

NOISE & VIBRATION IMPACT STUDY
RESIDENTIAL DEVELOPMENT
621 DUNDAS STREET EAST
CITY OF BELLEVILLE

FOR

2255718 ONTARIO LTD.

BY

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INTRODUCTION

At the request of 2255718 Ontario Ltd., J.E. COULTER ASSOCIATES LIMITED has reviewed the plans for the proposed residential development at 621 Dundas Street East in the City of Belleville, Ontario (see Appendix A, Figure 1). The purpose of this study is to establish any noise mitigation measures that may be required from an acoustical viewpoint based on the requirements of the Ministry of the Environment, Conservation and Parks (MECP) and the CP Railway (see Appendix B).

The proposed site consists of the following (see Appendix A, Figure 2):

1. Conod Apartments (185 Units)
2. Condo Stacked Townhouses (2-½ Storey) (176 Units)
3. Freehold Townhouses (54 units)
4. Freehold detached Bungalows (36 units)
5. Condo Townhouses (76 Units)
6. Condo Back-to-Back Stacked Townhouses (72 Units).

Preliminary architectural drawings are provided showing various plans and building elevations (see Appendix A. Figures 4 to 9).

TRANSPORTATION NOISE SOURCES

The main sources of transportation noise in this development are the CP Rail Belleville Subdivision and Dundas Street East to the north. Both transportation sources will be evaluated to determine whether any noise impact is present at the proposed residential development.

Dundas Street East

Based on the traffic projections provided by GHD, Dundas Street East is expected to carry 14,070 vehicles AADT in the year 2034 with 3.15% trucks (evenly divided between heavy and medium). Dundas Street East is at present a divided four-lane roadway with a posted speed limit of 60 kph.

CP Railway

The CP Belleville Subdivision is located to the north where the tracks are south of Dundas Street West. At the grade level crossing, the tracks cross Dundas Street West at a north-easterly direction. Details of the rail traffic provided by CP Rail are summarized in Table 1, below, and Appendix B.

Table 1: CP Rail Data CP Belleville Subdivision					
Time Period	Train Type	# of Trains Existing (Projected)	# of Cars (Max)	# of Loco (Max)	Maximum Speed (kph)
07:00–23:00	Freight	7 (9.8)	211	4	97
23:00–07:00	Freight	3 (4.2)	211	4	97

Note: For noise control purposes, the existing rail data have been projected at 2.5% per annum (compounded) to the year 2033, equivalent to a 41% overall increase.

STATIONARY NOISE SOURCES

In the area surrounding the proposed residential development are the following:

1. Commercial Plaza – 620 Dundas Street East
2. Commercial Plaza – 652 Dundas Street East
3. Spotless Car Wash (Manual with Vacuums) – N/E Corner of Dundas and Haig
4. Industrial Building – 625 Dundas Street East (For lease, not operational)
5. Central Taxi (Auto Repair) – 569 Dundas Street East
6. Fix-Rite Auto – 581 Dundas Street East
7. Knudsen Construction Limited – 640 Dundas Street East.

Potential noise sources are the rooftop HVAC equipment, vacuums, spray nozzles, and automotive pneumatic tools.

NOISE CRITERIA

The Ministry of the Environment, Conservation and Parks' (MECP) guidelines that apply to a development site such as this are found in the guideline publications *NPC-300*. This report is also based on The Federation of Canadian Municipalities and the Railway Association of Canada, "Guidelines for New Developments in Proximity to Railway Operations," May 2013.

For residential buildings, the Ministry's ventilation requirements are based on the sound level at the exterior building façade. Where the sound levels at the exterior of the building façade exceed 55 dB L_{eq} daytime at the living room window, or 50 dB L_{eq} nighttime at the bedroom window, the unit must be provided with forced air heating, with a provision for the future installation of air conditioning by the owner. Where the sound levels exceed this limit (i.e., 65 dB daytime or 60 dB nighttime), air conditioning must be incorporated into the building prior to occupancy.

Air-conditioning requirements are applied so that adequate interior sound levels can be maintained by closing the windows.

Table 2 gives a summary of the above criteria.

Table 2: Sound Level Limits – Road and Rail			
Type of Space	Time Period	L_{eq} (dBA)	
		Road	Rail
INDOOR LIMITS			
Living/dining, den areas of residences, hospitals, nursing homes, schools, daycare centres, etc.	07:00–23:00	45	40
Living/dining, den areas of residences, hospitals, nursing homes, etc. (except schools or daycare centres)	23:00–07:00	45	40
Sleeping quarters	07:00–23:00	45	40
	23:00–07:00	40	35
OUTDOOR LIMITS			
Outdoor recreation areas ¹	07:00–23:00	55	55
Outside bedroom window	23:00–07:00	50	50
Outside living room window	07:00–23:00	55	55

¹ Up to 5 dB excess above criteria is allowed, provided a warning clause is given. Above 60 dB L_{eq}, exterior noise mitigation measures (i.e., noise barriers, intervening structures, additional set back from source) are required.

Air conditioning is required for units where the nighttime sound level at bedroom windows is 60 dB L_{eq} or greater or the daytime levels are 65 dB L_{eq} or greater. Forced air heating with provision for central air conditioning is required when nighttime outdoor sound levels are above 50 and below 60 dB L_{eq}, or daytime levels between 56 and 65 dB L_{eq}.

In addition, the exterior walls of the first row of dwellings next to railway tracks are to be built to a minimum of brick veneer or masonry equivalent construction, from the foundation to the rafters, when the rail traffic L_{eq} (24-hour), estimated at a location of a nighttime receptor, is greater than 60 dBA, and when the first row of dwellings is within 100 metres of the tracks.

Outdoor Living Areas

The MECP's noise criterion for new residential developments is 55 dB L_{eq} daytime in the outdoor amenity areas. If the 16-Hour Equivalent Sound Level, L_{eq} (16) in the OLA is greater than 55 dB L_{eq} and less than or equal to 60 dBA, noise control measures may be applied to reduce the sound level to 55 dBA. If measures are not provided, prospective purchasers or tenants should be informed of potential noise problems by a warning clause Type A. If the 16-Hour Equivalent Sound Level, L_{eq} (16), in the OLA is greater than 60 dBA, noise control measures should be implemented to reduce the level to 55 dBA. Only in cases where the required noise control measures are not feasible for technical, economic or administrative reasons would an excess above the limit (55 dBA) be acceptable with a warning clause Type B. In the above situations, any excess above the limit will not be acceptable if it exceeds 55 dBA.

As noted in *NPC-300*:

“Outdoor living area (OLA)” (applies to impact assessments of transportation sources) means that part of a noise sensitive land use that is:

- a. intended and designed for the quiet enjoyment of the outdoor environment;
- b. readily accessible from the building.

The OLA includes:

- a. backyards, front yards, gardens, terraces or patios;
- b. balconies and elevated terraces (e.g., rooftops), with a minimum depth of 4 metres, that are not enclosed, provided they are the only outdoor living area (OLA) for the occupant; or
- c. common outdoor living areas (OLAs) associated with high-rise multi-unit buildings.

The following considerations apply to OLAs:

1. For the purposes of noise impact assessment in an OLA at grade, the point of assessment is typically:
 - a. 3 metres from the building façade;
 - b. 1.5 metres above grade or floor level; and
 - c. aligned with the midpoint of the subject façade.
2. For elevated OLAs or those at grade that are less than 6 metres in depth, the point of assessment is in the middle of the OLA at 1.5 metres above grade or floor level.
3. The noise impact assessment at an OLA excludes the effect of sound reflection from the façade. In general, the point of assessment in the OLA is a point used for prediction (including extrapolation), rather than measurement, of sound levels.

Stationary Noise Criteria

MECP’s noise criteria (*NPC-300*) are based on the higher of MECP’s exclusion limits of 50 dB L_{eq} daytime or 45 dB L_{eq} nighttime, or ambient sound levels generated by local traffic when the stationary sources are active. The point of reception is taken to be at the exterior of the building façade. The sound levels were calculated on an hourly basis during the quietest time of the day or night.

PROJECTED TRANSPORTATION SOUND LEVELS

The daytime and nighttime top floor sound L_{eq} levels from road and railway traffic were calculated using the MECP’s ORNAMENT noise prediction procedure using the STAMSON Computer Programme (Version 5.04). The calculations assumed the top floor level to be the worst-case scenario in the calculations.

Table 3, below, indicates the sound levels for various typical locations using the projected road and rail traffic volumes (see Appendix A, Figure 3 for receiver locations).

Table 3: Projected Sound Levels						
Location	Daytime (dB L_{eq})			Nighttime (dB L_{eq})		
	CP Railway	Dundas Street	Total	CP Railway	Dundas Street	Total
Location 1 – 16 Unit Stacked TH (Block G)	70	51	70	69	44	69
Location 2 – 18 Unit B/B Stacked TH (Block F)	69	51	69	68	45	68
Location 3 – 16 Unit B/B Stacked TH (Block F)	69	53	69	68	46	68
Location 4 – 18 Unit B/B Stacked TH (Block F)	68	54	68	68	54	68
Location 5 – 7-Storey Apt. Bldg. (Block A)	68	54	68	68	47	68
Location 6 – 7-Storey Apt. Bldg. (Block A)	71	59	72	71	53	71
Location 7 – 16 Unit Stacked TH (Block G)	64	49	64	64	42	64
Location 8 – 2-Storey TH (Block I)	61	46	61	60	39	60
Location 9 – 2-Storey TH (Block I)	61	47	61	60	41	60
Location 10 – 16 Unit Stacked TH (Block B)	61	51	61	60	44	60
Location 11 – 2 Storey TH (Block E)	57	44	58	57	37	57
Location 12 – 2 Storey TH (Block E)	56	44	56	55	38	55
Location 13 – Bungaloffs (Block C)	55	41	55	54	35	54
Location 14 – Bungaloffs (Block C)	54	40	54	53	34	53
Location 15 – Singles (B-1) (Block D)	55	42	56	54	35	54
Location 16 – Singles (B-1) (Block H)	49	38	50	45	28	45
Outdoor Living Area (Blk G)	55	41	55	--	--	--

Note: Calculations include train whistles sounded at the grade level crossing at Dundas Street East.

As summarized in Table 3, the exterior rail sound levels are significant (reaching 72 dB L_{eq}) at the northern portion of the site for those dwellings directly south of the CP Railway. Dundas Street East is acoustically insignificant relative the CP Rail.

All grade level outdoor amenity areas (Blocks C, D, E, G, H, and I) meet the MECP's noise criteria (55 dB L_{eq} daytime or less) and acoustic barriers are not required as a result of shielding and large setbacks from the CP Railway.

At this time, the final outdoor living areas have not been finalized for the apartment buildings (Block A). Once details are provided, recommendations can be made. For elevated amenity areas, this may include rooftop barriers or parapets of sufficient height to meet MECP's and the Railway's noise criteria. Elevated terraces less than 4m in depth do not require any further review.

VENTILATION AND WARNING CLAUSE REQUIREMENTS

Where the daytime or nighttime sound levels are above 65 or 60 dB L_{eq} , respectively, MECP normally requires that all affected sleeping quarters incorporate central air conditioning to maintain interior sound levels that meet MECP noise criteria with the windows closed. Central air-conditioning is required prior to occupancy for Blocks A, F and G. These dwelling units will require warning clauses notifying homeowners of the noise excess (see Appendix A, Warning Clauses A and D).

Where the sound levels are equal to or less than 65 dB L_{eq} daytime or equal to or less than 60 dB L_{eq} at night, forced air heating with the provision for the future installation of central air conditioning at the homeowner's option and cost is required by MECP. This is applicable to Blocks B, C, D, E and I. Blocks B, C, D, E and I will require warning clauses to be placed into the *Agreement of Purchase and Sale* (see Appendix C, Warning Clauses A and C).

All dwelling units within 300m of CP Rail's R-O-W will require its warning clause to be inserted into all offers to purchase, agreements of sale and purchase or lease, and in the title deed or lease. This is applicable to the entire site (with the exception of the 12 most southern B-1 units at the southern part of the site). The warning clause is provided in Appendix C, CP Railway Warning Clause).

FAÇADE COMPONENTS

To meet the Railway's interior sound level criteria of 35 dB L_{eq} nighttime for the worst-case bedrooms and 40 dB L_{eq} daytime in the living/diningrooms, upgraded exterior building components (windows and walls) are expected on most façades directly exposed to the railway.

At this time, there are no detailed plans of the unit layouts and thus our comments will be general in nature. Most of the exterior façade is to be constructed with brick veneering or a masonry equivalent construction that meets MECP's and the Railway's requirements. This will be applicable to all units in Blocks A, F, G and I (north, east, and west façade). The south façade facing away from the railway does not require brick veneering.

To meet the MECP's interior sound level criteria of 35 dB L_{eq} nighttime for bedrooms, the following measures are recommended.

Table 4: Bedroom Window Requirements (Minimum) to meet 35 dB L_{eq} Nighttime and 40 dB L_{eq} Daytime (Preliminary)		
Location	Fixed Window/ STC Rating	Operable Window/ STC Rating
Locations 1 to 4 (Stacked Townhouses facing CPR), Blocks F & G	STC 39	STC 36
Locations 5 and 6 (7-Storey Apts.), Block A	STC 40	STC 37
Locations 7 to 14 (Various TH, Bungaloffs), Blocks B, C, D, E, G (Units not directly facing CPR)	3(13)3/STC 30	3(13)3/STC 27

Note: Calculations were based on a 35% window area to floor area ratio.

Table 5, below, outlines the requirements for living/dining rooms for the closest dwellings facing the railway.

Table 5: Living/Dining Room Window Requirements (Minimum) to meet 40 dB L_{eq} Daytime (Preliminary)		
Location	Fixed Window/ STC Rating	Operable Window/ STC Rating
Locations 1 to 4 (Stacked Townhouses facing CPR), Blocks F & G	STC 36	STC 33
Locations 5 and 6 (7-Storey Apts.), Block A	STC 37	STC 34
Locations 7 to 14 (Various TH, Bungaloffs), Blocks B, C, D, E, G (Units not directly facing CPR)	3(13)3/STC 30	3(13)3/STC 27

Note: STC ratings are the minimum requirement. The use of windows with higher STC rating than those noted above is acceptable. Windows rated at STC 27/30 (operable/fixed) are considered the minimum OBC requirement. Calculations were based on a 40% living room window-area to floor-area ratio.

The above STC ratings are preliminary only. Once details architectural drawings are available, the acoustic consultant should review the information and provide final recommendations. All STC ratings are to be confirmed from an accredited test facility.

OFF-SITE STATIONARY NOISE SOURCES

The stationary sources that may have potential noise impacts on the site itself and the surrounding neighbours are noted below. The main potential off-site stationary sources considered for this report are as follows (see Appendix A, Figure 10):

Commercial Plaza – 620 Dundas Street East

This commercial plaza (Lions Club, Bingo, HGS Canada) with a 2-storey office area includes a number of standard rooftop HVAC units. It was assumed that all units operating at a 100% duty cycle during the daytime (0700 to 2300 hours). At night, it is assumed they operate at a 50% duty cycle because of a reduce load.

Commercial Plaza – 652 Dundas Street East (at Haig Road)

This commercial plaza (Gilmour's Supermarket, Veteran Farmer, Harlow Services, Tumbler's Laundry) is a single storey building with rooftop HVAC equipment and exhaust stacks. It was assumed that all units operating at a 100% duty cycle during the daytime (0700 to 2300 hours). At night, it is assumed they operate at a 50% duty cycle because of a reduce load.

Spotless Car Wash (Manual with Vacuums) – N/E Corner of Dundas and Haig

This facility includes 4 manual spray wash bays along the south façade of the building facing Dundas Street East. At the west side of the car wash building are 2 vacuums canisters. It was assumed that the car wash bays and vacuums were operated 45 minutes per hour.

Industrial Building – 625 Dundas Street East (For lease, not operational)

While the building is unoccupied and for lease, the potential sound levels from this facility were calculated. The building would normally incorporate rooftop mechanical ventilation equipment (packaged heating and cooling units) and loading and unloading of goods at the east side docks. Estimated sound levels were based on previous locations of mechanical rooftop and the full operation of all 5 loading docks (2 docks are inset into the building).

Central Taxi (Auto Repair) – 569 Dundas Street East

Central Taxi facility includes a detailing area (east) and auto repair (west). The auto repair facility is located on the west side of the building with a single door facing to the west. The Central Taxi's west door is located approximately 100m northwest of the closest residential block (Block G). It was assumed that the west façade door was open for the analysis. The dominant sound source in the automotive service bays is the operation of the pneumatic wrenches. The sound levels generated by these wrenches are considered to be quasi-steady impulsive sounds. As a result, MECP requirements because of the sound characteristic include an adjustment of +10 dB to the base level when determining potential noise impacts. The analysis assumed that all bays operated with the pneumatic wrenches equivalent to removing and replacing 4 tires per hour.

Fix-Rite Auto – 581 Dundas Street East

Fix-Rite Auto is located approximately 72m northwest of the closest residential block (Block F). The site operation includes 3 service bays (east façade) with all doors open was reviewed as

potential noise sources. The dominant sound source in the automotive service bays is the operation of the pneumatic wrenches. The sound levels generated by these wrenches are considered to be quasi-steady impulsive sounds. As a result, MECP requirements because of the sound characteristic include an adjustment of +10 dB to the base level when determining potential noise impacts. The analysis assumed that all bays operated with the pneumatic wrenches equivalent to removing and replacing 4 tires per hour.

Knudsen Construction Limited – 640 Dundas Street East

This single-storey office building includes a single rooftop HVAC unit. It was assumed the unit operates at a 100% duty cycle during the daytime (0700 to 2300 hours). At night, it was assumed it operates at a 50% duty cycle because of a reduce load.

Building	Sound Level (1 Hour, dB L_{eq})			
	R1	R2	R3	R4
Lions Club Plaza (HVAC)	31.8	36.9	39.8	36.7
Gilmour's Plaza (HVAC)	25.4	28.7	39.9	42.4
Car Wash including vacuums	33.0	36.6	45.5	53.3
Central Taxi (Auto Repair)	41.3	22.2	14.4	10.5
Fix-Rite Auto	27.0	48.4	38.9	35.6
Knudsen Construction Limited	20.6	24.0	31.8	33.3
Unoccupied Industrial Building (625 Dundas E)	6.6	7.4	26.9	41.8
Total (dBA)	43	49	48	54
Noise Criteria (0700–2300), Quietest Hour	50	50	50	58
Excess (dB)	-7	-1	-2	-4
Meets Criteria?	YES	YES	YES	YES

Building	Sound Level (1 Hour, dB L _{eq})			
	R1	R2	R3	R4
Lions Club Plaza (HVAC)	28.8	33.9	36.8	33.7
Gilmour's Plaza (HVAC)	22.4	25.7	36.9	39.4
Knudsen Construction Limited	17.6	21.0	28.8	30.3
Unoccupied Industrial Building (625 Dundas E)	3.6	4.4	23.9	38.8
Total (dBA)	30	35	42	43
Noise Criteria (0700–2300), Quietest Hour	45	45	45	45
Excess (dB)	-15	-10	-3	-2
Meets Criteria?	YES	YES	YES	YES

Note: Detailed calculations are provided in Appendix B. Calculations were performed using CadnaA 2023.

The sound levels from the combined stationary sources are expected to meet MECP's noise criteria without the need for additional noise control measures. The sound levels during the daytime are expected to be between 1 and 7 dB below the quietest times of the day. During the nighttime, the sound levels are expected to be up to 15 dB below the quietest one-hour period.

Potential loading and unloading from the loading docks at the industrial building at 625 Dundas East were found to generate impulse sound levels of only 34 to 35 dBA(I), well within MECP's 50 and 45 dB noise criteria during the day and nighttime periods, respectively (see Appendix A, Figure 11). There are no noise mitigation measures required.

ON-SITE STATIONARY NOISE SOURCES

At this time, there are no mechanical details for development regarding the proposed rooftop ventilation systems, emergency generators, make-up air units, and parking garage exhaust fans. When details are available, the acoustic consultant should review and make recommendations, where applicable. Measures may include but not be limited to silencers, barriers, CO monitors, enclosures, and the selection of quieter equipment.

GROUND-BORNE VIBRATION

Vibration monitoring was conducted 30m from the CP Rail's R-O-W, the closest location of the residential dwellings. The vibration monitor was mounted on undisturbed soil, 150mm below grade. The continuous 24-hour vibration monitoring took place from September 20 to 25, 2023.

The FCM/RAC proximity guideline state the vibration criterion is 0.14 mm/sec RMS velocity. All train passbys did not registered any vibration levels above 0.04 mm/sec velocity RMS, well below the level of perception. As a result, vibration mitigation measures are not required for any dwellings in this proposed development.

CONCLUSIONS

The analysis found that the CP Railway is the dominant source of transportation noise at this proposed residential development. Dundas Street East has a minor influence on the overall sound levels at most locations. The combined road and railway sound levels were found to exceed MECP's and the Railway's noise criteria. As a result, upgraded façade construction (windows and walls) from the minimum OBC requirements may be needed to meet MECP's and the Railway's interior noise criteria in the bedroom and living/dining areas.

The off-site stationary sources were found not to generate any noise impacts at this development and therefore meet MECP's *NPC-300* noise guideline.

RECOMMENDATIONS

1. It is recommended all units incorporate central air conditioning to maintain interior sound levels that meet MECP's noise criteria with the windows closed. This is required by MECP where the daytime or nighttime sound levels are above 65 or 60 dB L_{eq} , respectively. This will be applicable to all units in Blocks A, F and G.
2. Where the sound levels are equal to or less than 65 dB L_{eq} daytime or equal to or less than 60 dB L_{eq} at night, forced air heating with the provision for the future installation of central air-conditioning at the homeowner's option and cost is required by MECP. This is applicable to Blocks B, C, D, E and I.
3. At this time, there are no detailed plans of the unit layouts and thus our comments will be general in nature. Most of the exterior façade is to be constructed with brick veneering or a masonry equivalent construction that meets MECP's and the Railway's requirements. This will be applicable to all units in Blocks A, F, G and I (north, east, and west façade). The south façade facing away from the railway does not require brick veneering.
4. Blocks A, F and G will require warning clauses notifying homeowners of the noise excess (see Appendix A, Warning Clauses A and D).
5. Blocks B, C, D, E and I will require warning clauses to be placed into the *Agreement of Purchase and Sale* (see Appendix C, Warning Clauses A and C).
6. All dwelling units within 300m of CP Rail's R-O-W will require its warning clause to be inserted into all offers to purchase, agreements of sale and purchase or lease, and in the title deed or lease. This is applicable to the entire site (with the exception of the 12 most southern B-1 units at the southern part of the site). The warning clause is provided in Appendix C, CP Railway Warning Clause).
7. To meet the MECP's interior sound level criteria of 35 dB L_{eq} nighttime for bedrooms, upgraded glazing may be required, as noted in Table 4.
8. To meet the MECP's interior sound level criteria of 40 dB L_{eq} daytime for living/dining rooms, upgraded glazing may be required, as noted in Table 5.
9. At this time, there are no mechanical details for the development regarding the proposed rooftop ventilation systems, emergency generators, make-up air units, and parking garage exhaust fans. When details are available, the acoustic consultant should review and make recommendations, where applicable. Measures may include but not be limited to silencers, barriers, CO monitors, enclosures, and the selection of quieter equipment.
10. There are no mitigation measures necessary for ground-borne vibration as the levels are well below the level of perception based on our site monitoring.

APPENDIX A: FIGURES

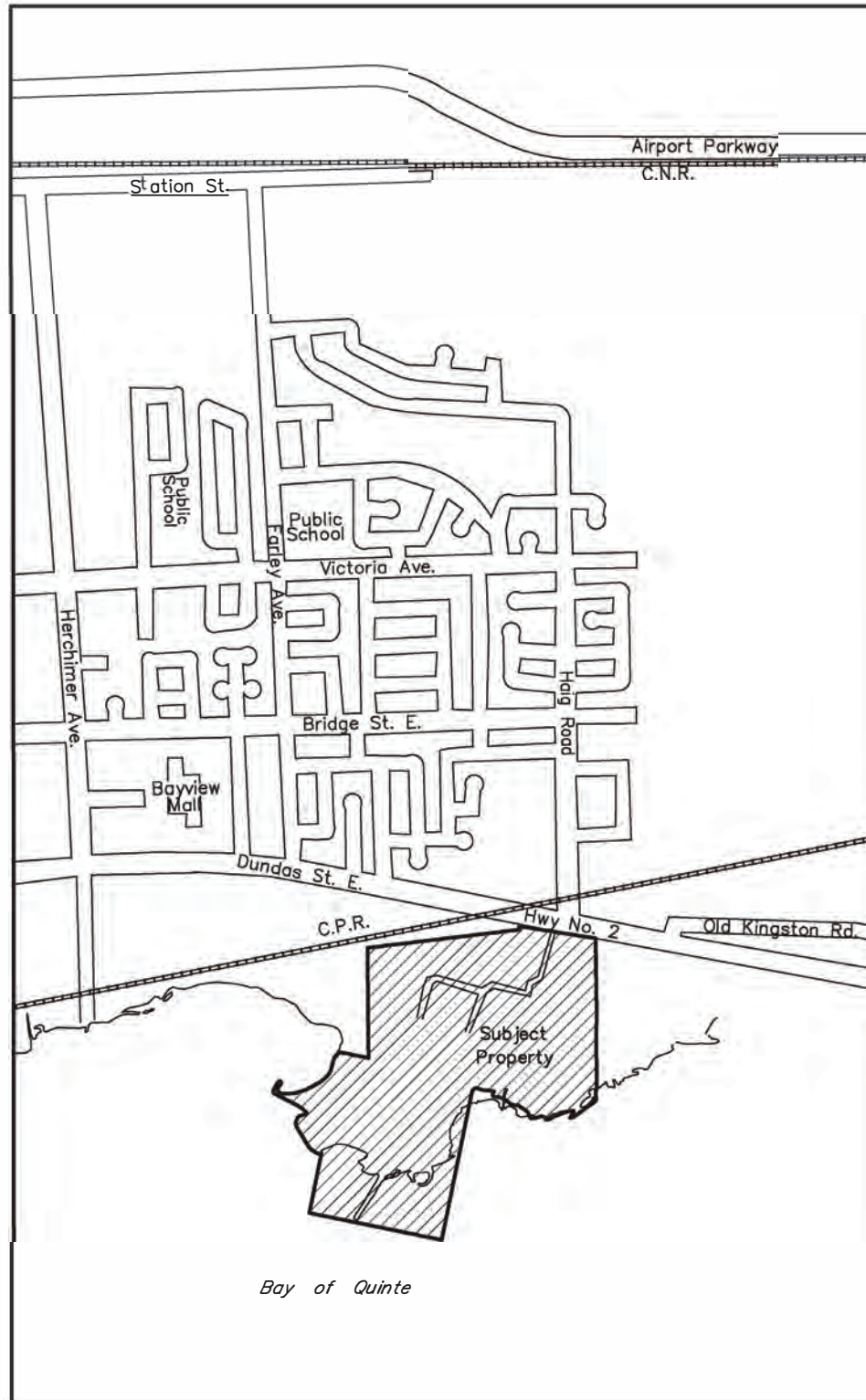


FIGURE 1



PROPOSED LAND USE LEGEND

- CONDO APARTMENTS - 185 UNITS
- CONDO STACKED TOWNHOUSES (2 1/2 STOREY) - 176 UNITS
- FREEHOLD TOWNHOUSES - 54 UNITS
- FREEHOLD DETACHED BUNGALOWS - 7 UNITS
- CONDO DETACHED BUNGALOWS - 29 UNITS
- CONDO TOWNHOUSES - 76 UNITS
- CONDO BACK TO BACK STACKED TOWNHOUSES - 72 UNITS
- NON-DEVELOPABLE AREA OUTSIDE OF TABLE 9 LIMIT
- PARKLAND DEDICATION
- OPEN SPACE AREA

PROPERTY AREA	
LANDS OUT OF TABLE 9 LIMIT (TOTAL)	16.30 Ha
OUTSIDE MNL VARIABLE BUFFER = 15.44 Ha	
INSIDE MNL VARIABLE BUFFER = 0.01 Ha	
AREA OF EXISTING EASEMENT INCLUDED = 0.85 Ha	
LANDS WITHIN TABLE '9' LIMIT (INCLUDING WETLAND AND BAY)	21.05 Ha
AREA OF EXISTING EASEMENT INCLUDED = 0.05 Ha	
TOTAL PROPERTY AREA	37.35 Ha
OPEN SPACE AREA	
OPEN SPACE WITHIN DEVELOPABLE AREA	0.64Ha
AREA OF EXISTING EASEMENT INCLUDED = 0.07 Ha	
OPEN SPACE OUT OF DEVELOPABLE AREA	3.34 Ha
AREA OF EXISTING EASEMENT INCLUDED = 0.08 Ha	
TOTAL OPEN SPACE AREA	3.98 Ha
DEVELOPABLE AREA (AS PER TABLE 9 LIMIT & QCA DEVELOPMENT LIMIT)	
MUNICIPAL ROAD ALLOWANCE (EXCLUDING TRAIL)	2.20 Ha
AREA OF EXISTING EASEMENT WITHIN ROAD ALLOWANCE = 0.01 Ha	
AREA OF TRAIL ON ROAD ALLOWANCE = 0.10 Ha (INCLUDED IN PARKLAND)	
OPEN SPACE WITHIN DEVELOPABLE AREA	0.65 Ha
BLOCK 'A'	1.74 Ha
BLOCK 'B'	0.98 Ha
BLOCK 'C'	1.0 Ha
BLOCK 'D'	0.40 Ha
BLOCK 'E'	2.34 Ha
BLOCK 'F'	1.50 Ha
BLOCK 'G'	1.70 Ha
BLOCK 'H'	2.22 Ha
BLOCK 'I'	0.48 Ha
PARKLAND DEDICATION (INCLUDING TRAIL ON ROAD A)	0.85 Ha
6.0M WIDE TRAIL AREA	0.12 Ha
TOTAL DEVELOPABLE AREA	16.17 Ha

1 PROPOSED SITE PLAN
SCALE: 1:1800

FIGURE 2



NOTES:
1. THE CONTRACTOR OR PROJECT MANAGER WILL CHECK AND VERIFY ALL DIMENSIONS AND JOB CONDITIONS ON THE JOB AND REPORT ANY DISCREPANCIES TO THE ARCHITECT PRIOR TO THE COMMENCEMENT OF CONSTRUCTION. COORDINATION OF WORK IS THE RESPONSIBILITY OF THE CONTRACTOR OR OWNER/CONTRACTOR.
2. THIS DRAWING MUST NOT BE USED FOR CONSTRUCTION PURPOSES UNTIL SIGNED BY THE ARCHITECT.
3. ALL DRAWINGS ARE THE PROPERTY OF THE ARCHITECT AND MAY NOT BE COPIED, REPRODUCED OR ALTERED WITHOUT WRITTEN PERMISSION FROM THE ARCHITECT.
4. DO NOT SCALE THE DRAWINGS.

