

ENVIRONMENTAL NOISE IMPACT STUDY

0 AIRPORT ROAD – PHASE 1

PROPOSED INDUSTRIAL DEVELOPMENT TOWN OF CALEDON

May 1, 2026

PROJECT: 125-0323

PREPARED FOR:

Broccolini Airport Road Limited Partnership

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Environmental Noise Impact Study

0 AIRPORT ROAD – PHASE 1

Proposed Industrial Development Town of Caledon

1.0 INTRODUCTION

1.1 BACKGROUND AND PURPOSE

Trinity Consultants Canada Inc. – Valcoustics (Valcoustics) previously prepared an Environmental Noise Feasibility Study dated November 14, 2025 (Reference 7) for the proposed industrial development located at 0 Airport Road in the Town of Caledon. The purpose was to assess the potential noise impact from the proposed development onto the closest-off-site noise sensitive receptors and determine the mitigation measures required to meet the applicable Ministry of the Environment, Conservation and Parks (MECP) noise guideline limits.

This report has been prepared in support of the Site Plan Application submission for Phase 1 of the development. Phase 1 includes Building A, which is the northern building. In addition, responses to comments received from the Town of Caledon on the Noise Feasibility Study have also been provided (see Appendix E).

1.2 SITE AND AREA DESCRIPTION

The subject site lies on the west side of Airport Road, north of Mayfield Road in the Town of Caledon.

The subject site is bounded by:

- Agricultural lands, with existing single-family dwellings, to the north, west and south; and
- Airport Road, with agricultural lands and existing single-family dwellings beyond, to the east.

Figure 1 shows a Context Plan.

Note, there are lands to the south that are intended for future industrial development, including parcels along Airport Road that are currently under construction.

1.3 PROPOSED DEVELOPMENT

The overall proposed development will consist of two industrial buildings (Buildings A and B) with small office spaces at the east side, closet to Airport Road. Phase 1 of the development includes Building A. Building A is intended for general warehouse type uses and will not include cold storage.

There will be loading docks on the south side of Building A, as well as trailer storage areas to the west. Employee parking areas are provided on the north side of the building.

The assessment is based on the Site Plan prepared by Powers Brown Architecture dated November 14, 2025 ("Issued for SPA"). Appendix A contains the Site Plan.

At the time of writing of this report, there were no tenants confirmed for the subject site.

It should be noted that the intent is to construct Building B immediately after construction of Building A.

2.0 ENVIRONMENTAL NOISE GUIDELINES

2.1 MECP PUBLICATION NPC-300

The noise guideline applicable to the facility is MECP Publication NPC-300, "*Environmental Noise Guideline, Stationary and Transportation Sources – Approval and Planning*".

Industrial facilities are considered stationary noise sources under NPC-300. The guideline limits for stationary sources are defined using the one-hour equivalent continuous sound level ($L_{eq, 1hr}$, in dBA) corresponding to a predictable worst-case hour during the daytime (0700 to 1900 hours), evening (1900 to 2300 hours) and nighttime (2300 to 0700 hours) periods.

The site and surrounding area along Airport Road are considered Class 1 (Urban) due to the proximity to the busy roadway (which has a high percentage of truck traffic) and existing and future industrial uses. For the dwellings to the west along Torbram Road, the ambient sound environment is expected to be lower and more similar to a Class 2 environment.

For stationary sources, the sound level limits are receptor based. This means there are no specific limits to the noise generation on the site of the stationary source. The sound level limits apply at any Point of Reception (POR) on a noise sensitive land use. The PORs are typically the exterior plane of windows (POW) to noise-sensitive spaces (such as the living and sleeping quarters of dwellings) and outdoor points of reception (OPOR) which are outdoor areas that are amenable for use (such as front yards, rear yards, and patios). There are sound level limits that apply at POWs at all times of the day, evening and night. For OPORs, the sound level limits only apply during the daytime and evening periods. There are no limits for OPORs at night.

2.1.1 Non-Impulse Sources

For non-impulsive noise sources, the Class 1 sound level limits ($L_{eq, 1hr}$, dBA) are the higher of the ambient sound level (due to road traffic) or:

- 50 dBA during the daytime and evening periods at a POW and OPOR;
- 45 dBA during the nighttime period at a POW. There are no nighttime limits for OPORs.

The above numerical values are referred to as the exclusion limits.

In a Class 2 area, the minimum exclusion limits are:

- 50 dBA during the daytime and evening at a POW;
- 50 dBA during the daytime and 45 dBA during the evening at an OPOR; and
- 45 dBA during the nighttime at a POW.

2.1.2 Impulsive Noise Sources

Impulsive sounds are a category of noise which last for a brief time (typically fractions of one second). Examples are the sounds of banging metal, punch presses or gunshots. The “bang” that occurs when trailers are coupled/uncoupled from cabs and the impact of dock levellers on a trailer when a forklift drives over it are also impulsive sounds.

Impulse sounds are measured and treated separately from non-impulse sounds because of their special time characteristics. The logarithmic mean impulse sound level (L_{LM} , in dBA) is used to assess impulse noise. The L_{LM} descriptor is the energy average of the range of impulse sound levels impinging on a POR. Because of the logarithmic relationship involved, L_{LM} is weighted to the higher values and is unlike an arithmetic average, which would yield a much lower numerical result for a wide range of values.

The sound level limits depend on the number of impulses that occur in the worst-case hour. For frequent impulses (i.e., more than 9 impulses in an hour), the numerical sound level limits are the same as those for non-impulse sources (i.e., the higher of the existing ambient sound level or the exclusion limit).

2.2 TOWN OF CALEDON NOISE BY-LAW

The Town of Caledon By-Law No. 96-110 (A by-law to control noise) does not provide any numerical sound level limits for noise. However, it prohibits the emission of sound if clearly audible at a point of reception from several activities. The most relevant activity is:

14. Loading, unloading, delivering, packing, unpacking, or otherwise handling any containers, products, materials, or refuse, whatsoever, unless necessary for the maintenance of essential services or the moving of private household effects”

The limitation only applying between the hours of 2300 and 0700 hours (which is defined as the nighttime under MECP noise guidelines).

The term clearly audible is not defined in the Noise By-law. However, the use of the modifier clearly generally implies that the sound must be more than just audible. There are various ways to interpret the meaning of clearly audible and how it is implemented. The Town’s Noise By-law is based on the MECP Model Municipal By-law. As such, one such interpretation could be that if the numerical sound level limits of MECP NPC-300 are met, the sound could be deemed to not be clearly audible. This method would result in a consistent approach between the two MECP documents, approvals of new developments and investigations done by municipal by-law enforcement officers after the fact.

3.0 ASSESSMENT OF NOISE FROM STATIONARY SOURCES

3.1 NOISE SENSITIVE RECEPTORS

The closest noise-sensitive receptors to the site are the existing dwellings in the agricultural lands surrounding the site.

Eight (8) PORs were assessed:

- R1 and R2 – representing the POW (1.5 m above grade) and OPOR (1.5 m above grade) of the single storey dwelling at 12926 Airport Road;
- R3 and R4 – representing the POW (1.5 m above grade) and OPOR (1.5 m above grade) of the single storey dwelling at 12761 Airport Road;
- R5 and R6 – representing the POW (4.5 m above grade) and OPOR (1.5 m above grade) of the two-storey dwelling at 12620 Airport Road; and
- R7 and R8 – representing the POW (4.5 m above grade) and OPOR (1.5 m above grade) of the two-storey dwelling at 12729 Torbram Road.

3.2 HOURS OF OPERATION

As the tenants are unknown, the hours of operation of the facility are also unknown. To be conservative the facility was first assessed assuming 24/7 operation.

3.3 NOISE SOURCES

As noted above, there are no confirmed tenants for the subject buildings. Thus, assumptions on the operations and noise sources were made in order to complete a predictable worst-case assessment. These were based on similar projects done by VCL.

Significant noise sources at the proposed industrial facility could include rooftop air handling units, truck movements, truck idling, and impulses associated with the loading/unloading of trailers at the loading docks and the coupling/uncoupling of trucks to/from their trailers.

Table 1 and Figure 2 summarize the noise sources included in the assessment.

TABLE 1: NOISE SOURCE SUMMARY

Source ID ⁽¹⁾	Description	Sound Power Level (dBA re 10 ⁻¹² W)	Operating Scenario		
<u>Rooftop Units & Idling Trucks</u>			Operating Time (min per hour)		
			Day	Eve	Night
A_RTU1 to 4	Building A Office AHU	85	60	60	30
A_GHU1 to 4	Building A Warehouse Heating	84	60	60	60
A_TRKI01 to 18	Building A Loading Dock Idling Trucks	101	5 mins/truck (18 trucks)	5 mins/truck (2 trucks)	5 mins/truck (7 trucks)
<u>Truck Movements</u>			# of Movements per Hour		
			Day	Eve	Night
TRK_move1	Truck movements in/out of Building A	106 ⁽²⁾	18	2	7
<u>Impulse Sources</u>			# of Impulses per Hour		
A_CP1 to 18	A loading dock coupling/uncoupling	120 ⁽³⁾	Frequent – 9 or more		
A_CP19	A trailer storage coupling/uncoupling	120 ⁽³⁾	Frequent – 9 or more		
A_LD1 to 18	A loading/unloading	110 ⁽⁴⁾	Frequent – 9 or more		

Notes:

- (1) See Figure 2.
- (2) Sound power level of one heavy truck travelling at 20 km/hr.
- (3) Sound power level of one impulse from truck coupling/uncoupling with trailer.
- (4) Sound power level of one impulse from forklift driving over dock leveller.

Note that the sources are the same as what was presented in Reference 7 Noise Feasibility Study, except that the sources associated with Building B are not included.

3.3.1 Rooftop Mechanical Equipment

The anticipated mechanical equipment include: packaged air conditioning units for the offices (it was assumed each office could have four office AC units) and heating units for the warehouse areas. The number of warehouse heating units was estimated using the floor area for each building. Sound data for these units were based on information from similar facilities.

The assumed equipment locations are shown on Figure 2.

3.3.2 Truck Movements and Impulses

Information about the truck activity on Building A was based on the previous information provided by Crozier (the traffic engineer for the project). The highest one-hour volumes correspond to 18 trucks during the day, 2 trucks during the evening, and 7 trucks during the nighttime.

As indicated, the building is not being designed to include cold storage. Therefore, refrigerated truck deliveries are not expected at the loading docks, and hence only regular freight trucks have been accounted for in the assessment.

Impulses at the loading docks were assessed assuming that for each truck arriving/departing, there would be 20 loading/unloading impulses and 2 coupling/uncoupling impulses.

It was also assumed that half of the trucks would be picked up at the staging areas (one coupling impulse each).

3.4 APPLICABLE NOISE GUIDELINE LIMITS

Most of the dwellings (except for 12761 Airport Road, represented by R3 and R4) are far enough removed from Airport Road that the ambient due to road traffic is expected to be less than the minimum exclusion limits, particularly at night. Therefore, the minimum exclusion limits have been used for these dwellings, i.e. receptors R1, R2 and R5 to R8. It is noted that for R5 and R6, the ambient sound levels likely exceed the minimum exclusion limits in the daytime and evening, but possibly not at night. Thus, given that the nighttime is the limiting period and to be conservative, the minimum exclusion limits were used for these receptors for all time periods.

For 12761 Airport Road (represented by R3 and R4), the ambient due to road traffic on Airport Road is expected to be the dominant source of noise, particularly during the daytime and evening. Therefore, the applicable guideline limits at these receptors were determined using existing traffic volumes on Airport Road. Table 2 summarizes the calculated ambient sound levels and corresponding guideline limits for R3 and R4.

TABLE 2: AMBIENT SOUND LEVELS AND CORRESPONDING GUIDELINE LIMITS

Receptor	Time Period	Ambient Sound Level (dBA)	Minimum Exclusion Limit (dBA)	Applicable Guideline Limit (dBA)
R1	Daytime	N/A ⁽¹⁾	50	50
	Evening	N/A ⁽¹⁾	50	50
	Nighttime	N/A ⁽¹⁾	45	45
R2	Daytime	N/A ⁽¹⁾	50	50
	Evening	N/A ⁽¹⁾	50	50
R3	Daytime	56 ⁽²⁾	50	56
	Evening	53 ⁽²⁾	50	53
	Nighttime	47 ⁽²⁾	45	47
R4	Daytime	64 ⁽²⁾	50	64
	Evening	61 ⁽²⁾	50	61
R5	Daytime	N/A ⁽¹⁾	50	50
	Evening	N/A ⁽¹⁾	50	50
	Nighttime	N/A ⁽¹⁾	45	45
R6	Daytime	N/A ⁽¹⁾	50	50
	Evening	N/A ⁽¹⁾	50	50
R7	Daytime	N/A ⁽¹⁾	50	50
	Evening	N/A ⁽¹⁾	50	50
	Nighttime	N/A ⁽¹⁾	45	45
R8	Daytime	N/A ⁽¹⁾	50	50
	Evening	N/A ⁽¹⁾	45	45

Notes:

- (1) Ambient due to road traffic is expected to be below minimum exclusion limits. Thus, the ambient prediction was not done.
- (2) Calculated from existing road traffic on Airport Road. See Appendix B.

The ambient was calculated using STAMSON/ORNAMENT, the road traffic noise prediction model/method of the MECP. Appendix B shows additional details on the assessment of the background sound levels.

3.5 ASSESSMENT

The noise assessment was done using the CadnaA V2024 MR1 environmental acoustics modelling software. The 3-D model follows the procedures of ISO 9613:1996 Part 2, “Acoustics – Attenuation of Sound during Propagation Outdoors”. Appendix C contains calculation details from the CadnaA model.

3.6 RESULTS

3.6.1 Non-Impulse Sources

Table 3 and the left panel of Figure 3 show the predicted sound levels at the receptors due to the non-impulse sources on Building A.

TABLE 3: UNMITIGATED SOUND LEVELS – NON-IMPULSE SOURCES

Receptor ID	Time Period	Predicted Sound Levels (dBA)	Applicable Guideline Limits (dBA)	Compliance with Guideline Limits? (Y/N)
R1	Daytime	28	50	YES
	Evening	26	50	YES
	Nighttime	26	45	YES
R2	Daytime	28	50	YES
	Evening	27	50	YES
R3	Daytime	42	56	YES
	Evening	33	53	YES
	Nighttime	38	47	YES
R4	Daytime	46	64	YES
	Evening	40	61	YES
R5	Daytime	43	50	YES
	Evening	34	50	YES
	Nighttime	39	45	YES
R6	Daytime	42	50	YES
	Evening	33	50	YES
R7	Daytime	31	50	YES
	Evening	22	50	YES
	Nighttime	27	45	YES
R8	Daytime	29	50	YES
	Evening	20	45	YES

The highest predicted sound levels of 46 dBA during the daytime and 40 dBA during the evening occur at R4 (OPOR of the closest dwelling to the east). The highest predicted sound level during the nighttime of 41 dBA occurs at the R5 (POW with the highest exposure to the loading docks).

The results indicate compliance with the applicable guideline limits at all receptors during the daytime, evening and nighttime periods.

3.6.2 Impulse Sources – With Nighttime Truck Loading and Shunting

Table 4 and the right panel of Figure 3 show the predicted sound levels due to the impulse sources. The results assume truck loading/unloading and shunting (coupling/uncoupling) could occur during the nighttime period (between 2300 and 0700).

TABLE 4: UNMITIGATED SOUND LEVELS – IMPULSE SOURCES

Receptor ID	Time Period	Predicted Sound Levels (dBA)	Applicable Guideline Limits (dBA)	Compliance with Guideline Limits? (Y/N)
R1	Daytime	30	50	YES
	Evening	30	50	YES
	Nighttime	30	45	YES
R2	Daytime	29	50	YES
	Evening	29	50	YES
R3	Daytime	37	56	YES
	Evening	37	53	YES
	Nighttime	37	47	YES
R4	Daytime	42	64	YES
	Evening	42	61	YES
R5	Daytime	50	50	YES
	Evening	50	50	YES
	Nighttime	50	45	<u>NO</u>
R6	Daytime	49	50	YES
	Evening	49	50	YES
R7	Daytime	38	50	YES
	Evening	38	50	YES
	Nighttime	38	45	YES
R8	Daytime	36	50	YES
	Evening	36	45	YES

The highest predicted sound level of 50 dBAI during the daytime, evening, and nighttime occurs at R5.

The results indicate compliance with the applicable guideline limits at all receptors at all time periods except at R5 during the nighttime, where an excess of 5 dBAI over the limit is predicted.

It is noted that if there were no nighttime loading/unloading or shunting occurring, then there would be no excess at R5 at night (or at any of the other surrounding receptors).

3.7 PREDICTED NOISE IMPACT WITH FULL BUILDOUT

As mentioned in Section 1.3, Building B is expected to be constructed right after Building A. Thus, Building A will act as a sound barrier for noise emissions to the south. That is, with the full site

buildout, there would be acoustical screening provided for the dwellings to the south (represented by R5 and R6). With Building B present, the sound level excesses at R5 and R6 would be eliminated.

The full buildout condition was assessed in the Noise Feasibility Study (Reference 7), and included a recommendation for a 3.0 m high sound barrier to address impulsive noise from the Building B loading docks impacting the dwellings to the east (represented by R3 and R4). This sound barrier is located on the Building A lands, but is only required once Building B becomes operational and also only if nighttime truck loading/unloading and shunting occurs at Building B.

The results including for the full buildout condition and the proposed 3.0 m high sound barrier are shown in Figure 4.

Table 5 and Figure 4 (left panel) summarize the mitigated sound levels due to non-impulse sources with the full buildout condition including the proposed sound barrier.

TABLE 5: MITIGATED SOUND LEVELS – NON-IMPULSE SOURCES

Receptor ID	Time Period	Predicted Sound Levels (dBA) ⁽¹⁾	Applicable Guideline Limits (dBA)	Compliance with Guideline Limits? (Y/N)
R1	Daytime	37	50	YES
	Evening	31	50	YES
	Nighttime	33	45	YES
R2	Daytime	37	50	YES
	Evening	31	50	YES
R3	Daytime	47	56	YES
	Evening	39	53	YES
	Nighttime	43	47	YES
R4	Daytime	50	64	YES
	Evening	43	61	YES
R5	Daytime	37	50	YES
	Evening	35	50	YES
	Nighttime	35	45	YES
R6	Daytime	36	50	YES
	Evening	34	50	YES
R7	Daytime	37	50	YES
	Evening	29	50	YES
	Nighttime	33	45	YES
R8	Daytime	35	50	YES
	Evening	27	45	YES

Note:

(1) Results and mitigation shown on Figure 4 (left panel).

Table 6 and Figure 4 (right panel) summarize the mitigated sound levels due to impulsive sources for the full buildout condition assuming loading/unloading and shunting activities could occur at night (between 2300 and 0700 hours).

TABLE 6: MITIGATED SOUND LEVELS – IMPULSE SOURCES

Receptor ID	Time Period	Predicted Sound Levels (dBA) ⁽¹⁾	Applicable Guideline Limits (dBA)	Compliance with Guideline Limits? (Y/N)
R1	Daytime	38	50	YES
	Evening	38	50	YES
	Nighttime	38	45	YES
R2	Daytime	38	50	YES
	Evening	38	50	YES
R3	Daytime	45	56	YES
	Evening	45	53	YES
	Nighttime	45	47	YES
R4	Daytime	48	64	YES
	Evening	48	61	YES
R5	Daytime	34	50	YES
	Evening	34	50	YES
	Nighttime	34	45	YES
R6	Daytime	33	50	YES
	Evening	33	50	YES
R7	Daytime	39	50	YES
	Evening	39	50	YES
	Nighttime	39	45	YES
R8	Daytime	36	50	YES
	Evening	36	45	YES

Note:

(1) Results and mitigation shown on Figure 4 (right panel), assuming loading/unloading and shunting can occur during the nighttime period.

3.7.1 NOTE ON CONSTRUCTION PHASING

As noted above, it is understood that the Phase 2 building will be constructed right after the Phase 1 building. The Phase 2 building provides sufficient acoustical screening for the activities at the Building A loading docks on to the residential dwellings to the south. Once Building B is constructed, additional mitigation measures would not be needed for the dwellings to the south as the noise limits would be met. However, if the Phase 2 building is delayed, then an alternate form of mitigation may be needed for the interim condition. This could be a temporary sound barrier (or earthen berm) south of the Building A loading docks. The timing of the construction should be confirmed and could be secured as part of this approval.

3.7.2 NOTE ON 3.0 M HIGH SOUND BARRIER REQUIRED FOR PHASE 2

As noted above, a 3.0 m high sound barrier is required as part of the Phase 2 building development and will be constructed on the Phase 1 lands, fronting Airport Road.

The Town of Caledon requirements for noise attenuation are outlined in their Development Standards Manual (Reference 6). The Town typically only allows a maximum acoustic fence height of 2.4 m. Higher sound barriers can be used, but the remaining height is to be made up

with an earthen berm. The maximum permitted sound barrier height according to the Town's Development Standards is 4.8 m (2.4 m fence atop a 2.4 m berm).

The Development Standards Manual notes that:

"...this manual cannot consider or provide direction for all circumstances encountered. The Town reserves the right to apply discretion in the interpretation of these guidelines and that the use of other applicable guidelines and good engineering judgement will be required when reviewing each project." And "There will be site specific situations where the design will depart from these practices as it is not possible nor is it the intention of the Town to anticipate every situation.

In the case of the sound barrier for Phase 2, the sound barrier is proposed to be constructed entirely as an acoustic fence. This acoustic fence, which would be 3.0 m high, is higher than that contemplated by the Town Development Standards Manual. A 3.0 m high acoustic fence is being used because there is limited physical space available and the earthen berm may not be feasible at the height required. The Town should be consulted to determine whether an acoustic fence, with height as recommended, can be constructed for this site.

The final details of the sound barrier can be confirmed when more information regarding the operations on both Buildings A and B (Phases 1 and 2) are available.

