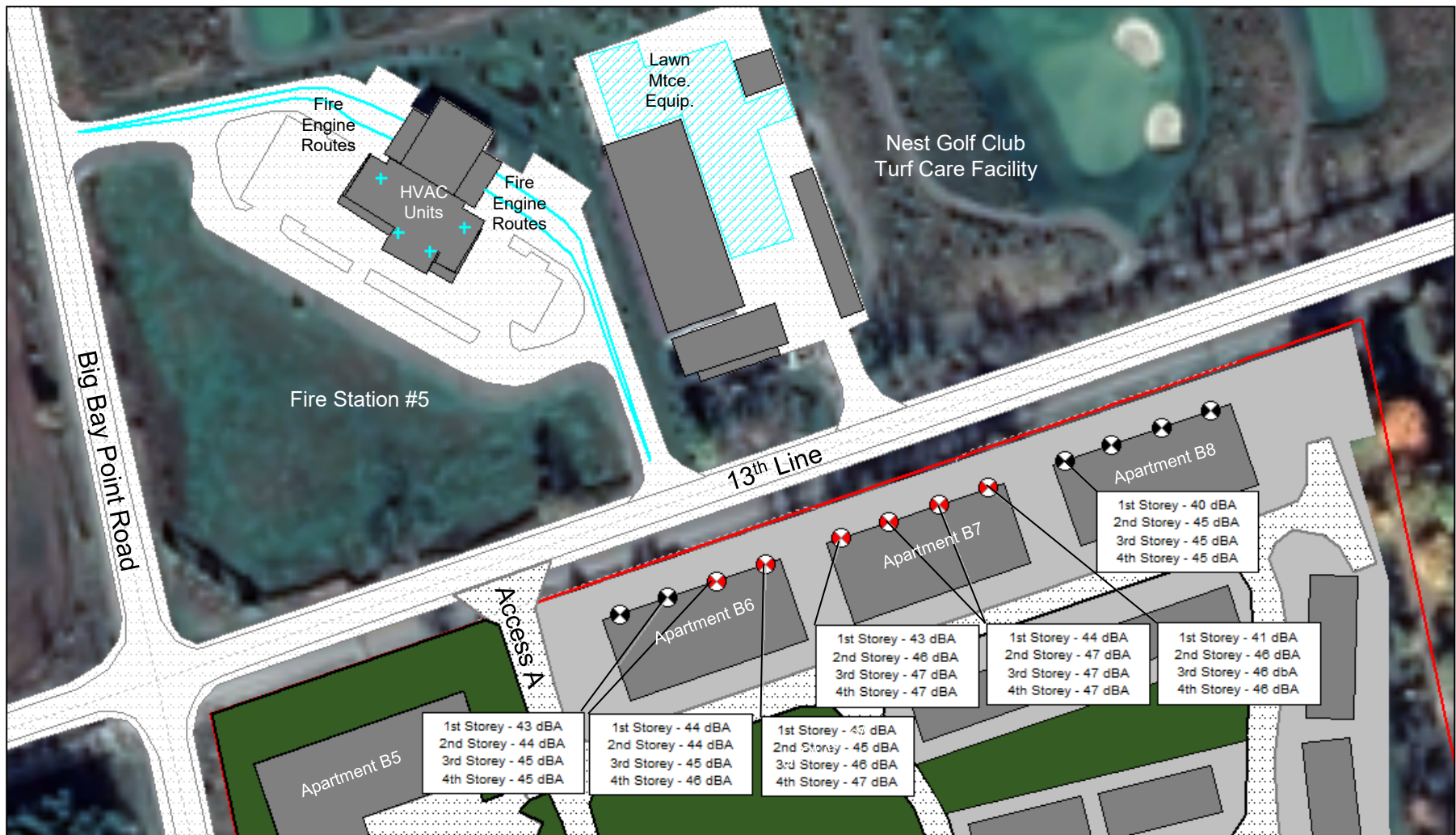
<p>SCALED AREA PLAN</p> <p>3523 25th Side Road, Innisfil</p>		
Date: Jan. 10, 2024	By: AH	Project No.: 202336
		<p>Figure 2</p>







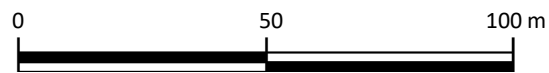
 Noise Impact Assessment Locations

<p>TRAFFIC NOISE IMPACT ASSESSMENT LOCATIONS</p> <p>3523 25th Side Road, Innisfil</p>		
Date: Aug 21, 2025	By: AH	Project No.: 202336
		<p>Figure 3</p>




* Only night-time impacts are shown in the graphic. Daytime impacts are all compliant.

-  Noise Impact Assessment Locations (compliant, day, evening and night)
-  Noise Impact Assessment Locations (above guidelines during the night)



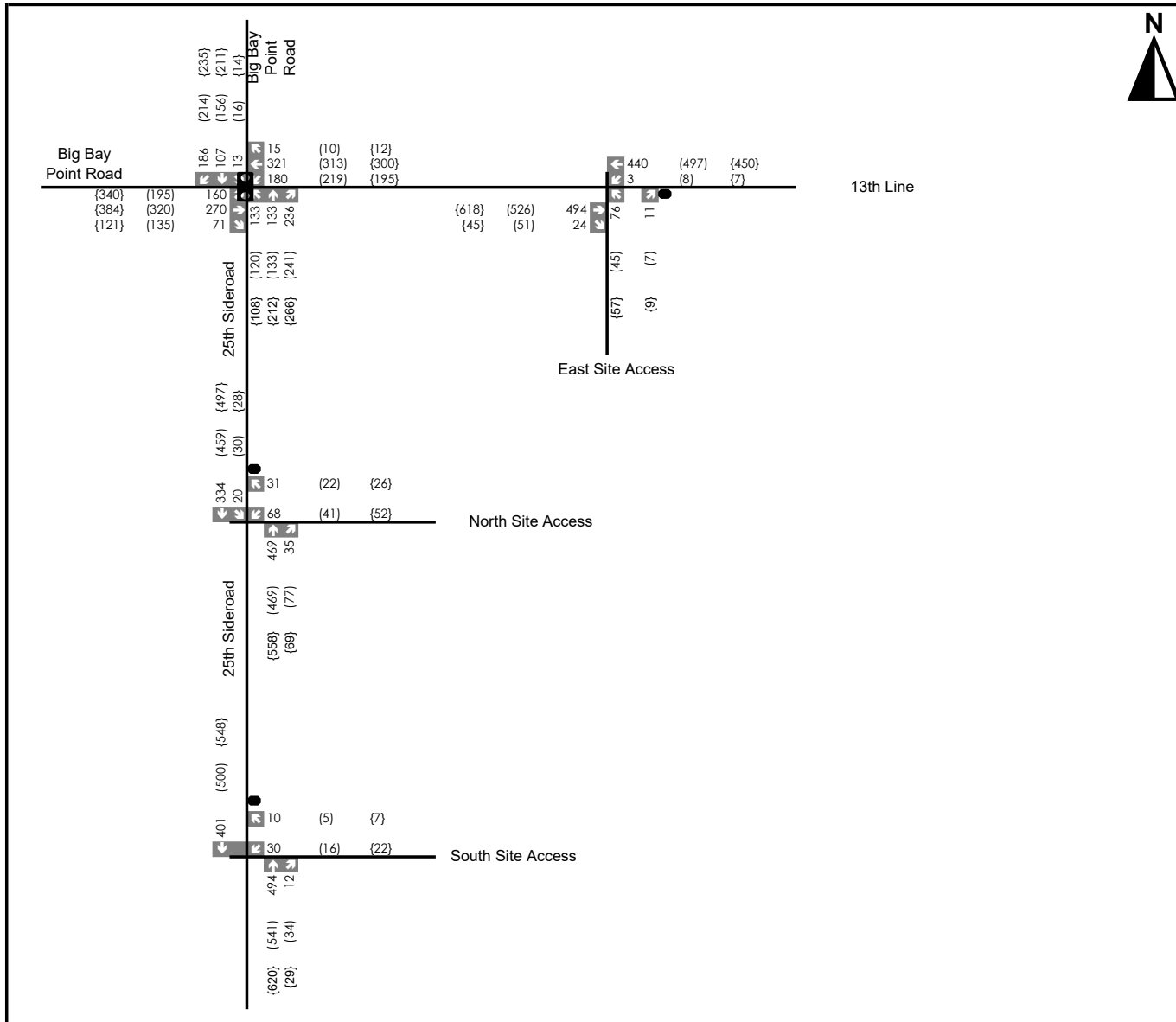
STATIONARY NOISE IMPACT PREDICTIONS



3523 25th Side Road, Innisfil

Date: Aug. 20, 2025	By: AH	Project No.: 202336
		<h2>Figure 4</h2>

APPENDIX B

TRAFFIC DATA, MODELLING INPUT/OUTPUT SUMMARIES



Legend xx {xx} {xx} AM (PM) {SAT} Peak Hour Traffic ● Stop Control  Traffic Signal Control	25th Sideroad		Figure 13
	2038 Future Total Volumes		Project No. 2503-6780 Date: August 2025 Analyst: DF

Traffic Data from Figure 13, C.F. Crozier & Associates Inc. - Traffic Impact Study (3523 25th Side Road) dated August 2025

25th Side Road/Big Bay Point Road (North/South Traffic)

2038 Future Total Values	AM Peak Hour			PM Peak Hour			SAT Peak Hour			Max Peak Daytime Hr.
	NB	SB	Total	NB	SB	Total	NB	SB	Total	
Big Bay Point Road North of Intersection	308	306	614	338	486	824	586	460	1046	1046
B/W Intersection and North Site Access	502	354	856	494	489	983	586	525	1111	1111
B/W North Site Access and South Site Access	531	401	932	546	500	1046	627	548	1175	1175
South of South Site Access	506	431	937	575	516	1091	506	570	1076	1091

Approach Total	123	77	200	135	144	279	164	131	295	
Heavy	11	3	14	13	13	26	1	0	1	
Lights	112	74	186	122	129	251	163	131	294	
% Heavy & Med	8.9%	3.9%	7.0%	9.6%	9.0%	9.3%	0.6%	0.0%	0.3%	
% Lights	91.1%	96.1%	93.0%	90.4%	89.6%	90.0%	99.4%	100.0%	99.7%	90.7%
% Heavy ¹	5.5%	2.4%	4.3%	5.9%	5.6%	5.7%	0.4%	0.0%	0.2%	5.7%
% Med ¹	3.4%	1.5%	2.7%	3.7%	3.5%	3.6%	0.2%	0.0%	0.1%	3.6%

Note: 1) %Heavy to %Med determined using Ministry approved ratio between Heavy/Medium of 8% to 5%.

Ministry Approved Vehicle Type Splits (when no vehicle type is available):
 % Heavy 8%
 % Medium 5%
 % Light 87%

Overall vehicle type split determined using the highest heavy truck percentage from the AM, PM and SAT peak hours with the medium truck percentage from the same hour. The light percentage was then calculated to be the remainder of the vehicles.

Calculated Vehicle Type Splits:
 % Heavy **5.7%**
 % Medium **3.6%**
 % Light **90.7%**

	Max Peak Daytime Hour (NB & SB)	Max Peak Night Hour ² (NB & SB)
Big Bay Point Road North of Intersection	1046	185
B/W Intersection and North Site Access	1111	196
B/W North Site Access and South Site Access	1175	207
South of South Site Access	1091	193

Note 2) The Peak Night Hour was calculated based on Ministry of Environment ORNAMENT Technical Document, day-night traffic volume split of 85% - 15% (applicable for provincial roads). The provincial split was used instead of the regional road split of 90% - 10% to account for the increased night-time traffic expected from the full build out of the Friday Harbour Development.

Class Data Big Bay Point Road North of Intersection:

	%	Veh/hr	Day/Eve	Night
	100%		1046	185
Cars	87.0%		910	161
Medium Vehicles	5.0%		52	9
Heavy Trucks	8.0%		84	15

Class Data 25th Side Road b/w Intersection and North Site Access:

	%	Veh/hr	Day/Eve	Night
	100%		1111	196
Cars	90.7%		1007	178
Medium Vehicles	3.6%		40	7
Heavy Trucks	5.7%		64	11

Class Data 25th Side Road b/w North Site Access and South Site Access:

	%	Veh/hr	Day/Eve	Night
	100%		1175	207
Cars	90.7%		1066	188
Medium Vehicles	3.6%		42	7
Heavy Trucks	5.7%		67	12

Class Data 25th Side Road south of South Site Access:

	%	Veh/hr	Day/Eve	Night
	100%		1091	193
Cars	90.7%		989	175
Medium Vehicles	3.6%		39	7
Heavy Trucks	5.7%		63	11

13th Line/Big Bay Point Road (East/West Traffic)

2038 Future Total Values	AM Peak			PM Peak			SAT Peak			Max Peak Daytime Hr. (EB & WB)
	EB	WB	Total	EB	WB	Total	EB	WB	Total	
Big Bay Point Road, West of Intersection	501	640	1141	650	647	1297	845	643	1488	1488
B/W Intersection and East Site Access	518	516	1034	577	542	1119	663	507	1170	1170
East of East Site Access	505	443	948	533	505	1038	627	457	1084	1084

Approach Total	106	103	209	131	128	259	182	89	271	
Heavy	14	11	25	13	13	26	1	1	2	
Lights	92	92	184	118	115	233	181	88	269	
% Heavy & Med	13.2%	10.7%	12.0%	9.9%	10.2%	10.0%	0.5%	1.1%	0.7%	
% Lights	86.8%	89.3%	88.0%	90.1%	89.8%	90.0%	99.5%	98.9%	99.3%	88.0%
% Heavy ¹	8.1%	6.6%	7.4%	6.1%	6.3%	6.2%	0.3%	0.7%	0.5%	7.4%
% Med ¹	5.1%	4.1%	4.6%	3.8%	3.9%	3.9%	0.2%	0.4%	0.3%	4.6%

Note: 1) %Heavy to %Med determined using Ministry approved ratio between Heavy/Medium of 8% to 5%.

Ministry Approved Vehicle Type Splits (when no vehicle type is available):

% Heavy	8%
% Medium	5%
% Light	87%

Overall vehicle type split determined using the highest heavy truck percentage from the AM, PM and SAT peak hours with the medium truck percentage from the same hour. The light percentage was then calculated to be the remainder of the vehicles.

Calculated Vehicle Type Splits:

% Heavy	7.4%
% Medium	4.6%
% Light	88.0%

	Max Peak Daytime Hour (EB & WB)	Max Peak Night Hour ¹ (EB & WB)
Big Bay Point Road, West of Intersection	1488	263
B/W Intersection and East Site Access	1170	206
East of East Site Access	1084	191

Class Data Big Bay Point Road West of Intersection:

	%	Veh/hr	Day/Eve	Night
	100%		1488	263
Cars	88.0%		1310	231
Medium Vehicles	4.6%		68	12
Heavy Trucks	7.4%		110	19

Class Data 13th Line b/w Intersection and East Site Access:

	%	Veh/hr	Day/Eve	Night
	100%		1170	206
Cars	88.0%		1030	182
Medium Vehicles	4.6%		54	9
Heavy Trucks	7.4%		86	15

Class Data 13th Line East of East Site Access:

	%	Veh/hr	Day/Eve	Night
	100%		1084	191
Cars	88.0%		954	168
Medium Vehicles	4.6%		50	9
Heavy Trucks	7.4%		80	14

Table 1: Traffic Noise Assessment - 25th Side Road Facing Sensitive Receptors

Data Source: Figure 13, C.F. Crozier & Associates Inc. Transportation Impact Study (3523 25th Side Road) dated August 2025
Street Assessed: 25th Side Road and south of intersection and Big Bay Point Road north of intersection
Posted Speed: 60 km/hr
Speed Adjustments: B/W Intersection and North Site Access, expected traffic speeds 50 km/hr due to proximity to signaled intersection
AADT: Not available
Assessment Basis: Peak daytime hour from 2038 Future Total Traffic Volumes per C.F Crozier TIS with provincial day-night split.
 Breakdown of automobiles, med trucks and heavy trucks per C.F. Crozier Turning Movement Counts June 2023 with Ministry adjustments for heavy/medium split.

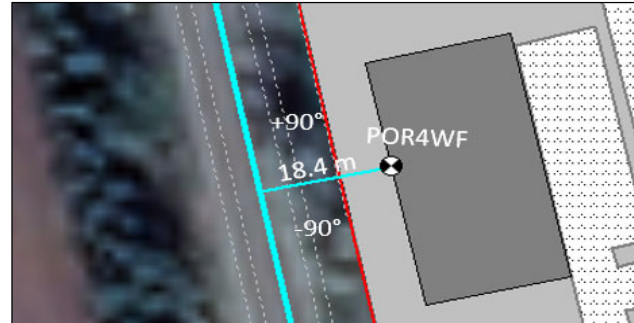
**POR5WF (West Façade, Apartment Building 5)
 25th Side Road b/w Intersection and North Site Access**

Time Period:	16 hr	8 hr		
Segment 1:	25th Side Road b/w Intersection and North Site Access			
Automobiles:	16119	1422		
Med. Trucks	637	56		
Heavy Trucks	1019	90		
Segment 2:	Big Bay Point Road - North of Intersection			
Automobiles:	14560	1285		
Med. Trucks	837	74		
Heavy Trucks	1339	118		
Segment 3:	Big Bay Point Road - West of Intersection			
Automobiles:	20960	1849		
Med. Trucks	1095	97		
Heavy Trucks	1753	155		
Segment 3:	13th Line b/w Intersection and East Site Access			
Automobiles:	16481	1454		
Med. Trucks	861	76		
Heavy Trucks	1378	122		
Speed Limit Posted:	60 km/hr			
Speed Limit Calculations:	50 km/hr	(due to proximity to intersection)		
Road Gradient:	0%			
Road Pavement:	1 (asphalt or concrete)			
Source-Receiver Distance:	20 m	Seg 1 and 2		
Source-Receiver Distance:	31.8 m	Seg 3 and 4		
Intermediate Surface:	1 (absorbing)			
Topography:	1 (flat)			
Wood Depth:	0 (no woods)			
Rows of Houses:	0 (no houses)			
Source Heights (seg 1-4):	1.55 m, 1.68 m, 1.65 m, 1.65 m			
Segments:	4			
Segment 1:	-90 deg to 57 deg			
Segment 2:	57 deg to 84 deg			
Segment 3:	-90 deg to -27 deg			
Segment 4:	-27 deg to 0 deg			
Receiver Heights:	1.5 m	4.5 m	7.5 m	10.5 m
Day/Eve Leq (dBA):	67.39	67.71	68.05	68.39
Night Leq (dBA):	59.87	60.18	60.51	60.85



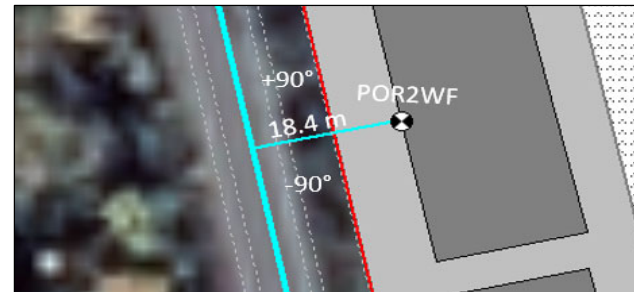
POR4WF (West Façade, Apartment Building 4)
25th Side Road b/w North Site Access and South Site Access

Time Period:	16 hr	8 hr		
Automobiles:	17048	1504		
Med. Trucks	674	59		
Heavy Trucks	1078	95		
Speed Limit Posted:	60 km/hr			
Speed Limit Calculations:	50 km/hr			
Road Gradient:	0%			
Road Pavement:	1 (asphalt or concrete)			
Source-Receiver Distance:	18.4 m			
Intermediate Surface:	1 (absorbing)			
Topography:	1 (flat)			
Wood Depth:	0 (no woods)			
Rows of Houses:	0 (no houses)			
Source Height:	150			
Segments:	1			
Segment 1:	-90 deg to 90 deg			
Receiver Heights:	1.5 m	4.5 m	7.5 m	10.5 m
Day/Eve Leq (dBA):	66.88	67.12	67.36	67.62
Night Leq (dBA):	59.34	59.58	59.82	60.08



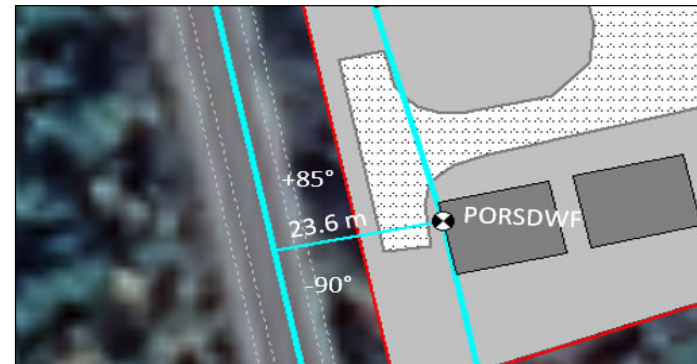
POR2WF (West Façade, Apartment Building 2)
25th Side Road South of South Site Access

Time Period:	16 hr	8 hr		
Automobiles:	15829	1397		
Med. Trucks	626	55		
Heavy Trucks	1001	88		
Speed Limit Posted:	60 km/hr			
Speed Limit Calculations:	60 km/hr			
Road Gradient:	0%			
Road Pavement:	1 (asphalt or concrete)			
Source-Receiver Distance:	18.4 m			
Intermediate Surface:	1 (absorbing)			
Topography:	1 (flat)			
Wood Depth:	0 (no woods)			
Rows of Houses:	0 (no houses)			
Source Height:	1.55 m			
Segments:	1			
Segment 1:	-90 deg to 90 deg			
Receiver Heights:	1.5 m	4.5 m	7.5 m	10.5 m
Day/Eve Leq (dBA):	68.01	68.25	68.49	68.75
Night Leq (dBA):	60.47	60.70	60.94	61.2



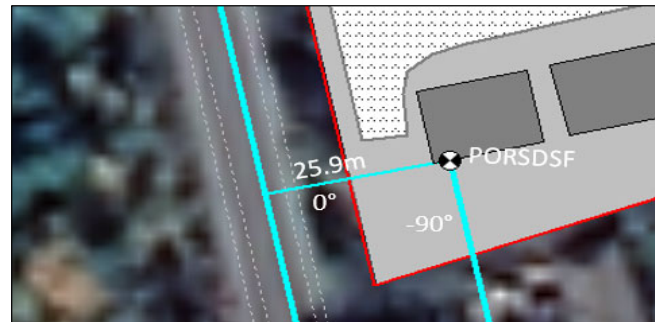
PORSDWF (West Façade, Semi-Detached Residence)
25th Side Road south of South Site Access

Time Period:	16 hr	8 hr
Automobiles:	15829	1397
Med. Trucks	626	55
Heavy Trucks	1001	88
Speed Limit:	60 km/hr	
Road Gradient:	0%	
Road Pavement:	1 (asphalt or concrete)	
Source-Receiver Distance:	23.6 m	
Intermediate Surface:	1 (absorbing)	
Topography:	1 (flat)	
Wood Depth:	0 (no woods)	
Rows of Houses:	0 (no houses)	
Source Height:	1.55 m	
Segments:	1	
Segment 1:	-90 deg to 85 deg	
Receiver Height:	1.5 m	4.5 m
Day/Eve Leq:	66.20	66.52
Night Leq:	58.65	58.98



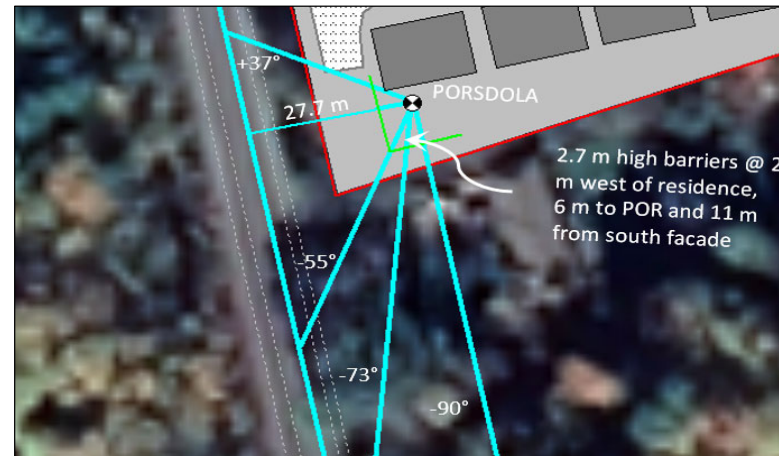
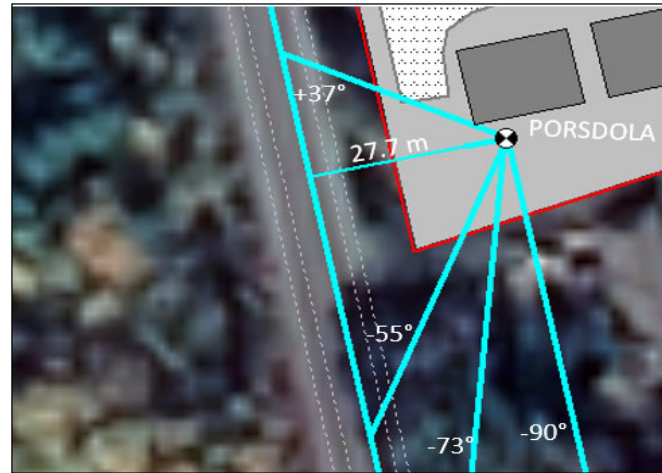
PORSDSF (South Façade, Semi-Detached Residence)
25th Side Road south of South Site Access

Time Period:	16 hr	8 hr
Automobiles:	15829	1397
Med. Trucks	626	55
Heavy Trucks	1001	88
Speed Limit:	60 km/hr	
Road Gradient:	0%	
Road Pavement:	1 (asphalt or concrete)	
Source-Receiver Distance:	25.9 m	
Receiver Height:	1.5 m	
Intermediate Surface:	1 (absorbing)	
Topography:	1 (flat)	
Wood Depth:	0 (no woods)	
Rows of Houses:	0 (no houses)	
Source Height:	1.55 m	
Segments:	1	
Segment 1:	-90 deg to 90 deg	
Receiver Height:	1.5 m	4.5 m
Day/Eve Leq:	62.54	62.91
Night Leq:	54.99	55.36



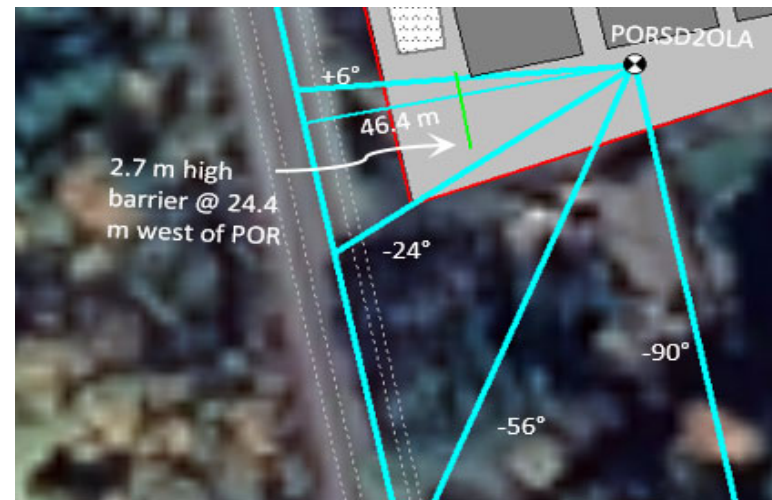
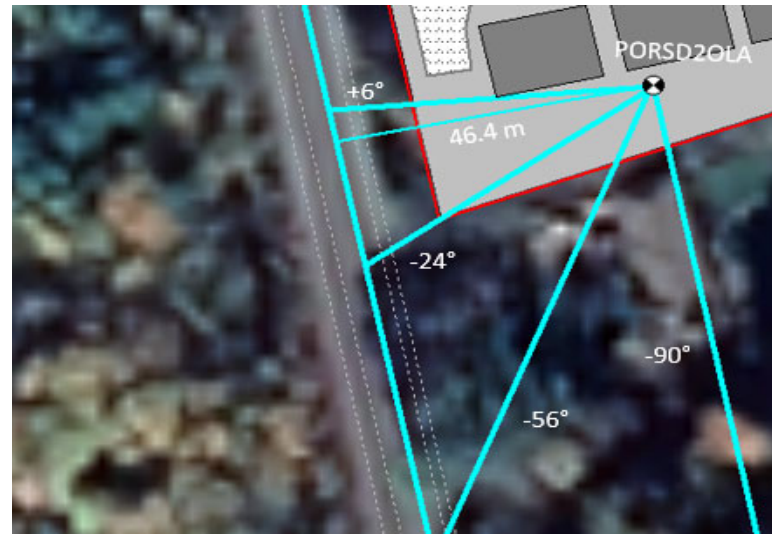
**PORSDDOLA (Outdoor Living Area, Semi-Detached Residence)
25th Side Road south of South Site Access**

Time Period:	16 hr	8 hr		
Automobiles:	15829	1397		
Med. Trucks:	626	55		
Heavy Trucks:	1001	88		
Speed Limit:	60 km/hr			
Road Gradient:	0%			
Road Pavement:	1 (asphalt or concrete)			
Source-Receiver Distance:	27.7 m			
Intermediate Surface:	1 (absorbing)			
Topography:	1 (flat)			
Wood Depth:	2 (>60 m)	Segment 1		
Wood Depth:	1 (30-60 m)	Segment 2		
Wood Depth:	0 (no woods)	Segment 3		
Rows of Houses:	0 (no houses)			
Source Height:	1.55 m			
Segments:	3			
Segment 1:	-90 deg to -73 deg			
Segment 2:	-73 deg to -55 deg			
Segment 3:	-55 deg to 37 deg			
Barrier Height:	n/a	2.15	2.4	2.7
Barrier Receiver Distance:	n/a	6/8	6/8	6/8
Receiver Height:	1.5 m			
Day/Eve Leq:	63.55	57.76	56.49	55.41
Night Leq:	n/a	n/a	n/a	n/a



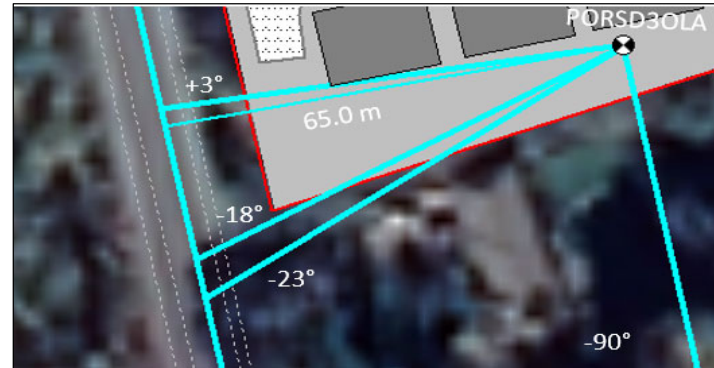
**PORSD2OLA (Outdoor Living Area, Semi-Detached Residence)
25th Side Road south of South Site Access**

Time Period:	16 hr	8 hr
Automobiles:	15829	1397
Med. Trucks	626	55
Heavy Trucks	1001	88
Speed Limit:	60 km/hr	
Road Gradient:	0%	
Road Pavement:	1 (asphalt or concrete)	
Source-Receiver Distance:	46.4 m	
Intermediate Surface:	1 (absorbing)	
Topography:	1 (flat)	
Wood Depth:	2 (>60 m)	Segment 1
Wood Depth:	1 (30-60 m)	Segment 2
Wood Depth:	0 (no woods)	Segment 3
Rows of Houses:	0 (no houses)	
Source Height:	1.55 m	
Segments:	3	
Segment 1:	-90 deg to -56 deg	
Segment 2:	-56 deg to -24 deg	
Segment 3:	-24 deg to 6 deg	
Receiver Height:	1.5 m	
Barrier Height:	n/a	2.7 m from -19 deg to 6 deg
Barrier Receiver Distance:	n/a	24.4
Day/Eve Leq:	56.8	54.4
Night Leq:	n/a	n/a



PORSD3OLA (Outdoor Living Area, Semi-Detached Residence)
25th Side Road south of South Site Access

Time Period:	16 hr	8 hr
Automobiles:	15829	1397
Med. Trucks	626	55
Heavy Trucks	1001	88
Speed Limit:	60 km/hr	
Road Gradient:	0%	
Road Pavement:	1 (asphalt or concrete)	
Source-Receiver Distance:	65 m	
Intermediate Surface:	1 (absorbing)	
Topography:	1 (flat)	
Wood Depth:	2 (>60 m)	Segment 1
Wood Depth:	1 (30-60 m)	Segment 2
Wood Depth:	0 (no woods)	Segment 3
Rows of Houses:	0 (no houses)	
Source Height:	1.55 m	
Segments:	3	
Segment 1:	-90 deg to -23 deg	
Segment 2:	-23 deg to -18 deg	
Segment 3:	-18 deg to 3 deg	
Receiver Height:	1.5 m	
Day/Eve Leq:	52.74	
Night Leq:	n/a	



PORTHWF (West Façade, TownhouseResidence)
25th Side Road b/w North Site Access and South Site Access

Time Period:	16 hr	8 hr
Automobiles:	17048	1504
Med. Trucks	674	59
Heavy Trucks	1078	95
Speed Limit:	60 km/hr	
Road Gradient:	0%	
Road Pavement:	1 (asphalt or concrete)	
Source-Receiver Distance:	71.2 m	
Intermediate Surface:	2 (reflecting)	
Topography:	1 (flat)	
Wood Depth:	0 (no woods)	
Rows of Houses:	0 (no houses)	
Source Height:	1.55 m	
Segments:	1	
Segment 1:	-34 deg to 68 deg	
Receiver Height:	4.5 m	
Day/Eve Leq:	60.2	
Night Leq:	52.66	



STAMSON Modelling Summary (25th Side Road):

POR ID	POR Type	Barrier/ Berm?	Barrier/Berm Height (m)	Distance (road to POR) (m)	Day/ Eve (dBA)	Category ¹	Night (dBA)	Category ¹
POR5 - 1st Storey, West Façade	Façade	N	--	20/31.8	67	AC / WC D / BCD	60	P AC / WC C
POR5 - 2nd Storey, West Façade	Façade	N	--	20/31.8	68	AC / WC D / BCD	60	P AC / WC C
POR5 - 3rd Storey, West Façade	Façade	N	--	20/31.8	68	AC / WC D / BCD	61	AC / WC D / BCD
POR5 - 4th Storey, West Façade	Façade	N	--	20/31.8	68	AC / WC D / BCD	61	AC / WC D / BCD
POR4 - 1st Storey, West Façade	Façade	N	--	18.4	67	AC / WC D / BCD	59	P AC / WC C
POR4 - 2nd Storey, West Façade	Façade	N	--	18.4	67	AC / WC D / BCD	60	P AC / WC C
POR4 - 3rd Storey, West Façade	Façade	N	--	18.4	67	AC / WC D / BCD	60	P AC / WC C
POR4 - 4th Storey, West Façade	Façade	N	--	18.4	68	AC / WC D / BCD	60	P AC / WC C
POR2 - 1st Storey, West Façade	Façade	N	--	18.4	68	AC / WC D / BCD	60	P AC / WC C
POR2 - 2nd Storey, West Façade	Façade	N	--	18.4	68	AC / WC D / BCD	61	AC / WC D / BCD
POR2 - 3rd Storey, West Façade	Façade	N	--	18.4	68	AC / WC D / BCD	61	AC / WC D / BCD
POR2 - 4th Storey, West Façade	Façade	N	--	18.4	69	AC / WC D / BCD	61	AC / WC D / BCD
PORSD - 1st Storey, West Façade	Façade	N	--	23.6	66	AC / WC D / BCD	59	P AC / WC C
PORSD - 2nd Storey, West Façade	Façade	N	--	23.6	67	AC / WC D / BCD	59	P AC / WC C
PORSD - 1st Storey, South Façade	Façade	N	--	25.9	63	P AC / WC C	55	P AC / WC C
PORSD - 2nd Storey, South Façade	Façade	N	--	25.9	63	P AC / WC C	55	P AC / WC C
PORSD - Outdoor Living Area	OLA	N	--	27.7	64	NCM	n/a	--
PORSD - Outdoor Living Area	OLA	Y	2.7	27.7	55	--	n/a	--
PORSD2 - Outdoor Living Area	OLA	N	--	27.7	57	NCM	n/a	--
PORSD2 - Outdoor Living Area	OLA	Y	2.7	46.4	54	--	n/a	--
PORSD3 - Outdoor Living Area	OLA	N	--	65.0	53	--	n/a	--
PORTHWF - 2nd Storey, West Façade	Façade	N	--	72.1	60	P AC / WC C	53	P AC / WC C

Notes:

1) "P AC / WC C" - refers to the requirement to provide a provision for the installation of central air conditioning in the future with warning clause Type C,

"AC / WC D / BCD" - refers to the requirement to provide central air conditioning with warning clause Type D as well as specialized building component design to ensure indoor sound level limits comply with sound level limits in NPC-300, Table C-2,

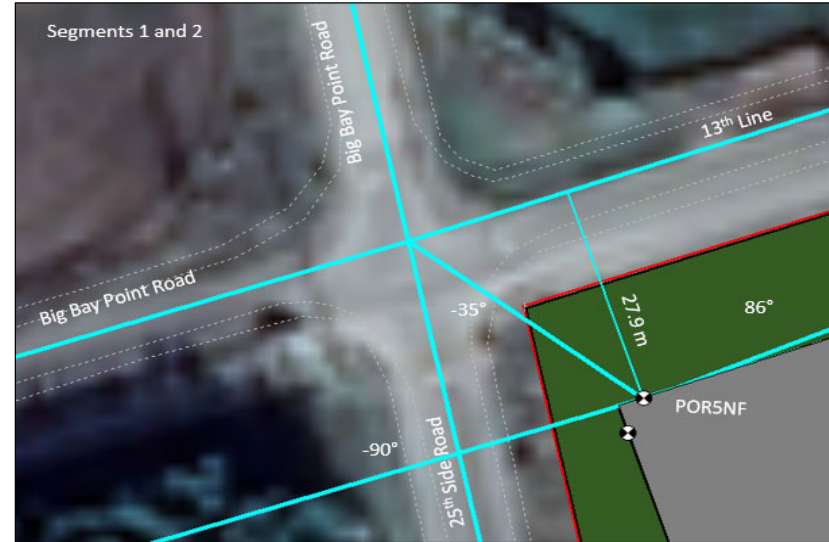
"NCM" - refers to the requirement to provide noise control measures to reduce the sound level to 55 dBA at the OLA receptor (per TOIEDS 1.3.5)

Table 2: Traffic Noise Assessment - 13th Line Facing Sensitive Receptors

Data Source: Figure 13, C.F. Crozier & Associates Inc. Transportation Impact Study (3523 25th Side Road) dated August 2025
Street Assessed: 25th Side Road and south of intersection and Big Bay Point Road north of intersection
Posted Speed: 60 km/hr
Speed Adjustments: B/W Intersection and East Site Access, expected traffic speeds 50 km/hr due to proximity to signaled intersection
AADT: Not available
Assessment Basis: Peak daytime hour from 2038 Future Total Traffic Volumes per C.F Crozier TIS with provincial day-night split.
 Breakdown of automobiles, med trucks and heavy trucks per C.F. Crozier Turning Movement Counts June 2023 with Ministry adjustments for heavy/medium split.