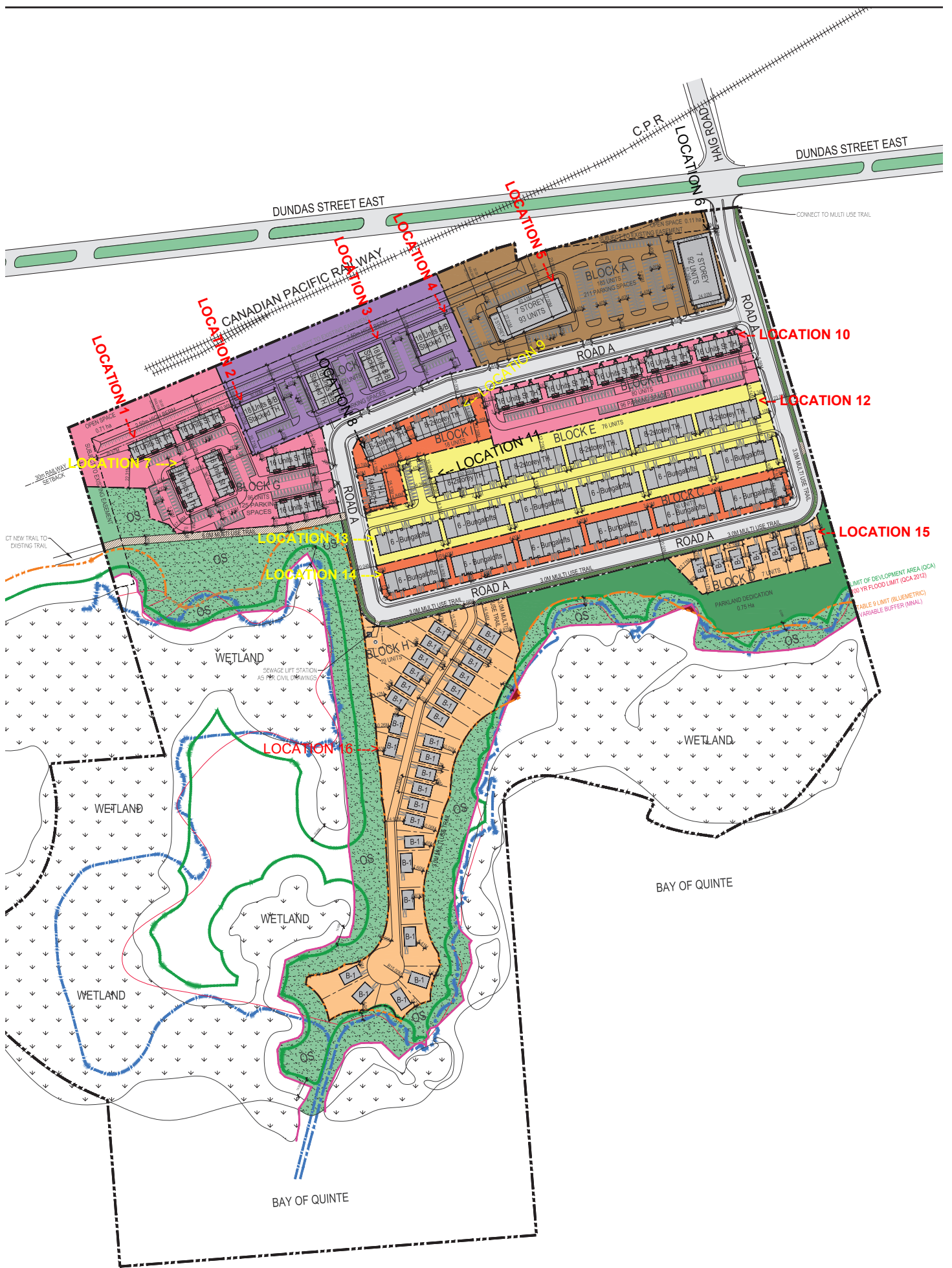
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DRAWN BY: KR/EM
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BELLEVILLE DEVELOPMENT
PROPOSED DEVELOPMENT
DUNDAS STREET EAST
BELLEVILLE, ONTARIO

PROPOSED SITE PLAN

A0.1



D SITE PLAN

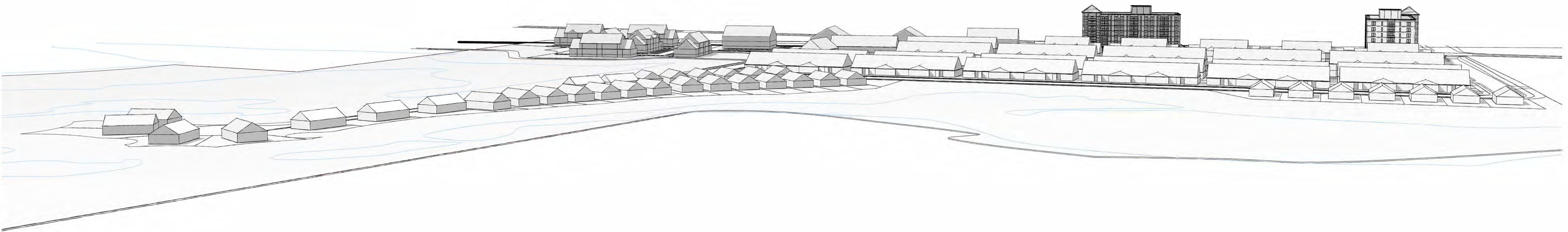
FIGURE 3



3 3D View 3
A0.2



2 3D View 2
A0.2



1 3D View 1
A0.2



CYNTHIA ZAHORUK ARCHITECTS

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BELLEVILLE DEVELOPMENT
PROPOSED DEVELOPMENT
DUNDAS STREET EAST
BELLEVILLE, ONTARIO

3D PERSPECTIVE VIEWS

A0.2

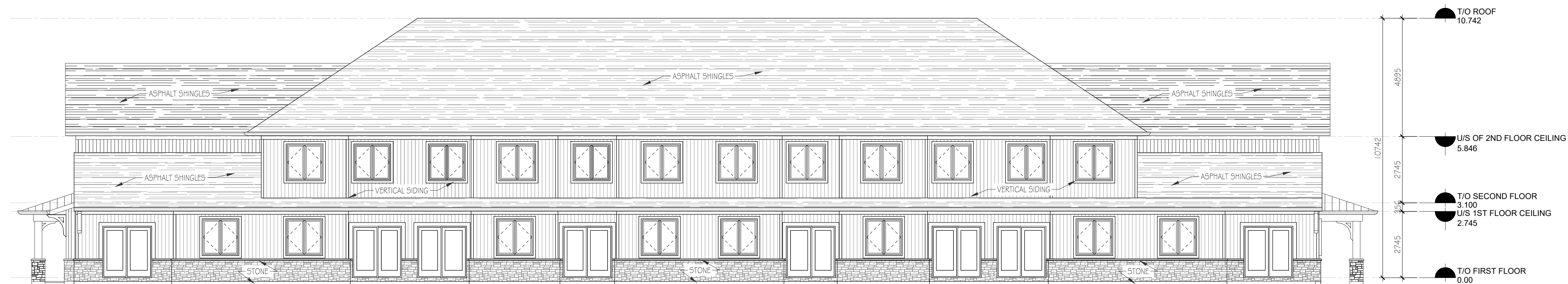
FIGURE 4



3 SIDE ELEVATION
SCALE: 1:100



4 SIDE ELEVATION
SCALE: 1:100



2 REAR ELEVATION
SCALE: 1:100



1 FRONT ELEVATION
SCALE: 1:100

FIGURE 5



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28/11/2023	ISSUED FOR COORDINATION
05/01/2024	ISSUED FOR ZBA

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BELLEVILLE DEVELOPMENT
 PROPOSED DEVELOPMENT
 DUNDAS STREET EAST
 BELLEVILLE, ONTARIO

PROPOSED TOWNHOUSES ELEVATIONS

A2.1



3 SIDE ELEVATION
SCALE: 1:100



4 SIDE ELEVATION
SCALE: 1:100



2 REAR ELEVATION
SCALE: 1:100



1 FRONT ELEVATION
SCALE: 1:100



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BELLEVILLE DEVELOPMENT
PROPOSED DEVELOPMENT
DUNDAS STREET EAST
BELLEVILLE, ONTARIO

PROPOSED STACKED TOWNHOUSES ELEVATIONS

A2.2

FIGURE 6



3 SIDE ELEVATION
SCALE: 1:100



4 SIDE ELEVATION
SCALE: 1:100



2 REAR ELEVATION
SCALE: 1:100



1 FRONT ELEVATION
SCALE: 1:100



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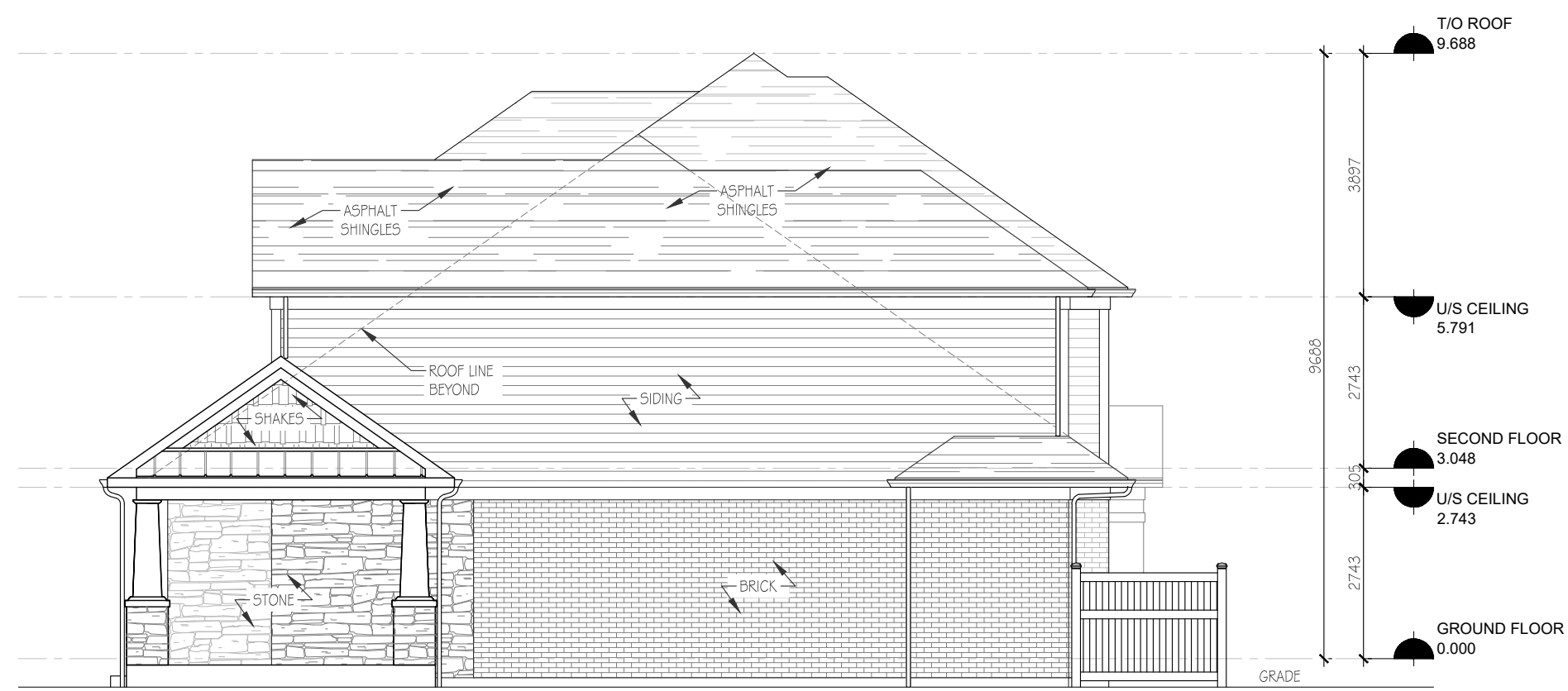
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BELLEVILLE DEVELOPMENT
PROPOSED DEVELOPMENT
DUNDAS STREET EAST
BELLEVILLE, ONTARIO

PROPOSED BK. TO BK.
ST. TOWNHOUSES
ELEVATIONS

A2.3

FIGURE 7



3 SIDE ELEVATION
SCALE: 1:100



2 REAR ELEVATION
SCALE: 1:100



1 FRONT ELEVATION
SCALE: 1:100



CYNTHIA ZAHORUK ARCHITECTS

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BELLEVILLE DEVELOPMENT
 PROPOSED DEVELOPMENT
 DUNDAS STREET EAST
 BELLEVILLE, ONTARIO

PROPOSED BUNGALOWS ELEVATIONS

A2.4

FIGURE 8



1 3D View 1
A2.9



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BELLEVILLE
DEVELOPMENT
PROPOSED DEVELOPMENT
DUNDAS STREET EAST
BELLEVILLE, ONTARIO

APARTMENT
BUILDING
CONCEPTUAL 3D
PERSPECTIVE

A2.9

FIGURE 9

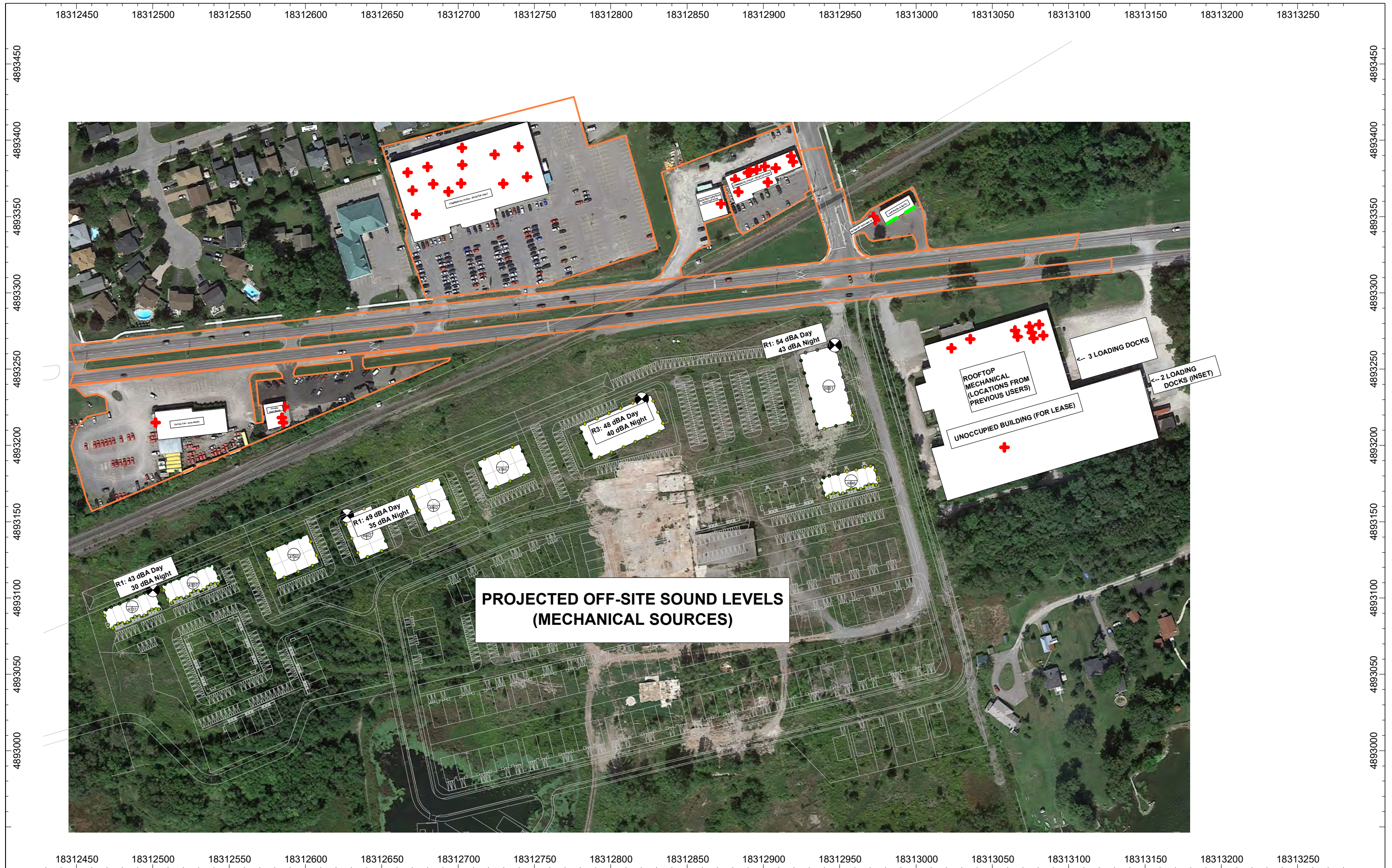


FIGURE 10

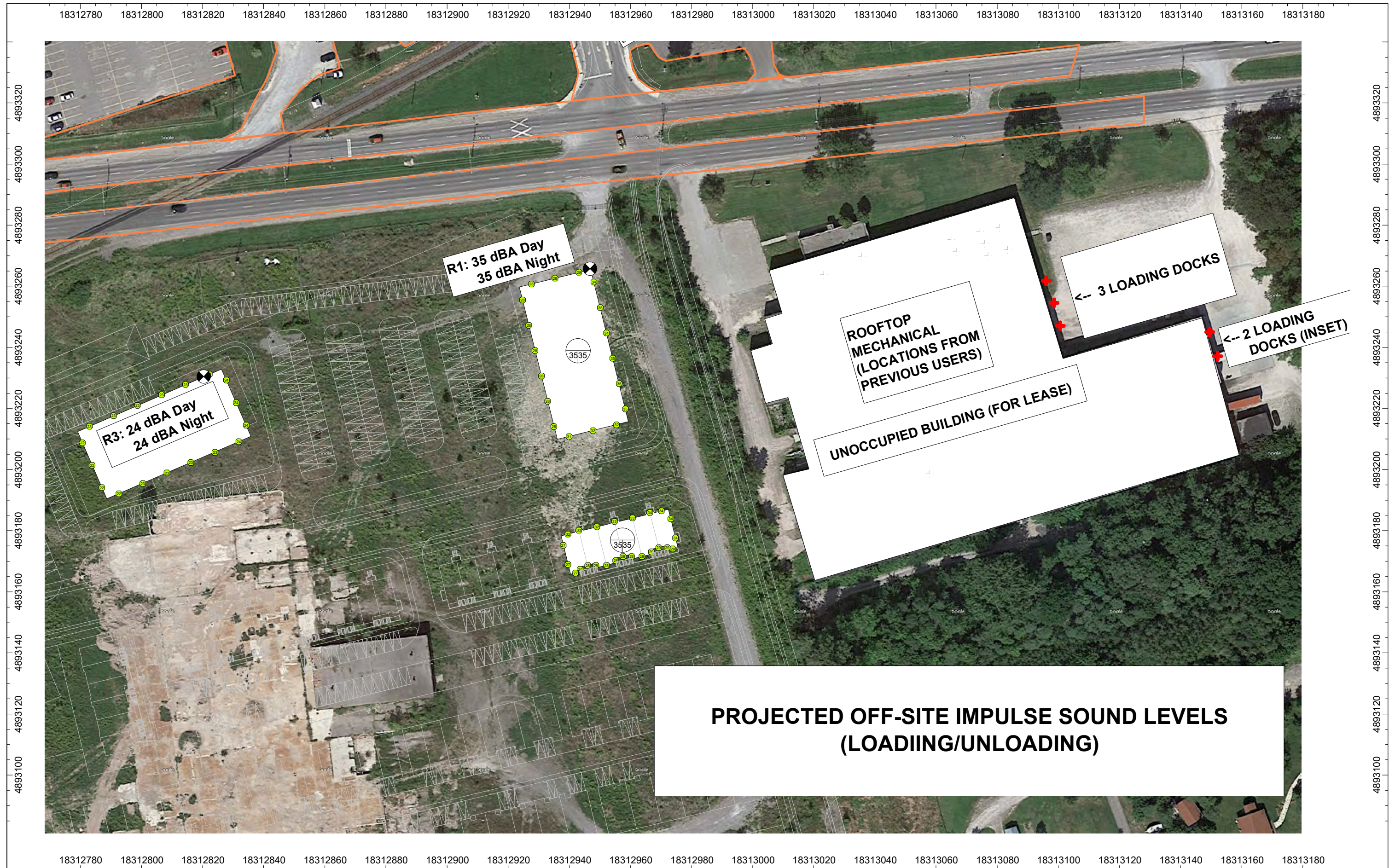


FIGURE 11

APPENDIX B: SOUND LEVEL CALCULATIONS

Filename: loc1.te Time Period: Day/Night 16/8 hours
 Description: Location 1 - Stacked TH (Block G)

Rail data, segment # 1: CP Bellevill (day/night)

Train Type	! Trains ! (Left)	! Trains ! (Right)	! Speed ! (km/h)	!# loc !/Train!	!# Cars !/Train!	! Eng ! type	!Cont !weld
1. Freight	! 4.9/2.1	! 4.9/2.1	! 100.0	! 4.0	!211.0	!Diesel!	! Yes

Data for Segment # 1: CP Bellevill (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 : 47.00 / 47.00 m
 Receiver height : 7.50 / 7.50 m
 Topography : 1 (Flat/gentle slope; no barrier)
 Whistle Angle : 76 deg Track 1

Results segment # 1: CP Bellevill (day)

 LOCOMOTIVE (0.00 + 68.89 + 0.00) = 68.89 dBA
 Angle1 Angle2 Alpha RefLeq D.Adj F.Adj W.Adj H.Adj B.Adj SubLeq

 -90 90 0.41 76.85 -6.97 -0.99 0.00 0.00 0.00 68.89

WHEEL (0.00 + 60.86 + 0.00) = 60.86 dBA
 Angle1 Angle2 Alpha RefLeq D.Adj F.Adj W.Adj H.Adj B.Adj SubLeq

 -90 90 0.51 69.54 -7.49 -1.19 0.00 0.00 0.00 60.86

LEFT WHISTLE (0.00 + 60.32 + 0.00) = 60.32 dBA
 Angle1 Angle2 Alpha RefLeq D.Adj F.Adj W.Adj H.Adj B.Adj SubLeq

 -77 76 0.41 68.61 -6.97 -1.32 0.00 0.00 0.00 60.32

RIGHT WHISTLE (0.00 + 45.57 + 0.00) = 45.57 dBA
 Angle1 Angle2 Alpha RefLeq D.Adj F.Adj W.Adj H.Adj B.Adj SubLeq

 76 85 0.41 68.61 -6.97 -16.06 0.00 0.00 0.00 45.57

Segment Leq : 70.03 dBA

Total Leq All Segments: 70.03 dBA

Results segment # 1: CP Bellevill (night)

 LOCOMOTIVE (0.00 + 68.18 + 0.00) = 68.18 dBA
 Angle1 Angle2 Alpha RefLeq D.Adj F.Adj W.Adj H.Adj B.Adj SubLeq

 -90 90 0.41 76.14 -6.97 -0.99 0.00 0.00 0.00 68.18

WHEEL (0.00 + 60.14 + 0.00) = 60.14 dBA
 Angle1 Angle2 Alpha RefLeq D.Adj F.Adj W.Adj H.Adj B.Adj SubLeq

 -90 90 0.51 68.83 -7.49 -1.19 0.00 0.00 0.00 60.14

LEFT WHISTLE (0.00 + 59.60 + 0.00) = 59.60 dBA
 Angle1 Angle2 Alpha RefLeq D.Adj F.Adj W.Adj H.Adj B.Adj SubLeq

 -77 76 0.41 67.89 -6.97 -1.32 0.00 0.00 0.00 59.60

RIGHT WHISTLE (0.00 + 44.86 + 0.00) = 44.86 dBA
 Angle1 Angle2 Alpha RefLeq D.Adj F.Adj W.Adj H.Adj B.Adj SubLeq

 76 85 0.41 67.89 -6.97 -16.06 0.00 0.00 0.00 44.86

Segment Leq : 69.32 dBA

Total Leq All Segments: 69.32 dBA

Road data, segment # 1: Dundas St E (day/night)

 Car traffic volume : 12265/1363 veh/TimePeriod *
 Medium truck volume : 199/22 veh/TimePeriod *
 Heavy truck volume : 199/22 veh/TimePeriod *
 Posted speed limit : 60 km/h
 Road gradient : 0 %
 Road pavement : 1 (Typical asphalt or concrete)

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

24 hr Traffic Volume (AADT or SADT): 14070
 Percentage of Annual Growth : 0.00
 Number of Years of Growth : 10.00
 Medium Truck % of Total Volume : 1.57
 Heavy Truck % of Total Volume : 1.57
 Day (16 hrs) % of Total Volume : 90.00

Data for Segment # 1: Dundas St E (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 : 139.00 / 139.00 m
 Receiver height : 7.50 / 7.50 m
 Topography : 1 (Flat/gentle slope; no barrier)

Results segment # 1: Dundas St E (day)

Source height = 1.12 m

ROAD (0.00 + 50.63 + 0.00) = 50.63 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.49	66.21	0.00	-14.42	-1.16	0.00	0.00	0.00	50.63

Segment Leq : 50.63 dBA

Total Leq All Segments: 50.63 dBA

Results segment # 1: Dundas St E (night)

Source height = 1.12 m

ROAD (0.00 + 44.09 + 0.00) = 44.09 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.49	59.67	0.00	-14.42	-1.16	0.00	0.00	0.00	44.09

Segment Leq : 44.09 dBA

Total Leq All Segments: 44.09 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 70.08
(NIGHT): 69.33

Filename: loc2.te Time Period: Day/Night 16/8 hours
 Description: Location 2 - Stacked TH (Block F)

Rail data, segment # 1: CP Bellevill (day/night)

Train Type	! Trains ! (Left)	! Trains ! (Right)	! Speed ! (km/h)	!# loc !/Train!	!# Cars !/Train!	! Eng ! type	!Cont !weld
1. Freight	! 4.9/2.1	! 4.9/2.1	! 100.0	! 4.0	!211.0	!Diesel!	! Yes

Data for Segment # 1: CP Bellevill (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 : 56.00 / 56.00 m
 Receiver height : 7.50 / 7.50 m
 Topography : 1 (Flat/gentle slope; no barrier)
 Whistle Angle : 74 deg Track 1

Results segment # 1: CP Bellevill (day)

LOCOMOTIVE (0.00 + 67.82 + 0.00) = 67.82 dBA

Angle1	Angle2	Alpha	RefLeq	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.41	76.85	-8.04	-0.99	0.00	0.00	0.00	67.82

WHEEL (0.00 + 59.71 + 0.00) = 59.71 dBA

Angle1	Angle2	Alpha	RefLeq	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.51	69.54	-8.64	-1.19	0.00	0.00	0.00	59.71

LEFT WHISTLE (0.00 + 59.16 + 0.00) = 59.16 dBA

Angle1	Angle2	Alpha	RefLeq	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-75	74	0.41	68.61	-8.04	-1.41	0.00	0.00	0.00	59.16

RIGHT WHISTLE (0.00 + 45.27 + 0.00) = 45.27 dBA

Angle1	Angle2	Alpha	RefLeq	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
74	85	0.41	68.61	-8.04	-15.30	0.00	0.00	0.00	45.27

Segment Leq : 68.95 dBA

Total Leq All Segments: 68.95 dBA

Results segment # 1: CP Bellevill (night)

 LOCOMOTIVE (0.00 + 67.11 + 0.00) = 67.11 dBA
 Angle1 Angle2 Alpha RefLeq D.Adj F.Adj W.Adj H.Adj B.Adj SubLeq

 -90 90 0.41 76.14 -8.04 -0.99 0.00 0.00 0.00 67.11

WHEEL (0.00 + 59.00 + 0.00) = 59.00 dBA
 Angle1 Angle2 Alpha RefLeq D.Adj F.Adj W.Adj H.Adj B.Adj SubLeq

 -90 90 0.51 68.83 -8.64 -1.19 0.00 0.00 0.00 59.00

LEFT WHISTLE (0.00 + 58.45 + 0.00) = 58.45 dBA
 Angle1 Angle2 Alpha RefLeq D.Adj F.Adj W.Adj H.Adj B.Adj SubLeq

 -75 74 0.41 67.89 -8.04 -1.41 0.00 0.00 0.00 58.45

RIGHT WHISTLE (0.00 + 44.56 + 0.00) = 44.56 dBA
 Angle1 Angle2 Alpha RefLeq D.Adj F.Adj W.Adj H.Adj B.Adj SubLeq

 74 85 0.41 67.89 -8.04 -15.30 0.00 0.00 0.00 44.56

Segment Leq : 68.24 dBA

Total Leq All Segments: 68.24 dBA

Road data, segment # 1: Dundas St E (day/night)

 Car traffic volume : 12265/1363 veh/TimePeriod *
 Medium truck volume : 199/22 veh/TimePeriod *
 Heavy truck volume : 199/22 veh/TimePeriod *
 Posted speed limit : 60 km/h
 Road gradient : 0 %
 Road pavement : 1 (Typical asphalt or concrete)

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

24 hr Traffic Volume (AADT or SADT): 14070
 Percentage of Annual Growth : 0.00
 Number of Years of Growth : 10.00
 Medium Truck % of Total Volume : 1.57
 Heavy Truck % of Total Volume : 1.57
 Day (16 hrs) % of Total Volume : 90.00

Data for Segment # 1: Dundas St E (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 : 128.00 / 128.00 m
 Receiver height : 7.50 / 7.50 m
 Topography : 1 (Flat/gentle slope; no barrier)

Results segment # 1: Dundas St E (day)

Source height = 1.12 m

ROAD (0.00 + 51.17 + 0.00) = 51.17 dBA

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

-90	90	0.49	66.21	0.00	-13.89	-1.16	0.00	0.00	0.00	51.17
-----	----	------	-------	------	--------	-------	------	------	------	-------

Segment Leq : 51.17 dBA

Total Leq All Segments: 51.17 dBA

Results segment # 1: Dundas St E (night)

Source height = 1.12 m

ROAD (0.00 + 44.62 + 0.00) = 44.62 dBA

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

-90	90	0.49	59.67	0.00	-13.89	-1.16	0.00	0.00	0.00	44.62
-----	----	------	-------	------	--------	-------	------	------	------	-------

Segment Leq : 44.62 dBA

Total Leq All Segments: 44.62 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 69.02

(NIGHT): 68.26

Filename: loc3.te Time Period: Day/Night 16/8 hours
 Description: Location 3 - Stacked TH B/B (Block F)

Rail data, segment # 1: CP Bellevill (day/night)

Train Type	! Trains ! (Left)	! Trains ! (Right)	! Speed ! (km/h)	!# loc !/Train!	!# Cars !/Train!	! Eng ! type	!Cont !weld
1. Freight	! 4.9/2.1	! 4.9/2.1	! 100.0	! 4.0	!211.0	!Diesel!	! Yes

Data for Segment # 1: CP Bellevill (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 : 59.00 / 59.00 m
 Receiver height : 7.50 / 7.50 m
 Topography : 1 (Flat/gentle slope; no barrier)
 Whistle Angle : 65 deg Track 1

Results segment # 1: CP Bellevill (day)

LOCOMOTIVE (0.00 + 67.46 + 0.00) = 67.46 dBA

Angle1	Angle2	Alpha	RefLeq	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.41	76.81	-8.36	-0.99	0.00	0.00	0.00	67.46

WHEEL (0.00 + 59.32 + 0.00) = 59.32 dBA

Angle1	Angle2	Alpha	RefLeq	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.51	69.50	-8.98	-1.19	0.00	0.00	0.00	59.32

LEFT WHISTLE (0.00 + 58.66 + 0.00) = 58.66 dBA

Angle1	Angle2	Alpha	RefLeq	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-78	65	0.41	68.56	-8.36	-1.55	0.00	0.00	0.00	58.66

RIGHT WHISTLE (0.00 + 47.98 + 0.00) = 47.98 dBA

Angle1	Angle2	Alpha	RefLeq	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
65	84	0.41	68.56	-8.36	-12.23	0.00	0.00	0.00	47.98

Segment Leq : 68.59 dBA

Total Leq All Segments: 68.59 dBA

Results segment # 1: CP Bellevill (night)

 LOCOMOTIVE (0.00 + 66.79 + 0.00) = 66.79 dBA
 Angle1 Angle2 Alpha RefLeq D.Adj F.Adj W.Adj H.Adj B.Adj SubLeq

 -90 90 0.41 76.14 -8.36 -0.99 0.00 0.00 0.00 66.79

WHEEL (0.00 + 58.65 + 0.00) = 58.65 dBA
 Angle1 Angle2 Alpha RefLeq D.Adj F.Adj W.Adj H.Adj B.Adj SubLeq

 -90 90 0.51 68.83 -8.98 -1.19 0.00 0.00 0.00 58.65

LEFT WHISTLE (0.00 + 57.99 + 0.00) = 57.99 dBA
 Angle1 Angle2 Alpha RefLeq D.Adj F.Adj W.Adj H.Adj B.Adj SubLeq

 -78 65 0.41 67.89 -8.36 -1.55 0.00 0.00 0.00 57.99

RIGHT WHISTLE (0.00 + 47.31 + 0.00) = 47.31 dBA
 Angle1 Angle2 Alpha RefLeq D.Adj F.Adj W.Adj H.Adj B.Adj SubLeq

 65 84 0.41 67.89 -8.36 -12.23 0.00 0.00 0.00 47.31

Segment Leq : 67.92 dBA

Total Leq All Segments: 67.92 dBA

Road data, segment # 1: Dundas St E (day/night)

 Car traffic volume : 12265/1363 veh/TimePeriod *
 Medium truck volume : 199/22 veh/TimePeriod *
 Heavy truck volume : 199/22 veh/TimePeriod *
 Posted speed limit : 60 km/h
 Road gradient : 0 %
 Road pavement : 1 (Typical asphalt or concrete)

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

24 hr Traffic Volume (AADT or SADT): 14070
 Percentage of Annual Growth : 0.00
 Number of Years of Growth : 10.00
 Medium Truck % of Total Volume : 1.57
 Heavy Truck % of Total Volume : 1.57
 Day (16 hrs) % of Total Volume : 90.00

Data for Segment # 1: Dundas St E (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 : 101.00 / 101.00 m
 Receiver height : 7.50 / 7.50 m
 Topography : 1 (Flat/gentle slope; no barrier)

Results segment # 1: Dundas St E (day)

Source height = 1.12 m

ROAD (0.00 + 52.70 + 0.00) = 52.70 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.49	66.21	0.00	-12.35	-1.16	0.00	0.00	0.00	52.70

Segment Leq : 52.70 dBA

Total Leq All Segments: 52.70 dBA

Results segment # 1: Dundas St E (night)

Source height = 1.12 m

ROAD (0.00 + 46.16 + 0.00) = 46.16 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.49	59.67	0.00	-12.35	-1.16	0.00	0.00	0.00	46.16

Segment Leq : 46.16 dBA

Total Leq All Segments: 46.16 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 68.70
(NIGHT): 67.95

Filename: loc4.te Time Period: Day/Night 16/8 hours
 Description: Location 4 - Stacked TH B/B (Block F)

Rail data, segment # 1: CP Bellevill (day/night)

Train Type	! Trains ! (Left)	! Trains ! (Right)	! Speed ! (km/h)	!# loc !/Train!	!# Cars !/Train!	! Eng ! type	!Cont !weld
1. Freight	! 4.9/2.1	! 4.9/2.1	! 100.0	! 4.0	!211.0	!Diesel!	! Yes

Data for Segment # 1: CP Bellevill (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 : 62.00 / 62.00 m
 Receiver height : 7.50 / 7.50 m
 Topography : 1 (Flat/gentle slope; no barrier)
 Whistle Angle : 45 deg Track 1

Results segment # 1: CP Bellevill (day)

LOCOMOTIVE (0.00 + 67.16 + 0.00) = 67.16 dBA

Angle1	Angle2	Alpha	RefLeq	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.41	76.81	-8.66	-0.99	0.00	0.00	0.00	67.16

WHEEL (0.00 + 59.00 + 0.00) = 59.00 dBA

Angle1	Angle2	Alpha	RefLeq	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.51	69.50	-9.31	-1.19	0.00	0.00	0.00	59.00

LEFT WHISTLE (0.00 + 57.80 + 0.00) = 57.80 dBA

Angle1	Angle2	Alpha	RefLeq	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-80	45	0.41	68.56	-8.66	-2.10	0.00	0.00	0.00	57.80

RIGHT WHISTLE (0.00 + 51.52 + 0.00) = 51.52 dBA

Angle1	Angle2	Alpha	RefLeq	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
45	82	0.41	68.56	-8.66	-8.38	0.00	0.00	0.00	51.52

Segment Leq : 68.29 dBA

Total Leq All Segments: 68.29 dBA

Results segment # 1: CP Bellevill (night)

LOCOMOTIVE (0.00 + 66.49 + 0.00) = 66.49 dBA

Angle1	Angle2	Alpha	RefLeq	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.41	76.14	-8.66	-0.99	0.00	0.00	0.00	66.49

WHEEL (0.00 + 58.33 + 0.00) = 58.33 dBA

Angle1	Angle2	Alpha	RefLeq	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.51	68.83	-9.31	-1.19	0.00	0.00	0.00	58.33

LEFT WHISTLE (0.00 + 57.13 + 0.00) = 57.13 dBA

Angle1	Angle2	Alpha	RefLeq	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-80	45	0.41	67.89	-8.66	-2.10	0.00	0.00	0.00	57.13

RIGHT WHISTLE (0.00 + 50.85 + 0.00) = 50.85 dBA

Angle1	Angle2	Alpha	RefLeq	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
45	82	0.41	67.89	-8.66	-8.38	0.00	0.00	0.00	50.85

Segment Leq : 67.62 dBA

Total Leq All Segments: 67.62 dBA

Road data, segment # 1: Dundas St E (day/night)

Car traffic volume : 12265/1363 veh/TimePeriod *

Medium truck volume : 199/22 veh/TimePeriod *

Heavy truck volume : 199/22 veh/TimePeriod *

Posted speed limit : 60 km/h

Road gradient : 0 %

Road pavement : 1 (Typical asphalt or concrete)

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

24 hr Traffic Volume (AADT or SADT): 14070

Percentage of Annual Growth : 0.00

Number of Years of Growth : 10.00

Medium Truck % of Total Volume : 1.57

Heavy Truck % of Total Volume : 1.57

Day (16 hrs) % of Total Volume : 90.00

Data for Segment # 1: Dundas St E (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 : 83.00 / 83.00 m

Receiver height : 7.50 / 7.50 m

Topography : 1 (Flat/gentle slope; no barrier)

Results segment # 1: Dundas St E (day)

Source height = 1.12 m

ROAD (0.00 + 53.97 + 0.00) = 53.97 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.49	66.21	0.00	-11.08	-1.16	0.00	0.00	0.00	53.97

Segment Leq : 53.97 dBA

Total Leq All Segments: 53.97 dBA

Results segment # 1: Dundas St E (night)

Source height = 1.12 m

ROAD (0.00 + 47.43 + 0.00) = 47.43 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
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-90	90	0.49	59.67	0.00	-11.08	-1.16	0.00	0.00	0.00	47.43
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Segment Leq : 47.43 dBA

Total Leq All Segments: 47.43 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 68.45

(NIGHT): 67.66

Filename: loc5.te Time Period: Day/Night 16/8 hours
 Description: Location 5 - 7 Storey Apt (Block A)

Rail data, segment # 1: CP Bellevill (day/night)

Train Type	! Trains ! (Left)	! Trains ! (Right)	! Speed ! (km/h)	!# loc !/Train!	!# Cars !/Train!	! Eng ! type	!Cont !weld
1. Freight	! 4.9/2.1	! 4.9/2.1	! 100.0	! 4.0	!211.0	!Diesel!	! Yes

Data for Segment # 1: CP Bellevill (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 : 68.00 / 68.00 m
 Receiver height : 22.00 / 22.00 m
 Topography : 1 (Flat/gentle slope; no barrier)
 Whistle Angle : 0 deg Track 1

Results segment # 1: CP Bellevill (day)