4.0 ASSESSMENT OF NOISE FROM TRANSPORTATION SOURCES

An assessment of potential noise impact from road traffic on Airport Road onto the office spaces within the buildings has been included. Note that under NPC-300, offices are not normally considered "noise-sensitive" spaces, but consideration has been made as per the Municipality's request, following the Development Standards Manual. The method and sound level targets used are the supplementary noise limits provided in NPC-300. These are described briefly below.

For road traffic sources, the MECP noise guidelines are defined in terms of a 16-hour daytime (0700-2300 hours) and 8-hour nighttime (2300-0700 hours) equivalent continuous sound level ($L_{eq, Day}$ and $L_{eq, Night}$, in dBA). NPC-300 provides supplementary guideline indoor sound levels for office spaces corresponding to $L_{eq, Day}$ of 45 dBA (with no guideline sound level for nighttime). It should be noted that this target indoor level is consistent with the requirements of the Caledon Development Standards Manual. The exterior façade of the building (windows, walls, and exterior doors) is to be designed to achieve this indoor sound level.

The noise impact was calculated using the ultimate volumes for Airport Road provided by the Region of Peel and summarized in Table 7 and included in Appendix C.

TABLE 7: ROAD TRAFFIC SUMMARY

Roadway	Ultimate AADT ⁽¹⁾	Day/Night Split (%)	% Trucks		Speed (km/hr)
			Medium	Heavy	
Airport Road	32 400	85/15	Day: 14.5 Night: 7.4	Day: 3.3 Night: 3.5	80

Note:

(1) AADT – Annual Average Daily Traffic. Data provided by the Region of Peel Transportation Division.

The 16-hour daytime equivalent sound level ($L_{eq, Day}$) was calculated from the above data using STAMSON V5.04 – ORNAMENT, the computerized road and rail traffic noise prediction model of the MECP. At the east façade of the building closest to Airport Road, the predicted sound level is 69 dBA ($L_{eq, Day}$). Appendix C contains the transportation noise calculation details.

The required Sound Transmission Class (STC) ratings for the exterior facades were determined assuming the office spaces would consist primarily of inoperable windows, and the window areas are equal to 100% of the office floor area. Based on these assumptions, exterior wall construction meeting the minimum non-acoustical requirements of the Ontario Building Code (OBC) and windows/exterior doors meeting a minimum STC-34 would be sufficient to achieve the target indoor sound level.

5.0 CONCLUSION

This report reviews the potential noise impact from the proposed development onto the surrounding environment as well as the noise impact from the surrounding environment onto the office areas.

The assessment of the potential noise impact from the Phase 1 building indicates that there may be minor sound level excesses at the existing dwelling to the south. However, with the construction of the Phase 2 building, sufficient acoustical screening will be provided and the noise emissions from the Phase 1 building will meet the applicable sound level limits at all off-site receptor locations. Thus, acoustical measures to control the noise emissions from Phase 1 are not anticipated at this time. It is noted that if Phase 1 is operational and the construction of the Phase 2 building is delayed with a significant time lapse, a temporary interim mitigation solution (such as a temporary earthen berm) may be needed. It is fully anticipated that Phase 1 building at 0 Airport Road site can meet the applicable MECP noise guideline limits, and a suitable acoustical environment can be provided.

Noise impact on to the office areas of the buildings can be addressed by using appropriate construction methods, which are outlined in Section 4.0.

The noise control measures should be confirmed when more detailed drawings (e.g. plan and elevations for the office areas), information on tenant operations and mechanical fit-ups are available.

6.0 REFERENCES

1. PC STAMSON 5.04, "Computer Program for Road Traffic Noise Assessment", Ontario Ministry of the Environment.
2. "Environmental Noise Guideline – Stationary and Transportation Sources, Approval and Planning", Ontario Ministry of the Environment, Publication NPC-300, October 2013.
3. City of Ottawa Environmental Noise Control Guidelines, July 2017.
4. PC STAMSON 5.04, "Computer Program for Road Traffic Noise Assessment", Ontario Ministry of the Environment.
5. Building Practice Note No. 56, "Controlling Sound Transmission into Buildings", by J.D. Quirt, Division of Building Research, National Council of Canada, September 1985.
6. "Development Standards Manual – Version 5.0", Town of Caledon, 2019.
7. "Environmental Noise Feasibility Study – 12760 Airport Road – Proposed Industrial Development", Valcoustics Canada Ltd. Project #125-0323, November 14, 2025.

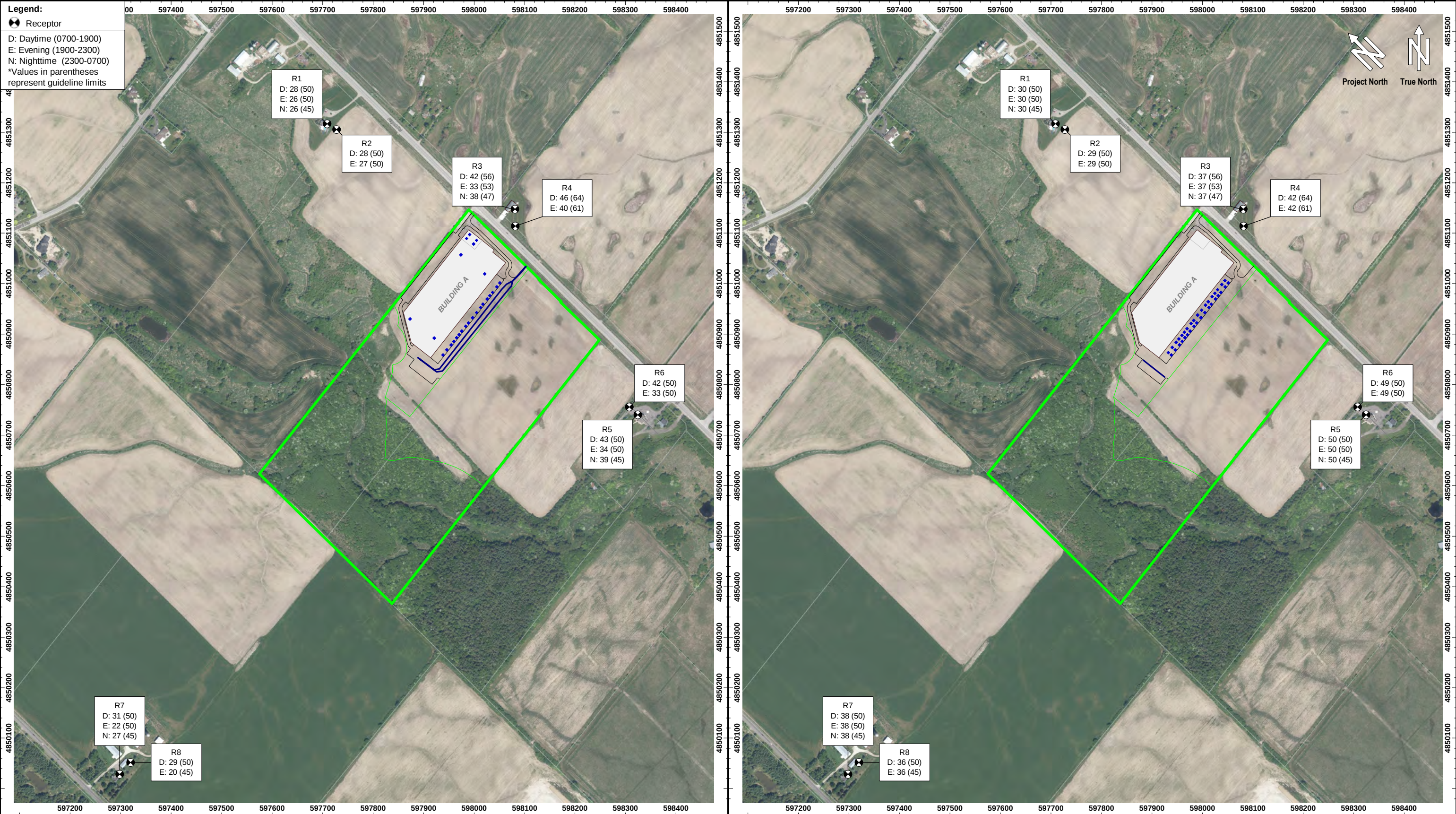
AA\ML\mv
12760 Airport Road - Phase 1 - Noise V1_0

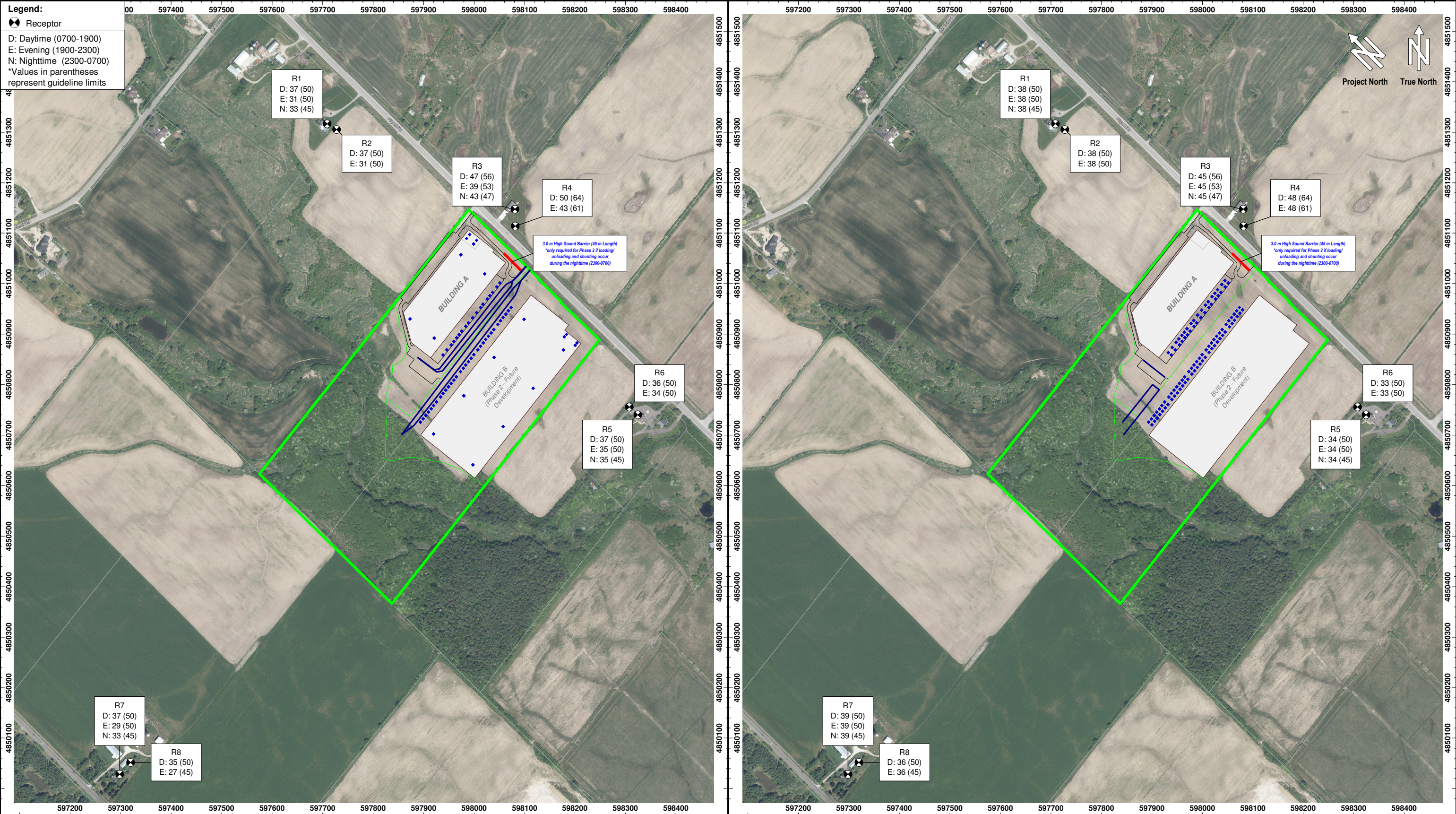


	Title		Date	Figure 1
	Context Plan		2026-04-22	
	Project Name		Project No.	
	0 Airport Road, Caledon		125-0323	



Trinity Consultants VALCOUSTICS CANADA	Title		Date	Figure 2
	Noise Source IDs and Locations		2026-04-22	
	Project Name		Project No.	
0 Airport Road		125-0323		





Trinity Consultants VALCOUSTICS CANADA		Title Predicted Sound Levels (dBA/dBAI) due to Buildings A and B - with Potential Mitigation		Date 2026-04-22	Figure 4
		Project Name 0 Airport Road		Project No. 125-0323	

APPENDIX A

DRAWINGS

Autodesk Docs://255025.1 Broccolini Airport Road Caledon - Building A255025_Broccolini Airport Road_CAS_R25.rvt

2026-04-17 5:26:25 PM

D

SITE PLAN AND BUILDING STATISTICS

CURRENT ZONING: AGRICULTURAL
PARENT ZONING: SERVICE INDUSTRIAL (MS)

BY-LAW: SECTION 8 OF THE TOWN OF CALEDON BY-LAW; REVISED: June, 03, 2022

SITE STATISTICS

ORIGINAL LOT AREA: +/- 242,482.1 M²
ENVIRONMENTAL ZONE AREA: +/- 106,364.11 M²

SITE STATISTICS EXCLUDING ENVIRONMENTAL ZONE:

BUILDING A LOT AREA (BEFORE EASEMENTS): +/- 52,576.32 M²

BUILDING A DEVELOPABLE AREA: +/- 51,777.35 M²

BUILDING A GFA: 248,824.27 FT² / 23,116.53 M²
LOT FRONTAGE: (MIN. 30 M)

BUILDING HEIGHT & SETBACKS

NOTE: ALL SETBACKS ARE MEASURED FROM THE NEW PROPERTY LINE AFTER ROAD WIDENING.

FRONT YARD		
<u>BUILDING SETBACK:</u>		
BUILDING A	15 M	16.96 M
<u>PARKING SETBACK</u>		
BUILDING A	6 M	44.49 M
SIDE YARD		
<u>EXT. BUILDING SETBACK</u>		
BUILDING A	7.5 M	N/A
<u>INT. BUILDING SETBACK</u>		
BUILDING A	6 M & 3 M	24.6 M
<u>PARKING SETBACK</u>		
BUILDING A	3 M	3 M
REAR YARD		
BUILDING A	7.5 M	11.2 M
DRIVEWAY SETBACK	1.5 M	9.08 M (NORTH)
DRIVEWAY SETBACK (POND)	1 M	YES
MAX PERMITTED BLDG HEIGHT		
BUILDING A	25/ 45 M (**)	12.62 M
MAX PERMITTED BLDG AREA	50%	+/- 45%
PARKING SPACE SIZES		
STANDARD SIZE	2.75 X 6.0 M	YES
aisle width	6.0 M	YES
FIRE TRUCK ENTRANCE WIDTH	9.0 M	YES

PARKING REQUIREMENTS

REQUIRED PER PROPOSED SITE
SPECIFIC STANDARDS OF 1 SPACE
PER 230 SM GFA

BUILDING A	101 SPACES	116 SPACES
BARRIER FREE PARKING	4 SPACES	5 SPACES
BUILDING A		
EV PARKING	5 SPACES	5 SPACES
BUILDING A		

LOADING REQUIREMENTS

ACCORDING TO 5.2.3 NON-RESIDENTIAL
PARKING REQUIREMENTS, TOWN OF
CALEDON ZONING BY-LAW; TABLE 5.3.2;
3 LOADING SPACES PLUS 1
ADDITIONAL LOADING SPACE FOR EACH
ADDITIONAL 9,300 M² OR PORTION
THEREOF IN EXCESS OF 7,441 M²

BUILDING A	5 SPACES	43 SPACES
TRAILER PARKING		16 SPACES
BUILDING A		

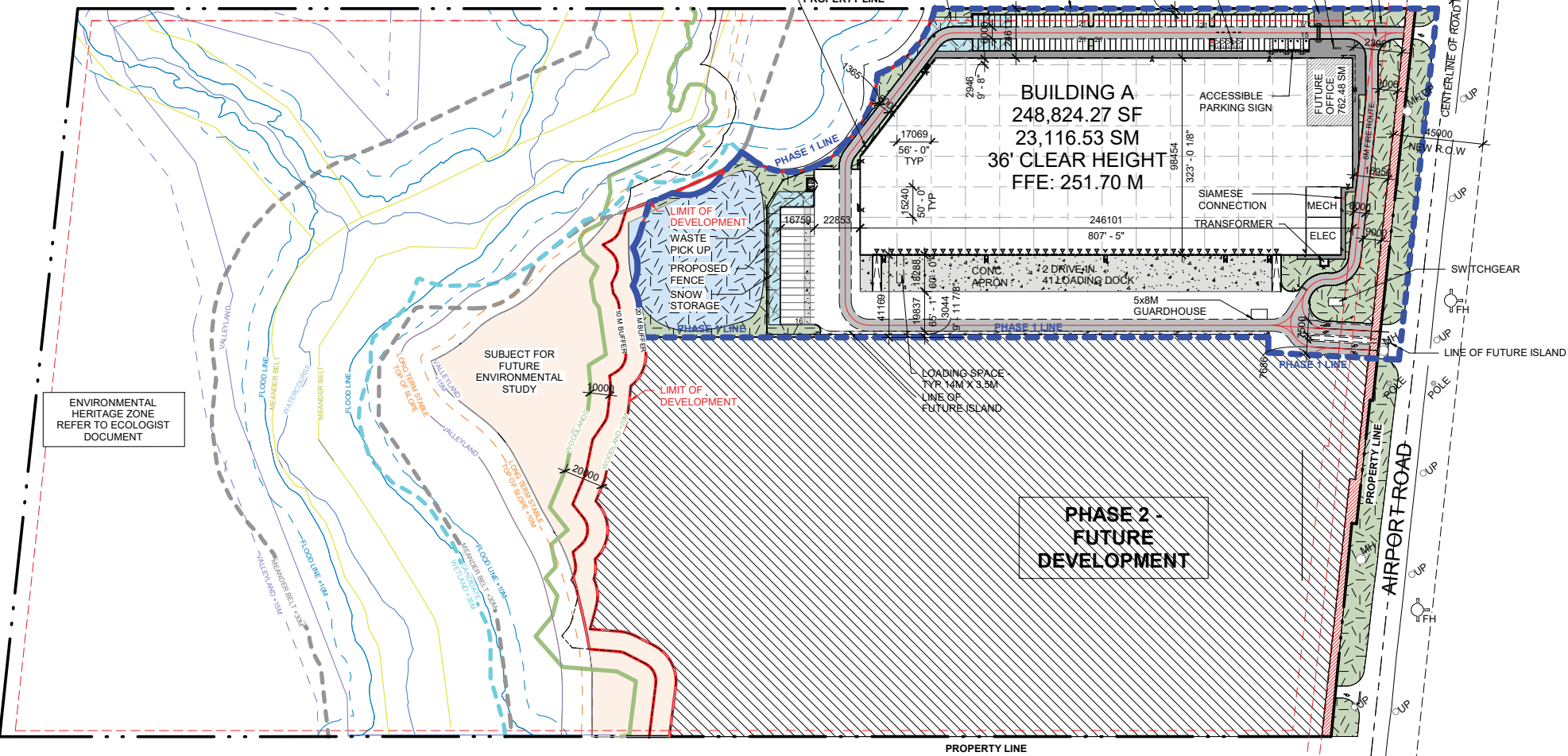
BIKE PARKING REQUIREMENTS

BUILDING A	0	4 SPACES
------------	---	----------

LANDSCAPE

LANDSCAPE AREA (INCLUDING POND)	10%	+/- 21.5%
PLANTING STRIP WIDTH	9 M (*)	YES
PLANTING STRIP (INT. SIDE YARD)	1.5 M	YES
PLANTING STRIP (TRUCK LOADING)	12 M	YES
PLANTING STRIP (POND)	1M	YES

(**) PARAGRAPH 8: ANY BUILDING CONTAINING A COLD STORAGE WAREHOUSE MAY HAVE
A MAX. HEIGHT OF 45 M



OVERALL SITE PLAN

SCALE: 1 : 1500

powers
brown
archi
ecture

411 Richmond Street E
Suite 206
Toronto, Ontario M5A 3S5
647.931.9787
www.powersbrown.com

PROJECT TITLE

BROCCOLINI AIRPORT ROAD

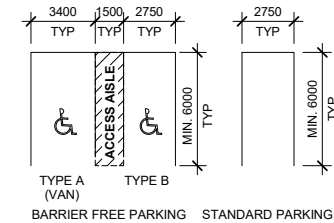
A PROJECT FOR
BROCCOLINI REAL ESTATE
GROUP

GENERAL NOTES

DESIGNATED FIRE ACCESS LANE - MINIMUM 6M	SNOW STORAGE
NOT IN SCOPE	ENVIRONMENTAL STUDY AREA
LANDSCAPE	SIGN REFER TO TRAFFIC DRAWING
SIDEWALK	PAVEMENT MARKING REFER TRAFFIC DRAWING
CONCRETE	
UTILITY POLE	
UP	
MH	
EXIST. FIRE HYDRANT	PROP. FIRE HYDRANT
R.O.W	OVH DOOR
PROPERTY LINE	MAIN ENTRANCE
SETBACK	

A PROVIDE FIRE LANE STRIPING PER LOCAL
JURISDICTION

B FIRE LANE RADII TO BE 12 m @ CENTERLINE



Δ	DATE	REVISION
1	2025-10-30	ISSUE FOR COORDINATION
2	2025-11-14	ISSUE FOR SPA

PROJECT NO: 255025

DRAWN BY: NM

CHECKED BY: LD

SHEET NAME

OVERALL SITE PLAN -
OPTION 3

SEAL

SHEET NUMBER

AS101

APPENDIX B

AMBIENT SOUND LEVEL CALCULATIONS

AMBIENT SOUND LEVEL ASSESSMENT

The ambient sound levels for R3 and R4 are dictated by road traffic on Airport Road.