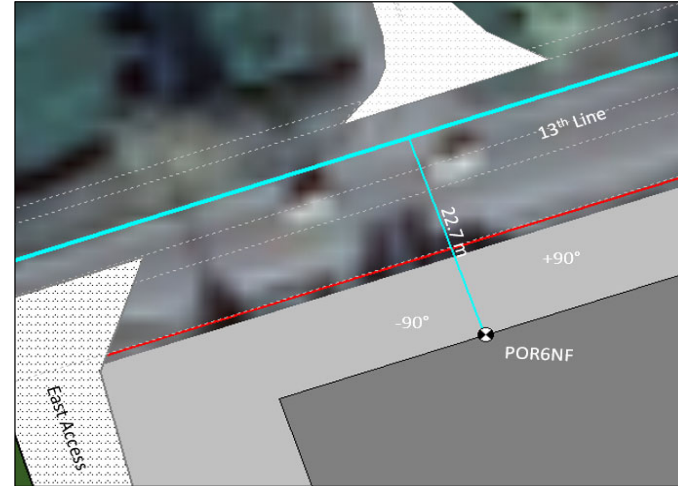
POR5NF (North Façade, Apartment Building 5)
13th Line b/w Intersection and East Site Access

Time Period:	16 hr	8 hr		
Segment 1:	Big Bay Point Road - West of Intersection			
Automobiles:	20960	1849		
Med. Trucks	1095	97		
Heavy Trucks	1753	155		
Segment 2:	13th Line b/w Intersection and East Site Access			
Automobiles:	16481	1454		
Med. Trucks	861	76		
Heavy Trucks	1378	122		
Segment 3:	25th Line b/w Intersection and North Site Access			
Automobiles:	16119	1422		
Med. Trucks	637	56		
Heavy Trucks	1019	90		
Segment 3:	Big Bay Point Road - North of Intersection			
Automobiles:	14560	1285		
Med. Trucks	837	74		
Heavy Trucks	1339	118		
Speed Limit Posted:	60 km/hr			
Speed Limit Calculations:	50 km/hr	(due to proximity to intersection)		
Road Gradient:	0%			
Road Pavement:	1 (asphalt or concrete)			
Source-Receiver Distance:	27.9 m	Seg 1 and 2		
Source-Receiver Distance:	22.3 m	Seg 3 and 4		
Intermediate Surface:	1 (absorbing)			
Topography:	1 (flat)			
Wood Depth:	0 (no woods)			
Rows of Houses:	0 (no houses)			
Source Heights (seg 1-4):	1.68 m, 1.65 m, 1.64 m, 1.68 m			
Segments:	4			
Segment 1:	-90 deg to -35 deg			
Segment 2:	-35 deg to 86 deg			
Segment 3:	-7 deg to 48 deg			
Segment 4:	48 deg to 90 deg			
Receiver Heights:	1.5 m	4.5 m	7.5 m	10.5 m
Day/Eve Leq (dBA):	67.42	67.77	68.14	68.52
Night Leq (dBA):	59.61	59.98	60.35	60.75



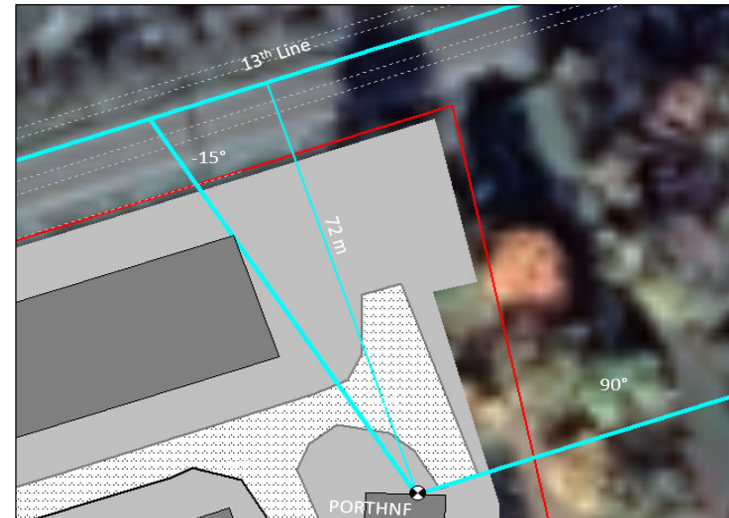
POR6NF (North Façade, Apartment Building 6)
13th Line East of East Site Access

Time Period:	16 hr	8 hr		
Automobiles:	15269	1347		
Med. Trucks	798	70		
Heavy Trucks	1277	113		
Speed Limit Posted:	60 km/hr			
Speed Limit Calculations:	60 km/hr			
Road Gradient:	0%			
Road Pavement:	1 (asphalt or concrete)			
Source-Receiver Distance:	22.7 m			
Intermediate Surface:	1 (absorbing)			
Topography:	1 (flat)			
Wood Depth:	0 (no woods)			
Rows of Houses:	0 (no houses)			
Source Height:	1.65 m			
Segments:	1			
Segment 1:	-90 deg to 90 deg			
Receiver Heights:	1.5 m	4.5 m	7.5 m	10.5 m
Day/Eve Leq (dBA):	67.33	67.65	67.98	68.32
Night Leq (dBA):	59.80	60.12	60.45	60.79



PORTHF (North Façade, Townhouse)
13th Line East of East Site Access

Time Period:	16 hr	8 hr		
Automobiles:	15269	1347		
Med. Trucks	798	70		
Heavy Trucks	1277	113		
Speed Limit Posted:	60 km/hr			
Speed Limit Calculations:	60 km/hr			
Road Gradient:	0%			
Road Pavement:	1 (asphalt or concrete)			
Source-Receiver Distance:	72 m			
Intermediate Surface:	2 (reflective)			
Topography:	1 (flat)			
Wood Depth:	0 (no woods)			
Rows of Houses:	0 (no houses)			
Source Height:	1.65 m			
Segments:	1			
Segment 1:	-15 deg to 90 deg			
Receiver Heights:	1.5 m	4.5 m	7.5 m	
Day/Eve Leq (dBA):	62.61	62.61	62.61	
Night Leq (dBA):	55.08	55.08	55.08	



Filename: POR2WF_1 Time Period: Day/Night 16/8 hours
Description: Apartment Building 2 - 1st Storey - West Facade

Road data, segment # 1: 25SR NA-SA (day/night)

Car traffic volume : 15829/1397 veh/TimePeriod
Medium truck volume : 626/55 veh/TimePeriod
Heavy truck volume : 1001/88 veh/TimePeriod
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

Data for Segment # 1: 25SR NA-SA (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 18.40 / 18.40 m
Receiver height : 1.50 / 1.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Results segment # 1: 25SR NA-SA (day)

Source height = 1.55 m

ROAD (0.00 + 68.01 + 0.00) = 68.01 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	70.94	0.00	-1.47	-1.45	0.00	0.00	0.00	68.01

Segment Leq : 68.01 dBA

Total Leq All Segments: 68.01 dBA

Results segment # 1: 25SR NA-SA (night)

Source height = 1.55 m

ROAD (0.00 + 60.47 + 0.00) = 60.47 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	63.39	0.00	-1.47	-1.45	0.00	0.00	0.00	60.47

Segment Leq : 60.47 dBA

Total Leq All Segments: 60.47 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 68.01
(NIGHT): 60.47

Total Leq All Segments: 60.70 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 68.25
(NIGHT): 60.70

Filename: POR2WF_3 Time Period: Day/Night 16/8 hours
Description: Apartment Building 2 - 3rd Storey - West Facade

Road data, segment # 1: 25SR NA-SA (day/night)

Car traffic volume : 15829/1397 veh/TimePeriod
Medium truck volume : 626/55 veh/TimePeriod
Heavy truck volume : 1001/88 veh/TimePeriod
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

Data for Segment # 1: 25SR NA-SA (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 18.40 / 18.40 m
Receiver height : 7.50 / 7.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Results segment # 1: 25SR NA-SA (day)

Source height = 1.55 m

ROAD (0.00 + 68.49 + 0.00) = 68.49 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.48	70.94	0.00	-1.31	-1.13	0.00	0.00	0.00	68.49

Segment Leq : 68.49 dBA

Total Leq All Segments: 68.49 dBA

Results segment # 1: 25SR NA-SA (night)

Source height = 1.55 m

ROAD (0.00 + 60.94 + 0.00) = 60.94 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.48	63.39	0.00	-1.31	-1.13	0.00	0.00	0.00	60.94

Segment Leq : 60.94 dBA

Total Leq All Segments: 60.94 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 68.49
(NIGHT): 60.94

Filename: POR2WF_4 Time Period: Day/Night 16/8 hours
 Description: Apartment Building 2 - 4th Storey - West Facade

Road data, segment # 1: 25SR NA-SA (day/night)

 Car traffic volume : 15829/1397 veh/TimePeriod
 Medium truck volume : 626/55 veh/TimePeriod
 Heavy truck volume : 1001/88 veh/TimePeriod
 Posted speed limit : 60 km/h
 Road gradient : 0 %
 Road pavement : 1 (Typical asphalt or concrete)

Data for Segment # 1: 25SR NA-SA (day/night)

 Angle1 Angle2 : -90.00 deg 90.00 deg
 Wood depth : 0 (No woods.)
 No of house rows : 0 / 0
 Surface : 1 (Absorptive ground surface)
 Receiver source distance : 18.40 / 18.40 m
 Receiver height : 10.50 / 10.50 m
 Topography : 1 (Flat/gentle slope; no barrier)
 Reference angle : 0.00

Results segment # 1: 25SR NA-SA (day)

 Source height = 1.55 m

ROAD (0.00 + 68.75 + 0.00) = 68.75 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.39	70.94	0.00	-1.23	-0.96	0.00	0.00	0.00	68.75

Segment Leq : 68.75 dBA

Total Leq All Segments: 68.75 dBA

Results segment # 1: 25SR NA-SA (night)

 Source height = 1.55 m

ROAD (0.00 + 61.20 + 0.00) = 61.20 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.39	63.39	0.00	-1.23	-0.96	0.00	0.00	0.00	61.20

Segment Leq : 61.20 dBA

Total Leq All Segments: 61.20 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 68.75
(NIGHT): 61.20

Filename: POR4WF_1 Time Period: Day/Night 16/8 hours
Description: Apartment Building 4 - 1st Storey - West Facade

Road data, segment # 1: 25SR NA-SA (day/night)

Car traffic volume : 17048/1504 veh/TimePeriod
Medium truck volume : 674/59 veh/TimePeriod
Heavy truck volume : 1078/95 veh/TimePeriod
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

Data for Segment # 1: 25SR NA-SA (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 18.40 / 18.40 m
Receiver height : 1.50 / 1.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Results segment # 1: 25SR NA-SA (day)

Source height = 1.55 m

ROAD (0.00 + 66.88 + 0.00) = 66.88 dBA
Angle1 Angle2 Alpha RefLeq P.Adj D.Adj F.Adj W.Adj H.Adj B.Adj SubLeq

-90 90 0.66 69.81 0.00 -1.47 -1.45 0.00 0.00 0.00 66.88

Segment Leq : 66.88 dBA

Total Leq All Segments: 66.88 dBA

Results segment # 1: 25SR NA-SA (night)

Source height = 1.55 m

ROAD (0.00 + 59.34 + 0.00) = 59.34 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	62.27	0.00	-1.47	-1.45	0.00	0.00	0.00	59.34

Segment Leq : 59.34 dBA

Total Leq All Segments: 59.34 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 66.88
(NIGHT): 59.34

STAMSON 5.0 NORMAL REPORT Date: 21-08-2025 14:01:30
MINISTRY OF ENVIRONMENT AND ENERGY / NOISE ASSESSMENT

Filename: POR4WF_2 Time Period: Day/Night 16/8 hours
Description: Apartment Building 4 - 2nd Storey - West Facade

Road data, segment # 1: 25SR NA-SA (day/night)

Car traffic volume : 17048/1504 veh/TimePeriod
Medium truck volume : 674/59 veh/TimePeriod
Heavy truck volume : 1078/95 veh/TimePeriod
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

Data for Segment # 1: 25SR NA-SA (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 18.40 / 18.40 m
Receiver height : 4.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Results segment # 1: 25SR NA-SA (day)

Source height = 1.55 m

ROAD (0.00 + 67.12 + 0.00) = 67.12 dBA
Angle1 Angle2 Alpha RefLeq P.Adj D.Adj F.Adj W.Adj H.Adj B.Adj SubLeq

-90 90 0.57 69.81 0.00 -1.39 -1.30 0.00 0.00 0.00 67.12

Segment Leq : 67.12 dBA

Total Leq All Segments: 67.12 dBA

Results segment # 1: 25SR NA-SA (night)

Source height = 1.55 m

ROAD (0.00 + 59.58 + 0.00) = 59.58 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.57	62.27	0.00	-1.39	-1.30	0.00	0.00	0.00	59.58

Segment Leq : 59.58 dBA

Total Leq All Segments: 59.58 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 67.12
(NIGHT): 59.58

Filename: POR4WF_3 Time Period: Day/Night 16/8 hours
Description: Apartment Building 4 - 3rd Storey - West Facade

Road data, segment # 1: 25SR NA-SA (day/night)

Car traffic volume : 17048/1504 veh/TimePeriod
Medium truck volume : 674/59 veh/TimePeriod
Heavy truck volume : 1078/95 veh/TimePeriod
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

Data for Segment # 1: 25SR NA-SA (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 18.40 / 18.40 m
Receiver height : 7.50 / 7.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Results segment # 1: 25SR NA-SA (day)

Source height = 1.55 m

ROAD (0.00 + 67.36 + 0.00) = 67.36 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.48	69.81	0.00	-1.31	-1.13	0.00	0.00	0.00	67.36

Segment Leq : 67.36 dBA

Total Leq All Segments: 67.36 dBA

Results segment # 1: 25SR NA-SA (night)

Source height = 1.55 m

ROAD (0.00 + 59.82 + 0.00) = 59.82 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.48	62.27	0.00	-1.31	-1.13	0.00	0.00	0.00	59.82

Segment Leq : 59.82 dBA

Total Leq All Segments: 59.82 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 67.36
(NIGHT): 59.82

Filename: POR4WF_4 Time Period: Day/Night 16/8 hours
 Description: Apartment Building 4 - 4th Storey - West Facade

Road data, segment # 1: 25SR NA-SA (day/night)

 Car traffic volume : 17048/1504 veh/TimePeriod
 Medium truck volume : 674/59 veh/TimePeriod
 Heavy truck volume : 1078/95 veh/TimePeriod
 Posted speed limit : 50 km/h
 Road gradient : 0 %
 Road pavement : 1 (Typical asphalt or concrete)

Data for Segment # 1: 25SR NA-SA (day/night)

 Angle1 Angle2 : -90.00 deg 90.00 deg
 Wood depth : 0 (No woods.)
 No of house rows : 0 / 0
 Surface : 1 (Absorptive ground surface)
 Receiver source distance : 18.40 / 18.40 m
 Receiver height : 10.50 / 10.50 m
 Topography : 1 (Flat/gentle slope; no barrier)
 Reference angle : 0.00

Results segment # 1: 25SR NA-SA (day)

 Source height = 1.55 m

ROAD (0.00 + 67.62 + 0.00) = 67.62 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.39	69.81	0.00	-1.23	-0.96	0.00	0.00	0.00	67.62

Segment Leq : 67.62 dBA

Total Leq All Segments: 67.62 dBA

Results segment # 1: 25SR NA-SA (night)

 Source height = 1.55 m

ROAD (0.00 + 60.08 + 0.00) = 60.08 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.39	62.27	0.00	-1.23	-0.96	0.00	0.00	0.00	60.08

Segment Leq : 60.08 dBA

Total Leq All Segments: 60.08 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 67.62
(NIGHT): 60.08

Filename: POR5NF_1S Time Period: Day/Night 16/8 hours
Description: Apartment Building 5 - 1st Storey - North Facade

Road data, segment # 1: BBPR - West (day/night)

Car traffic volume : 20960/1849 veh/TimePeriod
Medium truck volume : 1095/97 veh/TimePeriod
Heavy truck volume : 1753/155 veh/TimePeriod
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

Data for Segment # 1: BBPR - West (day/night)

Angle1 Angle2 : -90.00 deg -35.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 27.90 / 27.90 m
Receiver height : 1.50 / 1.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: 13L Int-EA (day/night)

Car traffic volume : 16481/1454 veh/TimePeriod
Medium truck volume : 861/76 veh/TimePeriod
Heavy truck volume : 1378/122 veh/TimePeriod
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

Data for Segment # 2: 13L Int-EA (day/night)

Angle1 Angle2 : -35.00 deg 86.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 27.90 / 27.90 m
Receiver height : 1.50 / 1.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 3: 25SR NA-Int (day/night)

Car traffic volume : 16119/1422 veh/TimePeriod
Medium truck volume : 837/56 veh/TimePeriod
Heavy truck volume : 1339/90 veh/TimePeriod
Posted speed limit : 50 km/h
Road gradient : 0 %

Road pavement : 1 (Typical asphalt or concrete)

Data for Segment # 3: 25SR NA-Int (day/night)

Angle1 Angle2 : -7.00 deg 48.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 22.30 / 22.30 m
Receiver height : 1.50 / 1.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 4: BBPR - North (day/night)

Car traffic volume : 14560/1285 veh/TimePeriod
Medium truck volume : 837/74 veh/TimePeriod
Heavy truck volume : 1339/118 veh/TimePeriod
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

Data for Segment # 4: BBPR - North (day/night)

Angle1 Angle2 : 48.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 22.30 / 22.30 m
Receiver height : 1.50 / 1.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Results segment # 1: BBPR - West (day)

Source height = 1.65 m

ROAD (0.00 + 59.61 + 0.00) = 59.61 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	-35	0.66	71.73	0.00	-4.46	-7.65	0.00	0.00	0.00	59.61

Segment Leq : 59.61 dBA

Results segment # 2: 13L Int-EA (day)

Source height = 1.65 m

ROAD (0.00 + 63.56 + 0.00) = 63.56 dBA

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

```
-----
-35      86      0.66    70.68    0.00   -4.46   -2.66    0.00    0.00    0.00    63.56
-----
```

Segment Leq : 63.56 dBA

Results segment # 3: 25SR NA-Int (day)

Source height = 1.64 m

```
ROAD (0.00 + 62.26 + 0.00) = 62.26 dBA
Angle1 Angle2  Alpha RefLeq  P.Adj  D.Adj  F.Adj  W.Adj  H.Adj  B.Adj SubLeq
-----
-7      48      0.66    70.56    0.00   -2.85   -5.45    0.00    0.00    0.00    62.26
-----
```

Segment Leq : 62.26 dBA

Results segment # 4: BBPR - North (day)

Source height = 1.68 m

```
ROAD (0.00 + 58.14 + 0.00) = 58.14 dBA
Angle1 Angle2  Alpha RefLeq  P.Adj  D.Adj  F.Adj  W.Adj  H.Adj  B.Adj SubLeq
-----
48      90      0.65    70.50    0.00   -2.85   -9.51    0.00    0.00    0.00    58.14
-----
```

Segment Leq : 58.14 dBA

Total Leq All Segments: 67.42 dBA

Results segment # 1: BBPR - West (night)

Source height = 1.65 m

```
ROAD (0.00 + 52.08 + 0.00) = 52.08 dBA
Angle1 Angle2  Alpha RefLeq  P.Adj  D.Adj  F.Adj  W.Adj  H.Adj  B.Adj SubLeq
-----
-90     -35      0.66    64.20    0.00   -4.46   -7.65    0.00    0.00    0.00    52.08
-----
```

Segment Leq : 52.08 dBA

Results segment # 2: 13L Int-EA (night)

Source height = 1.65 m

```
ROAD (0.00 + 56.04 + 0.00) = 56.04 dBA
Angle1 Angle2  Alpha RefLeq  P.Adj  D.Adj  F.Adj  W.Adj  H.Adj  B.Adj SubLeq
```

```
-----
-35      86    0.66  63.16   0.00  -4.46  -2.66   0.00   0.00   0.00  56.04
-----
```

Segment Leq : 56.04 dBA

Results segment # 3: 25SR NA-Int (night)

Source height = 1.55 m

ROAD (0.00 + 53.72 + 0.00) = 53.72 dBA

```
-----
Angle1 Angle2  Alpha RefLeq  P.Adj  D.Adj  F.Adj  W.Adj  H.Adj  B.Adj SubLeq
-----
-7      48    0.66  62.03   0.00  -2.86  -5.45   0.00   0.00   0.00  53.72
-----
```

Segment Leq : 53.72 dBA

Results segment # 4: BBPR - North (night)

Source height = 1.68 m

ROAD (0.00 + 50.61 + 0.00) = 50.61 dBA

```
-----
Angle1 Angle2  Alpha RefLeq  P.Adj  D.Adj  F.Adj  W.Adj  H.Adj  B.Adj SubLeq
-----
48      90    0.65  62.96   0.00  -2.85  -9.51   0.00   0.00   0.00  50.61
-----
```

Segment Leq : 50.61 dBA

Total Leq All Segments: 59.61 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 67.42

(NIGHT): 59.61

Filename: POR5NF_2S Time Period: Day/Night 16/8 hours
Description: Apartment Building 5 - 2nd Storey - North Facade

Road data, segment # 1: BBPR - West (day/night)

Car traffic volume : 20960/1849 veh/TimePeriod
Medium truck volume : 1095/97 veh/TimePeriod
Heavy truck volume : 1753/155 veh/TimePeriod
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

Data for Segment # 1: BBPR - West (day/night)

Angle1 Angle2 : -90.00 deg -35.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 27.90 / 27.90 m
Receiver height : 4.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: 13L Int-EA (day/night)

Car traffic volume : 16481/1454 veh/TimePeriod
Medium truck volume : 861/76 veh/TimePeriod
Heavy truck volume : 1378/122 veh/TimePeriod
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

Data for Segment # 2: 13L Int-EA (day/night)

Angle1 Angle2 : -35.00 deg 86.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 27.90 / 27.90 m
Receiver height : 4.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 3: 25SR NA-Int (day/night)

Car traffic volume : 16119/1422 veh/TimePeriod
Medium truck volume : 837/56 veh/TimePeriod
Heavy truck volume : 1339/90 veh/TimePeriod
Posted speed limit : 50 km/h

Road gradient : 0 %
 Road pavement : 1 (Typical asphalt or concrete)

Data for Segment # 3: 25SR NA-Int (day/night)

 Angle1 Angle2 : -7.00 deg 48.00 deg
 Wood depth : 0 (No woods.)
 No of house rows : 0 / 0
 Surface : 1 (Absorptive ground surface)
 Receiver source distance : 22.30 / 22.30 m
 Receiver height : 4.50 / 4.50 m
 Topography : 1 (Flat/gentle slope; no barrier)
 Reference angle : 0.00

Road data, segment # 4: BBPR - North (day/night)

 Car traffic volume : 14560/1285 veh/TimePeriod
 Medium truck volume : 837/74 veh/TimePeriod
 Heavy truck volume : 1339/118 veh/TimePeriod
 Posted speed limit : 50 km/h
 Road gradient : 0 %
 Road pavement : 1 (Typical asphalt or concrete)

Data for Segment # 4: BBPR - North (day/night)

 Angle1 Angle2 : 48.00 deg 90.00 deg
 Wood depth : 0 (No woods.)
 No of house rows : 0 / 0
 Surface : 1 (Absorptive ground surface)
 Receiver source distance : 22.30 / 22.30 m
 Receiver height : 4.50 / 4.50 m
 Topography : 1 (Flat/gentle slope; no barrier)
 Reference angle : 0.00

Results segment # 1: BBPR - West (day)

 Source height = 1.65 m

ROAD (0.00 + 60.14 + 0.00) = 60.14 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	-35	0.57	71.73	0.00	-4.22	-7.36	0.00	0.00	0.00	60.14

Segment Leq : 60.14 dBA

Results segment # 2: 13L Int-EA (day)

Source height = 1.65 m

ROAD (0.00 + 63.91 + 0.00) = 63.91 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-35	86	0.57	70.68	0.00	-4.22	-2.55	0.00	0.00	0.00	63.91

Segment Leq : 63.91 dBA

Results segment # 3: 25SR NA-Int (day)

Source height = 1.64 m

ROAD (0.00 + 62.45 + 0.00) = 62.45 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-7	48	0.57	70.56	0.00	-2.70	-5.41	0.00	0.00	0.00	62.45

Segment Leq : 62.45 dBA

Results segment # 4: BBPR - North (day)

Source height = 1.68 m

ROAD (0.00 + 58.68 + 0.00) = 58.68 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
48	90	0.56	70.50	0.00	-2.69	-9.12	0.00	0.00	0.00	58.68

Segment Leq : 58.68 dBA

Total Leq All Segments: 67.77 dBA

Results segment # 1: BBPR - West (night)

Source height = 1.65 m

ROAD (0.00 + 52.62 + 0.00) = 52.62 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	-35	0.57	64.20	0.00	-4.22	-7.36	0.00	0.00	0.00	52.62

Segment Leq : 52.62 dBA

Results segment # 2: 13L Int-EA (night)

Source height = 1.65 m

ROAD (0.00 + 56.39 + 0.00) = 56.39 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-35	86	0.57	63.16	0.00	-4.22	-2.55	0.00	0.00	0.00	56.39

Segment Leq : 56.39 dBA

Results segment # 3: 25SR NA-Int (night)

Source height = 1.55 m

ROAD (0.00 + 53.92 + 0.00) = 53.92 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-7	48	0.57	62.03	0.00	-2.70	-5.41	0.00	0.00	0.00	53.92

Segment Leq : 53.92 dBA

Results segment # 4: BBPR - North (night)

Source height = 1.68 m

ROAD (0.00 + 51.15 + 0.00) = 51.15 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
48	90	0.56	62.96	0.00	-2.69	-9.12	0.00	0.00	0.00	51.15

Segment Leq : 51.15 dBA

Total Leq All Segments: 59.98 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 67.77
(NIGHT): 59.98

Filename: POR5NF_3S Time Period: Day/Night 16/8 hours
Description: Apartment Building 5 - 3rd Storey - North Facade

Road data, segment # 1: BBPR - West (day/night)

Car traffic volume : 20960/1849 veh/TimePeriod
Medium truck volume : 1095/97 veh/TimePeriod
Heavy truck volume : 1753/155 veh/TimePeriod
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

Data for Segment # 1: BBPR - West (day/night)

Angle1 Angle2 : -90.00 deg -35.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 27.90 / 27.90 m
Receiver height : 7.50 / 7.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: 13L Int-EA (day/night)

Car traffic volume : 16481/1454 veh/TimePeriod
Medium truck volume : 861/76 veh/TimePeriod
Heavy truck volume : 1378/122 veh/TimePeriod
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

Data for Segment # 2: 13L Int-EA (day/night)

Angle1 Angle2 : -35.00 deg 86.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 27.90 / 27.90 m
Receiver height : 7.50 / 7.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 3: 25SR NA-Int (day/night)

Car traffic volume : 16119/1422 veh/TimePeriod
Medium truck volume : 837/56 veh/TimePeriod
Heavy truck volume : 1339/90 veh/TimePeriod
Posted speed limit : 50 km/h
Road gradient : 0 %

Road pavement : 1 (Typical asphalt or concrete)

Data for Segment # 3: 25SR NA-Int (day/night)

Angle1 Angle2 : -7.00 deg 48.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 22.30 / 22.30 m
Receiver height : 7.50 / 7.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 4: BBPR - North (day/night)

Car traffic volume : 14560/1285 veh/TimePeriod
Medium truck volume : 837/74 veh/TimePeriod
Heavy truck volume : 1339/118 veh/TimePeriod
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

Data for Segment # 4: BBPR - North (day/night)

Angle1 Angle2 : 48.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 22.30 / 22.30 m
Receiver height : 7.50 / 7.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Results segment # 1: BBPR - West (day)

Source height = 1.65 m

ROAD (0.00 + 60.69 + 0.00) = 60.69 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	-35	0.48	71.73	0.00	-3.98	-7.06	0.00	0.00	0.00	60.69

Segment Leq : 60.69 dBA

Results segment # 2: 13L Int-EA (day)

Source height = 1.65 m

ROAD (0.00 + 64.26 + 0.00) = 64.26 dBA

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

-35 86 0.48 70.68 0.00 -3.98 -2.44 0.00 0.00 0.00 64.26

Segment Leq : 64.26 dBA

Results segment # 3: 25SR NA-Int (day)

Source height = 1.64 m

ROAD (0.00 + 62.65 + 0.00) = 62.65 dBA
Angle1 Angle2 Alpha RefLeq P.Adj D.Adj F.Adj W.Adj H.Adj B.Adj SubLeq

-7 48 0.48 70.56 0.00 -2.54 -5.37 0.00 0.00 0.00 62.65

Segment Leq : 62.65 dBA

Results segment # 4: BBPR - North (day)

Source height = 1.68 m

ROAD (0.00 + 59.23 + 0.00) = 59.23 dBA
Angle1 Angle2 Alpha RefLeq P.Adj D.Adj F.Adj W.Adj H.Adj B.Adj SubLeq

48 90 0.47 70.50 0.00 -2.54 -8.73 0.00 0.00 0.00 59.23

Segment Leq : 59.23 dBA

Total Leq All Segments: 68.14 dBA

Results segment # 1: BBPR - West (night)

Source height = 1.65 m

ROAD (0.00 + 53.16 + 0.00) = 53.16 dBA
Angle1 Angle2 Alpha RefLeq P.Adj D.Adj F.Adj W.Adj H.Adj B.Adj SubLeq

-90 -35 0.48 64.20 0.00 -3.98 -7.06 0.00 0.00 0.00 53.16

Segment Leq : 53.16 dBA

Results segment # 2: 13L Int-EA (night)

Source height = 1.65 m

ROAD (0.00 + 56.74 + 0.00) = 56.74 dBA
Angle1 Angle2 Alpha RefLeq P.Adj D.Adj F.Adj W.Adj H.Adj B.Adj SubLeq

```
-----
-35      86    0.48  63.16   0.00  -3.98  -2.44   0.00   0.00   0.00  56.74
-----
```

Segment Leq : 56.74 dBA

Results segment # 3: 25SR NA-Int (night)

Source height = 1.55 m

ROAD (0.00 + 54.11 + 0.00) = 54.11 dBA

```
-----
Angle1 Angle2  Alpha RefLeq  P.Adj  D.Adj  F.Adj  W.Adj  H.Adj  B.Adj SubLeq
-----
-7      48    0.48  62.03   0.00  -2.55  -5.37   0.00   0.00   0.00  54.11
-----
```

Segment Leq : 54.11 dBA

Results segment # 4: BBPR - North (night)

Source height = 1.68 m

ROAD (0.00 + 51.70 + 0.00) = 51.70 dBA

```
-----
Angle1 Angle2  Alpha RefLeq  P.Adj  D.Adj  F.Adj  W.Adj  H.Adj  B.Adj SubLeq
-----
48      90    0.47  62.96   0.00  -2.54  -8.73   0.00   0.00   0.00  51.70
-----
```

Segment Leq : 51.70 dBA

Total Leq All Segments: 60.35 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 68.14
(NIGHT): 60.35

Filename: POR5NF_4S Time Period: Day/Night 16/8 hours
Description: Apartment Building 5 - 4th Storey - North Facade

Road data, segment # 1: BBPR - West (day/night)

Car traffic volume : 20960/1849 veh/TimePeriod
Medium truck volume : 1095/97 veh/TimePeriod
Heavy truck volume : 1753/155 veh/TimePeriod
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

Data for Segment # 1: BBPR - West (day/night)

Angle1 Angle2 : -90.00 deg -35.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 27.90 / 27.90 m
Receiver height : 10.50 / 10.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: 13L Int-EA (day/night)

Car traffic volume : 16481/1454 veh/TimePeriod
Medium truck volume : 861/76 veh/TimePeriod
Heavy truck volume : 1378/122 veh/TimePeriod
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

Data for Segment # 2: 13L Int-EA (day/night)

Angle1 Angle2 : -35.00 deg 86.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 27.90 / 27.90 m
Receiver height : 10.50 / 10.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 3: 25SR NA-Int (day/night)

Car traffic volume : 16119/1422 veh/TimePeriod
Medium truck volume : 837/56 veh/TimePeriod
Heavy truck volume : 1339/90 veh/TimePeriod
Posted speed limit : 50 km/h
Road gradient : 0 %

-35 86 0.39 70.68 0.00 -3.73 -2.32 0.00 0.00 0.00 64.62

Segment Leq : 64.62 dBA

Results segment # 3: 25SR NA-Int (day)

Source height = 1.64 m

ROAD (0.00 + 62.84 + 0.00) = 62.84 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-7	48	0.39	70.56	0.00	-2.39	-5.33	0.00	0.00	0.00	62.84

Segment Leq : 62.84 dBA

Results segment # 4: BBPR - North (day)

Source height = 1.68 m

ROAD (0.00 + 59.80 + 0.00) = 59.80 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
48	90	0.38	70.50	0.00	-2.38	-8.31	0.00	0.00	0.00	59.80

Segment Leq : 59.80 dBA

Total Leq All Segments: 68.52 dBA

Results segment # 1: BBPR - West (night)

Source height = 1.65 m

ROAD (0.00 + 53.73 + 0.00) = 53.73 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	-35	0.39	64.20	0.00	-3.73	-6.74	0.00	0.00	0.00	53.73

Segment Leq : 53.73 dBA

Results segment # 2: 13L Int-EA (night)

Source height = 1.65 m

ROAD (0.00 + 57.10 + 0.00) = 57.10 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-35	86	0.39	63.16	0.00	-3.73	-2.32	0.00	0.00	0.00	57.10

Segment Leq : 57.10 dBA

Results segment # 3: 25SR NA-Int (night)

Source height = 1.55 m

ROAD (0.00 + 54.31 + 0.00) = 54.31 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-7	48	0.39	62.03	0.00	-2.39	-5.33	0.00	0.00	0.00	54.31

Segment Leq : 54.31 dBA

Results segment # 4: BBPR - North (night)

Source height = 1.68 m

ROAD (0.00 + 52.27 + 0.00) = 52.27 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
48	90	0.38	62.96	0.00	-2.38	-8.31	0.00	0.00	0.00	52.27

Segment Leq : 52.27 dBA

Total Leq All Segments: 60.75 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 68.52
(NIGHT): 60.75

Filename: POR5WF_1S Time Period: Day/Night 16/8 hours
Description: Apartment Building 5 - 1st Storey - West Facade

Road data, segment # 1: 25SR Int-NA (day/night)

Car traffic volume : 16119/1422 veh/TimePeriod
Medium truck volume : 637/56 veh/TimePeriod
Heavy truck volume : 1019/90 veh/TimePeriod
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

Data for Segment # 1: 25SR Int-NA (day/night)

Angle1 Angle2 : -90.00 deg 57.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 20.00 / 20.00 m
Receiver height : 1.50 / 1.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: BBPR -North (day/night)

Car traffic volume : 14560/1285 veh/TimePeriod
Medium truck volume : 837/74 veh/TimePeriod
Heavy truck volume : 1339/118 veh/TimePeriod
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

Data for Segment # 2: BBPR -North (day/night)

Angle1 Angle2 : 57.00 deg 84.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 20.00 / 20.00 m
Receiver height : 1.50 / 1.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 3: BBPR - West (day/night)

Car traffic volume : 20960/1849 veh/TimePeriod
Medium truck volume : 1095/97 veh/TimePeriod
Heavy truck volume : 1753/155 veh/TimePeriod
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

Data for Segment # 3: BBPR - West (day/night)

Angle1 Angle2 : -90.00 deg -27.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 31.80 / 31.80 m
Receiver height : 1.50 / 1.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 4: 13L Int-EA (day/night)

Car traffic volume : 16481/1454 veh/TimePeriod
Medium truck volume : 861/76 veh/TimePeriod
Heavy truck volume : 1378/122 veh/TimePeriod
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

Data for Segment # 4: 13L Int-EA (day/night)

Angle1 Angle2 : -27.00 deg 0.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 31.80 / 31.80 m
Receiver height : 1.50 / 1.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Results segment # 1: 25SR Int-NA (day)

Source height = 1.55 m

ROAD (0.00 + 65.55 + 0.00) = 65.55 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	57	0.66	69.57	0.00	-2.07	-1.94	0.00	0.00	0.00	65.55

Segment Leq : 65.55 dBA

Results segment # 2: BBPR -North (day)

Source height = 1.68 m

ROAD (0.00 + 56.97 + 0.00) = 56.97 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
57	84	0.65	70.50	0.00	-2.07	-11.47	0.00	0.00	0.00	56.97

Segment Leq : 56.97 dBA

Results segment # 3: BBPR - West (day)

Source height = 1.65 m

ROAD (0.00 + 59.58 + 0.00) = 59.58 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	-27	0.66	71.73	0.00	-5.40	-6.74	0.00	0.00	0.00	59.58

Segment Leq : 59.58 dBA

Results segment # 4: 13L Int-EA (day)

Source height = 1.65 m

ROAD (0.00 + 56.93 + 0.00) = 56.93 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-27	0	0.66	70.68	0.00	-5.40	-8.35	0.00	0.00	0.00	56.93

Segment Leq : 56.93 dBA

Total Leq All Segments: 67.39 dBA

Results segment # 1: 25SR Int-NA (night)

Source height = 1.55 m

ROAD (0.00 + 58.02 + 0.00) = 58.02 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	57	0.66	62.03	0.00	-2.07	-1.94	0.00	0.00	0.00	58.02

Segment Leq : 58.02 dBA

Results segment # 2: BBPR -North (night)

Source height = 1.68 m

ROAD (0.00 + 49.43 + 0.00) = 49.43 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
57	84	0.65	62.96	0.00	-2.07	-11.47	0.00	0.00	0.00	49.43

Segment Leq : 49.43 dBA

Results segment # 3: BBPR - West (night)

Source height = 1.65 m

ROAD (0.00 + 52.06 + 0.00) = 52.06 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	-27	0.66	64.20	0.00	-5.40	-6.74	0.00	0.00	0.00	52.06

Segment Leq : 52.06 dBA

Results segment # 4: 13L Int-EA (night)

Source height = 1.65 m

ROAD (0.00 + 49.41 + 0.00) = 49.41 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-27	0	0.66	63.16	0.00	-5.40	-8.35	0.00	0.00	0.00	49.41

Segment Leq : 49.41 dBA

Total Leq All Segments: 59.87 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 67.39
(NIGHT): 59.87

Data for Segment # 3: BBPR - West (day/night)

```

-----
Angle1  Angle2      : -90.00 deg  -27.00 deg
Wood depth      :      0      (No woods.)
No of house rows :      0 / 0
Surface         :      1      (Absorptive ground surface)
Receiver source distance : 31.80 / 31.80 m
Receiver height  :  4.50 / 4.50 m
Topography      :      1      (Flat/gentle slope; no barrier)
Reference angle  :      0.00
  
```

Road data, segment # 4: 13L Int-EA (day/night)

```

-----
Car traffic volume : 16481/1454 veh/TimePeriod
Medium truck volume : 861/76 veh/TimePeriod
Heavy truck volume : 1378/122 veh/TimePeriod
Posted speed limit : 50 km/h
Road gradient      : 0 %
Road pavement     : 1 (Typical asphalt or concrete)
  
```

Data for Segment # 4: 13L Int-EA (day/night)

```

-----
Angle1  Angle2      : -27.00 deg  0.00 deg
Wood depth      :      0      (No woods.)
No of house rows :      0 / 0
Surface         :      1      (Absorptive ground surface)
Receiver source distance : 31.80 / 31.80 m
Receiver height  :  4.50 / 4.50 m
Topography      :      1      (Flat/gentle slope; no barrier)
Reference angle  :      0.00
  
```

Results segment # 1: 25SR Int-NA (day)

```

-----
Source height = 1.55 m

ROAD (0.00 + 65.78 + 0.00) = 65.78 dBA
Angle1 Angle2  Alpha RefLeq  P.Adj  D.Adj  F.Adj  W.Adj  H.Adj  B.Adj SubLeq
-----
   -90    57    0.57  69.57   0.00  -1.96  -1.82   0.00   0.00   0.00  65.78
-----
  