LOCOMOTIVE (0.00 + 70.24 + 0.00) = 70.24 dBA

Angle1	Angle2	Alpha	RefLeq	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	76.81	-6.56	0.00	0.00	0.00	0.00	70.24

WHEEL (0.00 + 62.23 + 0.00) = 62.23 dBA

Angle1	Angle2	Alpha	RefLeq	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.08	69.50	-7.06	-0.21	0.00	0.00	0.00	62.23

LEFT WHISTLE (0.00 + 58.50 + 0.00) = 58.50 dBA

Angle1	Angle2	Alpha	RefLeq	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-80	0	0.00	68.56	-6.56	-3.50	0.00	0.00	0.00	58.50

RIGHT WHISTLE (0.00 + 58.50 + 0.00) = 58.50 dBA

Angle1	Angle2	Alpha	RefLeq	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
0	80	0.00	68.56	-6.56	-3.50	0.00	0.00	0.00	58.50

Segment Leq : 71.35 dBA

Total Leq All Segments: 71.35 dBA

Results segment # 1: CP Bellevill (night)

 LOCOMOTIVE (0.00 + 69.57 + 0.00) = 69.57 dBA
 Angle1 Angle2 Alpha RefLeq D.Adj F.Adj W.Adj H.Adj B.Adj SubLeq

 -90 90 0.00 76.14 -6.56 0.00 0.00 0.00 0.00 69.57

WHEEL (0.00 + 61.56 + 0.00) = 61.56 dBA
 Angle1 Angle2 Alpha RefLeq D.Adj F.Adj W.Adj H.Adj B.Adj SubLeq

 -90 90 0.08 68.83 -7.06 -0.21 0.00 0.00 0.00 61.56

LEFT WHISTLE (0.00 + 57.83 + 0.00) = 57.83 dBA
 Angle1 Angle2 Alpha RefLeq D.Adj F.Adj W.Adj H.Adj B.Adj SubLeq

 -80 0 0.00 67.89 -6.56 -3.50 0.00 0.00 0.00 57.83

RIGHT WHISTLE (0.00 + 57.83 + 0.00) = 57.83 dBA
 Angle1 Angle2 Alpha RefLeq D.Adj F.Adj W.Adj H.Adj B.Adj SubLeq

 0 80 0.00 67.89 -6.56 -3.50 0.00 0.00 0.00 57.83

Segment Leq : 70.68 dBA

Total Leq All Segments: 70.68 dBA

Road data, segment # 1: Dundas St E (day/night)

 Car traffic volume : 12265/1363 veh/TimePeriod *
 Medium truck volume : 199/22 veh/TimePeriod *
 Heavy truck volume : 199/22 veh/TimePeriod *
 Posted speed limit : 60 km/h
 Road gradient : 0 %
 Road pavement : 1 (Typical asphalt or concrete)

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

24 hr Traffic Volume (AADT or SADT): 14070
 Percentage of Annual Growth : 0.00
 Number of Years of Growth : 10.00
 Medium Truck % of Total Volume : 1.57
 Heavy Truck % of Total Volume : 1.57
 Day (16 hrs) % of Total Volume : 90.00

Data for Segment # 1: Dundas St E (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 : 63.00 / 63.00 m
 Receiver height : 22.00 / 22.00 m
 Topography : 1 (Flat/gentle slope; no barrier)

Results segment # 1: Dundas St E (day)

Source height = 1.12 m

ROAD (0.00 + 59.47 + 0.00) = 59.47 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.06	66.21	0.00	-6.58	-0.16	0.00	0.00	0.00	59.47

Segment Leq : 59.47 dBA

Total Leq All Segments: 59.47 dBA

Results segment # 1: Dundas St E (night)

Source height = 1.12 m

ROAD (0.00 + 52.92 + 0.00) = 52.92 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.06	59.67	0.00	-6.58	-0.16	0.00	0.00	0.00	52.92

Segment Leq : 52.92 dBA

Total Leq All Segments: 52.92 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 71.62
(NIGHT): 70.75

Filename: loc6.te Time Period: Day/Night 16/8 hours
 Description: Location 6 - 7 Storey Apt (Block A)

Rail data, segment # 1: CP Bellevill (day/night)

Train Type	! Trains ! (Left)	! Trains ! (Right)	! Speed ! (km/h)	!# loc !/Train!	!# Cars !/Train!	! Eng ! type	!Cont !weld
1. Freight	! 4.9/2.1	! 4.9/2.1	! 100.0	! 4.0	!211.0	!Diesel!	! Yes

Data for Segment # 1: CP Bellevill (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 : 83.00 / 83.00 m
 Receiver height : 22.00 / 22.00 m
 Topography : 1 (Flat/gentle slope; no barrier)
 Whistle Angle : -55 deg Track 1

Results segment # 1: CP Bellevill (day)

LOCOMOTIVE (0.00 + 69.42 + 0.00) = 69.42 dBA

Angle1	Angle2	Alpha	RefLeq	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	76.85	-7.43	0.00	0.00	0.00	0.00	69.42

WHEEL (0.00 + 61.34 + 0.00) = 61.34 dBA

Angle1	Angle2	Alpha	RefLeq	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.08	69.54	-7.99	-0.21	0.00	0.00	0.00	61.34

LEFT WHISTLE (0.00 + 52.76 + 0.00) = 52.76 dBA

Angle1	Angle2	Alpha	RefLeq	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-81	-55	0.00	68.61	-7.43	-8.42	0.00	0.00	0.00	52.76

RIGHT WHISTLE (0.00 + 59.72 + 0.00) = 59.72 dBA

Angle1	Angle2	Alpha	RefLeq	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-55	74	0.00	68.61	-7.43	-1.46	0.00	0.00	0.00	59.72

Segment Leq : 70.51 dBA

Total Leq All Segments: 70.51 dBA

Results segment # 1: CP Bellevill (night)

 LOCOMOTIVE (0.00 + 68.71 + 0.00) = 68.71 dBA
 Angle1 Angle2 Alpha RefLeq D.Adj F.Adj W.Adj H.Adj B.Adj SubLeq

 -90 90 0.00 76.14 -7.43 0.00 0.00 0.00 0.00 68.71

WHEEL (0.00 + 60.63 + 0.00) = 60.63 dBA
 Angle1 Angle2 Alpha RefLeq D.Adj F.Adj W.Adj H.Adj B.Adj SubLeq

 -90 90 0.08 68.83 -7.99 -0.21 0.00 0.00 0.00 60.63

LEFT WHISTLE (0.00 + 52.04 + 0.00) = 52.04 dBA
 Angle1 Angle2 Alpha RefLeq D.Adj F.Adj W.Adj H.Adj B.Adj SubLeq

 -81 -55 0.00 67.89 -7.43 -8.42 0.00 0.00 0.00 52.04

RIGHT WHISTLE (0.00 + 59.00 + 0.00) = 59.00 dBA
 Angle1 Angle2 Alpha RefLeq D.Adj F.Adj W.Adj H.Adj B.Adj SubLeq

 -55 74 0.00 67.89 -7.43 -1.46 0.00 0.00 0.00 59.00

Segment Leq : 69.80 dBA

Total Leq All Segments: 69.80 dBA

Road data, segment # 1: Dundas St E (day/night)

 Car traffic volume : 12265/1363 veh/TimePeriod *
 Medium truck volume : 199/22 veh/TimePeriod *
 Heavy truck volume : 199/22 veh/TimePeriod *
 Posted speed limit : 60 km/h
 Road gradient : 0 %
 Road pavement : 1 (Typical asphalt or concrete)

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

24 hr Traffic Volume (AADT or SADT): 14070
 Percentage of Annual Growth : 0.00
 Number of Years of Growth : 10.00
 Medium Truck % of Total Volume : 1.57
 Heavy Truck % of Total Volume : 1.57
 Day (16 hrs) % of Total Volume : 90.00

Data for Segment # 1: Dundas St E (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 : 43.00 / 43.00 m
 Receiver height : 22.00 / 22.00 m
 Topography : 1 (Flat/gentle slope; no barrier)

Results segment # 1: Dundas St E (day)

Source height = 1.12 m

ROAD (0.00 + 61.22 + 0.00) = 61.22 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
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-90	90	0.06	66.21	0.00	-4.83	-0.16	0.00	0.00	0.00	61.22
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Segment Leq : 61.22 dBA

Total Leq All Segments: 61.22 dBA

Results segment # 1: Dundas St E (night)

Source height = 1.12 m

ROAD (0.00 + 54.68 + 0.00) = 54.68 dBA

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

-90	90	0.06	59.67	0.00	-4.83	-0.16	0.00	0.00	0.00	54.68
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Segment Leq : 54.68 dBA

Total Leq All Segments: 54.68 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 70.99

(NIGHT): 69.93

Filename: loc7.te Time Period: Day/Night 16/8 hours
 Description: Location 6 - Stacked TH (Block G)

Rail data, segment # 1: CP Bellevill (day/night)

Train Type	! Trains ! (Left)	! Trains ! (Right)	! Speed ! (km/h)	!# loc !/Train!	!# Cars !/Train!	! Eng ! type	!Cont !weld
1. Freight	! 4.9/2.1	! 4.9/2.1	! 100.0	! 4.0	!211.0	!Diesel!	! Yes

Data for Segment # 1: CP Bellevill (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
 Wood depth : 0 (No woods.)
 No of house rows : 1 / 1
 House density : 40 %
 Surface : 1 (Absorptive ground surface)
 Receiver source distance : 86.00 / 86.00 m
 Receiver height : 7.50 / 7.50 m
 Topography : 1 (Flat/gentle slope; no barrier)
 Whistle Angle : 70 deg Track 1

Results segment # 1: CP Bellevill (day)

LOCOMOTIVE (0.00 + 63.16 + 0.00) = 63.16 dBA

Angle1	Angle2	Alpha	RefLeq	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.41	76.81	-10.66	-0.99	0.00	-2.00	0.00	63.16

WHEEL (0.00 + 54.85 + 0.00) = 54.85 dBA

Angle1	Angle2	Alpha	RefLeq	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.51	69.50	-11.45	-1.19	0.00	-2.00	0.00	54.85

LEFT WHISTLE (0.00 + 54.12 + 0.00) = 54.12 dBA

Angle1	Angle2	Alpha	RefLeq	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-62	70	0.41	68.56	-10.66	-1.78	0.00	-2.00	0.00	54.12

RIGHT WHISTLE (0.00 + 41.70 + 0.00) = 41.70 dBA

Angle1	Angle2	Alpha	RefLeq	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
70	82	0.41	68.56	-10.66	-14.21	0.00	-2.00	0.00	41.70

Segment Leq : 64.23 dBA

Total Leq All Segments: 64.23 dBA

Results segment # 1: CP Bellevill (night)

 LOCOMOTIVE (0.00 + 62.49 + 0.00) = 62.49 dBA
 Angle1 Angle2 Alpha RefLeq D.Adj F.Adj W.Adj H.Adj B.Adj SubLeq

 -90 90 0.41 76.14 -10.66 -0.99 0.00 -2.00 0.00 62.49

WHEEL (0.00 + 54.18 + 0.00) = 54.18 dBA
 Angle1 Angle2 Alpha RefLeq D.Adj F.Adj W.Adj H.Adj B.Adj SubLeq

 -90 90 0.51 68.83 -11.45 -1.19 0.00 -2.00 0.00 54.18

LEFT WHISTLE (0.00 + 53.45 + 0.00) = 53.45 dBA
 Angle1 Angle2 Alpha RefLeq D.Adj F.Adj W.Adj H.Adj B.Adj SubLeq

 -62 70 0.41 67.89 -10.66 -1.78 0.00 -2.00 0.00 53.45

RIGHT WHISTLE (0.00 + 41.03 + 0.00) = 41.03 dBA
 Angle1 Angle2 Alpha RefLeq D.Adj F.Adj W.Adj H.Adj B.Adj SubLeq

 70 82 0.41 67.89 -10.66 -14.21 0.00 -2.00 0.00 41.03

Segment Leq : 63.56 dBA

Total Leq All Segments: 63.56 dBA

Road data, segment # 1: Dundas St E (day/night)

 Car traffic volume : 12265/1363 veh/TimePeriod *
 Medium truck volume : 199/22 veh/TimePeriod *
 Heavy truck volume : 199/22 veh/TimePeriod *
 Posted speed limit : 60 km/h
 Road gradient : 0 %
 Road pavement : 1 (Typical asphalt or concrete)

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

24 hr Traffic Volume (AADT or SADT): 14070
 Percentage of Annual Growth : 0.00
 Number of Years of Growth : 10.00
 Medium Truck % of Total Volume : 1.57
 Heavy Truck % of Total Volume : 1.57
 Day (16 hrs) % of Total Volume : 90.00

Data for Segment # 1: Dundas St E (day/night)

 Angle1 Angle2 : -90.00 deg 90.00 deg
 Wood depth : 0 (No woods.)
 No of house rows : 1 / 1
 House density : 40 %
 Surface : 1 (Absorptive ground surface)
 Receiver source distance : 139.00 / 139.00 m
 Receiver height : 7.50 / 7.50 m
 Topography : 1 (Flat/gentle slope; no barrier)

Results segment # 1: Dundas St E (day)

 Source height = 1.12 m

ROAD (0.00 + 48.65 + 0.00) = 48.65 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.49	66.21	0.00	-14.42	-1.16	0.00	-1.98	0.00	48.65

Segment Leq : 48.65 dBA

Total Leq All Segments: 48.65 dBA

Results segment # 1: Dundas St E (night)

Source height = 1.12 m

ROAD (0.00 + 42.11 + 0.00) = 42.11 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.49	59.67	0.00	-14.42	-1.16	0.00	-1.98	0.00	42.11

Segment Leq : 42.11 dBA

Total Leq All Segments: 42.11 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 64.35
(NIGHT): 63.59

Filename: loc7r.te Time Period: Day/Night 16/8 hours
 Description: Location 7 - Rear yard (Block G)

Rail data, segment # 1: CP Bellevill (day/night)

Train Type	! Trains !	! Speed ! (km/h)	!# loc !/Train!	!# Cars !/Train!	! Eng ! type	!Cont !weld
1. Freight	! 9.8/4.2 !	! 100.0 !	! 4.0 !	!211.0 !	!Diesel!	! Yes

Data for Segment # 1: CP Bellevill (day/night)

Angle1 Angle2 : -20.00 deg 90.00 deg
 Wood depth : 0 (No woods.)
 No of house rows : 2
 House density : 57 %
 Surface : 1 (Absorptive ground surface)
 Receiver source distance : 121.00 m
 Receiver height : 1.50 m
 Topography : 1 (Flat/gentle slope; no barrier)
 No Whistle

Results segment # 1: CP Bellevill (day)

LOCOMOTIVE (0.00 + 54.57 + 0.00) = 54.57 dBA

Angle1	Angle2	Alpha	RefLeq	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-20	90	0.58	76.81	-14.37	-3.21	0.00	-4.66	0.00	54.57

WHEEL (0.00 + 46.48 + 0.00) = 46.48 dBA

Angle1	Angle2	Alpha	RefLeq	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-20	90	0.66	69.50	-15.05	-3.31	0.00	-4.66	0.00	46.48

Segment Leq : 55.20 dBA

Total Leq All Segments: 55.20 dBA

Results segment # 1: CP Bellevill (night)

LOCOMOTIVE (0.00 + 56.34 + 0.00) = 56.34 dBA

Angle1	Angle2	Alpha	RefLeq	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-20	90	0.50	76.14	-13.56	-3.08	0.00	-3.16	0.00	56.34

WHEEL (0.00 + 47.94 + 0.00) = 47.94 dBA

Angle1	Angle2	Alpha	RefLeq	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-20	90	0.60	68.83	-14.51	-3.23	0.00	-3.16	0.00	47.94

Segment Leq : 56.93 dBA

Total Leq All Segments: 56.93 dBA

Road data, segment # 1: Dundas St E (day/night)

Car traffic volume : 12265/1363 veh/TimePeriod *
Medium truck volume : 199/22 veh/TimePeriod *
Heavy truck volume : 199/22 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

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

24 hr Traffic Volume (AADT or SADT): 14070
Percentage of Annual Growth : 0.00
Number of Years of Growth : 10.00
Medium Truck % of Total Volume : 1.57
Heavy Truck % of Total Volume : 1.57
Day (16 hrs) % of Total Volume : 90.00

Data for Segment # 1: Dundas St E (day/night)

Angle1 Angle2 : -20.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 1
House density : 57 %
Surface : 1 (Absorptive ground surface)
Receiver source distance : 193.00 m
Receiver height : 1.50 m
Topography : 1 (Flat/gentle slope; no barrier)

Results segment # 1: Dundas St E (day)

Source height = 1.12 m

ROAD (0.00 + 41.42 + 0.00) = 41.42 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-20	90	0.66	66.21	0.00	-18.42	-3.31	0.00	-3.07	0.00	41.42

Segment Leq : 41.42 dBA

Total Leq All Segments: 41.42 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 55.38

Filename: loc8.te Time Period: Day/Night 16/8 hours
 Description: Location 8 - 2 TH (Block I)

Rail data, segment # 1: CP Bellevill (day/night)

Train Type	! Trains ! (Left)	! Trains ! (Right)	! Speed ! (km/h)	!# loc !/Train!	!# Cars !/Train!	! Eng ! type	!Cont !weld
1. Freight	! 4.9/2.1	! 4.9/2.1	! 100.0	! 4.0	!211.0	!Diesel!	! Yes

Data for Segment # 1: CP Bellevill (day/night)

 Angle1 Angle2 : -90.00 deg 90.00 deg
 Wood depth : 0 (No woods.)
 No of house rows : 1 / 1
 House density : 40 %
 Surface : 1 (Absorptive ground surface)
 Receiver source distance : 131.00 / 131.00 m
 Receiver height : 4.50 / 4.50 m
 Topography : 1 (Flat/gentle slope; no barrier)
 Whistle Angle : 54 deg Track 1

Results segment # 1: CP Bellevill (day)

 LOCOMOTIVE (0.00 + 59.58 + 0.00) = 59.58 dBA
 Angle1 Angle2 Alpha RefLeq D.Adj F.Adj W.Adj H.Adj B.Adj SubLeq

 -90 90 0.50 76.81 -14.07 -1.17 0.00 -1.99 0.00 59.58

WHEEL (0.00 + 51.09 + 0.00) = 51.09 dBA
 Angle1 Angle2 Alpha RefLeq D.Adj F.Adj W.Adj H.Adj B.Adj SubLeq

 -90 90 0.60 69.50 -15.06 -1.35 0.00 -1.99 0.00 51.09

LEFT WHISTLE (0.00 + 50.11 + 0.00) = 50.11 dBA
 Angle1 Angle2 Alpha RefLeq D.Adj F.Adj W.Adj H.Adj B.Adj SubLeq

 -59 54 0.50 68.56 -14.07 -2.39 0.00 -1.99 0.00 50.11

RIGHT WHISTLE (0.00 + 41.66 + 0.00) = 41.66 dBA
 Angle1 Angle2 Alpha RefLeq D.Adj F.Adj W.Adj H.Adj B.Adj SubLeq

 54 77 0.50 68.56 -14.07 -10.84 0.00 -1.99 0.00 41.66

Segment Leq : 60.62 dBA

Total Leq All Segments: 60.62 dBA

Results segment # 1: CP Bellevill (night)

 LOCOMOTIVE (0.00 + 58.91 + 0.00) = 58.91 dBA
 Angle1 Angle2 Alpha RefLeq D.Adj F.Adj W.Adj H.Adj B.Adj SubLeq

 -90 90 0.50 76.14 -14.07 -1.17 0.00 -1.99 0.00 58.91

WHEEL (0.00 + 50.42 + 0.00) = 50.42 dBA
 Angle1 Angle2 Alpha RefLeq D.Adj F.Adj W.Adj H.Adj B.Adj SubLeq

 -90 90 0.60 68.83 -15.06 -1.35 0.00 -1.99 0.00 50.42

LEFT WHISTLE (0.00 + 49.44 + 0.00) = 49.44 dBA
 Angle1 Angle2 Alpha RefLeq D.Adj F.Adj W.Adj H.Adj B.Adj SubLeq

 -59 54 0.50 67.89 -14.07 -2.39 0.00 -1.99 0.00 49.44

RIGHT WHISTLE (0.00 + 40.99 + 0.00) = 40.99 dBA
 Angle1 Angle2 Alpha RefLeq D.Adj F.Adj W.Adj H.Adj B.Adj SubLeq

 54 77 0.50 67.89 -14.07 -10.84 0.00 -1.99 0.00 40.99

Segment Leq : 59.95 dBA

Total Leq All Segments: 59.95 dBA

Road data, segment # 1: Dundas St E (day/night)

 Car traffic volume : 12265/1363 veh/TimePeriod *
 Medium truck volume : 199/22 veh/TimePeriod *
 Heavy truck volume : 199/22 veh/TimePeriod *
 Posted speed limit : 60 km/h
 Road gradient : 0 %
 Road pavement : 1 (Typical asphalt or concrete)

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

24 hr Traffic Volume (AADT or SADT): 14070
 Percentage of Annual Growth : 0.00
 Number of Years of Growth : 10.00
 Medium Truck % of Total Volume : 1.57
 Heavy Truck % of Total Volume : 1.57
 Day (16 hrs) % of Total Volume : 90.00

Data for Segment # 1: Dundas St E (day/night)

 Angle1 Angle2 : -90.00 deg 90.00 deg
 Wood depth : 0 (No woods.)
 No of house rows : 1 / 1
 House density : 40 %
 Surface : 1 (Absorptive ground surface)
 Receiver source distance : 182.00 / 182.00 m
 Receiver height : 4.50 / 4.50 m
 Topography : 1 (Flat/gentle slope; no barrier)

Results segment # 1: Dundas St E (day)

Source height = 1.12 m

ROAD (0.00 + 45.80 + 0.00) = 45.80 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.58	66.21	0.00	-17.14	-1.32	0.00	-1.95	0.00	45.80

Segment Leq : 45.80 dBA

Total Leq All Segments: 45.80 dBA

Results segment # 1: Dundas St E (night)

Source height = 1.12 m

ROAD (0.00 + 39.26 + 0.00) = 39.26 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.58	59.67	0.00	-17.14	-1.32	0.00	-1.95	0.00	39.26

Segment Leq : 39.26 dBA

Total Leq All Segments: 39.26 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 60.76
(NIGHT): 59.99

Filename: loc9.te Time Period: Day/Night 16/8 hours
 Description: Location 9 - 2 TH (Block I)

Rail data, segment # 1: CP Bellevill (day/night)

Train Type	! Trains ! (Left)	! Trains ! (Right)	! Speed ! (km/h)	!# loc !/Train!	!# Cars !/Train!	! Eng ! type	!Cont !weld
1. Freight	! 4.9/2.1	! 4.9/2.1	! 100.0	! 4.0	!211.0	!Diesel!	! Yes

Data for Segment # 1: CP Bellevill (day/night)

 Angle1 Angle2 : -90.00 deg 90.00 deg
 Wood depth : 0 (No woods.)
 No of house rows : 1 / 1
 House density : 40 %
 Surface : 1 (Absorptive ground surface)
 Receiver source distance : 128.00 / 128.00 m
 Receiver height : 4.50 / 4.50 m
 Topography : 1 (Flat/gentle slope; no barrier)
 Whistle Angle : 30 deg Track 1

Results segment # 1: CP Bellevill (day)

LOCOMOTIVE (0.00 + 59.73 + 0.00) = 59.73 dBA

Angle1	Angle2	Alpha	RefLeq	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.50	76.81	-13.92	-1.17	0.00	-1.99	0.00	59.73

WHEEL (0.00 + 51.25 + 0.00) = 51.25 dBA

Angle1	Angle2	Alpha	RefLeq	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.60	69.50	-14.90	-1.35	0.00	-1.99	0.00	51.25

LEFT WHISTLE (0.00 + 49.61 + 0.00) = 49.61 dBA

Angle1	Angle2	Alpha	RefLeq	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-69	30	0.50	68.56	-13.92	-3.04	0.00	-1.99	0.00	49.61

RIGHT WHISTLE (0.00 + 45.45 + 0.00) = 45.45 dBA

Angle1	Angle2	Alpha	RefLeq	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
30	75	0.50	68.56	-13.92	-7.20	0.00	-1.99	0.00	45.45

Segment Leq : 60.79 dBA

Total Leq All Segments: 60.79 dBA

Results segment # 1: CP Bellevill (night)

 LOCOMOTIVE (0.00 + 59.06 + 0.00) = 59.06 dBA
 Angle1 Angle2 Alpha RefLeq D.Adj F.Adj W.Adj H.Adj B.Adj SubLeq

 -90 90 0.50 76.14 -13.92 -1.17 0.00 -1.99 0.00 59.06

WHEEL (0.00 + 50.58 + 0.00) = 50.58 dBA
 Angle1 Angle2 Alpha RefLeq D.Adj F.Adj W.Adj H.Adj B.Adj SubLeq

 -90 90 0.60 68.83 -14.90 -1.35 0.00 -1.99 0.00 50.58

LEFT WHISTLE (0.00 + 48.94 + 0.00) = 48.94 dBA
 Angle1 Angle2 Alpha RefLeq D.Adj F.Adj W.Adj H.Adj B.Adj SubLeq

 -69 30 0.50 67.89 -13.92 -3.04 0.00 -1.99 0.00 48.94

RIGHT WHISTLE (0.00 + 44.78 + 0.00) = 44.78 dBA
 Angle1 Angle2 Alpha RefLeq D.Adj F.Adj W.Adj H.Adj B.Adj SubLeq

 30 75 0.50 67.89 -13.92 -7.20 0.00 -1.99 0.00 44.78

Segment Leq : 60.12 dBA

Total Leq All Segments: 60.12 dBA

Road data, segment # 1: Dundas St E (day/night)

 Car traffic volume : 12265/1363 veh/TimePeriod *
 Medium truck volume : 199/22 veh/TimePeriod *
 Heavy truck volume : 199/22 veh/TimePeriod *
 Posted speed limit : 60 km/h
 Road gradient : 0 %
 Road pavement : 1 (Typical asphalt or concrete)

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

24 hr Traffic Volume (AADT or SADT): 14070
 Percentage of Annual Growth : 0.00
 Number of Years of Growth : 10.00
 Medium Truck % of Total Volume : 1.57
 Heavy Truck % of Total Volume : 1.57
 Day (16 hrs) % of Total Volume : 90.00

Data for Segment # 1: Dundas St E (day/night)

 Angle1 Angle2 : -90.00 deg 90.00 deg
 Wood depth : 0 (No woods.)
 No of house rows : 1 / 1
 House density : 40 %
 Surface : 1 (Absorptive ground surface)
 Receiver source distance : 145.00 / 145.00 m
 Receiver height : 4.50 / 4.50 m
 Topography : 1 (Flat/gentle slope; no barrier)

Results segment # 1: Dundas St E (day)

Source height = 1.12 m

ROAD (0.00 + 47.33 + 0.00) = 47.33 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.58	66.21	0.00	-15.58	-1.32	0.00	-1.98	0.00	47.33

Segment Leq : 47.33 dBA

Total Leq All Segments: 47.33 dBA

Results segment # 1: Dundas St E (night)

Source height = 1.12 m

ROAD (0.00 + 40.79 + 0.00) = 40.79 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.58	59.67	0.00	-15.58	-1.32	0.00	-1.98	0.00	40.79

Segment Leq : 40.79 dBA

Total Leq All Segments: 40.79 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 60.98
(NIGHT): 60.17

Filename: loc10.te Time Period: Day/Night 16/8 hours
 Description: Location 10 - 2 TH (Block B)

Rail data, segment # 1: CP Bellevill (day/night)

```

-----
Train          ! Trains      ! Trains      ! Speed !# loc !# Cars! Eng !Cont
Type          ! (Left)     ! (Right)     !(km/h) !/Train!/Train! type !weld
-----+-----+-----+-----+-----+-----+-----
  1. Freight   !  4.9/2.1   !  4.9/2.1   ! 100.0 !  4.0 !211.0 !Diesel! Yes
  
```

Data for Segment # 1: CP Bellevill (day/night)

```

-----
Angle1  Angle2      : -90.00 deg  0.00 deg
Wood depth      :           0   (No woods.)
No of house rows :           1 / 1
House density   :          40 %
Surface         :           1   (Absorptive ground surface)
Receiver source distance : 167.00 / 167.00 m
Receiver height :           7.50 / 7.50 m
Topography      :           1   (Flat/gentle slope; no barrier)
Whistle Angle  :          -45 deg  Track 1
  
```

Rail data, segment # 2: CP Bellevill (day/night)

```

-----
Train          ! Trains      ! Trains      ! Speed !# loc !# Cars! Eng !Cont
Type          ! (Left)     ! (Right)     !(km/h) !/Train!/Train! type !weld
-----+-----+-----+-----+-----+-----
  1.           !  4.9/2.1   !  4.9/2.1   ! 100.0 !  4.0 !211.0 !Diesel! Yes
  
```

Data for Segment # 2: CP Bellevill (day/night)

```

-----
Angle1  Angle2      :   0.00 deg  90.00 deg
Wood depth      :           0   (No woods.)
No of house rows :           0 / 1
House density   :          20 %
Surface         :           1   (Absorptive ground surface)
Receiver source distance : 167.00 / 167.00 m
Receiver height :           7.50 / 7.50 m
Topography      :           1   (Flat/gentle slope; no barrier)
Whistle Angle  :          -45 deg  Track 1
  
```

Results segment # 1: CP Bellevill (day)

LOCOMOTIVE (0.00 + 56.14 + 0.00) = 56.14 dBA

Angle1	Angle2	Alpha	RefLeq	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	0	0.41	76.81	-14.71	-4.00	0.00	-1.96	0.00	56.14

WHEEL (0.00 + 47.53 + 0.00) = 47.53 dBA

Angle1	Angle2	Alpha	RefLeq	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	0	0.51	69.50	-15.80	-4.20	0.00	-1.96	0.00	47.53

LEFT WHISTLE (0.00 + 42.67 + 0.00) = 42.67 dBA

Angle1	Angle2	Alpha	RefLeq	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-74	-45	0.41	68.56	-14.71	-9.22	0.00	-1.96	0.00	42.67

RIGHT WHISTLE (0.00 + 45.69 + 0.00) = 45.69 dBA

Angle1	Angle2	Alpha	RefLeq	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-45	0	0.41	68.56	-14.71	-6.21	0.00	-1.96	0.00	45.69

Segment Leq : 57.19 dBA

Results segment # 2: CP Bellevill (day)

LOCOMOTIVE (0.00 + 58.10 + 0.00) = 58.10 dBA

Angle1	Angle2	Alpha	RefLeq	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
0	90	0.41	76.81	-14.71	-4.00	0.00	0.00	0.00	58.10

WHEEL (0.00 + 49.49 + 0.00) = 49.49 dBA

Angle1	Angle2	Alpha	RefLeq	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
0	90	0.51	69.50	-15.80	-4.20	0.00	0.00	0.00	49.49

LEFT WHISTLE (0.00 + 42.67 + 0.00) = 0.00 dBA

Angle1	Angle2	Alpha	RefLeq	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
0	-45	0.00	68.56	0.00	-9.22	0.00	0.00	0.00	42.67

RIGHT WHISTLE (0.00 + 48.37 + 0.00) = 48.37 dBA

Angle1	Angle2	Alpha	RefLeq	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
0	54	0.41	68.56	-14.71	-5.48	0.00	0.00	0.00	48.37

Segment Leq : 59.05 dBA

Total Leq All Segments: 61.23 dBA

Results segment # 1: CP Bellevill (night)

LOCOMOTIVE (0.00 + 55.47 + 0.00) = 55.47 dBA

Angle1	Angle2	Alpha	RefLeq	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	0	0.41	76.14	-14.71	-4.00	0.00	-1.96	0.00	55.47

WHEEL (0.00 + 46.86 + 0.00) = 46.86 dBA

Angle1	Angle2	Alpha	RefLeq	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	0	0.51	68.83	-15.80	-4.20	0.00	-1.96	0.00	46.86

LEFT WHISTLE (0.00 + 42.00 + 0.00) = 42.00 dBA

Angle1	Angle2	Alpha	RefLeq	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-74	-45	0.41	67.89	-14.71	-9.22	0.00	-1.96	0.00	42.00

RIGHT WHISTLE (0.00 + 45.02 + 0.00) = 45.02 dBA

Angle1	Angle2	Alpha	RefLeq	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-45	0	0.41	67.89	-14.71	-6.21	0.00	-1.96	0.00	45.02

Segment Leq : 56.52 dBA

Results segment # 2: CP Bellevill (night)

LOCOMOTIVE (0.00 + 56.57 + 0.00) = 56.57 dBA

Angle1	Angle2	Alpha	RefLeq	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
0	90	0.41	76.14	-14.71	-4.00	0.00	-0.86	0.00	56.57

WHEEL (0.00 + 47.96 + 0.00) = 47.96 dBA

Angle1	Angle2	Alpha	RefLeq	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
0	90	0.51	68.83	-15.80	-4.20	0.00	-0.86	0.00	47.96

LEFT WHISTLE (0.00 + 42.00 + 0.00) = 0.00 dBA

Angle1	Angle2	Alpha	RefLeq	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
0	-45	0.41	67.89	-14.71	-9.22	0.00	-0.86	0.00	42.00

RIGHT WHISTLE (0.00 + 46.84 + 0.00) = 46.84 dBA

Angle1	Angle2	Alpha	RefLeq	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
0	54	0.41	67.89	-14.71	-5.48	0.00	-0.86	0.00	46.84

Segment Leq : 57.52 dBA

Total Leq All Segments: 60.06 dBA

Road data, segment # 1: Dundas St E (day/night)

Car traffic volume : 12265/1363 veh/TimePeriod *
Medium truck volume : 199/22 veh/TimePeriod *
Heavy truck volume : 199/22 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

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

24 hr Traffic Volume (AADT or SADT): 14070
Percentage of Annual Growth : 0.00
Number of Years of Growth : 10.00
Medium Truck % of Total Volume : 1.57
Heavy Truck % of Total Volume : 1.57
Day (16 hrs) % of Total Volume : 90.00

Data for Segment # 1: Dundas St E (day/night)

Angle1 Angle2 : -90.00 deg 0.00 deg
Wood depth : 0 (No woods.)
No of house rows : 1 / 1
House density : 40 %
Surface : 1 (Absorptive ground surface)
Receiver source distance : 122.00 / 122.00 m
Receiver height : 7.50 / 7.50 m
Topography : 1 (Flat/gentle slope; no barrier)

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

Car traffic volume : 12265/1363 veh/TimePeriod *
Medium truck volume : 199/22 veh/TimePeriod *
Heavy truck volume : 199/22 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

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

24 hr Traffic Volume (AADT or SADT): 14070
Percentage of Annual Growth : 0.00
Number of Years of Growth : 10.00
Medium Truck % of Total Volume : 1.57
Heavy Truck % of Total Volume : 1.57
Day (16 hrs) % of Total Volume : 90.00

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

Angle1 Angle2 : 0.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 1
House density : 20 %
Surface : 1 (Absorptive ground surface)
Receiver source distance : 122.00 / 122.00 m
Receiver height : 7.50 / 7.50 m
Topography : 1 (Flat/gentle slope; no barrier)

Results segment # 1: Dundas St E (day)

Source height = 1.12 m

ROAD (0.00 + 46.47 + 0.00) = 46.47 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	0	0.49	66.21	0.00	-13.58	-4.17	0.00	-2.00	0.00	46.47

Segment Leq : 46.47 dBA

Results segment # 2: Dundas St E (day)