The minimum hourly ambient sound levels at these receptors were predicted using the MECP ORNAMENT/STAMSON method.

The minimum hourly traffic volumes were taken from hourly counts provided by Crozier Consulting Engineers (the traffic consultant for the project) over a 48-hour period from November 4, 2025 to November 5, 2025. The traffic counts were subdivided by vehicle class and indicated about 20% of the total volume was trucks. To be conservative, the lower nighttime truck percentages provided by the Region of Halton were used in the assessment (Region's data shows just over 10% total trucks at night, see Appendix D) to determine the sound level limits.

Table B-1 summarizes the hourly volumes used in the assessment. Table B-2 summarizes the predicted sound levels at R3 and R4, which form the applicable guideline limits at all times.

TABLE B-1: EXISTING (2025) TRAFFIC VOLUMES FOR AIRPORT ROAD

Time Period	Total 1-hour Volume	# of Cars	# of Medium Trucks	# of Heavy Trucks	Speed (km/hr)
Daytime	467	416	35	16	80
Evening	189	168	14	7	
Nighttime	47	42	3	2	

TABLE B-2: CALCULATED AMBIENT SOUND LEVELS

Receptor	Time Period	Ambient Sound Level (dBA)	Minimum Exclusion Limit (dBA)	Applicable Guideline Limit (dBA)
R3	Daytime	56	50	56
	Evening	53	50	53
	Nighttime	47	45	47
R4	Daytime	64	50	64
	Evening	61	50	61

STAMSON 5.04 NORMAL REPORT Date: 14-11-2025 09:48:41
 MINISTRY OF ENVIRONMENT, CONSERVATION AND PARKS / NOISE ASSESSMENT

Filename: r3_d.te Time Period: 1 hours
 Description: **R3 - Daytime**

Road data, segment # 1: Airport

 Car traffic volume : 416 veh/TimePeriod
 Medium truck volume : 35 veh/TimePeriod
 Heavy truck volume : 16 veh/TimePeriod
 Posted speed limit : 80 km/h
 Road gradient : 0 %
 Road pavement : 1 (Typical asphalt or concrete)

Data for Segment # 1: Airport

 Angle1 Angle2 : -90.00 deg 0.00 deg
 Wood depth : 0 (No woods.)
 No of house rows : 0
 Surface : 1 (Absorptive ground surface)
 Receiver source distance : 45.00 m
 Receiver height : 1.50 m
 Topography : 1 (Flat/gentle slope; no barrier)
 Reference angle : 0.00

Results segment # 1: Airport

Source height = 1.36 m

ROAD (0.00 + 56.81 + 0.00) = 56.81 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	0	0.66	69.20	0.00	-7.92	-4.47	0.00	0.00	0.00	56.81

Segment Leq : 56.81 dBA

Total Leq All Segments: 56.81 dBA

TOTAL Leq FROM ALL SOURCES: 56.81

STAMSON 5.04 NORMAL REPORT Date: 14-11-2025 09:48:52
 MINISTRY OF ENVIRONMENT, CONSERVATION AND PARKS / NOISE ASSESSMENT

Filename: r3_e.te Time Period: 1 hours
 Description: **R3 - Evening**

Road data, segment # 1: Airport

 Car traffic volume : 168 veh/TimePeriod
 Medium truck volume : 14 veh/TimePeriod
 Heavy truck volume : 7 veh/TimePeriod
 Posted speed limit : 80 km/h
 Road gradient : 0 %
 Road pavement : 1 (Typical asphalt or concrete)

Data for Segment # 1: Airport

 Angle1 Angle2 : -90.00 deg 0.00 deg
 Wood depth : 0 (No woods.)
 No of house rows : 0
 Surface : 1 (Absorptive ground surface)
 Receiver source distance : 45.00 m
 Receiver height : 1.50 m
 Topography : 1 (Flat/gentle slope; no barrier)
 Reference angle : 0.00

Results segment # 1: Airport

Source height = 1.39 m

ROAD (0.00 + 53.00 + 0.00) = 53.00 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	0	0.66	65.39	0.00	-7.92	-4.47	0.00	0.00	0.00	53.00

Segment Leq : 53.00 dBA

Total Leq All Segments: 53.00 dBA

TOTAL Leq FROM ALL SOURCES: 53.00

STAMSON 5.04 NORMAL REPORT Date: 14-11-2025 09:49:02
 MINISTRY OF ENVIRONMENT, CONSERVATION AND PARKS / NOISE ASSESSMENT

Filename: r3_n.te Time Period: 1 hours
 Description: **R3 - Nighttime**

Road data, segment # 1: Airport

 Car traffic volume : 42 veh/TimePeriod
 Medium truck volume : 3 veh/TimePeriod
 Heavy truck volume : 2 veh/TimePeriod
 Posted speed limit : 80 km/h
 Road gradient : 0 %
 Road pavement : 1 (Typical asphalt or concrete)

Data for Segment # 1: Airport

 Angle1 Angle2 : -90.00 deg 0.00 deg
 Wood depth : 0 (No woods.)
 No of house rows : 0
 Surface : 1 (Absorptive ground surface)
 Receiver source distance : 45.00 m
 Receiver height : 1.50 m
 Topography : 1 (Flat/gentle slope; no barrier)
 Reference angle : 0.00

Results segment # 1: Airport

Source height = 1.44 m

ROAD (0.00 + 47.05 + 0.00) = 47.05 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	0	0.66	59.44	0.00	-7.92	-4.47	0.00	0.00	0.00	47.05

Segment Leq : 47.05 dBA

Total Leq All Segments: 47.05 dBA

TOTAL Leq FROM ALL SOURCES: 47.05

STAMSON 5.04 NORMAL REPORT Date: 14-11-2025 09:49:12
 MINISTRY OF ENVIRONMENT, CONSERVATION AND PARKS / NOISE ASSESSMENT

Filename: r4_d.te Time Period: 1 hours
 Description: **R4 - Daytime**

Road data, segment # 1: Airport

 Car traffic volume : 416 veh/TimePeriod
 Medium truck volume : 35 veh/TimePeriod
 Heavy truck volume : 16 veh/TimePeriod
 Posted speed limit : 80 km/h
 Road gradient : 0 %
 Road pavement : 1 (Typical asphalt or concrete)

Data for Segment # 1: Airport

 Angle1 Angle2 : -90.00 deg 90.00 deg
 Wood depth : 0 (No woods.)
 No of house rows : 0
 Surface : 1 (Absorptive ground surface)
 Receiver source distance : 24.00 m
 Receiver height : 1.50 m
 Topography : 1 (Flat/gentle slope; no barrier)
 Reference angle : 0.00

Results segment # 1: Airport

Source height = 1.36 m

ROAD (0.00 + 64.35 + 0.00) = 64.35 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	69.20	0.00	-3.39	-1.46	0.00	0.00	0.00	64.35

Segment Leq : 64.35 dBA

Total Leq All Segments: 64.35 dBA

TOTAL Leq FROM ALL SOURCES: 64.35

STAMSON 5.04 NORMAL REPORT Date: 14-11-2025 09:49:23
 MINISTRY OF ENVIRONMENT, CONSERVATION AND PARKS / NOISE ASSESSMENT

Filename: r4_e.te Time Period: 1 hours
 Description: **R4 - Evening**

Road data, segment # 1: Airport

 Car traffic volume : 168 veh/TimePeriod
 Medium truck volume : 14 veh/TimePeriod
 Heavy truck volume : 7 veh/TimePeriod
 Posted speed limit : 80 km/h
 Road gradient : 0 %
 Road pavement : 1 (Typical asphalt or concrete)

Data for Segment # 1: Airport

 Angle1 Angle2 : -90.00 deg 90.00 deg
 Wood depth : 0 (No woods.)
 No of house rows : 0
 Surface : 1 (Absorptive ground surface)
 Receiver source distance : 24.00 m
 Receiver height : 1.50 m
 Topography : 1 (Flat/gentle slope; no barrier)
 Reference angle : 0.00

Results segment # 1: Airport

Source height = 1.39 m

ROAD (0.00 + 60.54 + 0.00) = 60.54 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	65.39	0.00	-3.39	-1.46	0.00	0.00	0.00	60.54

Segment Leq : 60.54 dBA

Total Leq All Segments: 60.54 dBA

TOTAL Leq FROM ALL SOURCES: 60.54

APPENDIX C

STATIONARY NOISE CALCULATION DETAILS

Point Source Table

Name	Sel.	M.	ID	Result: P/WL			Type	Lw / Li			Correction			Sound Reduction R	Attenuation	Operating Time			K0	Freq.	Direct.	Height		Coordinates			
				Day	Evening	Night		Value	norm.	Day	Evening	Night	min			Special (min)	Night (min)	(dB)				(Hz)	(m)	(m)	X (m)	Y (m)	Z (m)
				(dBA)	(dBA)	(dBA)				(dB(A))	(dB(A))	(dB(A))															
Office AHU			A_RTU1	84.9	84.9	84.9	Lw	RTU 7	0.0	0.0	0.0					60.00	60.00	30.00	0.0	(none)	1.50	g	597991.02	4851097.10	14.10		
Office AHU			A_RTU2	84.9	84.9	84.9	Lw	RTU 7	0.0	0.0	0.0					60.00	60.00	30.00	0.0	(none)	1.50	g	597985.17	4851089.65	14.10		
Office AHU			A_RTU3	84.9	84.9	84.9	Lw	RTU 7	0.0	0.0	0.0					60.00	60.00	30.00	0.0	(none)	1.50	g	597999.29	4851078.56	14.10		
Office AHU			A_RTU4	84.9	84.9	84.9	Lw	RTU 7	0.0	0.0	0.0					60.00	60.00	30.00	0.0	(none)	1.50	g	598005.14	4851086.00	14.10		
Warehouse GHU			A_GHU1	84.1	84.1	84.1	Lw	GHU	0.0	0.0	0.0								0.0	(none)	2.50	g	597973.65	4851057.09	15.10		
Warehouse GHU			A_GHU2	84.1	84.1	84.1	Lw	GHU	0.0	0.0	0.0								0.0	(none)	2.50	g	598021.26	4851019.28	15.10		
Warehouse GHU			A_GHU3	84.1	84.1	84.1	Lw	GHU	0.0	0.0	0.0								0.0	(none)	2.50	g	597873.26	4850930.07	15.10		
Warehouse GHU			A_GHU4	84.1	84.1	84.1	Lw	GHU	0.0	0.0	0.0								0.0	(none)	2.50	g	597920.99	4850892.46	15.10		
Truck idling			A_TRK101	100.9	100.9	100.9	Lw	HvyTrk_Idle	0.0	0.0	0.0					5.00	0.00	5.00	0.0	(none)	2.40	r	598050.98	4851001.18	2.40		
Truck idling			A_TRK102	100.9	100.9	100.9	Lw	HvyTrk_Idle	0.0	0.0	0.0					5.00	0.00	0.00	0.0	(none)	2.40	r	598045.07	4850993.69	2.40		
Truck idling			A_TRK103	100.9	100.9	100.9	Lw	HvyTrk_Idle	0.0	0.0	0.0					5.00	0.00	0.00	0.0	(none)	2.40	r	598036.68	4850983.04	2.40		
Truck idling			A_TRK104	100.9	100.9	100.9	Lw	HvyTrk_Idle	0.0	0.0	0.0					5.00	0.00	5.00	0.0	(none)	2.40	r	598031.11	4850975.99	2.40		
Truck idling			A_TRK105	100.9	100.9	100.9	Lw	HvyTrk_Idle	0.0	0.0	0.0					5.00	0.00	0.00	0.0	(none)	2.40	r	598025.91	4850969.40	2.40		
Truck idling			A_TRK106	100.9	100.9	100.9	Lw	HvyTrk_Idle	0.0	0.0	0.0					5.00	5.00	0.00	0.0	(none)	2.40	r	598017.86	4850959.19	2.40		
Truck idling			A_TRK107	100.9	100.9	100.9	Lw	HvyTrk_Idle	0.0	0.0	0.0					5.00	0.00	5.00	0.0	(none)	2.40	r	598012.66	4850952.59	2.40		
Truck idling			A_TRK108	100.9	100.9	100.9	Lw	HvyTrk_Idle	0.0	0.0	0.0					5.00	0.00	0.00	0.0	(none)	2.40	r	598004.94	4850942.81	2.40		
Truck idling			A_TRK109	100.9	100.9	100.9	Lw	HvyTrk_Idle	0.0	0.0	0.0					5.00	0.00	5.00	0.0	(none)	2.40	r	597997.03	4850932.77	2.40		
Truck idling			A_TRK110	100.9	100.9	100.9	Lw	HvyTrk_Idle	0.0	0.0	0.0					5.00	0.00	0.00	0.0	(none)	2.40	r	597988.86	4850922.41	2.40		
Truck idling			A_TRK111	100.9	100.9	100.9	Lw	HvyTrk_Idle	0.0	0.0	0.0					5.00	0.00	0.00	0.0	(none)	2.40	r	597983.75	4850915.93	2.40		
Truck idling			A_TRK112	100.9	100.9	100.9	Lw	HvyTrk_Idle	0.0	0.0	0.0					5.00	0.00	5.00	0.0	(none)	2.40	r	597975.82	4850905.87	2.40		
Truck idling			A_TRK113	100.9	100.9	100.9	Lw	HvyTrk_Idle	0.0	0.0	0.0					5.00	5.00	0.00	0.0	(none)	2.40	r	597970.36	4850898.96	2.40		
Truck idling			A_TRK114	100.9	100.9	100.9	Lw	HvyTrk_Idle	0.0	0.0	0.0					5.00	0.00	0.00	0.0	(none)	2.40	r	597965.59	4850892.91	2.40		
Truck idling			A_TRK115	100.9	100.9	100.9	Lw	HvyTrk_Idle	0.0	0.0	0.0					5.00	0.00	5.00	0.0	(none)	2.40	r	597959.81	4850885.58	2.40		
Truck idling			A_TRK116	100.9	100.9	100.9	Lw	HvyTrk_Idle	0.0	0.0	0.0					5.00	0.00	0.00	0.0	(none)	2.40	r	597954.52	4850878.87	2.40		
Truck idling			A_TRK117	100.9	100.9	100.9	Lw	HvyTrk_Idle	0.0	0.0	0.0					5.00	0.00	0.00	0.0	(none)	2.40	r	597946.56	4850868.77	2.40		
Truck idling			A_TRK118	100.9	100.9	100.9	Lw	HvyTrk_Idle	0.0	0.0	0.0					5.00	0.00	5.00	0.0	(none)	2.40	r	597938.78	4850858.91	2.40		
A loading dock coupling/uncoupling	~	A	CP1	96.6	96.6	96.6	Lw	IMP_CP+10*log10(2/405)	0.0	0.0	0.0								0.0	(none)	1.00	r	598050.98	4851001.18	1.00		
A loading dock coupling/uncoupling	~	A	CP2	96.6	96.6	96.6	Lw	IMP_CP+10*log10(2/405)	0.0	0.0	0.0								0.0	(none)	1.00	r	598045.07	4850993.69	1.00		
A loading dock coupling/uncoupling	~	A	CP3	96.6	96.6	96.6	Lw	IMP_CP+10*log10(2/405)	0.0	0.0	0.0								0.0	(none)	1.00	r	598036.68	4850983.04	1.00		
A loading dock coupling/uncoupling	~	A	CP4	96.6	96.6	96.6	Lw	IMP_CP+10*log10(2/405)	0.0	0.0	0.0								0.0	(none)	1.00	r	598031.11	4850975.99	1.00		
A loading dock coupling/uncoupling	~	A	CP5	96.6	96.6	96.6	Lw	IMP_CP+10*log10(2/405)	0.0	0.0	0.0								0.0	(none)	1.00	r	598025.91	4850969.40	1.00		
A loading dock coupling/uncoupling	~	A	CP6	96.6	96.6	96.6	Lw	IMP_CP+10*log10(2/405)	0.0	0.0	0.0								0.0	(none)	1.00	r	598017.86	4850959.19	1.00		
A loading dock coupling/uncoupling	~	A	CP7	96.6	96.6	96.6	Lw	IMP_CP+10*log10(2/405)	0.0	0.0	0.0								0.0	(none)	1.00	r	598012.66	4850952.59	1.00		
A loading dock coupling/uncoupling	~	A	CP8	96.6	96.6	96.6	Lw	IMP_CP+10*log10(2/405)	0.0	0.0	0.0								0.0	(none)	1.00	r	598004.94	4850942.81	1.00		
A loading dock coupling/uncoupling	~	A	CP9	96.6	96.6	96.6	Lw	IMP_CP+10*log10(2/405)	0.0	0.0	0.0								0.0	(none)	1.00	r	597997.03	4850932.77	1.00		
A loading dock coupling/uncoupling	~	A	CP10	96.6	96.6	96.6	Lw	IMP_CP+10*log10(2/405)	0.0	0.0	0.0								0.0	(none)	1.00	r	597988.86	4850922.41	1.00		
A loading dock coupling/uncoupling	~	A	CP11	96.6	96.6	96.6	Lw	IMP_CP+10*log10(2/405)	0.0	0.0	0.0								0.0	(none)	1.00	r	597983.75	4850915.93	1.00		
A loading dock coupling/uncoupling	~	A	CP12	96.6	96.6	96.6	Lw	IMP_CP+10*log10(2/405)	0.0	0.0	0.0								0.0	(none)	1.00	r	597975.82	4850905.87	1.00		
A loading dock coupling/uncoupling	~	A	CP13	96.6	96.6	96.6	Lw	IMP_CP+10*log10(2/405)	0.0	0.0	0.0								0.0	(none)	1.00	r	597970.36	4850898.96	1.00		
A loading dock coupling/uncoupling	~	A	CP14	96.6	96.6	96.6	Lw	IMP_CP+10*log10(2/405)	0.0	0.0	0.0								0.0	(none)	1.00	r	597965.59	4850892.91	1.00		
A loading dock coupling/uncoupling	~	A	CP15	96.6	96.6	96.6	Lw	IMP_CP+10*log10(2/405)	0.0	0.0	0.0								0.0	(none)	1.00	r	597959.81	4850885.58	1.00		
A loading dock coupling/uncoupling	~	A	CP16	96.6	96.6	96.6	Lw	IMP_CP+10*log10(2/405)	0.0	0.0	0.0								0.0	(none)	1.00	r	597954.52	4850878.87	1.00		
A loading dock coupling/uncoupling	~	A	CP17	96.6	96.6	96.6	Lw	IMP_CP+10*log10(2/405)	0.0	0.0	0.0								0.0	(none)	1.00	r	597946.56	4850868.77	1.00		
A loading dock coupling/uncoupling	~	A	CP18	96.6	96.6	96.6	Lw	IMP_CP+10*log10(2/405)	0.0	0.0	0.0								0.0	(none)	1.00	r	597938.78	4850858.91	1.00		
A loading/unloading	~	A	LD1	96.9	96.9	96.9	Lw	IMP_LD+10*log10(20/405)	0.0	0.0	0.0								0.0	(none)	1.00	r	598044.70	4851006.13	1.00		
A loading/unloading	~	A	LD2	96.9	96.9	96.9	Lw	IMP_LD+10*log10(20/405)	0.0	0.0	0.0								0.0	(none)	1.00	r	598038.79	4850998.84	1.00		
A loading/unloading	~	A	LD3	96.9	96.9	96.9	Lw	IMP_LD+10*log10(20/405)	0.0	0.0	0.0								0.0	(none)	1.00	r	598030.40	4850988.00	1.00		
A loading/unloading	~	A	LD4	96.9	96.9	96.9	Lw	IMP_LD+10*log10(20/405)	0.0	0.0	0.0								0.0	(none)	1.00	r	598024.83	4850980.95	1.00		
A loading/unloading	~	A	LD5	96.9	96.9	96.9	Lw	IMP_LD+10*log10(20/405)	0.0	0.0	0.0								0.0	(none)	1.00	r	598019.63	4850974.35	1.00		
A loading/unloading	~	A	LD6	96.9	96.9	96.9	Lw	IMP_LD+10*log10(20/405)	0.0	0.0	0.0								0.0	(none)	1.00	r	598011.58	4850964.14	1.00		
A loading/unloading	~	A	LD7	96.9	96.9	96.9	Lw	IMP_LD+10*log10(20/405)	0.0	0.0	0.0								0.0	(none)	1.00	r	598006.38	4850957.55	1.00		
A loading/unloading	~	A	LD8	96.9	96.9	96.9	Lw	IMP_LD+10*log10(20/405)	0.0	0.0	0.0								0.0	(none)	1.00	r	597998.66	4850947.76	1.00		
A loading/unloading	~	A	LD9	96.9	96.9	96.9	Lw	IMP_LD+10*log10(20/405)	0.0	0.0	0.0								0.0	(none)	1.00	r	597990.75	4850937.73	1.00		
A loading/unloading	~	A	LD10	96.9	96.9	96.9	Lw	IMP_LD+10*log10(20/405)	0.0	0.0	0.0								0.0	(none)	1.00	r	597982.58	4850927.37	1.00		
A loading/unloading	~	A	LD11	96.9	96.9	96.9	Lw	IMP_LD+10*log10(20/405)	0.0	0.0	0.0								0.0	(none)	1.00	r	597977.47	4850920.89	1.00		
A loading/unloading	~	A	LD12	96.9	96.9	96.9	Lw	IMP_LD+10*log10(20/405)	0.0	0.0	0.0								0.0	(none)	1.00	r	597969.53	4850910.83	1.00		
A loading/unloading	~	A	LD13	96.9	96.9	96.9	Lw	IMP_LD+10*log10(20/405)	0.0	0.0	0.0								0.0	(none)	1.00	r	597964.08	4850903.91	1.00		
A loading/unloading	~	A	LD14	96.9	96.9	96.9	Lw	IMP_LD+10*log10(20/405)	0.0	0.0	0.0								0.0	(none)	1.00	r	597959.31	4850897.86	1.00		
A loading/unloading	~	A	LD15	96.9	96.9	96.9	Lw	IMP_LD+10*log10(20/405)	0.0	0.0	0.0								0.0	(none)	1.00	r	59				