```

Segment Leq : 65.78 dBA

Results segment # 2: BBPR -North (day)

```

-----
Source height = 1.68 m

ROAD (0.00 + 57.50 + 0.00) = 57.50 dBA
Angle1 Angle2  Alpha RefLeq  P.Adj  D.Adj  F.Adj  W.Adj  H.Adj  B.Adj SubLeq
-----
   57    84    0.56  70.50   0.00  -1.95 -11.04   0.00   0.00   0.00  57.50
-----
  
```

Segment Leq : 57.50 dBA

Results segment # 3: BBPR - West (day)

Source height = 1.65 m

ROAD (0.00 + 60.12 + 0.00) = 60.12 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	-27	0.57	71.73	0.00	-5.11	-6.49	0.00	0.00	0.00	60.12

Segment Leq : 60.12 dBA

Results segment # 4: 13L Int-EA (day)

Source height = 1.65 m

ROAD (0.00 + 57.24 + 0.00) = 57.24 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-27	0	0.57	70.68	0.00	-5.11	-8.33	0.00	0.00	0.00	57.24

Segment Leq : 57.24 dBA

Total Leq All Segments: 67.71 dBA

Results segment # 1: 25SR Int-NA (night)

Source height = 1.55 m

ROAD (0.00 + 58.25 + 0.00) = 58.25 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	57	0.57	62.03	0.00	-1.96	-1.82	0.00	0.00	0.00	58.25

Segment Leq : 58.25 dBA

Results segment # 2: BBPR -North (night)

Source height = 1.68 m

ROAD (0.00 + 49.97 + 0.00) = 49.97 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
57	84	0.56	62.96	0.00	-1.95	-11.04	0.00	0.00	0.00	49.97

Segment Leq : 49.97 dBA

Results segment # 3: BBPR - West (night)

Source height = 1.65 m

ROAD (0.00 + 52.60 + 0.00) = 52.60 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	-27	0.57	64.20	0.00	-5.11	-6.49	0.00	0.00	0.00	52.60

Segment Leq : 52.60 dBA

Results segment # 4: 13L Int-EA (night)

Source height = 1.65 m

ROAD (0.00 + 49.72 + 0.00) = 49.72 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-27	0	0.57	63.16	0.00	-5.11	-8.33	0.00	0.00	0.00	49.72

Segment Leq : 49.72 dBA

Total Leq All Segments: 60.18 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 67.71
(NIGHT): 60.18

Road pavement : 1 (Typical asphalt or concrete)

Data for Segment # 3: BBPR - West (day/night)

Angle1 Angle2 : -90.00 deg -27.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 31.80 / 31.80 m
Receiver height : 7.50 / 7.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 4: 13L Int-EA (day/night)

Car traffic volume : 16481/1454 veh/TimePeriod
Medium truck volume : 861/76 veh/TimePeriod
Heavy truck volume : 1378/122 veh/TimePeriod
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

Data for Segment # 4: 13L Int-EA (day/night)

Angle1 Angle2 : -27.00 deg 0.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 31.80 / 31.80 m
Receiver height : 7.50 / 7.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Results segment # 1: 25SR Int-NA (day)

Source height = 1.55 m

ROAD (0.00 + 66.02 + 0.00) = 66.02 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	57	0.48	69.57	0.00	-1.85	-1.70	0.00	0.00	0.00	66.02

Segment Leq : 66.02 dBA

Results segment # 2: BBPR -North (day)

Source height = 1.68 m

ROAD (0.00 + 58.05 + 0.00) = 58.05 dBA

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

57 84 0.47 70.50 0.00 -1.84 -10.61 0.00 0.00 0.00 58.05

Segment Leq : 58.05 dBA

Results segment # 3: BBPR - West (day)

Source height = 1.65 m

ROAD (0.00 + 60.68 + 0.00) = 60.68 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	-27	0.48	71.73	0.00	-4.82	-6.23	0.00	0.00	0.00	60.68

Segment Leq : 60.68 dBA

Results segment # 4: 13L Int-EA (day)

Source height = 1.65 m

ROAD (0.00 + 57.55 + 0.00) = 57.55 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-27	0	0.48	70.68	0.00	-4.82	-8.32	0.00	0.00	0.00	57.55

Segment Leq : 57.55 dBA

Total Leq All Segments: 68.05 dBA

Results segment # 1: 25SR Int-NA (night)

Source height = 1.55 m

ROAD (0.00 + 58.48 + 0.00) = 58.48 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	57	0.48	62.03	0.00	-1.85	-1.70	0.00	0.00	0.00	58.48

Segment Leq : 58.48 dBA

Results segment # 2: BBPR -North (night)

Source height = 1.68 m

ROAD (0.00 + 50.51 + 0.00) = 50.51 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
57	84	0.47	62.96	0.00	-1.84	-10.61	0.00	0.00	0.00	50.51

Segment Leq : 50.51 dBA

Results segment # 3: BBPR - West (night)

Source height = 1.65 m

ROAD (0.00 + 53.15 + 0.00) = 53.15 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	-27	0.48	64.20	0.00	-4.82	-6.23	0.00	0.00	0.00	53.15

Segment Leq : 53.15 dBA

Results segment # 4: 13L Int-EA (night)

Source height = 1.65 m

ROAD (0.00 + 50.03 + 0.00) = 50.03 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-27	0	0.48	63.16	0.00	-4.82	-8.32	0.00	0.00	0.00	50.03

Segment Leq : 50.03 dBA

Total Leq All Segments: 60.51 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 68.05
 (NIGHT): 60.51

Filename: POR5WF_4 Time Period: Day/Night 16/8 hours
Description: Apartment Building 5 - 4th Storey - West Facade

Road data, segment # 1: 25SR Int-NA (day/night)

Car traffic volume : 16119/1422 veh/TimePeriod
Medium truck volume : 637/56 veh/TimePeriod
Heavy truck volume : 1019/90 veh/TimePeriod
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

Data for Segment # 1: 25SR Int-NA (day/night)

Angle1 Angle2 : -90.00 deg 57.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 20.00 / 20.00 m
Receiver height : 10.50 / 10.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: BBPR -North (day/night)

Car traffic volume : 14560/1285 veh/TimePeriod
Medium truck volume : 837/74 veh/TimePeriod
Heavy truck volume : 1339/118 veh/TimePeriod
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

Data for Segment # 2: BBPR -North (day/night)

Angle1 Angle2 : 57.00 deg 84.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 20.00 / 20.00 m
Receiver height : 10.50 / 10.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 3: BBPR - West (day/night)

Car traffic volume : 20960/1849 veh/TimePeriod
Medium truck volume : 1095/97 veh/TimePeriod
Heavy truck volume : 1753/155 veh/TimePeriod
Posted speed limit : 50 km/h
Road gradient : 0 %

Road pavement : 1 (Typical asphalt or concrete)

Data for Segment # 3: BBPR - West (day/night)

Angle1 Angle2 : -90.00 deg -27.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 31.80 / 31.80 m
Receiver height : 10.50 / 10.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 4: 13L Int-EA (day/night)

Car traffic volume : 16481/1454 veh/TimePeriod
Medium truck volume : 861/76 veh/TimePeriod
Heavy truck volume : 1378/122 veh/TimePeriod
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

Data for Segment # 4: 13L Int-EA (day/night)

Angle1 Angle2 : -27.00 deg 0.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 31.80 / 31.80 m
Receiver height : 10.50 / 10.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Results segment # 1: 25SR Int-NA (day)

Source height = 1.55 m

ROAD (0.00 + 66.26 + 0.00) = 66.26 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	57	0.39	69.57	0.00	-1.73	-1.57	0.00	0.00	0.00	66.26

Segment Leq : 66.26 dBA

Results segment # 2: BBPR -North (day)

Source height = 1.68 m

ROAD (0.00 + 58.60 + 0.00) = 58.60 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
57	84	0.38	70.50	0.00	-1.73	-10.17	0.00	0.00	0.00	58.60

Segment Leq : 58.60 dBA

Results segment # 3: BBPR - West (day)

Source height = 1.65 m

ROAD (0.00 + 61.25 + 0.00) = 61.25 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	-27	0.39	71.73	0.00	-4.52	-5.96	0.00	0.00	0.00	61.25

Segment Leq : 61.25 dBA

Results segment # 4: 13L Int-EA (day)

Source height = 1.65 m

ROAD (0.00 + 57.86 + 0.00) = 57.86 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-27	0	0.39	70.68	0.00	-4.52	-8.30	0.00	0.00	0.00	57.86

Segment Leq : 57.86 dBA

Total Leq All Segments: 68.39 dBA

Results segment # 1: 25SR Int-NA (night)

Source height = 1.55 m

ROAD (0.00 + 58.73 + 0.00) = 58.73 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	57	0.39	62.03	0.00	-1.73	-1.57	0.00	0.00	0.00	58.73

Segment Leq : 58.73 dBA

Results segment # 2: BBPR -North (night)

Source height = 1.68 m

ROAD (0.00 + 51.06 + 0.00) = 51.06 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
57	84	0.38	62.96	0.00	-1.73	-10.17	0.00	0.00	0.00	51.06

Segment Leq : 51.06 dBA

Results segment # 3: BBPR - West (night)

Source height = 1.65 m

ROAD (0.00 + 53.72 + 0.00) = 53.72 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	-27	0.39	64.20	0.00	-4.52	-5.96	0.00	0.00	0.00	53.72

Segment Leq : 53.72 dBA

Results segment # 4: 13L Int-EA (night)

Source height = 1.65 m

ROAD (0.00 + 50.33 + 0.00) = 50.33 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-27	0	0.39	63.16	0.00	-4.52	-8.30	0.00	0.00	0.00	50.33

Segment Leq : 50.33 dBA

Total Leq All Segments: 60.85 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 68.39
(NIGHT): 60.85

Filename: POR6NF_1S Time Period: Day/Night 16/8 hours
 Description: Apartment Building 6 - 1st Storey - North Facade

Road data, segment # 1: 13L -E EA (day/night)

 Car traffic volume : 15269/1347 veh/TimePeriod
 Medium truck volume : 798/70 veh/TimePeriod
 Heavy truck volume : 1277/113 veh/TimePeriod
 Posted speed limit : 60 km/h
 Road gradient : 0 %
 Road pavement : 1 (Typical asphalt or concrete)

Data for Segment # 1: 13L -E EA (day/night)

 Angle1 Angle2 : -90.00 deg 90.00 deg
 Wood depth : 0 (No woods.)
 No of house rows : 0 / 0
 Surface : 1 (Absorptive ground surface)
 Receiver source distance : 22.70 / 22.70 m
 Receiver height : 1.50 / 1.50 m
 Topography : 1 (Flat/gentle slope; no barrier)
 Reference angle : 0.00

Results segment # 1: 13L -E EA (day)

 Source height = 1.65 m

ROAD (0.00 + 67.33 + 0.00) = 67.33 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	71.76	0.00	-2.98	-1.45	0.00	0.00	0.00	67.33

Segment Leq : 67.33 dBA

Total Leq All Segments: 67.33 dBA

Results segment # 1: 13L -E EA (night)

 Source height = 1.65 m

ROAD (0.00 + 59.80 + 0.00) = 59.80 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	64.23	0.00	-2.98	-1.45	0.00	0.00	0.00	59.80

Segment Leq : 59.80 dBA

Total Leq All Segments: 59.80 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 67.33
(NIGHT): 59.80

Filename: POR6NF_2S Time Period: Day/Night 16/8 hours
 Description: Apartment Building 6 - 2nd Storey - North Facade

Road data, segment # 1: 13L -E EA (day/night)

 Car traffic volume : 15269/1347 veh/TimePeriod
 Medium truck volume : 798/70 veh/TimePeriod
 Heavy truck volume : 1277/113 veh/TimePeriod
 Posted speed limit : 60 km/h
 Road gradient : 0 %
 Road pavement : 1 (Typical asphalt or concrete)

Data for Segment # 1: 13L -E EA (day/night)

 Angle1 Angle2 : -90.00 deg 90.00 deg
 Wood depth : 0 (No woods.)
 No of house rows : 0 / 0
 Surface : 1 (Absorptive ground surface)
 Receiver source distance : 22.70 / 22.70 m
 Receiver height : 4.50 / 4.50 m
 Topography : 1 (Flat/gentle slope; no barrier)
 Reference angle : 0.00

Results segment # 1: 13L -E EA (day)

 Source height = 1.65 m

ROAD (0.00 + 67.65 + 0.00) = 67.65 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.57	71.76	0.00	-2.82	-1.29	0.00	0.00	0.00	67.65

Segment Leq : 67.65 dBA

Total Leq All Segments: 67.65 dBA

Results segment # 1: 13L -E EA (night)

 Source height = 1.65 m

ROAD (0.00 + 60.12 + 0.00) = 60.12 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.57	64.23	0.00	-2.82	-1.29	0.00	0.00	0.00	60.12

Segment Leq : 60.12 dBA

Total Leq All Segments: 60.12 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 67.65
(NIGHT): 60.12

Filename: POR6NF_3S Time Period: Day/Night 16/8 hours
 Description: Apartment Building 6 - 3rd Storey - North Facade

Road data, segment # 1: 13L -E EA (day/night)

 Car traffic volume : 15269/1347 veh/TimePeriod
 Medium truck volume : 798/70 veh/TimePeriod
 Heavy truck volume : 1277/113 veh/TimePeriod
 Posted speed limit : 60 km/h
 Road gradient : 0 %
 Road pavement : 1 (Typical asphalt or concrete)

Data for Segment # 1: 13L -E EA (day/night)

 Angle1 Angle2 : -90.00 deg 90.00 deg
 Wood depth : 0 (No woods.)
 No of house rows : 0 / 0
 Surface : 1 (Absorptive ground surface)
 Receiver source distance : 22.70 / 22.70 m
 Receiver height : 7.50 / 7.50 m
 Topography : 1 (Flat/gentle slope; no barrier)
 Reference angle : 0.00

Results segment # 1: 13L -E EA (day)

 Source height = 1.65 m

ROAD (0.00 + 67.98 + 0.00) = 67.98 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.48	71.76	0.00	-2.66	-1.13	0.00	0.00	0.00	67.98

Segment Leq : 67.98 dBA

Total Leq All Segments: 67.98 dBA

Results segment # 1: 13L -E EA (night)

 Source height = 1.65 m

ROAD (0.00 + 60.45 + 0.00) = 60.45 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.48	64.23	0.00	-2.66	-1.13	0.00	0.00	0.00	60.45

Segment Leq : 60.45 dBA

Total Leq All Segments: 60.45 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 67.98
(NIGHT): 60.45

Filename: POR6NF_4S Time Period: Day/Night 16/8 hours
 Description: Apartment Building 6 - 4th Storey - North Facade

Road data, segment # 1: 13L -E EA (day/night)

 Car traffic volume : 15269/1347 veh/TimePeriod
 Medium truck volume : 798/70 veh/TimePeriod
 Heavy truck volume : 1277/113 veh/TimePeriod
 Posted speed limit : 60 km/h
 Road gradient : 0 %
 Road pavement : 1 (Typical asphalt or concrete)

Data for Segment # 1: 13L -E EA (day/night)

 Angle1 Angle2 : -90.00 deg 90.00 deg
 Wood depth : 0 (No woods.)
 No of house rows : 0 / 0
 Surface : 1 (Absorptive ground surface)
 Receiver source distance : 22.70 / 22.70 m
 Receiver height : 10.50 / 10.50 m
 Topography : 1 (Flat/gentle slope; no barrier)
 Reference angle : 0.00

Results segment # 1: 13L -E EA (day)

 Source height = 1.65 m

ROAD (0.00 + 68.32 + 0.00) = 68.32 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.39	71.76	0.00	-2.49	-0.95	0.00	0.00	0.00	68.32

Segment Leq : 68.32 dBA

Total Leq All Segments: 68.32 dBA

Results segment # 1: 13L -E EA (night)

 Source height = 1.65 m

ROAD (0.00 + 60.79 + 0.00) = 60.79 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.39	64.23	0.00	-2.49	-0.95	0.00	0.00	0.00	60.79

Segment Leq : 60.79 dBA

Total Leq All Segments: 60.79 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 68.32
(NIGHT): 60.79

Filename: PORSD2OLA Time Period: Day/Night 16/8 hours
Description: Semi-Detached Residence 2 - Outdoor Living Area

Road data, segment # 1: 25SR - S SA (day/night)

Car traffic volume : 15829/1397 veh/TimePeriod
Medium truck volume : 626/55 veh/TimePeriod
Heavy truck volume : 1001/88 veh/TimePeriod
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

Data for Segment # 1: 25SR - S SA (day/night)

Angle1 Angle2 : -90.00 deg -56.00 deg
Wood depth : 2 (Wood depth 60 metres or more)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 46.40 / 46.40 m
Receiver height : 1.50 / 1.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: 25SR - S SA (day/night)

Car traffic volume : 15829/1397 veh/TimePeriod
Medium truck volume : 626/55 veh/TimePeriod
Heavy truck volume : 1001/88 veh/TimePeriod
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

Data for Segment # 2: 25SR - S SA (day/night)

Angle1 Angle2 : -56.00 deg -24.00 deg
Wood depth : 1 (Wood depth 30 to less than 60 metres)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 46.40 / 46.40 m
Receiver height : 1.50 / 1.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

-24 6 0.66 70.94 0.00 -8.13 -7.85 0.00 0.00 0.00 54.95

Segment Leq : 54.95 dBA

Total Leq All Segments: 56.80 dBA

Results segment # 1: 25SR - S SA (night)

Source height = 1.55 m

ROAD (0.00 + 37.31 + 0.00) = 37.31 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	-56	0.36	63.39	0.00	-6.66	-9.42	-10.00	0.00	0.00	37.31

Segment Leq : 37.31 dBA

Results segment # 2: 25SR - S SA (night)

Source height = 1.55 m

ROAD (0.00 + 43.78 + 0.00) = 43.78 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-56	-24	0.36	63.39	0.00	-6.66	-7.95	-5.00	0.00	0.00	43.78

Segment Leq : 43.78 dBA

Results segment # 3: 25SR - S SA (night)

Source height = 1.55 m

ROAD (0.00 + 47.41 + 0.00) = 47.41 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-24	6	0.66	63.39	0.00	-8.13	-7.85	0.00	0.00	0.00	47.41

Segment Leq : 47.41 dBA

Total Leq All Segments: 49.26 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 56.80
(NIGHT): 49.26

Filename: PORSD3OLA Time Period: Day/Night 16/8 hours
Description: Semi-Detached Residence 3 - Outdoor Living Area

Road data, segment # 1: 25SR - S SA (day/night)

Car traffic volume : 15829/1397 veh/TimePeriod
Medium truck volume : 626/55 veh/TimePeriod
Heavy truck volume : 1001/88 veh/TimePeriod
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

Data for Segment # 1: 25SR - S SA (day/night)

Angle1 Angle2 : -90.00 deg -23.00 deg
Wood depth : 2 (Wood depth 60 metres or more)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 65.00 / 65.00 m
Receiver height : 1.50 / 1.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: 25SR - S SA (day/night)

Car traffic volume : 15829/1397 veh/TimePeriod
Medium truck volume : 626/55 veh/TimePeriod
Heavy truck volume : 1001/88 veh/TimePeriod
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

Data for Segment # 2: 25SR - S SA (day/night)

Angle1 Angle2 : -23.00 deg -18.00 deg
Wood depth : 1 (Wood depth 30 to less than 60 metres)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 65.00 / 65.00 m
Receiver height : 1.50 / 1.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 3: 25SR - S SA (day/night)

Car traffic volume : 15829/1397 veh/TimePeriod
Medium truck volume : 626/55 veh/TimePeriod
Heavy truck volume : 1001/88 veh/TimePeriod
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

Data for Segment # 3: 25SR - S SA (day/night)

Angle1 Angle2 : -18.00 deg 3.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 65.00 / 65.00 m
Receiver height : 1.50 / 1.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Results segment # 1: 25SR - S SA (day)

Source height = 1.55 m

ROAD (0.00 + 46.76 + 0.00) = 46.76 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	-23	0.36	70.94	0.00	-8.65	-5.52	-10.00	0.00	0.00	46.76

Segment Leq : 46.76 dBA

Results segment # 2: 25SR - S SA (day)

Source height = 1.55 m

ROAD (0.00 + 41.62 + 0.00) = 41.62 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-23	-18	0.36	70.94	0.00	-8.65	-15.67	-5.00	0.00	0.00	41.62

Segment Leq : 41.62 dBA

Results segment # 3: 25SR - S SA (day)

Source height = 1.55 m

ROAD (0.00 + 51.00 + 0.00) = 51.00 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-18	3	0.66	70.94	0.00	-10.56	-9.37	0.00	0.00	0.00	51.00

Segment Leq : 51.00 dBA

Total Leq All Segments: 52.74 dBA

Results segment # 1: 25SR - S SA (night)

Source height = 1.55 m

ROAD (0.00 + 39.21 + 0.00) = 39.21 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	-23	0.36	63.39	0.00	-8.65	-5.53	-10.00	0.00	0.00	39.21

Segment Leq : 39.21 dBA

Results segment # 2: 25SR - S SA (night)

Source height = 1.55 m

ROAD (0.00 + 34.07 + 0.00) = 34.07 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-23	-18	0.36	63.39	0.00	-8.65	-15.67	-5.00	0.00	0.00	34.07

Segment Leq : 34.07 dBA

Results segment # 3: 25SR - S SA (night)

Source height = 1.55 m

ROAD (0.00 + 43.46 + 0.00) = 43.46 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-18	3	0.66	63.39	0.00	-10.56	-9.37	0.00	0.00	0.00	43.46

Segment Leq : 43.46 dBA

Total Leq All Segments: 45.19 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 52.74
(NIGHT): 45.19

Filename: PORSDOLA Time Period: Day/Night 16/8 hours
Description: Semi-Detached - Outdoor Living Area

Road data, segment # 1: 25SR - S SA (day/night)

Car traffic volume : 15829/1397 veh/TimePeriod
Medium truck volume : 626/55 veh/TimePeriod
Heavy truck volume : 1001/88 veh/TimePeriod
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

Data for Segment # 1: 25SR - S SA (day/night)

Angle1 Angle2 : -90.00 deg -73.00 deg
Wood depth : 2 (Wood depth 60 metres or more)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 27.70 / 27.70 m
Receiver height : 1.50 / 1.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: 25SR - S SA (day/night)

Car traffic volume : 15829/1397 veh/TimePeriod
Medium truck volume : 626/55 veh/TimePeriod
Heavy truck volume : 1001/88 veh/TimePeriod
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

Data for Segment # 2: 25SR - S SA (day/night)

Angle1 Angle2 : -73.00 deg -55.00 deg
Wood depth : 1 (Wood depth 30 to less than 60 metres)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 27.70 / 27.70 m
Receiver height : 1.50 / 1.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 3: 25SR - S SA (day/night)

Car traffic volume : 15829/1397 veh/TimePeriod
Medium truck volume : 626/55 veh/TimePeriod
Heavy truck volume : 1001/88 veh/TimePeriod
Posted speed limit : 60 km/h

Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

Data for Segment # 3: 25SR - S SA (day/night)

Angle1 Angle2 : -55.00 deg 37.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 27.70 / 27.70 m
Receiver height : 1.50 / 1.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Results segment # 1: 25SR - S SA (day)

Source height = 1.55 m

ROAD (0.00 + 43.84 + 0.00) = 43.84 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	-73	0.36	70.94	0.00	-3.62	-13.48	-10.00	0.00	0.00	43.84

Segment Leq : 43.84 dBA

Results segment # 2: 25SR - S SA (day)

Source height = 1.55 m

ROAD (0.00 + 51.01 + 0.00) = 51.01 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-73	-55	0.36	70.94	0.00	-3.62	-11.31	-5.00	0.00	0.00	51.01

Segment Leq : 51.01 dBA

Results segment # 3: 25SR - S SA (day)

Source height = 1.55 m

ROAD (0.00 + 63.25 + 0.00) = 63.25 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-55	37	0.66	70.94	0.00	-4.42	-3.27	0.00	0.00	0.00	63.25

Segment Leq : 63.25 dBA

Total Leq All Segments: 63.55 dBA

Results segment # 1: 25SR - S SA (night)

Source height = 1.55 m

ROAD (0.00 + 36.29 + 0.00) = 36.29 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	-73	0.36	63.39	0.00	-3.62	-13.48	-10.00	0.00	0.00	36.29

Segment Leq : 36.29 dBA

Results segment # 2: 25SR - S SA (night)

Source height = 1.55 m

ROAD (0.00 + 43.46 + 0.00) = 43.46 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-73	-55	0.36	63.39	0.00	-3.62	-11.31	-5.00	0.00	0.00	43.46

Segment Leq : 43.46 dBA

Results segment # 3: 25SR - S SA (night)

Source height = 1.55 m

ROAD (0.00 + 55.70 + 0.00) = 55.70 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-55	37	0.66	63.39	0.00	-4.42	-3.27	0.00	0.00	0.00	55.70

Segment Leq : 55.70 dBA

Total Leq All Segments: 56.00 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 63.55
(NIGHT): 56.00

Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

Data for Segment # 3: 25SR - S SA (day/night)

Angle1 Angle2 : -55.00 deg 37.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 27.70 / 27.70 m
Receiver height : 1.50 / 1.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Results segment # 1: 25SR - S SA (day)

Source height = 1.55 m

ROAD (0.00 + 43.84 + 0.00) = 43.84 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	-73	0.36	70.94	0.00	-3.62	-13.48	-10.00	0.00	0.00	43.84

Segment Leq : 43.84 dBA

Results segment # 2: 25SR - S SA (day)

Source height = 1.55 m

ROAD (0.00 + 51.01 + 0.00) = 51.01 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-73	-55	0.36	70.94	0.00	-3.62	-11.31	-5.00	0.00	0.00	51.01

Segment Leq : 51.01 dBA

Results segment # 3: 25SR - S SA (day)

Source height = 1.55 m

ROAD (0.00 + 63.25 + 0.00) = 63.25 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-55	37	0.66	70.94	0.00	-4.42	-3.27	0.00	0.00	0.00	63.25

Segment Leq : 63.25 dBA

Total Leq All Segments: 63.55 dBA

Results segment # 1: 25SR - S SA (night)

Source height = 1.55 m

ROAD (0.00 + 36.29 + 0.00) = 36.29 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	-73	0.36	63.39	0.00	-3.62	-13.48	-10.00	0.00	0.00	36.29

Segment Leq : 36.29 dBA

Results segment # 2: 25SR - S SA (night)

Source height = 1.55 m

ROAD (0.00 + 43.46 + 0.00) = 43.46 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-73	-55	0.36	63.39	0.00	-3.62	-11.31	-5.00	0.00	0.00	43.46

Segment Leq : 43.46 dBA

Results segment # 3: 25SR - S SA (night)

Source height = 1.55 m

ROAD (0.00 + 55.70 + 0.00) = 55.70 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-55	37	0.66	63.39	0.00	-4.42	-3.27	0.00	0.00	0.00	55.70

Segment Leq : 55.70 dBA

Total Leq All Segments: 56.00 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 63.55
(NIGHT): 56.00

Filename: PORSDSF_1S Time Period: Day/Night 16/8 hours
 Description: Semi-Detached - 1st Storey - South Facade

Road data, segment # 1: 25SR S_SA (day/night)

 Car traffic volume : 15829/1397 veh/TimePeriod
 Medium truck volume : 626/55 veh/TimePeriod
 Heavy truck volume : 1001/88 veh/TimePeriod
 Posted speed limit : 60 km/h
 Road gradient : 0 %
 Road pavement : 1 (Typical asphalt or concrete)

Data for Segment # 1: 25SR S_SA (day/night)

 Angle1 Angle2 : -90.00 deg 0.00 deg
 Wood depth : 0 (No woods.)
 No of house rows : 0 / 0
 Surface : 1 (Absorptive ground surface)
 Receiver source distance : 25.90 / 25.90 m
 Receiver height : 1.50 / 1.50 m
 Topography : 1 (Flat/gentle slope; no barrier)
 Reference angle : 0.00

Results segment # 1: 25SR S_SA (day)

 Source height = 1.55 m

ROAD (0.00 + 62.54 + 0.00) = 62.54 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	0	0.66	70.94	0.00	-3.93	-4.46	0.00	0.00	0.00	62.54

Segment Leq : 62.54 dBA

Total Leq All Segments: 62.54 dBA

Results segment # 1: 25SR S_SA (night)

 Source height = 1.55 m

ROAD (0.00 + 54.99 + 0.00) = 54.99 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	0	0.66	63.39	0.00	-3.93	-4.46	0.00	0.00	0.00	54.99

Segment Leq : 54.99 dBA

Total Leq All Segments: 54.99 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 62.54
(NIGHT): 54.99

Filename: PORSDSF_2S Time Period: Day/Night 16/8 hours
 Description: Semi-Detached - 2nd Storey - South Facade

Road data, segment # 1: 25SR S_SA (day/night)

 Car traffic volume : 15829/1397 veh/TimePeriod
 Medium truck volume : 626/55 veh/TimePeriod
 Heavy truck volume : 1001/88 veh/TimePeriod
 Posted speed limit : 60 km/h
 Road gradient : 0 %
 Road pavement : 1 (Typical asphalt or concrete)

Data for Segment # 1: 25SR S_SA (day/night)

 Angle1 Angle2 : -90.00 deg 0.00 deg
 Wood depth : 0 (No woods.)
 No of house rows : 0 / 0
 Surface : 1 (Absorptive ground surface)
 Receiver source distance : 25.90 / 25.90 m
 Receiver height : 4.50 / 4.50 m
 Topography : 1 (Flat/gentle slope; no barrier)
 Reference angle : 0.00

Results segment # 1: 25SR S_SA (day)

 Source height = 1.55 m

ROAD (0.00 + 62.91 + 0.00) = 62.91 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	0	0.57	70.94	0.00	-3.72	-4.31	0.00	0.00	0.00	62.91

Segment Leq : 62.91 dBA

Total Leq All Segments: 62.91 dBA

Results segment # 1: 25SR S_SA (night)

 Source height = 1.55 m

ROAD (0.00 + 55.36 + 0.00) = 55.36 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	0	0.57	63.39	0.00	-3.72	-4.31	0.00	0.00	0.00	55.36

Segment Leq : 55.36 dBA

Total Leq All Segments: 55.36 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 62.91
(NIGHT): 55.36

Filename: PORSDWF_1S Time Period: Day/Night 16/8 hours
 Description: Semi-Detached - 1st Storey - West Facade

Road data, segment # 1: 25SR S_SA (day/night)

 Car traffic volume : 15829/1397 veh/TimePeriod
 Medium truck volume : 626/55 veh/TimePeriod
 Heavy truck volume : 1001/88 veh/TimePeriod
 Posted speed limit : 60 km/h
 Road gradient : 0 %
 Road pavement : 1 (Typical asphalt or concrete)

Data for Segment # 1: 25SR S_SA (day/night)

 Angle1 Angle2 : -90.00 deg 85.00 deg
 Wood depth : 0 (No woods.)
 No of house rows : 0 / 0
 Surface : 1 (Absorptive ground surface)
 Receiver source distance : 23.60 / 23.60 m
 Receiver height : 1.50 / 1.50 m
 Topography : 1 (Flat/gentle slope; no barrier)
 Reference angle : 0.00

Results segment # 1: 25SR S_SA (day)

 Source height = 1.55 m

ROAD (0.00 + 66.20 + 0.00) = 66.20 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	85	0.66	70.94	0.00	-3.26	-1.47	0.00	0.00	0.00	66.20

Segment Leq : 66.20 dBA

Total Leq All Segments: 66.20 dBA

Results segment # 1: 25SR S_SA (night)

 Source height = 1.55 m

ROAD (0.00 + 58.65 + 0.00) = 58.65 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	85	0.66	63.39	0.00	-3.26	-1.47	0.00	0.00	0.00	58.65

Segment Leq : 58.65 dBA

Total Leq All Segments: 58.65 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 66.20
(NIGHT): 58.65

Filename: PORSDWF_2S Time Period: Day/Night 16/8 hours
 Description: Semi-Detached - 2nd Storey - West Facade

Road data, segment # 1: 25SR S_SA (day/night)

 Car traffic volume : 15829/1397 veh/TimePeriod
 Medium truck volume : 626/55 veh/TimePeriod
 Heavy truck volume : 1001/88 veh/TimePeriod
 Posted speed limit : 60 km/h
 Road gradient : 0 %
 Road pavement : 1 (Typical asphalt or concrete)

Data for Segment # 1: 25SR S_SA (day/night)

 Angle1 Angle2 : -90.00 deg 85.00 deg
 Wood depth : 0 (No woods.)
 No of house rows : 0 / 0
 Surface : 1 (Absorptive ground surface)
 Receiver source distance : 23.60 / 23.60 m
 Receiver height : 4.50 / 4.50 m
 Topography : 1 (Flat/gentle slope; no barrier)
 Reference angle : 0.00

Results segment # 1: 25SR S_SA (day)

 Source height = 1.55 m

ROAD (0.00 + 66.52 + 0.00) = 66.52 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	85	0.57	70.94	0.00	-3.09	-1.33	0.00	0.00	0.00	66.52

Segment Leq : 66.52 dBA

Total Leq All Segments: 66.52 dBA

Results segment # 1: 25SR S_SA (night)

 Source height = 1.55 m

ROAD (0.00 + 58.98 + 0.00) = 58.98 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	85	0.57	63.39	0.00	-3.09	-1.33	0.00	0.00	0.00	58.98

Segment Leq : 58.98 dBA

Total Leq All Segments: 58.98 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 66.52
(NIGHT): 58.98

Filename: PORTHNF_1S Time Period: Day/Night 16/8 hours
 Description: Townhouse Building - 1st Storey - North Facade

Road data, segment # 1: 13L -E EA (day/night)

 Car traffic volume : 15269/1347 veh/TimePeriod
 Medium truck volume : 798/70 veh/TimePeriod
 Heavy truck volume : 1277/113 veh/TimePeriod
 Posted speed limit : 60 km/h
 Road gradient : 0 %
 Road pavement : 1 (Typical asphalt or concrete)

Data for Segment # 1: 13L -E EA (day/night)

 Angle1 Angle2 : -15.00 deg 90.00 deg
 Wood depth : 0 (No woods.)
 No of house rows : 0 / 0
 Surface : 2 (Reflective ground surface)
 Receiver source distance : 72.00 / 72.00 m
 Receiver height : 1.50 / 1.50 m
 Topography : 1 (Flat/gentle slope; no barrier)
 Reference angle : 0.00

Results segment # 1: 13L -E EA (day)

 Source height = 1.65 m

ROAD (0.00 + 62.61 + 0.00) = 62.61 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-15	90	0.00	71.76	0.00	-6.81	-2.34	0.00	0.00	0.00	62.61

Segment Leq : 62.61 dBA

Total Leq All Segments: 62.61 dBA

Results segment # 1: 13L -E EA (night)

 Source height = 1.65 m

ROAD (0.00 + 55.08 + 0.00) = 55.08 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-15	90	0.00	64.23	0.00	-6.81	-2.34	0.00	0.00	0.00	55.08

Segment Leq : 55.08 dBA

Total Leq All Segments: 55.08 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 62.61
(NIGHT): 55.08

Filename: PORTHNF_2S Time Period: Day/Night 16/8 hours
 Description: Townhouse Building - 2nd Storey - North Facade

Road data, segment # 1: 13L -E EA (day/night)

 Car traffic volume : 15269/1347 veh/TimePeriod
 Medium truck volume : 798/70 veh/TimePeriod
 Heavy truck volume : 1277/113 veh/TimePeriod
 Posted speed limit : 60 km/h
 Road gradient : 0 %
 Road pavement : 1 (Typical asphalt or concrete)

Data for Segment # 1: 13L -E EA (day/night)

 Angle1 Angle2 : -15.00 deg 90.00 deg
 Wood depth : 0 (No woods.)
 No of house rows : 0 / 0
 Surface : 2 (Reflective ground surface)
 Receiver source distance : 72.00 / 72.00 m
 Receiver height : 4.50 / 4.50 m
 Topography : 1 (Flat/gentle slope; no barrier)
 Reference angle : 0.00

Results segment # 1: 13L -E EA (day)

 Source height = 1.65 m

ROAD (0.00 + 62.61 + 0.00) = 62.61 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-15	90	0.00	71.76	0.00	-6.81	-2.34	0.00	0.00	0.00	62.61

Segment Leq : 62.61 dBA

Total Leq All Segments: 62.61 dBA

Results segment # 1: 13L -E EA (night)

 Source height = 1.65 m

ROAD (0.00 + 55.08 + 0.00) = 55.08 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-15	90	0.00	64.23	0.00	-6.81	-2.34	0.00	0.00	0.00	55.08

Segment Leq : 55.08 dBA

Total Leq All Segments: 55.08 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 62.61
(NIGHT): 55.08

Filename: PORTHNF_3S Time Period: Day/Night 16/8 hours
 Description: Townhouse Building - 3rd Storey - North Facade

Road data, segment # 1: 13L -E EA (day/night)

 Car traffic volume : 15269/1347 veh/TimePeriod
 Medium truck volume : 798/70 veh/TimePeriod
 Heavy truck volume : 1277/113 veh/TimePeriod
 Posted speed limit : 60 km/h
 Road gradient : 0 %
 Road pavement : 1 (Typical asphalt or concrete)

Data for Segment # 1: 13L -E EA (day/night)

 Angle1 Angle2 : -15.00 deg 90.00 deg
 Wood depth : 0 (No woods.)
 No of house rows : 0 / 0
 Surface : 2 (Reflective ground surface)
 Receiver source distance : 72.00 / 72.00 m
 Receiver height : 7.50 / 7.50 m
 Topography : 1 (Flat/gentle slope; no barrier)
 Reference angle : 0.00

Results segment # 1: 13L -E EA (day)

 Source height = 1.65 m

ROAD (0.00 + 62.61 + 0.00) = 62.61 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-15	90	0.00	71.76	0.00	-6.81	-2.34	0.00	0.00	0.00	62.61

Segment Leq : 62.61 dBA

Total Leq All Segments: 62.61 dBA

Results segment # 1: 13L -E EA (night)

 Source height = 1.65 m

ROAD (0.00 + 55.08 + 0.00) = 55.08 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-15	90	0.00	64.23	0.00	-6.81	-2.34	0.00	0.00	0.00	55.08

Segment Leq : 55.08 dBA

Total Leq All Segments: 55.08 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 62.61
(NIGHT): 55.08

Filename: PORTHOLA Time Period: Day/Night 16/8 hours
Description: Townhouse Building - Outdoor Living Area

Road data, segment # 1: 13L -E EA (day/night)

Car traffic volume : 15269/1347 veh/TimePeriod
Medium truck volume : 798/70 veh/TimePeriod
Heavy truck volume : 1277/113 veh/TimePeriod
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

Data for Segment # 1: 13L -E EA (day/night)

Angle1 Angle2 : -20.00 deg 19.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 76.60 / 76.60 m
Receiver height : 1.50 / 1.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: 13L -E EA (day/night)

Car traffic volume : 15269/1347 veh/TimePeriod
Medium truck volume : 798/70 veh/TimePeriod
Heavy truck volume : 1277/113 veh/TimePeriod
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

Data for Segment # 2: 13L -E EA (day/night)

Angle1 Angle2 : 19.00 deg 90.00 deg
Wood depth : 2 (Wood depth 60 metres or more)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 76.60 / 76.60 m
Receiver height : 1.50 / 1.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Results segment # 1: 13L -E EA (day)

Source height = 1.65 m

ROAD (0.00 + 53.34 + 0.00) = 53.34 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-20	19	0.66	71.76	0.00	-11.72	-6.70	0.00	0.00	0.00	53.34

Segment Leq : 53.34 dBA

Results segment # 2: 13L -E EA (day)

Source height = 1.65 m

ROAD (0.00 + 50.64 + 0.00) = 50.64 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
19	90	0.00	71.76	0.00	-7.08	-4.04	-10.00	0.00	0.00	50.64