Source height = 1.12 m

ROAD (0.00 + 48.47 + 0.00) = 48.47 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
0	90	0.49	66.21	0.00	-13.58	-4.17	0.00	0.00	0.00	48.47

Segment Leq : 48.47 dBA

Total Leq All Segments: 50.59 dBA

Results segment # 1: Dundas St E (night)

Source height = 1.12 m

ROAD (0.00 + 39.93 + 0.00) = 39.93 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	0	0.49	59.67	0.00	-13.58	-4.17	0.00	-2.00	0.00	39.93

Segment Leq : 39.93 dBA

Results segment # 2: Dundas St E (night)

Source height = 1.12 m

ROAD (0.00 + 41.03 + 0.00) = 41.03 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
0	90	0.49	59.67	0.00	-13.58	-4.17	0.00	-0.90	0.00	41.03

Segment Leq : 41.03 dBA

Total Leq All Segments: 43.53 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 61.59
(NIGHT): 60.15

Filename: loc11.te Time Period: Day/Night 16/8 hours
 Description: Location 11 - 2 TH (Block E)

Rail data, segment # 1: CP Bellevill (day/night)

Train Type	! Trains ! (Left)	! Trains ! (Right)	! Speed ! (km/h)	!# loc !/Train!	!# Cars !/Train!	! Eng ! type	!Cont !weld
1. Freight	! 4.9/2.1	! 4.9/2.1	! 100.0	! 4.0	!211.0	!Diesel!	! Yes

Data for Segment # 1: CP Bellevill (day/night)

 Angle1 Angle2 : -90.00 deg 90.00 deg
 Wood depth : 0 (No woods.)
 No of house rows : 2 / 2
 House density : 40 %
 Surface : 1 (Absorptive ground surface)
 Receiver source distance : 169.00 / 169.00 m
 Receiver height : 4.50 / 4.50 m
 Topography : 1 (Flat/gentle slope; no barrier)
 Whistle Angle : 40 deg Track 1

Results segment # 1: CP Bellevill (day)

LOCOMOTIVE (0.00 + 56.46 + 0.00) = 56.46 dBA

Angle1	Angle2	Alpha	RefLeq	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.50	76.81	-15.72	-1.17	0.00	-3.46	0.00	56.46

WHEEL (0.00 + 47.85 + 0.00) = 47.85 dBA

Angle1	Angle2	Alpha	RefLeq	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.60	69.50	-16.83	-1.35	0.00	-3.46	0.00	47.85

LEFT WHISTLE (0.00 + 46.39 + 0.00) = 46.39 dBA

Angle1	Angle2	Alpha	RefLeq	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-57	40	0.50	68.56	-15.72	-2.99	0.00	-3.46	0.00	46.39

RIGHT WHISTLE (0.00 + 40.64 + 0.00) = 40.64 dBA

Angle1	Angle2	Alpha	RefLeq	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
40	73	0.50	68.56	-15.72	-8.74	0.00	-3.46	0.00	40.64

Segment Leq : 57.47 dBA

Total Leq All Segments: 57.47 dBA

Results segment # 1: CP Bellevill (night)

 LOCOMOTIVE (0.00 + 55.79 + 0.00) = 55.79 dBA
 Angle1 Angle2 Alpha RefLeq D.Adj F.Adj W.Adj H.Adj B.Adj SubLeq

 -90 90 0.50 76.14 -15.72 -1.17 0.00 -3.46 0.00 55.79

WHEEL (0.00 + 47.19 + 0.00) = 47.19 dBA
 Angle1 Angle2 Alpha RefLeq D.Adj F.Adj W.Adj H.Adj B.Adj SubLeq

 -90 90 0.60 68.83 -16.83 -1.35 0.00 -3.46 0.00 47.19

LEFT WHISTLE (0.00 + 45.72 + 0.00) = 45.72 dBA
 Angle1 Angle2 Alpha RefLeq D.Adj F.Adj W.Adj H.Adj B.Adj SubLeq

 -57 40 0.50 67.89 -15.72 -2.99 0.00 -3.46 0.00 45.72

RIGHT WHISTLE (0.00 + 39.97 + 0.00) = 39.97 dBA
 Angle1 Angle2 Alpha RefLeq D.Adj F.Adj W.Adj H.Adj B.Adj SubLeq

 40 73 0.50 67.89 -15.72 -8.74 0.00 -3.46 0.00 39.97

Segment Leq : 56.80 dBA

Total Leq All Segments: 56.80 dBA

Road data, segment # 1: Dundas St E (day/night)

 Car traffic volume : 12265/1363 veh/TimePeriod *
 Medium truck volume : 199/22 veh/TimePeriod *
 Heavy truck volume : 199/22 veh/TimePeriod *
 Posted speed limit : 60 km/h
 Road gradient : 0 %
 Road pavement : 1 (Typical asphalt or concrete)

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

24 hr Traffic Volume (AADT or SADT): 14070
 Percentage of Annual Growth : 0.00
 Number of Years of Growth : 10.00
 Medium Truck % of Total Volume : 1.57
 Heavy Truck % of Total Volume : 1.57
 Day (16 hrs) % of Total Volume : 90.00

Data for Segment # 1: Dundas St E (day/night)

 Angle1 Angle2 : -90.00 deg 90.00 deg
 Wood depth : 0 (No woods.)
 No of house rows : 2 / 2
 House density : 40 %
 Surface : 1 (Absorptive ground surface)
 Receiver source distance : 198.00 / 198.00 m
 Receiver height : 4.50 / 4.50 m
 Topography : 1 (Flat/gentle slope; no barrier)

Results segment # 1: Dundas St E (day)

Source height = 1.12 m

ROAD (0.00 + 43.74 + 0.00) = 43.74 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.58	66.21	0.00	-17.72	-1.32	0.00	-3.43	0.00	43.74

Segment Leq : 43.74 dBA

Total Leq All Segments: 43.74 dBA

Results segment # 1: Dundas St E (night)

Source height = 1.12 m

ROAD (0.00 + 37.19 + 0.00) = 37.19 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.58	59.67	0.00	-17.72	-1.32	0.00	-3.43	0.00	37.19

Segment Leq : 37.19 dBA

Total Leq All Segments: 37.19 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 57.65
(NIGHT): 56.85

Filename: loc12.te Time Period: Day/Night 16/8 hours
 Description: Location 12 - 2 TH (Block E)

Rail data, segment # 1: CP Bellevill (day/night)

Train Type	! Trains ! (Left)	! Trains ! (Right)	! Speed ! (km/h)	!# loc !/Train!	!# Cars !/Train!	! Eng ! type	!Cont !weld
1. Freight	! 4.9/2.1	! 4.9/2.1	! 100.0	! 4.0	!211.0	!Diesel!	! Yes

Data for Segment # 1: CP Bellevill (day/night)

 Angle1 Angle2 : -90.00 deg 90.00 deg
 Wood depth : 0 (No woods.)
 No of house rows : 2 / 2
 House density : 40 %
 Surface : 1 (Absorptive ground surface)
 Receiver source distance : 216.00 / 216.00 m
 Receiver height : 4.50 / 4.50 m
 Topography : 1 (Flat/gentle slope; no barrier)
 Whistle Angle : -35 deg Track 1

Results segment # 1: CP Bellevill (day)

LOCOMOTIVE (0.00 + 54.90 + 0.00) = 54.90 dBA

Angle1	Angle2	Alpha	RefLeq	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.50	76.81	-17.32	-1.17	0.00	-3.42	0.00	54.90

WHEEL (0.00 + 46.19 + 0.00) = 46.19 dBA

Angle1	Angle2	Alpha	RefLeq	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.60	69.50	-18.53	-1.35	0.00	-3.42	0.00	46.19

LEFT WHISTLE (0.00 + 39.45 + 0.00) = 39.45 dBA

Angle1	Angle2	Alpha	RefLeq	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-69	-35	0.50	68.56	-17.32	-8.38	0.00	-3.42	0.00	39.45

RIGHT WHISTLE (0.00 + 44.30 + 0.00) = 44.30 dBA

Angle1	Angle2	Alpha	RefLeq	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-35	49	0.50	68.56	-17.32	-3.53	0.00	-3.42	0.00	44.30

Segment Leq : 55.87 dBA

Total Leq All Segments: 55.87 dBA

Results segment # 1: CP Bellevill (night)

 LOCOMOTIVE (0.00 + 54.23 + 0.00) = 54.23 dBA
 Angle1 Angle2 Alpha RefLeq D.Adj F.Adj W.Adj H.Adj B.Adj SubLeq

 -90 90 0.50 76.14 -17.32 -1.17 0.00 -3.42 0.00 54.23

WHEEL (0.00 + 45.52 + 0.00) = 45.52 dBA
 Angle1 Angle2 Alpha RefLeq D.Adj F.Adj W.Adj H.Adj B.Adj SubLeq

 -90 90 0.60 68.83 -18.53 -1.35 0.00 -3.42 0.00 45.52

LEFT WHISTLE (0.00 + 38.78 + 0.00) = 38.78 dBA
 Angle1 Angle2 Alpha RefLeq D.Adj F.Adj W.Adj H.Adj B.Adj SubLeq

 -69 -35 0.50 67.89 -17.32 -8.38 0.00 -3.42 0.00 38.78

RIGHT WHISTLE (0.00 + 43.63 + 0.00) = 43.63 dBA
 Angle1 Angle2 Alpha RefLeq D.Adj F.Adj W.Adj H.Adj B.Adj SubLeq

 -35 49 0.50 67.89 -17.32 -3.53 0.00 -3.42 0.00 43.63

Segment Leq : 55.20 dBA

Total Leq All Segments: 55.20 dBA

Road data, segment # 1: Dundas St E (day/night)

 Car traffic volume : 12265/1363 veh/TimePeriod *
 Medium truck volume : 199/22 veh/TimePeriod *
 Heavy truck volume : 199/22 veh/TimePeriod *
 Posted speed limit : 60 km/h
 Road gradient : 0 %
 Road pavement : 1 (Typical asphalt or concrete)

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

24 hr Traffic Volume (AADT or SADT): 14070
 Percentage of Annual Growth : 0.00
 Number of Years of Growth : 10.00
 Medium Truck % of Total Volume : 1.57
 Heavy Truck % of Total Volume : 1.57
 Day (16 hrs) % of Total Volume : 90.00

Data for Segment # 1: Dundas St E (day/night)

 Angle1 Angle2 : -90.00 deg 90.00 deg
 Wood depth : 0 (No woods.)
 No of house rows : 2 / 2
 House density : 40 %
 Surface : 1 (Absorptive ground surface)
 Receiver source distance : 180.00 / 180.00 m
 Receiver height : 4.50 / 4.50 m
 Topography : 1 (Flat/gentle slope; no barrier)

Results segment # 1: Dundas St E (day)

Source height = 1.12 m

ROAD (0.00 + 44.37 + 0.00) = 44.37 dBA

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

-90	90	0.58	66.21	0.00	-17.07	-1.32	0.00	-3.45	0.00	44.37
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Segment Leq : 44.37 dBA

Total Leq All Segments: 44.37 dBA

Results segment # 1: Dundas St E (night)

Source height = 1.12 m

ROAD (0.00 + 37.83 + 0.00) = 37.83 dBA

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

-90	90	0.58	59.67	0.00	-17.07	-1.32	0.00	-3.45	0.00	37.83
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Segment Leq : 37.83 dBA

Total Leq All Segments: 37.83 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 56.17

(NIGHT): 55.28

Filename: loc13.te Time Period: Day/Night 16/8 hours
 Description: Location 13 - Bungalofts (Block C)

Rail data, segment # 1: CP Bellevill (day/night)

Train Type	! Trains ! (Left)	! Trains ! (Right)	! Speed ! (km/h)	!# loc !/Train!	!# Cars !/Train!	! Eng ! type	!Cont !weld
1. Freight	! 4.9/2.1	! 4.9/2.1	! 100.0	! 4.0	!211.0	!Diesel!	! Yes

Data for Segment # 1: CP Bellevill (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
 Wood depth : 0 (No woods.)
 No of house rows : 3 / 3
 House density : 40 %
 Surface : 1 (Absorptive ground surface)
 Receiver source distance : 200.00 / 200.00 m
 Receiver height : 4.50 / 4.50 m
 Topography : 1 (Flat/gentle slope; no barrier)
 Whistle Angle : 35 deg Track 1

Results segment # 1: CP Bellevill (day)

LOCOMOTIVE (0.00 + 53.89 + 0.00) = 53.89 dBA

Angle1	Angle2	Alpha	RefLeq	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.50	76.81	-16.82	-1.17	0.00	-4.93	0.00	53.89

WHEEL (0.00 + 45.21 + 0.00) = 45.21 dBA

Angle1	Angle2	Alpha	RefLeq	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.60	69.50	-18.00	-1.35	0.00	-4.93	0.00	45.21

LEFT WHISTLE (0.00 + 43.43 + 0.00) = 43.43 dBA

Angle1	Angle2	Alpha	RefLeq	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-52	35	0.50	68.56	-16.82	-3.38	0.00	-4.93	0.00	43.43

RIGHT WHISTLE (0.00 + 38.54 + 0.00) = 38.54 dBA

Angle1	Angle2	Alpha	RefLeq	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
35	70	0.50	68.56	-16.82	-8.27	0.00	-4.93	0.00	38.54

Segment Leq : 54.88 dBA

Total Leq All Segments: 54.88 dBA

Results segment # 1: CP Bellevill (night)

 LOCOMOTIVE (0.00 + 53.22 + 0.00) = 53.22 dBA
 Angle1 Angle2 Alpha RefLeq D.Adj F.Adj W.Adj H.Adj B.Adj SubLeq

 -90 90 0.50 76.14 -16.82 -1.17 0.00 -4.93 0.00 53.22

WHEEL (0.00 + 44.54 + 0.00) = 44.54 dBA
 Angle1 Angle2 Alpha RefLeq D.Adj F.Adj W.Adj H.Adj B.Adj SubLeq

 -90 90 0.60 68.83 -18.00 -1.35 0.00 -4.93 0.00 44.54

LEFT WHISTLE (0.00 + 42.76 + 0.00) = 42.76 dBA
 Angle1 Angle2 Alpha RefLeq D.Adj F.Adj W.Adj H.Adj B.Adj SubLeq

 -52 35 0.50 67.89 -16.82 -3.38 0.00 -4.93 0.00 42.76

RIGHT WHISTLE (0.00 + 37.87 + 0.00) = 37.87 dBA
 Angle1 Angle2 Alpha RefLeq D.Adj F.Adj W.Adj H.Adj B.Adj SubLeq

 35 70 0.50 67.89 -16.82 -8.27 0.00 -4.93 0.00 37.87

Segment Leq : 54.21 dBA

Total Leq All Segments: 54.21 dBA

Road data, segment # 1: Dundas St E (day/night)

 Car traffic volume : 12265/1363 veh/TimePeriod *
 Medium truck volume : 199/22 veh/TimePeriod *
 Heavy truck volume : 199/22 veh/TimePeriod *
 Posted speed limit : 60 km/h
 Road gradient : 0 %
 Road pavement : 1 (Typical asphalt or concrete)

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

24 hr Traffic Volume (AADT or SADT): 14070
 Percentage of Annual Growth : 0.00
 Number of Years of Growth : 10.00
 Medium Truck % of Total Volume : 1.57
 Heavy Truck % of Total Volume : 1.57
 Day (16 hrs) % of Total Volume : 90.00

Data for Segment # 1: Dundas St E (day/night)

 Angle1 Angle2 : -90.00 deg 90.00 deg
 Wood depth : 0 (No woods.)
 No of house rows : 3 / 3
 House density : 40 %
 Surface : 1 (Absorptive ground surface)
 Receiver source distance : 236.00 / 236.00 m
 Receiver height : 4.50 / 4.50 m
 Topography : 1 (Flat/gentle slope; no barrier)

Results segment # 1: Dundas St E (day)

Source height = 1.12 m

ROAD (0.00 + 41.06 + 0.00) = 41.06 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.58	66.21	0.00	-18.93	-1.32	0.00	-4.90	0.00	41.06

Segment Leq : 41.06 dBA

Total Leq All Segments: 41.06 dBA

Results segment # 1: Dundas St E (night)

Source height = 1.12 m

ROAD (0.00 + 34.52 + 0.00) = 34.52 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.58	59.67	0.00	-18.93	-1.32	0.00	-4.90	0.00	34.52

Segment Leq : 34.52 dBA

Total Leq All Segments: 34.52 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 55.06
(NIGHT): 54.26

Filename: loc14.te Time Period: Day/Night 16/8 hours
 Description: Location 14 - Bungalofts (Block C)

Rail data, segment # 1: CP Bellevill (day/night)

Train Type	! Trains ! (Left)	! Trains ! (Right)	! Speed ! (km/h)	!# loc !/Train!	!# Cars !/Train!	! Eng ! type	!Cont !weld
1. Freight	! 4.9/2.1	! 4.9/2.1	! 100.0	! 4.0	!211.0	!Diesel!	! Yes

Data for Segment # 1: CP Bellevill (day/night)

 Angle1 Angle2 : -90.00 deg 90.00 deg
 Wood depth : 0 (No woods.)
 No of house rows : 4 / 4
 House density : 40 %
 Surface : 1 (Absorptive ground surface)
 Receiver source distance : 227.00 / 227.00 m
 Receiver height : 7.50 / 7.50 m
 Topography : 1 (Flat/gentle slope; no barrier)
 Whistle Angle : 30 deg Track 1

Results segment # 1: CP Bellevill (day)

LOCOMOTIVE (0.00 + 52.87 + 0.00) = 52.87 dBA

Angle1	Angle2	Alpha	RefLeq	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.41	76.85	-16.58	-0.99	0.00	-6.41	0.00	52.87

WHEEL (0.00 + 44.12 + 0.00) = 44.12 dBA

Angle1	Angle2	Alpha	RefLeq	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.51	69.54	-17.82	-1.19	0.00	-6.41	0.00	44.12

LEFT WHISTLE (0.00 + 41.91 + 0.00) = 41.91 dBA

Angle1	Angle2	Alpha	RefLeq	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-50	30	0.41	68.61	-16.58	-3.71	0.00	-6.41	0.00	41.91

RIGHT WHISTLE (0.00 + 37.95 + 0.00) = 37.95 dBA

Angle1	Angle2	Alpha	RefLeq	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
30	67	0.41	68.61	-16.58	-7.66	0.00	-6.41	0.00	37.95

Segment Leq : 53.82 dBA

Total Leq All Segments: 53.82 dBA

Results segment # 1: CP Bellevill (night)

 LOCOMOTIVE (0.00 + 52.16 + 0.00) = 52.16 dBA
 Angle1 Angle2 Alpha RefLeq D.Adj F.Adj W.Adj H.Adj B.Adj SubLeq

 -90 90 0.41 76.14 -16.58 -0.99 0.00 -6.41 0.00 52.16

WHEEL (0.00 + 43.41 + 0.00) = 43.41 dBA
 Angle1 Angle2 Alpha RefLeq D.Adj F.Adj W.Adj H.Adj B.Adj SubLeq

 -90 90 0.51 68.83 -17.82 -1.19 0.00 -6.41 0.00 43.41

LEFT WHISTLE (0.00 + 41.20 + 0.00) = 41.20 dBA
 Angle1 Angle2 Alpha RefLeq D.Adj F.Adj W.Adj H.Adj B.Adj SubLeq

 -50 30 0.41 67.89 -16.58 -3.71 0.00 -6.41 0.00 41.20

RIGHT WHISTLE (0.00 + 37.24 + 0.00) = 37.24 dBA
 Angle1 Angle2 Alpha RefLeq D.Adj F.Adj W.Adj H.Adj B.Adj SubLeq

 30 67 0.41 67.89 -16.58 -7.66 0.00 -6.41 0.00 37.24

Segment Leq : 53.11 dBA

Total Leq All Segments: 53.11 dBA

Road data, segment # 1: Dundas St E (day/night)

 Car traffic volume : 12265/1363 veh/TimePeriod *
 Medium truck volume : 199/22 veh/TimePeriod *
 Heavy truck volume : 199/22 veh/TimePeriod *
 Posted speed limit : 60 km/h
 Road gradient : 0 %
 Road pavement : 1 (Typical asphalt or concrete)

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

24 hr Traffic Volume (AADT or SADT): 14070
 Percentage of Annual Growth : 0.00
 Number of Years of Growth : 10.00
 Medium Truck % of Total Volume : 1.57
 Heavy Truck % of Total Volume : 1.57
 Day (16 hrs) % of Total Volume : 90.00

Data for Segment # 1: Dundas St E (day/night)

 Angle1 Angle2 : -90.00 deg 90.00 deg
 Wood depth : 0 (No woods.)
 No of house rows : 4 / 4
 House density : 40 %
 Surface : 1 (Absorptive ground surface)
 Receiver source distance : 263.00 / 263.00 m
 Receiver height : 7.50 / 7.50 m
 Topography : 1 (Flat/gentle slope; no barrier)

Results segment # 1: Dundas St E (day)

Source height = 1.12 m

ROAD (0.00 + 40.11 + 0.00) = 40.11 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
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-90	90	0.49	66.21	0.00	-18.55	-1.16	0.00	-6.39	0.00	40.11
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Segment Leq : 40.11 dBA

Total Leq All Segments: 40.11 dBA

Results segment # 1: Dundas St E (night)

Source height = 1.12 m

ROAD (0.00 + 33.57 + 0.00) = 33.57 dBA

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

-90	90	0.49	59.67	0.00	-18.55	-1.16	0.00	-6.39	0.00	33.57
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Segment Leq : 33.57 dBA

Total Leq All Segments: 33.57 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 54.00

(NIGHT): 53.16

Filename: loc15.te Time Period: Day/Night 16/8 hours
 Description: Location 15 - Singles (Block D)

Rail data, segment # 1: CP Bellevill (day/night)

```

-----
Train          ! Trains      ! Trains      ! Speed !# loc !# Cars! Eng  !Cont
Type          ! (Left)     ! (Right)     !(km/h) !/Train!/Train! type !weld
-----+-----+-----+-----+-----+-----+-----+-----
  1. Freight   !  4.9/2.1   !  4.9/2.1   ! 100.0 !  4.0 !211.0 !Diesel! Yes
  
```

Data for Segment # 1: CP Bellevill (day/night)

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-----
Angle1  Angle2      : -90.00 deg  0.00 deg
Wood depth      :           0   (No woods.)
No of house rows :           5 / 5
House density   :           80 %
Surface         :           1   (Absorptive ground surface)
Receiver source distance : 167.00 / 167.00 m
Receiver height :           4.50 / 4.50 m
Topography      :           1   (Flat/gentle slope; no barrier)
Whistle Angle  :           0 deg  Track 1
  
```

Rail data, segment # 2: CP Bellevill (day/night)

```

-----
Train          ! Trains      ! Trains      ! Speed !# loc !# Cars! Eng  !Cont
Type          ! (Left)     ! (Right)     !(km/h) !/Train!/Train! type !weld
-----+-----+-----+-----+-----+-----+-----+-----
  1.           !  4.9/2.1   !  4.9/2.1   ! 100.0 !  4.0 !211.0 !Diesel! Yes
  
```

Data for Segment # 2: CP Bellevill (day/night)

```

-----
Angle1  Angle2      :   0.00 deg  90.00 deg
Wood depth      :           0   (No woods.)
No of house rows :           0 / 1
House density   :           20 %
Surface         :           1   (Absorptive ground surface)
Receiver source distance : 337.00 / 337.00 m
Receiver height :           7.50 / 7.50 m
Topography      :           1   (Flat/gentle slope; no barrier)
Whistle Angle  :           0 deg  Track 1
  
```

Results segment # 1: CP Bellevill (day)

LOCOMOTIVE (0.00 + 45.50 + 0.00) = 45.50 dBA

Angle1	Angle2	Alpha	RefLeq	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	0	0.50	76.81	-15.65	-4.18	0.00	-11.48	0.00	45.50

WHEEL (0.00 + 36.90 + 0.00) = 36.90 dBA

Angle1	Angle2	Alpha	RefLeq	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	0	0.60	69.50	-16.75	-4.37	0.00	-11.48	0.00	36.90

LEFT WHISTLE (0.00 + 36.61 + 0.00) = 36.61 dBA

Angle1	Angle2	Alpha	RefLeq	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-67	0	0.00	68.56	0.00	-4.82	0.00	-11.48	0.00	36.61

Segment Leq : 46.53 dBA

Results segment # 2: CP Bellevill (day)

LOCOMOTIVE (0.00 + 53.82 + 0.00) = 53.82 dBA

Angle1	Angle2	Alpha	RefLeq	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
0	90	0.41	76.81	-18.99	-4.00	0.00	0.00	0.00	53.82

WHEEL (0.00 + 44.88 + 0.00) = 44.88 dBA

Angle1	Angle2	Alpha	RefLeq	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
0	90	0.51	69.50	-20.41	-4.20	0.00	0.00	0.00	44.88

LEFT WHISTLE (0.00 + 36.61 + 0.00) = 0.00 dBA

Angle1	Angle2	Alpha	RefLeq	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
0	0	0.00	68.56	0.00	-4.82	0.00	0.00	0.00	36.61

RIGHT WHISTLE (0.00 + 43.76 + 0.00) = 43.76 dBA

Angle1	Angle2	Alpha	RefLeq	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
0	50	0.41	68.56	-18.99	-5.81	0.00	0.00	0.00	43.76

Segment Leq : 54.71 dBA

Total Leq All Segments: 55.32 dBA

Results segment # 1: CP Bellevill (night)

LOCOMOTIVE (0.00 + 44.83 + 0.00) = 44.83 dBA

Angle1	Angle2	Alpha	RefLeq	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	0	0.50	76.14	-15.65	-4.18	0.00	-11.48	0.00	44.83

WHEEL (0.00 + 36.23 + 0.00) = 36.23 dBA

Angle1	Angle2	Alpha	RefLeq	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	0	0.60	68.83	-16.75	-4.37	0.00	-11.48	0.00	36.23

LEFT WHISTLE (0.00 + 35.94 + 0.00) = 35.94 dBA

Angle1	Angle2	Alpha	RefLeq	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-67	0	0.00	67.89	0.00	-4.82	0.00	-11.48	0.00	35.94

Segment Leq : 45.86 dBA

Results segment # 2: CP Bellevill (night)

LOCOMOTIVE (0.00 + 52.35 + 0.00) = 52.35 dBA

Angle1	Angle2	Alpha	RefLeq	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
0	90	0.41	76.14	-18.99	-4.00	0.00	-0.80	0.00	52.35

WHEEL (0.00 + 43.42 + 0.00) = 43.42 dBA

Angle1	Angle2	Alpha	RefLeq	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
0	90	0.51	68.83	-20.41	-4.20	0.00	-0.80	0.00	43.42

LEFT WHISTLE (0.00 + 35.94 + 0.00) = 0.00 dBA

Angle1	Angle2	Alpha	RefLeq	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
0	0	0.41	67.89	-18.99	-4.82	0.00	-0.80	0.00	35.94

RIGHT WHISTLE (0.00 + 42.30 + 0.00) = 42.30 dBA

Angle1	Angle2	Alpha	RefLeq	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
0	50	0.41	67.89	-18.99	-5.81	0.00	-0.80	0.00	42.30

Segment Leq : 53.24 dBA

Total Leq All Segments: 53.97 dBA

Road data, segment # 1: Dundas St E (day/night)

Car traffic volume : 12265/1363 veh/TimePeriod *

Medium truck volume : 199/22 veh/TimePeriod *

Heavy truck volume : 199/22 veh/TimePeriod *

Posted speed limit : 60 km/h

Road gradient : 0 %

Road pavement : 1 (Typical asphalt or concrete)

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

24 hr Traffic Volume (AADT or SADT): 14070
 Percentage of Annual Growth : 0.00
 Number of Years of Growth : 10.00
 Medium Truck % of Total Volume : 1.57
 Heavy Truck % of Total Volume : 1.57
 Day (16 hrs) % of Total Volume : 90.00

Data for Segment # 1: Dundas St E (day/night)

 Angle1 Angle2 : -90.00 deg 0.00 deg
 Wood depth : 0 (No woods.)
 No of house rows : 5 / 5
 House density : 80 %
 Surface : 1 (Absorptive ground surface)
 Receiver source distance : 287.00 / 287.00 m
 Receiver height : 4.50 / 4.50 m
 Topography : 1 (Flat/gentle slope; no barrier)

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

 Car traffic volume : 12265/1363 veh/TimePeriod *
 Medium truck volume : 199/22 veh/TimePeriod *
 Heavy truck volume : 199/22 veh/TimePeriod *
 Posted speed limit : 60 km/h
 Road gradient : 0 %
 Road pavement : 1 (Typical asphalt or concrete)

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

24 hr Traffic Volume (AADT or SADT): 14070
 Percentage of Annual Growth : 0.00
 Number of Years of Growth : 10.00
 Medium Truck % of Total Volume : 1.57
 Heavy Truck % of Total Volume : 1.57
 Day (16 hrs) % of Total Volume : 90.00

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

 Angle1 Angle2 : 0.00 deg 90.00 deg
 Wood depth : 0 (No woods.)
 No of house rows : 0 / 0
 Surface : 1 (Absorptive ground surface)
 Receiver source distance : 287.00 / 287.00 m
 Receiver height : 4.50 / 4.50 m
 Topography : 1 (Flat/gentle slope; no barrier)

Results segment # 1: Dundas St E (day)

Source height = 1.12 m

ROAD (0.00 + 30.41 + 0.00) = 30.41 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	0	0.58	66.21	0.00	-20.27	-4.33	0.00	-11.20	0.00	30.41

Segment Leq : 30.41 dBA

Results segment # 2: Dundas St E (day)

Source height = 1.12 m

ROAD (0.00 + 41.61 + 0.00) = 41.61 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
0	90	0.58	66.21	0.00	-20.27	-4.33	0.00	0.00	0.00	41.61

Segment Leq : 41.61 dBA

Total Leq All Segments: 41.93 dBA

Results segment # 1: Dundas St E (night)

Source height = 1.12 m

ROAD (0.00 + 23.86 + 0.00) = 23.86 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	0	0.58	59.67	0.00	-20.27	-4.33	0.00	-11.20	0.00	23.86

Segment Leq : 23.86 dBA

Results segment # 2: Dundas St E (night)

Source height = 1.12 m

ROAD (0.00 + 35.07 + 0.00) = 35.07 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
0	90	0.58	59.67	0.00	-20.27	-4.33	0.00	0.00	0.00	35.07

Segment Leq : 35.07 dBA

Total Leq All Segments: 35.39 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 55.52

(NIGHT): 54.03

Filename: loc16.te Time Period: Day/Night 16/8 hours
 Description: Location 16 - Singles (Block H)

Rail data, segment # 1: CP Bellevill (day/night)

```

-----
Train          ! Trains      ! Trains      ! Speed !# loc !# Cars! Eng !Cont
Type          ! (Left)     ! (Right)     !(km/h) !/Train!/Train! type !weld
-----+-----+-----+-----+-----+-----+-----
  1. Freight   !  4.9/2.1   !  4.9/2.1   ! 100.0 !  4.0 !211.0 !Diesel! Yes
  
```

Data for Segment # 1: CP Bellevill (day/night)

```

-----
Angle1  Angle2      : -90.00 deg  -40.00 deg
Wood depth      :           0   (No woods.)
No of house rows :           0 / 5
House density   :          20 %
Surface         :           1   (Absorptive ground surface)
Receiver source distance : 417.00 / 417.00 m
Receiver height :          4.50 / 4.50 m
Topography      :           1   (Flat/gentle slope; no barrier)
Whistle Angle   :          15 deg  Track 1
  
```

Rail data, segment # 2: CP Bellevill (day/night)

```

-----
Train          ! Trains      ! Trains      ! Speed !# loc !# Cars! Eng !Cont
Type          ! (Left)     ! (Right)     !(km/h) !/Train!/Train! type !weld
-----+-----+-----+-----+-----+-----+-----
  1.           !  4.9/2.1   !  4.9/2.1   ! 100.0 !  4.0 !211.0 !Diesel! Yes
  
```

Data for Segment # 2: CP Bellevill (day/night)