125-0323 0 Airport Rd, Caledon

Line Source Table

Name	Sel.	M.	ID	Result. PWL			Result. PWL'			Lw / Li			Correction			Sound Reduction	Attenuation	Operating Time			K0	Freq.	Direct.	Moving Pt. Src				
				Day	Evening	Night	Day	Evening	Night	Type	Value	norm.	Day	Evening	Night	R	Area		Day	Special	Night				Number	Speed		
				(dBA)	(dBA)	(dBA)	(dBA)	(dBA)	(dBA)			dB(A)	dB(A)	dB(A)	dB(A)		(m²)		(min)	(min)	(min)	(dB)	(Hz)		Day	Evening	Night	(km/h)
Truck movements - Building A			TRK_move1	103.7	94.2	99.6	75.6	66.1	71.5	PWL-Pt	Heavy_20kph		0.0	0.0	0.0								0.0	(none)	18.0	2.0	7.0	20.0
A staging coupling/uncoupling	~	A	CP19	103.1	103.1	103.1	85.8	85.8	85.8	Lw	IMP_CP+10*log10(9/405)		0.0	0.0	0.0							0.0	(none)					

Sound Power Levels

Name	ID	Type	Octave Spectrum (dB)													Source	
			Weight.	31.5	63	125	250	500	1000	2000	4000	8000	A	lin			
Heavy truck movement - 20 kph	Heavy_20kph	Lw		0.0	111.8	110.3	106.4	102.6	99.7	97.7	95.6	92.1	106.1	115.3	VCL Database		
Heavy Truck Idling	HvyTrk_Idle	Lw		101.1	100.6	98.3	94.2	96.9	97.0	94.2	87.4	81.6	100.9	106.7	VCL Database		
Coupling/Uncoupling Impulse	IMP_CP	Lw		115.8	113.7	117.8	118.4	118.4	114.8	110.1	105.1	99.6	119.7	124.8	VCL Database		
Loading/Unloading Impulse	IMP_LD	Lw		119.1	114.3	114.5	111.5	107.3	103.8	100.3	97.1	92.8	110.0	122.0	VCL Database		
Warehouse heating unit	GHU	Lw		0.0	85.0	89.0	86.0	76.0	78.0	77.0	74.0	65.0	84.1	92.3	Manufacturer's data (similar site)		
7.5-ton Office AHU	RTU_7	Lw	A	0.0	0.0	72.0	77.0	81.0	79.0	74.0	68.0	66.0	84.9	91.4	Manufacturer's data		

Sample Calculation - R5 (Bldg A - Non-Impulse Sources)

Receiver

Name: 12620 Airport Rd

ID: R5

X: 598324.08 m

Y: 4850740.36 m

Z: 4.50 m

Line Source, ISO 9613, Name: "Truck movements - Building A", ID: "TRK_move1"																				
Nr.	X (m)	Y (m)	Z (m)	Refl.	DEN	Freq. (Hz)	Lw dB(A)	l/a dB	Optime dB	K0 (dB)	Di (dB)	Adiv (dB)	Aatm (dB)	Agr (dB)	Afol (dB)	Ahous (dB)	Abar (dB)	Cmet (dB)	RL (dB)	Lr dB(A)
15	597968.76	4850866.23	2.40	0	D	A	75.6	20.0	0.0	0.0	0.0	62.5	1.9	1.2	0.0	0.0	0.0	0.0	0.0	30.0
15	597968.76	4850866.23	2.40	0	N	A	71.5	20.0	0.0	0.0	0.0	62.5	1.9	1.2	0.0	0.0	0.0	0.0	0.0	25.9
15	597968.76	4850866.23	2.40	0	E	A	66.1	20.0	0.0	0.0	0.0	62.5	1.9	1.2	0.0	0.0	0.0	0.0	0.0	20.4
23	598032.21	4850944.48	2.40	0	D	A	75.6	20.0	0.0	0.0	0.0	62.0	1.8	1.3	0.0	0.0	0.0	0.0	0.0	30.5
23	598032.21	4850944.48	2.40	0	N	A	71.5	20.0	0.0	0.0	0.0	62.0	1.8	1.3	0.0	0.0	0.0	0.0	0.0	26.4
23	598032.21	4850944.48	2.40	0	E	A	66.1	20.0	0.0	0.0	0.0	62.0	1.8	1.3	0.0	0.0	0.0	0.0	0.0	21.0
36	597968.76	4850866.23	2.40	1	D	A	75.6	20.0	0.0	0.0	0.0	63.9	2.1	-0.8	0.0	0.0	0.0	0.0	2.4	28.0
36	597968.76	4850866.23	2.40	1	N	A	71.5	20.0	0.0	0.0	0.0	63.9	2.1	-0.8	0.0	0.0	0.0	0.0	2.4	23.9
36	597968.76	4850866.23	2.40	1	E	A	66.1	20.0	0.0	0.0	0.0	63.9	2.1	-0.8	0.0	0.0	0.0	0.0	2.4	18.5
45	598032.21	4850944.48	2.40	1	D	A	75.6	20.0	0.0	0.0	0.0	63.6	2.1	-0.8	0.0	0.0	0.0	0.0	2.4	28.4
45	598032.21	4850944.48	2.40	1	N	A	71.5	20.0	0.0	0.0	0.0	63.6	2.1	-0.8	0.0	0.0	0.0	0.0	2.4	24.3
45	598032.21	4850944.48	2.40	1	E	A	66.1	20.0	0.0	0.0	0.0	63.6	2.1	-0.8	0.0	0.0	0.0	0.0	2.4	18.8
48	598024.05	4850949.42	2.40	0	D	A	75.6	20.0	0.0	0.0	0.0	62.3	1.9	1.0	0.0	0.0	0.0	0.0	0.0	30.5
48	598024.05	4850949.42	2.40	0	N	A	71.5	20.0	0.0	0.0	0.0	62.3	1.9	1.0	0.0	0.0	0.0	0.0	0.0	26.4
48	598024.05	4850949.42	2.40	0	E	A	66.1	20.0	0.0	0.0	0.0	62.3	1.9	1.0	0.0	0.0	0.0	0.0	0.0	21.0
51	597962.41	4850870.59	2.40	0	D	A	75.6	20.0	0.0	0.0	0.0	62.7	1.9	1.0	0.0	0.0	0.0	0.0	0.0	30.0
51	597962.41	4850870.59	2.40	0	N	A	71.5	20.0	0.0	0.0	0.0	62.7	1.9	1.0	0.0	0.0	0.0	0.0	0.0	25.9
51	597962.41	4850870.59	2.40	0	E	A	66.1	20.0	0.0	0.0	0.0	62.7	1.9	1.0	0.0	0.0	0.0	0.0	0.0	20.5
53	598024.05	4850949.42	2.40	1	D	A	75.6	20.0	0.0	0.0	0.0	63.5	2.1	-0.6	0.0	0.0	0.0	0.0	2.2	28.6
53	598024.05	4850949.42	2.40	1	N	A	71.5	20.0	0.0	0.0	0.0	63.5	2.1	-0.6	0.0	0.0	0.0	0.0	2.2	24.5
53	598024.05	4850949.42	2.40	1	E	A	66.1	20.0	0.0	0.0	0.0	63.5	2.1	-0.6	0.0	0.0	0.0	0.0	2.2	19.1
67	597962.41	4850870.59	2.40	1	D	A	75.6	20.0	0.0	0.0	0.0	63.8	2.1	-0.7	0.0	0.0	0.0	0.0	2.2	28.3
67	597962.41	4850870.59	2.40	1	N	A	71.5	20.0	0.0	0.0	0.0	63.8	2.1	-0.7	0.0	0.0	0.0	0.0	2.2	24.2
67	597962.41	4850870.59	2.40	1	E	A	66.1	20.0	0.0	0.0	0.0	63.8	2.1	-0.7	0.0	0.0	0.0	0.0	2.2	18.8
121	597907.33	4850839.13	2.40	0	D	A	75.6	16.7	0.0	0.0	0.0	63.6	2.1	0.2	0.0	0.0	0.0	0.0	0.0	26.4
121	597907.33	4850839.13	2.40	0	N	A	71.5	16.7	0.0	0.0	0.0	63.6	2.1	0.2	0.0	0.0	0.0	0.0	0.0	22.3
121	597907.33	4850839.13	2.40	0	E	A	66.1	16.7	0.0	0.0	0.0	63.6	2.1	0.2	0.0	0.0	0.0	0.0	0.0	16.8
215	597905.01	4850841.35	2.40	0	D	A	75.6	16.1	0.0	0.0	0.0	63.7	2.1	0.2	0.0	0.0	0.0	0.0	0.0	25.8
215	597905.01	4850841.35	2.40	0	N	A	71.5	16.1	0.0	0.0	0.0	63.7	2.1	0.2	0.0	0.0	0.0	0.0	0.0	21.7
215	597905.01	4850841.35	2.40	0	E	A	66.1	16.1	0.0	0.0	0.0	63.7	2.1	0.2	0.0	0.0	0.0	0.0	0.0	16.2
247	598083.65	4851012.84	2.40	0	D	A	75.6	13.5	0.0	0.0	0.0	62.2	1.9	1.1	0.0	0.0	0.0	0.0	0.0	23.9
247	598083.65	4851012.84	2.40	0	N	A	71.5	13.5	0.0	0.0	0.0	62.2	1.9	1.1	0.0	0.0	0.0	0.0	0.0	19.8
247	598083.65	4851012.84	2.40	0	E	A	66.1	13.5	0.0	0.0	0.0	62.2	1.9	1.1	0.0	0.0	0.0	0.0	0.0	14.3
296	598083.65	4851012.84	2.40	1	D	A	75.6	13.5	0.0	0.0	0.0	63.7	2.1	0.3	0.0	0.0	0.0	0.0	2.4	20.7
296	598083.65	4851012.84	2.40	1	N	A	71.5	13.5	0.0	0.0	0.0	63.7	2.1	0.3	0.0	0.0	0.0	0.0	2.4	16.6
296	598083.65	4851012.84	2.40	1	E	A	66.1	13.5	0.0	0.0	0.0	63.7	2.1	0.3	0.0	0.0	0.0	0.0	2.4	11.1
298	598084.13	4851012.82	2.40	0	D	A	75.6	13.4	0.0	0.0	0.0	62.2	1.9	1.2	0.0	0.0	0.0	0.0	0.0	23.8
298	598084.13	4851012.82	2.40	0	N	A	71.5	13.4	0.0	0.0	0.0	62.2	1.9	1.2	0.0	0.0	0.0	0.0	0.0	19.7
298	598084.13	4851012.82	2.40	0	E	A	66.1	13.4	0.0	0.0	0.0	62.2	1.9	1.2	0.0	0.0	0.0	0.0	0.0	14.3
304	598084.13	4851012.82	2.40	1	D	A	75.6	13.4	0.0	0.0	0.0	63.7	2.1	0.3	0.0	0.0	0.0	0.0	2.4	20.6
304	598084.13	4851012.82	2.40	1	N	A	71.5	13.4	0.0	0.0	0.0	63.7	2.1	0.3	0.0	0.0	0.0	0.0	2.4	16.5
304	598084.13	4851012.82	2.40	1	E	A	66.1	13.4	0.0	0.0	0.0	63.7	2.1	0.3	0.0	0.0	0.0	0.0	2.4	11.1
314	598097.34	4851027.40	2.40	0	D	A	75.6	12.4	0.0	0.0	0.0	62.3	1.9	1.2	0.0	0.0	0.0	0.0	0.0	22.7
314	598097.34	4851027.40	2.40	0	N	A	71.5	12.4	0.0	0.0	0.0	62.3	1.9	1.2	0.0	0.0	0.0	0.0	0.0	18.6
314	598097.34	4851027.40	2.40	0	E	A	66.1	12.4	0.0	0.0	0.0	62.3	1.9	1.2	0.0	0.0	0.0	0.0	0.0	13.2
316	598093.50	4851022.81	2.40	1	D	A	75.6	7.3	0.0	0.0	0.0	63.8	2.1	0.7	0.0	0.0	0.0	0.0	2.4	14.0
316	598093.50	4851022.81	2.40	1	N	A	71.5	7.3	0.0	0.0	0.0	63.8	2.1	0.7	0.0	0.0	0.0	0.0	2.4	9.9
316	598093.50	4851022.81	2.40	1	E	A	66.1	7.3	0.0	0.0	0.0	63.8	2.1	0.7	0.0	0.0	0.0	0.0	2.4	4.5
320	598100.80	4851031.53	2.40	1	D	A	75.6	8.2	0.0	0.0	0.0	65.0	2.3	0.4	0.0	0.0	9.7	0.0	17.8	-11.4
320	598100.80	4851031.53	2.40	1	N	A	71.5	8.2	0.0	0.0	0.0	65.0	2.3	0.4	0.0	0.0	9.7	0.0	17.8	-15.5
320	598100.80	4851031.53	2.40	1	E	A	66.1	8.2	0.0	0.0	0.0	65.0	2.3	0.4	0.0	0.0	9.7	0.0	17.8	-21.0
322	598096.92	4851027.39	2.40	0	D	A	75.6	12.3	0.0	0.0	0.0	62.3	1.9	1.2	0.0	0.0	0.0	0.0	0.0	22.6

Sample Calculation - R5 (Bldg A - Non-Impulse Sources)

Line Source, ISO 9613, Name: "Truck movements - Building A", ID: "TRK_move1"																				
Nr.	X	Y	Z	Ref.	DEN	Freq.	Lw	l/a	Optime	K0	Di	Adiv	Aatm	Agr	Afol	Ahous	Abar	Cmet	RL	Lr
	(m)	(m)	(m)			(Hz)	dB(A)	dB	dB	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	dB(A)
322	598096.92	4851027.39	2.40	0	N	A	71.5	12.3	0.0	0.0	0.0	62.3	1.9	1.2	0.0	0.0	0.0	0.0	0.0	18.5
322	598096.92	4851027.39	2.40	0	E	A	66.1	12.3	0.0	0.0	0.0	62.3	1.9	1.2	0.0	0.0	0.0	0.0	0.0	13.1
324	598093.11	4851022.99	2.40	1	D	A	75.6	7.4	0.0	0.0	0.0	63.8	2.1	0.7	0.0	0.0	0.0	0.0	2.4	14.1
324	598093.11	4851022.99	2.40	1	N	A	71.5	7.4	0.0	0.0	0.0	63.8	2.1	0.7	0.0	0.0	0.0	0.0	2.4	10.0
324	598093.11	4851022.99	2.40	1	E	A	66.1	7.4	0.0	0.0	0.0	63.8	2.1	0.7	0.0	0.0	0.0	0.0	2.4	4.5
326	598100.47	4851031.50	2.40	1	D	A	75.6	8.0	0.0	0.0	0.0	65.0	2.3	0.4	0.0	0.0	9.8	0.0	17.8	-11.8
326	598100.47	4851031.50	2.40	1	N	A	71.5	8.0	0.0	0.0	0.0	65.0	2.3	0.4	0.0	0.0	9.8	0.0	17.8	-15.9
326	598100.47	4851031.50	2.40	1	E	A	66.1	8.0	0.0	0.0	0.0	65.0	2.3	0.4	0.0	0.0	9.8	0.0	17.8	-21.3
332	598069.04	4850989.56	2.40	0	D	A	75.6	12.0	0.0	0.0	0.0	62.0	1.8	1.3	0.0	0.0	0.0	0.0	0.0	22.4
332	598069.04	4850989.56	2.40	0	N	A	71.5	12.0	0.0	0.0	0.0	62.0	1.8	1.3	0.0	0.0	0.0	0.0	0.0	18.3
332	598069.04	4850989.56	2.40	0	E	A	66.1	12.0	0.0	0.0	0.0	62.0	1.8	1.3	0.0	0.0	0.0	0.0	0.0	12.9
334	598069.04	4850989.56	2.40	1	D	A	75.6	12.0	0.0	0.0	0.0	63.7	2.1	-0.8	0.0	0.0	0.0	0.0	2.4	20.2
334	598069.04	4850989.56	2.40	1	N	A	71.5	12.0	0.0	0.0	0.0	63.7	2.1	-0.8	0.0	0.0	0.0	0.0	2.4	16.1
334	598069.04	4850989.56	2.40	1	E	A	66.1	12.0	0.0	0.0	0.0	63.7	2.1	-0.8	0.0	0.0	0.0	0.0	2.4	10.7
344	598059.75	4850993.88	2.40	0	D	A	75.6	11.5	0.0	0.0	0.0	62.3	1.9	1.0	0.0	0.0	0.0	0.0	0.0	22.0
344	598059.75	4850993.88	2.40	0	N	A	71.5	11.5	0.0	0.0	0.0	62.3	1.9	1.0	0.0	0.0	0.0	0.0	0.0	17.8
344	598059.75	4850993.88	2.40	0	E	A	66.1	11.5	0.0	0.0	0.0	62.3	1.9	1.0	0.0	0.0	0.0	0.0	0.0	12.4
346	598059.75	4850993.88	2.40	1	D	A	75.6	11.5	0.0	0.0	0.0	63.5	2.1	-0.7	0.0	0.0	0.0	0.0	2.2	20.1
346	598059.75	4850993.88	2.40	1	N	A	71.5	11.5	0.0	0.0	0.0	63.5	2.1	-0.7	0.0	0.0	0.0	0.0	2.2	16.0
346	598059.75	4850993.88	2.40	1	E	A	66.1	11.5	0.0	0.0	0.0	63.5	2.1	-0.7	0.0	0.0	0.0	0.0	2.2	10.5
348	598070.32	4851001.85	2.40	0	D	A	75.6	11.1	0.0	0.0	0.0	62.2	1.9	1.1	0.0	0.0	0.0	0.0	0.0	21.5
348	598070.32	4851001.85	2.40	0	N	A	71.5	11.1	0.0	0.0	0.0	62.2	1.9	1.1	0.0	0.0	0.0	0.0	0.0	17.4
348	598070.32	4851001.85	2.40	0	E	A	66.1	11.1	0.0	0.0	0.0	62.2	1.9	1.1	0.0	0.0	0.0	0.0	0.0	12.0
350	598070.32	4851001.85	2.40	1	D	A	75.6	11.1	0.0	0.0	0.0	63.6	2.1	-0.5	0.0	0.0	0.0	0.0	2.2	19.4
350	598070.32	4851001.85	2.40	1	N	A	71.5	11.1	0.0	0.0	0.0	63.6	2.1	-0.5	0.0	0.0	0.0	0.0	2.2	15.3
350	598070.32	4851001.85	2.40	1	E	A	66.1	11.1	0.0	0.0	0.0	63.6	2.1	-0.5	0.0	0.0	0.0	0.0	2.2	9.8
352	598075.32	4851000.21	2.40	0	D	A	75.6	9.9	0.0	0.0	0.0	62.1	1.9	1.2	0.0	0.0	0.0	0.0	0.0	20.3
352	598075.32	4851000.21	2.40	0	N	A	71.5	9.9	0.0	0.0	0.0	62.1	1.9	1.2	0.0	0.0	0.0	0.0	0.0	16.2
352	598075.32	4851000.21	2.40	0	E	A	66.1	9.9	0.0	0.0	0.0	62.1	1.9	1.2	0.0	0.0	0.0	0.0	0.0	10.8
354	598075.32	4851000.21	2.40	1	D	A	75.6	9.9	0.0	0.0	0.0	63.7	2.1	-0.3	0.0	0.0	0.0	0.0	2.4	17.6
354	598075.32	4851000.21	2.40	1	N	A	71.5	9.9	0.0	0.0	0.0	63.7	2.1	-0.3	0.0	0.0	0.0	0.0	2.4	13.5
354	598075.32	4851000.21	2.40	1	E	A	66.1	9.9	0.0	0.0	0.0	63.7	2.1	-0.3	0.0	0.0	0.0	0.0	2.4	8.1
356	597931.51	4850826.05	2.40	0	D	A	75.6	10.5	0.0	0.0	0.0	63.1	2.0	1.1	0.0	0.0	0.0	0.0	0.0	20.0
356	597931.51	4850826.05	2.40	0	N	A	71.5	10.5	0.0	0.0	0.0	63.1	2.0	1.1	0.0	0.0	0.0	0.0	0.0	15.9
356	597931.51	4850826.05	2.40	0	E	A	66.1	10.5	0.0	0.0	0.0	63.1	2.0	1.1	0.0	0.0	0.0	0.0	0.0	10.4
358	597933.17	4850826.37	2.40	1	D	A	75.6	9.0	0.0	0.0	0.0	64.2	2.2	-0.8	0.0	0.0	0.0	0.0	2.4	16.6
358	597933.17	4850826.37	2.40	1	N	A	71.5	9.0	0.0	0.0	0.0	64.2	2.2	-0.8	0.0	0.0	0.0	0.0	2.4	12.5
358	597933.17	4850826.37	2.40	1	E	A	66.1	9.0	0.0	0.0	0.0	64.2	2.2	-0.8	0.0	0.0	0.0	0.0	2.4	7.1
392	597926.47	4850830.30	2.40	0	D	A	75.6	10.2	0.0	0.0	0.0	63.2	2.0	0.9	0.0	0.0	0.0	0.0	0.0	19.7
392	597926.47	4850830.30	2.40	0	N	A	71.5	10.2	0.0	0.0	0.0	63.2	2.0	0.9	0.0	0.0	0.0	0.0	0.0	15.6
392	597926.47	4850830.30	2.40	0	E	A	66.1	10.2	0.0	0.0	0.0	63.2	2.0	0.9	0.0	0.0	0.0	0.0	0.0	10.1
394	597929.15	4850830.76	2.40	1	D	A	75.6	7.0	0.0	0.0	0.0	64.1	2.2	-0.7	0.0	0.0	0.0	0.0	2.2	14.9
394	597929.15	4850830.76	2.40	1	N	A	71.5	7.0	0.0	0.0	0.0	64.1	2.2	-0.7	0.0	0.0	0.0	0.0	2.2	10.8
394	597929.15	4850830.76	2.40	1	E	A	66.1	7.0	0.0	0.0	0.0	64.1	2.2	-0.7	0.0	0.0	0.0	0.0	2.2	5.4