Segment Leq : 50.64 dBA

Total Leq All Segments: 55.21 dBA

Results segment # 1: 13L -E EA (night)

Source height = 1.65 m

ROAD (0.00 + 45.81 + 0.00) = 45.81 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-20	19	0.66	64.23	0.00	-11.72	-6.70	0.00	0.00	0.00	45.81

Segment Leq : 45.81 dBA

Results segment # 2: 13L -E EA (night)

Source height = 1.65 m

ROAD (0.00 + 43.11 + 0.00) = 43.11 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
19	90	0.00	64.23	0.00	-7.08	-4.04	-10.00	0.00	0.00	43.11

Segment Leq : 43.11 dBA

Total Leq All Segments: 47.68 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 55.21
(NIGHT): 47.68

Filename: PORTHWF_2S Time Period: Day/Night 16/8 hours
 Description: Towhhouse Residence - 2nd Storey - West Facade

Road data, segment # 1: 25SR - S SA (day/night)

 Car traffic volume : 17048/1504 veh/TimePeriod
 Medium truck volume : 674/59 veh/TimePeriod
 Heavy truck volume : 1078/95 veh/TimePeriod
 Posted speed limit : 60 km/h
 Road gradient : 0 %
 Road pavement : 1 (Typical asphalt or concrete)

Data for Segment # 1: 25SR - S SA (day/night)

 Angle1 Angle2 : -90.00 deg -23.00 deg
 Wood depth : 0 (No woods.)
 No of house rows : 0 / 0
 Surface : 2 (Reflective ground surface)
 Receiver source distance : 71.20 / 71.20 m
 Receiver height : 4.50 / 4.50 m
 Topography : 1 (Flat/gentle slope; no barrier)
 Reference angle : 0.00

Results segment # 1: 25SR - S SA (day)

 Source height = 1.55 m

ROAD (0.00 + 60.20 + 0.00) = 60.20 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	-23	0.00	71.26	0.00	-6.76	-4.29	0.00	0.00	0.00	60.20

Segment Leq : 60.20 dBA

Total Leq All Segments: 60.20 dBA

Results segment # 1: 25SR - S SA (night)

 Source height = 1.55 m

ROAD (0.00 + 52.66 + 0.00) = 52.66 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	-23	0.00	63.72	0.00	-6.76	-4.29	0.00	0.00	0.00	52.66

Segment Leq : 52.66 dBA

Total Leq All Segments: 52.66 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 60.20
(NIGHT): 52.66

APPENDIX C

STATIONARY NOISE MODELLING INPUT/OUTPUT

	Sound level			Vibrations			
	Sound pressure level measured LpA (dB)	Sound power level LwA (dB)	Sound power level guaranteed LwAg (dB)	Vibration value AHV Hand/Arm (m/s ²)	Uncertainty Hand/Arm (m/s ²) (K Faktor)	Vibration value AHV Body (m/s ²)	Uncertainty Body (m/s ²) (K Faktor)
ROBOTIC-MOWERS							
LAWNKEEPER 600	70	68	70				
LAWNKEEPER 1800	70	72	74				
LAWNKEEPER 3000	55	72	74				
LAWN-MOWERS							
CC 42 PO	84	94	96	5,0	1,5		
CC 42 SPO	84	94	96	5,0	1,5		
CC 46 PO	84	94	96	5,0	1,5		
CC 46 SPO	84	94	96	5,0	1,5		
CC 46 SPOE	84	94	96	5,0	1,5		
CC 53 SPO	86	96	98	5,0	1,5		
CC 53 SPO W	86	96	98	5,0	1,5		
CC 46 SPB V HW	84	94	96	5,0	1,5		
CC 53 SPB V HW	86	96	98	5,0	1,5		
CC 46 SPB V	84	94	96	5,0	1,5		
CC 46 SPBE V	84	94	96	5,0	1,5		
CC 53 SPB V	86	96	98	5,0	1,5		
CC 53 SPBE V	86	96	98	5,0	1,5		
CC 53 MO	84	94	96	5,0	1,5		
CC 53 MSPO	86	96	98	5,0	1,5		
WIDE CUT E-START	88	98	100	5,0	1,5		
MINI-RIDER							
CC 114 TD	88	98	100	5,0	1,5	1,0	0,5
CC 114 TA	88	98	100	5,0	1,5	1,0	0,5
LAWN TRACTORS							
CC 714 TF	88	98	100	5,0	1,5	1,0	0,5
CC 714 HF	88	98	100	5,0	1,5	1,0	0,5
CC 717 HG	88	98	100	5,0	1,5	1,0	0,5
CC 714 TE	88	98	100	5,0	1,5	1,0	0,5
CC 714 HE	88	98	100	5,0	1,5	1,0	0,5
CC 1016 AF	88	98	100	5,0	1,5	1,0	0,5
CC 1019 HG	88	98	100	5,0	1,5	1,0	0,5
CC 1018 BHG	88	98	100	5,0	1,5	1,0	0,5
CC 1022 KHT	88	98	100	5,0	1,5	1,0	0,5
CC 1224 KHP	93	103	105	5,0	1,5	1,0	0,5
CC 1016 AE	88	98	100	5,0	1,5	1,0	0,5
CC 1018 HE	88	98	100	5,0	1,5	1,0	0,5
CC 1018 AN	88	98	100	5,0	1,5	1,0	0,5
CC 1019 HN	88	98	100	5,0	1,5	1,0	0,5
CC 1018 BHE	88	98	100	5,0	1,5	1,0	0,5
CC 1020 BHN	88	98	100	5,0	1,5	1,0	0,5
CC 1024 KHN	88	98	100	5,0	1,5	1,0	0,5
CC 1022 KHI	88	98	100	5,0	1,5	1,0	0,5
GTX 2100	t.b.d.	t.b.d.	t.b.d	5,0	1,5	1,0	0,5
ZERO-TURN RIDERS							
RZT-S 42	88	98	100	5,0	1,5	1,0	1,5
RZT-S 46	88	98	100	5,0	1,5	1,0	1,5
Z-FORCE SZ-48	93	103	105	5,0	1,5	1,0	1,5
TANK SZ-60	93	103	105	5,0	1,5	1,0	1,5
RZT 42	88	98	100	5,0	1,5	1,0	1,5
RZT 50	93	103	105	5,0	1,5	1,0	1,5
RZT 54	93	103	105	5,0	1,5	1,0	1,5
TILLER							
RT 65	98	108	110	5,0	2,5		
LEAF VACUUM							
CSV 060	98	108	110	5,0	1,5		
SCARIFIER							
CC V 40 B	86	96	98	t.b.d.	t.b.d		

Report (StoneHouse Stationary.cna)

AA1 Inc.
 3523 25th Side Road - Innisfil, Ontario
 Modelling Results - Steady Sources

Calculation Configuration

Configuration	
Parameter	Value
General	
Max. Error (dB)	0.00
Max. Search Radius (m)	2000.00
Min. Dist Src to Rcvr	0.00
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
Proj. Line Sources	On
Proj. Area Sources	On
Ref. Time	
Daytime Penalty (dB)	0.00
Recr. Time Penalty (dB)	0.00
Night-time Penalty (dB)	0.00
DTM	
Standard Height (m)	0.00
Model of Terrain	Triangulation
Reflection	
max. Order of Reflection	2
Search Radius Src	100.00
Search Radius Rcvr	100.00
Max. Distance Source - Rcvr	1000.00 1000.00
Min. Distance Rvcr - Reflector	1.00 1.00
Min. Distance Source - Reflector	0.10
Industrial (ISO 9613 (1996))	
Lateral Diffraction	some Obj
Obst. within Area Src do not shield	On
Screening	
	Excl. Ground Att. over Barrier
	Dz with limit (20/25)
Barrier Coefficients C1,2,3	3.0 20.0 0.0
Temperature (°C)	10
rel. Humidity (%)	70
Ground Absorption G	1.00
Wind Speed for Dir. (m/s)	3.0
Roads (NONE)	

Configuration	
Parameter	Value
Railways (NONE)	
Aircraft (NONE)	
Strictly acc. to AzB	

Results

Receptor Noise Impact Levels Table

Name	Sel. M.	ID	Level Lr		Limit. Value		Land Use			Height (m)	Coordinates			
			Day/Eve	Night	Day/Eve	Night	Type	Auto	Noise Type		X	Y	Z	
			(dBA)	(dBA)	(dBA)	(dBA)					(m)	(m)	(m)	
AB8_1S_1		AB8_1S_1	40.0	38.6	50.0	45.4				1.50	r	615490.97	4914944.99	1.50
AB8_2S_1		AB8_2S_1	44.0	42.5	50.0	45.4				4.50	r	615490.97	4914944.99	4.50
AB8_3S_1		AB8_3S_1	44.2	42.6	50.0	45.4				7.50	r	615490.97	4914944.99	7.50
AB8_4S_1		AB8_4S_1	44.2	42.7	50.0	45.4				10.50	r	615490.97	4914944.99	10.50
AB8_1S_2		AB8_1S_2	40.4	38.9	50.0	45.4				1.50	r	615478.68	4914940.82	1.50
AB8_2S_2		AB8_2S_2	44.5	42.9	50.0	45.4				4.50	r	615478.68	4914940.82	4.50
AB8_3S_2		AB8_3S_2	44.7	43.2	50.0	45.4				7.50	r	615478.68	4914940.82	7.50
AB8_4S_2		AB8_4S_2	44.7	43.2	50.0	45.4				10.50	r	615478.68	4914940.82	10.50
AB8_1S_3		AB8_1S_3	41.0	39.6	50.0	45.4				1.50	r	615466.07	4914936.53	1.50
AB8_2S_3		AB8_2S_3	45.4	43.8	50.0	45.4				4.50	r	615466.07	4914936.53	4.50
AB8_3S_3		AB8_3S_3	45.6	44.1	50.0	45.4				7.50	r	615466.07	4914936.53	7.50
AB8_4S_3		AB8_4S_3	45.7	44.2	50.0	45.4				10.50	r	615466.07	4914936.53	10.50
AB8_1S_4		AB8_1S_4	41.9	40.4	50.0	45.4				1.50	r	615454.13	4914932.55	1.50
AB8_2S_4		AB8_2S_4	46.5	45.0	50.0	45.4				4.50	r	615454.13	4914932.55	4.50
AB8_3S_4		AB8_3S_4	46.6	45.0	50.0	45.4				7.50	r	615454.13	4914932.55	7.50
AB8_4S_4		AB8_4S_4	46.6	45.1	50.0	45.4				10.50	r	615454.13	4914932.55	10.50
AB7_1S_1		AB7_1S_1	43.3	41.9	50.0	45.4				1.50	r	615434.88	4914925.62	1.50
AB7_2S_1		AB7_2S_1	47.6	46.0	50.0	45.4				4.50	r	615434.89	4914925.62	4.50
AB7_3S_1		AB7_3S_1	47.6	46.1	50.0	45.4				7.50	r	615434.89	4914925.62	7.50
AB7_4S_1		AB7_4S_1	47.6	46.1	50.0	45.4				10.50	r	615434.89	4914925.62	10.50
AB7_1S_2		AB7_1S_2	45.7	44.2	50.0	45.4				1.50	r	615422.60	4914921.45	1.50
AB7_2S_2		AB7_2S_2	48.0	46.5	50.0	45.4				4.50	r	615422.60	4914921.45	4.50
AB7_3S_2		AB7_3S_2	48.1	46.6	50.0	45.4				7.50	r	615422.60	4914921.45	7.50
AB7_4S_2		AB7_4S_2	48.1	46.7	50.0	45.4				10.50	r	615422.60	4914921.45	10.50
AB7_1S_3		AB7_1S_3	44.8	43.5	50.0	45.4				1.50	r	615409.99	4914917.16	1.50
AB7_2S_3		AB7_2S_3	47.9	46.5	50.0	45.4				4.50	r	615409.99	4914917.16	4.50
AB7_3S_3		AB7_3S_3	48.0	46.6	50.0	45.4				7.50	r	615409.99	4914917.16	7.50
AB7_4S_3		AB7_4S_3	48.1	46.8	50.0	45.4				10.50	r	615409.99	4914917.16	10.50
AB7_1S_4		AB7_1S_4	44.1	43.1	50.0	45.4				1.50	r	615398.07	4914913.11	1.50
AB7_2S_4		AB7_2S_4	47.3	46.1	50.0	45.4				4.50	r	615398.07	4914913.11	4.50
AB7_3S_4		AB7_3S_4	47.9	46.7	50.0	45.4				7.50	r	615398.07	4914913.11	7.50
AB7_4S_4		AB7_4S_4	48.0	46.8	50.0	45.4				10.50	r	615398.07	4914913.11	10.50
AB6_1S_1		AB6_1S_1	43.4	43.1	50.0	45.4				1.50	r	615378.99	4914906.40	1.50
AB6_2S_1		AB6_2S_1	45.2	44.7	50.0	45.4				4.50	r	615378.99	4914906.40	4.50
AB6_3S_1		AB6_3S_1	46.6	45.8	50.0	45.4				7.50	r	615378.99	4914906.40	7.50
AB6_4S_1		AB6_4S_1	47.5	46.5	50.0	45.4				10.50	r	615378.99	4914906.40	10.50
AB6_1S_2		AB6_1S_2	43.7	43.5	50.0	45.4				1.50	r	615366.70	4914902.23	1.50

Name	Sel.	M.	ID	Level Lr		Limit Value		Land Use			Height		Coordinates			
				Day/Eve	Night	Day/Eve	Night	Type	Auto	Noise Type	(m)	(m)	(m)	(m)		
				(dBA)	(dBA)	(dBA)	(dBA)					(m)	(m)	(m)	(m)	
AB6_2S_2			AB6_2S_2	44.8	44.4	50.0	45.4					4.50	r	615366.70	4914902.23	4.50
AB6_3S_2			AB6_3S_2	45.7	45.2	50.0	45.4					7.50	r	615366.70	4914902.23	7.50
AB6_4S_2			AB6_4S_2	46.5	45.8	50.0	45.4					10.50	r	615366.70	4914902.23	10.50
AB6_1S_3			AB6_1S_3	43.2	43.0	50.0	45.4					1.50	r	615354.09	4914897.94	1.50
AB6_2S_3			AB6_2S_3	44.6	44.3	50.0	45.4					4.50	r	615354.09	4914897.94	4.50
AB6_3S_3			AB6_3S_3	45.3	44.9	50.0	45.4					7.50	r	615354.09	4914897.94	7.50
AB6_4S_3			AB6_4S_3	45.6	45.1	50.0	45.4					10.50	r	615354.09	4914897.94	10.50
AB6_1S_4			AB6_1S_4	42.8	42.6	50.0	45.4					1.50	r	615342.18	4914893.89	1.50
AB6_2S_4			AB6_2S_4	44.4	44.1	50.0	45.4					4.50	r	615342.18	4914893.89	4.50
AB6_3S_4			AB6_3S_4	44.7	44.2	50.0	45.4					7.50	r	615342.18	4914893.89	7.50
AB6_4S_4			AB6_4S_4	45.3	44.8	50.0	45.4					10.50	r	615342.18	4914893.89	10.50

Sources

Noise Source Library

Name	ID	Type	1/3 Oktave Spectrum (dB)											Source	
			Weight.	31.5	63	125	250	500	1000	2000	4000	8000	A		lin
Truck Movements	TR	Lw (c)	A	76.9	82.8	84.1	92.9	95.6	100.1	99.3	97.2	90.6	104.9	117.4	Grobark Msmt
Retail HVAC	RHVAC	Lw	A									80.0		83.2	

Point Sources

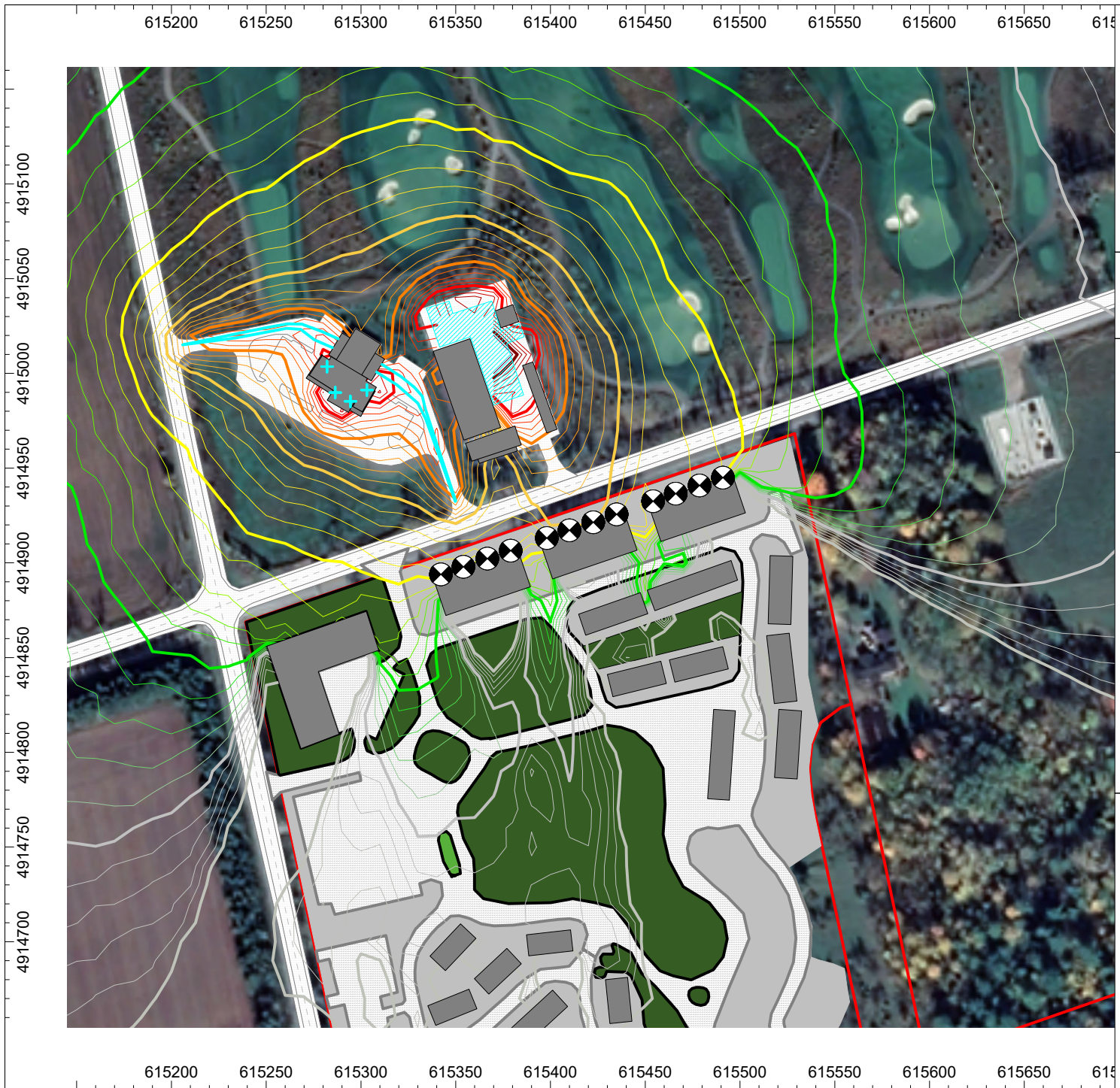
Name	Sel.	M.	ID	Result. PWL			Lw / Li		Correction			Sound Reduction		Attenuation	Operating Time			K0	Freq.	Direct.	Height	Coordinates			
				Day	Evening	Night	Type	Value	norm.	Day	Evening	Night	R		Area	Day	Special					Night	(dB)	(Hz)	(m)
				(dBA)	(dBA)	(dBA)	(dBA)	(dBA)	(dBA)	(dBA)	(dBA)	(dBA)	(dBA)	(m²)	(min)	(min)	(min)	(dB)	(Hz)	(m)	(m)	(m)	(m)		
HVAC			HVAC	86.0	86.0	86.0	Lw	86		0.0	0.0	0.0			50.00	50.00	45.00	0.0	500	(none)	1.20	g	615303.13	4914991.23	5.95
HVAC			HVAC	86.0	86.0	86.0	Lw	86		0.0	0.0	0.0			50.00	50.00	45.00	0.0	500	(none)	1.20	g	615294.45	4914985.22	5.95
HVAC			FS_HVAC2	86.0	86.0	86.0	Lw	86		0.0	0.0	0.0			50.00	50.00	45.00	0.0	500	(none)	1.20	g	615286.45	4914989.89	5.95
HVAC			FS_HVAC1	86.0	86.0	86.0	Lw	86		0.0	0.0	0.0			50.00	50.00	45.00	0.0	500	(none)	1.20	g	615282.11	4915003.57	5.95

Line Sources

Name	Sel.	M.	ID	Result. PWL			Result. PWL'			Lw / Li		Correction			Sound Reduction		Attenuation	Operating Time			K0	Freq.	Direct.	Moving Pt. Src				
				Day	Evening	Night	Day	Evening	Night	Type	Value	norm.	Day	Evening	Night	R		Area	Day	Special				Night	(dB)	(Hz)	Day	Evening
				(dBA)	(dBA)	(dBA)	(dBA)	(dBA)	(dBA)	(dBA)	(dBA)	(dBA)	(dBA)	(dBA)	(dBA)	(dBA)	(dBA)	(m²)	(min)	(min)	(min)	(dB)	(Hz)	(none)	1.0	1.0	1.0	10.0
Truck1	+		TR1	84.2	84.2	84.2	64.9	64.9	64.9	PWL-Pt	TR		0.0	0.0	0.0				60.00	60.00	60.00	0.0		(none)	1.0	1.0	1.0	10.0
Truck2	+		TR2	84.1	84.1	84.1	64.9	64.9	64.9	PWL-Pt	TR		0.0	0.0	0.0				60.00	60.00	60.00	0.0		(none)	1.0	1.0	1.0	10.0
Truck3	+		TR3	84.2	84.2	84.2	64.9	64.9	64.9	PWL-Pt	TR		0.0	0.0	0.0				60.00	60.00	60.00	0.0		(none)	1.0	1.0	1.0	10.0
Truck4	+		TR4	84.0	84.0	84.0	64.9	64.9	64.9	PWL-Pt	TR		0.0	0.0	0.0				60.00	60.00	60.00	0.0		(none)	1.0	1.0	1.0	10.0

Area Sources

Name	Sel.	M.	ID	Result. PWL			Result. PWL''			Lw / Li		Correction			Sound Reduction		Attenuation	Operating Time			K0	Freq.	Direct.	Moving Pt. Src				
				Day	Evening	Night	Day	Evening	Night	Type	Value	norm.	Day	Evening	Night	R		Area	Day	Special				Night	(dB)	(Hz)	Day	Evening
				(dBA)	(dBA)	(dBA)	(dBA)	(dBA)	(dBA)	(dBA)	(dBA)	(dBA)	(dBA)	(dBA)	(dBA)	(dBA)	(m²)	(min)	(min)	(min)	(dB)	(Hz)	(none)	Day	Evening	Night	Number	
Tractor Movements			TM	98.0	98.0	98.0	66.9	66.9	66.9	Lw	98		0.0	0.0	0.0				45.00	0.00	30.00	0.0	500	(none)				



- + Point Source
- Line Source
- ▨ Area Source
- Building
- Barrier
- Ground Absorption
- ⊗ Receiver
- Calculation Area

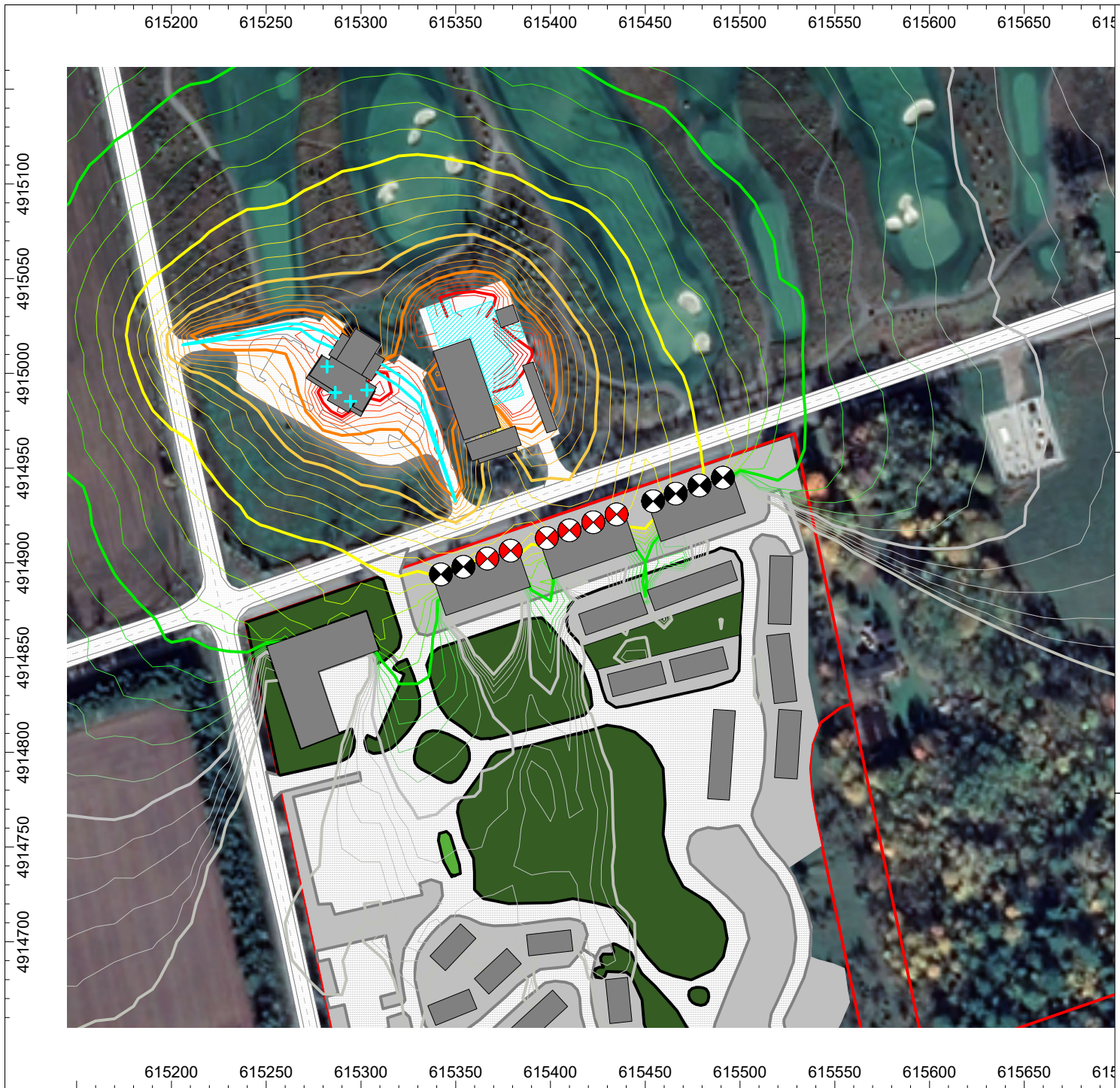
Note: Sound level contours generated at a height of 4.5 m



- ≥ 35.0 dBA
- ≥ 40.0 dBA
- ≥ 45.0 dBA
- ≥ 50.0 dBA
- ≥ 55.0 dBA
- ≥ 60.0 dBA
- ≥ 65.0 dBA
- ≥ 70.0 dBA
- ≥ 75.0 dBA
- ≥ 80.0 dBA
- ≥ 85.0 dBA

Day/Even Predicted Noise Contours

3523 25th Side Road
Innisfil, Ontario



- + Point Source
- Line Source
- ▨ Area Source
- Building
- Barrier
- Ground Absorption
- ⊗ Receiver
- Calculation Area

Note: Sound level contours generated at a height of 4.5 m



- ≥ 35.0 dBA
- ≥ 40.0 dBA
- ≥ 45.0 dBA
- ≥ 50.0 dBA
- ≥ 55.0 dBA
- ≥ 60.0 dBA
- ≥ 65.0 dBA
- ≥ 70.0 dBA
- ≥ 75.0 dBA
- ≥ 80.0 dBA
- ≥ 85.0 dBA

Night-time Predicted Noise Contours

3523 25th Side Road
Innisfil, Ontario

Partial Pressure Levels Day/Eve (dBA)

ID	AB8_1S_1	AB8_2S_1	AB8_3S_1	AB8_4S_1	AB8_1S_2	AB8_2S_2	AB8_3S_2	AB8_4S_2	AB8_1S_3	AB8_2S_3	AB8_3S_3	AB8_4S_3	AB8_1S_4	AB8_2S_4	AB8_3S_4	AB8_4S_4
HVAC	25.8	29.6	29.8	29.8	25.7	28.5	30.3	30.3	24.7	28.8	30.8	30.8	23.6	28.3	30	31.3
HVAC	24.2	27.4	29.5	29.5	23.5	27.2	29.1	30	24.9	28.3	30.5	30.5	26.8	30.9	31.1	31.1
FS HVAC2	24.5	29.1	29.2	29.2	23.9	27.2	29.7	29.7	23.2	27.6	29.3	30.2	26.8	31.3	30.7	30.7
FS HVAC1	21.1	24.7	25.2	25.4	19	26.1	26.5	26.7	22.8	27.9	30.1	30.1	22.7	27.4	28.7	30.5
TR1	24.9	26.1	26.3	26.8	25.8	26.9	27.2	27.7	26.8	27.8	28.2	28.7	28.1	28.8	29.2	29.8
TR2	24.9	26.2	26.4	26.9	25.8	26.9	27.2	27.8	27	27.8	28.2	28.8	28.2	28.8	29.3	30
TR3	9.9	14.4	14.7	15.2	10	14.1	15.1	15.8	9.8	11.8	15	16.5	10.2	12.7	15.2	17.2
TR4	9.7	14.3	14.6	15	9.8	13.9	15	15.6	9.5	11.5	14.8	16.4	10	12.3	15.1	17.1
TM	39.2	43.4	43.5	43.5	39.7	44	44	44	40.3	44.9	44.9	44.9	41.1	46	46	45.9

ID	AB7_1S_1	AB7_2S_1	AB7_3S_1	AB7_4S_1	AB7_1S_2	AB7_2S_2	AB7_3S_2	AB7_4S_2	AB7_1S_3	AB7_2S_3	AB7_3S_3	AB7_4S_3	AB7_1S_4	AB7_2S_4	AB7_3S_4	AB7_4S_4
HVAC	26.7	31.9	32	32	28.6	32.5	32.5	32.5	29.5	32.9	32.9	32.9	29.9	33.7	33.7	33.7
HVAC	26.3	31	31.6	31.6	28.7	32.1	32.1	32.1	29.3	33.4	32.9	32.9	28.6	31.8	33.5	33.5
FS HVAC2	25.6	29.3	31.2	31.2	27.2	31.6	31.7	31.7	28.4	32.3	32.4	32.4	28.3	32	33	33
FS HVAC1	24.6	30.6	30.8	30.8	25.6	31.2	31.3	31.3	28	31.6	31.7	31.7	28.5	32.3	32.4	32.4
TR1	30.3	30.7	31	31.7	31.8	32.2	32.5	33.1	33.8	34.1	34.5	35.2	35.9	36.2	36.5	36.7
TR2	30.4	30.7	31.1	31.7	31.9	32.3	32.8	33.4	34	34.3	34.6	35.5	36.4	36.6	36.8	36.8
TR3	12.2	15.1	17.7	18.7	19.3	20.3	20.3	20.3	20.9	21.8	21.9	21.9	22.7	23.2	23.1	23.4
TR4	12.1	15	17.8	18.6	17.9	19.3	20.3	20.3	21.1	22	22.1	22.1	23	23.4	23.3	23.6
TM	42.5	47	46.9	46.9	45	47.3	47.3	47.4	43.4	46.8	47	47	41.4	45.7	46.5	46.6

ID	AB6_1S_1	AB6_2S_1	AB6_3S_1	AB6_4S_1	AB6_1S_2	AB6_2S_2	AB6_3S_2	AB6_4S_2	AB6_1S_3	AB6_2S_3	AB6_3S_3	AB6_4S_3	AB6_1S_4	AB6_2S_4	AB6_3S_4	AB6_4S_4
HVAC	32.9	34.8	34.8	34.8	31.3	34.7	34.7	34.6	32.2	35.9	34.8	34.7	32.4	36.2	35.1	35.1
HVAC	27.8	29.5	34.3	34.3	28.3	29.9	34.6	34.6	28.6	30.2	35	35	28.9	30.3	30.3	35
FS HVAC2	31.6	33.8	33.8	33.7	30.3	34	34	34	30.5	34.3	34.3	34.2	30.5	34.3	34.3	34.3
FS HVAC1	31.6	35.3	35.3	35.3	28.7	33	35.3	35.3	28.9	33.2	35.6	35.6	30.8	34.4	35.7	35.6
TR1	38.2	38.2	38.2	38.2	39.3	39	39	38.9	38.7	38.8	38.7	38.7	38	38.1	38.1	38
TR2	38.2	38.2	38.2	38.2	39.1	38.9	38.9	38.8	38.5	38.6	38.6	38.5	37.7	37.9	37.9	37.8
TR3	24.3	24.6	24.4	24.7	25.4	25.7	25.5	25.7	26.2	26.5	26.4	26.5	26.6	27.1	26.9	27
TR4	24.7	24.9	24.7	25	25.6	25.9	25.6	25.9	26.2	26.6	26.3	26.6	26.7	27	26.9	27
TM	34.3	39.9	43.1	44.9	33.4	37.3	39.6	42.4	31.3	35.4	37.6	39.5	30.9	35.2	37	38.8

Partial Pressure Levels Night (dBA)

ID	AB8_1S_1	AB8_2S_1	AB8_3S_1	AB8_4S_1	AB8_1S_2	AB8_2S_2	AB8_3S_2	AB8_4S_2	AB8_1S_3	AB8_2S_3	AB8_3S_3	AB8_4S_3	AB8_1S_4	AB8_2S_4	AB8_3S_4	AB8_4S_4
HVAC	25.4	29.2	29.3	29.3	25.2	28	29.8	29.8	24.3	28.3	30.3	30.3	23.2	27.8	29.6	30.8
HVAC	23.8	26.9	29	29	23.1	26.7	28.6	29.5	24.4	27.8	30	30	26.3	30.5	30.6	30.6
FS_HVAC2	24.1	28.6	28.8	28.8	23.4	26.7	29.2	29.2	22.8	27.1	28.8	29.7	26.3	30.8	30.2	30.2
FS_HVAC1	20.6	24.3	24.7	24.9	18.5	25.7	26.1	26.3	22.4	27.5	29.6	29.6	22.3	27	28.2	30
TR1	24.9	26.1	26.3	26.8	25.8	26.9	27.2	27.7	26.8	27.8	28.2	28.7	28.1	28.8	29.2	29.8
TR2	24.9	26.2	26.4	26.9	25.8	26.9	27.2	27.8	27	27.8	28.2	28.8	28.2	28.8	29.3	30
TR3	9.9	14.4	14.7	15.2	10	14.1	15.1	15.8	9.8	11.8	15	16.5	10.2	12.7	15.2	17.2
TR4	9.7	14.3	14.6	15	9.8	13.9	15	15.6	9.5	11.5	14.8	16.4	10	12.3	15.1	17.1
TM	37.5	41.6	41.7	41.7	37.9	42.2	42.2	42.2	38.5	43.1	43.2	43.1	39.3	44.2	44.2	44.2

ID	AB7_1S_1	AB7_2S_1	AB7_3S_1	AB7_4S_1	AB7_1S_2	AB7_2S_2	AB7_3S_2	AB7_4S_2	AB7_1S_3	AB7_2S_3	AB7_3S_3	AB7_4S_3	AB7_1S_4	AB7_2S_4	AB7_3S_4	AB7_4S_4
HVAC	26.3	31.5	31.5	31.5	28.2	32	32	32	29	32.5	32.5	32.5	29.5	33.2	33.2	33.2
HVAC	25.9	30.5	31.2	31.2	28.2	31.6	31.7	31.7	28.8	32.9	32.4	32.4	28.2	31.3	33.1	33.1
FS_HVAC2	25.2	28.9	30.8	30.8	26.7	31.1	31.2	31.2	28	31.9	31.9	31.9	27.9	31.5	32.5	32.5
FS_HVAC1	24.1	30.1	30.3	30.3	25.2	30.7	30.8	30.8	27.6	31.1	31.2	31.2	28.1	31.9	31.9	31.9
TR1	30.3	30.7	31	31.7	31.8	32.2	32.5	33.1	33.8	34.1	34.5	35.2	35.9	36.2	36.5	36.7
TR2	30.4	30.7	31.1	31.7	31.9	32.3	32.8	33.4	34	34.3	34.6	35.5	36.4	36.6	36.8	36.8
TR3	12.2	15.1	17.7	18.7	19.3	20.3	20.3	20.3	20.9	21.8	21.9	21.9	22.7	23.2	23.1	23.4
TR4	12.1	15	17.8	18.6	17.9	19.3	20.3	20.3	21.1	22	22.1	22.1	23	23.4	23.3	23.6
TM	40.7	45.2	45.2	45.2	43.2	45.5	45.5	45.6	41.6	45.1	45.3	45.3	39.6	44	44.7	44.8

ID	AB6_1S_1	AB6_2S_1	AB6_3S_1	AB6_4S_1	AB6_1S_2	AB6_2S_2	AB6_3S_2	AB6_4S_2	AB6_1S_3	AB6_2S_3	AB6_3S_3	AB6_4S_3	AB6_1S_4	AB6_2S_4	AB6_3S_4	AB6_4S_4
HVAC	32.5	34.4	34.4	34.4	30.8	34.2	34.2	34.2	31.7	35.5	34.3	34.3	32	35.8	34.6	34.6
HVAC	27.4	29.1	33.9	33.9	27.8	29.4	34.2	34.2	28.2	29.7	34.5	34.5	28.4	29.8	29.8	34.6
FS_HVAC2	31.1	33.3	33.3	33.3	29.8	33.6	33.6	33.6	30.1	33.8	33.8	33.8	30	33.8	33.8	33.8
FS_HVAC1	31.1	34.8	34.9	34.9	28.3	32.5	34.8	34.8	28.5	32.8	35.1	35.1	30.3	33.9	35.2	35.2
TR1	38.2	38.2	38.2	38.2	39.3	39	39	38.9	38.7	38.8	38.7	38.7	38	38.1	38.1	38
TR2	38.2	38.2	38.2	38.2	39.1	38.9	38.9	38.8	38.5	38.6	38.6	38.5	37.7	37.9	37.9	37.8
TR3	24.3	24.6	24.4	24.7	25.4	25.7	25.5	25.7	26.2	26.5	26.4	26.5	26.6	27.1	26.9	27
TR4	24.7	24.9	24.7	25	25.6	25.9	25.6	25.9	26.2	26.6	26.3	26.6	26.7	27	26.9	27
TM	32.5	38.2	41.3	43.1	31.6	35.6	37.8	40.6	29.5	33.6	35.9	37.7	29.2	33.4	35.2	37