```

-----
Angle1  Angle2      : -40.00 deg  90.00 deg
Wood depth      :           0   (No woods.)
No of house rows :           5 / 5
House density   :          80 %
Surface         :           1   (Absorptive ground surface)
Receiver source distance : 417.00 / 417.00 m
Receiver height :          4.50 / 4.50 m
Topography      :           1   (Flat/gentle slope; no barrier)
Whistle Angle   :          15 deg  Track 1
  
```

Results segment # 1: CP Bellevill (day)

LOCOMOTIVE (0.00 + 47.50 + 0.00) = 47.50 dBA

Angle1	Angle2	Alpha	RefLeq	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	-40	0.50	76.81	-21.59	-7.72	0.00	0.00	0.00	47.50

WHEEL (0.00 + 38.29 + 0.00) = 38.29 dBA

Angle1	Angle2	Alpha	RefLeq	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	-40	0.60	69.50	-23.10	-8.11	0.00	0.00	0.00	38.29

LEFT WHISTLE (0.00 + 35.94 + 0.00) = 0.00 dBA

Angle1	Angle2	Alpha	RefLeq	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-35	-40	0.00	68.56	0.00	-4.82	0.00	0.00	0.00	35.94

Segment Leq : 47.99 dBA

Results segment # 2: CP Bellevill (day)

LOCOMOTIVE (0.00 + 42.03 + 0.00) = 42.03 dBA

Angle1	Angle2	Alpha	RefLeq	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-40	90	0.50	76.81	-21.59	-2.25	0.00	-10.93	0.00	42.03

WHEEL (0.00 + 33.08 + 0.00) = 33.08 dBA

Angle1	Angle2	Alpha	RefLeq	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-40	90	0.60	69.50	-23.10	-2.39	0.00	-10.93	0.00	33.08

LEFT WHISTLE (0.00 + 30.35 + 0.00) = 30.35 dBA

Angle1	Angle2	Alpha	RefLeq	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-35	15	0.50	68.56	-21.59	-5.69	0.00	-10.93	0.00	30.35

RIGHT WHISTLE (0.00 + 28.61 + 0.00) = 28.61 dBA

Angle1	Angle2	Alpha	RefLeq	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
15	51	0.50	68.56	-21.59	-7.43	0.00	-10.93	0.00	28.61

Segment Leq : 42.97 dBA

Total Leq All Segments: 49.18 dBA

Results segment # 1: CP Bellevill (night)

LOCOMOTIVE (0.00 + 40.03 + 0.00) = 40.03 dBA

Angle1	Angle2	Alpha	RefLeq	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	-40	0.50	76.14	-21.59	-7.72	0.00	-6.80	0.00	40.03

WHEEL (0.00 + 30.82 + 0.00) = 30.82 dBA

Angle1	Angle2	Alpha	RefLeq	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	-40	0.60	68.83	-23.10	-8.11	0.00	-6.80	0.00	30.82

LEFT WHISTLE (0.00 + 30.35 + 0.00) = 0.00 dBA

Angle1	Angle2	Alpha	RefLeq	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-35	-40	0.00	67.89	0.00	-5.69	0.00	-6.80	0.00	30.35

Segment Leq : 40.52 dBA

Results segment # 2: CP Bellevill (night)

LOCOMOTIVE (0.00 + 41.37 + 0.00) = 41.37 dBA

Angle1	Angle2	Alpha	RefLeq	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-40	90	0.50	76.14	-21.59	-2.25	0.00	-10.93	0.00	41.37

WHEEL (0.00 + 32.41 + 0.00) = 32.41 dBA

Angle1	Angle2	Alpha	RefLeq	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-40	90	0.60	68.83	-23.10	-2.39	0.00	-10.93	0.00	32.41

LEFT WHISTLE (0.00 + 29.68 + 0.00) = 29.68 dBA

Angle1	Angle2	Alpha	RefLeq	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-35	15	0.50	67.89	-21.59	-5.69	0.00	-10.93	0.00	29.68

RIGHT WHISTLE (0.00 + 27.94 + 0.00) = 27.94 dBA

Angle1	Angle2	Alpha	RefLeq	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
15	51	0.50	67.89	-21.59	-7.43	0.00	-10.93	0.00	27.94

Segment Leq : 42.30 dBA

Total Leq All Segments: 44.51 dBA

Road data, segment # 1: Dundas St E (day/night)

Car traffic volume	: 12265/1363	veh/TimePeriod	*
Medium truck volume	: 199/22	veh/TimePeriod	*
Heavy truck volume	: 199/22	veh/TimePeriod	*
Posted speed limit	: 60	km/h	
Road gradient	: 0	%	
Road pavement	: 1	(Typical asphalt or concrete)	

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

24 hr Traffic Volume (AADT or SADT): 14070
 Percentage of Annual Growth : 0.00
 Number of Years of Growth : 10.00
 Medium Truck % of Total Volume : 1.57
 Heavy Truck % of Total Volume : 1.57
 Day (16 hrs) % of Total Volume : 90.00

Data for Segment # 1: Dundas St E (day/night)

 Angle1 Angle2 : -90.00 deg -40.00 deg
 Wood depth : 0 (No woods.)
 No of house rows : 0 / 5
 House density : 20 %
 Surface : 1 (Absorptive ground surface)
 Receiver source distance : 287.00 / 287.00 m
 Receiver height : 4.50 / 4.50 m
 Topography : 1 (Flat/gentle slope; no barrier)

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

 Car traffic volume : 12265/1363 veh/TimePeriod *
 Medium truck volume : 199/22 veh/TimePeriod *
 Heavy truck volume : 199/22 veh/TimePeriod *
 Posted speed limit : 60 km/h
 Road gradient : 0 %
 Road pavement : 1 (Typical asphalt or concrete)

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

24 hr Traffic Volume (AADT or SADT): 14070
 Percentage of Annual Growth : 0.00
 Number of Years of Growth : 10.00
 Medium Truck % of Total Volume : 1.57
 Heavy Truck % of Total Volume : 1.57
 Day (16 hrs) % of Total Volume : 90.00

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

 Angle1 Angle2 : -40.00 deg 90.00 deg
 Wood depth : 0 (No woods.)
 No of house rows : 5 / 5
 House density : 80 %
 Surface : 1 (Absorptive ground surface)
 Receiver source distance : 287.00 / 287.00 m
 Receiver height : 4.50 / 4.50 m
 Topography : 1 (Flat/gentle slope; no barrier)

Results segment # 1: Dundas St E (day)

 Source height = 1.12 m

ROAD (0.00 + 37.90 + 0.00) = 37.90 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	-40	0.58	66.21	0.00	-20.27	-8.04	0.00	0.00	0.00	37.90

Segment Leq : 37.90 dBA

Results segment # 2: Dundas St E (day)

Source height = 1.12 m

ROAD (0.00 + 32.38 + 0.00) = 32.38 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-40	90	0.58	66.21	0.00	-20.27	-2.36	0.00	-11.20	0.00	32.38

Segment Leq : 32.38 dBA

Total Leq All Segments: 38.97 dBA

Results segment # 1: Dundas St E (night)

Source height = 1.12 m

ROAD (0.00 + 24.56 + 0.00) = 24.56 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	-40	0.58	59.67	0.00	-20.27	-8.04	0.00	-6.80	0.00	24.56

Segment Leq : 24.56 dBA

Results segment # 2: Dundas St E (night)

Source height = 1.12 m

ROAD (0.00 + 25.83 + 0.00) = 25.83 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-40	90	0.58	59.67	0.00	-20.27	-2.36	0.00	-11.20	0.00	25.83

Segment Leq : 25.83 dBA

Total Leq All Segments: 28.25 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 49.57

(NIGHT): 44.61

CADNAA – DAYTIME MECHANICAL SOURCES

DAYTIME SOUND LEVELS FROM MECHANICAL SOURCES

Receiver

Name: R1 - BlockG
 ID: R1
 X: 18312500.16 m
 Y: 4893105.23 m
 Z: 7.50 m

Point Source, ISO 9613, Name: "Pneumatic", ID: "COMM4"																				
Nr.	X	Y	Z	Refl.	DEN	Freq.	Lw	I/a	Optime	K0	Di	Adiv	Aatm	Agr	Afol	Ahous	Abar	Cmet	RL	Lr
	(m)	(m)	(m)			(Hz)	dB(A)	dB	dB	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	dB(A)
1	18312501.89	4893214.86	1.80	0	D	500	92.4	0.0	0.0	0.0	0.0	51.8	0.2	-0.9	0.0	0.0	0.0	0.0	0.0	41.3

Point Source, ISO 9613, Name: "Pneumatic", ID: "COMM5"																				
Nr.	X	Y	Z	Refl.	DEN	Freq.	Lw	I/a	Optime	K0	Di	Adiv	Aatm	Agr	Afol	Ahous	Abar	Cmet	RL	Lr
	(m)	(m)	(m)			(Hz)	dB(A)	dB	dB	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	dB(A)
7	18312585.24	4893214.92	1.80	0	D	500	92.4	0.0	0.0	0.0	0.0	53.9	0.3	2.0	0.0	0.0	12.3	0.0	0.0	23.9

Point Source, ISO 9613, Name: "Pneumatic", ID: "COMM5"																				
Nr.	X	Y	Z	Refl.	DEN	Freq.	Lw	I/a	Optime	K0	Di	Adiv	Aatm	Agr	Afol	Ahous	Abar	Cmet	RL	Lr
	(m)	(m)	(m)			(Hz)	dB(A)	dB	dB	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	dB(A)
9	18312584.58	4893218.30	1.80	0	D	500	92.4	0.0	0.0	0.0	0.0	54.0	0.3	1.4	0.0	0.0	15.0	0.0	0.0	21.8

Point Source, ISO 9613, Name: "Pneumatic", ID: "COMM5"																				
Nr.	X	Y	Z	Refl.	DEN	Freq.	Lw	I/a	Optime	K0	Di	Adiv	Aatm	Agr	Afol	Ahous	Abar	Cmet	RL	Lr
	(m)	(m)	(m)			(Hz)	dB(A)	dB	dB	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	dB(A)
13	18312586.22	4893225.28	1.80	0	D	500	92.4	0.0	0.0	0.0	0.0	54.4	0.3	0.5	0.0	0.0	17.3	0.0	0.0	19.9

Point Source, ISO 9613, Name: "HVAC", ID: "COMM1"																				
Nr.	X	Y	Z	Refl.	DEN	Freq.	Lw	I/a	Optime	K0	Di	Adiv	Aatm	Agr	Afol	Ahous	Abar	Cmet	RL	Lr
	(m)	(m)	(m)			(Hz)	dB(A)	dB	dB	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	dB(A)
15	18312672.40	4893351.41	1.30	0	D	500	87.0	0.0	0.0	0.0	-3.0	60.6	0.6	3.9	0.0	0.0	0.4	0.0	0.0	18.5

Point Source, ISO 9613, Name: "Vac1", ID: "COMM3"																				
Nr.	X	Y	Z	Refl.	DEN	Freq.	Lw	I/a	Optime	K0	Di	Adiv	Aatm	Agr	Afol	Ahous	Abar	Cmet	RL	Lr
	(m)	(m)	(m)			(Hz)	dB(A)	dB	dB	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	dB(A)
17	18312972.05	4893349.97	1.80	0	D	A	98.8	0.0	0.0	0.0	0.0	65.5	6.7	-0.7	0.0	0.0	0.0	0.0	0.0	27.3
22	18312972.05	4893349.97	1.80	1	D	A	98.8	0.0	0.0	0.0	0.0	65.7	6.8	-1.2	0.0	0.0	0.0	0.0	1.0	26.5
24	18312972.05	4893349.97	1.80	1	D	A	98.8	0.0	0.0	0.0	0.0	65.7	6.8	-0.7	0.0	0.0	0.0	0.0	14.7	12.3

Point Source, ISO 9613, Name: "Vac1", ID: "COMM3"																				
Nr.	X	Y	Z	Refl.	DEN	Freq.	Lw	I/a	Optime	K0	Di	Adiv	Aatm	Agr	Afol	Ahous	Abar	Cmet	RL	Lr
	(m)	(m)	(m)			(Hz)	dB(A)	dB	dB	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	dB(A)
28	18312973.28	4893347.76	1.80	0	D	A	98.8	0.0	0.0	0.0	0.0	65.5	6.7	-0.8	0.0	0.0	0.0	0.0	0.0	27.3
30	18312973.28	4893347.76	1.80	1	D	A	98.8	0.0	0.0	0.0	0.0	65.7	6.8	-1.2	0.0	0.0	0.0	0.0	1.0	26.5
33	18312973.28	4893347.76	1.80	1	D	A	98.8	0.0	0.0	0.0	0.0	65.8	6.8	-0.7	0.0	0.0	0.0	0.0	14.7	12.1
35	18312973.28	4893347.76	1.80	2	D	A	98.8	0.0	0.0	0.0	0.0	65.9	6.9	-1.1	0.0	0.0	0.0	0.0	16.1	11.0

Point Source, ISO 9613, Name: "HVAC", ID: "COMM1"																				
Nr.	X	Y	Z	Refl.	DEN	Freq.	Lw	I/a	Optime	K0	Di	Adiv	Aatm	Agr	Afol	Ahous	Abar	Cmet	RL	Lr
	(m)	(m)	(m)			(Hz)	dB(A)	dB	dB	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	dB(A)
37	18312729.57	4893371.59	1.30	0	D	500	87.0	0.0	0.0	0.0	-3.0	61.9	0.7	-2.5	0.0	0.0	0.0	0.0	0.0	23.9

Point Source, ISO 9613, Name: "HVAC", ID: "COMM1"																				
Nr.	X	Y	Z	Refl.	DEN	Freq.	Lw	I/a	Optime	K0	Di	Adiv	Aatm	Agr	Afol	Ahous	Abar	Cmet	RL	Lr
	(m)	(m)	(m)			(Hz)	dB(A)	dB	dB	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	dB(A)
39	18312723.97	4893390.65	1.30	0	D	500	87.0	0.0	0.0	0.0	-3.0	62.2	0.7	-2.5	0.0	0.0	1.7	0.0	0.0	21.9

Point Source, ISO 9613, Name: "HVAC", ID: "COMM1"																				
Nr.	X	Y	Z	Refl.	DEN	Freq.	Lw	I/a	Optime	K0	Di	Adiv	Aatm	Agr	Afol	Ahous	Abar	Cmet	RL	Lr
	(m)	(m)	(m)			(Hz)	dB(A)	dB	dB	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	dB(A)
49	18312745.26	4893375.94	1.30	0	D	500	87.0	0.0	0.0	0.0	-3.0	62.3	0.7	-2.6	0.0	0.0	0.0	0.0	0.0	23.7

DAYTIME SOUND LEVELS FROM MECHANICAL SOURCES

Point Source, ISO 9613, Name: "HVAC", ID: "COMM1"																				
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)
51	18312739.52	4893395.62	1.30	0	D	500	87.0	0.0	0.0	0.0	-3.0	62.5	0.7	-2.7	0.0	0.0	0.0	0.0	0.0	23.4

Point Source, ISO 9613, Name: "HVAC", ID: "COMM1"																				
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)
53	18312670.16	4893367.11	1.30	0	D	500	85.0	0.0	0.0	0.0	-3.0	60.9	0.6	3.1	0.0	0.0	0.9	0.0	0.0	16.5

Point Source, ISO 9613, Name: "HVAC", ID: "COMM1"																				
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)
55	18312666.80	4893378.74	1.30	0	D	500	85.0	0.0	0.0	0.0	-3.0	61.1	0.6	2.8	0.0	0.0	0.3	0.0	0.0	17.2

Point Source, ISO 9613, Name: "HVAC", ID: "COMM1"																				
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)
57	18312683.61	4893371.31	1.30	0	D	500	85.0	0.0	0.0	0.0	-3.0	61.2	0.6	-0.7	0.0	0.0	3.6	0.0	0.0	17.2

Point Source, ISO 9613, Name: "HVAC", ID: "COMM1"																				
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)
59	18312693.70	4893366.27	1.30	0	D	500	85.0	0.0	0.0	0.0	-3.0	61.2	0.6	-2.2	0.0	0.0	3.0	0.0	0.0	19.3

Point Source, ISO 9613, Name: "HVAC", ID: "COMM1"																				
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)
61	18312679.97	4893382.52	1.30	0	D	500	85.0	0.0	0.0	0.0	0.0	61.4	0.6	-0.5	0.0	0.0	3.2	0.0	0.0	20.3

Point Source, ISO 9613, Name: "HVAC", ID: "COMM1"																				
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)
63	18312701.97	4893371.73	1.30	0	D	500	85.0	0.0	0.0	0.0	-3.0	61.5	0.6	-2.3	0.0	0.0	2.5	0.0	0.0	19.6

Point Source, ISO 9613, Name: "HVAC", ID: "COMM1"																				
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)
65	18312702.67	4893383.92	1.30	0	D	500	85.0	0.0	0.0	0.0	-3.0	61.7	0.7	-2.3	0.0	0.0	3.3	0.0	0.0	18.7

Point Source, ISO 9613, Name: "HVAC", ID: "COMM1"																				
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)
67	18312702.53	4893394.99	1.30	0	D	500	85.0	0.0	0.0	0.0	-3.0	62.0	0.7	-2.3	0.0	0.0	3.5	0.0	0.0	18.1

Point Source, ISO 9613, Name: "Kit Exhaust", ID: "COMM2"																				
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)
81	18312918.11	4893389.71	2.00	0	D	500	88.0	0.0	0.0	0.0	0.0	65.1	1.0	-2.0	0.0	0.0	4.2	0.0	0.0	19.7

Point Source, ISO 9613, Name: "HVAC", ID: "COMM2"																				
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)
87	18312881.39	4893374.40	1.30	0	D	500	87.0	0.0	0.0	0.0	-3.0	64.4	0.9	-2.0	0.0	0.0	10.2	0.0	0.0	10.6

Point Source, ISO 9613, Name: "HVAC", ID: "COMM2"																				
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)
89	18312889.80	4893378.67	1.30	0	D	500	87.0	0.0	0.0	0.0	0.0	64.6	0.9	-2.0	0.0	0.0	7.7	0.0	0.0	15.9

Point Source, ISO 9613, Name: "HVAC", ID: "COMM2"																				
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)
91	18312891.06	4893379.37	1.30	0	D	500	87.0	0.0	0.0	0.0	0.0	64.6	0.9	-2.0	0.0	0.0	7.4	0.0	0.0	16.1

DAYTIME SOUND LEVELS FROM MECHANICAL SOURCES

Point Source, ISO 9613, Name: "HVAC", ID: "COMM2"																				
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)
96	18312895.48	4893380.84	1.30	0	D	500	87.0	0.0	0.0	0.0	-3.0	64.7	0.9	-2.0	0.0	0.0	6.6	0.0	0.0	13.9

Point Source, ISO 9613, Name: "HVAC", ID: "COMM2"																				
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)
101	18312901.01	4893382.94	1.30	0	D	500	87.0	0.0	0.0	0.0	-3.0	64.8	0.9	-2.0	0.0	0.0	5.7	0.0	0.0	14.6

Point Source, ISO 9613, Name: "HVAC", ID: "COMM2"																				
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)
103	18312908.02	4893381.75	1.30	0	D	500	87.0	0.0	0.0	0.0	-3.0	64.9	1.0	-2.0	0.0	0.0	5.0	0.0	0.0	15.2

Point Source, ISO 9613, Name: "HVAC", ID: "COMM2"																				
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)
114	18312919.44	4893385.82	1.30	0	D	500	87.0	0.0	0.0	0.0	-3.0	65.1	1.0	-2.1	0.0	0.0	3.8	0.0	0.0	16.2

Point Source, ISO 9613, Name: "Knudsen Constr.", ID: "COMM6"																				
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)
118	18312872.33	4893358.30	7.30	0	D	500	85.0	0.0	0.0	0.0	0.0	64.1	0.9	-0.6	0.0	0.0	0.0	0.0	0.0	20.6

Point Source, ISO 9613, Name: "HVAC", ID: "COMM2"																				
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)
127	18312902.88	4893372.52	1.30	0	D	500	85.0	0.0	0.0	0.0	-3.0	64.7	0.9	-1.9	0.0	0.0	4.6	0.0	0.0	13.8

vert. Area Source, ISO 9613, Name: "CW Bay1", ID: "COMM3"																				
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)
179	18312982.46	4893346.29	0.50	0	D	1000	74.0	4.6	0.0	3.0	0.0	65.6	2.0	-1.9	0.0	0.0	5.0	0.0	0.0	11.0
185	18312982.46	4893346.29	1.50	0	D	1000	74.0	4.6	0.0	3.0	0.0	65.6	2.0	-1.4	0.0	0.0	5.0	0.0	0.0	10.4
187	18312982.46	4893346.29	2.50	0	D	1000	74.0	4.6	0.0	3.0	0.0	65.6	2.0	-1.2	0.0	0.0	5.0	0.0	0.0	10.3

vert. Area Source, ISO 9613, Name: "CW Bay 2", ID: "COMM3"																				
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)
189	18312986.09	4893348.46	0.50	0	D	1000	74.0	4.6	0.0	3.0	0.0	65.7	2.0	-2.0	0.0	0.0	5.8	0.0	0.0	10.1

DAYTIME SOUND LEVELS FROM MECHANICAL SOURCES

Receiver
 Name: R2 - Block F
 ID: R2
 X: 18312627.14 m
 Y: 4893153.93 m
 Z: 7.50 m

Point Source, ISO 9613, Name: "Pneumatic", ID: "COMM5"																				
Nr.	X	Y	Z	Refl.	DEN	Freq.	Lw	I/a	Optime	K0	Di	Adiv	Aatm	Agr	Afol	Ahous	Abar	Cmet	RL	Lr
	(m)	(m)	(m)			(Hz)	dB(A)	dB	dB	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	dB(A)
3	18312585.24	4893214.92	1.80	0	D	500	92.4	0.0	0.0	0.0	0.0	48.4	0.1	2.0	0.0	0.0	0.0	0.0	0.0	41.9

Point Source, ISO 9613, Name: "Pneumatic", ID: "COMM5"																				
Nr.	X	Y	Z	Refl.	DEN	Freq.	Lw	I/a	Optime	K0	Di	Adiv	Aatm	Agr	Afol	Ahous	Abar	Cmet	RL	Lr
	(m)	(m)	(m)			(Hz)	dB(A)	dB	dB	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	dB(A)
5	18312584.58	4893218.30	1.80	0	D	500	92.4	0.0	0.0	0.0	0.0	48.8	0.1	1.7	0.0	0.0	0.0	0.0	0.0	41.8
12	18312584.58	4893218.30	1.80	1	D	500	92.4	0.0	0.0	0.0	0.0	49.3	0.2	1.2	0.0	0.0	0.0	0.0	1.0	40.8

Point Source, ISO 9613, Name: "Pneumatic", ID: "COMM5"																				
Nr.	X	Y	Z	Refl.	DEN	Freq.	Lw	I/a	Optime	K0	Di	Adiv	Aatm	Agr	Afol	Ahous	Abar	Cmet	RL	Lr
	(m)	(m)	(m)			(Hz)	dB(A)	dB	dB	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	dB(A)
14	18312586.22	4893225.28	1.80	0	D	500	92.4	0.0	0.0	0.0	0.0	49.3	0.2	1.2	0.0	0.0	0.0	0.0	0.0	41.7
16	18312586.22	4893225.28	1.80	1	D	500	92.4	0.0	0.0	0.0	0.0	49.3	0.2	1.2	0.0	0.0	0.0	0.0	1.0	40.7

Point Source, ISO 9613, Name: "HVAC", ID: "COMM1"																				
Nr.	X	Y	Z	Refl.	DEN	Freq.	Lw	I/a	Optime	K0	Di	Adiv	Aatm	Agr	Afol	Ahous	Abar	Cmet	RL	Lr
	(m)	(m)	(m)			(Hz)	dB(A)	dB	dB	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	dB(A)
23	18312672.40	4893351.41	1.30	0	D	500	87.0	0.0	0.0	0.0	-3.0	57.1	0.4	1.2	0.0	0.0	0.0	0.0	0.0	25.2

Point Source, ISO 9613, Name: "Pneumatic", ID: "COMM4"																				
Nr.	X	Y	Z	Refl.	DEN	Freq.	Lw	I/a	Optime	K0	Di	Adiv	Aatm	Agr	Afol	Ahous	Abar	Cmet	RL	Lr
	(m)	(m)	(m)			(Hz)	dB(A)	dB	dB	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	dB(A)
32	18312501.89	4893214.86	1.80	0	D	500	92.4	0.0	0.0	0.0	0.0	53.9	0.3	-1.7	0.0	0.0	17.8	0.0	0.0	22.2

Point Source, ISO 9613, Name: "HVAC", ID: "COMM1"																				
Nr.	X	Y	Z	Refl.	DEN	Freq.	Lw	I/a	Optime	K0	Di	Adiv	Aatm	Agr	Afol	Ahous	Abar	Cmet	RL	Lr
	(m)	(m)	(m)			(Hz)	dB(A)	dB	dB	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	dB(A)
38	18312729.57	4893371.59	1.30	0	D	500	87.0	0.0	0.0	0.0	-3.0	58.6	0.5	-2.2	0.0	0.0	0.0	0.0	0.0	27.1

Point Source, ISO 9613, Name: "Vac1", ID: "COMM3"																				
Nr.	X	Y	Z	Refl.	DEN	Freq.	Lw	I/a	Optime	K0	Di	Adiv	Aatm	Agr	Afol	Ahous	Abar	Cmet	RL	Lr
	(m)	(m)	(m)			(Hz)	dB(A)	dB	dB	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	dB(A)
40	18312973.28	4893347.76	1.80	0	D	A	98.8	0.0	0.0	0.0	0.0	63.0	5.8	-1.0	0.0	0.0	0.0	0.0	0.0	31.0
46	18312973.28	4893347.76	1.80	1	D	A	98.8	0.0	0.0	0.0	0.0	63.2	5.8	-1.4	0.0	0.0	0.0	0.0	1.0	30.1

Point Source, ISO 9613, Name: "Vac1", ID: "COMM3"																				
Nr.	X	Y	Z	Refl.	DEN	Freq.	Lw	I/a	Optime	K0	Di	Adiv	Aatm	Agr	Afol	Ahous	Abar	Cmet	RL	Lr
	(m)	(m)	(m)			(Hz)	dB(A)	dB	dB	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	dB(A)
48	18312972.05	4893349.97	1.80	0	D	A	98.8	0.0	0.0	0.0	0.0	63.0	5.8	-0.9	0.0	0.0	0.0	0.0	0.0	31.0
84	18312972.05	4893349.97	1.80	1	D	A	98.8	0.0	0.0	0.0	0.0	63.2	5.8	-1.3	0.0	0.0	0.0	0.0	1.0	30.1

Point Source, ISO 9613, Name: "HVAC", ID: "COMM1"																				
Nr.	X	Y	Z	Refl.	DEN	Freq.	Lw	I/a	Optime	K0	Di	Adiv	Aatm	Agr	Afol	Ahous	Abar	Cmet	RL	Lr
	(m)	(m)	(m)			(Hz)	dB(A)	dB	dB	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	dB(A)
92	18312745.26	4893375.94	1.30	0	D	500	87.0	0.0	0.0	0.0	-3.0	59.0	0.5	-2.1	0.0	0.0	0.0	0.0	0.0	26.6

Point Source, ISO 9613, Name: "HVAC", ID: "COMM1"																				
Nr.	X	Y	Z	Refl.	DEN	Freq.	Lw	I/a	Optime	K0	Di	Adiv	Aatm	Agr	Afol	Ahous	Abar	Cmet	RL	Lr
	(m)	(m)	(m)			(Hz)	dB(A)	dB	dB	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	dB(A)
98	18312723.97	4893390.65	1.30	0	D	500	87.0	0.0	0.0	0.0	-3.0	59.2	0.5	-2.2	0.0	0.0	0.0	0.0	0.0	26.6

DAYTIME SOUND LEVELS FROM MECHANICAL SOURCES

Point Source, ISO 9613, Name: "HVAC", ID: "COMM1"																				
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)
100	18312739.52	4893395.62	1.30	0	D	500	87.0	0.0	0.0	0.0	-3.0	59.5	0.5	-2.2	0.0	0.0	0.0	0.0	0.0	26.2

Point Source, ISO 9613, Name: "HVAC", ID: "COMM1"																				
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)
102	18312670.16	4893367.11	1.30	0	D	500	85.0	0.0	0.0	0.0	-3.0	57.8	0.4	1.4	0.0	0.0	0.0	0.0	0.0	22.4

Point Source, ISO 9613, Name: "HVAC", ID: "COMM1"																				
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)
113	18312693.70	4893366.27	1.30	0	D	500	85.0	0.0	0.0	0.0	-3.0	58.0	0.4	-2.2	0.0	0.0	0.0	0.0	0.0	25.8

Point Source, ISO 9613, Name: "HVAC", ID: "COMM1"																				
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)
115	18312683.61	4893371.31	1.30	0	D	500	85.0	0.0	0.0	0.0	-3.0	58.0	0.4	-2.1	0.0	0.0	0.0	0.0	0.0	25.6

Point Source, ISO 9613, Name: "HVAC", ID: "COMM1"																				
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)
121	18312666.80	4893378.74	1.30	0	D	500	85.0	0.0	0.0	0.0	-3.0	58.2	0.4	1.6	0.0	0.0	0.0	0.0	0.0	21.8

Point Source, ISO 9613, Name: "HVAC", ID: "COMM1"																				
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)
123	18312701.97	4893371.73	1.30	0	D	500	85.0	0.0	0.0	0.0	-3.0	58.2	0.4	-2.2	0.0	0.0	0.0	0.0	0.0	25.5

Point Source, ISO 9613, Name: "HVAC", ID: "COMM1"																				
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)
125	18312679.97	4893382.52	1.30	0	D	500	85.0	0.0	0.0	0.0	0.0	58.4	0.5	-2.1	0.0	0.0	0.0	0.0	0.0	28.2

Point Source, ISO 9613, Name: "HVAC", ID: "COMM1"																				
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)
131	18312702.67	4893383.92	1.30	0	D	500	85.0	0.0	0.0	0.0	-3.0	58.7	0.5	-2.2	0.0	0.0	0.0	0.0	0.0	25.0

Point Source, ISO 9613, Name: "HVAC", ID: "COMM1"																				
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)
133	18312702.53	4893394.99	1.30	0	D	500	85.0	0.0	0.0	0.0	-3.0	59.1	0.5	-2.2	0.0	0.0	0.0	0.0	0.0	24.6

Point Source, ISO 9613, Name: "HVAC", ID: "COMM2"																				
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)
135	18312883.57	4893366.20	1.30	0	D	500	87.0	0.0	0.0	0.0	-3.0	61.4	0.6	-1.9	0.0	0.0	11.5	0.0	0.0	12.3

Point Source, ISO 9613, Name: "Kit Exhaust", ID: "COMM2"																				
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)
142	18312918.11	4893389.71	2.00	0	D	500	88.0	0.0	0.0	0.0	0.0	62.5	0.7	-2.0	0.0	0.0	3.4	0.0	0.0	23.5

Point Source, ISO 9613, Name: "HVAC", ID: "COMM2"																				
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)
149	18312881.39	4893374.40	1.30	0	D	500	87.0	0.0	0.0	0.0	-3.0	61.5	0.6	-1.9	0.0	0.0	11.1	0.0	0.0	12.5

Point Source, ISO 9613, Name: "HVAC", ID: "COMM2"																				
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)
151	18312889.80	4893378.67	1.30	0	D	500	87.0	0.0	0.0	0.0	0.0	61.8	0.7	-1.9	0.0	0.0	8.5	0.0	0.0	18.0

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Point Source, ISO 9613, Name: "HVAC", ID: "COMM2"																				
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)
153	18312891.06	4893379.37	1.30	0	D	500	87.0	0.0	0.0	0.0	0.0	61.8	0.7	-1.9	0.0	0.0	8.1	0.0	0.0	18.3

Point Source, ISO 9613, Name: "HVAC", ID: "COMM2"																				
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)
163	18312895.48	4893380.84	1.30	0	D	500	87.0	0.0	0.0	0.0	-3.0	61.9	0.7	-2.0	0.0	0.0	7.2	0.0	0.0	16.2

Point Source, ISO 9613, Name: "HVAC", ID: "COMM2"																				
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)
167	18312901.01	4893382.94	1.30	0	D	500	87.0	0.0	0.0	0.0	-3.0	62.1	0.7	-2.1	0.0	0.0	6.2	0.0	0.0	17.2

Point Source, ISO 9613, Name: "HVAC", ID: "COMM2"																				
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)
169	18312908.02	4893381.75	1.30	0	D	500	87.0	0.0	0.0	0.0	-3.0	62.2	0.7	-2.1	0.0	0.0	4.4	0.0	0.0	18.8

Point Source, ISO 9613, Name: "HVAC", ID: "COMM2"																				
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)
173	18312919.44	4893385.82	1.30	0	D	500	87.0	0.0	0.0	0.0	-3.0	62.4	0.7	-2.2	0.0	0.0	2.1	0.0	0.0	21.0

Point Source, ISO 9613, Name: "Knudsen Constr.", ID: "COMM6"																				
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)
177	18312872.33	4893358.30	7.30	0	D	500	85.0	0.0	0.0	0.0	0.0	61.1	0.6	-0.7	0.0	0.0	0.0	0.0	0.0	24.0

Point Source, ISO 9613, Name: "HVAC", ID: "COMM2"																				
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)
182	18312902.88	4893372.52	1.30	0	D	500	85.0	0.0	0.0	0.0	-3.0	61.9	0.7	-1.6	0.0	0.0	2.9	0.0	0.0	18.2

vert. Area Source, ISO 9613, Name: "CW Bay1", ID: "COMM3"																				
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)
210	18312982.46	4893346.29	0.50	0	D	1000	74.0	4.6	0.0	3.0	0.0	63.1	1.5	-2.1	0.0	0.0	4.7	0.0	0.0	14.4
213	18312982.46	4893346.29	1.50	0	D	1000	74.0	4.6	0.0	3.0	0.0	63.1	1.5	-1.6	0.0	0.0	4.7	0.0	0.0	13.9
214	18312982.46	4893346.29	2.50	0	D	1000	74.0	4.6	0.0	3.0	0.0	63.1	1.5	-1.4	0.0	0.0	4.7	0.0	0.0	13.7

vert. Area Source, ISO 9613, Name: "CW Bay 2", ID: "COMM3"																				
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)
215	18312986.09	4893348.46	0.50	0	D	1000	74.0	4.6	0.0	3.0	0.0	63.2	1.5	-2.1	0.0	0.0	5.0	0.0	0.0	14.0