Point Source, ISO 9613, Name: "Truck idling", ID: "A_TRKI06"																				
Nr.	X	Y	Z	Ref.	DEN	Freq.	Lw	l/a	Optime	K0	Di	Adiv	Aatm	Agr	Afol	Ahous	Abar	Cmet	RL	Lr
	(m)	(m)	(m)			(Hz)	dB(A)	dB	dB	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	dB(A)
70	598017.86	4850959.19	2.40	0	D	A	100.9	0.0	-10.8	0.0	0.0	62.5	2.0	-0.1	0.0	0.0	0.0	0.0	0.0	25.6
70	598017.86	4850959.19	2.40	0	N	A	100.9	0.0	-188.0	0.0	0.0	62.5	2.0	-0.1	0.0	0.0	0.0	0.0	0.0	-151.6
70	598017.86	4850959.19	2.40	0	E	A	100.9	0.0	-10.8	0.0	0.0	62.5	2.0	-0.1	0.0	0.0	0.0	0.0	0.0	25.6
102	598017.86	4850959.19	2.40	1	D	A	100.9	0.0	-10.8	0.0	0.0	63.2	2.1	-0.8	0.0	0.0	0.0	0.0	2.0	23.5
102	598017.86	4850959.19	2.40	1	N	A	100.9	0.0	-188.0	0.0	0.0	63.2	2.1	-0.8	0.0	0.0	0.0	0.0	2.0	-153.7
102	598017.86	4850959.19	2.40	1	E	A	100.9	0.0	-10.8	0.0	0.0	63.2	2.1	-0.8	0.0	0.0	0.0	0.0	2.0	23.5

Point Source, ISO 9613, Name: "Truck idling", ID: "A_TRKI13"																				
Nr.	X	Y	Z	Ref.	DEN	Freq.	Lw	l/a	Optime	K0	Di	Adiv	Aatm	Agr	Afol	Ahous	Abar	Cmet	RL	Lr
	(m)	(m)	(m)			(Hz)	dB(A)	dB	dB	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	dB(A)
110	597970.36	4850898.96	2.40	0	D	A	100.9	0.0	-10.8	0.0	0.0	62.8	2.0	-0.1	0.0	0.0	0.0	0.0	0.0	25.4
110	597970.36	4850898.96	2.40	0	N	A	100.9	0.0	-188.0	0.0	0.0	62.8	2.0	-0.1	0.0	0.0	0.0	0.0	0.0	-151.8
110	597970.36	4850898.96	2.40	0	E	A	100.9	0.0	-10.8	0.0	0.0	62.8	2.0	-0.1	0.0	0.0	0.0	0.0	0.0	25.4
118	597970.36	4850898.96	2.40	1	D	A	100.9	0.0	-10.8	0.0	0.0	63.4	2.2	-0.9	0.0	0.0	0.0	0.0	2.0	23.3
118	597970.36	4850898.96	2.40	1	N	A	100.9	0.0	-188.0	0.0	0.0	63.4	2.2	-0.9	0.0	0.0	0.0	0.0	2.0	-153.9

Sample Calculation - R5 (Bldg A - Non-Impulse Sources)

Point Source, ISO 9613, Name: "Truck idling", ID: "A_TRKI13"																				
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	597970.36	4850898.96	2.40	1	E	A	100.9	0.0	-10.8	0.0	0.0	63.4	2.2	-0.9	0.0	0.0	0.0	0.0	2.0	23.3

Point Source, ISO 9613, Name: "Truck idling", ID: "A_TRKI04"																				
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	598031.11	4850975.99	2.40	0	D	A	100.9	0.0	-10.8	0.0	0.0	62.5	2.0	-0.1	0.0	0.0	0.0	0.0	0.0	25.7
123	598031.11	4850975.99	2.40	0	N	A	100.9	0.0	-10.8	0.0	0.0	62.5	2.0	-0.1	0.0	0.0	0.0	0.0	0.0	25.7
123	598031.11	4850975.99	2.40	0	E	A	100.9	0.0	-188.0	0.0	0.0	62.5	2.0	-0.1	0.0	0.0	0.0	0.0	0.0	-151.5
144	598031.11	4850975.99	2.40	1	D	A	100.9	0.0	-10.8	0.0	0.0	63.2	2.1	-0.8	0.0	0.0	0.0	0.0	2.0	23.5
144	598031.11	4850975.99	2.40	1	N	A	100.9	0.0	-10.8	0.0	0.0	63.2	2.1	-0.8	0.0	0.0	0.0	0.0	2.0	23.5
144	598031.11	4850975.99	2.40	1	E	A	100.9	0.0	-188.0	0.0	0.0	63.2	2.1	-0.8	0.0	0.0	0.0	0.0	2.0	-153.7

Point Source, ISO 9613, Name: "Truck idling", ID: "A_TRKI07"																				
Nr.	X	Y	Z	Ref.	DEN	Freq.	Lw	l/a	Optime	K0	Di	Adiv	Aatm	Agr	Afol	Ahous	Abar	Cmet	RL	Lr
	(m)	(m)	(m)			(Hz)	dB(A)	dB	dB	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	dB(A)
147	598012.66	4850952.59	2.40	0	D	A	100.9	0.0	-10.8	0.0	0.0	62.5	2.0	-0.1	0.0	0.0	0.0	0.0	0.0	25.6
147	598012.66	4850952.59	2.40	0	N	A	100.9	0.0	-10.8	0.0	0.0	62.5	2.0	-0.1	0.0	0.0	0.0	0.0	0.0	25.6
147	598012.66	4850952.59	2.40	0	E	A	100.9	0.0	-188.0	0.0	0.0	62.5	2.0	-0.1	0.0	0.0	0.0	0.0	0.0	-151.6
160	598012.66	4850952.59	2.40	1	D	A	100.9	0.0	-10.8	0.0	0.0	63.2	2.1	-0.8	0.0	0.0	0.0	0.0	2.0	23.5
160	598012.66	4850952.59	2.40	1	N	A	100.9	0.0	-10.8	0.0	0.0	63.2	2.1	-0.8	0.0	0.0	0.0	0.0	2.0	23.5
160	598012.66	4850952.59	2.40	1	E	A	100.9	0.0	-188.0	0.0	0.0	63.2	2.1	-0.8	0.0	0.0	0.0	0.0	2.0	-153.7

Point Source, ISO 9613, Name: "Truck idling", ID: "A_TRKI01"																				
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)
172	598050.98	4851001.18	2.40	0	D	A	100.9	0.0	-10.8	0.0	0.0	62.5	2.0	-0.1	0.0	0.0	0.0	0.0	0.0	25.6
172	598050.98	4851001.18	2.40	0	N	A	100.9	0.0	-10.8	0.0	0.0	62.5	2.0	-0.1	0.0	0.0	0.0	0.0	0.0	25.6
172	598050.98	4851001.18	2.40	0	E	A	100.9	0.0	-188.0	0.0	0.0	62.5	2.0	-0.1	0.0	0.0	0.0	0.0	0.0	-151.6
174	598050.98	4851001.18	2.40	1	D	A	100.9	0.0	-10.8	0.0	0.0	63.2	2.1	-0.8	0.0	0.0	0.0	0.0	2.0	23.5
174	598050.98	4851001.18	2.40	1	N	A	100.9	0.0	-10.8	0.0	0.0	63.2	2.1	-0.8	0.0	0.0	0.0	0.0	2.0	23.5
174	598050.98	4851001.18	2.40	1	E	A	100.9	0.0	-188.0	0.0	0.0	63.2	2.1	-0.8	0.0	0.0	0.0	0.0	2.0	-153.7

Point Source, ISO 9613, Name: "Truck idling", ID: "A_TRKI09"																				
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)
184	597997.03	4850932.77	2.40	0	D	A	100.9	0.0	-10.8	0.0	0.0	62.6	2.0	-0.1	0.0	0.0	0.0	0.0	0.0	25.6
184	597997.03	4850932.77	2.40	0	N	A	100.9	0.0	-10.8	0.0	0.0	62.6	2.0	-0.1	0.0	0.0	0.0	0.0	0.0	25.6
184	597997.03	4850932.77	2.40	0	E	A	100.9	0.0	-188.0	0.0	0.0	62.6	2.0	-0.1	0.0	0.0	0.0	0.0	0.0	-151.7
199	597997.03	4850932.77	2.40	1	D	A	100.9	0.0	-10.8	0.0	0.0	63.3	2.1	-0.9	0.0	0.0	0.0	0.0	2.0	23.5
199	597997.03	4850932.77	2.40	1	N	A	100.9	0.0	-10.8	0.0	0.0	63.3	2.1	-0.9	0.0	0.0	0.0	0.0	2.0	23.5
199	597997.03	4850932.77	2.40	1	E	A	100.9	0.0	-188.0	0.0	0.0	63.3	2.1	-0.9	0.0	0.0	0.0	0.0	2.0	-153.7

Point Source, ISO 9613, Name: "Truck idling", ID: "A_TRKI12"																				
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	597975.82	4850905.87	2.40	0	D	A	100.9	0.0	-10.8	0.0	0.0	62.7	2.0	-0.1	0.0	0.0	0.0	0.0	0.0	25.4
218	597975.82	4850905.87	2.40	0	N	A	100.9	0.0	-10.8	0.0	0.0	62.7	2.0	-0.1	0.0	0.0	0.0	0.0	0.0	25.4
218	597975.82	4850905.87	2.40	0	E	A	100.9	0.0	-188.0	0.0	0.0	62.7	2.0	-0.1	0.0	0.0	0.0	0.0	0.0	-151.8
220	597975.82	4850905.87	2.40	1	D	A	100.9	0.0	-10.8	0.0	0.0	63.4	2.2	-0.8	0.0	0.0	0.0	0.0	2.0	23.3
220	597975.82	4850905.87	2.40	1	N	A	100.9	0.0	-10.8	0.0	0.0	63.4	2.2	-0.8	0.0	0.0	0.0	0.0	2.0	23.3
220	597975.82	4850905.87	2.40	1	E	A	100.9	0.0	-188.0	0.0	0.0	63.4	2.2	-0.8	0.0	0.0	0.0	0.0	2.0	-153.9

Point Source, ISO 9613, Name: "Truck idling", ID: "A_TRKI15"																				
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)
225	597959.81	4850885.58	2.40	0	D	A	100.9	0.0	-10.8	0.0	0.0	62.9	2.1	-0.1	0.0	0.0	0.0	0.0	0.0	25.2
225	597959.81	4850885.58	2.40	0	N	A	100.9	0.0	-10.8	0.0	0.0	62.9	2.1	-0.1	0.0	0.0	0.0	0.0	0.0	25.2
225	597959.81	4850885.58	2.40	0	E	A	100.9	0.0	-188.0	0.0	0.0	62.9	2.1	-0.1	0.0	0.0	0.0	0.0	0.0	-152.0
227	597959.81	4850885.58	2.40	1	D	A	100.9	0.0	-10.8	0.0	0.0	63.5	2.2	-0.9	0.0	0.0	0.0	0.0	2.0	23.2
227	597959.81	4850885.58	2.40	1	N	A	100.9	0.0	-10.8	0.0	0.0	63.5	2.2	-0.9	0.0	0.0	0.0	0.0	2.0	23.2
227	597959.81	4850885.58	2.40	1	E	A	100.9	0.0	-188.0	0.0	0.0	63.5	2.2	-0.9	0.0	0.0	0.0	0.0	2.0	-154.0

Point Source, ISO 9613, Name: "Truck idling", ID: "A_TRK118"																				
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)
235	597938.78	4850858.91	2.40	0	D	A	100.9	0.0	-10.8	0.0	0.0	63.1	2.1	-0.1	0.0	0.0	0.0	0.0	0.0	25.0
235	597938.78	4850858.91	2.40	0	N	A	100.9	0.0	-10.8	0.0	0.0	63.1	2.1	-0.1	0.0	0.0	0.0	0.0	0.0	25.0
235	597938.78	4850858.91	2.40	0	E	A	100.9	0.0	-188.0	0.0	0.0	63.1	2.1	-0.1	0.0	0.0	0.0	0.0	0.0	-152.2
244	597938.78	4850858.91	2.40	1	D	A	100.9	0.0	-10.8	0.0	0.0	63.7	2.2	-0.9	0.0	0.0	0.0	0.0	2.0	23.0
244	597938.78	4850858.91	2.40	1	N	A	100.9	0.0	-10.8	0.0	0.0	63.7	2.2	-0.9	0.0	0.0	0.0	0.0	2.0	23.0
244	597938.78	4850858.91	2.40	1	E	A	100.9	0.0	-188.0	0.0	0.0	63.7	2.2	-0.9	0.0	0.0	0.0	0.0	2.0	-154.2

Point Source, ISO 9613, Name: "Warehouse GHU", ID: "A_GHU4"																				
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)
310	597920.99	4850892.46	15.10	0	DEN	A	84.1	0.0	0.0	0.0	0.0	63.7	2.2	0.5	0.0	0.0	0.0	0.0	0.0	17.7

Point Source, ISO 9613, Name: "Office AHU", ID: "A_RTU4"																				
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)
330	598005.14	4851086.00	14.10	0	D	A	84.9	0.0	0.0	0.0	0.0	64.4	1.4	0.1	0.0	0.0	0.0	0.0	0.0	19.0
330	598005.14	4851086.00	14.10	0	N	A	84.9	0.0	-3.0	0.0	0.0	64.4	1.4	0.1	0.0	0.0	0.0	0.0	0.0	16.0
330	598005.14	4851086.00	14.10	0	E	A	84.9	0.0	0.0	0.0	0.0	64.4	1.4	0.1	0.0	0.0	0.0	0.0	0.0	19.0

Point Source, ISO 9613, Name: "Office AHU", ID: "A_RTU2"																				
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)
338	597985.17	4851089.65	14.10	0	D	A	84.9	0.0	0.0	0.0	0.0	64.7	1.4	0.0	0.0	0.0	4.8	0.0	0.0	14.0
338	597985.17	4851089.65	14.10	0	N	A	84.9	0.0	-3.0	0.0	0.0	64.7	1.4	0.0	0.0	0.0	4.8	0.0	0.0	10.9
338	597985.17	4851089.65	14.10	0	E	A	84.9	0.0	0.0	0.0	0.0	64.7	1.4	0.0	0.0	0.0	4.8	0.0	0.0	14.0

Point Source, ISO 9613, Name: "Warehouse GHU", ID: "A_GHU3"																				
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)
342	597873.26	4850930.07	15.10	0	DEN	A	84.1	0.0	0.0	0.0	0.0	64.8	2.4	0.3	0.0	0.0	0.0	0.0	0.0	16.6

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Sample Calculation - R5 (Bldg A - Non-Impulse Sources)

Point Source, ISO 9613, Name: "Truck idling", ID: "A_TRKI03"																				
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)
364	598036.68	4850983.04	2.40	0	D	A	100.9	0.0	-10.8	0.0	0.0	62.5	2.0	-0.1	0.0	0.0	0.0	0.0	0.0	25.7
364	598036.68	4850983.04	2.40	0	N	A	100.9	0.0	-188.0	0.0	0.0	62.5	2.0	-0.1	0.0	0.0	0.0	0.0	0.0	-151.5
364	598036.68	4850983.04	2.40	0	E	A	100.9	0.0	-188.0	0.0	0.0	62.5	2.0	-0.1	0.0	0.0	0.0	0.0	0.0	-151.5
366	598036.68	4850983.04	2.40	1	D	A	100.9	0.0	-10.8	0.0	0.0	63.2	2.1	-0.8	0.0	0.0	0.0	0.0	2.0	23.5
366	598036.68	4850983.04	2.40	1	N	A	100.9	0.0	-188.0	0.0	0.0	63.2	2.1	-0.8	0.0	0.0	0.0	0.0	2.0	-153.7
366	598036.68	4850983.04	2.40	1	E	A	100.9	0.0	-188.0	0.0	0.0	63.2	2.1	-0.8	0.0	0.0	0.0	0.0	2.0	-153.7

Point Source, ISO 9613, Name: "Truck idling", ID: "A_TRKI02"																				
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)
368	598045.07	4850993.69	2.40	0	D	A	100.9	0.0	-10.8	0.0	0.0	62.5	2.0	-0.1	0.0	0.0	0.0	0.0	0.0	25.6
368	598045.07	4850993.69	2.40	0	N	A	100.9	0.0	-188.0	0.0	0.0	62.5	2.0	-0.1	0.0	0.0	0.0	0.0	0.0	-151.6
368	598045.07	4850993.69	2.40	0	E	A	100.9	0.0	-188.0	0.0	0.0	62.5	2.0	-0.1	0.0	0.0	0.0	0.0	0.0	-151.6
370	598045.07	4850993.69	2.40	1	D	A	100.9	0.0	-10.8	0.0	0.0	63.2	2.1	-0.8	0.0	0.0	0.0	0.0	0.0	23.5
370	598045.07	4850993.69	2.40	1	N	A	100.9	0.0	-188.0	0.0	0.0	63.2	2.1	-0.8	0.0	0.0	0.0	0.0	0.0	-153.7
370	598045.07	4850993.69	2.40	1	E	A	100.9	0.0	-188.0	0.0	0.0	63.2	2.1	-0.8	0.0	0.0	0.0	0.0	0.0	-153.7

Point Source, ISO 9613, Name: "Truck idling", ID: "A_TRKI08"																				
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)
372	598004.94	4850942.81	2.40	0	D	A	100.9	0.0	-10.8	0.0	0.0	62.5	2.0	-0.1	0.0	0.0	0.0	0.0	0.0	25.6
372	598004.94	4850942.81	2.40	0	N	A	100.9	0.0	-188.0	0.0	0.0	62.5	2.0	-0.1	0.0	0.0	0.0	0.0	0.0	-151.6
372	598004.94	4850942.81	2.40	0	E	A	100.9	0.0	-188.0	0.0	0.0	62.5	2.0	-0.1	0.0	0.0	0.0	0.0	0.0	-151.6
374	598004.94	4850942.81	2.40	1	D	A	100.9	0.0	-10.8	0.0	0.0	63.3	2.1	-0.8	0.0	0.0	0.0	0.0	0.0	23.5
374	598004.94	4850942.81	2.40	1	N	A	100.9	0.0	-188.0	0.0	0.0	63.3	2.1	-0.8	0.0	0.0	0.0	0.0	0.0	-153.7
374	598004.94	4850942.81	2.40	1	E	A	100.9	0.0	-188.0	0.0	0.0	63.3	2.1	-0.8	0.0	0.0	0.0	0.0	0.0	-153.7

Point Source, ISO 9613, Name: "Truck idling", ID: "A_TRKI10"																				
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)
376	597988.86	4850922.41	2.40	0	D	A	100.9	0.0	-10.8	0.0	0.0	62.6	2.0	-0.1	0.0	0.0	0.0	0.0	0.0	25.5
376	597988.86	4850922.41	2.40	0	N	A	100.9	0.0	-188.0	0.0	0.0	62.6	2.0	-0.1	0.0	0.0	0.0	0.0	0.0	-151.7
376	597988.86	4850922.41	2.40	0	E	A	100.9	0.0	-188.0	0.0	0.0	62.6	2.0	-0.1	0.0	0.0	0.0	0.0	0.0	-151.7
378	597988.86	4850922.41	2.40	1	D	A	100.9	0.0	-10.8	0.0	0.0	63.3	2.2	-0.8	0.0	0.0	0.0	0.0	0.0	23.4
378	597988.86	4850922.41	2.40	1	N	A	100.9	0.0	-188.0	0.0	0.0	63.3	2.2	-0.8	0.0	0.0	0.0	0.0	0.0	-153.8
378	597988.86	4850922.41	2.40	1	E	A	100.9	0.0	-188.0	0.0	0.0	63.3	2.2	-0.8	0.0	0.0	0.0	0.0	0.0	-153.8

Point Source, ISO 9613, Name: "Truck idling", ID: "A_TRKI11"																				
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)
380	597983.75	4850915.93	2.40	0	D	A	100.9	0.0	-10.8	0.0	0.0	62.7	2.0	-0.1	0.0	0.0	0.0	0.0	0.0	25.5
380	597983.75	4850915.93	2.40	0	N	A	100.9	0.0	-188.0	0.0	0.0	62.7	2.0	-0.1	0.0	0.0	0.0	0.0	0.0	-151.7
380	597983.75	4850915.93	2.40	0	E	A	100.9	0.0	-188.0	0.0	0.0	62.7	2.0	-0.1	0.0	0.0	0.0	0.0	0.0	-151.7
382	597983.75	4850915.93	2.40	1	D	A	100.9	0.0	-10.8	0.0	0.0	63.3	2.2	-0.9	0.0	0.0	0.0	0.0	0.0	23.4
382	597983.75	4850915.93	2.40	1	N	A	100.9	0.0	-188.0	0.0	0.0	63.3	2.2	-0.9	0.0	0.0	0.0	0.0	0.0	-153.8
382	597983.75	4850915.93	2.40	1	E	A	100.9	0.0	-188.0	0.0	0.0	63.3	2.2	-0.9	0.0	0.0	0.0	0.0	0.0	-153.8