Receiver

Name: AB7_4S_3
 ID: AB7_4S_3
 X: 615409.99 m
 Y: 4914917.16 m
 Z: 10.50 m

Area Source, ISO 9613, Name: "Tractor Movements", ID: "TM"																				
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)
3709	615369.32	4914988.71	1.50	0	D	500	66.9	13.6	-1.2	0.0	0.0	49.4	0.2	-0.8	0.0	0.0	0.0	0.0	0.0	30.5
3709	615369.32	4914988.71	1.50	0	N	500	66.9	13.6	-3.0	0.0	0.0	49.4	0.2	-0.8	0.0	0.0	0.0	0.0	0.0	28.8
3709	615369.32	4914988.71	1.50	0	E	500	66.9	13.6	-188.0	0.0	0.0	49.4	0.2	-0.8	0.0	0.0	0.0	0.0	0.0	-156.2
3726	615367.94	4914995.28	1.50	0	D	500	66.9	16.3	-1.2	0.0	0.0	50.0	0.2	-1.7	0.0	0.0	0.3	0.0	0.0	33.1
3726	615367.94	4914995.28	1.50	0	N	500	66.9	16.3	-3.0	0.0	0.0	50.0	0.2	-1.7	0.0	0.0	0.3	0.0	0.0	31.3
3726	615367.94	4914995.28	1.50	0	E	500	66.9	16.3	-188.0	0.0	0.0	50.0	0.2	-1.7	0.0	0.0	0.3	0.0	0.0	-153.7
3741	615367.01	4914999.12	1.50	0	D	500	66.9	9.5	-1.2	0.0	0.0	50.4	0.2	-2.2	0.0	0.0	0.0	0.0	0.0	26.8
3741	615367.01	4914999.12	1.50	0	N	500	66.9	9.5	-3.0	0.0	0.0	50.4	0.2	-2.2	0.0	0.0	0.0	0.0	0.0	25.1
3741	615367.01	4914999.12	1.50	0	E	500	66.9	9.5	-188.0	0.0	0.0	50.4	0.2	-2.2	0.0	0.0	0.0	0.0	0.0	-159.9
3757	615366.72	4915000.28	1.50	0	D	500	66.9	9.2	-1.2	0.0	0.0	50.5	0.2	-2.4	0.0	0.0	0.0	0.0	0.0	26.6
3757	615366.72	4915000.28	1.50	0	N	500	66.9	9.2	-3.0	0.0	0.0	50.5	0.2	-2.4	0.0	0.0	0.0	0.0	0.0	24.8
3757	615366.72	4915000.28	1.50	0	E	500	66.9	9.2	-188.0	0.0	0.0	50.5	0.2	-2.4	0.0	0.0	0.0	0.0	0.0	-160.2
3772	615366.25	4915002.09	1.50	0	D	500	66.9	13.0	-1.2	0.0	0.0	50.6	0.2	-2.4	0.0	0.0	0.0	0.0	0.0	30.3
3772	615366.25	4915002.09	1.50	0	N	500	66.9	13.0	-3.0	0.0	0.0	50.6	0.2	-2.4	0.0	0.0	0.0	0.0	0.0	28.5
3772	615366.25	4915002.09	1.50	0	E	500	66.9	13.0	-188.0	0.0	0.0	50.6	0.2	-2.4	0.0	0.0	0.0	0.0	0.0	-156.5
3789	615372.94	4914997.64	1.50	0	D	500	66.9	23.3	-1.2	0.0	0.0	50.0	0.2	-1.7	0.0	0.0	0.0	0.0	0.0	40.5
3789	615372.94	4914997.64	1.50	0	N	500	66.9	23.3	-3.0	0.0	0.0	50.0	0.2	-1.7	0.0	0.0	0.0	0.0	0.0	38.7
3789	615372.94	4914997.64	1.50	0	E	500	66.9	23.3	-188.0	0.0	0.0	50.0	0.2	-1.7	0.0	0.0	0.0	0.0	0.0	-146.3
3806	615365.12	4915003.79	1.50	1	D	500	66.9	20.3	-1.2	0.0	0.0	50.9	0.2	-2.4	0.0	0.0	0.0	0.0	2.0	35.3
3806	615365.12	4915003.79	1.50	1	N	500	66.9	20.3	-3.0	0.0	0.0	50.9	0.2	-2.4	0.0	0.0	0.0	0.0	2.0	33.6
3806	615365.12	4915003.79	1.50	1	E	500	66.9	20.3	-188.0	0.0	0.0	50.9	0.2	-2.4	0.0	0.0	0.0	0.0	2.0	-151.4
3833	615373.49	4915007.87	1.50	0	D	500	66.9	23.9	-1.2	0.0	0.0	50.8	0.2	-2.5	0.0	0.0	0.0	0.0	0.0	41.0
3833	615373.49	4915007.87	1.50	0	N	500	66.9	23.9	-3.0	0.0	0.0	50.8	0.2	-2.5	0.0	0.0	0.0	0.0	0.0	39.2
3833	615373.49	4915007.87	1.50	0	E	500	66.9	23.9	-188.0	0.0	0.0	50.8	0.2	-2.5	0.0	0.0	0.0	0.0	0.0	-145.8
3851	615359.35	4915018.23	1.50	1	D	500	66.9	4.2	-1.2	0.0	0.0	52.1	0.2	-2.5	0.0	0.0	4.8	0.0	2.0	13.3
3851	615359.35	4915018.23	1.50	1	N	500	66.9	4.2	-3.0	0.0	0.0	52.1	0.2	-2.5	0.0	0.0	4.8	0.0	2.0	11.5
3851	615359.35	4915018.23	1.50	1	E	500	66.9	4.2	-188.0	0.0	0.0	52.1	0.2	-2.5	0.0	0.0	4.8	0.0	2.0	-173.5
3866	615377.54	4915013.70	1.50	1	D	500	66.9	-3.3	-1.2	0.0	0.0	52.9	0.2	-2.8	0.0	0.0	0.0	0.0	2.0	10.1
3866	615377.54	4915013.70	1.50	1	N	500	66.9	-3.3	-3.0	0.0	0.0	52.9	0.2	-2.8	0.0	0.0	0.0	0.0	2.0	8.3
3866	615377.54	4915013.70	1.50	1	E	500	66.9	-3.3	-188.0	0.0	0.0	52.9	0.2	-2.8	0.0	0.0	0.0	0.0	2.0	-176.7
5053	615370.48	4915032.87	1.50	0	D	500	66.9	5.3	-1.2	0.0	0.0	52.8	0.2	-2.8	0.0	0.0	0.0	0.0	0.0	20.8
5053	615370.48	4915032.87	1.50	0	N	500	66.9	5.3	-3.0	0.0	0.0	52.8	0.2	-2.8	0.0	0.0	0.0	0.0	0.0	19.0
5053	615370.48	4915032.87	1.50	0	E	500	66.9	5.3	-188.0	0.0	0.0	52.8	0.2	-2.8	0.0	0.0	0.0	0.0	0.0	-166.0
5067	615363.80	4915030.67	1.50	0	D	500	66.9	22.4	-1.2	0.0	0.0	52.8	0.2	-2.6	0.0	0.0	0.0	0.0	0.0	37.6
5067	615363.80	4915030.67	1.50	0	N	500	66.9	22.4	-3.0	0.0	0.0	52.8	0.2	-2.6	0.0	0.0	0.0	0.0	0.0	35.8
5067	615363.80	4915030.67	1.50	0	E	500	66.9	22.4	-188.0	0.0	0.0	52.8	0.2	-2.6	0.0	0.0	0.0	0.0	0.0	-149.2
5081	615350.51	4915031.43	1.50	0	D	500	66.9	-2.7	-1.2	0.0	0.0	53.2	0.2	-2.6	0.0	0.0	2.5	0.0	0.0	9.5
5081	615350.51	4915031.43	1.50	0	N	500	66.9	-2.7	-3.0	0.0	0.0	53.2	0.2	-2.6	0.0	0.0	2.5	0.0	0.0	7.8
5081	615350.51	4915031.43	1.50	0	E	500	66.9	-2.7	-188.0	0.0	0.0	53.2	0.2	-2.6	0.0	0.0	2.5	0.0	0.0	-177.2
5096	615349.71	4915031.49	1.50	0	D	500	66.9	0.1	-1.2	0.0	0.0	53.2	0.2	-2.6	0.0	0.0	3.2	0.0	0.0	11.7
5096	615349.71	4915031.49	1.50	0	N	500	66.9	0.1	-3.0	0.0	0.0	53.2	0.2	-2.6	0.0	0.0	3.2	0.0	0.0	9.9
5096	615349.71	4915031.49	1.50	0	E	500	66.9	0.1	-188.0	0.0	0.0	53.2	0.2	-2.6	0.0	0.0	3.2	0.0	0.0	-175.1
5121	615340.91	4915021.27	1.50	0	D	500	66.9	17.6	-1.2	0.0	0.0	53.0	0.2	-2.5	0.0	0.0	14.8	0.0	0.0	17.8
5121	615340.91	4915021.27	1.50	0	N	500	66.9	17.6	-3.0	0.0	0.0	53.0	0.2	-2.5	0.0	0.0	14.8	0.0	0.0	16.1
5121	615340.91	4915021.27	1.50	0	E	500	66.9	17.6	-188.0	0.0	0.0	53.0	0.2	-2.5	0.0	0.0	14.8	0.0	0.0	-168.9
5137	615341.93	4915024.66	1.50	0	D	500	66.9	16.1	-1.2	0.0	0.0	53.1	0.2	-2.5	0.0	0.0	14.2	0.0	0.0	16.7
5137	615341.93	4915024.66	1.50	0	N	500	66.9	16.1	-3.0	0.0	0.0	53.1	0.2	-2.5	0.0	0.0	14.2	0.0	0.0	15.0
5137	615341.93	4915024.66	1.50	0	E	500	66.9	16.1	-188.0	0.0	0.0	53.1	0.2	-2.5	0.0	0.0	14.2	0.0	0.0	-170.0
5152	615345.75	4915023.24	1.50	0	D	500	66.9	16.7	-1.2	0.0	0.0	52.9	0.2	-2.5	0.0	0.0	13.8	0.0	0.0	17.9
5152	615345.75	4915023.24	1.50	0	N	500	66.9	16.7	-3.0	0.0	0.0	52.9	0.2	-2.5	0.0	0.0	13.8	0.0	0.0	16.2
5152	615345.75	4915023.24	1.50	0	E	500	66.9	16.7	-188.0	0.0	0.0	52.9	0.2	-2.5	0.0	0.0	13.8	0.0	0.0	-168.8
5168	615350.64	4915021.55	1.50	0	D	500	66.9	15.1	-1.2	0.0	0.0	52.6	0.2	-2.5	0.0	0.0	12.9	0.0	0.0	17.6
5168	615350.64	4915021.55	1.50	0	N	500	66.9	15.1	-3.0	0.0	0.0	52.6	0.2	-2.5	0.0	0.0	12.9	0.0	0.0	15.8

Area Source, ISO 9613, Name: "Tractor Movements", ID: "TM"																				
Nr.	X	Y	Z	Ref.	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)
5168	615350.64	4915021.55	1.50	0	E	500	66.9	15.1	-188.0	0.0	0.0	52.6	0.2	-2.5	0.0	0.0	12.9	0.0	0.0	-169.2
5182	615354.05	4915020.44	1.50	0	D	500	66.9	2.7	-1.2	0.0	0.0	52.4	0.2	-2.5	0.0	0.0	10.9	0.0	0.0	7.3
5182	615354.05	4915020.44	1.50	0	N	500	66.9	2.7	-3.0	0.0	0.0	52.4	0.2	-2.5	0.0	0.0	10.9	0.0	0.0	5.5
5182	615354.05	4915020.44	1.50	0	E	500	66.9	2.7	-188.0	0.0	0.0	52.4	0.2	-2.5	0.0	0.0	10.9	0.0	0.0	-179.5
5198	615355.23	4915020.08	1.50	0	D	500	66.9	6.4	-1.2	0.0	0.0	52.4	0.2	-2.5	0.0	0.0	9.1	0.0	0.0	12.9
5198	615355.23	4915020.08	1.50	0	N	500	66.9	6.4	-3.0	0.0	0.0	52.4	0.2	-2.5	0.0	0.0	9.1	0.0	0.0	11.1
5198	615355.23	4915020.08	1.50	0	E	500	66.9	6.4	-188.0	0.0	0.0	52.4	0.2	-2.5	0.0	0.0	9.1	0.0	0.0	-173.9
5214	615356.62	4915019.66	1.50	0	D	500	66.9	-3.8	-1.2	0.0	0.0	52.3	0.2	-2.5	0.0	0.0	4.8	0.0	0.0	7.1
5214	615356.62	4915019.66	1.50	0	N	500	66.9	-3.8	-3.0	0.0	0.0	52.3	0.2	-2.5	0.0	0.0	4.8	0.0	0.0	5.4
5214	615356.62	4915019.66	1.50	0	E	500	66.9	-3.8	-188.0	0.0	0.0	52.3	0.2	-2.5	0.0	0.0	4.8	0.0	0.0	-179.6
5229	615357.14	4915019.50	1.50	0	D	500	66.9	-4.4	-1.2	0.0	0.0	52.3	0.2	-2.5	0.0	0.0	0.0	0.0	0.0	11.3
5229	615357.14	4915019.50	1.50	0	N	500	66.9	-4.4	-3.0	0.0	0.0	52.3	0.2	-2.5	0.0	0.0	0.0	0.0	0.0	9.5
5229	615357.14	4915019.50	1.50	0	E	500	66.9	-4.4	-188.0	0.0	0.0	52.3	0.2	-2.5	0.0	0.0	0.0	0.0	0.0	-175.5
5246	615357.42	4915019.39	1.50	1	D	500	66.9	-10.4	-1.2	0.0	0.0	52.2	0.2	-2.5	0.0	0.0	0.0	0.0	2.0	3.3
5246	615357.42	4915019.39	1.50	1	N	500	66.9	-10.4	-3.0	0.0	0.0	52.2	0.2	-2.5	0.0	0.0	0.0	0.0	2.0	1.6
5246	615357.42	4915019.39	1.50	1	E	500	66.9	-10.4	-188.0	0.0	0.0	52.2	0.2	-2.5	0.0	0.0	0.0	0.0	2.0	-183.4
5261	615357.66	4915019.34	1.50	1	D	500	66.9	-21.8	-1.2	0.0	0.0	52.2	0.2	-2.5	0.0	0.0	0.0	0.0	2.0	-8.1
5261	615357.66	4915019.34	1.50	1	N	500	66.9	-21.8	-3.0	0.0	0.0	52.2	0.2	-2.5	0.0	0.0	0.0	0.0	2.0	-9.8
5261	615357.66	4915019.34	1.50	1	E	500	66.9	-21.8	-188.0	0.0	0.0	52.2	0.2	-2.5	0.0	0.0	0.0	0.0	2.0	-194.8
5788	615336.80	4915033.52	1.50	0	D	500	66.9	-1.0	-1.2	0.0	0.0	53.8	0.3	-2.6	0.0	0.0	11.0	0.0	0.0	2.1
5788	615336.80	4915033.52	1.50	0	N	500	66.9	-1.0	-3.0	0.0	0.0	53.8	0.3	-2.6	0.0	0.0	11.0	0.0	0.0	0.4
5788	615336.80	4915033.52	1.50	0	E	500	66.9	-1.0	-188.0	0.0	0.0	53.8	0.3	-2.6	0.0	0.0	11.0	0.0	0.0	-184.6
5804	615343.14	4915031.14	1.50	0	D	500	66.9	9.7	-1.2	0.0	0.0	53.4	0.3	-2.6	0.0	0.0	9.5	0.0	0.0	14.7
5804	615343.14	4915031.14	1.50	0	N	500	66.9	9.7	-3.0	0.0	0.0	53.4	0.3	-2.6	0.0	0.0	9.5	0.0	0.0	12.9
5804	615343.14	4915031.14	1.50	0	E	500	66.9	9.7	-188.0	0.0	0.0	53.4	0.3	-2.6	0.0	0.0	9.5	0.0	0.0	-172.0
5819	615348.13	4915029.27	1.50	0	D	500	66.9	7.1	-1.2	0.0	0.0	53.2	0.2	-2.5	0.0	0.0	7.2	0.0	0.0	14.7
5819	615348.13	4915029.27	1.50	0	N	500	66.9	7.1	-3.0	0.0	0.0	53.2	0.2	-2.5	0.0	0.0	7.2	0.0	0.0	12.9
5819	615348.13	4915029.27	1.50	0	E	500	66.9	7.1	-188.0	0.0	0.0	53.2	0.2	-2.5	0.0	0.0	7.2	0.0	0.0	-172.1
5835	615349.53	4915028.75	1.50	0	D	500	66.9	-6.0	-1.2	0.0	0.0	53.1	0.2	-2.5	0.0	0.0	6.1	0.0	0.0	2.8
5835	615349.53	4915028.75	1.50	0	N	500	66.9	-6.0	-3.0	0.0	0.0	53.1	0.2	-2.5	0.0	0.0	6.1	0.0	0.0	1.0
5835	615349.53	4915028.75	1.50	0	E	500	66.9	-6.0	-188.0	0.0	0.0	53.1	0.2	-2.5	0.0	0.0	6.1	0.0	0.0	-184.0
5851	615350.95	4915028.22	1.50	0	D	500	66.9	7.7	-1.2	0.0	0.0	53.0	0.2	-2.5	0.0	0.0	4.6	0.0	0.0	18.1
5851	615350.95	4915028.22	1.50	0	N	500	66.9	7.7	-3.0	0.0	0.0	53.0	0.2	-2.5	0.0	0.0	4.6	0.0	0.0	16.3
5851	615350.95	4915028.22	1.50	0	E	500	66.9	7.7	-188.0	0.0	0.0	53.0	0.2	-2.5	0.0	0.0	4.6	0.0	0.0	-168.7
5866	615352.47	4915027.65	1.50	0	D	500	66.9	0.6	-1.2	0.0	0.0	52.9	0.2	-2.5	0.0	0.0	3.1	0.0	0.0	12.6
5866	615352.47	4915027.65	1.50	0	N	500	66.9	0.6	-3.0	0.0	0.0	52.9	0.2	-2.5	0.0	0.0	3.1	0.0	0.0	10.8
5866	615352.47	4915027.65	1.50	0	E	500	66.9	0.6	-188.0	0.0	0.0	52.9	0.2	-2.5	0.0	0.0	3.1	0.0	0.0	-174.2
5881	615365.27	4915022.89	1.50	0	D	500	66.9	19.5	-1.2	0.0	0.0	52.2	0.2	-2.5	0.0	0.0	0.0	0.0	0.0	35.2
5881	615365.27	4915022.89	1.50	0	N	500	66.9	19.5	-3.0	0.0	0.0	52.2	0.2	-2.5	0.0	0.0	0.0	0.0	0.0	33.5
5881	615365.27	4915022.89	1.50	0	E	500	66.9	19.5	-188.0	0.0	0.0	52.2	0.2	-2.5	0.0	0.0	0.0	0.0	0.0	-151.5
5897	615375.65	4915018.07	1.50	0	D	500	66.9	3.5	-1.2	0.0	0.0	51.6	0.2	-2.7	0.0	0.0	0.0	0.0	0.0	20.2
5897	615375.65	4915018.07	1.50	0	N	500	66.9	3.5	-3.0	0.0	0.0	51.6	0.2	-2.7	0.0	0.0	0.0	0.0	0.0	18.4
5897	615375.65	4915018.07	1.50	0	E	500	66.9	3.5	-188.0	0.0	0.0	51.6	0.2	-2.7	0.0	0.0	0.0	0.0	0.0	-166.6
5919	615356.16	4915026.31	1.50	1	D	500	66.9	0.3	-1.2	0.0	0.0	52.8	0.2	-2.5	0.0	0.0	0.0	0.0	2.0	13.5
5919	615356.16	4915026.31	1.50	1	N	500	66.9	0.3	-3.0	0.0	0.0	52.8	0.2	-2.5	0.0	0.0	0.0	0.0	2.0	11.7
5919	615356.16	4915026.31	1.50	1	E	500	66.9	0.3	-188.0	0.0	0.0	52.8	0.2	-2.5	0.0	0.0	0.0	0.0	2.0	-173.2
5937	615376.64	4915016.27	1.50	1	D	500	66.9	-9.4	-1.2	0.0	0.0	52.7	0.2	-2.8	0.0	0.0	0.0	0.0	2.0	4.1
5937	615376.64	4915016.27	1.50	1	N	500	66.9	-9.4	-3.0	0.0	0.0	52.7	0.2	-2.8	0.0	0.0	0.0	0.0	2.0	2.4
5937	615376.64	4915016.27	1.50	1	E	500	66.9	-9.4	-188.0	0.0	0.0	52.7	0.2	-2.8	0.0	0.0	0.0	0.0	2.0	-182.6
5953	615363.07	4915020.20	1.50	0	D	500	66.9	17.3	-1.2	0.0	0.0	52.1	0.2	-2.5	0.0	0.0	0.0	0.0	0.0	33.2
5953	615363.07	4915020.20	1.50	0	N	500	66.9	17.3	-3.0	0.0	0.0	52.1	0.2	-2.5	0.0	0.0	0.0	0.0	0.0	31.4
5953	615363.07	4915020.20	1.50	0	E	500	66.9	17.3	-188.0	0.0	0.0	52.1	0.2	-2.5	0.0	0.0	0.0	0.0	0.0	-153.6
5968	615355.59	4915022.77	1.50	0	D	500	66.9	6.8	-1.2	0.0	0.0	52.5	0.2	-2.5	0.0	0.0	0.0	0.0	0.0	22.2
5968	615355.59	4915022.77	1.50	0	N	500	66.9	6.8	-3.0	0.0	0.0	52.5	0.2	-2.5	0.0	0.0	0.0	0.0	0.0	20.5
5968	615355.59	4915022.77	1.50	0	E	500	66.9	6.8	-188.0	0.0	0.0	52.5	0.2	-2.5	0.0	0.0	0.0	0.0	0.0	-164.5
5984	615354.78	4915023.21	1.50	0	D	500	66.9	3.4	-1.2	0.0	0.0	52.6	0.2	-2.5	0.0	0.0	3.9	0.0	0.0	14.8
5984	615354.78	4915023.21	1.50	0	N	500	66.9	3.4	-3.0	0.0	0.0	52.6	0.2	-2.5	0.0	0.0	3.9	0.0	0.0	13.0
5984	615354.78	4915023.21	1.50	0	E	500	66.9	3.4	-188.0	0.0	0.0	52.6	0.2	-2.5	0.0	0.0	3.9	0.0	0.0	-172.0
6000	615353.12	4915024.12	1.50	0	D	500	66.9	10.4	-1.2	0.0	0.0	52.7	0.2	-2.5	0.0	0.0	6.1	0.0	0.0	19.7
6000	615353.12	4915024.12	1.50	0	N	500	66.9	10.4	-3.0	0.0	0.0	52.7	0.2	-2.5	0.0	0.0	6.1	0.0	0.0	17.9
6000	615353.12	4915024.12	1.50	0	E	500	66.9	10.4	-188.0	0.0	0.0	52.7	0.2	-2.5	0.0	0.0	6.1	0.0	0.0	-167.1
6016	615351.58	4915024.97	1.50	0	D	500	66.9	-3.2	-1.2	0.0	0.0	52.8	0.2	-2.5	0.0	0.0	7.7	0.0	0.0	4.2
6016	615351.58	4915024.97	1.50	0	N	500	66.9	-3.2	-3.0	0.0	0.0	52.8	0.2	-2.5	0.0	0.0	7.7	0.0	0.0	2.5

Area Source, ISO 9613, Name: "Tractor Movements", ID: "TM"																				
Nr.	X	Y	Z	Ref.	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)
6016	615351.58	4915024.97	1.50	0	E	500	66.9	-3.2	-188.0	0.0	0.0	52.8	0.2	-2.5	0.0	0.0	7.7	0.0	0.0	-182.5
6031	615350.03	4915025.81	1.50	0	D	500	66.9	9.9	-1.2	0.0	0.0	52.9	0.2	-2.5	0.0	0.0	8.7	0.0	0.0	16.3
6031	615350.03	4915025.81	1.50	0	N	500	66.9	9.9	-3.0	0.0	0.0	52.9	0.2	-2.5	0.0	0.0	8.7	0.0	0.0	14.5
6031	615350.03	4915025.81	1.50	0	E	500	66.9	9.9	-188.0	0.0	0.0	52.9	0.2	-2.5	0.0	0.0	8.7	0.0	0.0	-170.4
6047	615344.40	4915028.91	1.50	0	D	500	66.9	12.7	-1.2	0.0	0.0	53.3	0.3	-2.6	0.0	0.0	10.3	0.0	0.0	17.0
6047	615344.40	4915028.91	1.50	0	N	500	66.9	12.7	-3.0	0.0	0.0	53.3	0.3	-2.6	0.0	0.0	10.3	0.0	0.0	15.3
6047	615344.40	4915028.91	1.50	0	E	500	66.9	12.7	-188.0	0.0	0.0	53.3	0.3	-2.6	0.0	0.0	10.3	0.0	0.0	-169.7
6063	615337.18	4915032.90	1.50	0	D	500	66.9	2.1	-1.2	0.0	0.0	53.7	0.3	-2.6	0.0	0.0	11.2	0.0	0.0	5.2
6063	615337.18	4915032.90	1.50	0	N	500	66.9	2.1	-3.0	0.0	0.0	53.7	0.3	-2.6	0.0	0.0	11.2	0.0	0.0	3.4
6063	615337.18	4915032.90	1.50	0	E	500	66.9	2.1	-188.0	0.0	0.0	53.7	0.3	-2.6	0.0	0.0	11.2	0.0	0.0	-181.6
6082	615357.19	4915022.01	1.50	1	D	500	66.9	-2.2	-1.2	0.0	0.0	52.4	0.2	-2.5	0.0	0.0	0.0	0.0	2.0	11.3
6082	615357.19	4915022.01	1.50	1	N	500	66.9	-2.2	-3.0	0.0	0.0	52.4	0.2	-2.5	0.0	0.0	0.0	0.0	2.0	9.5
6082	615357.19	4915022.01	1.50	1	E	500	66.9	-2.2	-188.0	0.0	0.0	52.4	0.2	-2.5	0.0	0.0	0.0	0.0	2.0	-175.4
6097	615356.94	4915022.15	1.50	1	D	500	66.9	2.3	-1.2	0.0	0.0	52.5	0.2	-2.5	0.0	0.0	0.0	0.0	2.0	15.8
6097	615356.94	4915022.15	1.50	1	N	500	66.9	2.3	-3.0	0.0	0.0	52.5	0.2	-2.5	0.0	0.0	0.0	0.0	2.0	14.0
6097	615356.94	4915022.15	1.50	1	E	500	66.9	2.3	-188.0	0.0	0.0	52.5	0.2	-2.5	0.0	0.0	0.0	0.0	2.0	-170.9
6115	615376.82	4915015.76	1.50	1	D	500	66.9	-24.2	-1.2	0.0	0.0	52.7	0.2	-2.8	0.0	0.0	0.0	0.0	2.0	-10.7
6115	615376.82	4915015.76	1.50	1	N	500	66.9	-24.2	-3.0	0.0	0.0	52.7	0.2	-2.8	0.0	0.0	0.0	0.0	2.0	-12.5
6115	615376.82	4915015.76	1.50	1	E	500	66.9	-24.2	-188.0	0.0	0.0	52.7	0.2	-2.8	0.0	0.0	0.0	0.0	2.0	-197.5
6443	615381.08	4915024.16	1.50	0	D	500	66.9	8.8	-1.2	0.0	0.0	51.9	0.2	-2.8	0.0	0.0	0.0	0.0	0.0	25.1
6443	615381.08	4915024.16	1.50	0	N	500	66.9	8.8	-3.0	0.0	0.0	51.9	0.2	-2.8	0.0	0.0	0.0	0.0	0.0	23.3
6443	615381.08	4915024.16	1.50	0	E	500	66.9	8.8	-188.0	0.0	0.0	51.9	0.2	-2.8	0.0	0.0	0.0	0.0	0.0	-161.7
6459	615377.57	4915020.90	1.50	0	D	500	66.9	14.4	-1.2	0.0	0.0	51.8	0.2	-2.8	0.0	0.0	0.0	0.0	0.0	30.9
6459	615377.57	4915020.90	1.50	0	N	500	66.9	14.4	-3.0	0.0	0.0	51.8	0.2	-2.8	0.0	0.0	0.0	0.0	0.0	29.1
6459	615377.57	4915020.90	1.50	0	E	500	66.9	14.4	-188.0	0.0	0.0	51.8	0.2	-2.8	0.0	0.0	0.0	0.0	0.0	-155.9
6474	615375.15	4915020.27	1.50	0	D	500	66.9	4.3	-1.2	0.0	0.0	51.8	0.2	-2.8	0.0	0.0	0.0	0.0	0.0	20.7
6474	615375.15	4915020.27	1.50	0	N	500	66.9	4.3	-3.0	0.0	0.0	51.8	0.2	-2.8	0.0	0.0	0.0	0.0	0.0	18.9
6474	615375.15	4915020.27	1.50	0	E	500	66.9	4.3	-188.0	0.0	0.0	51.8	0.2	-2.8	0.0	0.0	0.0	0.0	0.0	-166.0
6493	615381.23	4915024.36	1.50	1	D	500	66.9	8.1	-1.2	0.0	0.0	52.3	0.2	-2.8	0.0	0.0	0.0	0.0	2.0	22.1
6493	615381.23	4915024.36	1.50	1	N	500	66.9	8.1	-3.0	0.0	0.0	52.3	0.2	-2.8	0.0	0.0	0.0	0.0	2.0	20.3
6493	615381.23	4915024.36	1.50	1	E	500	66.9	8.1	-188.0	0.0	0.0	52.3	0.2	-2.8	0.0	0.0	0.0	0.0	2.0	-164.6
6508	615377.63	4915020.97	1.50	1	D	500	66.9	14.6	-1.2	0.0	0.0	52.4	0.2	-2.8	0.0	0.0	0.0	0.0	2.0	28.5
6508	615377.63	4915020.97	1.50	1	N	500	66.9	14.6	-3.0	0.0	0.0	52.4	0.2	-2.8	0.0	0.0	0.0	0.0	2.0	26.7
6508	615377.63	4915020.97	1.50	1	E	500	66.9	14.6	-188.0	0.0	0.0	52.4	0.2	-2.8	0.0	0.0	0.0	0.0	2.0	-158.3
6523	615375.52	4915019.51	1.50	1	D	500	66.9	-0.4	-1.2	0.0	0.0	52.4	0.2	-2.8	0.0	0.0	0.0	0.0	2.0	13.4
6523	615375.52	4915019.51	1.50	1	N	500	66.9	-0.4	-3.0	0.0	0.0	52.4	0.2	-2.8	0.0	0.0	0.0	0.0	2.0	11.6
6523	615375.52	4915019.51	1.50	1	E	500	66.9	-0.4	-188.0	0.0	0.0	52.4	0.2	-2.8	0.0	0.0	0.0	0.0	2.0	-173.4
6544	615379.59	4915018.21	1.50	0	D	500	66.9	9.9	-1.2	0.0	0.0	51.5	0.2	-2.8	0.0	0.0	0.0	0.0	0.0	26.6
6544	615379.59	4915018.21	1.50	0	N	500	66.9	9.9	-3.0	0.0	0.0	51.5	0.2	-2.8	0.0	0.0	0.0	0.0	0.0	24.8
6544	615379.59	4915018.21	1.50	0	E	500	66.9	9.9	-188.0	0.0	0.0	51.5	0.2	-2.8	0.0	0.0	0.0	0.0	0.0	-160.2
6558	615382.80	4915021.27	1.50	0	D	500	66.9	13.8	-1.2	0.0	0.0	51.7	0.2	-2.8	0.0	0.0	0.0	0.0	0.0	30.3
6558	615382.80	4915021.27	1.50	0	N	500	66.9	13.8	-3.0	0.0	0.0	51.7	0.2	-2.8	0.0	0.0	0.0	0.0	0.0	28.6
6558	615382.80	4915021.27	1.50	0	E	500	66.9	13.8	-188.0	0.0	0.0	51.7	0.2	-2.8	0.0	0.0	0.0	0.0	0.0	-156.4
6573	615384.93	4915021.61	1.50	0	D	500	66.9	5.5	-1.2	0.0	0.0	51.7	0.2	-2.8	0.0	0.0	0.0	0.0	0.0	22.1
6573	615384.93	4915021.61	1.50	0	N	500	66.9	5.5	-3.0	0.0	0.0	51.7	0.2	-2.8	0.0	0.0	0.0	0.0	0.0	20.3
6573	615384.93	4915021.61	1.50	0	E	500	66.9	5.5	-188.0	0.0	0.0	51.7	0.2	-2.8	0.0	0.0	0.0	0.0	0.0	-164.7
6591	615384.25	4915023.92	1.50	1	D	500	66.9	1.9	-1.2	0.0	0.0	52.4	0.2	-2.8	0.0	0.0	0.0	0.0	2.0	15.7
6591	615384.25	4915023.92	1.50	1	N	500	66.9	1.9	-3.0	0.0	0.0	52.4	0.2	-2.8	0.0	0.0	0.0	0.0	2.0	14.0
6591	615384.25	4915023.92	1.50	1	E	500	66.9	1.9	-188.0	0.0	0.0	52.4	0.2	-2.8	0.0	0.0	0.0	0.0	2.0	-171.0
6607	615383.23	4915021.39	1.50	1	D	500	66.9	13.6	-1.2	0.0	0.0	52.5	0.2	-2.8	0.0	0.0	0.0	0.0	2.0	27.3
6607	615383.23	4915021.39	1.50	1	N	500	66.9	13.6	-3.0	0.0	0.0	52.5	0.2	-2.8	0.0	0.0	0.0	0.0	2.0	25.5
6607	615383.23	4915021.39	1.50	1	E	500	66.9	13.6	-188.0	0.0	0.0	52.5	0.2	-2.8	0.0	0.0	0.0	0.0	2.0	-159.5
6621	615380.00	4915018.51	1.50	1	D	500	66.9	11.0	-1.2	0.0	0.0	52.6	0.2	-2.8	0.0	0.0	0.0	0.0	2.0	24.6
6621	615380.00	4915018.51	1.50	1	N	500	66.9	11.0	-3.0	0.0	0.0	52.6	0.2	-2.8	0.0	0.0	0.0	0.0	2.0	22.9
6621	615380.00	4915018.51	1.50	1	E	500	66.9	11.0	-188.0	0.0	0.0	52.6	0.2	-2.8	0.0	0.0	0.0	0.0	2.0	-162.1
6929	615346.78	4915035.80	1.50	0	D	500	66.9	6.6	-1.2	0.0	0.0	53.6	0.3	-2.6	0.0	0.0	3.2	0.0	0.0	17.8
6929	615346.78	4915035.80	1.50	0	N	500	66.9	6.6	-3.0	0.0	0.0	53.6	0.3	-2.6	0.0	0.0	3.2	0.0	0.0	16.0
6929	615346.78	4915035.80	1.50	0	E	500	66.9	6.6	-188.0	0.0	0.0	53.6	0.3	-2.6	0.0	0.0	3.2	0.0	0.0	-168.9
6945	615346.36	4915034.65	1.50	0	D	500	66.9	8.0	-1.2	0.0	0.0	53.5	0.3	-2.6	0.0	0.0	4.5	0.0	0.0	18.0
6945	615346.36	4915034.65	1.50	0	N	500	66.9	8.0	-3.0	0.0	0.0	53.5	0.3	-2.6	0.0	0.0	4.5	0.0	0.0	16.3
6945	615346.36	4915034.65	1.50	0	E	500	66.9	8.0	-188.0	0.0	0.0	53.5	0.3	-2.6	0.0	0.0	4.5	0.0	0.0	-168.7
6961	615342.38	4915034.54	1.50	0	D	500	66.9	14.8	-1.2	0.0	0.0	53.7	0.3	-2.6	0.0	0.0	7.7	0.0	0.0	21.4
6961	615342.38	4915034.54	1.50	0	N	500	66.9	14.8	-3.0	0.0	0.0	53.7	0.3	-2.6	0.0	0.0	7.7	0.0	0.0	19.7

Area Source, ISO 9613, Name: "Tractor Movements", ID: "TM"																				
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)
6961	615342.38	4915034.54	1.50	0	E	500	66.9	14.8	-188.0	0.0	0.0	53.7	0.3	-2.6	0.0	0.0	7.7	0.0	0.0	-165.3
6977	615336.25	4915034.40	1.50	0	D	500	66.9	2.2	-1.2	0.0	0.0	53.8	0.3	-2.6	0.0	0.0	10.8	0.0	0.0	5.5
6977	615336.25	4915034.40	1.50	0	N	500	66.9	2.2	-3.0	0.0	0.0	53.8	0.3	-2.6	0.0	0.0	10.8	0.0	0.0	3.8
6977	615336.25	4915034.40	1.50	0	E	500	66.9	2.2	-188.0	0.0	0.0	53.8	0.3	-2.6	0.0	0.0	10.8	0.0	0.0	-181.2
7160	615336.59	4915033.85	1.50	0	D	500	66.9	-3.0	-1.2	0.0	0.0	53.8	0.3	-2.6	0.0	0.0	10.9	0.0	0.0	0.3
7160	615336.59	4915033.85	1.50	0	N	500	66.9	-3.0	-3.0	0.0	0.0	53.8	0.3	-2.6	0.0	0.0	10.9	0.0	0.0	-1.5
7160	615336.59	4915033.85	1.50	0	E	500	66.9	-3.0	-188.0	0.0	0.0	53.8	0.3	-2.6	0.0	0.0	10.9	0.0	0.0	-186.5
7176	615342.75	4915032.29	1.50	0	D	500	66.9	8.2	-1.2	0.0	0.0	53.5	0.3	-2.6	0.0	0.0	9.0	0.0	0.0	13.7
7176	615342.75	4915032.29	1.50	0	N	500	66.9	8.2	-3.0	0.0	0.0	53.5	0.3	-2.6	0.0	0.0	9.0	0.0	0.0	12.0
7176	615342.75	4915032.29	1.50	0	E	500	66.9	8.2	-188.0	0.0	0.0	53.5	0.3	-2.6	0.0	0.0	9.0	0.0	0.0	-173.0
7192	615347.67	4915031.05	1.50	0	D	500	66.9	5.8	-1.2	0.0	0.0	53.3	0.3	-2.6	0.0	0.0	6.1	0.0	0.0	14.4
7192	615347.67	4915031.05	1.50	0	N	500	66.9	5.8	-3.0	0.0	0.0	53.3	0.3	-2.6	0.0	0.0	6.1	0.0	0.0	12.7
7192	615347.67	4915031.05	1.50	0	E	500	66.9	5.8	-188.0	0.0	0.0	53.3	0.3	-2.6	0.0	0.0	6.1	0.0	0.0	-172.3
7207	615350.01	4915030.37	1.50	0	D	500	66.9	4.5	-1.2	0.0	0.0	53.2	0.2	-2.6	0.0	0.0	3.7	0.0	0.0	15.5
7207	615350.01	4915030.37	1.50	0	N	500	66.9	4.5	-3.0	0.0	0.0	53.2	0.2	-2.6	0.0	0.0	3.7	0.0	0.0	13.8
7207	615350.01	4915030.37	1.50	0	E	500	66.9	4.5	-188.0	0.0	0.0	53.2	0.2	-2.6	0.0	0.0	3.7	0.0	0.0	-171.2
7224	615351.27	4915029.95	1.50	0	D	500	66.9	-2.1	-1.2	0.0	0.0	53.1	0.2	-2.5	0.0	0.0	2.7	0.0	0.0	10.1
7224	615351.27	4915029.95	1.50	0	N	500	66.9	-2.1	-3.0	0.0	0.0	53.1	0.2	-2.5	0.0	0.0	2.7	0.0	0.0	8.3
7224	615351.27	4915029.95	1.50	0	E	500	66.9	-2.1	-188.0	0.0	0.0	53.1	0.2	-2.5	0.0	0.0	2.7	0.0	0.0	-176.7
7240	615358.98	4915027.38	1.50	0	D	500	66.9	11.6	-1.2	0.0	0.0	52.7	0.2	-2.6	0.0	0.0	0.0	0.0	0.0	26.9
7240	615358.98	4915027.38	1.50	0	N	500	66.9	11.6	-3.0	0.0	0.0	52.7	0.2	-2.6	0.0	0.0	0.0	0.0	0.0	25.1
7240	615358.98	4915027.38	1.50	0	E	500	66.9	11.6	-188.0	0.0	0.0	52.7	0.2	-2.6	0.0	0.0	0.0	0.0	0.0	-159.8
7259	615355.76	4915028.45	1.50	1	D	500	66.9	-4.1	-1.2	0.0	0.0	52.9	0.2	-2.5	0.0	0.0	0.0	0.0	2.0	8.9
7259	615355.76	4915028.45	1.50	1	N	500	66.9	-4.1	-3.0	0.0	0.0	52.9	0.2	-2.5	0.0	0.0	0.0	0.0	2.0	7.2
7259	615355.76	4915028.45	1.50	1	E	500	66.9	-4.1	-188.0	0.0	0.0	52.9	0.2	-2.5	0.0	0.0	0.0	0.0	2.0	-177.8