216	18312986.09	4893348.46	1.50	0	D	1000	74.0	4.6	0.0	3.0	0.0	63.2	1.5	-1.6	0.0	0.0	5.0	0.0	0.0	13.5
217	18312986.09	4893348.46	2.50	0	D	1000	74.0	4.6	0.0	3.0	0.0	63.2	1.5	-1.4	0.0	0.0	5.0	0.0	0.0	13.4

vert. Area Source, ISO 9613, Name: "CW Bay 3", ID: "COMM3"																				
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)
218	18312994.33	4893353.40	0.50	0	D	1000	74.0	4.6	0.0	3.0	0.0	63.4	1.5	-2.1	0.0	0.0	5.6	0.0	0.0	13.2
219	18312994.33	4893353.40	1.50	0	D	1000	74.0	4.6	0.0	3.0	0.0	63.4	1.5	-1.6	0.0	0.0	5.6	0.0	0.0	12.7
220	18312994.33	4893353.40	2.50	0	D	1000	74.0	4.6	0.0	3.0	0.0	63.4	1.5	-1.4	0.0	0.0	5.6	0.0	0.0	12.5

vert. Area Source, ISO 9613, Name: "CW Bay 4", ID: "COMM3"																				
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)
221	18312997.51	4893355.30	0.50	0	D	1000	74.0	4.5	0.0	3.0	0.0	63.5	1.5	-2.1	0.0	0.0	5.8	0.0	0.0	12.8
222	18312997.51	4893355.30	1.50	0	D	1000	74.0	4.5	0.0	3.0	0.0	63.5	1.5	-1.6	0.0	0.0	5.8	0.0	0.0	12.3
223	18312997.51	4893355.30	2.50	0	D	1000	74.0	4.5	0.0	3.0	0.0	63.5	1.5	-1.5	0.0	0.0	5.8	0.0	0.0	12.1

DAYTIME SOUND LEVELS FROM MECHANICAL SOURCES

Receiver
 Name: R3 - Block F
 ID: R3
 X: 18312820.40 m
 Y: 4893230.43 m
 Z: 22.00 m

Point Source, ISO 9613, Name: "Vac1", ID: "COMM3"																				
Nr.	X	Y	Z	Refl.	DEN	Freq.	Lw	I/a	Optime	K0	Di	Adiv	Aatm	Agr	Afol	Ahous	Abar	Cmet	RL	Lr
	(m)	(m)	(m)			(Hz)	dB(A)	dB	dB	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	dB(A)
4	18312973.28	4893347.76	1.80	0	D	A	98.8	0.0	0.0	0.0	0.0	56.7	3.7	-1.9	0.0	0.0	0.0	0.0	0.0	40.3
11	18312973.28	4893347.76	1.80	1	D	A	98.8	0.0	0.0	0.0	0.0	57.2	3.8	-1.8	0.0	0.0	0.0	0.0	1.0	38.7

Point Source, ISO 9613, Name: "Vac1", ID: "COMM3"																				
Nr.	X	Y	Z	Refl.	DEN	Freq.	Lw	I/a	Optime	K0	Di	Adiv	Aatm	Agr	Afol	Ahous	Abar	Cmet	RL	Lr
	(m)	(m)	(m)			(Hz)	dB(A)	dB	dB	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	dB(A)
18	18312972.05	4893349.97	1.80	0	D	A	98.8	0.0	0.0	0.0	0.0	56.8	3.7	-1.6	0.0	0.0	0.0	0.0	0.0	39.9
20	18312972.05	4893349.97	1.80	1	D	A	98.8	0.0	0.0	0.0	0.0	57.2	3.8	-2.0	0.0	0.0	0.0	0.0	1.0	38.8

Point Source, ISO 9613, Name: "HVAC", ID: "COMM2"																				
Nr.	X	Y	Z	Refl.	DEN	Freq.	Lw	I/a	Optime	K0	Di	Adiv	Aatm	Agr	Afol	Ahous	Abar	Cmet	RL	Lr
	(m)	(m)	(m)			(Hz)	dB(A)	dB	dB	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	dB(A)
25	18312883.57	4893366.20	1.30	0	D	500	87.0	0.0	0.0	0.0	-3.0	54.6	0.3	2.5	0.0	0.0	2.5	0.0	0.0	24.2

Point Source, ISO 9613, Name: "HVAC", ID: "COMM2"																				
Nr.	X	Y	Z	Refl.	DEN	Freq.	Lw	I/a	Optime	K0	Di	Adiv	Aatm	Agr	Afol	Ahous	Abar	Cmet	RL	Lr
	(m)	(m)	(m)			(Hz)	dB(A)	dB	dB	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	dB(A)
29	18312881.39	4893374.40	1.30	0	D	500	87.0	0.0	0.0	0.0	-3.0	55.0	0.3	0.2	0.0	0.0	6.8	0.0	0.0	21.7

Point Source, ISO 9613, Name: "HVAC", ID: "COMM2"																				
Nr.	X	Y	Z	Refl.	DEN	Freq.	Lw	I/a	Optime	K0	Di	Adiv	Aatm	Agr	Afol	Ahous	Abar	Cmet	RL	Lr
	(m)	(m)	(m)			(Hz)	dB(A)	dB	dB	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	dB(A)
31	18312889.80	4893378.67	1.30	0	D	500	87.0	0.0	0.0	0.0	0.0	55.3	0.3	-0.3	0.0	0.0	0.0	0.0	0.0	31.6

Point Source, ISO 9613, Name: "HVAC", ID: "COMM1"																				
Nr.	X	Y	Z	Refl.	DEN	Freq.	Lw	I/a	Optime	K0	Di	Adiv	Aatm	Agr	Afol	Ahous	Abar	Cmet	RL	Lr
	(m)	(m)	(m)			(Hz)	dB(A)	dB	dB	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	dB(A)
41	18312745.26	4893375.94	1.30	0	D	500	87.0	0.0	0.0	0.0	-3.0	55.4	0.3	-2.4	0.0	0.0	0.0	0.0	0.0	30.7

Point Source, ISO 9613, Name: "HVAC", ID: "COMM2"																				
Nr.	X	Y	Z	Refl.	DEN	Freq.	Lw	I/a	Optime	K0	Di	Adiv	Aatm	Agr	Afol	Ahous	Abar	Cmet	RL	Lr
	(m)	(m)	(m)			(Hz)	dB(A)	dB	dB	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	dB(A)
43	18312891.06	4893379.37	1.30	0	D	500	87.0	0.0	0.0	0.0	0.0	55.4	0.3	-0.5	0.0	0.0	0.0	0.0	0.0	31.7

Point Source, ISO 9613, Name: "Kit Exhaust", ID: "COMM2"																				
Nr.	X	Y	Z	Refl.	DEN	Freq.	Lw	I/a	Optime	K0	Di	Adiv	Aatm	Agr	Afol	Ahous	Abar	Cmet	RL	Lr
	(m)	(m)	(m)			(Hz)	dB(A)	dB	dB	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	dB(A)
45	18312918.11	4893389.71	2.00	0	D	500	88.0	0.0	0.0	0.0	0.0	56.5	0.4	-2.2	0.0	0.0	0.0	0.0	0.0	33.3

Point Source, ISO 9613, Name: "HVAC", ID: "COMM1"																				
Nr.	X	Y	Z	Refl.	DEN	Freq.	Lw	I/a	Optime	K0	Di	Adiv	Aatm	Agr	Afol	Ahous	Abar	Cmet	RL	Lr
	(m)	(m)	(m)			(Hz)	dB(A)	dB	dB	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	dB(A)
47	18312729.57	4893371.59	1.30	0	D	500	87.0	0.0	0.0	0.0	-3.0	55.6	0.3	-2.4	0.0	0.0	0.0	0.0	0.0	30.5

Point Source, ISO 9613, Name: "HVAC", ID: "COMM2"																				
Nr.	X	Y	Z	Refl.	DEN	Freq.	Lw	I/a	Optime	K0	Di	Adiv	Aatm	Agr	Afol	Ahous	Abar	Cmet	RL	Lr
	(m)	(m)	(m)			(Hz)	dB(A)	dB	dB	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	dB(A)
50	18312895.48	4893380.84	1.30	0	D	500	87.0	0.0	0.0	0.0	-3.0	55.6	0.3	-0.9	0.0	0.0	0.0	0.0	0.0	29.0

Point Source, ISO 9613, Name: "HVAC", ID: "COMM2"																				
Nr.	X	Y	Z	Refl.	DEN	Freq.	Lw	I/a	Optime	K0	Di	Adiv	Aatm	Agr	Afol	Ahous	Abar	Cmet	RL	Lr
	(m)	(m)	(m)			(Hz)	dB(A)	dB	dB	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	dB(A)
52	18312901.01	4893382.94	1.30	0	D	500	87.0	0.0	0.0	0.0	-3.0	55.8	0.3	-2.1	0.0	0.0	0.0	0.0	0.0	30.0

DAYTIME SOUND LEVELS FROM MECHANICAL SOURCES

Point Source, ISO 9613, Name: "Knudsen Constr.", ID: "COMM6"																				
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)
54	18312872.33	4893358.30	7.30	0	D	500	85.0	0.0	0.0	0.0	0.0	53.8	0.3	-0.9	0.0	0.0	0.0	0.0	0.0	31.8

Point Source, ISO 9613, Name: "HVAC", ID: "COMM2"																				
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)
66	18312908.02	4893381.75	1.30	0	D	500	87.0	0.0	0.0	0.0	-3.0	55.9	0.3	-2.1	0.0	0.0	0.0	0.0	0.0	29.9

Point Source, ISO 9613, Name: "HVAC", ID: "COMM1"																				
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)
68	18312739.52	4893395.62	1.30	0	D	500	87.0	0.0	0.0	0.0	-3.0	56.3	0.4	-2.4	0.0	0.0	0.0	0.0	0.0	29.7

Point Source, ISO 9613, Name: "HVAC", ID: "COMM2"																				
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)
70	18312919.44	4893385.82	1.30	0	D	500	87.0	0.0	0.0	0.0	-3.0	56.4	0.4	-2.1	0.0	0.0	0.0	0.0	0.0	29.4

Point Source, ISO 9613, Name: "HVAC", ID: "COMM1"																				
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)
72	18312723.97	4893390.65	1.30	0	D	500	87.0	0.0	0.0	0.0	-3.0	56.5	0.4	-2.4	0.0	0.0	0.0	0.0	0.0	29.6

Point Source, ISO 9613, Name: "HVAC", ID: "COMM1"																				
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)
74	18312672.40	4893351.41	1.30	0	D	500	87.0	0.0	0.0	0.0	-3.0	56.7	0.4	-2.3	0.0	0.0	0.0	0.0	0.0	29.3

Point Source, ISO 9613, Name: "HVAC", ID: "COMM2"																				
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)
76	18312902.88	4893372.52	1.30	0	D	500	85.0	0.0	0.0	0.0	-3.0	55.4	0.3	-1.6	0.0	0.0	0.0	0.0	0.0	27.9

Point Source, ISO 9613, Name: "HVAC", ID: "COMM1"																				
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)
78	18312701.97	4893371.73	1.30	0	D	500	85.0	0.0	0.0	0.0	-3.0	56.4	0.4	-2.4	0.0	0.0	0.0	0.0	0.0	27.7

Point Source, ISO 9613, Name: "HVAC", ID: "COMM1"																				
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)
80	18312693.70	4893366.27	1.30	0	D	500	85.0	0.0	0.0	0.0	-3.0	56.4	0.4	-2.4	0.0	0.0	0.0	0.0	0.0	27.6

Point Source, ISO 9613, Name: "HVAC", ID: "COMM1"																				
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)
82	18312702.67	4893383.92	1.30	0	D	500	85.0	0.0	0.0	0.0	-3.0	56.8	0.4	-2.4	0.0	0.0	0.0	0.0	0.0	27.3

Point Source, ISO 9613, Name: "HVAC", ID: "COMM1"																				
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)
83	18312683.61	4893371.31	1.30	0	D	500	85.0	0.0	0.0	0.0	-3.0	56.9	0.4	-2.4	0.0	0.0	0.0	0.0	0.0	27.1

Point Source, ISO 9613, Name: "HVAC", ID: "COMM1"																				
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)
93	18312702.53	4893394.99	1.30	0	D	500	85.0	0.0	0.0	0.0	-3.0	57.2	0.4	-2.5	0.0	0.0	0.0	0.0	0.0	26.9

Point Source, ISO 9613, Name: "HVAC", ID: "COMM1"																				
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)
95	18312670.16	4893367.11	1.30	0	D	500	85.0	0.0	0.0	0.0	-3.0	57.2	0.4	-2.4	0.0	0.0	0.0	0.0	0.0	26.8

DAYTIME SOUND LEVELS FROM MECHANICAL SOURCES

Point Source, ISO 9613, Name: "HVAC", ID: "COMM1"																				
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)
97	18312679.97	4893382.52	1.30	0	D	500	85.0	0.0	0.0	0.0	0.0	57.4	0.4	-2.4	0.0	0.0	0.0	0.0	0.0	29.7

Point Source, ISO 9613, Name: "Pneumatic", ID: "COMM5"																				
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)
105	18312586.22	4893225.28	1.80	0	D	500	92.4	0.0	0.0	0.0	0.0	58.4	0.5	-0.4	0.0	0.0	0.0	0.0	0.0	34.0
107	18312586.22	4893225.28	1.80	1	D	500	92.4	0.0	0.0	0.0	0.0	58.4	0.5	-0.5	0.0	0.0	0.0	0.0	1.0	33.0

Point Source, ISO 9613, Name: "Pneumatic", ID: "COMM5"																				
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)
109	18312585.24	4893214.92	1.80	0	D	500	92.4	0.0	0.0	0.0	0.0	58.5	0.5	1.7	0.0	0.0	0.0	0.0	0.0	31.8

Point Source, ISO 9613, Name: "Pneumatic", ID: "COMM5"																				
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)
111	18312584.58	4893218.30	1.80	0	D	500	92.4	0.0	0.0	0.0	0.0	58.5	0.5	0.9	0.0	0.0	0.0	0.0	0.0	32.6

Point Source, ISO 9613, Name: "HVAC", ID: "COMM1"																				
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)
116	18312666.80	4893378.74	1.30	0	D	500	85.0	0.0	0.0	0.0	-3.0	57.6	0.4	-2.4	0.0	0.0	0.0	0.0	0.0	26.4

Point Source, ISO 9613, Name: "HVAC", ID: "COMM7"																				
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)
119	18313057.96	4893198.65	8.60	0	D	500	85.0	0.0	0.0	0.0	0.0	58.6	0.5	0.0	0.0	0.0	8.9	0.0	0.0	17.0

Point Source, ISO 9613, Name: "HVAC", ID: "COMM7"																				
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)
124	18313064.88	4893275.26	8.60	0	D	500	85.0	0.0	0.0	0.0	0.0	58.9	0.5	0.0	0.0	0.0	8.2	0.0	0.0	17.4

Point Source, ISO 9613, Name: "HVAC", ID: "COMM7"																				
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)
126	18313066.58	4893271.31	8.60	0	D	500	85.0	0.0	0.0	0.0	0.0	59.0	0.5	0.0	0.0	0.0	8.2	0.0	0.0	17.4

Point Source, ISO 9613, Name: "HVAC", ID: "COMM7"																				
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)
130	18313074.35	4893277.95	8.60	0	D	500	85.0	0.0	0.0	0.0	0.0	59.3	0.5	0.0	0.0	0.0	7.6	0.0	0.0	17.7

Point Source, ISO 9613, Name: "HVAC", ID: "COMM7"																				
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)
132	18313075.91	4893273.99	8.60	0	D	500	85.0	0.0	0.0	0.0	0.0	59.3	0.5	0.0	0.0	0.0	7.6	0.0	0.0	17.6

Point Source, ISO 9613, Name: "HVAC", ID: "COMM7"																				
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)
139	18313077.04	4893270.03	8.60	0	D	500	85.0	0.0	0.0	0.0	0.0	59.3	0.5	0.0	0.0	0.0	7.6	0.0	0.0	17.6

Point Source, ISO 9613, Name: "HVAC", ID: "COMM7"																				
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)
143	18313080.71	4893279.22	8.60	0	D	500	85.0	0.0	0.0	0.0	0.0	59.5	0.5	0.0	0.0	0.0	7.2	0.0	0.0	17.8

Point Source, ISO 9613, Name: "HVAC", ID: "COMM7"																				
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)
145	18313083.40	4893272.01	8.60	0	D	500	85.0	0.0	0.0	0.0	0.0	59.5	0.5	0.0	0.0	0.0	7.3	0.0	0.0	17.7

DAYTIME SOUND LEVELS FROM MECHANICAL SOURCES

Point Source, ISO 9613, Name: "Pneumatic", ID: "COMM4"																				
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)
158	18312501.89	4893214.86	1.80	0	D	500	92.4	0.0	0.0	0.0	0.0	61.1	0.6	-2.0	0.0	0.0	18.4	0.0	0.0	14.4

Point Source, ISO 9613, Name: "HVAC", ID: "COMM7"																				
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)
160	18313023.19	4893263.81	8.60	0	D	500	82.0	0.0	0.0	0.0	0.0	57.3	0.4	0.0	0.0	0.0	11.6	0.0	0.0	12.7

Point Source, ISO 9613, Name: "HVAC", ID: "COMM7"																				
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)
162	18313035.62	4893269.75	8.60	0	D	500	82.0	0.0	0.0	0.0	0.0	57.8	0.4	0.0	0.0	0.0	10.3	0.0	0.0	13.5

vert. Area Source, ISO 9613, Name: "CW Bay1", ID: "COMM3"																				
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)
164	18312982.46	4893346.29	2.50	0	D	1000	74.0	4.6	0.0	3.0	0.0	57.0	0.7	-1.6	0.0	0.0	0.0	0.0	0.0	25.5
166	18312982.46	4893346.29	1.50	0	D	1000	74.0	4.6	0.0	3.0	0.0	57.0	0.7	-1.6	0.0	0.0	0.0	0.0	0.0	25.4
174	18312982.46	4893346.29	0.50	0	D	1000	74.0	4.6	0.0	3.0	0.0	57.0	0.7	-2.0	0.0	0.0	0.0	0.0	0.0	25.9

vert. Area Source, ISO 9613, Name: "CW Bay 2", ID: "COMM3"																				
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)
178	18312986.09	4893348.46	2.50	0	D	1000	74.0	4.6	0.0	3.0	0.0	57.2	0.7	-1.7	0.0	0.0	0.0	0.0	0.0	25.4
180	18312986.09	4893348.46	1.50	0	D	1000	74.0	4.6	0.0	3.0	0.0	57.2	0.7	-1.6	0.0	0.0	0.0	0.0	0.0	25.3
184	18312986.09	4893348.46	0.50	0	D	1000	74.0	4.6	0.0	3.0	0.0	57.2	0.7	-2.1	0.0	0.0	0.0	0.0	0.0	25.7

vert. Area Source, ISO 9613, Name: "CW Bay 3", ID: "COMM3"																				
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)
186	18312994.33	4893353.40	2.50	0	D	1000	74.0	4.6	0.0	3.0	0.0	57.6	0.8	-1.9	0.0	0.0	0.0	0.0	0.0	25.1
192	18312994.33	4893353.40	1.50	0	D	1000	74.0	4.6	0.0	3.0	0.0	57.6	0.8	-1.6	0.0	0.0	0.0	0.0	0.0	24.9
201	18312994.33	4893353.40	0.50	0	D	1000	74.0	4.6	0.0	3.0	0.0	57.6	0.8	-2.1	0.0	0.0	0.0	0.0	0.0	25.3

vert. Area Source, ISO 9613, Name: "CW Bay 4", ID: "COMM3"																				
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)
206	18312997.51	4893355.30	2.50	0	D	1000	74.0	4.5	0.0	3.0	0.0	57.8	0.8	-1.9	0.0	0.0	0.0	0.0	0.0	24.9
209	18312997.51	4893355.30	1.50	0	D	1000	74.0	4.5	0.0	3.0	0.0	57.8	0.8	-1.6	0.0	0.0	0.0	0.0	0.0	24.6
211	18312997.51	4893355.30	0.50	0	D	1000	74.0	4.5	0.0	3.0	0.0	57.8	0.8	-2.1	0.0	0.0	0.0	0.0	0.0	25.0

DAYTIME SOUND LEVELS FROM MECHANICAL SOURCES

Receiver

Name: R4 - Block A (East Apt)

ID: R4

X: 18312946.78 m

Y: 4893265.69 m

Z: 22.00 m

Point Source, ISO 9613, Name: "Vac1", ID: "COMM3"																				
Nr.	X	Y	Z	Refl.	DEN	Freq.	Lw	I/a	Optime	K0	Di	Adiv	Aatm	Agr	Afol	Ahous	Abar	Cmet	RL	Lr
	(m)	(m)	(m)			(Hz)	dB(A)	dB	dB	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	dB(A)
2	18312973.28	4893347.76	1.80	0	D	A	98.8	0.0	0.0	0.0	0.0	49.9	2.0	-1.4	0.0	0.0	0.0	0.0	0.0	48.2
6	18312973.28	4893347.76	1.80	1	D	A	98.8	0.0	0.0	0.0	0.0	50.6	2.2	-1.4	0.0	0.0	0.0	0.0	1.1	46.3

Point Source, ISO 9613, Name: "Vac1", ID: "COMM3"																				
Nr.	X	Y	Z	Refl.	DEN	Freq.	Lw	I/a	Optime	K0	Di	Adiv	Aatm	Agr	Afol	Ahous	Abar	Cmet	RL	Lr
	(m)	(m)	(m)			(Hz)	dB(A)	dB	dB	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	dB(A)
8	18312972.05	4893349.97	1.80	0	D	A	98.8	0.0	0.0	0.0	0.0	50.1	2.1	-1.4	0.0	0.0	0.0	0.0	0.0	48.0
10	18312972.05	4893349.97	1.80	1	D	A	98.8	0.0	0.0	0.0	0.0	50.8	2.2	-1.6	0.0	0.0	0.0	0.0	1.1	46.4

Point Source, ISO 9613, Name: "Kit Exhaust", ID: "COMM2"																				
Nr.	X	Y	Z	Refl.	DEN	Freq.	Lw	I/a	Optime	K0	Di	Adiv	Aatm	Agr	Afol	Ahous	Abar	Cmet	RL	Lr
	(m)	(m)	(m)			(Hz)	dB(A)	dB	dB	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	dB(A)
19	18312918.11	4893389.71	2.00	0	D	500	88.0	0.0	0.0	0.0	0.0	53.2	0.2	-0.3	0.0	0.0	0.0	0.0	0.0	34.8

Point Source, ISO 9613, Name: "HVAC", ID: "COMM2"																				
Nr.	X	Y	Z	Refl.	DEN	Freq.	Lw	I/a	Optime	K0	Di	Adiv	Aatm	Agr	Afol	Ahous	Abar	Cmet	RL	Lr
	(m)	(m)	(m)			(Hz)	dB(A)	dB	dB	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	dB(A)
21	18312883.57	4893366.20	1.30	0	D	500	87.0	0.0	0.0	0.0	-3.0	52.6	0.2	0.5	0.0	0.0	0.0	0.0	0.0	30.6

Point Source, ISO 9613, Name: "HVAC", ID: "COMM2"																				
Nr.	X	Y	Z	Refl.	DEN	Freq.	Lw	I/a	Optime	K0	Di	Adiv	Aatm	Agr	Afol	Ahous	Abar	Cmet	RL	Lr
	(m)	(m)	(m)			(Hz)	dB(A)	dB	dB	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	dB(A)
26	18312908.02	4893381.75	1.30	0	D	500	87.0	0.0	0.0	0.0	-3.0	52.9	0.2	-0.0	0.0	0.0	0.0	0.0	0.0	30.9

Point Source, ISO 9613, Name: "HVAC", ID: "COMM2"																				
Nr.	X	Y	Z	Refl.	DEN	Freq.	Lw	I/a	Optime	K0	Di	Adiv	Aatm	Agr	Afol	Ahous	Abar	Cmet	RL	Lr
	(m)	(m)	(m)			(Hz)	dB(A)	dB	dB	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	dB(A)
27	18312919.44	4893385.82	1.30	0	D	500	87.0	0.0	0.0	0.0	-3.0	52.9	0.2	0.5	0.0	0.0	0.0	0.0	0.0	30.3

Point Source, ISO 9613, Name: "HVAC", ID: "COMM2"																				
Nr.	X	Y	Z	Refl.	DEN	Freq.	Lw	I/a	Optime	K0	Di	Adiv	Aatm	Agr	Afol	Ahous	Abar	Cmet	RL	Lr
	(m)	(m)	(m)			(Hz)	dB(A)	dB	dB	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	dB(A)
34	18312901.01	4893382.94	1.30	0	D	500	87.0	0.0	0.0	0.0	-3.0	53.1	0.2	-0.8	0.0	0.0	0.0	0.0	0.0	31.4

Point Source, ISO 9613, Name: "HVAC", ID: "COMM2"																				
Nr.	X	Y	Z	Refl.	DEN	Freq.	Lw	I/a	Optime	K0	Di	Adiv	Aatm	Agr	Afol	Ahous	Abar	Cmet	RL	Lr
	(m)	(m)	(m)			(Hz)	dB(A)	dB	dB	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	dB(A)
36	18312895.48	4893380.84	1.30	0	D	500	87.0	0.0	0.0	0.0	-3.0	53.1	0.2	-0.9	0.0	0.0	0.0	0.0	0.0	31.5

Point Source, ISO 9613, Name: "HVAC", ID: "COMM2"																				
Nr.	X	Y	Z	Refl.	DEN	Freq.	Lw	I/a	Optime	K0	Di	Adiv	Aatm	Agr	Afol	Ahous	Abar	Cmet	RL	Lr
	(m)	(m)	(m)			(Hz)	dB(A)	dB	dB	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	dB(A)
42	18312889.80	4893378.67	1.30	0	D	500	87.0	0.0	0.0	0.0	0.0	53.2	0.2	-1.0	0.0	0.0	0.0	0.0	0.0	34.6

Point Source, ISO 9613, Name: "HVAC", ID: "COMM2"																				
Nr.	X	Y	Z	Refl.	DEN	Freq.	Lw	I/a	Optime	K0	Di	Adiv	Aatm	Agr	Afol	Ahous	Abar	Cmet	RL	Lr
	(m)	(m)	(m)			(Hz)	dB(A)	dB	dB	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	dB(A)
44	18312891.06	4893379.37	1.30	0	D	500	87.0	0.0	0.0	0.0	0.0	53.2	0.2	-1.2	0.0	0.0	0.0	0.0	0.0	34.7

Point Source, ISO 9613, Name: "HVAC", ID: "COMM2"																				
Nr.	X	Y	Z	Refl.	DEN	Freq.	Lw	I/a	Optime	K0	Di	Adiv	Aatm	Agr	Afol	Ahous	Abar	Cmet	RL	Lr
	(m)	(m)	(m)			(Hz)	dB(A)	dB	dB	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	dB(A)
56	18312881.39	4893374.40	1.30	0	D	500	87.0	0.0	0.0	0.0	-3.0	53.2	0.2	-1.2	0.0	0.0	0.0	0.0	0.0	31.8

DAYTIME SOUND LEVELS FROM MECHANICAL SOURCES

Point Source, ISO 9613, Name: "HVAC", ID: "COMM7"																				
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)
58	18313023.19	4893263.81	8.60	0	D	500	82.0	0.0	0.0	0.0	0.0	48.8	0.1	0.0	0.0	0.0	0.0	0.0	0.0	33.1

Point Source, ISO 9613, Name: "HVAC", ID: "COMM2"																				
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)
60	18312902.88	4893372.52	1.30	0	D	500	85.0	0.0	0.0	0.0	-3.0	52.4	0.2	1.3	0.0	0.0	0.0	0.0	0.0	28.1

Point Source, ISO 9613, Name: "HVAC", ID: "COMM7"																				
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)
62	18313064.88	4893275.26	8.60	0	D	500	85.0	0.0	0.0	0.0	0.0	52.5	0.2	0.0	0.0	0.0	0.0	0.0	0.0	32.2

Point Source, ISO 9613, Name: "Knudsen Constr.", ID: "COMM6"																				
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)
64	18312872.33	4893358.30	7.30	0	D	500	85.0	0.0	0.0	0.0	0.0	52.6	0.2	-1.1	0.0	0.0	0.0	0.0	0.0	33.3

Point Source, ISO 9613, Name: "HVAC", ID: "COMM7"																				
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)
69	18313066.58	4893271.31	8.60	0	D	500	85.0	0.0	0.0	0.0	0.0	52.6	0.2	0.0	0.0	0.0	0.0	0.0	0.0	32.1

Point Source, ISO 9613, Name: "HVAC", ID: "COMM7"																				
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)
71	18313035.62	4893269.75	8.60	0	D	500	82.0	0.0	0.0	0.0	0.0	50.1	0.2	0.0	0.0	0.0	0.0	0.0	0.0	31.7

Point Source, ISO 9613, Name: "HVAC", ID: "COMM7"																				
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)
73	18313074.35	4893277.95	8.60	0	D	500	85.0	0.0	0.0	0.0	0.0	53.2	0.2	0.0	0.0	0.0	0.0	0.0	0.0	31.5

Point Source, ISO 9613, Name: "HVAC", ID: "COMM7"																				
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)
75	18313075.91	4893273.99	8.60	0	D	500	85.0	0.0	0.0	0.0	0.0	53.3	0.3	0.0	0.0	0.0	0.0	0.0	0.0	31.5

Point Source, ISO 9613, Name: "HVAC", ID: "COMM7"																				
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)
77	18313057.96	4893198.65	8.60	0	D	500	85.0	0.0	0.0	0.0	0.0	53.3	0.3	0.0	0.0	0.0	0.0	0.0	0.0	31.4

Point Source, ISO 9613, Name: "HVAC", ID: "COMM7"																				
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)
79	18313077.04	4893270.03	8.60	0	D	500	85.0	0.0	0.0	0.0	0.0	53.3	0.3	0.0	0.0	0.0	0.0	0.0	0.0	31.4

Point Source, ISO 9613, Name: "HVAC", ID: "COMM7"																				
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)
86	18313080.71	4893279.22	8.60	0	D	500	85.0	0.0	0.0	0.0	0.0	53.6	0.3	0.0	0.0	0.0	0.0	0.0	0.0	31.1

Point Source, ISO 9613, Name: "HVAC", ID: "COMM7"																				
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)
88	18313083.40	4893272.01	8.60	0	D	500	85.0	0.0	0.0	0.0	0.0	53.8	0.3	0.0	0.0	0.0	0.0	0.0	0.0	31.0

Point Source, ISO 9613, Name: "HVAC", ID: "COMM1"																				
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)
90	18312745.26	4893375.94	1.30	0	D	500	87.0	0.0	0.0	0.0	-3.0	58.3	0.4	-2.4	0.0	0.0	0.0	0.0	0.0	27.7

DAYTIME SOUND LEVELS FROM MECHANICAL SOURCES

vert. Area Source, ISO 9613, Name: "CW Bay1", ID: "COMM3"																				
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)
94	18312982.46	4893346.29	2.50	0	D	1000	74.0	4.6	0.0	3.0	0.0	50.1	0.3	-1.3	0.0	0.0	0.0	0.0	0.0	32.5
99	18312982.46	4893346.29	0.50	0	D	1000	74.0	4.6	0.0	3.0	0.0	50.2	0.3	-1.3	0.0	0.0	0.0	0.0	0.0	32.4
104	18312982.46	4893346.29	1.50	0	D	1000	74.0	4.6	0.0	3.0	0.0	50.1	0.3	-1.2	0.0	0.0	0.0	0.0	0.0	32.4

Point Source, ISO 9613, Name: "HVAC", ID: "COMM1"																				
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)
106	18312729.57	4893371.59	1.30	0	D	500	87.0	0.0	0.0	0.0	-3.0	58.7	0.5	-2.4	0.0	0.0	0.0	0.0	0.0	27.2

Point Source, ISO 9613, Name: "HVAC", ID: "COMM1"																				
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)
108	18312739.52	4893395.62	1.30	0	D	500	87.0	0.0	0.0	0.0	-3.0	58.8	0.5	-2.4	0.0	0.0	0.0	0.0	0.0	27.1

vert. Area Source, ISO 9613, Name: "CW Bay 2", ID: "COMM3"																				
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)
110	18312986.09	4893348.46	2.50	0	D	1000	74.0	4.6	0.0	3.0	0.0	50.4	0.3	-1.4	0.0	0.0	0.0	0.0	0.0	32.3
112	18312986.09	4893348.46	1.50	0	D	1000	74.0	4.6	0.0	3.0	0.0	50.5	0.3	-1.4	0.0	0.0	0.0	0.0	0.0	32.2
117	18312986.09	4893348.46	0.50	0	D	1000	74.0	4.6	0.0	3.0	0.0	50.5	0.3	-2.1	0.0	0.0	0.0	0.0	0.0	32.9

Point Source, ISO 9613, Name: "HVAC", ID: "COMM1"																				
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)
120	18312723.97	4893390.65	1.30	0	D	500	87.0	0.0	0.0	0.0	-3.0	59.2	0.5	-2.5	0.0	0.0	0.0	0.0	0.0	26.8

vert. Area Source, ISO 9613, Name: "CW Bay 3", ID: "COMM3"																				
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)
122	18312994.33	4893353.40	2.50	0	D	1000	74.0	4.6	0.0	3.0	0.0	51.1	0.4	-1.5	0.0	0.0	0.0	0.0	0.0	31.6
128	18312994.33	4893353.40	0.50	0	D	1000	74.0	4.6	0.0	3.0	0.0	51.2	0.4	-2.2	0.0	0.0	0.0	0.0	0.0	32.2
134	18312994.33	4893353.40	1.50	0	D	1000	74.0	4.6	0.0	3.0	0.0	51.2	0.4	-1.5	0.0	0.0	0.0	0.0	0.0	31.6

vert. Area Source, ISO 9613, Name: "CW Bay 4", ID: "COMM3"																				
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)
136	18312997.51	4893355.30	2.50	0	D	1000	74.0	4.5	0.0	3.0	0.0	51.4	0.4	-1.5	0.0	0.0	0.0	0.0	0.0	31.2
138	18312997.51	4893355.30	1.50	0	D	1000	74.0	4.5	0.0	3.0	0.0	51.4	0.4	-1.5	0.0	0.0	0.0	0.0	0.0	31.2
140	18312997.51	4893355.30	0.50	0	D	1000	74.0	4.5	0.0	3.0	0.0	51.4	0.4	-2.1	0.0	0.0	0.0	0.0	0.0	31.8

Point Source, ISO 9613, Name: "HVAC", ID: "COMM1"																				
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)
144	18312672.40	4893351.41	1.30	0	D	500	87.0	0.0	0.0	0.0	-3.0	60.2	0.6	-2.4	0.0	0.0	0.0	0.0	0.0	25.6

Point Source, ISO 9613, Name: "HVAC", ID: "COMM1"																				
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)
146	18312701.97	4893371.73	1.30	0	D	500	85.0	0.0	0.0	0.0	-3.0	59.5	0.5	-2.5	0.0	0.0	0.0	0.0	0.0	24.4

Point Source, ISO 9613, Name: "HVAC", ID: "COMM1"																				
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)
148	18312702.67	4893383.92	1.30	0	D	500	85.0	0.0	0.0	0.0	-3.0	59.7	0.5	-2.5	0.0	0.0	0.0	0.0	0.0	24.3

Point Source, ISO 9613, Name: "HVAC", ID: "COMM1"																				
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)
150	18312693.70	4893366.27	1.30	0	D	500	85.0	0.0	0.0	0.0	-3.0	59.7	0.5	-2.4	0.0	0.0	0.0	0.0	0.0	24.2

Point Source, ISO 9613, Name: "HVAC", ID: "COMM1"																				
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)
152	18312702.53	4893394.99	1.30	0	D	500	85.0	0.0	0.0	0.0	-3.0	59.9	0.5	-2.5	0.0	0.0	0.0	0.0	0.0	24.1

DAYTIME SOUND LEVELS FROM MECHANICAL SOURCES

Point Source, ISO 9613, Name: "HVAC", ID: "COMM1"																				