Point Source, ISO 9613, Name: "Truck idling", ID: "A_TRKI14"																				
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)
384	597965.59	4850892.91	2.40	0	D	A	100.9	0.0	-10.8	0.0	0.0	62.8	2.1	-0.1	0.0	0.0	0.0	0.0	0.0	25.3
384	597965.59	4850892.91	2.40	0	N	A	100.9	0.0	-188.0	0.0	0.0	62.8	2.1	-0.1	0.0	0.0	0.0	0.0	0.0	-151.9
384	597965.59	4850892.91	2.40	0	E	A	100.9	0.0	-188.0	0.0	0.0	62.8	2.1	-0.1	0.0	0.0	0.0	0.0	0.0	-151.9
386	597965.59	4850892.91	2.40	1	D	A	100.9	0.0	-10.8	0.0	0.0	63.5	2.2	-0.9	0.0	0.0	0.0	0.0	0.0	23.2
386	597965.59	4850892.91	2.40	1	N	A	100.9	0.0	-188.0	0.0	0.0	63.5	2.2	-0.9	0.0	0.0	0.0	0.0	0.0	-154.0
386	597965.59	4850892.91	2.40	1	E	A	100.9	0.0	-188.0	0.0	0.0	63.5	2.2	-0.9	0.0	0.0	0.0	0.0	0.0	-154.0

Point Source, ISO 9613, Name: "Truck idling", ID: "A_TRKI16"																				
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)
388	597954.52	4850878.87	2.40	0	D	A	100.9	0.0	-10.8	0.0	0.0	62.9	2.1	-0.1	0.0	0.0	0.0	0.0	0.0	25.2
388	597954.52	4850878.87	2.40	0	N	A	100.9	0.0	-188.0	0.0	0.0	62.9	2.1	-0.1	0.0	0.0	0.0	0.0	0.0	-152.0
388	597954.52	4850878.87	2.40	0	E	A	100.9	0.0	-188.0	0.0	0.0	62.9	2.1	-0.1	0.0	0.0	0.0	0.0	0.0	-152.0

Sample Calculation - R5 (Bldg A - Non-Impulse Sources)

Point Source, ISO 9613, Name: "Truck idling", ID: "A_TRK116"																				
Nr.	X	Y	Z	Refl.	DEN	Freq.	Lw	I/a	Optime	K0	Di	Adiv	Aatm	Agr	Afol	Ahous	Abar	Cmet	RL	Lr
	(m)	(m)	(m)			(Hz)	dB(A)	dB	dB	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	dB(A)
390	597954.52	4850878.87	2.40	1	D	A	100.9	0.0	-10.8	0.0	0.0	63.6	2.2	-0.9	0.0	0.0	0.0	0.0	2.0	23.1
390	597954.52	4850878.87	2.40	1	N	A	100.9	0.0	-188.0	0.0	0.0	63.6	2.2	-0.9	0.0	0.0	0.0	0.0	2.0	-154.1
390	597954.52	4850878.87	2.40	1	E	A	100.9	0.0	-188.0	0.0	0.0	63.6	2.2	-0.9	0.0	0.0	0.0	0.0	2.0	-154.1

Point Source, ISO 9613, Name: "Truck idling", ID: "A_TRK117"																				
Nr.	X	Y	Z	Refl.	DEN	Freq.	Lw	I/a	Optime	K0	Di	Adiv	Aatm	Agr	Afol	Ahous	Abar	Cmet	RL	Lr
	(m)	(m)	(m)			(Hz)	dB(A)	dB	dB	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	dB(A)
395	597946.56	4850868.77	2.40	0	D	A	100.9	0.0	-10.8	0.0	0.0	63.0	2.1	-0.1	0.0	0.0	0.0	0.0	0.0	25.1
395	597946.56	4850868.77	2.40	0	N	A	100.9	0.0	-188.0	0.0	0.0	63.0	2.1	-0.1	0.0	0.0	0.0	0.0	0.0	-152.1
395	597946.56	4850868.77	2.40	0	E	A	100.9	0.0	-188.0	0.0	0.0	63.0	2.1	-0.1	0.0	0.0	0.0	0.0	0.0	-152.1
396	597946.56	4850868.77	2.40	1	D	A	100.9	0.0	-10.8	0.0	0.0	63.7	2.2	-0.9	0.0	0.0	0.0	0.0	2.0	23.1
396	597946.56	4850868.77	2.40	1	N	A	100.9	0.0	-188.0	0.0	0.0	63.7	2.2	-0.9	0.0	0.0	0.0	0.0	2.0	-154.2
396	597946.56	4850868.77	2.40	1	E	A	100.9	0.0	-188.0	0.0	0.0	63.7	2.2	-0.9	0.0	0.0	0.0	0.0	2.0	-154.2

Sample Calculation - R5 (Bldg A - Impulse Sources)

Receiver

Name: 12620 Airport Rd

ID: R5

X: 598324.08 m

Y: 4850740.36 m

Z: 4.50 m

Line Source, ISO 9613, Name: "A staging coupling/uncoupling", ID: "A_CP19"

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)
2	597903.96	4850831.70	1.00	0	DEN	A	85.8	17.4	0.0	0.0	0.0	63.7	1.6	-0.7	0.0	0.0	0.0	0.0	0.0	38.5

Point Source, ISO 9613, Name: "A loading/unloading", ID: "A_LD4"

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)
16	598024.83	4850980.95	1.00	0	DEN	A	96.9	0.0	0.0	0.0	0.0	62.7	1.5	-0.4	0.0	0.0	0.0	0.0	0.0	33.1
31	598024.83	4850980.95	1.00	1	DEN	A	96.9	0.0	0.0	0.0	0.0	63.0	1.5	-0.5	0.0	0.0	0.0	0.0	2.0	30.8

Point Source, ISO 9613, Name: "A loading/unloading", ID: "A_LD5"

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)
45	598019.63	4850974.35	1.00	0	DEN	A	96.9	0.0	0.0	0.0	0.0	62.7	1.5	-0.4	0.0	0.0	0.0	0.0	0.0	33.1
47	598019.63	4850974.35	1.00	1	DEN	A	96.9	0.0	0.0	0.0	0.0	63.0	1.5	-0.5	0.0	0.0	0.0	0.0	2.0	30.8

Point Source, ISO 9613, Name: "A loading/unloading", ID: "A_LD3"

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	598030.40	4850988.00	1.00	0	DEN	A	96.9	0.0	0.0	0.0	0.0	62.7	1.5	-0.4	0.0	0.0	0.0	0.0	0.0	33.1
69	598030.40	4850988.00	1.00	1	DEN	A	96.9	0.0	0.0	0.0	0.0	63.0	1.5	-0.5	0.0	0.0	0.0	0.0	2.0	30.8

Point Source, ISO 9613, Name: "A loading/unloading", ID: "A_LD6"

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	598011.58	4850964.14	1.00	0	DEN	A	96.9	0.0	0.0	0.0	0.0	62.7	1.5	-0.4	0.0	0.0	0.0	0.0	0.0	33.1
81	598011.58	4850964.14	1.00	1	DEN	A	96.9	0.0	0.0	0.0	0.0	63.0	1.5	-0.5	0.0	0.0	0.0	0.0	2.0	30.8

Point Source, ISO 9613, Name: "A loading/unloading", ID: "A_LD2"

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	598038.79	4850998.64	1.00	0	DEN	A	96.9	0.0	0.0	0.0	0.0	62.7	1.5	-0.4	0.0	0.0	0.0	0.0	0.0	33.1
97	598038.79	4850998.64	1.00	1	DEN	A	96.9	0.0	0.0	0.0	0.0	63.1	1.5	-0.5	0.0	0.0	0.0	0.0	2.0	30.8

Point Source, ISO 9613, Name: "A loading/unloading", ID: "A_LD7"

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	598006.38	4850957.55	1.00	0	DEN	A	96.9	0.0	0.0	0.0	0.0	62.7	1.5	-0.4	0.0	0.0	0.0	0.0	0.0	33.1
126	598006.38	4850957.55	1.00	1	DEN	A	96.9	0.0	0.0	0.0	0.0	63.1	1.5	-0.5	0.0	0.0	0.0	0.0	2.0	30.7

Point Source, ISO 9613, Name: "A loading/unloading", ID: "A_LD1"

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)
129	598044.70	4851006.13	1.00	0	DEN	A	96.9	0.0	0.0	0.0	0.0	62.7	1.5	-0.4	0.0	0.0	0.0	0.0	0.0	33.1
137	598044.70	4851006.13	1.00	1	DEN	A	96.9	0.0	0.0	0.0	0.0	63.1	1.5	-0.5	0.0	0.0	0.0	0.0	2.0	30.7

Point Source, ISO 9613, Name: "A loading/unloading", ID: "A_LD8"

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	597998.66	4850947.76	1.00	0	DEN	A	96.9	0.0	0.0	0.0	0.0	62.7	1.5	-0.4	0.0	0.0	0.0	0.0	0.0	33.0
157	597998.66	4850947.76	1.00	1	DEN	A	96.9	0.0	0.0	0.0	0.0	63.1	1.5	-0.5	0.0	0.0	0.0	0.0	2.0	30.7

Sample Calculation - R5 (Bldg A - Impulse Sources)

Point Source, ISO 9613, Name: "A loading/unloading", ID: "A_LD9"																				
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)
166	597990.75	4850937.73	1.00	0	DEN	A	96.9	0.0	0.0	0.0	0.0	62.8	1.5	-0.4	0.0	0.0	0.0	0.0	0.0	33.0
174	597990.75	4850937.73	1.00	1	DEN	A	96.9	0.0	0.0	0.0	0.0	63.1	1.5	-0.5	0.0	0.0	0.0	0.0	2.0	30.7

Point Source, ISO 9613, Name: "A loading dock coupling/uncoupling", ID: "A_CP4"																				
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	598031.11	4850975.99	1.00	0	DEN	A	96.6	0.0	0.0	0.0	0.0	62.5	1.5	0.5	0.0	0.0	0.0	0.0	0.0	32.1
186	598031.11	4850975.99	1.00	1	DEN	A	96.6	0.0	0.0	0.0	0.0	63.2	1.6	-0.8	0.0	0.0	0.0	0.0	2.0	30.6

Point Source, ISO 9613, Name: "A loading dock coupling/uncoupling", ID: "A_CP5"																				
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	598025.91	4850969.40	1.00	0	DEN	A	96.6	0.0	0.0	0.0	0.0	62.5	1.5	0.5	0.0	0.0	0.0	0.0	0.0	32.1
221	598025.91	4850969.40	1.00	1	DEN	A	96.6	0.0	0.0	0.0	0.0	63.2	1.6	-0.8	0.0	0.0	0.0	0.0	2.0	30.6

Point Source, ISO 9613, Name: "A loading dock coupling/uncoupling", ID: "A_CP3"																				
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)
223	598036.68	4850983.04	1.00	0	DEN	A	96.6	0.0	0.0	0.0	0.0	62.5	1.5	0.5	0.0	0.0	0.0	0.0	0.0	32.1
225	598036.68	4850983.04	1.00	1	DEN	A	96.6	0.0	0.0	0.0	0.0	63.2	1.6	-0.8	0.0	0.0	0.0	0.0	2.0	30.6

Point Source, ISO 9613, Name: "A loading dock coupling/uncoupling", ID: "A_CP6"																				
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)
227	598017.86	4850959.19	1.00	0	DEN	A	96.6	0.0	0.0	0.0	0.0	62.5	1.5	0.6	0.0	0.0	0.0	0.0	0.0	32.0
229	598017.86	4850959.19	1.00	1	DEN	A	96.6	0.0	0.0	0.0	0.0	63.2	1.6	-0.8	0.0	0.0	0.0	0.0	2.0	30.6

Point Source, ISO 9613, Name: "A loading dock coupling/uncoupling", ID: "A_CP2"																				
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)
231	598045.07	4850993.69	1.00	0	DEN	A	96.6	0.0	0.0	0.0	0.0	62.5	1.5	0.5	0.0	0.0	0.0	0.0	0.0	32.1
239	598045.07	4850993.69	1.00	1	DEN	A	96.6	0.0	0.0	0.0	0.0	63.2	1.6	-0.8	0.0	0.0	0.0	0.0	2.0	30.6

Point Source, ISO 9613, Name: "A loading dock coupling/uncoupling", ID: "A_CP7"																				
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)
241	598012.66	4850952.59	1.00	0	DEN	A	96.6	0.0	0.0	0.0	0.0	62.5	1.5	0.5	0.0	0.0	0.0	0.0	0.0	32.1
254	598012.66	4850952.59	1.00	1	DEN	A	96.6	0.0	0.0	0.0	0.0	63.2	1.6	-0.8	0.0	0.0	0.0	0.0	2.0	30.6

Point Source, ISO 9613, Name: "A loading/unloading", ID: "A_LD10"																				
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)
255	597982.58	4850927.37	1.00	0	DEN	A	96.9	0.0	0.0	0.0	0.0	62.8	1.5	-0.4	0.0	0.0	0.0	0.0	0.0	33.0
256	597982.58	4850927.37	1.00	1	DEN	A	96.9	0.0	0.0	0.0	0.0	63.2	1.5	-0.5	0.0	0.0	0.0	0.0	2.0	30.6

Point Source, ISO 9613, Name: "A loading dock coupling/uncoupling", ID: "A_CP1"																				
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)
257	598050.98	4851001.18	1.00	0	DEN	A	96.6	0.0	0.0	0.0	0.0	62.5	1.5	0.4	0.0	0.0	0.0	0.0	0.0	32.2
258	598050.98	4851001.18	1.00	1	DEN	A	96.6	0.0	0.0	0.0	0.0	63.2	1.6	-0.8	0.0	0.0	0.0	0.0	2.0	30.6

Point Source, ISO 9613, Name: "A loading dock coupling/uncoupling", ID: "A_CP8"																				
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)
259	598004.94	4850942.81	1.00	0	DEN	A	96.6	0.0	0.0	0.0	0.0	62.5	1.5	0.6	0.0	0.0	0.0	0.0	0.0	32.0
267	598004.94	4850942.81	1.00	1	DEN	A	96.6	0.0	0.0	0.0	0.0	63.3	1.6	-0.8	0.0	0.0	0.0	0.0	2.0	30.6

Point Source, ISO 9613, Name: "A loading/unloading", ID: "A_LD11"																				
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)
285	597977.47	4850920.89	1.00	0	DEN	A	96.9	0.0	0.0	0.0	0.0	62.8	1.5	-0.4	0.0	0.0	0.0	0.0	0.0	32.9
287	597977.47	4850920.89	1.00	1	DEN	A	96.9	0.0	0.0	0.0	0.0	63.2	1.5	-0.5	0.0	0.0	0.0	0.0	2.0	30.6

Sample Calculation - R5 (Bldg A - Impulse Sources)

Point Source, ISO 9613, Name: "A loading dock coupling/uncoupling", ID: "A_CP9"																				
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)
292	597997.03	4850932.77	1.00	0	DEN	A	96.6	0.0	0.0	0.0	0.0	62.6	1.5	0.7	0.0	0.0	0.0	0.0	0.0	31.9
294	597997.03	4850932.77	1.00	1	DEN	A	96.6	0.0	0.0	0.0	0.0	63.3	1.6	-0.8	0.0	0.0	0.0	0.0	2.0	30.5

Point Source, ISO 9613, Name: "A loading/unloading", ID: "A_LD12"																				
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)
296	597969.53	4850910.83	1.00	0	DEN	A	96.9	0.0	0.0	0.0	0.0	62.9	1.5	-0.4	0.0	0.0	0.0	0.0	0.0	32.9
297	597969.53	4850910.83	1.00	1	DEN	A	96.9	0.0	0.0	0.0	0.0	63.2	1.5	-0.5	0.0	0.0	0.0	0.0	2.0	30.6

Point Source, ISO 9613, Name: "A loading dock coupling/uncoupling", ID: "A_CP10"																				
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)
298	597988.86	4850922.41	1.00	0	DEN	A	96.6	0.0	0.0	0.0	0.0	62.6	1.5	0.5	0.0	0.0	0.0	0.0	0.0	32.0
300	597988.86	4850922.41	1.00	1	DEN	A	96.6	0.0	0.0	0.0	0.0	63.3	1.6	-0.8	0.0	0.0	0.0	0.0	2.0	30.5

Point Source, ISO 9613, Name: "A loading/unloading", ID: "A_LD13"																				
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)
317	597964.08	4850903.91	1.00	0	DEN	A	96.9	0.0	0.0	0.0	0.0	62.9	1.5	-0.4	0.0	0.0	0.0	0.0	0.0	32.8
320	597964.08	4850903.91	1.00	1	DEN	A	96.9	0.0	0.0	0.0	0.0	63.3	1.5	-0.5	0.0	0.0	0.0	0.0	2.0	30.5

Point Source, ISO 9613, Name: "A loading dock coupling/uncoupling", ID: "A_CP11"																				
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)
323	597983.75	4850915.93	1.00	0	DEN	A	96.6	0.0	0.0	0.0	0.0	62.7	1.5	0.5	0.0	0.0	0.0	0.0	0.0	31.9
325	597983.75	4850915.93	1.00	1	DEN	A	96.6	0.0	0.0	0.0	0.0	63.3	1.6	-0.8	0.0	0.0	0.0	0.0	2.0	30.5

Point Source, ISO 9613, Name: "A loading/unloading", ID: "A_LD14"																				
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)
327	597959.31	4850897.86	1.00	0	DEN	A	96.9	0.0	0.0	0.0	0.0	63.0	1.5	-0.4	0.0	0.0	0.0	0.0	0.0	32.8
329	597959.31	4850897.86	1.00	1	DEN	A	96.9	0.0	0.0	0.0	0.0	63.3	1.5	-0.5	0.0	0.0	0.0	0.0	2.0	30.5

Point Source, ISO 9613, Name: "A loading dock coupling/uncoupling", ID: "A_CP12"																				
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)
331	597975.82	4850905.87	1.00	0	DEN	A	96.6	0.0	0.0	0.0	0.0	62.7	1.5	0.3	0.0	0.0	0.0	0.0	0.0	32.1
333	597975.82	4850905.87	1.00	1	DEN	A	96.6	0.0	0.0	0.0	0.0	63.4	1.6	-0.8	0.0	0.0	0.0	0.0	2.0	30.4

Point Source, ISO 9613, Name: "A loading/unloading", ID: "A_LD15"																				
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)
335	597953.53	4850890.54	1.00	0	DEN	A	96.9	0.0	0.0	0.0	0.0	63.0	1.5	-0.4	0.0	0.0	0.0	0.0	0.0	32.7
337	597953.53	4850890.54	1.00	1	DEN	A	96.9	0.0	0.0	0.0	0.0	63.4	1.6	-0.5	0.0	0.0	0.0	0.0	2.0	30.4

Point Source, ISO 9613, Name: "A loading dock coupling/uncoupling", ID: "A_CP13"																				
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)
338	597970.36	4850898.96	1.00	0	DEN	A	96.6	0.0	0.0	0.0	0.0	62.8	1.5	0.4	0.0	0.0	0.0	0.0	0.0	32.0
349	597970.36	4850898.96	1.00	1	DEN	A	96.6	0.0	0.0	0.0	0.0	63.4	1.6	-0.8	0.0	0.0	0.0	0.0	2.0	30.4

Point Source, ISO 9613, Name: "A loading/unloading", ID: "A_LD16"																				
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)
351	597948.23	4850883.82	1.00	0	DEN	A	96.9	0.0	0.0	0.0	0.0	63.1	1.5	-0.4	0.0	0.0	0.0	0.0	0.0	32.6
353	597948.23	4850883.82	1.00	1	DEN	A	96.9	0.0	0.0	0.0	0.0	63.4	1.6	-0.5	0.0	0.0	0.0	0.0	2.0	30.4

Point Source, ISO 9613, Name: "A loading dock coupling/uncoupling", ID: "A_CP14"																				
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)
355	597965.59	4850892.91	1.00	0	DEN	A	96.6	0.0	0.0	0.0	0.0	62.8	1.5	0.3	0.0	0.0	0.0	0.0	0.0	32.0
356	597965.59	4850892.91	1.00	1	DEN	A	96.6	0.0	0.0	0.0	0.0	63.5	1.6	-0.8	0.0	0.0	0.0	0.0	2.0	30.3

Sample Calculation - R5 (Bldg A - Impulse Sources)

Point Source, ISO 9613, Name: "A loading dock coupling/uncoupling", ID: "A_CP15"																				
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)
357	597959.81	4850885.58	1.00	0	DEN	A	96.6	0.0	0.0	0.0	0.0	62.9	1.5	0.4	0.0	0.0	0.0	0.0	0.0	31.9
358	597959.81	4850885.58	1.00	1	DEN	A	96.6	0.0	0.0	0.0	0.0	63.5	1.6	-0.8	0.0	0.0	0.0	0.0	2.0	30.2

Point Source, ISO 9613, Name: "A loading/unloading", ID: "A_LD17"																				
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)
359	597940.27	4850873.73	1.00	0	DEN	A	96.9	0.0	0.0	0.0	0.0	63.2	1.5	-0.4	0.0	0.0	0.0	0.0	0.0	32.5
360	597940.27	4850873.73	1.00	1	DEN	A	96.9	0.0	0.0	0.0	0.0	63.5	1.6	-0.5	0.0	0.0	0.0	0.0	2.0	30.3

Point Source, ISO 9613, Name: "A loading dock coupling/uncoupling", ID: "A_CP16"																				
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)
361	597954.52	4850878.87	1.00	0	DEN	A	96.6	0.0	0.0	0.0	0.0	62.9	1.5	0.5	0.0	0.0	0.0	0.0	0.0	31.6
362	597954.52	4850878.87	1.00	1	DEN	A	96.6	0.0	0.0	0.0	0.0	63.6	1.6	-0.8	0.0	0.0	0.0	0.0	2.0	30.2

Point Source, ISO 9613, Name: "A loading/unloading", ID: "A_LD18"																				
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)
364	597932.50	4850863.87	1.00	0	DEN	A	96.9	0.0	0.0	0.0	0.0	63.3	1.5	-0.4	0.0	0.0	0.0	0.0	0.0	32.4
365	597932.50	4850863.87	1.00	1	DEN	A	96.9	0.0	0.0	0.0	0.0	63.6	1.6	-0.5	0.0	0.0	0.0	0.0	2.0	30.2