Line Source, ISO 9613, Name: "Truck1", ID: "TR1"																				
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)
3890	615335.17	4914977.62	0.00	0	D	A	64.9	8.4	0.0	0.0	0.0	50.7	1.0	-2.0	0.0	0.0	4.6	0.0	0.0	19.0
3890	615335.17	4914977.62	0.00	0	N	A	64.9	8.4	0.0	0.0	0.0	50.7	1.0	-2.0	0.0	0.0	4.6	0.0	0.0	19.0
3890	615335.17	4914977.62	0.00	0	E	A	64.9	8.4	0.0	0.0	0.0	50.7	1.0	-2.0	0.0	0.0	4.6	0.0	0.0	19.0
3906	615336.77	4914972.75	0.00	0	D	A	64.9	5.3	0.0	0.0	0.0	50.3	1.0	-1.9	0.0	0.0	5.6	0.0	0.0	15.2
3906	615336.77	4914972.75	0.00	0	N	A	64.9	5.3	0.0	0.0	0.0	50.3	1.0	-1.9	0.0	0.0	5.6	0.0	0.0	15.2
3906	615336.77	4914972.75	0.00	0	E	A	64.9	5.3	0.0	0.0	0.0	50.3	1.0	-1.9	0.0	0.0	5.6	0.0	0.0	15.2
3923	615337.68	4914970.01	0.00	0	D	A	64.9	3.8	0.0	0.0	0.0	50.1	0.9	-1.9	0.0	0.0	2.3	0.0	0.0	17.1
3923	615337.68	4914970.01	0.00	0	N	A	64.9	3.8	0.0	0.0	0.0	50.1	0.9	-1.9	0.0	0.0	2.3	0.0	0.0	17.1
3923	615337.68	4914970.01	0.00	0	E	A	64.9	3.8	0.0	0.0	0.0	50.1	0.9	-1.9	0.0	0.0	2.3	0.0	0.0	17.1
3939	615341.02	4914959.85	0.00	0	D	A	64.9	12.8	0.0	0.0	0.0	49.3	0.9	-1.9	0.0	0.0	0.0	0.0	0.0	29.4
3939	615341.02	4914959.85	0.00	0	N	A	64.9	12.8	0.0	0.0	0.0	49.3	0.9	-1.9	0.0	0.0	0.0	0.0	0.0	29.4
3939	615341.02	4914959.85	0.00	0	E	A	64.9	12.8	0.0	0.0	0.0	49.3	0.9	-1.9	0.0	0.0	0.0	0.0	0.0	29.4
3954	615346.98	4914941.79	0.00	0	D	A	64.9	12.8	0.0	0.0	0.0	47.7	0.8	-2.0	0.0	0.0	0.0	0.0	0.0	31.2
3954	615346.98	4914941.79	0.00	0	N	A	64.9	12.8	0.0	0.0	0.0	47.7	0.8	-2.0	0.0	0.0	0.0	0.0	0.0	31.2
3954	615346.98	4914941.79	0.00	0	E	A	64.9	12.8	0.0	0.0	0.0	47.7	0.8	-2.0	0.0	0.0	0.0	0.0	0.0	31.2
3971	615349.17	4914935.13	0.00	1	D	A	64.9	5.3	0.0	0.0	0.0	51.3	1.1	-2.0	0.0	0.0	4.8	0.0	3.2	11.7
3971	615349.17	4914935.13	0.00	1	N	A	64.9	5.3	0.0	0.0	0.0	51.3	1.1	-2.0	0.0	0.0	4.8	0.0	3.2	11.7
3971	615349.17	4914935.13	0.00	1	E	A	64.9	5.3	0.0	0.0	0.0	51.3	1.1	-2.0	0.0	0.0	4.8	0.0	3.2	11.7
3987	615349.83	4914933.15	0.00	1	D	A	64.9	-0.9	0.0	0.0	0.0	51.5	1.1	-2.0	0.0	0.0	5.5	0.0	3.4	4.5
3987	615349.83	4914933.15	0.00	1	N	A	64.9	-0.9	0.0	0.0	0.0	51.5	1.1	-2.0	0.0	0.0	5.5	0.0	3.4	4.5
3987	615349.83	4914933.15	0.00	1	E	A	64.9	-0.9	0.0	0.0	0.0	51.5	1.1	-2.0	0.0	0.0	5.5	0.0	3.4	4.5
4007	615334.47	4914979.74	0.00	1	D	A	64.9	3.8	0.0	0.0	0.0	54.9	1.4	-2.2	0.0	0.0	0.0	0.0	3.3	11.3
4007	615334.47	4914979.74	0.00	1	N	A	64.9	3.8	0.0	0.0	0.0	54.9	1.4	-2.2	0.0	0.0	0.0	0.0	3.3	11.3
4007	615334.47	4914979.74	0.00	1	E	A	64.9	3.8	0.0	0.0	0.0	54.9	1.4	-2.2	0.0	0.0	0.0	0.0	3.3	11.3
4023	615335.02	4914978.07	0.00	1	D	A	64.9	0.4	0.0	0.0	0.0	54.9	1.5	-2.1	0.0	0.0	7.0	0.0	3.9	0.2
4023	615335.02	4914978.07	0.00	1	N	A	64.9	0.4	0.0	0.0	0.0	54.9	1.5	-2.1	0.0	0.0	7.0	0.0	3.9	0.2
4023	615335.02	4914978.07	0.00	1	E	A	64.9	0.4	0.0	0.0	0.0	54.9	1.5	-2.1	0.0	0.0	7.0	0.0	3.9	0.2
4040	615336.14	4914974.66	0.00	1	D	A	64.9	7.8	0.0	0.0	0.0	55.1	1.5	-2.2	0.0	0.0	7.2	0.0	3.9	7.3
4040	615336.14	4914974.66	0.00	1	N	A	64.9	7.8	0.0	0.0	0.0	55.1	1.5	-2.2	0.0	0.0	7.2	0.0	3.9	7.3
4040	615336.14	4914974.66	0.00	1	E	A	64.9	7.8	0.0	0.0	0.0	55.1	1.5	-2.2	0.0	0.0	7.2	0.0	3.9	7.3
4056	615337.30	4914971.15	0.00	1	D	A	64.9	1.2	0.0	0.0	0.0	55.2	1.5	-2.3	0.0	0.0	7.3	0.0	4.0	0.3
4056	615337.30	4914971.15	0.00	1	N	A	64.9	1.2	0.0	0.0	0.0	55.2	1.5	-2.3	0.0	0.0	7.3	0.0	4.0	0.3
4056	615337.30	4914971.15	0.00	1	E	A	64.9	1.2	0.0	0.0	0.0	55.2	1.5	-2.3	0.0	0.0	7.3	0.0	4.0	0.3
4072	615342.45	4914955.52	0.00	2	D	A	64.9	6.2	0.0	0.0	0.0	56.8	1.7	-2.1	0.0	0.0	0.0	0.0	9.0	5.8

Line Source, ISO 9613, Name: "Truck1", ID: "TR1"																				
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)
4072	615342.45	4914955.52	0.00	2	N	A	64.9	6.2	0.0	0.0	0.0	56.8	1.7	-2.1	0.0	0.0	0.0	0.0	9.0	5.8
4072	615342.45	4914955.52	0.00	2	E	A	64.9	6.2	0.0	0.0	0.0	56.8	1.7	-2.1	0.0	0.0	0.0	0.0	9.0	5.8
4088	615343.32	4914952.88	0.00	2	D	A	64.9	1.5	0.0	0.0	0.0	56.9	1.7	-2.1	0.0	0.0	4.8	0.0	9.0	-3.8
4088	615343.32	4914952.88	0.00	2	N	A	64.9	1.5	0.0	0.0	0.0	56.9	1.7	-2.1	0.0	0.0	4.8	0.0	9.0	-3.8
4088	615343.32	4914952.88	0.00	2	E	A	64.9	1.5	0.0	0.0	0.0	56.9	1.7	-2.1	0.0	0.0	4.8	0.0	9.0	-3.8
4104	615343.71	4914951.70	0.00	2	D	A	64.9	0.3	0.0	0.0	0.0	56.9	1.7	-2.1	0.0	0.0	4.8	0.0	9.0	-5.0
4104	615343.71	4914951.70	0.00	2	N	A	64.9	0.3	0.0	0.0	0.0	56.9	1.7	-2.1	0.0	0.0	4.8	0.0	9.0	-5.0
4104	615343.71	4914951.70	0.00	2	E	A	64.9	0.3	0.0	0.0	0.0	56.9	1.7	-2.1	0.0	0.0	4.8	0.0	9.0	-5.0
4119	615344.61	4914948.96	0.00	2	D	A	64.9	6.7	0.0	0.0	0.0	57.0	1.7	-2.2	0.0	0.0	4.8	0.0	9.0	1.3
4119	615344.61	4914948.96	0.00	2	N	A	64.9	6.7	0.0	0.0	0.0	57.0	1.7	-2.2	0.0	0.0	4.8	0.0	9.0	1.3
4119	615344.61	4914948.96	0.00	2	E	A	64.9	6.7	0.0	0.0	0.0	57.0	1.7	-2.2	0.0	0.0	4.8	0.0	9.0	1.3
4135	615346.90	4914942.03	0.00	2	D	A	64.9	2.8	0.0	0.0	0.0	57.2	1.8	-2.2	0.0	0.0	4.8	0.0	9.0	-3.0
4135	615346.90	4914942.03	0.00	2	N	A	64.9	2.8	0.0	0.0	0.0	57.2	1.8	-2.2	0.0	0.0	4.8	0.0	9.0	-3.0
4135	615346.90	4914942.03	0.00	2	E	A	64.9	2.8	0.0	0.0	0.0	57.2	1.8	-2.2	0.0	0.0	4.8	0.0	9.0	-3.0
4152	615342.70	4914954.78	0.00	1	D	A	64.9	7.2	0.0	0.0	0.0	56.5	1.7	-2.4	0.0	0.0	4.8	0.0	6.9	4.7
4152	615342.70	4914954.78	0.00	1	N	A	64.9	7.2	0.0	0.0	0.0	56.5	1.7	-2.4	0.0	0.0	4.8	0.0	6.9	4.7
4152	615342.70	4914954.78	0.00	1	E	A	64.9	7.2	0.0	0.0	0.0	56.5	1.7	-2.4	0.0	0.0	4.8	0.0	6.9	4.7
4168	615343.95	4914950.96	0.00	1	D	A	64.9	4.5	0.0	0.0	0.0	56.6	1.7	-2.3	0.0	0.0	0.0	0.0	6.9	6.6
4168	615343.95	4914950.96	0.00	1	N	A	64.9	4.5	0.0	0.0	0.0	56.6	1.7	-2.3	0.0	0.0	0.0	0.0	6.9	6.6
4168	615343.95	4914950.96	0.00	1	E	A	64.9	4.5	0.0	0.0	0.0	56.6	1.7	-2.3	0.0	0.0	0.0	0.0	6.9	6.6
4183	615342.91	4914954.11	0.00	1	D	A	64.9	7.1	0.0	0.0	0.0	55.8	1.6	-2.4	0.0	0.0	0.0	0.0	13.9	3.2
4183	615342.91	4914954.11	0.00	1	N	A	64.9	7.1	0.0	0.0	0.0	55.8	1.6	-2.4	0.0	0.0	0.0	0.0	13.9	3.2
4183	615342.91	4914954.11	0.00	1	E	A	64.9	7.1	0.0	0.0	0.0	55.8	1.6	-2.4	0.0	0.0	0.0	0.0	13.9	3.2
4197	615335.19	4914977.55	0.00	1	D	A	64.9	0.5	0.0	0.0	0.0	54.9	1.5	-2.1	0.0	0.0	0.0	0.0	6.7	4.5
4197	615335.19	4914977.55	0.00	1	N	A	64.9	0.5	0.0	0.0	0.0	54.9	1.5	-2.1	0.0	0.0	0.0	0.0	6.7	4.5
4197	615335.19	4914977.55	0.00	1	E	A	64.9	0.5	0.0	0.0	0.0	54.9	1.5	-2.1	0.0	0.0	0.0	0.0	6.7	4.5
4213	615336.04	4914974.97	0.00	1	D	A	64.9	6.3	0.0	0.0	0.0	55.0	1.5	-2.2	0.0	0.0	0.0	0.0	3.3	13.7
4213	615336.04	4914974.97	0.00	1	N	A	64.9	6.3	0.0	0.0	0.0	55.0	1.5	-2.2	0.0	0.0	0.0	0.0	3.3	13.7
4213	615336.04	4914974.97	0.00	1	E	A	64.9	6.3	0.0	0.0	0.0	55.0	1.5	-2.2	0.0	0.0	0.0	0.0	3.3	13.7
4228	615338.55	4914967.34	0.00	1	D	A	64.9	10.7	0.0	0.0	0.0	55.3	1.5	-2.3	0.0	0.0	0.0	0.0	3.3	17.7
4228	615338.55	4914967.34	0.00	1	N	A	64.9	10.7	0.0	0.0	0.0	55.3	1.5	-2.3	0.0	0.0	0.0	0.0	3.3	17.7
4228	615338.55	4914967.34	0.00	1	E	A	64.9	10.7	0.0	0.0	0.0	55.3	1.5	-2.3	0.0	0.0	0.0	0.0	3.3	17.7
4242	615340.66	4914960.97	0.00	1	D	A	64.9	2.3	0.0	0.0	0.0	55.6	1.5	-2.3	0.0	0.0	0.0	0.0	3.3	9.0
4242	615340.66	4914960.97	0.00	1	N	A	64.9	2.3	0.0	0.0	0.0	55.6	1.5	-2.3	0.0	0.0	0.0	0.0	3.3	9.0
4242	615340.66	4914960.97	0.00	1	E	A	64.9	2.3	0.0	0.0	0.0	55.6	1.5	-2.3	0.0	0.0	0.0	0.0	3.3	9.0
4259	615341.51	4914958.36	0.00	1	D	A	64.9	5.8	0.0	0.0	0.0	55.7	1.5	-2.3	0.0	0.0	0.0	0.0	3.3	12.5
4259	615341.51	4914958.36	0.00	1	N	A	64.9	5.8	0.0	0.0	0.0	55.7	1.5	-2.3	0.0	0.0	0.0	0.0	3.3	12.5
4259	615341.51	4914958.36	0.00	1	E	A	64.9	5.8	0.0	0.0	0.0	55.7	1.5	-2.3	0.0	0.0	0.0	0.0	3.3	12.5
4275	615342.36	4914955.78	0.00	1	D	A	64.9	2.1	0.0	0.0	0.0	55.8	1.6	-2.4	0.0	0.0	0.0	0.0	3.3	8.7
4275	615342.36	4914955.78	0.00	1	N	A	64.9	2.1	0.0	0.0	0.0	55.8	1.6	-2.4	0.0	0.0	0.0	0.0	3.3	8.7
4275	615342.36	4914955.78	0.00	1	E	A	64.9	2.1	0.0	0.0	0.0	55.8	1.6	-2.4	0.0	0.0	0.0	0.0	3.3	8.7
4291	615342.63	4914954.99	0.00	1	D	A	64.9	-14.3	0.0	0.0	0.0	55.8	1.6	-2.4	0.0	0.0	7.7	0.0	4.1	-16.3
4291	615342.63	4914954.99	0.00	1	N	A	64.9	-14.3	0.0	0.0	0.0	55.8	1.6	-2.4	0.0	0.0	7.7	0.0	4.1	-16.3
4291	615342.63	4914954.99	0.00	1	E	A	64.9	-14.3	0.0	0.0	0.0	55.8	1.6	-2.4	0.0	0.0	7.7	0.0	4.1	-16.3
4307	615343.66	4914951.84	0.00	2	D	A	64.9	1.6	0.0	0.0	0.0	56.8	1.7	-2.1	0.0	0.0	0.0	0.0	9.0	1.0
4307	615343.66	4914951.84	0.00	2	N	A	64.9	1.6	0.0	0.0	0.0	56.8	1.7	-2.1	0.0	0.0	0.0	0.0	9.0	1.0
4307	615343.66	4914951.84	0.00	2	E	A	64.9	1.6	0.0	0.0	0.0	56.8	1.7	-2.1	0.0	0.0	0.0	0.0	9.0	1.0
4323	615344.08	4914950.57	0.00	2	D	A	64.9	0.9	0.0	0.0	0.0	56.9	1.7	-2.1	0.0	0.0	0.0	0.0	9.0	0.3
4323	615344.08	4914950.57	0.00	2	N	A	64.9	0.9	0.0	0.0	0.0	56.9	1.7	-2.1	0.0	0.0	0.0	0.0	9.0	0.3
4323	615344.08	4914950.57	0.00	2	E	A	64.9	0.9	0.0	0.0	0.0	56.9	1.7	-2.1	0.0	0.0	0.0	0.0	9.0	0.3
4339	615344.84	4914948.27	0.00	2	D	A	64.9	5.6	0.0	0.0	0.0	57.0	1.7	-2.2	0.0	0.0	0.0	0.0	9.0	5.0
4339	615344.84	4914948.27	0.00	2	N	A	64.9	5.6	0.0	0.0	0.0	57.0	1.7	-2.2	0.0	0.0	0.0	0.0	9.0	5.0
4339	615344.84	4914948.27	0.00	2	E	A	64.9	5.6	0.0	0.0	0.0	57.0	1.7	-2.2	0.0	0.0	0.0	0.0	9.0	5.0
4355	615347.17	4914941.20	0.00	2	D	A	64.9	5.1	0.0	0.0	0.0	57.2	1.8	-2.2	0.0	0.0	0.0	0.0	9.0	4.1
4355	615347.17	4914941.20	0.00	2	N	A	64.9	5.1	0.0	0.0	0.0	57.2	1.8	-2.2	0.0	0.0	0.0	0.0	9.0	4.1
4355	615347.17	4914941.20	0.00	2	E	A	64.9	5.1	0.0	0.0	0.0	57.2	1.8	-2.2	0.0	0.0	0.0	0.0	9.0	4.1
4372	615348.10	4914938.37	0.00	2	D	A	64.9	4.4	0.0	0.0	0.0	57.3	1.8	-2.2	0.0	0.0	0.0	0.0	9.1	3.3
4372	615348.10	4914938.37	0.00	2	N	A	64.9	4.4	0.0	0.0	0.0	57.3	1.8	-2.2	0.0	0.0	0.0	0.0	9.1	3.3
4372	615348.10	4914938.37	0.00	2	E	A	64.9	4.4	0.0	0.0	0.0	57.3	1.8	-2.2	0.0	0.0	0.0	0.0	9.1	3.3
4388	615348.59	4914936.89	0.00	2	D	A	64.9	7.1	0.0	0.0	0.0	57.4	1.8	-2.2	0.0	0.0	0.0	0.0	9.1	6.0
4388	615348.59	4914936.89	0.00	2	N	A	64.9	7.1	0.0	0.0	0.0	57.4	1.8	-2.2	0.0	0.0	0.0	0.0	9.1	6.0
4388	615348.59	4914936.89	0.00	2	E	A	64.9	7.1	0.0	0.0	0.0	57.4	1.8	-2.2	0.0	0.0	0.0	0.0	9.1	6.0
4403	615349.44	4914934.30	0.00	2	D	A	64.9	-5.0	0.0	0.0	0.0	57.4	1.8	-2.2	0.0	0.0	0.0	16.8	-14.0	

Line Source, ISO 9613, Name: "Truck1", ID: "TR1"																				
Nr.	X	Y	Z	Refl.	DEN	Freq.	Lw	l/a	Optime	K0	Di	Adiv	Aatm	Agr	Afol	Ahou	Abar	Cmet	RL	Lr
	(m)	(m)	(m)			(Hz)	dB(A)	dB	dB	dB	dB	dB	dB	dB	dB	dB	dB	dB	dB	dB(A)
4403	615349.44	4914934.30	0.00	2	N	A	64.9	-5.0	0.0	0.0	0.0	57.4	1.8	-2.2	0.0	0.0	0.0	0.0	16.8	-14.0
4403	615349.44	4914934.30	0.00	2	E	A	64.9	-5.0	0.0	0.0	0.0	57.4	1.8	-2.2	0.0	0.0	0.0	0.0	16.8	-14.0
4420	615334.33	4914980.17	0.00	1	D	A	64.9	1.7	0.0	0.0	0.0	55.9	1.6	-2.3	0.0	0.0	7.6	0.0	2.9	0.9
4420	615334.33	4914980.17	0.00	1	N	A	64.9	1.7	0.0	0.0	0.0	55.9	1.6	-2.3	0.0	0.0	7.6	0.0	2.9	0.9
4420	615334.33	4914980.17	0.00	1	E	A	64.9	1.7	0.0	0.0	0.0	55.9	1.6	-2.3	0.0	0.0	7.6	0.0	2.9	0.9
4436	615334.69	4914979.08	0.00	1	D	A	64.9	-1.0	0.0	0.0	0.0	56.0	1.6	-2.3	0.0	0.0	8.0	0.0	2.9	-2.2
4436	615334.69	4914979.08	0.00	1	N	A	64.9	-1.0	0.0	0.0	0.0	56.0	1.6	-2.3	0.0	0.0	8.0	0.0	2.9	-2.2
4436	615334.69	4914979.08	0.00	1	E	A	64.9	-1.0	0.0	0.0	0.0	56.0	1.6	-2.3	0.0	0.0	8.0	0.0	2.9	-2.2
4452	615335.38	4914976.97	0.00	2	D	A	64.9	9.2	0.0	0.0	0.0	57.0	1.7	-2.3	0.0	0.0	7.1	0.0	6.0	4.5
4452	615335.38	4914976.97	0.00	2	N	A	64.9	9.2	0.0	0.0	0.0	57.0	1.7	-2.3	0.0	0.0	7.1	0.0	6.0	4.5
4452	615335.38	4914976.97	0.00	2	E	A	64.9	9.2	0.0	0.0	0.0	57.0	1.7	-2.3	0.0	0.0	7.1	0.0	6.0	4.5
4468	615336.98	4914972.12	0.00	2	D	A	64.9	3.0	0.0	0.0	0.0	57.1	1.7	-2.3	0.0	0.0	6.7	0.0	5.9	-1.3
4468	615336.98	4914972.12	0.00	2	N	A	64.9	3.0	0.0	0.0	0.0	57.1	1.7	-2.3	0.0	0.0	6.7	0.0	5.9	-1.3
4468	615336.98	4914972.12	0.00	2	E	A	64.9	3.0	0.0	0.0	0.0	57.1	1.7	-2.3	0.0	0.0	6.7	0.0	5.9	-1.3
4481	615338.65	4914967.05	0.00	2	D	A	64.9	9.4	0.0	0.0	0.0	57.3	1.8	-2.3	0.0	0.0	6.3	0.0	5.8	5.5
4481	615338.65	4914967.05	0.00	2	N	A	64.9	9.4	0.0	0.0	0.0	57.3	1.8	-2.3	0.0	0.0	6.3	0.0	5.8	5.5
4481	615338.65	4914967.05	0.00	2	E	A	64.9	9.4	0.0	0.0	0.0	57.3	1.8	-2.3	0.0	0.0	6.3	0.0	5.8	5.5
4498	615340.80	4914960.53	0.00	2	D	A	64.9	7.0	0.0	0.0	0.0	57.5	1.8	-2.3	0.0	0.0	5.8	0.0	5.7	3.4
4498	615340.80	4914960.53	0.00	2	N	A	64.9	7.0	0.0	0.0	0.0	57.5	1.8	-2.3	0.0	0.0	5.8	0.0	5.7	3.4
4498	615340.80	4914960.53	0.00	2	E	A	64.9	7.0	0.0	0.0	0.0	57.5	1.8	-2.3	0.0	0.0	5.8	0.0	5.7	3.4
4514	615342.01	4914956.87	0.00	2	D	A	64.9	4.3	0.0	0.0	0.0	57.6	1.8	-2.2	0.0	0.0	5.6	0.0	5.6	0.8
4514	615342.01	4914956.87	0.00	2	N	A	64.9	4.3	0.0	0.0	0.0	57.6	1.8	-2.2	0.0	0.0	5.6	0.0	5.6	0.8
4514	615342.01	4914956.87	0.00	2	E	A	64.9	4.3	0.0	0.0	0.0	57.6	1.8	-2.2	0.0	0.0	5.6	0.0	5.6	0.8
4530	615342.72	4914954.70	0.00	2	D	A	64.9	2.7	0.0	0.0	0.0	57.6	1.8	-2.2	0.0	0.0	5.5	0.0	5.6	-0.8
4530	615342.72	4914954.70	0.00	2	N	A	64.9	2.7	0.0	0.0	0.0	57.6	1.8	-2.2	0.0	0.0	5.5	0.0	5.6	-0.8
4530	615342.72	4914954.70	0.00	2	E	A	64.9	2.7	0.0	0.0	0.0	57.6	1.8	-2.2	0.0	0.0	5.5	0.0	5.6	-0.8
4546	615343.17	4914953.34	0.00	2	D	A	64.9	0.0	0.0	0.0	0.0	57.7	1.8	-2.2	0.0	0.0	4.8	0.0	5.4	-2.6
4546	615343.17	4914953.34	0.00	2	N	A	64.9	0.0	0.0	0.0	0.0	57.7	1.8	-2.2	0.0	0.0	4.8	0.0	5.4	-2.6
4546	615343.17	4914953.34	0.00	2	E	A	64.9	0.0	0.0	0.0	0.0	57.7	1.8	-2.2	0.0	0.0	4.8	0.0	5.4	-2.6
4561	615343.61	4914952.00	0.00	2	D	A	64.9	2.6	0.0	0.0	0.0	57.7	1.8	-2.2	0.0	0.0	4.8	0.0	5.4	-0.1
4561	615343.61	4914952.00	0.00	2	N	A	64.9	2.6	0.0	0.0	0.0	57.7	1.8	-2.2	0.0	0.0	4.8	0.0	5.4	-0.1
4561	615343.61	4914952.00	0.00	2	E	A	64.9	2.6	0.0	0.0	0.0	57.7	1.8	-2.2	0.0	0.0	4.8	0.0	5.4	-0.1
4577	615344.05	4914950.65	0.00	2	D	A	64.9	0.1	0.0	0.0	0.0	57.8	1.8	-2.3	0.0	0.0	4.8	0.0	5.4	-2.6
4577	615344.05	4914950.65	0.00	2	N	A	64.9	0.1	0.0	0.0	0.0	57.8	1.8	-2.3	0.0	0.0	4.8	0.0	5.4	-2.6
4577	615344.05	4914950.65	0.00	2	E	A	64.9	0.1	0.0	0.0	0.0	57.8	1.8	-2.3	0.0	0.0	4.8	0.0	5.4	-2.6
4592	615336.59	4914973.30	0.00	2	D	A	64.9	0.1	0.0	0.0	0.0	56.2	1.6	-2.1	0.0	0.0	6.7	0.0	43.1	-40.5
4592	615336.59	4914973.30	0.00	2	N	A	64.9	0.1	0.0	0.0	0.0	56.2	1.6	-2.1	0.0	0.0	6.7	0.0	43.1	-40.5
4592	615336.59	4914973.30	0.00	2	E	A	64.9	0.1	0.0	0.0	0.0	56.2	1.6	-2.1	0.0	0.0	6.7	0.0	43.1	-40.5
4607	615334.63	4914979.25	0.00	2	D	A	64.9	5.3	0.0	0.0	0.0	56.4	1.6	-2.3	0.0	0.0	0.0	0.0	5.4	9.2
4607	615334.63	4914979.25	0.00	2	N	A	64.9	5.3	0.0	0.0	0.0	56.4	1.6	-2.3	0.0	0.0	0.0	0.0	5.4	9.2
4607	615334.63	4914979.25	0.00	2	E	A	64.9	5.3	0.0	0.0	0.0	56.4	1.6	-2.3	0.0	0.0	0.0	0.0	5.4	9.2
4622	615335.54	4914976.47	0.00	2	D	A	64.9	3.8	0.0	0.0	0.0	56.4	1.7	-2.3	0.0	0.0	0.0	0.0	5.4	7.5
4622	615335.54	4914976.47	0.00	2	N	A	64.9	3.8	0.0	0.0	0.0	56.4	1.7	-2.3	0.0	0.0	0.0	0.0	5.4	7.5
4622	615335.54	4914976.47	0.00	2	E	A	64.9	3.8	0.0	0.0	0.0	56.4	1.7	-2.3	0.0	0.0	0.0	0.0	5.4	7.5
4638	615336.15	4914974.64	0.00	2	D	A	64.9	1.6	0.0	0.0	0.0	56.5	1.7	-2.3	0.0	0.0	0.0	0.0	5.4	5.2
4638	615336.15	4914974.64	0.00	2	N	A	64.9	1.6	0.0	0.0	0.0	56.5	1.7	-2.3	0.0	0.0	0.0	0.0	5.4	5.2
4638	615336.15	4914974.64	0.00	2	E	A	64.9	1.6	0.0	0.0	0.0	56.5	1.7	-2.3	0.0	0.0	0.0	0.0	5.4	5.2
4654	615336.72	4914972.91	0.00	2	D	A	64.9	3.4	0.0	0.0	0.0	56.6	1.7	-2.3	0.0	0.0	0.0	0.0	5.4	7.0
4654	615336.72	4914972.91	0.00	2	N	A	64.9	3.4	0.0	0.0	0.0	56.6	1.7	-2.3	0.0	0.0	0.0	0.0	5.4	7.0
4654	615336.72	4914972.91	0.00	2	E	A	64.9	3.4	0.0	0.0	0.0	56.6	1.7	-2.3	0.0	0.0	0.0	0.0	5.4	7.0
4670	615337.32	4914971.09	0.00	2	D	A	64.9	2.2	0.0	0.0	0.0	56.6	1.7	-2.3	0.0	0.0	0.0	0.0	5.4	5.7
4670	615337.32	4914971.09	0.00	2	N	A	64.9	2.2	0.0	0.0	0.0	56.6	1.7	-2.3	0.0	0.0	0.0	0.0	5.4	5.7
4670	615337.32	4914971.09	0.00	2	E	A	64.9	2.2	0.0	0.0	0.0	56.6	1.7	-2.3	0.0	0.0	0.0	0.0	5.4	5.7
4686	615338.97	4914966.09	0.00	2	D	A	64.9	9.5	0.0	0.0	0.0	56.8	1.7	-2.3	0.0	0.0	0.0	0.0	5.4	12.8
4686	615338.97	4914966.09	0.00	2	N	A	64.9	9.5	0.0	0.0	0.0	56.8	1.7	-2.3	0.0	0.0	0.0	0.0	5.4	12.8
4686	615338.97	4914966.09	0.00	2	E	A	64.9	9.5	0.0	0.0	0.0	56.8	1.7	-2.3	0.0	0.0	0.0	0.0	5.4	12.8
4700	615340.83	4914960.45	0.00	2	D	A	64.9	4.8	0.0	0.0	0.0	57.0	1.7	-2.3	0.0	0.0	0.0	0.0	5.4	7.9
4700	615340.83	4914960.45	0.00	2	N	A	64.9	4.8	0.0	0.0	0.0	57.0	1.7	-2.3	0.0	0.0	0.0	0.0	5.4	7.9
4700	615340.83	4914960.45	0.00	2	E	A	64.9	4.8	0.0	0.0	0.0	57.0	1.7	-2.3	0.0	0.0	0.0	0.0	5.4	7.9
4715	615341.78	4914957.55	0.00	2	D	A	64.9	4.9	0.0	0.0	0.0	57.1	1.7	-2.2	0.0	0.0	0.0	0.0	5.4	7.8
4715	615341.78	4914957.55	0.00	2	N	A	64.9	4.9	0.0	0.0	0.0	57.1	1.7	-2.2	0.0	0.0	0.0	0.0	5.4	7.8
4715	615341.78	4914957.55	0.00	2	E	A	64.9	4.9	0.0	0.0	0.0	57.1	1.7	-2.2	0.0	0.0	0.0	0.0	5.4	7.8
4731	615337.88	4914969.39	0.00	2	D	A	64.9	-2.4	0.0	0.0	0.0	56.3	1.6	-2.2	0.0	0.0	7.3	0.0	19.7	-20.3

Line Source, ISO 9613, Name: "Truck1", ID: "TR1"																				
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)
4731	615337.88	4914969.39	0.00	2	N	A	64.9	-2.4	0.0	0.0	0.0	56.3	1.6	-2.2	0.0	0.0	7.3	0.0	19.7	-20.3
4731	615337.88	4914969.39	0.00	2	E	A	64.9	-2.4	0.0	0.0	0.0	56.3	1.6	-2.2	0.0	0.0	7.3	0.0	19.7	-20.3
6994	615311.73	4915004.38	0.00	0	D	A	64.9	1.5	0.0	0.0	0.0	53.4	1.3	-2.2	0.0	0.0	0.0	0.0	0.0	13.9
6994	615311.73	4915004.38	0.00	0	N	A	64.9	1.5	0.0	0.0	0.0	53.4	1.3	-2.2	0.0	0.0	0.0	0.0	0.0	13.9
6994	615311.73	4915004.38	0.00	0	E	A	64.9	1.5	0.0	0.0	0.0	53.4	1.3	-2.2	0.0	0.0	0.0	0.0	0.0	13.9
7009	615312.89	4915003.63	0.00	0	D	A	64.9	1.4	0.0	0.0	0.0	53.3	1.3	-2.2	0.0	0.0	1.8	0.0	0.0	12.1
7009	615312.89	4915003.63	0.00	0	N	A	64.9	1.4	0.0	0.0	0.0	53.3	1.3	-2.2	0.0	0.0	1.8	0.0	0.0	12.1
7009	615312.89	4915003.63	0.00	0	E	A	64.9	1.4	0.0	0.0	0.0	53.3	1.3	-2.2	0.0	0.0	1.8	0.0	0.0	12.1
7027	615317.35	4915000.75	0.00	0	D	A	64.9	9.7	0.0	0.0	0.0	53.0	1.2	-2.2	0.0	0.0	2.4	0.0	0.0	20.2
7027	615317.35	4915000.75	0.00	0	N	A	64.9	9.7	0.0	0.0	0.0	53.0	1.2	-2.2	0.0	0.0	2.4	0.0	0.0	20.2
7027	615317.35	4915000.75	0.00	0	E	A	64.9	9.7	0.0	0.0	0.0	53.0	1.2	-2.2	0.0	0.0	2.4	0.0	0.0	20.2
7043	615312.08	4915004.15	0.00	1	D	A	64.9	3.5	0.0	0.0	0.0	54.3	1.4	-2.3	0.0	0.0	19.5	0.0	2.3	-6.7
7043	615312.08	4915004.15	0.00	1	N	A	64.9	3.5	0.0	0.0	0.0	54.3	1.4	-2.3	0.0	0.0	19.5	0.0	2.3	-6.7
7043	615312.08	4915004.15	0.00	1	E	A	64.9	3.5	0.0	0.0	0.0	54.3	1.4	-2.3	0.0	0.0	19.5	0.0	2.3	-6.7
7060	615317.13	4915000.89	0.00	1	D	A	64.9	9.9	0.0	0.0	0.0	54.6	1.4	-2.4	0.0	0.0	18.0	0.0	2.7	0.5
7060	615317.13	4915000.89	0.00	1	N	A	64.9	9.9	0.0	0.0	0.0	54.6	1.4	-2.4	0.0	0.0	18.0	0.0	2.7	0.5
7060	615317.13	4915000.89	0.00	1	E	A	64.9	9.9	0.0	0.0	0.0	54.6	1.4	-2.4	0.0	0.0	18.0	0.0	2.7	0.5
7077	615316.08	4915001.57	0.00	1	D	A	64.9	10.7	0.0	0.0	0.0	53.9	1.3	-2.3	0.0	0.0	0.0	0.0	2.1	20.6
7077	615316.08	4915001.57	0.00	1	N	A	64.9	10.7	0.0	0.0	0.0	53.9	1.3	-2.3	0.0	0.0	0.0	0.0	2.1	20.6
7077	615316.08	4915001.57	0.00	1	E	A	64.9	10.7	0.0	0.0	0.0	53.9	1.3	-2.3	0.0	0.0	0.0	0.0	2.1	20.6
7094	615321.13	4914998.31	0.00	1	D	A	64.9	-6.0	0.0	0.0	0.0	54.2	1.4	-2.3	0.0	0.0	0.0	0.0	2.1	3.5
7094	615321.13	4914998.31	0.00	1	N	A	64.9	-6.0	0.0	0.0	0.0	54.2	1.4	-2.3	0.0	0.0	0.0	0.0	2.1	3.5
7094	615321.13	4914998.31	0.00	1	E	A	64.9	-6.0	0.0	0.0	0.0	54.2	1.4	-2.3	0.0	0.0	0.0	0.0	2.1	3.5
7278	615333.04	4914985.21	0.00	0	D	A	64.9	7.5	0.0	0.0	0.0	51.3	1.1	-2.0	0.0	0.0	3.8	0.0	0.0	18.3
7278	615333.04	4914985.21	0.00	0	N	A	64.9	7.5	0.0	0.0	0.0	51.3	1.1	-2.0	0.0	0.0	3.8	0.0	0.0	18.3
7278	615333.04	4914985.21	0.00	0	E	A	64.9	7.5	0.0	0.0	0.0	51.3	1.1	-2.0	0.0	0.0	3.8	0.0	0.0	18.3
7294	615333.90	4914981.66	0.00	0	D	A	64.9	2.1	0.0	0.0	0.0	51.0	1.0	-2.0	0.0	0.0	1.8	0.0	0.0	15.2
7294	615333.90	4914981.66	0.00	0	N	A	64.9	2.1	0.0	0.0	0.0	51.0	1.0	-2.0	0.0	0.0	1.8	0.0	0.0	15.2
7294	615333.90	4914981.66	0.00	0	E	A	64.9	2.1	0.0	0.0	0.0	51.0	1.0	-2.0	0.0	0.0	1.8	0.0	0.0	15.2
7310	615334.00	4914981.26	0.00	1	D	A	64.9	-1.1	0.0	0.0	0.0	54.8	1.4	-2.2	0.0	0.0	0.0	0.0	3.3	6.4
7310	615334.00	4914981.26	0.00	1	N	A	64.9	-1.1	0.0	0.0	0.0	54.8	1.4	-2.2	0.0	0.0	0.0	0.0	3.3	6.4
7310	615334.00	4914981.26	0.00	1	E	A	64.9	-1.1	0.0	0.0	0.0	54.8	1.4	-2.2	0.0	0.0	0.0	0.0	3.3	6.4
7326	615332.75	4914986.38	0.00	1	D	A	64.9	5.1	0.0	0.0	0.0	55.7	1.6	-2.4	0.0	0.0	11.6	0.0	3.4	0.1
7326	615332.75	4914986.38	0.00	1	N	A	64.9	5.1	0.0	0.0	0.0	55.7	1.6	-2.4	0.0	0.0	11.6	0.0	3.4	0.1
7326	615332.75	4914986.38	0.00	1	E	A	64.9	5.1	0.0	0.0	0.0	55.7	1.6	-2.4	0.0	0.0	11.6	0.0	3.4	0.1
7343	615333.38	4914983.83	0.00	1	D	A	64.9	3.0	0.0	0.0	0.0	55.8	1.6	-2.3	0.0	0.0	11.2	0.0	3.4	-1.7
7343	615333.38	4914983.83	0.00	1	N	A	64.9	3.0	0.0	0.0	0.0	55.8	1.6	-2.3	0.0	0.0	11.2	0.0	3.4	-1.7
7343	615333.38	4914983.83	0.00	1	E	A	64.9	3.0	0.0	0.0	0.0	55.8	1.6	-2.3	0.0	0.0	11.2	0.0	3.4	-1.7
7359	615333.77	4914982.20	0.00	1	D	A	64.9	1.3	0.0	0.0	0.0	55.8	1.6	-2.3	0.0	0.0	10.9	0.0	3.3	-3.2
7359	615333.77	4914982.20	0.00	1	N	A	64.9	1.3	0.0	0.0	0.0	55.8	1.6	-2.3	0.0	0.0	10.9	0.0	3.3	-3.2
7359	615333.77	4914982.20	0.00	1	E	A	64.9	1.3	0.0	0.0	0.0	55.8	1.6	-2.3	0.0	0.0	10.9	0.0	3.3	-3.2
7375	615334.01	4914981.21	0.00	1	D	A	64.9	-1.7	0.0	0.0	0.0	55.9	1.6	-2.3	0.0	0.0	7.8	0.0	2.9	-2.7
7375	615334.01	4914981.21	0.00	1	N	A	64.9	-1.7	0.0	0.0	0.0	55.9	1.6	-2.3	0.0	0.0	7.8	0.0	2.9	-2.7
7375	615334.01	4914981.21	0.00	1	E	A	64.9	-1.7	0.0	0.0	0.0	55.9	1.6	-2.3	0.0	0.0	7.8	0.0	2.9	-2.7
7391	615332.93	4914985.64	0.00	2	D	A	64.9	6.8	0.0	0.0	0.0	56.7	1.7	-2.1	0.0	0.0	0.0	0.0	5.4	10.1
7391	615332.93	4914985.64	0.00	2	N	A	64.9	6.8	0.0	0.0	0.0	56.7	1.7	-2.1	0.0	0.0	0.0	0.0	5.4	10.1
7391	615332.93	4914985.64	0.00	2	E	A	64.9	6.8	0.0	0.0	0.0	56.7	1.7	-2.1	0.0	0.0	0.0	0.0	5.4	10.1
7407	615333.80	4914982.10	0.00	2	D	A	64.9	4.0	0.0	0.0	0.0	56.8	1.7	-2.2	0.0	0.0	6.5	0.0	5.8	0.3
7407	615333.80	4914982.10	0.00	2	N	A	64.9	4.0	0.0	0.0	0.0	56.8	1.7	-2.2	0.0	0.0	6.5	0.0	5.8	0.3
7407	615333.80	4914982.10	0.00	2	E	A	64.9	4.0	0.0	0.0	0.0	56.8	1.7	-2.2	0.0	0.0	6.5	0.0	5.8	0.3
7425	615332.51	4914987.39	0.00	1	D	A	64.9	0.8	0.0	0.0	0.0	55.1	1.5	-2.4	0.0	0.0	0.0	0.0	2.5	9.0
7425	615332.51	4914987.39	0.00	1	N	A	64.9	0.8	0.0	0.0	0.0	55.1	1.5	-2.4	0.0	0.0	0.0	0.0	2.5	9.0
7425	615332.51	4914987.39	0.00	1	E	A	64.9	0.8	0.0	0.0	0.0	55.1	1.5	-2.4	0.0	0.0	0.0	0.0	2.5	9.0
7441	615332.91	4914985.74	0.00	1	D	A	64.9	3.4	0.0	0.0	0.0	55.1	1.5	-2.3	0.0	0.0	4.8	0.0	2.5	6.8
7441	615332.91	4914985.74	0.00	1	N	A	64.9	3.4	0.0	0.0	0.0	55.1	1.5	-2.3	0.0	0.0	4.8	0.0	2.5	6.8
7441	615332.91	4914985.74	0.00	1	E	A	64.9	3.4	0.0	0.0	0.0	55.1	1.5	-2.3	0.0	0.0	4.8	0.0	2.5	6.8
7456	615333.44	4914983.56	0.00	1	D	A	64.9	3.6	0.0	0.0	0.0	55.2	1.5	-2.2	0.0	0.0	0.0	0.0	2.5	11.5
7456	615333.44	4914983.56	0.00	1	N	A	64.9	3.6	0.0	0.0	0.0	55.2	1.5	-2.2	0.0	0.0	0.0	0.0	2.5	11.5
7456	615333.44	4914983.56	0.00	1	E	A	64.9	3.6	0.0	0.0	0.0	55.2	1.5	-2.2	0.0	0.0	0.0	0.0	2.5	11.5
7472	615334.04	4914981.08	0.00	2	D	A	64.9	-3.9	0.0	0.0	0.0	56.3	1.6	-2.3	0.0	0.0	0.0	0.0	5.4	-0.0
7472	615334.04	4914981.08	0.00	2	N	A	64.9	-3.9	0.0	0.0	0.0	56.3	1.6	-2.3	0.0	0.0	0.0	0.0	5.4	-0.0
7472	615334.04	4914981.08	0.00	2	E	A	64.9	-3.9	0.0	0.0	0.0	56.3	1.6	-2.3	0.0	0.0	0.0	0.0	5.4	-0.0
7488	615324.66	4914995.49	0.00	0	D	A	64.9	9.4	0.0	0.0	0.0	52.3	1.2	-2.2	0.0	0.0	4.0	0.0	0.0	19.0