Nr.	X	Y	Z	Refl.	DEN	Freq.	Lw	I/a	Optime	K0	Di	Adiv	Aatm	Agr	Afol	Ahous	Abar	Cmet	RL	Lr
	(m)	(m)	(m)			(Hz)	dB(A)	dB	dB	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	dB(A)
154	18312683.61	4893371.31	1.30	0	D	500	85.0	0.0	0.0	0.0	-3.0	60.1	0.5	-2.5	0.0	0.0	0.0	0.0	0.0	23.9

Point Source, ISO 9613, Name: "HVAC", ID: "COMM1"																				
Nr.	X	Y	Z	Refl.	DEN	Freq.	Lw	I/a	Optime	K0	Di	Adiv	Aatm	Agr	Afol	Ahous	Abar	Cmet	RL	Lr
	(m)	(m)	(m)			(Hz)	dB(A)	dB	dB	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	dB(A)
156	18312679.97	4893382.52	1.30	0	D	500	85.0	0.0	0.0	0.0	0.0	60.3	0.6	-2.5	0.0	0.0	0.0	0.0	0.0	26.6

Point Source, ISO 9613, Name: "HVAC", ID: "COMM1"																				
Nr.	X	Y	Z	Refl.	DEN	Freq.	Lw	I/a	Optime	K0	Di	Adiv	Aatm	Agr	Afol	Ahous	Abar	Cmet	RL	Lr
	(m)	(m)	(m)			(Hz)	dB(A)	dB	dB	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	dB(A)
161	18312670.16	4893367.11	1.30	0	D	500	85.0	0.0	0.0	0.0	-3.0	60.4	0.6	-2.4	0.0	0.0	0.0	0.0	0.0	23.5

Point Source, ISO 9613, Name: "HVAC", ID: "COMM1"																				
Nr.	X	Y	Z	Refl.	DEN	Freq.	Lw	I/a	Optime	K0	Di	Adiv	Aatm	Agr	Afol	Ahous	Abar	Cmet	RL	Lr
	(m)	(m)	(m)			(Hz)	dB(A)	dB	dB	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	dB(A)
165	18312666.80	4893378.74	1.30	0	D	500	85.0	0.0	0.0	0.0	-3.0	60.6	0.6	-2.5	0.0	0.0	0.0	0.0	0.0	23.3

Point Source, ISO 9613, Name: "Pneumatic", ID: "COMM5"																				
Nr.	X	Y	Z	Refl.	DEN	Freq.	Lw	I/a	Optime	K0	Di	Adiv	Aatm	Agr	Afol	Ahous	Abar	Cmet	RL	Lr
	(m)	(m)	(m)			(Hz)	dB(A)	dB	dB	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	dB(A)
171	18312586.22	4893225.28	1.80	0	D	500	92.4	0.0	0.0	0.0	0.0	62.2	0.7	-1.3	0.0	0.0	0.0	0.0	0.0	30.8
175	18312586.22	4893225.28	1.80	1	D	500	92.4	0.0	0.0	0.0	0.0	62.2	0.7	-1.3	0.0	0.0	0.0	0.0	1.0	29.8

Point Source, ISO 9613, Name: "Pneumatic", ID: "COMM5"																				
Nr.	X	Y	Z	Refl.	DEN	Freq.	Lw	I/a	Optime	K0	Di	Adiv	Aatm	Agr	Afol	Ahous	Abar	Cmet	RL	Lr
	(m)	(m)	(m)			(Hz)	dB(A)	dB	dB	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	dB(A)
176	18312585.24	4893214.92	1.80	0	D	500	92.4	0.0	0.0	0.0	0.0	62.3	0.7	1.4	0.0	0.0	0.0	0.0	0.0	28.1

Point Source, ISO 9613, Name: "Pneumatic", ID: "COMM5"																				
Nr.	X	Y	Z	Refl.	DEN	Freq.	Lw	I/a	Optime	K0	Di	Adiv	Aatm	Agr	Afol	Ahous	Abar	Cmet	RL	Lr
	(m)	(m)	(m)			(Hz)	dB(A)	dB	dB	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	dB(A)
181	18312584.58	4893218.30	1.80	0	D	500	92.4	0.0	0.0	0.0	0.0	62.3	0.7	0.4	0.0	0.0	0.0	0.0	0.0	29.1

Point Source, ISO 9613, Name: "Pneumatic", ID: "COMM4"																				
Nr.	X	Y	Z	Refl.	DEN	Freq.	Lw	I/a	Optime	K0	Di	Adiv	Aatm	Agr	Afol	Ahous	Abar	Cmet	RL	Lr
	(m)	(m)	(m)			(Hz)	dB(A)	dB	dB	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	dB(A)
183	18312501.89	4893214.86	1.80	0	D	500	92.4	0.0	0.0	0.0	0.0	64.0	0.9	-1.9	0.0	0.0	19.0	0.0	0.0	10.5

CADNAA – NIGHTTIME MECHANICAL SOURCES

NIGHTTIME SOUND LEVELS FROM MECHANICAL SOURCES

Receiver

Name: R1 - BlockG

ID: R1

X: 18312500.16 m

Y: 4893105.23 m

Z: 7.50 m

Point Source, ISO 9613, Name: "HVAC", ID: "COMM1"																				
Nr.	X	Y	Z	Refl.	DEN	Freq.	Lw	I/a	Optime	K0	Di	Adiv	Aatm	Agr	Afol	Ahous	Abar	Cmet	RL	Lr
	(m)	(m)	(m)			(Hz)	dB(A)	dB	dB	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	dB(A)
15	18312672.40	4893351.41	1.30	0	N	500	84.0	0.0	0.0	0.0	-3.0	60.6	0.6	3.9	0.0	0.0	0.4	0.0	0.0	15.5

Point Source, ISO 9613, Name: "HVAC", ID: "COMM1"																				
Nr.	X	Y	Z	Refl.	DEN	Freq.	Lw	I/a	Optime	K0	Di	Adiv	Aatm	Agr	Afol	Ahous	Abar	Cmet	RL	Lr
	(m)	(m)	(m)			(Hz)	dB(A)	dB	dB	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	dB(A)
37	18312729.57	4893371.59	1.30	0	N	500	84.0	0.0	0.0	0.0	-3.0	61.9	0.7	-2.5	0.0	0.0	0.0	0.0	0.0	20.9

Point Source, ISO 9613, Name: "HVAC", ID: "COMM1"																				
Nr.	X	Y	Z	Refl.	DEN	Freq.	Lw	I/a	Optime	K0	Di	Adiv	Aatm	Agr	Afol	Ahous	Abar	Cmet	RL	Lr
	(m)	(m)	(m)			(Hz)	dB(A)	dB	dB	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	dB(A)
39	18312723.97	4893390.65	1.30	0	N	500	84.0	0.0	0.0	0.0	-3.0	62.2	0.7	-2.5	0.0	0.0	1.7	0.0	0.0	18.9

Point Source, ISO 9613, Name: "HVAC", ID: "COMM1"																				
Nr.	X	Y	Z	Refl.	DEN	Freq.	Lw	I/a	Optime	K0	Di	Adiv	Aatm	Agr	Afol	Ahous	Abar	Cmet	RL	Lr
	(m)	(m)	(m)			(Hz)	dB(A)	dB	dB	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	dB(A)
49	18312745.26	4893375.94	1.30	0	N	500	84.0	0.0	0.0	0.0	-3.0	62.3	0.7	-2.6	0.0	0.0	0.0	0.0	0.0	20.7

Point Source, ISO 9613, Name: "HVAC", ID: "COMM1"																				
Nr.	X	Y	Z	Refl.	DEN	Freq.	Lw	I/a	Optime	K0	Di	Adiv	Aatm	Agr	Afol	Ahous	Abar	Cmet	RL	Lr
	(m)	(m)	(m)			(Hz)	dB(A)	dB	dB	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	dB(A)
51	18312739.52	4893395.62	1.30	0	N	500	84.0	0.0	0.0	0.0	-3.0	62.5	0.7	-2.7	0.0	0.0	0.0	0.0	0.0	20.4

Point Source, ISO 9613, Name: "HVAC", ID: "COMM1"																				
Nr.	X	Y	Z	Refl.	DEN	Freq.	Lw	I/a	Optime	K0	Di	Adiv	Aatm	Agr	Afol	Ahous	Abar	Cmet	RL	Lr
	(m)	(m)	(m)			(Hz)	dB(A)	dB	dB	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	dB(A)
53	18312670.16	4893367.11	1.30	0	N	500	82.0	0.0	0.0	0.0	-3.0	60.9	0.6	3.1	0.0	0.0	0.9	0.0	0.0	13.5

Point Source, ISO 9613, Name: "HVAC", ID: "COMM1"																				
Nr.	X	Y	Z	Refl.	DEN	Freq.	Lw	I/a	Optime	K0	Di	Adiv	Aatm	Agr	Afol	Ahous	Abar	Cmet	RL	Lr
	(m)	(m)	(m)			(Hz)	dB(A)	dB	dB	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	dB(A)
55	18312666.80	4893378.74	1.30	0	N	500	82.0	0.0	0.0	0.0	-3.0	61.1	0.6	2.8	0.0	0.0	0.3	0.0	0.0	14.2

Point Source, ISO 9613, Name: "HVAC", ID: "COMM1"																				
Nr.	X	Y	Z	Refl.	DEN	Freq.	Lw	I/a	Optime	K0	Di	Adiv	Aatm	Agr	Afol	Ahous	Abar	Cmet	RL	Lr
	(m)	(m)	(m)			(Hz)	dB(A)	dB	dB	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	dB(A)
57	18312683.61	4893371.31	1.30	0	N	500	82.0	0.0	0.0	0.0	-3.0	61.2	0.6	-0.7	0.0	0.0	3.6	0.0	0.0	14.2

Point Source, ISO 9613, Name: "HVAC", ID: "COMM1"																				
Nr.	X	Y	Z	Refl.	DEN	Freq.	Lw	I/a	Optime	K0	Di	Adiv	Aatm	Agr	Afol	Ahous	Abar	Cmet	RL	Lr
	(m)	(m)	(m)			(Hz)	dB(A)	dB	dB	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	dB(A)
59	18312693.70	4893366.27	1.30	0	N	500	82.0	0.0	0.0	0.0	-3.0	61.2	0.6	-2.2	0.0	0.0	3.0	0.0	0.0	16.3

Point Source, ISO 9613, Name: "HVAC", ID: "COMM1"																				
Nr.	X	Y	Z	Refl.	DEN	Freq.	Lw	I/a	Optime	K0	Di	Adiv	Aatm	Agr	Afol	Ahous	Abar	Cmet	RL	Lr
	(m)	(m)	(m)			(Hz)	dB(A)	dB	dB	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	dB(A)
61	18312679.97	4893382.52	1.30	0	N	500	82.0	0.0	0.0	0.0	0.0	61.4	0.6	-0.5	0.0	0.0	3.2	0.0	0.0	17.3

Point Source, ISO 9613, Name: "HVAC", ID: "COMM1"																				
Nr.	X	Y	Z	Refl.	DEN	Freq.	Lw	I/a	Optime	K0	Di	Adiv	Aatm	Agr	Afol	Ahous	Abar	Cmet	RL	Lr
	(m)	(m)	(m)			(Hz)	dB(A)	dB	dB	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	dB(A)
63	18312701.97	4893371.73	1.30	0	N	500	82.0	0.0	0.0	0.0	-3.0	61.5	0.6	-2.3	0.0	0.0	2.5	0.0	0.0	16.6

NIGHTTIME SOUND LEVELS FROM MECHANICAL SOURCES

Point Source, ISO 9613, Name: "HVAC", ID: "COMM1"																				
Nr.	X	Y	Z	Refl.	DEN	Freq.	Lw	I/a	Optime	K0	Di	Adiv	Aatm	Agr	Afol	Ahous	Abar	Cmet	RL	Lr
	(m)	(m)	(m)			(Hz)	dB(A)	dB	dB	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	dB(A)
65	18312702.67	4893383.92	1.30	0	N	500	82.0	0.0	0.0	0.0	-3.0	61.7	0.7	-2.3	0.0	0.0	3.3	0.0	0.0	15.7

Point Source, ISO 9613, Name: "HVAC", ID: "COMM1"																				
Nr.	X	Y	Z	Refl.	DEN	Freq.	Lw	I/a	Optime	K0	Di	Adiv	Aatm	Agr	Afol	Ahous	Abar	Cmet	RL	Lr
	(m)	(m)	(m)			(Hz)	dB(A)	dB	dB	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	dB(A)
67	18312702.53	4893394.99	1.30	0	N	500	82.0	0.0	0.0	0.0	-3.0	62.0	0.7	-2.3	0.0	0.0	3.5	0.0	0.0	15.1

Point Source, ISO 9613, Name: "Kit Exhaust", ID: "COMM2"																				
Nr.	X	Y	Z	Refl.	DEN	Freq.	Lw	I/a	Optime	K0	Di	Adiv	Aatm	Agr	Afol	Ahous	Abar	Cmet	RL	Lr
	(m)	(m)	(m)			(Hz)	dB(A)	dB	dB	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	dB(A)
81	18312918.11	4893389.71	2.00	0	N	500	85.0	0.0	0.0	0.0	0.0	65.1	1.0	-2.0	0.0	0.0	4.2	0.0	0.0	16.7

Point Source, ISO 9613, Name: "HVAC", ID: "COMM2"																				
Nr.	X	Y	Z	Refl.	DEN	Freq.	Lw	I/a	Optime	K0	Di	Adiv	Aatm	Agr	Afol	Ahous	Abar	Cmet	RL	Lr
	(m)	(m)	(m)			(Hz)	dB(A)	dB	dB	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	dB(A)
89	18312889.80	4893378.67	1.30	0	N	500	84.0	0.0	0.0	0.0	0.0	64.6	0.9	-2.0	0.0	0.0	7.7	0.0	0.0	12.9

Point Source, ISO 9613, Name: "HVAC", ID: "COMM2"																				
Nr.	X	Y	Z	Refl.	DEN	Freq.	Lw	I/a	Optime	K0	Di	Adiv	Aatm	Agr	Afol	Ahous	Abar	Cmet	RL	Lr
	(m)	(m)	(m)			(Hz)	dB(A)	dB	dB	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	dB(A)
91	18312891.06	4893379.37	1.30	0	N	500	84.0	0.0	0.0	0.0	0.0	64.6	0.9	-2.0	0.0	0.0	7.4	0.0	0.0	13.1

Point Source, ISO 9613, Name: "HVAC", ID: "COMM2"																				
Nr.	X	Y	Z	Refl.	DEN	Freq.	Lw	I/a	Optime	K0	Di	Adiv	Aatm	Agr	Afol	Ahous	Abar	Cmet	RL	Lr
	(m)	(m)	(m)			(Hz)	dB(A)	dB	dB	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	dB(A)
96	18312895.48	4893380.84	1.30	0	N	500	84.0	0.0	0.0	0.0	-3.0	64.7	0.9	-2.0	0.0	0.0	6.6	0.0	0.0	10.9

Point Source, ISO 9613, Name: "HVAC", ID: "COMM2"																				
Nr.	X	Y	Z	Refl.	DEN	Freq.	Lw	I/a	Optime	K0	Di	Adiv	Aatm	Agr	Afol	Ahous	Abar	Cmet	RL	Lr
	(m)	(m)	(m)			(Hz)	dB(A)	dB	dB	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	dB(A)
101	18312901.01	4893382.94	1.30	0	N	500	84.0	0.0	0.0	0.0	-3.0	64.8	0.9	-2.0	0.0	0.0	5.7	0.0	0.0	11.6

Point Source, ISO 9613, Name: "HVAC", ID: "COMM2"																				
Nr.	X	Y	Z	Refl.	DEN	Freq.	Lw	I/a	Optime	K0	Di	Adiv	Aatm	Agr	Afol	Ahous	Abar	Cmet	RL	Lr
	(m)	(m)	(m)			(Hz)	dB(A)	dB	dB	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	dB(A)
103	18312908.02	4893381.75	1.30	0	N	500	84.0	0.0	0.0	0.0	-3.0	64.9	1.0	-2.0	0.0	0.0	5.0	0.0	0.0	12.2

Point Source, ISO 9613, Name: "HVAC", ID: "COMM2"																				
Nr.	X	Y	Z	Refl.	DEN	Freq.	Lw	I/a	Optime	K0	Di	Adiv	Aatm	Agr	Afol	Ahous	Abar	Cmet	RL	Lr
	(m)	(m)	(m)			(Hz)	dB(A)	dB	dB	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	dB(A)
114	18312919.44	4893385.82	1.30	0	N	500	84.0	0.0	0.0	0.0	-3.0	65.1	1.0	-2.1	0.0	0.0	3.8	0.0	0.0	13.2

Point Source, ISO 9613, Name: "Knudsen Constr.", ID: "COMM6"																				
Nr.	X	Y	Z	Refl.	DEN	Freq.	Lw	I/a	Optime	K0	Di	Adiv	Aatm	Agr	Afol	Ahous	Abar	Cmet	RL	Lr
	(m)	(m)	(m)			(Hz)	dB(A)	dB	dB	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	dB(A)
118	18312872.33	4893358.30	7.30	0	N	500	82.0	0.0	0.0	0.0	0.0	64.1	0.9	-0.6	0.0	0.0	0.0	0.0	0.0	17.6

Point Source, ISO 9613, Name: "HVAC", ID: "COMM2"																				
Nr.	X	Y	Z	Refl.	DEN	Freq.	Lw	I/a	Optime	K0	Di	Adiv	Aatm	Agr	Afol	Ahous	Abar	Cmet	RL	Lr
	(m)	(m)	(m)			(Hz)	dB(A)	dB	dB	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	dB(A)
127	18312902.88	4893372.52	1.30	0	N	500	82.0	0.0	0.0	0.0	-3.0	64.7	0.9	-1.9	0.0	0.0	4.6	0.0	0.0	10.8

NIGHTTIME SOUND LEVELS FROM MECHANICAL SOURCES

Receiver
 Name: R2 - Block F
 ID: R2
 X: 18312627.14 m
 Y: 4893153.93 m
 Z: 7.50 m

Point Source, ISO 9613, Name: "HVAC", ID: "COMM1"																				
Nr.	X	Y	Z	Refl.	DEN	Freq.	Lw	I/a	Optime	K0	Di	Adiv	Aatm	Agr	Afol	Ahous	Abar	Cmet	RL	Lr
	(m)	(m)	(m)			(Hz)	dB(A)	dB	dB	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	dB(A)
23	18312672.40	4893351.41	1.30	0	N	500	84.0	0.0	0.0	0.0	-3.0	57.1	0.4	1.2	0.0	0.0	0.0	0.0	0.0	22.2

Point Source, ISO 9613, Name: "HVAC", ID: "COMM1"																				
Nr.	X	Y	Z	Refl.	DEN	Freq.	Lw	I/a	Optime	K0	Di	Adiv	Aatm	Agr	Afol	Ahous	Abar	Cmet	RL	Lr
	(m)	(m)	(m)			(Hz)	dB(A)	dB	dB	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	dB(A)
38	18312729.57	4893371.59	1.30	0	N	500	84.0	0.0	0.0	0.0	-3.0	58.6	0.5	-2.2	0.0	0.0	0.0	0.0	0.0	24.1

Point Source, ISO 9613, Name: "HVAC", ID: "COMM1"																				
Nr.	X	Y	Z	Refl.	DEN	Freq.	Lw	I/a	Optime	K0	Di	Adiv	Aatm	Agr	Afol	Ahous	Abar	Cmet	RL	Lr
	(m)	(m)	(m)			(Hz)	dB(A)	dB	dB	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	dB(A)
92	18312745.26	4893375.94	1.30	0	N	500	84.0	0.0	0.0	0.0	-3.0	59.0	0.5	-2.1	0.0	0.0	0.0	0.0	0.0	23.6

Point Source, ISO 9613, Name: "HVAC", ID: "COMM1"																				
Nr.	X	Y	Z	Refl.	DEN	Freq.	Lw	I/a	Optime	K0	Di	Adiv	Aatm	Agr	Afol	Ahous	Abar	Cmet	RL	Lr
	(m)	(m)	(m)			(Hz)	dB(A)	dB	dB	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	dB(A)
98	18312723.97	4893390.65	1.30	0	N	500	84.0	0.0	0.0	0.0	-3.0	59.2	0.5	-2.2	0.0	0.0	0.0	0.0	0.0	23.6

Point Source, ISO 9613, Name: "HVAC", ID: "COMM1"																				
Nr.	X	Y	Z	Refl.	DEN	Freq.	Lw	I/a	Optime	K0	Di	Adiv	Aatm	Agr	Afol	Ahous	Abar	Cmet	RL	Lr
	(m)	(m)	(m)			(Hz)	dB(A)	dB	dB	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	dB(A)
100	18312739.52	4893395.62	1.30	0	N	500	84.0	0.0	0.0	0.0	-3.0	59.5	0.5	-2.2	0.0	0.0	0.0	0.0	0.0	23.2

Point Source, ISO 9613, Name: "HVAC", ID: "COMM1"																				
Nr.	X	Y	Z	Refl.	DEN	Freq.	Lw	I/a	Optime	K0	Di	Adiv	Aatm	Agr	Afol	Ahous	Abar	Cmet	RL	Lr
	(m)	(m)	(m)			(Hz)	dB(A)	dB	dB	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	dB(A)
102	18312670.16	4893367.11	1.30	0	N	500	82.0	0.0	0.0	0.0	-3.0	57.8	0.4	1.4	0.0	0.0	0.0	0.0	0.0	19.4

Point Source, ISO 9613, Name: "HVAC", ID: "COMM1"																				
Nr.	X	Y	Z	Refl.	DEN	Freq.	Lw	I/a	Optime	K0	Di	Adiv	Aatm	Agr	Afol	Ahous	Abar	Cmet	RL	Lr
	(m)	(m)	(m)			(Hz)	dB(A)	dB	dB	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	dB(A)
113	18312693.70	4893366.27	1.30	0	N	500	82.0	0.0	0.0	0.0	-3.0	58.0	0.4	-2.2	0.0	0.0	0.0	0.0	0.0	22.8

Point Source, ISO 9613, Name: "HVAC", ID: "COMM1"																				
Nr.	X	Y	Z	Refl.	DEN	Freq.	Lw	I/a	Optime	K0	Di	Adiv	Aatm	Agr	Afol	Ahous	Abar	Cmet	RL	Lr
	(m)	(m)	(m)			(Hz)	dB(A)	dB	dB	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	dB(A)
115	18312683.61	4893371.31	1.30	0	N	500	82.0	0.0	0.0	0.0	-3.0	58.0	0.4	-2.1	0.0	0.0	0.0	0.0	0.0	22.6

Point Source, ISO 9613, Name: "HVAC", ID: "COMM1"																				
Nr.	X	Y	Z	Refl.	DEN	Freq.	Lw	I/a	Optime	K0	Di	Adiv	Aatm	Agr	Afol	Ahous	Abar	Cmet	RL	Lr
	(m)	(m)	(m)			(Hz)	dB(A)	dB	dB	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	dB(A)
121	18312666.80	4893378.74	1.30	0	N	500	82.0	0.0	0.0	0.0	-3.0	58.2	0.4	1.6	0.0	0.0	0.0	0.0	0.0	18.8

Point Source, ISO 9613, Name: "HVAC", ID: "COMM1"																				
Nr.	X	Y	Z	Refl.	DEN	Freq.	Lw	I/a	Optime	K0	Di	Adiv	Aatm	Agr	Afol	Ahous	Abar	Cmet	RL	Lr
	(m)	(m)	(m)			(Hz)	dB(A)	dB	dB	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	dB(A)
123	18312701.97	4893371.73	1.30	0	N	500	82.0	0.0	0.0	0.0	-3.0	58.2	0.4	-2.2	0.0	0.0	0.0	0.0	0.0	22.5

Point Source, ISO 9613, Name: "HVAC", ID: "COMM1"																				
Nr.	X	Y	Z	Refl.	DEN	Freq.	Lw	I/a	Optime	K0	Di	Adiv	Aatm	Agr	Afol	Ahous	Abar	Cmet	RL	Lr
	(m)	(m)	(m)			(Hz)	dB(A)	dB	dB	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	dB(A)
125	18312679.97	4893382.52	1.30	0	N	500	82.0	0.0	0.0	0.0	0.0	58.4	0.5	-2.1	0.0	0.0	0.0	0.0	0.0	25.2

NIGHTTIME SOUND LEVELS FROM MECHANICAL SOURCES

Point Source, ISO 9613, Name: "HVAC", ID: "COMM1"																				
Nr.	X	Y	Z	Refl.	DEN	Freq.	Lw	I/a	Optime	K0	Di	Adiv	Aatm	Agr	Afol	Ahous	Abar	Cmet	RL	Lr
	(m)	(m)	(m)			(Hz)	dB(A)	dB	dB	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	dB(A)
131	18312702.67	4893383.92	1.30	0	N	500	82.0	0.0	0.0	0.0	-3.0	58.7	0.5	-2.2	0.0	0.0	0.0	0.0	0.0	22.0

Point Source, ISO 9613, Name: "HVAC", ID: "COMM1"																				
Nr.	X	Y	Z	Refl.	DEN	Freq.	Lw	I/a	Optime	K0	Di	Adiv	Aatm	Agr	Afol	Ahous	Abar	Cmet	RL	Lr
	(m)	(m)	(m)			(Hz)	dB(A)	dB	dB	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	dB(A)
133	18312702.53	4893394.99	1.30	0	N	500	82.0	0.0	0.0	0.0	-3.0	59.1	0.5	-2.2	0.0	0.0	0.0	0.0	0.0	21.6

Point Source, ISO 9613, Name: "Kit Exhaust", ID: "COMM2"																				
Nr.	X	Y	Z	Refl.	DEN	Freq.	Lw	I/a	Optime	K0	Di	Adiv	Aatm	Agr	Afol	Ahous	Abar	Cmet	RL	Lr
	(m)	(m)	(m)			(Hz)	dB(A)	dB	dB	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	dB(A)
142	18312918.11	4893389.71	2.00	0	N	500	85.0	0.0	0.0	0.0	0.0	62.5	0.7	-2.0	0.0	0.0	3.4	0.0	0.0	20.5

Point Source, ISO 9613, Name: "HVAC", ID: "COMM2"																				
Nr.	X	Y	Z	Refl.	DEN	Freq.	Lw	I/a	Optime	K0	Di	Adiv	Aatm	Agr	Afol	Ahous	Abar	Cmet	RL	Lr
	(m)	(m)	(m)			(Hz)	dB(A)	dB	dB	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	dB(A)
151	18312889.80	4893378.67	1.30	0	N	500	84.0	0.0	0.0	0.0	0.0	61.8	0.7	-1.9	0.0	0.0	8.5	0.0	0.0	15.0

Point Source, ISO 9613, Name: "HVAC", ID: "COMM2"																				
Nr.	X	Y	Z	Refl.	DEN	Freq.	Lw	I/a	Optime	K0	Di	Adiv	Aatm	Agr	Afol	Ahous	Abar	Cmet	RL	Lr
	(m)	(m)	(m)			(Hz)	dB(A)	dB	dB	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	dB(A)
153	18312891.06	4893379.37	1.30	0	N	500	84.0	0.0	0.0	0.0	0.0	61.8	0.7	-1.9	0.0	0.0	8.1	0.0	0.0	15.3

Point Source, ISO 9613, Name: "HVAC", ID: "COMM2"																				
Nr.	X	Y	Z	Refl.	DEN	Freq.	Lw	I/a	Optime	K0	Di	Adiv	Aatm	Agr	Afol	Ahous	Abar	Cmet	RL	Lr
	(m)	(m)	(m)			(Hz)	dB(A)	dB	dB	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	dB(A)
163	18312895.48	4893380.84	1.30	0	N	500	84.0	0.0	0.0	0.0	-3.0	61.9	0.7	-2.0	0.0	0.0	7.2	0.0	0.0	13.2

Point Source, ISO 9613, Name: "HVAC", ID: "COMM2"																				
Nr.	X	Y	Z	Refl.	DEN	Freq.	Lw	I/a	Optime	K0	Di	Adiv	Aatm	Agr	Afol	Ahous	Abar	Cmet	RL	Lr
	(m)	(m)	(m)			(Hz)	dB(A)	dB	dB	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	dB(A)
167	18312901.01	4893382.94	1.30	0	N	500	84.0	0.0	0.0	0.0	-3.0	62.1	0.7	-2.1	0.0	0.0	6.2	0.0	0.0	14.2

Point Source, ISO 9613, Name: "HVAC", ID: "COMM2"																				
Nr.	X	Y	Z	Refl.	DEN	Freq.	Lw	I/a	Optime	K0	Di	Adiv	Aatm	Agr	Afol	Ahous	Abar	Cmet	RL	Lr
	(m)	(m)	(m)			(Hz)	dB(A)	dB	dB	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	dB(A)
169	18312908.02	4893381.75	1.30	0	N	500	84.0	0.0	0.0	0.0	-3.0	62.2	0.7	-2.1	0.0	0.0	4.4	0.0	0.0	15.8

Point Source, ISO 9613, Name: "HVAC", ID: "COMM2"																				
Nr.	X	Y	Z	Refl.	DEN	Freq.	Lw	I/a	Optime	K0	Di	Adiv	Aatm	Agr	Afol	Ahous	Abar	Cmet	RL	Lr
	(m)	(m)	(m)			(Hz)	dB(A)	dB	dB	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	dB(A)
173	18312919.44	4893385.82	1.30	0	N	500	84.0	0.0	0.0	0.0	-3.0	62.4	0.7	-2.2	0.0	0.0	2.1	0.0	0.0	18.0

Point Source, ISO 9613, Name: "Knudsen Constr.", ID: "COMM6"																				
Nr.	X	Y	Z	Refl.	DEN	Freq.	Lw	I/a	Optime	K0	Di	Adiv	Aatm	Agr	Afol	Ahous	Abar	Cmet	RL	Lr
	(m)	(m)	(m)			(Hz)	dB(A)	dB	dB	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	dB(A)
177	18312872.33	4893358.30	7.30	0	N	500	82.0	0.0	0.0	0.0	0.0	61.1	0.6	-0.7	0.0	0.0	0.0	0.0	0.0	21.0

Point Source, ISO 9613, Name: "HVAC", ID: "COMM2"																				
Nr.	X	Y	Z	Refl.	DEN	Freq.	Lw	I/a	Optime	K0	Di	Adiv	Aatm	Agr	Afol	Ahous	Abar	Cmet	RL	Lr
	(m)	(m)	(m)			(Hz)	dB(A)	dB	dB	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	dB(A)
182	18312902.88	4893372.52	1.30	0	N	500	82.0	0.0	0.0	0.0	-3.0	61.9	0.7	-1.6	0.0	0.0	2.9	0.0	0.0	15.2

NIGHTTIME SOUND LEVELS FROM MECHANICAL SOURCES

Receiver
 Name: R3 - Block F
 ID: R3
 X: 18312820.40 m
 Y: 4893230.43 m
 Z: 22.00 m

Point Source, ISO 9613, Name: "HVAC", ID: "COMM2"																				
Nr.	X	Y	Z	Refl.	DEN	Freq.	Lw	I/a	Optime	K0	Di	Adiv	Aatm	Agr	Afol	Ahous	Abar	Cmet	RL	Lr
	(m)	(m)	(m)			(Hz)	dB(A)	dB	dB	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	dB(A)
25	18312883.57	4893366.20	1.30	0	N	500	84.0	0.0	0.0	0.0	-3.0	54.6	0.3	2.5	0.0	0.0	2.5	0.0	0.0	21.2

Point Source, ISO 9613, Name: "HVAC", ID: "COMM2"																				
Nr.	X	Y	Z	Refl.	DEN	Freq.	Lw	I/a	Optime	K0	Di	Adiv	Aatm	Agr	Afol	Ahous	Abar	Cmet	RL	Lr
	(m)	(m)	(m)			(Hz)	dB(A)	dB	dB	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	dB(A)
29	18312881.39	4893374.40	1.30	0	N	500	84.0	0.0	0.0	0.0	-3.0	55.0	0.3	0.2	0.0	0.0	6.8	0.0	0.0	18.7

Point Source, ISO 9613, Name: "HVAC", ID: "COMM2"																				
Nr.	X	Y	Z	Refl.	DEN	Freq.	Lw	I/a	Optime	K0	Di	Adiv	Aatm	Agr	Afol	Ahous	Abar	Cmet	RL	Lr
	(m)	(m)	(m)			(Hz)	dB(A)	dB	dB	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	dB(A)
31	18312889.80	4893378.67	1.30	0	N	500	84.0	0.0	0.0	0.0	0.0	55.3	0.3	-0.3	0.0	0.0	0.0	0.0	0.0	28.6

Point Source, ISO 9613, Name: "HVAC", ID: "COMM1"																				
Nr.	X	Y	Z	Refl.	DEN	Freq.	Lw	I/a	Optime	K0	Di	Adiv	Aatm	Agr	Afol	Ahous	Abar	Cmet	RL	Lr
	(m)	(m)	(m)			(Hz)	dB(A)	dB	dB	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	dB(A)
41	18312745.26	4893375.94	1.30	0	N	500	84.0	0.0	0.0	0.0	-3.0	55.4	0.3	-2.4	0.0	0.0	0.0	0.0	0.0	27.7

Point Source, ISO 9613, Name: "HVAC", ID: "COMM2"																				
Nr.	X	Y	Z	Refl.	DEN	Freq.	Lw	I/a	Optime	K0	Di	Adiv	Aatm	Agr	Afol	Ahous	Abar	Cmet	RL	Lr
	(m)	(m)	(m)			(Hz)	dB(A)	dB	dB	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	dB(A)
43	18312891.06	4893379.37	1.30	0	N	500	84.0	0.0	0.0	0.0	0.0	55.4	0.3	-0.5	0.0	0.0	0.0	0.0	0.0	28.7

Point Source, ISO 9613, Name: "Kit Exhaust", ID: "COMM2"																				
Nr.	X	Y	Z	Refl.	DEN	Freq.	Lw	I/a	Optime	K0	Di	Adiv	Aatm	Agr	Afol	Ahous	Abar	Cmet	RL	Lr
	(m)	(m)	(m)			(Hz)	dB(A)	dB	dB	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	dB(A)
45	18312918.11	4893389.71	2.00	0	N	500	85.0	0.0	0.0	0.0	0.0	56.5	0.4	-2.2	0.0	0.0	0.0	0.0	0.0	30.3

Point Source, ISO 9613, Name: "HVAC", ID: "COMM1"																				
Nr.	X	Y	Z	Refl.	DEN	Freq.	Lw	I/a	Optime	K0	Di	Adiv	Aatm	Agr	Afol	Ahous	Abar	Cmet	RL	Lr
	(m)	(m)	(m)			(Hz)	dB(A)	dB	dB	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	dB(A)
47	18312729.57	4893371.59	1.30	0	N	500	84.0	0.0	0.0	0.0	-3.0	55.6	0.3	-2.4	0.0	0.0	0.0	0.0	0.0	27.5

Point Source, ISO 9613, Name: "HVAC", ID: "COMM2"																				
Nr.	X	Y	Z	Refl.	DEN	Freq.	Lw	I/a	Optime	K0	Di	Adiv	Aatm	Agr	Afol	Ahous	Abar	Cmet	RL	Lr
	(m)	(m)	(m)			(Hz)	dB(A)	dB	dB	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	dB(A)
50	18312895.48	4893380.84	1.30	0	N	500	84.0	0.0	0.0	0.0	-3.0	55.6	0.3	-0.9	0.0	0.0	0.0	0.0	0.0	26.0

Point Source, ISO 9613, Name: "HVAC", ID: "COMM2"																				
Nr.	X	Y	Z	Refl.	DEN	Freq.	Lw	I/a	Optime	K0	Di	Adiv	Aatm	Agr	Afol	Ahous	Abar	Cmet	RL	Lr
	(m)	(m)	(m)			(Hz)	dB(A)	dB	dB	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	dB(A)
52	18312901.01	4893382.94	1.30	0	N	500	84.0	0.0	0.0	0.0	-3.0	55.8	0.3	-2.1	0.0	0.0	0.0	0.0	0.0	27.0

Point Source, ISO 9613, Name: "Knudsen Constr.", ID: "COMM6"																				
Nr.	X	Y	Z	Refl.	DEN	Freq.	Lw	I/a	Optime	K0	Di	Adiv	Aatm	Agr	Afol	Ahous	Abar	Cmet	RL	Lr
	(m)	(m)	(m)			(Hz)	dB(A)	dB	dB	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	dB(A)
54	18312872.33	4893358.30	7.30	0	N	500	82.0	0.0	0.0	0.0	0.0	53.8	0.3	-0.9	0.0	0.0	0.0	0.0	0.0	28.8

Point Source, ISO 9613, Name: "HVAC", ID: "COMM2"																				
Nr.	X	Y	Z	Refl.	DEN	Freq.	Lw	I/a	Optime	K0	Di	Adiv	Aatm	Agr	Afol	Ahous	Abar	Cmet	RL	Lr
	(m)	(m)	(m)			(Hz)	dB(A)	dB	dB	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	dB(A)
66	18312908.02	4893381.75	1.30	0	N	500	84.0	0.0	0.0	0.0	-3.0	55.9	0.3	-2.1	0.0	0.0	0.0	0.0	0.0	26.9

NIGHTTIME SOUND LEVELS FROM MECHANICAL SOURCES

Point Source, ISO 9613, Name: "HVAC", ID: "COMM1"																				
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)
68	18312739.52	4893395.62	1.30	0	N	500	84.0	0.0	0.0	0.0	-3.0	56.3	0.4	-2.4	0.0	0.0	0.0	0.0	0.0	26.7

Point Source, ISO 9613, Name: "HVAC", ID: "COMM2"																				
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)
70	18312919.44	4893385.82	1.30	0	N	500	84.0	0.0	0.0	0.0	-3.0	56.4	0.4	-2.1	0.0	0.0	0.0	0.0	0.0	26.4

Point Source, ISO 9613, Name: "HVAC", ID: "COMM1"																				
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)
72	18312723.97	4893390.65	1.30	0	N	500	84.0	0.0	0.0	0.0	-3.0	56.5	0.4	-2.4	0.0	0.0	0.0	0.0	0.0	26.6

Point Source, ISO 9613, Name: "HVAC", ID: "COMM1"																				
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)
74	18312672.40	4893351.41	1.30	0	N	500	84.0	0.0	0.0	0.0	-3.0	56.7	0.4	-2.3	0.0	0.0	0.0	0.0	0.0	26.3

Point Source, ISO 9613, Name: "HVAC", ID: "COMM2"																				
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)
76	18312902.88	4893372.52	1.30	0	N	500	82.0	0.0	0.0	0.0	-3.0	55.4	0.3	-1.6	0.0	0.0	0.0	0.0	0.0	24.9

Point Source, ISO 9613, Name: "HVAC", ID: "COMM1"																				
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)
78	18312701.97	4893371.73	1.30	0	N	500	82.0	0.0	0.0	0.0	-3.0	56.4	0.4	-2.4	0.0	0.0	0.0	0.0	0.0	24.7

Point Source, ISO 9613, Name: "HVAC", ID: "COMM1"																				
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)
80	18312693.70	4893366.27	1.30	0	N	500	82.0	0.0	0.0	0.0	-3.0	56.4	0.4	-2.4	0.0	0.0	0.0	0.0	0.0	24.6

Point Source, ISO 9613, Name: "HVAC", ID: "COMM1"																				
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)
82	18312702.67	4893383.92	1.30	0	N	500	82.0	0.0	0.0	0.0	-3.0	56.8	0.4	-2.4	0.0	0.0	0.0	0.0	0.0	24.3

Point Source, ISO 9613, Name: "HVAC", ID: "COMM1"																				
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)
83	18312683.61	4893371.31	1.30	0	N	500	82.0	0.0	0.0	0.0	-3.0	56.9	0.4	-2.4	0.0	0.0	0.0	0.0	0.0	24.1