Point Source, ISO 9613, Name: "A loading dock coupling/uncoupling", ID: "A_CP17"																				
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)
367	597946.56	4850868.77	1.00	0	DEN	A	96.6	0.0	0.0	0.0	0.0	63.0	1.5	0.2	0.0	0.0	0.0	0.0	0.0	31.9
369	597946.56	4850868.77	1.00	1	DEN	A	96.6	0.0	0.0	0.0	0.0	63.7	1.6	-0.8	0.0	0.0	0.0	0.0	2.0	30.1

Point Source, ISO 9613, Name: "A loading dock coupling/uncoupling", ID: "A_CP18"																				
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)
371	597938.78	4850858.91	1.00	0	DEN	A	96.6	0.0	0.0	0.0	0.0	63.1	1.5	0.3	0.0	0.0	0.0	0.0	0.0	31.7
372	597938.78	4850858.91	1.00	1	DEN	A	96.6	0.0	0.0	0.0	0.0	63.7	1.6	-0.8	0.0	0.0	0.0	0.0	2.0	30.0

Sample Calculation - R5 (Full Buildout - Impulse Sources)

Receiver

Name: 12620 Airport Rd

ID: R5

X: 598324.08 m

Y: 4850740.36 m

Z: 4.50 m

Line Source, ISO 9613, Name: "A staging coupling/uncoupling", ID: "AB_CP19"

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)
4	597903.96	4850831.70	1.00	0	DEN	A	81.2	17.4	0.0	0.0	0.0	63.7	1.6	-2.1	0.0	0.0	17.9	0.0	0.0	17.5
15	597903.96	4850831.70	1.00	2	DEN	A	81.2	17.4	0.0	0.0	0.0	66.2	2.1	-2.4	0.0	0.0	10.2	0.0	5.2	17.3

Line Source, ISO 9613, Name: "B staging coupling/uncoupling", ID: "B_CP34"

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)
35	597879.36	4850745.58	1.00	0	DEN	A	77.9	20.5	0.0	0.0	0.0	64.0	1.7	-2.0	0.0	0.0	20.6	0.0	0.0	14.2
37	597914.27	4850789.81	1.00	2	DEN	A	77.9	-0.9	0.0	0.0	0.0	65.9	2.0	-2.4	0.0	0.0	11.0	0.0	5.3	-4.8
40	597871.89	4850763.13	1.00	0	DEN	A	77.9	19.8	0.0	0.0	0.0	64.1	1.7	-2.1	0.0	0.0	18.6	0.0	0.0	15.3
50	597899.05	4850797.31	1.00	2	DEN	A	77.9	8.8	0.0	0.0	0.0	66.1	2.0	-2.4	0.0	0.0	10.4	0.0	5.3	5.2
1862	597907.98	4850795.22	1.00	0	DEN	A	77.9	12.2	0.0	0.0	0.0	63.5	1.6	-2.1	0.0	0.0	20.2	0.0	0.0	6.8
1864	597907.98	4850795.22	1.00	2	DEN	A	77.9	12.2	0.0	0.0	0.0	66.0	2.0	-2.4	0.0	0.0	10.7	0.0	5.3	8.4

Point Source, ISO 9613, Name: "B loading/unloading", ID: "B_LD2"

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	598074.48	4850941.29	1.00	0	DEN	A	92.4	0.0	0.0	0.0	0.0	61.1	1.3	-2.1	0.0	0.0	25.6	0.0	0.0	6.5
82	598074.48	4850941.29	1.00	1	DEN	A	92.4	0.0	0.0	0.0	0.0	64.3	1.7	-2.0	0.0	0.0	12.8	0.0	6.0	9.5
84	598074.48	4850941.29	1.00	2	DEN	A	92.4	0.0	0.0	0.0	0.0	64.6	1.7	-2.0	0.0	0.0	12.1	0.0	7.9	8.0

Point Source, ISO 9613, Name: "B loading/unloading", ID: "B_LD3"

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	598069.22	4850934.63	1.00	0	DEN	A	92.4	0.0	0.0	0.0	0.0	61.1	1.3	-2.1	0.0	0.0	25.7	0.0	0.0	6.4
109	598069.22	4850934.63	1.00	1	DEN	A	92.4	0.0	0.0	0.0	0.0	64.3	1.7	-2.0	0.0	0.0	12.8	0.0	6.0	9.5
122	598069.22	4850934.63	1.00	2	DEN	A	92.4	0.0	0.0	0.0	0.0	64.6	1.7	-2.0	0.0	0.0	12.2	0.0	7.9	8.0

Point Source, ISO 9613, Name: "B loading/unloading", ID: "B_LD1"

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)
129	598079.83	4850948.06	1.00	0	DEN	A	92.4	0.0	0.0	0.0	0.0	61.1	1.3	-2.1	0.0	0.0	25.5	0.0	0.0	6.5
138	598079.83	4850948.06	1.00	1	DEN	A	92.4	0.0	0.0	0.0	0.0	64.3	1.7	-2.0	0.0	0.0	12.8	0.0	6.0	9.5
145	598079.83	4850948.06	1.00	2	DEN	A	92.4	0.0	0.0	0.0	0.0	64.6	1.7	-2.0	0.0	0.0	12.1	0.0	7.9	8.0

Point Source, ISO 9613, Name: "B loading/unloading", ID: "B_LD4"

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	598063.91	4850927.90	1.00	0	DEN	A	92.4	0.0	0.0	0.0	0.0	61.1	1.3	-2.1	0.0	0.0	25.7	0.0	0.0	6.3
155	598063.91	4850927.90	1.00	1	DEN	A	92.4	0.0	0.0	0.0	0.0	64.3	1.7	-2.0	0.0	0.0	12.8	0.0	6.0	9.5
162	598063.91	4850927.90	1.00	2	DEN	A	92.4	0.0	0.0	0.0	0.0	64.6	1.7	-2.0	0.0	0.0	12.1	0.0	7.9	8.0

Point Source, ISO 9613, Name: "B loading/unloading", ID: "B_LD5"

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	598058.68	4850921.29	1.00	0	DEN	A	92.4	0.0	0.0	0.0	0.0	61.1	1.3	-2.1	0.0	0.0	25.7	0.0	0.0	6.3
165	598058.68	4850921.29	1.00	1	DEN	A	92.4	0.0	0.0	0.0	0.0	64.3	1.7	-2.0	0.0	0.0	12.8	0.0	6.0	9.5
172	598058.68	4850921.29	1.00	2	DEN	A	92.4	0.0	0.0	0.0	0.0	64.6	1.7	-2.0	0.0	0.0	12.1	0.0	7.9	8.0

Point Source, ISO 9613, Name: "B loading/unloading", ID: "B_LD6"

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)
184	598053.35	4850914.55	1.00	0	DEN	A	92.4	0.0	0.0	0.0	0.0	61.2	1.3	-2.1	0.0	0.0	25.8	0.0	0.0	6.3
206	598053.35	4850914.55	1.00	1	DEN	A	92.4	0.0	0.0	0.0	0.0	64.3	1.7	-2.0	0.0	0.0	12.8	0.0	6.0	9.5

Sample Calculation - R5 (Full Buildout - Impulse Sources)

Point Source, ISO 9613, Name: "B loading/unloading", ID: "B_LD6"																				
Nr.	X	Y	Z	Refl.	DEN	Freq.	Lw	l/a	Optime	K0	Di	Adiv	Aatm	Agr	Afol	Ahours	Abar	Cmet	RL	Lr
	(m)	(m)	(m)			(Hz)	dB(A)	dB	dB	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	dB(A)
208	598053.35	4850914.55	1.00	2	DEN	A	92.4	0.0	0.0	0.0	0.0	64.6	1.7	-2.1	0.0	0.0	12.1	0.0	7.9	8.0

Point Source, ISO 9613, Name: "B loading/unloading", ID: "B_LD7"																				
Nr.	X	Y	Z	Refl.	DEN	Freq.	Lw	l/a	Optime	K0	Di	Adiv	Aatm	Agr	Afol	Ahours	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	598045.35	4850904.43	1.00	0	DEN	A	92.4	0.0	0.0	0.0	0.0	61.2	1.3	-2.0	0.0	0.0	25.7	0.0	0.0	6.2
218	598045.35	4850904.43	1.00	1	DEN	A	92.4	0.0	0.0	0.0	0.0	64.4	1.7	-2.0	0.0	0.0	12.7	0.0	6.0	9.6
220	598045.35	4850904.43	1.00	2	DEN	A	92.4	0.0	0.0	0.0	0.0	64.7	1.7	-2.0	0.0	0.0	12.1	0.0	7.9	8.1

Point Source, ISO 9613, Name: "B loading/unloading", ID: "B_LD8"																				
Nr.	X	Y	Z	Refl.	DEN	Freq.	Lw	l/a	Optime	K0	Di	Adiv	Aatm	Agr	Afol	Ahours	Abar	Cmet	RL	Lr
	(m)	(m)	(m)			(Hz)	dB(A)	dB	dB	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	dB(A)
227	598040.11	4850897.79	1.00	0	DEN	A	92.4	0.0	0.0	0.0	0.0	61.2	1.3	-2.1	0.0	0.0	26.0	0.0	0.0	5.9
233	598040.11	4850897.79	1.00	1	DEN	A	92.4	0.0	0.0	0.0	0.0	64.4	1.7	-2.0	0.0	0.0	12.7	0.0	6.0	9.6
264	598040.11	4850897.79	1.00	2	DEN	A	92.4	0.0	0.0	0.0	0.0	64.7	1.7	-2.0	0.0	0.0	12.1	0.0	7.9	8.1

Point Source, ISO 9613, Name: "B loading/unloading", ID: "B_LD9"																				
Nr.	X	Y	Z	Refl.	DEN	Freq.	Lw	l/a	Optime	K0	Di	Adiv	Aatm	Agr	Afol	Ahours	Abar	Cmet	RL	Lr
	(m)	(m)	(m)			(Hz)	dB(A)	dB	dB	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	dB(A)
307	598034.82	4850891.10	1.00	0	DEN	A	92.4	0.0	0.0	0.0	0.0	61.3	1.3	-2.1	0.0	0.0	26.0	0.0	0.0	5.8
309	598034.82	4850891.10	1.00	1	DEN	A	92.4	0.0	0.0	0.0	0.0	64.4	1.7	-2.0	0.0	0.0	12.7	0.0	6.0	9.6
311	598034.82	4850891.10	1.00	2	DEN	A	92.4	0.0	0.0	0.0	0.0	64.7	1.7	-2.0	0.0	0.0	12.0	0.0	7.9	8.1

Point Source, ISO 9613, Name: "B loading/unloading", ID: "B_LD10"																				
Nr.	X	Y	Z	Refl.	DEN	Freq.	Lw	l/a	Optime	K0	Di	Adiv	Aatm	Agr	Afol	Ahours	Abar	Cmet	RL	Lr
	(m)	(m)	(m)			(Hz)	dB(A)	dB	dB	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	dB(A)
313	598029.47	4850884.33	1.00	0	DEN	A	92.4	0.0	0.0	0.0	0.0	61.3	1.3	-2.1	0.0	0.0	26.0	0.0	0.0	5.8
315	598029.47	4850884.33	1.00	1	DEN	A	92.4	0.0	0.0	0.0	0.0	64.4	1.7	-2.0	0.0	0.0	12.6	0.0	6.0	9.6
317	598029.47	4850884.33	1.00	2	DEN	A	92.4	0.0	0.0	0.0	0.0	64.7	1.7	-2.0	0.0	0.0	12.0	0.0	7.8	8.1

Point Source, ISO 9613, Name: "B loading/unloading", ID: "B_LD11"																				
Nr.	X	Y	Z	Refl.	DEN	Freq.	Lw	l/a	Optime	K0	Di	Adiv	Aatm	Agr	Afol	Ahours	Abar	Cmet	RL	Lr
	(m)	(m)	(m)			(Hz)	dB(A)	dB	dB	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	dB(A)
318	598024.19	4850877.64	1.00	0	DEN	A	92.4	0.0	0.0	0.0	0.0	61.4	1.3	-2.1	0.0	0.0	26.0	0.0	0.0	5.8
319	598024.19	4850877.64	1.00	1	DEN	A	92.4	0.0	0.0	0.0	0.0	64.4	1.7	-2.0	0.0	0.0	12.6	0.0	6.0	9.6
320	598024.19	4850877.64	1.00	2	DEN	A	92.4	0.0	0.0	0.0	0.0	64.7	1.7	-2.0	0.0	0.0	12.0	0.0	7.8	8.1

Point Source, ISO 9613, Name: "B loading/unloading", ID: "B_LD12"																				
Nr.	X	Y	Z	Refl.	DEN	Freq.	Lw	l/a	Optime	K0	Di	Adiv	Aatm	Agr	Afol	Ahours	Abar	Cmet	RL	Lr
	(m)	(m)	(m)			(Hz)	dB(A)	dB	dB	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	dB(A)
322	598019.02	4850871.11	1.00	0	DEN	A	92.4	0.0	0.0	0.0	0.0	61.4	1.3	-2.1	0.0	0.0	26.0	0.0	0.0	5.7
324	598019.02	4850871.11	1.00	1	DEN	A	92.4	0.0	0.0	0.0	0.0	64.5	1.7	-2.0	0.0	0.0	12.6	0.0	6.0	9.6
326	598019.02	4850871.11	1.00	2	DEN	A	92.4	0.0	0.0	0.0	0.0	64.8	1.7	-2.0	0.0	0.0	11.9	0.0	7.8	8.1

Point Source, ISO 9613, Name: "B loading/unloading", ID: "B_LD13"																				
Nr.	X	Y	Z	Refl.	DEN	Freq.	Lw	l/a	Optime	K0	Di	Adiv	Aatm	Agr	Afol	Ahours	Abar	Cmet	RL	Lr
	(m)	(m)	(m)			(Hz)	dB(A)	dB	dB	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	dB(A)
335	598013.59	4850864.23	1.00	0	DEN	A	92.4	0.0	0.0	0.0	0.0	61.5	1.3	-2.1	0.0	0.0	26.0	0.0	0.0	5.7
337	598013.59	4850864.23	1.00	1	DEN	A	92.4	0.0	0.0	0.0	0.0	64.5	1.7	-2.0	0.0	0.0	12.5	0.0	6.0	9.6
339	598013.59	4850864.23	1.00	2	DEN	A	92.4	0.0	0.0	0.0	0.0	64.8	1.7	-2.0	0.0	0.0	11.9	0.0	7.8	8.1

Point Source, ISO 9613, Name: "B loading/unloading", ID: "B_LD14"																				
Nr.	X	Y	Z	Refl.	DEN	Freq.	Lw	l/a	Optime	K0	Di	Adiv	Aatm	Agr	Afol	Ahours	Abar	Cmet	RL	Lr
	(m)	(m)	(m)			(Hz)	dB(A)	dB	dB	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	dB(A)
348	598005.74	4850854.30	1.00	0	DEN	A	92.4	0.0	0.0	0.0	0.0	61.6	1.3	-2.0	0.0	0.0	25.9	0.0	0.0	5.6
349	598005.74	4850854.30	1.00	1	DEN	A	92.4	0.0	0.0	0.0	0.0	64.5	1.7	-2.0	0.0	0.0	12.5	0.0	6.0	9.7
350	598005.74	4850854.30	1.00	2	DEN	A	92.4	0.0	0.0	0.0	0.0	64.8	1.8	-2.0	0.0	0.0	11.8	0.0	7.8	8.2

Point Source, ISO 9613, Name: "B loading dock coupling/uncoupling", ID: "B_CP2"																				
Nr.	X	Y	Z	Refl.	DEN	Freq.	Lw	l/a	Optime	K0	Di	Adiv	Aatm	Agr	Afol	Ahours	Abar	Cmet	RL	Lr
	(m)	(m)	(m)			(Hz)	dB(A)	dB	dB	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	dB(A)
360	598068.21	4850946.25	1.00	0	DEN	A	92.1	0.0	0.0	0.0	0.0	61.3	1.3	-2.2	0.0	0.0	25.8	0.0	0.0	5.9
362	598068.21	4850946.25	1.00	1	DEN	A	92.1	0.0	0.0	0.0	0.0	64.2	1.7	-2.3	0.0	0.0	14.6	0.0	2.3	11.6
364	598068.21	4850946.25	1.00	2	DEN	A	92.1	0.0	0.0	0.0	0.0	64.8	1.8	-2.3	0.0	0.0	13.1	0.0	5.5	9.3

Sample Calculation - R5 (Full Buildout - Impulse Sources)

Point Source, ISO 9613, Name: "B loading dock coupling/uncoupling", ID: "B_CP3"																				
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)
406	598062.95	4850939.59	1.00	0	DEN	A	92.1	0.0	0.0	0.0	0.0	61.3	1.3	-2.2	0.0	0.0	25.9	0.0	0.0	5.8
422	598062.95	4850939.59	1.00	1	DEN	A	92.1	0.0	0.0	0.0	0.0	64.2	1.7	-2.3	0.0	0.0	14.6	0.0	2.3	11.6
424	598062.95	4850939.59	1.00	2	DEN	A	92.1	0.0	0.0	0.0	0.0	64.8	1.8	-2.4	0.0	0.0	13.1	0.0	5.5	9.3

Point Source, ISO 9613, Name: "B loading dock coupling/uncoupling", ID: "B_CP1"																				
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)
427	598073.55	4850953.02	1.00	0	DEN	A	92.1	0.0	0.0	0.0	0.0	61.3	1.3	-2.2	0.0	0.0	25.7	0.0	0.0	5.9
429	598073.55	4850953.02	1.00	1	DEN	A	92.1	0.0	0.0	0.0	0.0	64.2	1.7	-2.3	0.0	0.0	14.6	0.0	2.3	11.6
431	598073.55	4850953.02	1.00	2	DEN	A	92.1	0.0	0.0	0.0	0.0	64.8	1.8	-2.4	0.0	0.0	13.1	0.0	5.5	9.3

Point Source, ISO 9613, Name: "B loading dock coupling/uncoupling", ID: "B_CP4"																				
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)
433	598057.63	4850932.86	1.00	0	DEN	A	92.1	0.0	0.0	0.0	0.0	61.3	1.3	-2.2	0.0	0.0	25.9	0.0	0.0	5.8
435	598057.63	4850932.86	1.00	1	DEN	A	92.1	0.0	0.0	0.0	0.0	64.2	1.7	-2.3	0.0	0.0	14.6	0.0	2.3	11.6
437	598057.63	4850932.86	1.00	2	DEN	A	92.1	0.0	0.0	0.0	0.0	64.8	1.8	-2.3	0.0	0.0	13.1	0.0	5.5	9.3

Point Source, ISO 9613, Name: "B loading dock coupling/uncoupling", ID: "B_CP5"																				
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)
439	598052.40	4850926.25	1.00	0	DEN	A	92.1	0.0	0.0	0.0	0.0	61.3	1.3	-2.2	0.0	0.0	25.9	0.0	0.0	5.7
441	598052.40	4850926.25	1.00	1	DEN	A	92.1	0.0	0.0	0.0	0.0	64.2	1.7	-2.3	0.0	0.0	14.6	0.0	2.3	11.6
443	598052.40	4850926.25	1.00	2	DEN	A	92.1	0.0	0.0	0.0	0.0	64.8	1.8	-2.3	0.0	0.0	13.1	0.0	5.5	9.3

Point Source, ISO 9613, Name: "B loading dock coupling/uncoupling", ID: "B_CP6"																				
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)
445	598047.08	4850919.51	1.00	0	DEN	A	92.1	0.0	0.0	0.0	0.0	61.4	1.3	-2.2	0.0	0.0	26.0	0.0	0.0	5.7
446	598047.08	4850919.51	1.00	1	DEN	A	92.1	0.0	0.0	0.0	0.0	64.2	1.7	-2.3	0.0	0.0	14.5	0.0	2.3	11.6
448	598047.08	4850919.51	1.00	2	DEN	A	92.1	0.0	0.0	0.0	0.0	64.8	1.8	-2.4	0.0	0.0	13.1	0.0	5.5	9.3

Point Source, ISO 9613, Name: "B loading/unloading", ID: "B_LD15"																				
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)
450	598000.40	4850847.54	1.00	0	DEN	A	92.4	0.0	0.0	0.0	0.0	61.7	1.3	-2.1	0.0	0.0	25.9	0.0	0.0	5.5
457	598000.40	4850847.54	1.00	1	DEN	A	92.4	0.0	0.0	0.0	0.0	64.6	1.7	-2.0	0.0	0.0	12.4	0.0	5.9	9.7
479	598000.40	4850847.54	1.00	2	DEN	A	92.4	0.0	0.0	0.0	0.0	64.9	1.8	-2.1	0.0	0.0	11.8	0.0	7.8	8.2

Point Source, ISO 9613, Name: "B loading dock coupling/uncoupling", ID: "B_CP7"																				
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)
488	598039.08	4850909.39	1.00	0	DEN	A	92.1	0.0	0.0	0.0	0.0	61.4	1.3	-2.2	0.0	0.0	26.2	0.0	0.0	5.4
498	598039.08	4850909.39	1.00	1	DEN	A	92.1	0.0	0.0	0.0	0.0	64.2	1.7	-2.3	0.0	0.0	14.5	0.0	2.3	11.6
508	598039.08	4850909.39	1.00	2	DEN	A	92.1	0.0	0.0	0.0	0.0	64.8	1.8	-2.3	0.0	0.0	13.0	0.0	5.5	9.3

Point Source, ISO 9613, Name: "B loading dock coupling/uncoupling", ID: "B_CP8"																				
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)
511	598033.83	4850902.75	1.00	0	DEN	A	92.1	0.0	0.0	0.0	0.0	61.4	1.3	-2.2	0.0	0.0	26.2	0.0	0.0	5.4
513	598033.83	4850902.75	1.00	1	DEN	A	92.1	0.0	0.0	0.0	0.0	64.2	1.7	-2.3	0.0	0.0	14.5	0.0	2.3	11.6
515	598033.83	4850902.75	1.00	2	DEN	A	92.1	0.0	0.0	0.0	0.0	64.8	1.8	-2.4	0.0	0.0	13.0	0.0	5.5	9.3