CadnaA Protocol - AB7_4S_3 (Most Impacted POR)

Line Source, ISO 9613, Name: "Truck1", ID: "TR1"																				
Nr.	X	Y	Z	Refl.	DEN	Freq.	Lw	l/a	Optime	K0	Di	Adiv	Aatm	Agr	Afol	Ahou	Abar	Cmet	RL	Lr
	(m)	(m)	(m)			(Hz)	dB(A)	dB	dB	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	dB(A)
7488	615324.66	4914995.49	0.00	0	N	A	64.9	9.4	0.0	0.0	0.0	52.3	1.2	-2.2	0.0	0.0	4.0	0.0	0.0	19.0
7488	615324.66	4914995.49	0.00	0	E	A	64.9	9.4	0.0	0.0	0.0	52.3	1.2	-2.2	0.0	0.0	4.0	0.0	0.0	19.0
7505	615324.66	4914995.49	0.00	1	D	A	64.9	9.4	0.0	0.0	0.0	55.1	1.5	-2.4	0.0	0.0	14.7	0.0	3.8	1.6
7505	615324.66	4914995.49	0.00	1	N	A	64.9	9.4	0.0	0.0	0.0	55.1	1.5	-2.4	0.0	0.0	14.7	0.0	3.8	1.6
7505	615324.66	4914995.49	0.00	1	E	A	64.9	9.4	0.0	0.0	0.0	55.1	1.5	-2.4	0.0	0.0	14.7	0.0	3.8	1.6
7519	615322.59	4914997.15	0.00	1	D	A	64.9	5.4	0.0	0.0	0.0	54.3	1.4	-2.3	0.0	0.0	0.0	0.0	2.1	14.8
7519	615322.59	4914997.15	0.00	1	N	A	64.9	5.4	0.0	0.0	0.0	54.3	1.4	-2.3	0.0	0.0	0.0	0.0	2.1	14.8
7519	615322.59	4914997.15	0.00	1	E	A	64.9	5.4	0.0	0.0	0.0	54.3	1.4	-2.3	0.0	0.0	0.0	0.0	2.1	14.8
7535	615326.01	4914994.40	0.00	1	D	A	64.9	7.3	0.0	0.0	0.0	54.6	1.4	-2.4	0.0	0.0	0.0	0.0	2.5	16.0
7535	615326.01	4914994.40	0.00	1	N	A	64.9	7.3	0.0	0.0	0.0	54.6	1.4	-2.4	0.0	0.0	0.0	0.0	2.5	16.0
7535	615326.01	4914994.40	0.00	1	E	A	64.9	7.3	0.0	0.0	0.0	54.6	1.4	-2.4	0.0	0.0	0.0	0.0	2.5	16.0
7654	615330.22	4914990.35	0.00	0	D	A	64.9	8.1	0.0	0.0	0.0	51.7	1.1	-2.1	0.0	0.0	4.9	0.0	0.0	17.3
7654	615330.22	4914990.35	0.00	0	N	A	64.9	8.1	0.0	0.0	0.0	51.7	1.1	-2.1	0.0	0.0	4.9	0.0	0.0	17.3
7654	615330.22	4914990.35	0.00	0	E	A	64.9	8.1	0.0	0.0	0.0	51.7	1.1	-2.1	0.0	0.0	4.9	0.0	0.0	17.3
7669	615330.22	4914990.35	0.00	1	D	A	64.9	8.1	0.0	0.0	0.0	55.5	1.5	-2.4	0.0	0.0	12.6	0.0	3.5	2.2
7669	615330.22	4914990.35	0.00	1	N	A	64.9	8.1	0.0	0.0	0.0	55.5	1.5	-2.4	0.0	0.0	12.6	0.0	3.5	2.2
7669	615330.22	4914990.35	0.00	1	E	A	64.9	8.1	0.0	0.0	0.0	55.5	1.5	-2.4	0.0	0.0	12.6	0.0	3.5	2.2
7684	615331.21	4914989.26	0.00	2	D	A	64.9	2.7	0.0	0.0	0.0	56.6	1.7	-2.0	0.0	0.0	0.0	0.0	5.4	6.0
7684	615331.21	4914989.26	0.00	2	N	A	64.9	2.7	0.0	0.0	0.0	56.6	1.7	-2.0	0.0	0.0	0.0	0.0	5.4	6.0
7684	615331.21	4914989.26	0.00	2	E	A	64.9	2.7	0.0	0.0	0.0	56.6	1.7	-2.0	0.0	0.0	0.0	0.0	5.4	6.0
7700	615332.10	4914988.26	0.00	2	D	A	64.9	-1.0	0.0	0.0	0.0	56.6	1.7	-2.0	0.0	0.0	0.0	0.0	5.4	2.3
7700	615332.10	4914988.26	0.00	2	N	A	64.9	-1.0	0.0	0.0	0.0	56.6	1.7	-2.0	0.0	0.0	0.0	0.0	5.4	2.3
7700	615332.10	4914988.26	0.00	2	E	A	64.9	-1.0	0.0	0.0	0.0	56.6	1.7	-2.0	0.0	0.0	0.0	0.0	5.4	2.3
7714	615330.22	4914990.35	0.00	1	D	A	64.9	8.1	0.0	0.0	0.0	54.9	1.4	-2.4	0.0	0.0	0.0	0.0	2.5	16.5
7714	615330.22	4914990.35	0.00	1	N	A	64.9	8.1	0.0	0.0	0.0	54.9	1.4	-2.4	0.0	0.0	0.0	0.0	2.5	16.5
7714	615330.22	4914990.35	0.00	1	E	A	64.9	8.1	0.0	0.0	0.0	54.9	1.4	-2.4	0.0	0.0	0.0	0.0	2.5	16.5

Point Source, ISO 9613, Name: "HVAC", ID: "HVAC"																				
Nr.	X	Y	Z	Refl.	DEN	Freq.	Lw	l/a	Optime	K0	Di	Adiv	Aatm	Agr	Afol	Ahou	Abar	Cmet	RL	Lr
	(m)	(m)	(m)			(Hz)	dB(A)	dB	dB	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	dB(A)
4748	615303.13	4914991.23	5.95	0	D	500	86.0	0.0	-0.8	0.0	0.0	53.3	0.3	-1.3	0.0	0.0	0.0	0.0	0.0	32.9
4748	615303.13	4914991.23	5.95	0	N	500	86.0	0.0	-1.2	0.0	0.0	53.3	0.3	-1.3	0.0	0.0	0.0	0.0	0.0	32.5
4748	615303.13	4914991.23	5.95	0	E	500	86.0	0.0	-0.8	0.0	0.0	53.3	0.3	-1.3	0.0	0.0	0.0	0.0	0.0	32.9

Point Source, ISO 9613, Name: "HVAC", ID: "HVAC"																				
Nr.	X	Y	Z	Refl.	DEN	Freq.	Lw	l/a	Optime	K0	Di	Adiv	Aatm	Agr	Afol	Ahou	Abar	Cmet	RL	Lr
	(m)	(m)	(m)			(Hz)	dB(A)	dB	dB	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	dB(A)
4763	615294.45	4914985.22	5.95	0	D	500	86.0	0.0	-0.8	0.0	0.0	53.6	0.3	-1.5	0.0	0.0	0.0	0.0	0.0	32.9
4763	615294.45	4914985.22	5.95	0	N	500	86.0	0.0	-1.2	0.0	0.0	53.6	0.3	-1.5	0.0	0.0	0.0	0.0	0.0	32.4
4763	615294.45	4914985.22	5.95	0	E	500	86.0	0.0	-0.8	0.0	0.0	53.6	0.3	-1.5	0.0	0.0	0.0	0.0	0.0	32.9

Line Source, ISO 9613, Name: "Truck2", ID: "TR2"																				
Nr.	X	Y	Z	Refl.	DEN	Freq.	Lw	l/a	Optime	K0	Di	Adiv	Aatm	Agr	Afol	Ahou	Abar	Cmet	RL	Lr
	(m)	(m)	(m)			(Hz)	dB(A)	dB	dB	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	dB(A)
4780	615346.40	4914942.03	0.00	0	D	A	64.9	13.1	0.0	0.0	0.0	47.8	0.8	-2.0	0.0	0.0	0.0	0.0	0.0	31.4
4780	615346.40	4914942.03	0.00	0	N	A	64.9	13.1	0.0	0.0	0.0	47.8	0.8	-2.0	0.0	0.0	0.0	0.0	0.0	31.4
4780	615346.40	4914942.03	0.00	0	E	A	64.9	13.1	0.0	0.0	0.0	47.8	0.8	-2.0	0.0	0.0	0.0	0.0	0.0	31.4
4796	615349.05	4914934.50	0.00	1	D	A	64.9	5.1	0.0	0.0	0.0	51.4	1.1	-2.0	0.0	0.0	4.8	0.0	3.2	11.6
4796	615349.05	4914934.50	0.00	1	N	A	64.9	5.1	0.0	0.0	0.0	51.4	1.1	-2.0	0.0	0.0	4.8	0.0	3.2	11.6
4796	615349.05	4914934.50	0.00	1	E	A	64.9	5.1	0.0	0.0	0.0	51.4	1.1	-2.0	0.0	0.0	4.8	0.0	3.2	11.6
4812	615349.68	4914932.72	0.00	1	D	A	64.9	-2.8	0.0	0.0	0.0	51.5	1.1	-2.0	0.0	0.0	5.4	0.0	3.4	2.7
4812	615349.68	4914932.72	0.00	1	N	A	64.9	-2.8	0.0	0.0	0.0	51.5	1.1	-2.0	0.0	0.0	5.4	0.0	3.4	2.7
4812	615349.68	4914932.72	0.00	1	E	A	64.9	-2.8	0.0	0.0	0.0	51.5	1.1	-2.0	0.0	0.0	5.4	0.0	3.4	2.7
4830	615343.25	4914950.98	0.00	2	D	A	64.9	1.0	0.0	0.0	0.0	56.9	1.7	-2.1	0.0	0.0	4.8	0.0	9.0	-4.3
4830	615343.25	4914950.98	0.00	2	N	A	64.9	1.0	0.0	0.0	0.0	56.9	1.7	-2.1	0.0	0.0	4.8	0.0	9.0	-4.3
4830	615343.25	4914950.98	0.00	2	E	A	64.9	1.0	0.0	0.0	0.0	56.9	1.7	-2.1	0.0	0.0	4.8	0.0	9.0	-4.3
4846	615344.23	4914948.20	0.00	2	D	A	64.9	6.6	0.0	0.0	0.0	57.0	1.7	-2.2	0.0	0.0	4.8	0.0	9.0	1.2
4846	615344.23	4914948.20	0.00	2	N	A	64.9	6.6	0.0	0.0	0.0	57.0	1.7	-2.2	0.0	0.0	4.8	0.0	9.0	1.2
4846	615344.23	4914948.20	0.00	2	E	A	64.9	6.6	0.0	0.0	0.0	57.0	1.7	-2.2	0.0	0.0	4.8	0.0	9.0	1.2
4862	615346.63	4914941.39	0.00	2	D	A	64.9	2.7	0.0	0.0	0.0	57.3	1.8	-2.2	0.0	0.0	4.8	0.0	9.1	-3.1
4862	615346.63	4914941.39	0.00	2	N	A	64.9	2.7	0.0	0.0	0.0	57.3	1.8	-2.2	0.0	0.0	4.8	0.0	9.1	-3.1
4862	615346.63	4914941.39	0.00	2	E	A	64.9	2.7	0.0	0.0	0.0	57.3	1.8	-2.2	0.0	0.0	4.8	0.0	9.1	-3.1
4879	615343.30	4914950.84	0.00	1	D	A	64.9	1.9	0.0	0.0	0.0	56.6	1.7	-2.3	0.0	0.0	0.0	0.0	6.9	4.0

Line Source, ISO 9613, Name: "Truck2", ID: "TR2"																				
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)
4879	615343.30	4914950.84	0.00	1	N	A	64.9	1.9	0.0	0.0	0.0	56.6	1.7	-2.3	0.0	0.0	0.0	0.0	6.9	4.0
4879	615343.30	4914950.84	0.00	1	E	A	64.9	1.9	0.0	0.0	0.0	56.6	1.7	-2.3	0.0	0.0	0.0	0.0	6.9	4.0
4895	615343.25	4914950.96	0.00	2	D	A	64.9	1.2	0.0	0.0	0.0	56.9	1.7	-2.1	0.0	0.0	0.0	0.0	9.0	0.6
4895	615343.25	4914950.96	0.00	2	N	A	64.9	1.2	0.0	0.0	0.0	56.9	1.7	-2.1	0.0	0.0	0.0	0.0	9.0	0.6
4895	615343.25	4914950.96	0.00	2	E	A	64.9	1.2	0.0	0.0	0.0	56.9	1.7	-2.1	0.0	0.0	0.0	0.0	9.0	0.6
4911	615343.67	4914949.77	0.00	2	D	A	64.9	0.8	0.0	0.0	0.0	56.9	1.7	-2.1	0.0	0.0	0.0	0.0	9.0	0.2
4911	615343.67	4914949.77	0.00	2	N	A	64.9	0.8	0.0	0.0	0.0	56.9	1.7	-2.1	0.0	0.0	0.0	0.0	9.0	0.2
4911	615343.67	4914949.77	0.00	2	E	A	64.9	0.8	0.0	0.0	0.0	56.9	1.7	-2.1	0.0	0.0	0.0	0.0	9.0	0.2
4926	615344.47	4914947.52	0.00	2	D	A	64.9	5.5	0.0	0.0	0.0	57.0	1.7	-2.2	0.0	0.0	0.0	0.0	9.0	4.8
4926	615344.47	4914947.52	0.00	2	N	A	64.9	5.5	0.0	0.0	0.0	57.0	1.7	-2.2	0.0	0.0	0.0	0.0	9.0	4.8
4926	615344.47	4914947.52	0.00	2	E	A	64.9	5.5	0.0	0.0	0.0	57.0	1.7	-2.2	0.0	0.0	0.0	0.0	9.0	4.8
4942	615346.91	4914940.57	0.00	2	D	A	64.9	5.0	0.0	0.0	0.0	57.2	1.8	-2.2	0.0	0.0	0.0	0.0	9.0	4.0
4942	615346.91	4914940.57	0.00	2	N	A	64.9	5.0	0.0	0.0	0.0	57.2	1.8	-2.2	0.0	0.0	0.0	0.0	9.0	4.0
4942	615346.91	4914940.57	0.00	2	E	A	64.9	5.0	0.0	0.0	0.0	57.2	1.8	-2.2	0.0	0.0	0.0	0.0	9.0	4.0
4957	615347.88	4914937.82	0.00	2	D	A	64.9	4.3	0.0	0.0	0.0	57.3	1.8	-2.2	0.0	0.0	0.0	0.0	9.1	3.2
4957	615347.88	4914937.82	0.00	2	N	A	64.9	4.3	0.0	0.0	0.0	57.3	1.8	-2.2	0.0	0.0	0.0	0.0	9.1	3.2
4957	615347.88	4914937.82	0.00	2	E	A	64.9	4.3	0.0	0.0	0.0	57.3	1.8	-2.2	0.0	0.0	0.0	0.0	9.1	3.2
4973	615348.37	4914936.43	0.00	2	D	A	64.9	7.0	0.0	0.0	0.0	57.4	1.8	-2.2	0.0	0.0	0.0	0.0	9.1	5.9
4973	615348.37	4914936.43	0.00	2	N	A	64.9	7.0	0.0	0.0	0.0	57.4	1.8	-2.2	0.0	0.0	0.0	0.0	9.1	5.9
4973	615348.37	4914936.43	0.00	2	E	A	64.9	7.0	0.0	0.0	0.0	57.4	1.8	-2.2	0.0	0.0	0.0	0.0	9.1	5.9
4989	615349.26	4914933.91	0.00	2	D	A	64.9	-5.1	0.0	0.0	0.0	57.5	1.8	-2.2	0.0	0.0	0.0	0.0	16.8	-14.1
4989	615349.26	4914933.91	0.00	2	N	A	64.9	-5.1	0.0	0.0	0.0	57.5	1.8	-2.2	0.0	0.0	0.0	0.0	16.8	-14.1
4989	615349.26	4914933.91	0.00	2	E	A	64.9	-5.1	0.0	0.0	0.0	57.5	1.8	-2.2	0.0	0.0	0.0	0.0	16.8	-14.1
5005	615343.27	4914950.92	0.00	2	D	A	64.9	1.4	0.0	0.0	0.0	57.8	1.8	-2.2	0.0	0.0	4.8	0.0	5.4	-1.2
5005	615343.27	4914950.92	0.00	2	N	A	64.9	1.4	0.0	0.0	0.0	57.8	1.8	-2.2	0.0	0.0	4.8	0.0	5.4	-1.2
5005	615343.27	4914950.92	0.00	2	E	A	64.9	1.4	0.0	0.0	0.0	57.8	1.8	-2.2	0.0	0.0	4.8	0.0	5.4	-1.2
5021	615343.67	4914949.79	0.00	2	D	A	64.9	-0.0	0.0	0.0	0.0	57.8	1.9	-2.3	0.0	0.0	4.8	0.0	5.4	-2.7
5021	615343.67	4914949.79	0.00	2	N	A	64.9	-0.0	0.0	0.0	0.0	57.8	1.9	-2.3	0.0	0.0	4.8	0.0	5.4	-2.7
5021	615343.67	4914949.79	0.00	2	E	A	64.9	-0.0	0.0	0.0	0.0	57.8	1.9	-2.3	0.0	0.0	4.8	0.0	5.4	-2.7
5277	615334.76	4914974.36	0.00	0	D	A	64.9	5.9	0.0	0.0	0.0	50.6	1.0	-2.0	0.0	0.0	5.5	0.0	0.0	15.7
5277	615334.76	4914974.36	0.00	0	N	A	64.9	5.9	0.0	0.0	0.0	50.6	1.0	-2.0	0.0	0.0	5.5	0.0	0.0	15.7
5277	615334.76	4914974.36	0.00	0	E	A	64.9	5.9	0.0	0.0	0.0	50.6	1.0	-2.0	0.0	0.0	5.5	0.0	0.0	15.7
5296	615335.81	4914971.48	0.00	0	D	A	64.9	3.5	0.0	0.0	0.0	50.3	1.0	-1.9	0.0	0.0	2.1	0.0	0.0	16.8
5296	615335.81	4914971.48	0.00	0	N	A	64.9	3.5	0.0	0.0	0.0	50.3	1.0	-1.9	0.0	0.0	2.1	0.0	0.0	16.8
5296	615335.81	4914971.48	0.00	0	E	A	64.9	3.5	0.0	0.0	0.0	50.3	1.0	-1.9	0.0	0.0	2.1	0.0	0.0	16.8
5311	615336.40	4914969.83	0.00	0	D	A	64.9	1.1	0.0	0.0	0.0	50.2	1.0	-1.9	0.0	0.0	0.0	0.0	0.0	16.7
5311	615336.40	4914969.83	0.00	0	N	A	64.9	1.1	0.0	0.0	0.0	50.2	1.0	-1.9	0.0	0.0	0.0	0.0	0.0	16.7
5311	615336.40	4914969.83	0.00	0	E	A	64.9	1.1	0.0	0.0	0.0	50.2	1.0	-1.9	0.0	0.0	0.0	0.0	0.0	16.7
5326	615339.83	4914960.40	0.00	0	D	A	64.9	12.7	0.0	0.0	0.0	49.4	0.9	-1.9	0.0	0.0	0.0	0.0	0.0	29.2
5326	615339.83	4914960.40	0.00	0	N	A	64.9	12.7	0.0	0.0	0.0	49.4	0.9	-1.9	0.0	0.0	0.0	0.0	0.0	29.2
5326	615339.83	4914960.40	0.00	0	E	A	64.9	12.7	0.0	0.0	0.0	49.4	0.9	-1.9	0.0	0.0	0.0	0.0	0.0	29.2
5347	615334.97	4914973.77	0.00	1	D	A	64.9	7.1	0.0	0.0	0.0	55.0	1.5	-2.3	0.0	0.0	7.7	0.0	4.1	6.0
5347	615334.97	4914973.77	0.00	1	N	A	64.9	7.1	0.0	0.0	0.0	55.0	1.5	-2.3	0.0	0.0	7.7	0.0	4.1	6.0
5347	615334.97	4914973.77	0.00	1	E	A	64.9	7.1	0.0	0.0	0.0	55.0	1.5	-2.3	0.0	0.0	7.7	0.0	4.1	6.0
5362	615341.94	4914954.59	0.00	2	D	A	64.9	6.1	0.0	0.0	0.0	56.8	1.7	-2.1	0.0	0.0	0.0	0.0	9.0	5.6
5362	615341.94	4914954.59	0.00	2	N	A	64.9	6.1	0.0	0.0	0.0	56.8	1.7	-2.1	0.0	0.0	0.0	0.0	9.0	5.6
5362	615341.94	4914954.59	0.00	2	E	A	64.9	6.1	0.0	0.0	0.0	56.8	1.7	-2.1	0.0	0.0	0.0	0.0	9.0	5.6
5377	615342.84	4914952.13	0.00	2	D	A	64.9	0.7	0.0	0.0	0.0	56.9	1.7	-2.1	0.0	0.0	4.8	0.0	9.0	-4.7
5377	615342.84	4914952.13	0.00	2	N	A	64.9	0.7	0.0	0.0	0.0	56.9	1.7	-2.1	0.0	0.0	4.8	0.0	9.0	-4.7
5377	615342.84	4914952.13	0.00	2	E	A	64.9	0.7	0.0	0.0	0.0	56.9	1.7	-2.1	0.0	0.0	4.8	0.0	9.0	-4.7
5393	615341.66	4914955.35	0.00	1	D	A	64.9	7.3	0.0	0.0	0.0	56.4	1.6	-2.4	0.0	0.0	4.8	0.0	6.9	4.9
5393	615341.66	4914955.35	0.00	1	N	A	64.9	7.3	0.0	0.0	0.0	56.4	1.6	-2.4	0.0	0.0	4.8	0.0	6.9	4.9
5393	615341.66	4914955.35	0.00	1	E	A	64.9	7.3	0.0	0.0	0.0	56.4	1.6	-2.4	0.0	0.0	4.8	0.0	6.9	4.9
5408	615342.81	4914952.21	0.00	1	D	A	64.9	1.3	0.0	0.0	0.0	56.5	1.7	-2.4	0.0	0.0	0.0	0.0	6.9	3.5
5408	615342.81	4914952.21	0.00	1	N	A	64.9	1.3	0.0	0.0	0.0	56.5	1.7	-2.4	0.0	0.0	0.0	0.0	6.9	3.5
5408	615342.81	4914952.21	0.00	1	E	A	64.9	1.3	0.0	0.0	0.0	56.5	1.7	-2.4	0.0	0.0	0.0	0.0	6.9	3.5
5424	615341.91	4914954.69	0.00	1	D	A	64.9	7.3	0.0	0.0	0.0	55.8	1.6	-2.4	0.0	0.0	0.0	0.0	13.8	3.4
5424	615341.91	4914954.69	0.00	1	N	A	64.9	7.3	0.0	0.0	0.0	55.8	1.6	-2.4	0.0	0.0	0.0	0.0	13.8	3.4
5424	615341.91	4914954.69	0.00	1	E	A	64.9	7.3	0.0	0.0	0.0	55.8	1.6	-2.4	0.0	0.0	0.0	0.0	13.8	3.4
5440	615336.07	4914970.76	0.00	1	D	A	64.9	10.6	0.0	0.0	0.0	55.1	1.5	-2.3	0.0	0.0	0.0	0.0	3.3	17.9
5440	615336.07	4914970.76	0.00	1	N	A	64.9	10.6	0.0	0.0	0.0	55.1	1.5	-2.3	0.0	0.0	0.0	0.0	3.3	17.9
5440	615336.07	4914970.76	0.00	1	E	A	64.9	10.6	0.0	0.0	0.0	55.1	1.5	-2.3	0.0	0.0	0.0	0.0	3.3	17.9
5455	615338.56	4914963.90	0.00	1	D	A	64.9	4.8	0.0	0.0	0.0	55.4	1.5	-2.3	0.0	0.0	0.0	0.0	3.3	11.7

Line Source, ISO 9613, Name: "Truck2", ID: "TR2"																				
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)
5455	615338.56	4914963.90	0.00	1	N	A	64.9	4.8	0.0	0.0	0.0	55.4	1.5	-2.3	0.0	0.0	0.0	0.0	3.3	11.7
5455	615338.56	4914963.90	0.00	1	E	A	64.9	4.8	0.0	0.0	0.0	55.4	1.5	-2.3	0.0	0.0	0.0	0.0	3.3	11.7
5470	615339.36	4914961.68	0.00	1	D	A	64.9	2.4	0.0	0.0	0.0	55.5	1.5	-2.3	0.0	0.0	0.0	0.0	3.3	9.2
5470	615339.36	4914961.68	0.00	1	N	A	64.9	2.4	0.0	0.0	0.0	55.5	1.5	-2.3	0.0	0.0	0.0	0.0	3.3	9.2
5470	615339.36	4914961.68	0.00	1	E	A	64.9	2.4	0.0	0.0	0.0	55.5	1.5	-2.3	0.0	0.0	0.0	0.0	3.3	9.2
5486	615340.59	4914958.32	0.00	1	D	A	64.9	7.3	0.0	0.0	0.0	55.6	1.5	-2.3	0.0	0.0	0.0	0.0	3.3	14.1
5486	615340.59	4914958.32	0.00	1	N	A	64.9	7.3	0.0	0.0	0.0	55.6	1.5	-2.3	0.0	0.0	0.0	0.0	3.3	14.1
5486	615340.59	4914958.32	0.00	1	E	A	64.9	7.3	0.0	0.0	0.0	55.6	1.5	-2.3	0.0	0.0	0.0	0.0	3.3	14.1
5502	615341.55	4914955.68	0.00	1	D	A	64.9	-7.1	0.0	0.0	0.0	55.7	1.6	-2.4	0.0	0.0	0.0	0.0	3.3	-0.5
5502	615341.55	4914955.68	0.00	1	N	A	64.9	-7.1	0.0	0.0	0.0	55.7	1.6	-2.4	0.0	0.0	0.0	0.0	3.3	-0.5
5502	615341.55	4914955.68	0.00	1	E	A	64.9	-7.1	0.0	0.0	0.0	55.7	1.6	-2.4	0.0	0.0	0.0	0.0	3.3	-0.5
5518	615343.02	4914951.62	0.00	2	D	A	64.9	-10.2	0.0	0.0	0.0	56.9	1.7	-2.1	0.0	0.0	0.0	0.0	9.0	-10.7
5518	615343.02	4914951.62	0.00	2	N	A	64.9	-10.2	0.0	0.0	0.0	56.9	1.7	-2.1	0.0	0.0	0.0	0.0	9.0	-10.7
5518	615343.02	4914951.62	0.00	2	E	A	64.9	-10.2	0.0	0.0	0.0	56.9	1.7	-2.1	0.0	0.0	0.0	0.0	9.0	-10.7
5535	615334.95	4914973.85	0.00	2	D	A	64.9	7.0	0.0	0.0	0.0	57.1	1.7	-2.3	0.0	0.0	6.8	0.0	5.9	2.7
5535	615334.95	4914973.85	0.00	2	N	A	64.9	7.0	0.0	0.0	0.0	57.1	1.7	-2.3	0.0	0.0	6.8	0.0	5.9	2.7
5535	615334.95	4914973.85	0.00	2	E	A	64.9	7.0	0.0	0.0	0.0	57.1	1.7	-2.3	0.0	0.0	6.8	0.0	5.9	2.7
5549	615336.13	4914970.58	0.00	2	D	A	64.9	2.9	0.0	0.0	0.0	57.2	1.8	-2.3	0.0	0.0	6.5	0.0	5.9	-1.2
5549	615336.13	4914970.58	0.00	2	N	A	64.9	2.9	0.0	0.0	0.0	57.2	1.8	-2.3	0.0	0.0	6.5	0.0	5.9	-1.2
5549	615336.13	4914970.58	0.00	2	E	A	64.9	2.9	0.0	0.0	0.0	57.2	1.8	-2.3	0.0	0.0	6.5	0.0	5.9	-1.2
5565	615338.76	4914963.35	0.00	2	D	A	64.9	11.3	0.0	0.0	0.0	57.4	1.8	-2.3	0.0	0.0	6.0	0.0	5.7	7.6
5565	615338.76	4914963.35	0.00	2	N	A	64.9	11.3	0.0	0.0	0.0	57.4	1.8	-2.3	0.0	0.0	6.0	0.0	5.7	7.6
5565	615338.76	4914963.35	0.00	2	E	A	64.9	11.3	0.0	0.0	0.0	57.4	1.8	-2.3	0.0	0.0	6.0	0.0	5.7	7.6
5581	615341.50	4914955.80	0.00	2	D	A	64.9	4.2	0.0	0.0	0.0	57.6	1.8	-2.2	0.0	0.0	5.5	0.0	5.6	0.7
5581	615341.50	4914955.80	0.00	2	N	A	64.9	4.2	0.0	0.0	0.0	57.6	1.8	-2.2	0.0	0.0	5.5	0.0	5.6	0.7
5581	615341.50	4914955.80	0.00	2	E	A	64.9	4.2	0.0	0.0	0.0	57.6	1.8	-2.2	0.0	0.0	5.5	0.0	5.6	0.7
5597	615342.26	4914953.71	0.00	2	D	A	64.9	2.6	0.0	0.0	0.0	57.7	1.8	-2.2	0.0	0.0	5.4	0.0	5.6	-0.9
5597	615342.26	4914953.71	0.00	2	N	A	64.9	2.6	0.0	0.0	0.0	57.7	1.8	-2.2	0.0	0.0	5.4	0.0	5.6	-0.9
5597	615342.26	4914953.71	0.00	2	E	A	64.9	2.6	0.0	0.0	0.0	57.7	1.8	-2.2	0.0	0.0	5.4	0.0	5.6	-0.9
5611	615342.80	4914952.22	0.00	2	D	A	64.9	1.4	0.0	0.0	0.0	57.7	1.8	-2.2	0.0	0.0	4.8	0.0	5.4	-1.3
5611	615342.80	4914952.22	0.00	2	N	A	64.9	1.4	0.0	0.0	0.0	57.7	1.8	-2.2	0.0	0.0	4.8	0.0	5.4	-1.3
5611	615342.80	4914952.22	0.00	2	E	A	64.9	1.4	0.0	0.0	0.0	57.7	1.8	-2.2	0.0	0.0	4.8	0.0	5.4	-1.3
5628	615334.63	4914974.71	0.00	2	D	A	64.9	0.2	0.0	0.0	0.0	56.1	1.6	-2.1	0.0	0.0	7.1	0.0	43.4	-41.0
5628	615334.63	4914974.71	0.00	2	N	A	64.9	0.2	0.0	0.0	0.0	56.1	1.6	-2.1	0.0	0.0	7.1	0.0	43.4	-41.0
5628	615334.63	4914974.71	0.00	2	E	A	64.9	0.2	0.0	0.0	0.0	56.1	1.6	-2.1	0.0	0.0	7.1	0.0	43.4	-41.0
5643	615334.54	4914974.97	0.00	2	D	A	64.9	4.2	0.0	0.0	0.0	56.5	1.7	-2.3	0.0	0.0	0.0	0.0	5.4	7.8
5643	615334.54	4914974.97	0.00	2	N	A	64.9	4.2	0.0	0.0	0.0	56.5	1.7	-2.3	0.0	0.0	0.0	0.0	5.4	7.8
5643	615334.54	4914974.97	0.00	2	E	A	64.9	4.2	0.0	0.0	0.0	56.5	1.7	-2.3	0.0	0.0	0.0	0.0	5.4	7.8
5658	615335.23	4914973.07	0.00	2	D	A	64.9	1.5	0.0	0.0	0.0	56.6	1.7	-2.3	0.0	0.0	0.0	0.0	5.4	5.1
5658	615335.23	4914973.07	0.00	2	N	A	64.9	1.5	0.0	0.0	0.0	56.6	1.7	-2.3	0.0	0.0	0.0	0.0	5.4	5.1
5658	615335.23	4914973.07	0.00	2	E	A	64.9	1.5	0.0	0.0	0.0	56.6	1.7	-2.3	0.0	0.0	0.0	0.0	5.4	5.1
5674	615335.84	4914971.39	0.00	2	D	A	64.9	3.3	0.0	0.0	0.0	56.6	1.7	-2.3	0.0	0.0	0.0	0.0	5.4	6.8
5674	615335.84	4914971.39	0.00	2	N	A	64.9	3.3	0.0	0.0	0.0	56.6	1.7	-2.3	0.0	0.0	0.0	0.0	5.4	6.8
5674	615335.84	4914971.39	0.00	2	E	A	64.9	3.3	0.0	0.0	0.0	56.6	1.7	-2.3	0.0	0.0	0.0	0.0	5.4	6.8
5689	615337.67	4914966.36	0.00	2	D	A	64.9	9.3	0.0	0.0	0.0	56.8	1.7	-2.3	0.0	0.0	0.0	0.0	5.4	12.6
5689	615337.67	4914966.36	0.00	2	N	A	64.9	9.3	0.0	0.0	0.0	56.8	1.7	-2.3	0.0	0.0	0.0	0.0	5.4	12.6
5689	615337.67	4914966.36	0.00	2	E	A	64.9	9.3	0.0	0.0	0.0	56.8	1.7	-2.3	0.0	0.0	0.0	0.0	5.4	12.6
5706	615339.43	4914961.50	0.00	2	D	A	64.9	2.5	0.0	0.0	0.0	57.0	1.7	-2.3	0.0	0.0	0.0	0.0	5.4	5.6
5706	615339.43	4914961.50	0.00	2	N	A	64.9	2.5	0.0	0.0	0.0	57.0	1.7	-2.3	0.0	0.0	0.0	0.0	5.4	5.6
5706	615339.43	4914961.50	0.00	2	E	A	64.9	2.5	0.0	0.0	0.0	57.0	1.7	-2.3	0.0	0.0	0.0	0.0	5.4	5.6
5722	615340.23	4914959.30	0.00	2	D	A	64.9	4.7	0.0	0.0	0.0	57.0	1.7	-2.3	0.0	0.0	0.0	0.0	5.4	7.7
5722	615340.23	4914959.30	0.00	2	N	A	64.9	4.7	0.0	0.0	0.0	57.0	1.7	-2.3	0.0	0.0	0.0	0.0	5.4	7.7
5722	615340.23	4914959.30	0.00	2	E	A	64.9	4.7	0.0	0.0	0.0	57.0	1.7	-2.3	0.0	0.0	0.0	0.0	5.4	7.7
5738	615341.25	4914956.49	0.00	2	D	A	64.9	4.8	0.0	0.0	0.0	57.1	1.7	-2.2	0.0	0.0	0.0	0.0	5.4	7.7
5738	615341.25	4914956.49	0.00	2	N	A	64.9	4.8	0.0	0.0	0.0	57.1	1.7	-2.2	0.0	0.0	0.0	0.0	5.4	7.7
5738	615341.25	4914956.49	0.00	2	E	A	64.9	4.8	0.0	0.0	0.0	57.1	1.7	-2.2	0.0	0.0	0.0	0.0	5.4	7.7
5754	615336.05	4914970.82	0.00	2	D	A	64.9	-2.3	0.0	0.0	0.0	56.2	1.6	-2.2	0.0	0.0	7.7	0.0	20.0	-20.8
5754	615336.05	4914970.82	0.00	2	N	A	64.9	-2.3	0.0	0.0	0.0	56.2	1.6	-2.2	0.0	0.0	7.7	0.0	20.0	-20.8
5754	615336.05	4914970.82	0.00	2	E	A	64.9	-2.3	0.0	0.0	0.0	56.2	1.6	-2.2	0.0	0.0	7.7	0.0	20.0	-20.8
6134	615323.56	4914989.96	0.00	0	D	A	64.9	10.7	0.0	0.0	0.0	52.1	1.1	-2.1	0.0	0.0	0.0	0.0	0.0	24.5
6134	615323.56	4914989.96	0.00	0	N	A	64.9	10.7	0.0	0.0	0.0	52.1	1.1	-2.1	0.0	0.0	0.0	0.0	0.0	24.5
6134	615323.56	4914989.96	0.00	0	E	A	64.9	10.7	0.0	0.0	0.0	52.1	1.1	-2.1	0.0	0.0	0.0	0.0	0.0	24.5
6149	615328.99	4914985.20	0.00	0	D	A	64.9	4.4	0.0	0.0	0.0	51.5	1.1	-2.1	0.0	0.0	1.8	0.0	0.0	17.0