Point Source, ISO 9613, Name: "HVAC", ID: "COMM1"																				
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)
93	18312702.53	4893394.99	1.30	0	N	500	82.0	0.0	0.0	0.0	-3.0	57.2	0.4	-2.5	0.0	0.0	0.0	0.0	0.0	23.9

Point Source, ISO 9613, Name: "HVAC", ID: "COMM1"																				
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)
95	18312670.16	4893367.11	1.30	0	N	500	82.0	0.0	0.0	0.0	-3.0	57.2	0.4	-2.4	0.0	0.0	0.0	0.0	0.0	23.8

Point Source, ISO 9613, Name: "HVAC", ID: "COMM1"																				
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)
97	18312679.97	4893382.52	1.30	0	N	500	82.0	0.0	0.0	0.0	0.0	57.4	0.4	-2.4	0.0	0.0	0.0	0.0	0.0	26.7

Point Source, ISO 9613, Name: "HVAC", ID: "COMM1"																				
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)
116	18312666.80	4893378.74	1.30	0	N	500	82.0	0.0	0.0	0.0	-3.0	57.6	0.4	-2.4	0.0	0.0	0.0	0.0	0.0	23.4

NIGHTTIME SOUND LEVELS FROM MECHANICAL SOURCES

Point Source, ISO 9613, Name: "HVAC", ID: "COMM7"																				
Nr.	X	Y	Z	Refl.	DEN	Freq.	Lw	I/a	Optime	K0	Di	Adiv	Aatm	Agr	Afol	Ahous	Abar	Cmet	RL	Lr
	(m)	(m)	(m)			(Hz)	dB(A)	dB	dB	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	dB(A)
119	18313057.96	4893198.65	8.60	0	N	500	82.0	0.0	0.0	0.0	0.0	58.6	0.5	0.0	0.0	0.0	8.9	0.0	0.0	14.0

Point Source, ISO 9613, Name: "HVAC", ID: "COMM7"																				
Nr.	X	Y	Z	Refl.	DEN	Freq.	Lw	I/a	Optime	K0	Di	Adiv	Aatm	Agr	Afol	Ahous	Abar	Cmet	RL	Lr
	(m)	(m)	(m)			(Hz)	dB(A)	dB	dB	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	dB(A)
124	18313064.88	4893275.26	8.60	0	N	500	82.0	0.0	0.0	0.0	0.0	58.9	0.5	0.0	0.0	0.0	8.2	0.0	0.0	14.4

Point Source, ISO 9613, Name: "HVAC", ID: "COMM7"																				
Nr.	X	Y	Z	Refl.	DEN	Freq.	Lw	I/a	Optime	K0	Di	Adiv	Aatm	Agr	Afol	Ahous	Abar	Cmet	RL	Lr
	(m)	(m)	(m)			(Hz)	dB(A)	dB	dB	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	dB(A)
126	18313066.58	4893271.31	8.60	0	N	500	82.0	0.0	0.0	0.0	0.0	59.0	0.5	0.0	0.0	0.0	8.2	0.0	0.0	14.4

Point Source, ISO 9613, Name: "HVAC", ID: "COMM7"																				
Nr.	X	Y	Z	Refl.	DEN	Freq.	Lw	I/a	Optime	K0	Di	Adiv	Aatm	Agr	Afol	Ahous	Abar	Cmet	RL	Lr
	(m)	(m)	(m)			(Hz)	dB(A)	dB	dB	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	dB(A)
130	18313074.35	4893277.95	8.60	0	N	500	82.0	0.0	0.0	0.0	0.0	59.3	0.5	0.0	0.0	0.0	7.6	0.0	0.0	14.7

Point Source, ISO 9613, Name: "HVAC", ID: "COMM7"																				
Nr.	X	Y	Z	Refl.	DEN	Freq.	Lw	I/a	Optime	K0	Di	Adiv	Aatm	Agr	Afol	Ahous	Abar	Cmet	RL	Lr
	(m)	(m)	(m)			(Hz)	dB(A)	dB	dB	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	dB(A)
132	18313075.91	4893273.99	8.60	0	N	500	82.0	0.0	0.0	0.0	0.0	59.3	0.5	0.0	0.0	0.0	7.6	0.0	0.0	14.6

Point Source, ISO 9613, Name: "HVAC", ID: "COMM7"																				
Nr.	X	Y	Z	Refl.	DEN	Freq.	Lw	I/a	Optime	K0	Di	Adiv	Aatm	Agr	Afol	Ahous	Abar	Cmet	RL	Lr
	(m)	(m)	(m)			(Hz)	dB(A)	dB	dB	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	dB(A)
139	18313077.04	4893270.03	8.60	0	N	500	82.0	0.0	0.0	0.0	0.0	59.3	0.5	0.0	0.0	0.0	7.6	0.0	0.0	14.6

Point Source, ISO 9613, Name: "HVAC", ID: "COMM7"																				
Nr.	X	Y	Z	Refl.	DEN	Freq.	Lw	I/a	Optime	K0	Di	Adiv	Aatm	Agr	Afol	Ahous	Abar	Cmet	RL	Lr
	(m)	(m)	(m)			(Hz)	dB(A)	dB	dB	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	dB(A)
143	18313080.71	4893279.22	8.60	0	N	500	82.0	0.0	0.0	0.0	0.0	59.5	0.5	0.0	0.0	0.0	7.2	0.0	0.0	14.8

Point Source, ISO 9613, Name: "HVAC", ID: "COMM7"																				
Nr.	X	Y	Z	Refl.	DEN	Freq.	Lw	I/a	Optime	K0	Di	Adiv	Aatm	Agr	Afol	Ahous	Abar	Cmet	RL	Lr
	(m)	(m)	(m)			(Hz)	dB(A)	dB	dB	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	dB(A)
145	18313083.40	4893272.01	8.60	0	N	500	82.0	0.0	0.0	0.0	0.0	59.5	0.5	0.0	0.0	0.0	7.3	0.0	0.0	14.7

Point Source, ISO 9613, Name: "HVAC", ID: "COMM7"																				
Nr.	X	Y	Z	Refl.	DEN	Freq.	Lw	I/a	Optime	K0	Di	Adiv	Aatm	Agr	Afol	Ahous	Abar	Cmet	RL	Lr
	(m)	(m)	(m)			(Hz)	dB(A)	dB	dB	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	dB(A)
162	18313035.62	4893269.75	8.60	0	N	500	79.0	0.0	0.0	0.0	0.0	57.8	0.4	0.0	0.0	0.0	10.3	0.0	0.0	10.5

NIGHTTIME SOUND LEVELS FROM MECHANICAL SOURCES

Receiver

Name: R4 - Block A (East Apt)

ID: R4

X: 18312946.78 m

Y: 4893265.69 m

Z: 22.00 m

Point Source, ISO 9613, Name: "Kit Exhaust", ID: "COMM2"																				
Nr.	X	Y	Z	Refl.	DEN	Freq.	Lw	I/a	Optime	K0	Di	Adiv	Aatm	Agr	Afol	Ahous	Abar	Cmet	RL	Lr
	(m)	(m)	(m)			(Hz)	dB(A)	dB	dB	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	dB(A)
19	18312918.11	4893389.71	2.00	0	N	500	85.0	0.0	0.0	0.0	0.0	53.2	0.2	-0.3	0.0	0.0	0.0	0.0	0.0	31.8

Point Source, ISO 9613, Name: "HVAC", ID: "COMM2"																				
Nr.	X	Y	Z	Refl.	DEN	Freq.	Lw	I/a	Optime	K0	Di	Adiv	Aatm	Agr	Afol	Ahous	Abar	Cmet	RL	Lr
	(m)	(m)	(m)			(Hz)	dB(A)	dB	dB	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	dB(A)
21	18312883.57	4893366.20	1.30	0	N	500	84.0	0.0	0.0	0.0	-3.0	52.6	0.2	0.5	0.0	0.0	0.0	0.0	0.0	27.6

Point Source, ISO 9613, Name: "HVAC", ID: "COMM2"																				
Nr.	X	Y	Z	Refl.	DEN	Freq.	Lw	I/a	Optime	K0	Di	Adiv	Aatm	Agr	Afol	Ahous	Abar	Cmet	RL	Lr
	(m)	(m)	(m)			(Hz)	dB(A)	dB	dB	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	dB(A)
26	18312908.02	4893381.75	1.30	0	N	500	84.0	0.0	0.0	0.0	-3.0	52.9	0.2	-0.0	0.0	0.0	0.0	0.0	0.0	27.9

Point Source, ISO 9613, Name: "HVAC", ID: "COMM2"																				
Nr.	X	Y	Z	Refl.	DEN	Freq.	Lw	I/a	Optime	K0	Di	Adiv	Aatm	Agr	Afol	Ahous	Abar	Cmet	RL	Lr
	(m)	(m)	(m)			(Hz)	dB(A)	dB	dB	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	dB(A)
27	18312919.44	4893385.82	1.30	0	N	500	84.0	0.0	0.0	0.0	-3.0	52.9	0.2	0.5	0.0	0.0	0.0	0.0	0.0	27.3

Point Source, ISO 9613, Name: "HVAC", ID: "COMM2"																				
Nr.	X	Y	Z	Refl.	DEN	Freq.	Lw	I/a	Optime	K0	Di	Adiv	Aatm	Agr	Afol	Ahous	Abar	Cmet	RL	Lr
	(m)	(m)	(m)			(Hz)	dB(A)	dB	dB	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	dB(A)
34	18312901.01	4893382.94	1.30	0	N	500	84.0	0.0	0.0	0.0	-3.0	53.1	0.2	-0.8	0.0	0.0	0.0	0.0	0.0	28.4

Point Source, ISO 9613, Name: "HVAC", ID: "COMM2"																				
Nr.	X	Y	Z	Refl.	DEN	Freq.	Lw	I/a	Optime	K0	Di	Adiv	Aatm	Agr	Afol	Ahous	Abar	Cmet	RL	Lr
	(m)	(m)	(m)			(Hz)	dB(A)	dB	dB	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	dB(A)
36	18312895.48	4893380.84	1.30	0	N	500	84.0	0.0	0.0	0.0	-3.0	53.1	0.2	-0.9	0.0	0.0	0.0	0.0	0.0	28.5

Point Source, ISO 9613, Name: "HVAC", ID: "COMM2"																				
Nr.	X	Y	Z	Refl.	DEN	Freq.	Lw	I/a	Optime	K0	Di	Adiv	Aatm	Agr	Afol	Ahous	Abar	Cmet	RL	Lr
	(m)	(m)	(m)			(Hz)	dB(A)	dB	dB	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	dB(A)
42	18312889.80	4893378.67	1.30	0	N	500	84.0	0.0	0.0	0.0	0.0	53.2	0.2	-1.0	0.0	0.0	0.0	0.0	0.0	31.6

Point Source, ISO 9613, Name: "HVAC", ID: "COMM2"																				
Nr.	X	Y	Z	Refl.	DEN	Freq.	Lw	I/a	Optime	K0	Di	Adiv	Aatm	Agr	Afol	Ahous	Abar	Cmet	RL	Lr
	(m)	(m)	(m)			(Hz)	dB(A)	dB	dB	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	dB(A)
44	18312891.06	4893379.37	1.30	0	N	500	84.0	0.0	0.0	0.0	0.0	53.2	0.2	-1.2	0.0	0.0	0.0	0.0	0.0	31.7

Point Source, ISO 9613, Name: "HVAC", ID: "COMM2"																				
Nr.	X	Y	Z	Refl.	DEN	Freq.	Lw	I/a	Optime	K0	Di	Adiv	Aatm	Agr	Afol	Ahous	Abar	Cmet	RL	Lr
	(m)	(m)	(m)			(Hz)	dB(A)	dB	dB	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	dB(A)
56	18312881.39	4893374.40	1.30	0	N	500	84.0	0.0	0.0	0.0	-3.0	53.2	0.2	-1.2	0.0	0.0	0.0	0.0	0.0	28.8

Point Source, ISO 9613, Name: "HVAC", ID: "COMM7"																				
Nr.	X	Y	Z	Refl.	DEN	Freq.	Lw	I/a	Optime	K0	Di	Adiv	Aatm	Agr	Afol	Ahous	Abar	Cmet	RL	Lr
	(m)	(m)	(m)			(Hz)	dB(A)	dB	dB	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	dB(A)
58	18313023.19	4893263.81	8.60	0	N	500	79.0	0.0	0.0	0.0	0.0	48.8	0.1	0.0	0.0	0.0	0.0	0.0	0.0	30.1

Point Source, ISO 9613, Name: "HVAC", ID: "COMM2"																				
Nr.	X	Y	Z	Refl.	DEN	Freq.	Lw	I/a	Optime	K0	Di	Adiv	Aatm	Agr	Afol	Ahous	Abar	Cmet	RL	Lr
	(m)	(m)	(m)			(Hz)	dB(A)	dB	dB	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	dB(A)
60	18312902.88	4893372.52	1.30	0	N	500	82.0	0.0	0.0	0.0	-3.0	52.4	0.2	1.3	0.0	0.0	0.0	0.0	0.0	25.1

NIGHTTIME SOUND LEVELS FROM MECHANICAL SOURCES

Point Source, ISO 9613, Name: "HVAC", ID: "COMM7"																				
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)
62	18313064.88	4893275.26	8.60	0	N	500	82.0	0.0	0.0	0.0	0.0	52.5	0.2	0.0	0.0	0.0	0.0	0.0	0.0	29.2

Point Source, ISO 9613, Name: "Knudsen Constr.", ID: "COMM6"																				
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)
64	18312872.33	4893358.30	7.30	0	N	500	82.0	0.0	0.0	0.0	0.0	52.6	0.2	-1.1	0.0	0.0	0.0	0.0	0.0	30.3

Point Source, ISO 9613, Name: "HVAC", ID: "COMM7"																				
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)
69	18313066.58	4893271.31	8.60	0	N	500	82.0	0.0	0.0	0.0	0.0	52.6	0.2	0.0	0.0	0.0	0.0	0.0	0.0	29.1

Point Source, ISO 9613, Name: "HVAC", ID: "COMM7"																				
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)
71	18313035.62	4893269.75	8.60	0	N	500	79.0	0.0	0.0	0.0	0.0	50.1	0.2	0.0	0.0	0.0	0.0	0.0	0.0	28.7

Point Source, ISO 9613, Name: "HVAC", ID: "COMM7"																				
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)
73	18313074.35	4893277.95	8.60	0	N	500	82.0	0.0	0.0	0.0	0.0	53.2	0.2	0.0	0.0	0.0	0.0	0.0	0.0	28.5

Point Source, ISO 9613, Name: "HVAC", ID: "COMM7"																				
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)
75	18313075.91	4893273.99	8.60	0	N	500	82.0	0.0	0.0	0.0	0.0	53.3	0.3	0.0	0.0	0.0	0.0	0.0	0.0	28.5

Point Source, ISO 9613, Name: "HVAC", ID: "COMM7"																				
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)
77	18313057.96	4893198.65	8.60	0	N	500	82.0	0.0	0.0	0.0	0.0	53.3	0.3	0.0	0.0	0.0	0.0	0.0	0.0	28.4

Point Source, ISO 9613, Name: "HVAC", ID: "COMM7"																				
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)
79	18313077.04	4893270.03	8.60	0	N	500	82.0	0.0	0.0	0.0	0.0	53.3	0.3	0.0	0.0	0.0	0.0	0.0	0.0	28.4

Point Source, ISO 9613, Name: "HVAC", ID: "COMM7"																				
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)
86	18313080.71	4893279.22	8.60	0	N	500	82.0	0.0	0.0	0.0	0.0	53.6	0.3	0.0	0.0	0.0	0.0	0.0	0.0	28.1

Point Source, ISO 9613, Name: "HVAC", ID: "COMM7"																				
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)
88	18313083.40	4893272.01	8.60	0	N	500	82.0	0.0	0.0	0.0	0.0	53.8	0.3	0.0	0.0	0.0	0.0	0.0	0.0	28.0

Point Source, ISO 9613, Name: "HVAC", ID: "COMM1"																				
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)
90	18312745.26	4893375.94	1.30	0	N	500	84.0	0.0	0.0	0.0	-3.0	58.3	0.4	-2.4	0.0	0.0	0.0	0.0	0.0	24.7

Point Source, ISO 9613, Name: "HVAC", ID: "COMM1"																				
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)
106	18312729.57	4893371.59	1.30	0	N	500	84.0	0.0	0.0	0.0	-3.0	58.7	0.5	-2.4	0.0	0.0	0.0	0.0	0.0	24.2

Point Source, ISO 9613, Name: "HVAC", ID: "COMM1"																				
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)
108	18312739.52	4893395.62	1.30	0	N	500	84.0	0.0	0.0	0.0	-3.0	58.8	0.5	-2.4	0.0	0.0	0.0	0.0	0.0	24.1

NIGHTTIME SOUND LEVELS FROM MECHANICAL SOURCES

Point Source, ISO 9613, Name: "HVAC", ID: "COMM1"																				
Nr.	X	Y	Z	Refl.	DEN	Freq.	Lw	I/a	Optime	K0	Di	Adiv	Aatm	Agr	Afol	Ahous	Abar	Cmet	RL	Lr
	(m)	(m)	(m)			(Hz)	dB(A)	dB	dB	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	dB(A)
120	18312723.97	4893390.65	1.30	0	N	500	84.0	0.0	0.0	0.0	-3.0	59.2	0.5	-2.5	0.0	0.0	0.0	0.0	0.0	23.8

Point Source, ISO 9613, Name: "HVAC", ID: "COMM1"																				
Nr.	X	Y	Z	Refl.	DEN	Freq.	Lw	I/a	Optime	K0	Di	Adiv	Aatm	Agr	Afol	Ahous	Abar	Cmet	RL	Lr
	(m)	(m)	(m)			(Hz)	dB(A)	dB	dB	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	dB(A)
144	18312672.40	4893351.41	1.30	0	N	500	84.0	0.0	0.0	0.0	-3.0	60.2	0.6	-2.4	0.0	0.0	0.0	0.0	0.0	22.6

Point Source, ISO 9613, Name: "HVAC", ID: "COMM1"																				
Nr.	X	Y	Z	Refl.	DEN	Freq.	Lw	I/a	Optime	K0	Di	Adiv	Aatm	Agr	Afol	Ahous	Abar	Cmet	RL	Lr
	(m)	(m)	(m)			(Hz)	dB(A)	dB	dB	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	dB(A)
146	18312701.97	4893371.73	1.30	0	N	500	82.0	0.0	0.0	0.0	-3.0	59.5	0.5	-2.5	0.0	0.0	0.0	0.0	0.0	21.4

Point Source, ISO 9613, Name: "HVAC", ID: "COMM1"																				
Nr.	X	Y	Z	Refl.	DEN	Freq.	Lw	I/a	Optime	K0	Di	Adiv	Aatm	Agr	Afol	Ahous	Abar	Cmet	RL	Lr
	(m)	(m)	(m)			(Hz)	dB(A)	dB	dB	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	dB(A)
148	18312702.67	4893383.92	1.30	0	N	500	82.0	0.0	0.0	0.0	-3.0	59.7	0.5	-2.5	0.0	0.0	0.0	0.0	0.0	21.3

Point Source, ISO 9613, Name: "HVAC", ID: "COMM1"																				
Nr.	X	Y	Z	Refl.	DEN	Freq.	Lw	I/a	Optime	K0	Di	Adiv	Aatm	Agr	Afol	Ahous	Abar	Cmet	RL	Lr
	(m)	(m)	(m)			(Hz)	dB(A)	dB	dB	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	dB(A)
150	18312693.70	4893366.27	1.30	0	N	500	82.0	0.0	0.0	0.0	-3.0	59.7	0.5	-2.4	0.0	0.0	0.0	0.0	0.0	21.2

Point Source, ISO 9613, Name: "HVAC", ID: "COMM1"																				
Nr.	X	Y	Z	Refl.	DEN	Freq.	Lw	I/a	Optime	K0	Di	Adiv	Aatm	Agr	Afol	Ahous	Abar	Cmet	RL	Lr
	(m)	(m)	(m)			(Hz)	dB(A)	dB	dB	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	dB(A)
152	18312702.53	4893394.99	1.30	0	N	500	82.0	0.0	0.0	0.0	-3.0	59.9	0.5	-2.5	0.0	0.0	0.0	0.0	0.0	21.1

Point Source, ISO 9613, Name: "HVAC", ID: "COMM1"																				
Nr.	X	Y	Z	Refl.	DEN	Freq.	Lw	I/a	Optime	K0	Di	Adiv	Aatm	Agr	Afol	Ahous	Abar	Cmet	RL	Lr
	(m)	(m)	(m)			(Hz)	dB(A)	dB	dB	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	dB(A)
154	18312683.61	4893371.31	1.30	0	N	500	82.0	0.0	0.0	0.0	-3.0	60.1	0.5	-2.5	0.0	0.0	0.0	0.0	0.0	20.9

Point Source, ISO 9613, Name: "HVAC", ID: "COMM1"																				
Nr.	X	Y	Z	Refl.	DEN	Freq.	Lw	I/a	Optime	K0	Di	Adiv	Aatm	Agr	Afol	Ahous	Abar	Cmet	RL	Lr
	(m)	(m)	(m)			(Hz)	dB(A)	dB	dB	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	dB(A)
156	18312679.97	4893382.52	1.30	0	N	500	82.0	0.0	0.0	0.0	0.0	60.3	0.6	-2.5	0.0	0.0	0.0	0.0	0.0	23.6

Point Source, ISO 9613, Name: "HVAC", ID: "COMM1"																				
Nr.	X	Y	Z	Refl.	DEN	Freq.	Lw	I/a	Optime	K0	Di	Adiv	Aatm	Agr	Afol	Ahous	Abar	Cmet	RL	Lr
	(m)	(m)	(m)			(Hz)	dB(A)	dB	dB	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	dB(A)
161	18312670.16	4893367.11	1.30	0	N	500	82.0	0.0	0.0	0.0	-3.0	60.4	0.6	-2.4	0.0	0.0	0.0	0.0	0.0	20.5

Point Source, ISO 9613, Name: "HVAC", ID: "COMM1"																				
Nr.	X	Y	Z	Refl.	DEN	Freq.	Lw	I/a	Optime	K0	Di	Adiv	Aatm	Agr	Afol	Ahous	Abar	Cmet	RL	Lr
	(m)	(m)	(m)			(Hz)	dB(A)	dB	dB	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	dB(A)
165	18312666.80	4893378.74	1.30	0	N	500	82.0	0.0	0.0	0.0	-3.0	60.6	0.6	-2.5	0.0	0.0	0.0	0.0	0.0	20.3

CADNAA – DAY/NIGHTTIME IMPULSE SOURCES

DAY/NIGHTTIME IMPULSE SOUND LEVELS FROM LOADING

Receiver

Name: R1 - BlockG

ID: R1

X: 18312500.16 m

Y: 4893105.23 m

Z: 7.50 m

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

Nr.	X	Y	Z	Refl.	DEN	Freq.	Lw	I/a	Optime	K0	Di	Adiv	Aatm	Agr	Afol	Ahous	Abar	Cmet	RL	Lr
	(m)	(m)	(m)			(Hz)	dB(A)	dB	dB	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	dB(A)
5	18313096.04	4893261.81	2.00	0	DEN	500	103.0	0.0	0.0	0.0	0.0	66.8	1.2	2.2	0.0	0.0	22.5	0.0	0.0	10.3

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

Nr.	X	Y	Z	Refl.	DEN	Freq.	Lw	I/a	Optime	K0	Di	Adiv	Aatm	Agr	Afol	Ahous	Abar	Cmet	RL	Lr
	(m)	(m)	(m)			(Hz)	dB(A)	dB	dB	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	dB(A)
9	18313098.62	4893254.51	2.00	0	DEN	500	103.0	0.0	0.0	0.0	0.0	66.8	1.2	2.2	0.0	0.0	22.8	0.0	0.0	10.0

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

Nr.	X	Y	Z	Refl.	DEN	Freq.	Lw	I/a	Optime	K0	Di	Adiv	Aatm	Agr	Afol	Ahous	Abar	Cmet	RL	Lr
	(m)	(m)	(m)			(Hz)	dB(A)	dB	dB	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	dB(A)
11	18313100.63	4893247.03	2.00	0	DEN	500	103.0	0.0	0.0	0.0	0.0	66.8	1.2	2.2	0.0	0.0	22.8	0.0	0.0	10.0

Receiver

Name: R2 - Block F

ID: R2

X: 18312627.14 m

Y: 4893153.93 m

Z: 7.50 m

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

Nr.	X	Y	Z	Refl.	DEN	Freq.	Lw	I/a	Optime	K0	Di	Adiv	Aatm	Agr	Afol	Ahous	Abar	Cmet	RL	Lr
	(m)	(m)	(m)			(Hz)	dB(A)	dB	dB	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	dB(A)
3	18313096.04	4893261.81	2.00	0	DEN	500	103.0	0.0	0.0	0.0	0.0	64.6	0.9	2.2	0.0	0.0	22.5	0.0	0.0	12.8

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

Nr.	X	Y	Z	Refl.	DEN	Freq.	Lw	I/a	Optime	K0	Di	Adiv	Aatm	Agr	Afol	Ahous	Abar	Cmet	RL	Lr
	(m)	(m)	(m)			(Hz)	dB(A)	dB	dB	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	dB(A)
8	18313098.62	4893254.51	2.00	0	DEN	500	103.0	0.0	0.0	0.0	0.0	64.7	0.9	2.2	0.0	0.0	22.5	0.0	0.0	12.7

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

Nr.	X	Y	Z	Refl.	DEN	Freq.	Lw	I/a	Optime	K0	Di	Adiv	Aatm	Agr	Afol	Ahous	Abar	Cmet	RL	Lr
	(m)	(m)	(m)			(Hz)	dB(A)	dB	dB	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	dB(A)
14	18313100.63	4893247.03	2.00	0	DEN	500	103.0	0.0	0.0	0.0	0.0	64.7	0.9	2.2	0.0	0.0	22.6	0.0	0.0	12.6

Point Source, ISO 9613, Name: "Impulse (Inset Loading Dock)", ID: "IMP"

Nr.	X	Y	Z	Refl.	DEN	Freq.	Lw	I/a	Optime	K0	Di	Adiv	Aatm	Agr	Afol	Ahous	Abar	Cmet	RL	Lr
	(m)	(m)	(m)			(Hz)	dB(A)	dB	dB	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	dB(A)
18	18313152.10	4893237.14	2.00	0	DEN	500	103.0	0.0	0.0	0.0	0.0	65.5	1.0	2.2	0.0	0.0	22.8	0.0	0.0	11.5

Receiver

Name: R3 - Block F

ID: R3

X: 18312820.40 m

Y: 4893230.43 m

Z: 22.00 m

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

Nr.	X	Y	Z	Refl.	DEN	Freq.	Lw	I/a	Optime	K0	Di	Adiv	Aatm	Agr	Afol	Ahous	Abar	Cmet	RL	Lr
	(m)	(m)	(m)			(Hz)	dB(A)	dB	dB	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	dB(A)
1	18313096.04	4893261.81	2.00	0	DEN	500	103.0	0.0	0.0	0.0	0.0	59.9	0.5	2.2	0.0	0.0	22.3	0.0	0.0	18.1

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

Nr.	X	Y	Z	Refl.	DEN	Freq.	Lw	I/a	Optime	K0	Di	Adiv	Aatm	Agr	Afol	Ahous	Abar	Cmet	RL	Lr
	(m)	(m)	(m)			(Hz)	dB(A)	dB	dB	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	dB(A)
4	18313098.62	4893254.51	2.00	0	DEN	500	103.0	0.0	0.0	0.0	0.0	59.9	0.5	2.2	0.0	0.0	22.1	0.0	0.0	18.2

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

Nr.	X	Y	Z	Refl.	DEN	Freq.	Lw	I/a	Optime	K0	Di	Adiv	Aatm	Agr	Afol	Ahous	Abar	Cmet	RL	Lr
	(m)	(m)	(m)			(Hz)	dB(A)	dB	dB	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	dB(A)
7	18313100.63	4893247.03	2.00	0	DEN	500	103.0	0.0	0.0	0.0	0.0	60.0	0.5	2.2	0.0	0.0	22.3	0.0	0.0	18.0

Point Source, ISO 9613, Name: "Impulse (Inset Loading Dock)", ID: "IMP"

Nr.	X	Y	Z	Refl.	DEN	Freq.	Lw	I/a	Optime	K0	Di	Adiv	Aatm	Agr	Afol	Ahous	Abar	Cmet	RL	Lr
	(m)	(m)	(m)			(Hz)	dB(A)	dB	dB	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	dB(A)
13	18313152.10	4893237.14	2.00	0	DEN	500	103.0	0.0	0.0	0.0	0.0	61.4	0.6	2.2	0.0	0.0	22.8	0.0	0.0	15.9

Receiver

Name: R4 - Block A (East Apt)

ID: R4

X: 18312946.78 m

Y: 4893265.69 m

Z: 22.00 m

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

Nr.	X	Y	Z	Refl.	DEN	Freq.	Lw	I/a	Optime	K0	Di	Adiv	Aatm	Agr	Afol	Ahous	Abar	Cmet	RL	Lr
	(m)	(m)	(m)			(Hz)	dB(A)	dB	dB	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	dB(A)
2	18313096.04	4893261.81	2.00	0	DEN	500	103.0	0.0	0.0	0.0	0.0	54.6	0.3	2.1	0.0	0.0	16.9	0.0	0.0	29.1

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

Nr.	X	Y	Z	Refl.	DEN	Freq.	Lw	I/a	Optime	K0	Di	Adiv	Aatm	Agr	Afol	Ahous	Abar	Cmet	RL	Lr
	(m)	(m)	(m)			(Hz)	dB(A)	dB	dB	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	dB(A)
6	18313098.62	4893254.51	2.00	0	DEN	500	103.0	0.0	0.0	0.0	0.0	54.7	0.3	2.1	0.0	0.0	16.6	0.0	0.0	29.2

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

Nr.	X	Y	Z	Refl.	DEN	Freq.	Lw	I/a	Optime	K0	Di	Adiv	Aatm	Agr	Afol	Ahous	Abar	Cmet	RL	Lr
	(m)	(m)	(m)			(Hz)	dB(A)	dB	dB	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	dB(A)
10	18313100.63	4893247.03	2.00	0	DEN	500	103.0	0.0	0.0	0.0	0.0	54.9	0.3	2.1	0.0	0.0	16.9	0.0	0.0	28.9

Point Source, ISO 9613, Name: "Impulse (Inset Loading Dock)", ID: "IMP"

Nr.	X	Y	Z	Refl.	DEN	Freq.	Lw	I/a	Optime	K0	Di	Adiv	Aatm	Agr	Afol	Ahous	Abar	Cmet	RL	Lr
	(m)	(m)	(m)			(Hz)	dB(A)	dB	dB	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	dB(A)
12	18313152.10	4893237.14	2.00	0	DEN	500	103.0	0.0	0.0	0.0	0.0	57.4	0.4	2.2	0.0	0.0	16.6	0.0	0.0	26.4

Point Source, ISO 9613, Name: "Impulse (Inset Loading Dock)", ID: "IMP"

Nr.	X	Y	Z	Refl.	DEN	Freq.	Lw	I/a	Optime	K0	Di	Adiv	Aatm	Agr	Afol	Ahous	Abar	Cmet	RL	Lr
	(m)	(m)	(m)			(Hz)	dB(A)	dB	dB	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	dB(A)
16	18313149.55	4893245.02	2.00	0	D	500	93.0	0.0	0.0	0.0	0.0	57.2	0.4	2.2	0.0	0.0	16.8	0.0	0.0	16.4

APPENDIX C: WARNING CLAUSES

TYPE A (Applicable when daytime sound level is greater than 55 dBA and less than or equal to 60 dBA in the Outdoor Living Area (OLA) and noise barriers are not constructed):

“Purchasers/tenants are advised that sound levels due to increasing road and rail traffic may occasionally interfere with some activities of the dwelling occupants as the sound levels exceed the Municipality’s and the Ministry of the Environment, Conservation and Parks’ noise criteria.”

TYPE B (Applicable when resultant daytime sound level in the Outdoor Living Area (OLA) is greater than 55 dBA and noise barriers are required):

“Purchasers are advised that despite the inclusion of noise control features in the development and/or within the building units, sound levels due to increasing road and rail traffic may on occasions interfere with some activities of the dwelling occupants as the sound levels exceed the Municipality’s and the Ministry of the Environment, Conservation and Parks’ noise criteria.”

TYPE C (Dwelling to incorporate a forced air heating system with a provision to allow for the future installation of central air conditioning):

(Applicable when the daytime sound level in the plane of the living room window is greater than 55 dBA and less than or equal to 65 dBA or when the nighttime sound level in the plane of the bedroom window is greater than 50 dBA and less than or equal to 60 dBA):

“Purchasers/tenants are advised that sound levels due to increasing road and rail traffic may occasionally interfere with some activities of the dwelling occupants as the sound levels exceed the Municipality’s and the Ministry of the Environment, Conservation and Parks’ noise criteria.

“This dwelling unit has been fitted with a forced air heating system and the ducting, etc. was sized to accommodate central air conditioning. Installation of central air conditioning by the occupant will allow windows and exterior doors to remain closed, thereby ensuring that the indoor sound levels are within the Municipality’s and the Ministry of the Environment, Conservation and Parks’ noise criteria. (Note: The location and installation of the outdoor air conditioning device should be done so as to comply with noise criteria of MECP Publication NPC-216, Residential Air Conditioning Devices and thus minimize the noise impacts both on and in the immediate vicinity of the subject property.)”

TYPE D (Dwelling to be fitted with central air conditioning prior to occupancy.)

(Applicable when the daytime sound level in the plane of the living room window is greater than 65 dBA or the nighttime sound level is greater than 60 dBA in the plane of the bedroom window):

“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 Municipality’s and the Ministry of the Environment, Conservation and Parks’ noise criteria.”

CP RAILWAY WARNING CLAUSE (ALL UNITS WITHIN 300m of CP R-O-W)

(Applicable to all residents within 300m of the Railway’s Right-of-Way, regardless of exterior sound levels at dwelling unit)

The following clause should be inserted in all offers to purchase, agreements of sale and purchase or lease and in the title deed or lease of each dwelling:

“All persons intending to acquire an interest in the real property by purchase or lease are advised of the existence of the right-of-way of the Canadian Pacific Railway. In future, it is possible that such rail facilities and operations may be altered or expanded, which expansion or alteration may affect the living environment of residents despite the inclusion of noise and vibration attenuating measures in the design of the subdivision and individual units and that the Canadian Pacific Railway will not be responsible for complaints or claims arising from its use of its facilities and/or arising from its operations.”

APPENDIX D: REFERENCES

1. Ministry of the Environment's STAMSON Computer Programme (Version 5.04).
2. Ministry of the Environment, ORNAMENT, "Ontario Road Noise Analysis Method for Environment and Transportation", November 1988.
3. Quirt, D.J., "Controlling Sound Transmission into Buildings," National Research Council, Building Practice Note 56. BASIC computer program, Update 1.1.