Line Source, ISO 9613, Name: "Truck2", ID: "TR2"																				
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)
6149	615328.99	4914985.20	0.00	0	N	A	64.9	4.4	0.0	0.0	0.0	51.5	1.1	-2.1	0.0	0.0	1.8	0.0	0.0	17.0
6149	615328.99	4914985.20	0.00	0	E	A	64.9	4.4	0.0	0.0	0.0	51.5	1.1	-2.1	0.0	0.0	1.8	0.0	0.0	17.0
6166	615321.96	4914991.37	0.00	1	D	A	64.9	8.7	0.0	0.0	0.0	55.1	1.5	-2.3	0.0	0.0	14.8	0.0	2.6	2.0
6166	615321.96	4914991.37	0.00	1	N	A	64.9	8.7	0.0	0.0	0.0	55.1	1.5	-2.3	0.0	0.0	14.8	0.0	2.6	2.0
6166	615321.96	4914991.37	0.00	1	E	A	64.9	8.7	0.0	0.0	0.0	55.1	1.5	-2.3	0.0	0.0	14.8	0.0	2.6	2.0
6183	615326.90	4914987.04	0.00	1	D	A	64.9	7.6	0.0	0.0	0.0	55.4	1.5	-2.2	0.0	0.0	12.9	0.0	3.6	1.3
6183	615326.90	4914987.04	0.00	1	N	A	64.9	7.6	0.0	0.0	0.0	55.4	1.5	-2.2	0.0	0.0	12.9	0.0	3.6	1.3
6183	615326.90	4914987.04	0.00	1	E	A	64.9	7.6	0.0	0.0	0.0	55.4	1.5	-2.2	0.0	0.0	12.9	0.0	3.6	1.3
6197	615329.53	4914984.73	0.00	1	D	A	64.9	1.1	0.0	0.0	0.0	55.6	1.5	-2.2	0.0	0.0	12.0	0.0	3.5	-4.4
6197	615329.53	4914984.73	0.00	1	N	A	64.9	1.1	0.0	0.0	0.0	55.6	1.5	-2.2	0.0	0.0	12.0	0.0	3.5	-4.4
6197	615329.53	4914984.73	0.00	1	E	A	64.9	1.1	0.0	0.0	0.0	55.6	1.5	-2.2	0.0	0.0	12.0	0.0	3.5	-4.4
6214	615328.75	4914985.41	0.00	2	D	A	64.9	2.7	0.0	0.0	0.0	56.8	1.7	-2.1	0.0	0.0	0.0	0.0	5.4	5.8
6214	615328.75	4914985.41	0.00	2	N	A	64.9	2.7	0.0	0.0	0.0	56.8	1.7	-2.1	0.0	0.0	0.0	0.0	5.4	5.8
6214	615328.75	4914985.41	0.00	2	E	A	64.9	2.7	0.0	0.0	0.0	56.8	1.7	-2.1	0.0	0.0	0.0	0.0	5.4	5.8
6229	615329.73	4914984.55	0.00	2	D	A	64.9	-1.3	0.0	0.0	0.0	56.8	1.7	-2.0	0.0	0.0	0.0	0.0	5.4	1.8
6229	615329.73	4914984.55	0.00	2	N	A	64.9	-1.3	0.0	0.0	0.0	56.8	1.7	-2.0	0.0	0.0	0.0	0.0	5.4	1.8
6229	615329.73	4914984.55	0.00	2	E	A	64.9	-1.3	0.0	0.0	0.0	56.8	1.7	-2.0	0.0	0.0	0.0	0.0	5.4	1.8
6245	615320.20	4914992.91	0.00	1	D	A	64.9	4.4	0.0	0.0	0.0	54.3	1.4	-2.3	0.0	0.0	0.0	0.0	2.1	13.9
6245	615320.20	4914992.91	0.00	1	N	A	64.9	4.4	0.0	0.0	0.0	54.3	1.4	-2.3	0.0	0.0	0.0	0.0	2.1	13.9
6245	615320.20	4914992.91	0.00	1	E	A	64.9	4.4	0.0	0.0	0.0	54.3	1.4	-2.3	0.0	0.0	0.0	0.0	2.1	13.9
6261	615321.92	4914991.40	0.00	1	D	A	64.9	2.6	0.0	0.0	0.0	54.4	1.4	-2.3	0.0	0.0	4.8	0.0	2.5	6.8
6261	615321.92	4914991.40	0.00	1	N	A	64.9	2.6	0.0	0.0	0.0	54.4	1.4	-2.3	0.0	0.0	4.8	0.0	2.5	6.8
6261	615321.92	4914991.40	0.00	1	E	A	64.9	2.6	0.0	0.0	0.0	54.4	1.4	-2.3	0.0	0.0	4.8	0.0	2.5	6.8
6277	615324.06	4914989.53	0.00	1	D	A	64.9	5.9	0.0	0.0	0.0	54.6	1.4	-2.3	0.0	0.0	4.8	0.0	2.5	9.8
6277	615324.06	4914989.53	0.00	1	N	A	64.9	5.9	0.0	0.0	0.0	54.6	1.4	-2.3	0.0	0.0	4.8	0.0	2.5	9.8
6277	615324.06	4914989.53	0.00	1	E	A	64.9	5.9	0.0	0.0	0.0	54.6	1.4	-2.3	0.0	0.0	4.8	0.0	2.5	9.8
6291	615327.76	4914986.28	0.00	1	D	A	64.9	7.8	0.0	0.0	0.0	54.8	1.4	-2.2	0.0	0.0	0.0	0.0	2.5	16.1
6291	615327.76	4914986.28	0.00	1	N	A	64.9	7.8	0.0	0.0	0.0	54.8	1.4	-2.2	0.0	0.0	0.0	0.0	2.5	16.1
6291	615327.76	4914986.28	0.00	1	E	A	64.9	7.8	0.0	0.0	0.0	54.8	1.4	-2.2	0.0	0.0	0.0	0.0	2.5	16.1
6643	615331.96	4914980.43	0.00	0	D	A	64.9	9.4	0.0	0.0	0.0	51.1	1.0	-2.0	0.0	0.0	3.3	0.0	0.0	20.9
6643	615331.96	4914980.43	0.00	0	N	A	64.9	9.4	0.0	0.0	0.0	51.1	1.0	-2.0	0.0	0.0	3.3	0.0	0.0	20.9
6643	615331.96	4914980.43	0.00	0	E	A	64.9	9.4	0.0	0.0	0.0	51.1	1.0	-2.0	0.0	0.0	3.3	0.0	0.0	20.9
6658	615334.00	4914976.38	0.00	0	D	A	64.9	-3.9	0.0	0.0	0.0	50.7	1.0	-2.0	0.0	0.0	6.3	0.0	0.0	4.9
6658	615334.00	4914976.38	0.00	0	N	A	64.9	-3.9	0.0	0.0	0.0	50.7	1.0	-2.0	0.0	0.0	6.3	0.0	0.0	4.9
6658	615334.00	4914976.38	0.00	0	E	A	64.9	-3.9	0.0	0.0	0.0	50.7	1.0	-2.0	0.0	0.0	6.3	0.0	0.0	4.9
6675	615331.49	4914981.37	0.00	1	D	A	64.9	5.7	0.0	0.0	0.0	54.7	1.4	-2.2	0.0	0.0	0.0	0.0	3.3	13.3
6675	615331.49	4914981.37	0.00	1	N	A	64.9	5.7	0.0	0.0	0.0	54.7	1.4	-2.2	0.0	0.0	0.0	0.0	3.3	13.3
6675	615331.49	4914981.37	0.00	1	E	A	64.9	5.7	0.0	0.0	0.0	54.7	1.4	-2.2	0.0	0.0	0.0	0.0	3.3	13.3
6691	615332.61	4914979.15	0.00	1	D	A	64.9	1.1	0.0	0.0	0.0	54.8	1.4	-2.1	0.0	0.0	7.6	0.0	4.0	0.2
6691	615332.61	4914979.15	0.00	1	N	A	64.9	1.1	0.0	0.0	0.0	54.8	1.4	-2.1	0.0	0.0	7.6	0.0	4.0	0.2
6691	615332.61	4914979.15	0.00	1	E	A	64.9	1.1	0.0	0.0	0.0	54.8	1.4	-2.1	0.0	0.0	7.6	0.0	4.0	0.2
6707	615333.49	4914977.39	0.00	1	D	A	64.9	4.3	0.0	0.0	0.0	54.9	1.4	-2.2	0.0	0.0	7.6	0.0	4.0	3.4
6707	615333.49	4914977.39	0.00	1	N	A	64.9	4.3	0.0	0.0	0.0	54.9	1.4	-2.2	0.0	0.0	7.6	0.0	4.0	3.4
6707	615333.49	4914977.39	0.00	1	E	A	64.9	4.3	0.0	0.0	0.0	54.9	1.4	-2.2	0.0	0.0	7.6	0.0	4.0	3.4
6724	615332.88	4914978.61	0.00	1	D	A	64.9	1.1	0.0	0.0	0.0	54.8	1.4	-2.1	0.0	0.0	0.0	0.0	3.3	8.6
6724	615332.88	4914978.61	0.00	1	N	A	64.9	1.1	0.0	0.0	0.0	54.8	1.4	-2.1	0.0	0.0	0.0	0.0	3.3	8.6
6724	615332.88	4914978.61	0.00	1	E	A	64.9	1.1	0.0	0.0	0.0	54.8	1.4	-2.1	0.0	0.0	0.0	0.0	3.3	8.6
6741	615333.40	4914977.57	0.00	1	D	A	64.9	0.2	0.0	0.0	0.0	54.8	1.4	-2.2	0.0	0.0	0.0	0.0	3.3	7.7
6741	615333.40	4914977.57	0.00	1	N	A	64.9	0.2	0.0	0.0	0.0	54.8	1.4	-2.2	0.0	0.0	0.0	0.0	3.3	7.7
6741	615333.40	4914977.57	0.00	1	E	A	64.9	0.2	0.0	0.0	0.0	54.8	1.4	-2.2	0.0	0.0	0.0	0.0	3.3	7.7
6757	615333.87	4914976.65	0.00	1	D	A	64.9	0.0	0.0	0.0	0.0	54.9	1.4	-2.2	0.0	0.0	0.0	0.0	3.3	7.5
6757	615333.87	4914976.65	0.00	1	N	A	64.9	0.0	0.0	0.0	0.0	54.9	1.4	-2.2	0.0	0.0	0.0	0.0	3.3	7.5
6757	615333.87	4914976.65	0.00	1	E	A	64.9	0.0	0.0	0.0	0.0	54.9	1.4	-2.2	0.0	0.0	0.0	0.0	3.3	7.5
6773	615330.27	4914983.79	0.00	1	D	A	64.9	0.6	0.0	0.0	0.0	55.7	1.5	-2.2	0.0	0.0	11.8	0.0	3.4	-4.6
6773	615330.27	4914983.79	0.00	1	N	A	64.9	0.6	0.0	0.0	0.0	55.7	1.5	-2.2	0.0	0.0	11.8	0.0	3.4	-4.6
6773	615330.27	4914983.79	0.00	1	E	A	64.9	0.6	0.0	0.0	0.0	55.7	1.5	-2.2	0.0	0.0	11.8	0.0	3.4	-4.6
6789	615331.12	4914982.11	0.00	1	D	A	64.9	4.2	0.0	0.0	0.0	55.7	1.6	-2.3	0.0	0.0	8.4	0.0	3.0	2.7
6789	615331.12	4914982.11	0.00	1	N	A	64.9	4.2	0.0	0.0	0.0	55.7	1.6	-2.3	0.0	0.0	8.4	0.0	3.0	2.7
6789	615331.12	4914982.11	0.00	1	E	A	64.9	4.2	0.0	0.0	0.0	55.7	1.6	-2.3	0.0	0.0	8.4	0.0	3.0	2.7
6805	615331.91	4914980.53	0.00	1	D	A	64.9	-0.3	0.0	0.0	0.0	55.8	1.6	-2.3	0.0	0.0	8.7	0.0	3.0	-2.1
6805	615331.91	4914980.53	0.00	1	N	A	64.9	-0.3	0.0	0.0	0.0	55.8	1.6	-2.3	0.0	0.0	8.7	0.0	3.0	-2.1
6805	615331.91	4914980.53	0.00	1	E	A	64.9	-0.3	0.0	0.0	0.0	55.8	1.6	-2.3	0.0	0.0	8.7	0.0	3.0	-2.1
6820	615330.94	4914982.46	0.00	2	D	A	64.9	6.2	0.0	0.0	0.0	56.8	1.7	-2.1	0.0	0.0	0.0	0.0	5.4	9.2

Line Source, ISO 9613, Name: "Truck2", ID: "TR2"																				
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)
6820	615330.94	4914982.46	0.00	2	N	A	64.9	6.2	0.0	0.0	0.0	56.8	1.7	-2.1	0.0	0.0	0.0	0.0	5.4	9.2
6820	615330.94	4914982.46	0.00	2	E	A	64.9	6.2	0.0	0.0	0.0	56.8	1.7	-2.1	0.0	0.0	0.0	0.0	5.4	9.2
6835	615332.98	4914978.41	0.00	2	D	A	64.9	6.9	0.0	0.0	0.0	57.0	1.7	-2.3	0.0	0.0	6.7	0.0	5.9	2.9
6835	615332.98	4914978.41	0.00	2	N	A	64.9	6.9	0.0	0.0	0.0	57.0	1.7	-2.3	0.0	0.0	6.7	0.0	5.9	2.9
6835	615332.98	4914978.41	0.00	2	E	A	64.9	6.9	0.0	0.0	0.0	57.0	1.7	-2.3	0.0	0.0	6.7	0.0	5.9	2.9
6851	615330.04	4914984.26	0.00	1	D	A	64.9	-10.1	0.0	0.0	0.0	55.0	1.5	-2.2	0.0	0.0	0.0	0.0	2.5	-2.0
6851	615330.04	4914984.26	0.00	1	N	A	64.9	-10.1	0.0	0.0	0.0	55.0	1.5	-2.2	0.0	0.0	0.0	0.0	2.5	-2.0
6851	615330.04	4914984.26	0.00	1	E	A	64.9	-10.1	0.0	0.0	0.0	55.0	1.5	-2.2	0.0	0.0	0.0	0.0	2.5	-2.0
6867	615333.36	4914977.65	0.00	2	D	A	64.9	5.1	0.0	0.0	0.0	56.5	1.7	-2.3	0.0	0.0	0.0	0.0	5.4	8.8
6867	615333.36	4914977.65	0.00	2	N	A	64.9	5.1	0.0	0.0	0.0	56.5	1.7	-2.3	0.0	0.0	0.0	0.0	5.4	8.8
6867	615333.36	4914977.65	0.00	2	E	A	64.9	5.1	0.0	0.0	0.0	56.5	1.7	-2.3	0.0	0.0	0.0	0.0	5.4	8.8
6884	615313.73	4914997.24	0.00	0	D	A	64.9	11.1	0.0	0.0	0.0	53.0	1.2	-2.2	0.0	0.0	0.0	0.0	0.0	24.0
6884	615313.73	4914997.24	0.00	0	N	A	64.9	11.1	0.0	0.0	0.0	53.0	1.2	-2.2	0.0	0.0	0.0	0.0	0.0	24.0
6884	615313.73	4914997.24	0.00	0	E	A	64.9	11.1	0.0	0.0	0.0	53.0	1.2	-2.2	0.0	0.0	0.0	0.0	0.0	24.0
6900	615313.73	4914997.24	0.00	1	D	A	64.9	11.1	0.0	0.0	0.0	54.5	1.4	-2.3	0.0	0.0	18.3	0.0	2.6	1.5
6900	615313.73	4914997.24	0.00	1	N	A	64.9	11.1	0.0	0.0	0.0	54.5	1.4	-2.3	0.0	0.0	18.3	0.0	2.6	1.5
6900	615313.73	4914997.24	0.00	1	E	A	64.9	11.1	0.0	0.0	0.0	54.5	1.4	-2.3	0.0	0.0	18.3	0.0	2.6	1.5
6914	615313.73	4914997.24	0.00	1	D	A	64.9	11.1	0.0	0.0	0.0	53.8	1.3	-2.3	0.0	0.0	0.0	0.0	2.1	21.1
6914	615313.73	4914997.24	0.00	1	N	A	64.9	11.1	0.0	0.0	0.0	53.8	1.3	-2.3	0.0	0.0	0.0	0.0	2.1	21.1
6914	615313.73	4914997.24	0.00	1	E	A	64.9	11.1	0.0	0.0	0.0	53.8	1.3	-2.3	0.0	0.0	0.0	0.0	2.1	21.1

Point Source, ISO 9613, Name: "HVAC", ID: "FS_HVAC2"																				
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)
5036	615286.45	4914989.89	5.95	0	D	500	86.0	0.0	-0.8	0.0	0.0	54.1	0.3	-1.6	0.0	0.0	0.0	0.0	0.0	32.4
5036	615286.45	4914989.89	5.95	0	N	500	86.0	0.0	-1.2	0.0	0.0	54.1	0.3	-1.6	0.0	0.0	0.0	0.0	0.0	31.9
5036	615286.45	4914989.89	5.95	0	E	500	86.0	0.0	-0.8	0.0	0.0	54.1	0.3	-1.6	0.0	0.0	0.0	0.0	0.0	32.4

Point Source, ISO 9613, Name: "HVAC", ID: "FS_HVAC1"																				
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)
5772	615282.11	4915003.57	5.95	0	D	500	86.0	0.0	-0.8	0.0	0.0	54.8	0.3	-1.6	0.0	0.0	0.0	0.0	0.0	31.7
5772	615282.11	4915003.57	5.95	0	N	500	86.0	0.0	-1.2	0.0	0.0	54.8	0.3	-1.6	0.0	0.0	0.0	0.0	0.0	31.2
5772	615282.11	4915003.57	5.95	0	E	500	86.0	0.0	-0.8	0.0	0.0	54.8	0.3	-1.6	0.0	0.0	0.0	0.0	0.0	31.7

Line Source, ISO 9613, Name: "Truck3", ID: "TR3"																				
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)
6307	615243.31	4915022.75	0.00	0	D	A	64.9	11.7	0.0	0.0	0.0	56.9	1.7	-2.4	0.0	0.0	8.3	0.0	0.0	12.0
6307	615243.31	4915022.75	0.00	0	N	A	64.9	11.7	0.0	0.0	0.0	56.9	1.7	-2.4	0.0	0.0	8.3	0.0	0.0	12.0
6307	615243.31	4915022.75	0.00	0	E	A	64.9	11.7	0.0	0.0	0.0	56.9	1.7	-2.4	0.0	0.0	8.3	0.0	0.0	12.0
6323	615234.61	4915020.97	0.00	0	D	A	64.9	4.7	0.0	0.0	0.0	57.2	1.8	-2.4	0.0	0.0	7.7	0.0	0.0	5.4
6323	615234.61	4915020.97	0.00	0	N	A	64.9	4.7	0.0	0.0	0.0	57.2	1.8	-2.4	0.0	0.0	7.7	0.0	0.0	5.4
6323	615234.61	4915020.97	0.00	0	E	A	64.9	4.7	0.0	0.0	0.0	57.2	1.8	-2.4	0.0	0.0	7.7	0.0	0.0	5.4
6340	615231.68	4915020.36	0.00	0	D	A	64.9	4.8	0.0	0.0	0.0	57.3	1.8	-2.4	0.0	0.0	5.2	0.0	0.0	7.8
6340	615231.68	4915020.36	0.00	0	N	A	64.9	4.8	0.0	0.0	0.0	57.3	1.8	-2.4	0.0	0.0	5.2	0.0	0.0	7.8
6340	615231.68	4915020.36	0.00	0	E	A	64.9	4.8	0.0	0.0	0.0	57.3	1.8	-2.4	0.0	0.0	5.2	0.0	0.0	7.8
6356	615229.24	4915019.86	0.00	0	D	A	64.9	3.0	0.0	0.0	0.0	57.4	1.8	-2.4	0.0	0.0	4.3	0.0	0.0	6.9
6356	615229.24	4915019.86	0.00	0	N	A	64.9	3.0	0.0	0.0	0.0	57.4	1.8	-2.4	0.0	0.0	4.3	0.0	0.0	6.9
6356	615229.24	4915019.86	0.00	0	E	A	64.9	3.0	0.0	0.0	0.0	57.4	1.8	-2.4	0.0	0.0	4.3	0.0	0.0	6.9
6371	615226.08	4915019.21	0.00	0	D	A	64.9	6.5	0.0	0.0	0.0	57.5	1.8	-2.5	0.0	0.0	3.7	0.0	0.0	10.9
6371	615226.08	4915019.21	0.00	0	N	A	64.9	6.5	0.0	0.0	0.0	57.5	1.8	-2.5	0.0	0.0	3.7	0.0	0.0	10.9
6371	615226.08	4915019.21	0.00	0	E	A	64.9	6.5	0.0	0.0	0.0	57.5	1.8	-2.5	0.0	0.0	3.7	0.0	0.0	10.9
6386	615222.38	4915018.45	0.00	0	D	A	64.9	4.9	0.0	0.0	0.0	57.6	1.8	-2.5	0.0	0.0	2.0	0.0	0.0	10.9
6386	615222.38	4915018.45	0.00	0	N	A	64.9	4.9	0.0	0.0	0.0	57.6	1.8	-2.5	0.0	0.0	2.0	0.0	0.0	10.9
6386	615222.38	4915018.45	0.00	0	E	A	64.9	4.9	0.0	0.0	0.0	57.6	1.8	-2.5	0.0	0.0	2.0	0.0	0.0	10.9
6402	615213.40	4915016.61	0.00	0	D	A	64.9	11.8	0.0	0.0	0.0	57.9	1.9	-2.4	0.0	0.0	0.0	0.0	0.0	19.4
6402	615213.40	4915016.61	0.00	0	N	A	64.9	11.8	0.0	0.0	0.0	57.9	1.9	-2.4	0.0	0.0	0.0	0.0	0.0	19.4
6402	615213.40	4915016.61	0.00	0	E	A	64.9	11.8	0.0	0.0	0.0	57.9	1.9	-2.4	0.0	0.0	0.0	0.0	0.0	19.4
6423	615213.73	4915016.68	0.00	2	D	A	64.9	-13.1	0.0	0.0	0.0	59.8	2.2	-2.5	0.0	0.0	5.0	0.0	49.7	-62.5
6423	615213.73	4915016.68	0.00	2	N	A	64.9	-13.1	0.0	0.0	0.0	59.8	2.2	-2.5	0.0	0.0	5.0	0.0	49.7	-62.5
6423	615213.73	4915016.68	0.00	2	E	A	64.9	-13.1	0.0	0.0	0.0	59.8	2.2	-2.5	0.0	0.0	5.0	0.0	49.7	-62.5
7762	615274.23	4915023.98	0.00	0	D	A	64.9	10.6	0.0	0.0	0.0	55.8	1.6	-2.4	0.0	0.0	17.4	0.0	0.0	3.2

Line Source, ISO 9613, Name: "Truck3", ID: "TR3"																				
Nr.	X	Y	Z	Refl.	DEN	Freq.	Lw	l/a	Optime	K0	Di	Adiv	Aatm	Agr	Afol	Ahou	Abar	Cmet	RL	Lr
	(m)	(m)	(m)			(Hz)	dB(A)	dB	dB	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	dB(A)
7762	615274.23	4915023.98	0.00	0	N	A	64.9	10.6	0.0	0.0	0.0	55.8	1.6	-2.4	0.0	0.0	17.4	0.0	0.0	3.2
7762	615274.23	4915023.98	0.00	0	E	A	64.9	10.6	0.0	0.0	0.0	55.8	1.6	-2.4	0.0	0.0	17.4	0.0	0.0	3.2
7778	615283.80	4915020.11	0.00	0	D	A	64.9	9.6	0.0	0.0	0.0	55.3	1.5	-2.4	0.0	0.0	20.7	0.0	0.0	-0.6
7778	615283.80	4915020.11	0.00	0	N	A	64.9	9.6	0.0	0.0	0.0	55.3	1.5	-2.4	0.0	0.0	20.7	0.0	0.0	-0.6
7778	615283.80	4915020.11	0.00	0	E	A	64.9	9.6	0.0	0.0	0.0	55.3	1.5	-2.4	0.0	0.0	20.7	0.0	0.0	-0.6
7810	615259.94	4915025.91	0.00	0	D	A	64.9	3.9	0.0	0.0	0.0	56.4	1.6	-2.4	0.0	0.0	13.2	0.0	0.0	-0.1
7810	615259.94	4915025.91	0.00	0	N	A	64.9	3.9	0.0	0.0	0.0	56.4	1.6	-2.4	0.0	0.0	13.2	0.0	0.0	-0.1
7810	615259.94	4915025.91	0.00	0	E	A	64.9	3.9	0.0	0.0	0.0	56.4	1.6	-2.4	0.0	0.0	13.2	0.0	0.0	-0.1
7826	615258.06	4915025.58	0.00	0	D	A	64.9	1.3	0.0	0.0	0.0	56.4	1.7	-2.4	0.0	0.0	13.1	0.0	0.0	-2.6
7826	615258.06	4915025.58	0.00	0	N	A	64.9	1.3	0.0	0.0	0.0	56.4	1.7	-2.4	0.0	0.0	13.1	0.0	0.0	-2.6
7826	615258.06	4915025.58	0.00	0	E	A	64.9	1.3	0.0	0.0	0.0	56.4	1.7	-2.4	0.0	0.0	13.1	0.0	0.0	-2.6
7842	615253.97	4915024.85	0.00	0	D	A	64.9	8.4	0.0	0.0	0.0	56.6	1.7	-2.3	0.0	0.0	8.8	0.0	0.0	8.6
7842	615253.97	4915024.85	0.00	0	N	A	64.9	8.4	0.0	0.0	0.0	56.6	1.7	-2.3	0.0	0.0	8.8	0.0	0.0	8.6
7842	615253.97	4915024.85	0.00	0	E	A	64.9	8.4	0.0	0.0	0.0	56.6	1.7	-2.3	0.0	0.0	8.8	0.0	0.0	8.6
7859	615267.02	4915026.03	0.00	0	D	A	64.9	5.6	0.0	0.0	0.0	56.1	1.6	-2.3	0.0	0.0	13.9	0.0	0.0	1.1
7859	615267.02	4915026.03	0.00	0	N	A	64.9	5.6	0.0	0.0	0.0	56.1	1.6	-2.3	0.0	0.0	13.9	0.0	0.0	1.1
7859	615267.02	4915026.03	0.00	0	E	A	64.9	5.6	0.0	0.0	0.0	56.1	1.6	-2.3	0.0	0.0	13.9	0.0	0.0	1.1
7874	615264.25	4915026.08	0.00	0	D	A	64.9	2.8	0.0	0.0	0.0	56.2	1.6	-2.3	0.0	0.0	13.6	0.0	0.0	-1.5
7874	615264.25	4915026.08	0.00	0	N	A	64.9	2.8	0.0	0.0	0.0	56.2	1.6	-2.3	0.0	0.0	13.6	0.0	0.0	-1.5
7874	615264.25	4915026.08	0.00	0	E	A	64.9	2.8	0.0	0.0	0.0	56.2	1.6	-2.3	0.0	0.0	13.6	0.0	0.0	-1.5
7891	615262.22	4915026.11	0.00	0	D	A	64.9	3.3	0.0	0.0	0.0	56.3	1.6	-2.3	0.0	0.0	13.4	0.0	0.0	-0.8
7891	615262.22	4915026.11	0.00	0	N	A	64.9	3.3	0.0	0.0	0.0	56.3	1.6	-2.3	0.0	0.0	13.4	0.0	0.0	-0.8
7891	615262.22	4915026.11	0.00	0	E	A	64.9	3.3	0.0	0.0	0.0	56.3	1.6	-2.3	0.0	0.0	13.4	0.0	0.0	-0.8

Line Source, ISO 9613, Name: "Truck4", ID: "TR4"																				
Nr.	X	Y	Z	Refl.	DEN	Freq.	Lw	l/a	Optime	K0	Di	Adiv	Aatm	Agr	Afol	Ahou	Abar	Cmet	RL	Lr
	(m)	(m)	(m)			(Hz)	dB(A)	dB	dB	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	dB(A)
7109	615249.71	4915021.72	0.00	0	D	A	64.9	13.5	0.0	0.0	0.0	56.7	1.7	-2.4	0.0	0.0	8.9	0.0	0.0	13.5
7109	615249.71	4915021.72	0.00	0	N	A	64.9	13.5	0.0	0.0	0.0	56.7	1.7	-2.4	0.0	0.0	8.9	0.0	0.0	13.5
7109	615249.71	4915021.72	0.00	0	E	A	64.9	13.5	0.0	0.0	0.0	56.7	1.7	-2.4	0.0	0.0	8.9	0.0	0.0	13.5
7126	615237.27	4915019.36	0.00	0	D	A	64.9	4.9	0.0	0.0	0.0	57.1	1.7	-2.4	0.0	0.0	8.1	0.0	0.0	5.3
7126	615237.27	4915019.36	0.00	0	N	A	64.9	4.9	0.0	0.0	0.0	57.1	1.7	-2.4	0.0	0.0	8.1	0.0	0.0	5.3
7126	615237.27	4915019.36	0.00	0	E	A	64.9	4.9	0.0	0.0	0.0	57.1	1.7	-2.4	0.0	0.0	8.1	0.0	0.0	5.3
7141	615235.03	4915018.93	0.00	0	D	A	64.9	1.8	0.0	0.0	0.0	57.1	1.8	-2.4	0.0	0.0	5.5	0.0	0.0	4.7
7141	615235.03	4915018.93	0.00	0	N	A	64.9	1.8	0.0	0.0	0.0	57.1	1.8	-2.4	0.0	0.0	5.5	0.0	0.0	4.7
7141	615235.03	4915018.93	0.00	0	E	A	64.9	1.8	0.0	0.0	0.0	57.1	1.8	-2.4	0.0	0.0	5.5	0.0	0.0	4.7
7552	615233.53	4915018.69	0.00	0	D	A	64.9	1.8	0.0	0.0	0.0	57.2	1.8	-2.4	0.0	0.0	4.8	0.0	0.0	5.4
7552	615233.53	4915018.69	0.00	0	N	A	64.9	1.8	0.0	0.0	0.0	57.2	1.8	-2.4	0.0	0.0	4.8	0.0	0.0	5.4
7552	615233.53	4915018.69	0.00	0	E	A	64.9	1.8	0.0	0.0	0.0	57.2	1.8	-2.4	0.0	0.0	4.8	0.0	0.0	5.4
7569	615231.68	4915018.45	0.00	0	D	A	64.9	3.5	0.0	0.0	0.0	57.2	1.8	-2.4	0.0	0.0	4.4	0.0	0.0	7.4
7569	615231.68	4915018.45	0.00	0	N	A	64.9	3.5	0.0	0.0	0.0	57.2	1.8	-2.4	0.0	0.0	4.4	0.0	0.0	7.4
7569	615231.68	4915018.45	0.00	0	E	A	64.9	3.5	0.0	0.0	0.0	57.2	1.8	-2.4	0.0	0.0	4.4	0.0	0.0	7.4
7585	615228.20	4915018.00	0.00	0	D	A	64.9	6.8	0.0	0.0	0.0	57.4	1.8	-2.5	0.0	0.0	3.7	0.0	0.0	11.3
7585	615228.20	4915018.00	0.00	0	N	A	64.9	6.8	0.0	0.0	0.0	57.4	1.8	-2.5	0.0	0.0	3.7	0.0	0.0	11.3
7585	615228.20	4915018.00	0.00	0	E	A	64.9	6.8	0.0	0.0	0.0	57.4	1.8	-2.5	0.0	0.0	3.7	0.0	0.0	11.3
7603	615224.19	4915017.48	0.00	0	D	A	64.9	5.2	0.0	0.0	0.0	57.5	1.8	-2.5	0.0	0.0	2.0	0.0	0.0	11.3
7603	615224.19	4915017.48	0.00	0	N	A	64.9	5.2	0.0	0.0	0.0	57.5	1.8	-2.5	0.0	0.0	2.0	0.0	0.0	11.3
7603	615224.19	4915017.48	0.00	0	E	A	64.9	5.2	0.0	0.0	0.0	57.5	1.8	-2.5	0.0	0.0	2.0	0.0	0.0	11.3
7619	615214.62	4915016.24	0.00	0	D	A	64.9	12.0	0.0	0.0	0.0	57.8	1.9	-2.4	0.0	0.0	0.0	0.0	0.0	19.6
7619	615214.62	4915016.24	0.00	0	N	A	64.9	12.0	0.0	0.0	0.0	57.8	1.9	-2.4	0.0	0.0	0.0	0.0	0.0	19.6
7619	615214.62	4915016.24	0.00	0	E	A	64.9	12.0	0.0	0.0	0.0	57.8	1.9	-2.4	0.0	0.0	0.0	0.0	0.0	19.6
7636	615214.75	4915016.25	0.00	2	D	A	64.9	-12.7	0.0	0.0	0.0	59.8	2.2	-2.5	0.0	0.0	5.1	0.0	49.8	-62.1
7636	615214.75	4915016.25	0.00	2	N	A	64.9	-12.7	0.0	0.0	0.0	59.8	2.2	-2.5	0.0	0.0	5.1	0.0	49.8	-62.1
7636	615214.75	4915016.25	0.00	2	E	A	64.9	-12.7	0.0	0.0	0.0	59.8	2.2	-2.5	0.0	0.0	5.1	0.0	49.8	-62.1
7729	615281.22	4915015.21	0.00	0	D	A	64.9	9.1	0.0	0.0	0.0	55.2	1.5	-2.2	0.0	0.0	21.2	0.0	0.0	-1.7
7729	615281.22	4915015.21	0.00	0	N	A	64.9	9.1	0.0	0.0	0.0	55.2	1.5	-2.2	0.0	0.0	21.2	0.0	0.0	-1.7
7729	615281.22	4915015.21	0.00	0	E	A	64.9	9.1	0.0	0.0	0.0	55.2	1.5	-2.2	0.0	0.0	21.2	0.0	0.0	-1.7
7743	615276.44	4915017.27	0.00	0	D	A	64.9	3.7	0.0	0.0	0.0	55.5	1.5	-2.2	0.0	0.0	19.4	0.0	0.0	-5.6
7743	615276.44	4915017.27	0.00	0	N	A	64.9	3.7	0.0	0.0	0.0	55.5	1.5	-2.2	0.0	0.0	19.4	0.0	0.0	-5.6
7743	615276.44	4915017.27	0.00	0	E	A	64.9	3.7	0.0	0.0	0.0	55.5	1.5	-2.2	0.0	0.0	19.4	0.0	0.0	-5.6
7793	615271.78	4915020.49	0.00	0	D	A	64.9	9.6	0.0	0.0	0.0	55.8	1.6	-2.3	0.0	0.0	17.8	0.0	0.0	1.7
7793	615271.78	4915020.49	0.00	0	N	A	64.9	9.6	0.0	0.0	0.0	55.8	1.6	-2.3	0.0	0.0	17.8	0.0	0.0	1.7
7793	615271.78	4915020.49	0.00	0	E	A	64.9	9.6	0.0	0.0	0.0	55.8	1.6	-2.3	0.0	0.0	17.8	0.0	0.0	1.7

Line Source, ISO 9613, Name: "Truck4", ID: "TR4"																				
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)
7906	615267.59	4915023.30	0.00	0	D	A	64.9	0.7	0.0	0.0	0.0	56.0	1.6	-2.3	0.0	0.0	14.5	0.0	0.0	-4.3
7906	615267.59	4915023.30	0.00	0	N	A	64.9	0.7	0.0	0.0	0.0	56.0	1.6	-2.3	0.0	0.0	14.5	0.0	0.0	-4.3
7906	615267.59	4915023.30	0.00	0	E	A	64.9	0.7	0.0	0.0	0.0	56.0	1.6	-2.3	0.0	0.0	14.5	0.0	0.0	-4.3
7923	615265.55	4915023.44	0.00	0	D	A	64.9	4.6	0.0	0.0	0.0	56.1	1.6	-2.3	0.0	0.0	14.3	0.0	0.0	-0.1
7923	615265.55	4915023.44	0.00	0	N	A	64.9	4.6	0.0	0.0	0.0	56.1	1.6	-2.3	0.0	0.0	14.3	0.0	0.0	-0.1
7923	615265.55	4915023.44	0.00	0	E	A	64.9	4.6	0.0	0.0	0.0	56.1	1.6	-2.3	0.0	0.0	14.3	0.0	0.0	-0.1
7940	615262.78	4915023.64	0.00	0	D	A	64.9	4.2	0.0	0.0	0.0	56.2	1.6	-2.4	0.0	0.0	13.9	0.0	0.0	-0.3
7940	615262.78	4915023.64	0.00	0	N	A	64.9	4.2	0.0	0.0	0.0	56.2	1.6	-2.4	0.0	0.0	13.9	0.0	0.0	-0.3
7940	615262.78	4915023.64	0.00	0	E	A	64.9	4.2	0.0	0.0	0.0	56.2	1.6	-2.4	0.0	0.0	13.9	0.0	0.0	-0.3
7956	615261.06	4915023.76	0.00	0	D	A	64.9	-0.9	0.0	0.0	0.0	56.3	1.6	-2.4	0.0	0.0	13.7	0.0	0.0	-5.2
7956	615261.06	4915023.76	0.00	0	N	A	64.9	-0.9	0.0	0.0	0.0	56.3	1.6	-2.4	0.0	0.0	13.7	0.0	0.0	-5.2
7956	615261.06	4915023.76	0.00	0	E	A	64.9	-0.9	0.0	0.0	0.0	56.3	1.6	-2.4	0.0	0.0	13.7	0.0	0.0	-5.2