Point Source, ISO 9613, Name: "B loading/unloading", ID: "B_LD16"																				
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)
517	597995.17	4850840.93	1.00	0	DEN	A	92.4	0.0	0.0	0.0	0.0	61.7	1.4	-2.1	0.0	0.0	25.9	0.0	0.0	5.4
519	597995.17	4850840.93	1.00	1	DEN	A	92.4	0.0	0.0	0.0	0.0	64.6	1.7	-2.0	0.0	0.0	12.4	0.0	5.9	9.7
521	597995.17	4850840.93	1.00	2	DEN	A	92.4	0.0	0.0	0.0	0.0	64.9	1.8	-2.0	0.0	0.0	11.7	0.0	7.8	8.2

Point Source, ISO 9613, Name: "B loading dock coupling/uncoupling", ID: "B_CP9"																				
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)
523	598028.54	4850896.06	1.00	0	DEN	A	92.1	0.0	0.0	0.0	0.0	61.5	1.3	-2.2	0.0	0.0	26.1	0.0	0.0	5.4

Sample Calculation - R5 (Full Buildout - Impulse Sources)

Point Source, ISO 9613, Name: "B loading dock coupling/uncoupling", ID: "B_CP9"																				
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)
525	598028.54	4850896.06	1.00	1	DEN	A	92.1	0.0	0.0	0.0	0.0	64.2	1.7	-2.3	0.0	0.0	14.4	0.0	2.3	11.7
534	598028.54	4850896.06	1.00	2	DEN	A	92.1	0.0	0.0	0.0	0.0	64.8	1.8	-2.3	0.0	0.0	13.0	0.0	5.5	9.3

Point Source, ISO 9613, Name: "B loading dock coupling/uncoupling", ID: "B_CP10"																				
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)
536	598023.20	4850889.29	1.00	0	DEN	A	92.1	0.0	0.0	0.0	0.0	61.5	1.3	-2.2	0.0	0.0	26.1	0.0	0.0	5.3
552	598023.20	4850889.29	1.00	1	DEN	A	92.1	0.0	0.0	0.0	0.0	64.3	1.7	-2.3	0.0	0.0	14.4	0.0	2.3	11.7
563	598023.20	4850889.29	1.00	2	DEN	A	92.1	0.0	0.0	0.0	0.0	64.8	1.8	-2.4	0.0	0.0	12.9	0.0	5.5	9.3

Point Source, ISO 9613, Name: "B loading/unloading", ID: "B_LD17"																				
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)
565	597989.86	4850834.20	1.00	0	DEN	A	92.4	0.0	0.0	0.0	0.0	61.8	1.4	-2.1	0.0	0.0	25.9	0.0	0.0	5.4
566	597989.86	4850834.20	1.00	1	DEN	A	92.4	0.0	0.0	0.0	0.0	64.7	1.7	-2.0	0.0	0.0	12.3	0.0	5.9	9.7
567	597989.86	4850834.20	1.00	2	DEN	A	92.4	0.0	0.0	0.0	0.0	64.9	1.8	-2.0	0.0	0.0	11.7	0.0	7.8	8.2

Point Source, ISO 9613, Name: "B loading dock coupling/uncoupling", ID: "B_CP11"																				
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)
577	598017.91	4850882.60	1.00	0	DEN	A	92.1	0.0	0.0	0.0	0.0	61.6	1.3	-2.2	0.0	0.0	26.1	0.0	0.0	5.3
616	598017.91	4850882.60	1.00	1	DEN	A	92.1	0.0	0.0	0.0	0.0	64.3	1.7	-2.3	0.0	0.0	14.4	0.0	2.3	11.7
617	598017.91	4850882.60	1.00	2	DEN	A	92.1	0.0	0.0	0.0	0.0	64.9	1.8	-2.4	0.0	0.0	12.9	0.0	5.5	9.3

Point Source, ISO 9613, Name: "B loading/unloading", ID: "B_LD18"																				
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)
618	597984.76	4850827.75	1.00	0	DEN	A	92.4	0.0	0.0	0.0	0.0	61.9	1.4	-2.1	0.0	0.0	25.9	0.0	0.0	5.3
619	597984.76	4850827.75	1.00	1	DEN	A	92.4	0.0	0.0	0.0	0.0	64.7	1.7	-2.0	0.0	0.0	12.2	0.0	5.9	9.8
621	597984.76	4850827.75	1.00	2	DEN	A	92.4	0.0	0.0	0.0	0.0	65.0	1.8	-2.0	0.0	0.0	11.6	0.0	7.8	8.3

Point Source, ISO 9613, Name: "B loading dock coupling/uncoupling", ID: "B_CP12"																				
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)
630	598012.75	4850876.07	1.00	0	DEN	A	92.1	0.0	0.0	0.0	0.0	61.6	1.3	-2.2	0.0	0.0	26.1	0.0	0.0	5.3
667	598012.75	4850876.07	1.00	1	DEN	A	92.1	0.0	0.0	0.0	0.0	64.3	1.7	-2.3	0.0	0.0	14.3	0.0	2.3	11.7
676	598012.75	4850876.07	1.00	2	DEN	A	92.1	0.0	0.0	0.0	0.0	64.9	1.8	-2.3	0.0	0.0	12.8	0.0	5.5	9.4

Point Source, ISO 9613, Name: "B loading dock coupling/uncoupling", ID: "B_CP13"																				
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)
678	598007.32	4850869.19	1.00	0	DEN	A	92.1	0.0	0.0	0.0	0.0	61.7	1.3	-2.2	0.0	0.0	26.1	0.0	0.0	5.2
710	598007.32	4850869.19	1.00	1	DEN	A	92.1	0.0	0.0	0.0	0.0	64.4	1.7	-2.3	0.0	0.0	14.3	0.0	2.3	11.7
762	598007.32	4850869.19	1.00	2	DEN	A	92.1	0.0	0.0	0.0	0.0	64.9	1.8	-2.3	0.0	0.0	12.8	0.0	5.5	9.4

Point Source, ISO 9613, Name: "B loading/unloading", ID: "B_LD19"																				
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)
770	597979.40	4850820.97	1.00	0	DEN	A	92.4	0.0	0.0	0.0	0.0	62.0	1.4	-2.1	0.0	0.0	25.9	0.0	0.0	5.2
787	597979.40	4850820.97	1.00	1	DEN	A	92.4	0.0	0.0	0.0	0.0	64.8	1.7	-2.0	0.0	0.0	12.2	0.0	5.9	9.8
796	597979.40	4850820.97	1.00	2	DEN	A	92.4	0.0	0.0	0.0	0.0	65.0	1.8	-2.0	0.0	0.0	11.5	0.0	7.8	8.3

Point Source, ISO 9613, Name: "B loading dock coupling/uncoupling", ID: "B_CP14"																				
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)
798	597999.46	4850859.26	1.00	0	DEN	A	92.1	0.0	0.0	0.0	0.0	61.8	1.4	-2.2	0.0	0.0	26.0	0.0	0.0	5.2
800	597999.46	4850859.26	1.00	1	DEN	A	92.1	0.0	0.0	0.0	0.0	64.4	1.7	-2.3	0.0	0.0	14.2	0.0	2.3	11.7
802	597999.46	4850859.26	1.00	2	DEN	A	92.1	0.0	0.0	0.0	0.0	65.0	1.8	-2.3	0.0	0.0	12.7	0.0	5.5	9.4

Point Source, ISO 9613, Name: "B loading/unloading", ID: "B_LD20"																				
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)
804	597971.44	4850810.89	1.00	0	DEN	A	92.4	0.0	0.0	0.0	0.0	62.1	1.4	-2.0	0.0	0.0	25.8	0.0	0.0	5.1
806	597971.44	4850810.89	1.00	1	DEN	A	92.4	0.0	0.0	0.0	0.0	64.8	1.8	-2.0	0.0	0.0	12.1	0.0	5.9	9.8

Sample Calculation - R5 (Full Buildout - Impulse Sources)

Point Source, ISO 9613, Name: "B loading/unloading", ID: "B_LD20"																				
Nr.	X	Y	Z	Refl.	DEN	Freq.	Lw	l/a	Optime	K0	Di	Adiv	Aatm	Agr	Afol	Ahours	Abar	Cmet	RL	Lr
	(m)	(m)	(m)			(Hz)	dB(A)	dB	dB	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	dB(A)
807	597971.44	4850810.89	1.00	2	DEN	A	92.4	0.0	0.0	0.0	0.0	65.1	1.8	-2.0	0.0	0.0	11.5	0.0	7.7	8.3

Point Source, ISO 9613, Name: "B loading dock coupling/uncoupling", ID: "B_CP15"																				
Nr.	X	Y	Z	Refl.	DEN	Freq.	Lw	l/a	Optime	K0	Di	Adiv	Aatm	Agr	Afol	Ahours	Abar	Cmet	RL	Lr
	(m)	(m)	(m)			(Hz)	dB(A)	dB	dB	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	dB(A)
809	597994.12	4850852.50	1.00	0	DEN	A	92.1	0.0	0.0	0.0	0.0	61.8	1.4	-2.2	0.0	0.0	26.0	0.0	0.0	5.1
811	597994.12	4850852.50	1.00	1	DEN	A	92.1	0.0	0.0	0.0	0.0	64.4	1.7	-2.3	0.0	0.0	14.1	0.0	2.3	11.7
813	597994.12	4850852.50	1.00	2	DEN	A	92.1	0.0	0.0	0.0	0.0	65.0	1.8	-2.3	0.0	0.0	12.7	0.0	5.5	9.4

Point Source, ISO 9613, Name: "B loading dock coupling/uncoupling", ID: "B_CP16"																				
Nr.	X	Y	Z	Refl.	DEN	Freq.	Lw	l/a	Optime	K0	Di	Adiv	Aatm	Agr	Afol	Ahours	Abar	Cmet	RL	Lr
	(m)	(m)	(m)			(Hz)	dB(A)	dB	dB	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	dB(A)
815	597988.90	4850845.89	1.00	0	DEN	A	92.1	0.0	0.0	0.0	0.0	61.9	1.4	-2.2	0.0	0.0	26.0	0.0	0.0	5.0
817	597988.90	4850845.89	1.00	1	DEN	A	92.1	0.0	0.0	0.0	0.0	64.5	1.7	-2.3	0.0	0.0	14.1	0.0	2.3	11.8
818	597988.90	4850845.89	1.00	2	DEN	A	92.1	0.0	0.0	0.0	0.0	65.0	1.8	-2.3	0.0	0.0	12.6	0.0	5.5	9.4

Point Source, ISO 9613, Name: "B loading/unloading", ID: "B_LD21"																				
Nr.	X	Y	Z	Refl.	DEN	Freq.	Lw	l/a	Optime	K0	Di	Adiv	Aatm	Agr	Afol	Ahours	Abar	Cmet	RL	Lr
	(m)	(m)	(m)			(Hz)	dB(A)	dB	dB	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	dB(A)
819	597966.23	4850804.29	1.00	0	DEN	A	92.4	0.0	0.0	0.0	0.0	62.2	1.4	-2.1	0.0	0.0	25.8	0.0	0.0	5.0
820	597966.23	4850804.29	1.00	1	DEN	A	92.4	0.0	0.0	0.0	0.0	64.9	1.8	-2.0	0.0	0.0	12.0	0.0	5.9	9.9
822	597966.23	4850804.29	1.00	2	DEN	A	92.4	0.0	0.0	0.0	0.0	65.1	1.8	-2.0	0.0	0.0	11.4	0.0	7.7	8.4

Point Source, ISO 9613, Name: "B loading dock coupling/uncoupling", ID: "B_CP17"																				
Nr.	X	Y	Z	Refl.	DEN	Freq.	Lw	l/a	Optime	K0	Di	Adiv	Aatm	Agr	Afol	Ahours	Abar	Cmet	RL	Lr
	(m)	(m)	(m)			(Hz)	dB(A)	dB	dB	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	dB(A)
832	597983.58	4850839.16	1.00	0	DEN	A	92.1	0.0	0.0	0.0	0.0	62.0	1.4	-2.2	0.0	0.0	25.9	0.0	0.0	5.0
838	597983.58	4850839.16	1.00	1	DEN	A	92.1	0.0	0.0	0.0	0.0	64.5	1.8	-2.3	0.0	0.0	14.0	0.0	2.3	11.8
857	597983.58	4850839.16	1.00	2	DEN	A	92.1	0.0	0.0	0.0	0.0	65.1	1.8	-2.3	0.0	0.0	12.5	0.0	5.5	9.5

Point Source, ISO 9613, Name: "B loading/unloading", ID: "B_LD22"																				
Nr.	X	Y	Z	Refl.	DEN	Freq.	Lw	l/a	Optime	K0	Di	Adiv	Aatm	Agr	Afol	Ahours	Abar	Cmet	RL	Lr
	(m)	(m)	(m)			(Hz)	dB(A)	dB	dB	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	dB(A)
859	597961.00	4850797.68	1.00	0	DEN	A	92.4	0.0	0.0	0.0	0.0	62.3	1.4	-2.1	0.0	0.0	25.8	0.0	0.0	4.9
866	597961.00	4850797.68	1.00	1	DEN	A	92.4	0.0	0.0	0.0	0.0	64.9	1.8	-2.0	0.0	0.0	11.9	0.0	5.8	9.9
867	597961.00	4850797.68	1.00	2	DEN	A	92.4	0.0	0.0	0.0	0.0	65.2	1.8	-2.0	0.0	0.0	11.3	0.0	7.7	8.4

Point Source, ISO 9613, Name: "B loading dock coupling/uncoupling", ID: "B_CP18"																				
Nr.	X	Y	Z	Refl.	DEN	Freq.	Lw	l/a	Optime	K0	Di	Adiv	Aatm	Agr	Afol	Ahours	Abar	Cmet	RL	Lr
	(m)	(m)	(m)			(Hz)	dB(A)	dB	dB	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	dB(A)
878	597978.49	4850832.71	1.00	0	DEN	A	92.1	0.0	0.0	0.0	0.0	62.1	1.4	-2.2	0.0	0.0	25.9	0.0	0.0	4.9
893	597978.49	4850832.71	1.00	1	DEN	A	92.1	0.0	0.0	0.0	0.0	64.6	1.8	-2.3	0.0	0.0	13.9	0.0	2.3	11.8
895	597978.49	4850832.71	1.00	2	DEN	A	92.1	0.0	0.0	0.0	0.0	65.1	1.9	-2.4	0.0	0.0	12.5	0.0	5.5	9.5

Point Source, ISO 9613, Name: "B loading/unloading", ID: "B_LD23"																				
Nr.	X	Y	Z	Refl.	DEN	Freq.	Lw	l/a	Optime	K0	Di	Adiv	Aatm	Agr	Afol	Ahours	Abar	Cmet	RL	Lr
	(m)	(m)	(m)			(Hz)	dB(A)	dB	dB	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	dB(A)
897	597955.67	4850790.94	1.00	0	DEN	A	92.4	0.0	0.0	0.0	0.0	62.4	1.4	-2.1	0.0	0.0	25.8	0.0	0.0	4.8
899	597955.67	4850790.94	1.00	1	DEN	A	92.4	0.0	0.0	0.0	0.0	65.0	1.8	-2.0	0.0	0.0	11.8	0.0	5.8	9.9
912	597955.67	4850790.94	1.00	2	DEN	A	92.4	0.0	0.0	0.0	0.0	65.2	1.8	-2.0	0.0	0.0	11.2	0.0	7.7	8.4

Point Source, ISO 9613, Name: "B loading dock coupling/uncoupling", ID: "B_CP19"																				
Nr.	X	Y	Z	Refl.	DEN	Freq.	Lw	l/a	Optime	K0	Di	Adiv	Aatm	Agr	Afol	Ahours	Abar	Cmet	RL	Lr
	(m)	(m)	(m)			(Hz)	dB(A)	dB	dB	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	dB(A)
921	597973.13	4850825.93	1.00	0	DEN	A	92.1	0.0	0.0	0.0	0.0	62.2	1.4	-2.2	0.0	0.0	25.8	0.0	0.0	4.9
928	597973.13	4850825.93	1.00	1	DEN	A	92.1	0.0	0.0	0.0	0.0	64.6	1.8	-2.3	0.0	0.0	13.9	0.0	2.3	11.8
930	597973.13	4850825.93	1.00	2	DEN	A	92.1	0.0	0.0	0.0	0.0	65.2	1.9	-2.3	0.0	0.0	12.4	0.0	5.5	9.5

Point Source, ISO 9613, Name: "B loading/unloading", ID: "B_LD24"																				
Nr.	X	Y	Z	Refl.	DEN	Freq.	Lw	l/a	Optime	K0	Di	Adiv	Aatm	Agr	Afol	Ahours	Abar	Cmet	RL	Lr
	(m)	(m)	(m)			(Hz)	dB(A)	dB	dB	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	dB(A)
932	597950.32	4850784.16	1.00	0	DEN	A	92.4	0.0	0.0	0.0	0.0	62.5	1.4	-2.0	0.0	0.0	25.7	0.0	0.0	4.7
938	597950.32	4850784.16	1.00	2	DEN	A	92.4	0.0	0.0	0.0	0.0	65.3	1.8	-2.0	0.0	0.0	11.1	0.0	7.7	8.5

Sample Calculation - R5 (Full Buildout - Impulse Sources)

Point Source, ISO 9613, Name: "B loading dock coupling/uncoupling", ID: "B_CP20"																				
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)
940	597965.16	4850815.85	1.00	0	DEN	A	92.1	0.0	0.0	0.0	0.0	62.3	1.4	-2.2	0.0	0.0	25.8	0.0	0.0	4.8
942	597965.16	4850815.85	1.00	1	DEN	A	92.1	0.0	0.0	0.0	0.0	64.7	1.8	-2.3	0.0	0.0	13.7	0.0	2.3	11.9
961	597965.16	4850815.85	1.00	2	DEN	A	92.1	0.0	0.0	0.0	0.0	65.2	1.9	-2.3	0.0	0.0	12.3	0.0	5.5	9.6

Point Source, ISO 9613, Name: "B loading/unloading", ID: "B_LD25"																				
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)
967	597945.06	4850777.51	1.00	0	DEN	A	92.4	0.0	0.0	0.0	0.0	62.6	1.5	-2.0	0.0	0.0	25.7	0.0	0.0	4.6

Point Source, ISO 9613, Name: "B loading dock coupling/uncoupling", ID: "B_CP21"																				
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)
969	597959.95	4850809.25	1.00	0	DEN	A	92.1	0.0	0.0	0.0	0.0	62.4	1.4	-2.2	0.0	0.0	25.8	0.0	0.0	4.7
972	597959.95	4850809.25	1.00	1	DEN	A	92.1	0.0	0.0	0.0	0.0	64.7	1.8	-2.3	0.0	0.0	13.6	0.0	2.3	11.9
977	597959.95	4850809.25	1.00	2	DEN	A	92.1	0.0	0.0	0.0	0.0	65.3	1.9	-2.3	0.0	0.0	12.2	0.0	5.5	9.6

Point Source, ISO 9613, Name: "A loading/unloading", ID: "AB_LD4"																				
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)
979	598024.83	4850980.95	1.00	0	DEN	A	92.4	0.0	0.0	0.0	0.0	62.7	1.5	-1.8	0.0	0.0	17.4	0.0	0.0	12.7
981	598024.83	4850980.95	1.00	1	DEN	A	92.4	0.0	0.0	0.0	0.0	63.0	1.5	-1.9	0.0	0.0	16.3	0.0	2.0	11.3
983	598024.83	4850980.95	1.00	2	DEN	A	92.4	0.0	0.0	0.0	0.0	65.7	1.9	-2.1	0.0	0.0	10.1	0.0	7.3	9.5

Point Source, ISO 9613, Name: "A loading/unloading", ID: "AB_LD5"																				
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)
1009	598019.63	4850974.35	1.00	0	DEN	A	92.4	0.0	0.0	0.0	0.0	62.7	1.5	-1.8	0.0	0.0	17.4	0.0	0.0	12.6
1041	598019.63	4850974.35	1.00	1	DEN	A	92.4	0.0	0.0	0.0	0.0	63.0	1.5	-1.9	0.0	0.0	16.3	0.0	2.0	11.3
1044	598019.63	4850974.35	1.00	2	DEN	A	92.4	0.0	0.0	0.0	0.0	65.7	1.9	-2.1	0.0	0.0	10.1	0.0	7.3	9.5

Point Source, ISO 9613, Name: "A loading/unloading", ID: "AB_LD3"																				
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)
1048	598030.40	4850988.00	1.00	0	DEN	A	92.4	0.0	0.0	0.0	0.0	62.7	1.5	-1.8	0.0	0.0	17.3	0.0	0.0	12.7
1051	598030.40	4850988.00	1.00	1	DEN	A	92.4	0.0	0.0	0.0	0.0	63.0	1.5	-1.9	0.0	0.0	16.3	0.0	2.0	11.3
1056	598030.40	4850988.00	1.00	2	DEN	A	92.4	0.0	0.0	0.0	0.0	65.7	1.9	-2.1	0.0	0.0	10.1	0.0	7.3	9.5

Point Source, ISO 9613, Name: "A loading/unloading", ID: "AB_LD6"																				
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)
1062	598011.58	4850964.14	1.00	0	DEN	A	92.4	0.0	0.0	0.0	0.0	62.7	1.5	-1.8	0.0	0.0	17.4	0.0	0.0	12.6
1066	598011.58	4850964.14	1.00	1	DEN	A	92.4	0.0	0.0	0.0	0.0	63.0	1.5	-1.9	0.0	0.0	16.3	0.0	2.0	11.3
1074	598011.58	4850964.14	1.00	2	DEN	A	92.4	0.0	0.0	0.0	0.0	65.7	1.9	-2.1	0.0	0.0	10.0	0.0	7.3	9.5

Point Source, ISO 9613, Name: "A loading/unloading", ID: "AB_LD2"																				
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)
1078	598038.79	4850998.64	1.00	0	DEN	A	92.4	0.0	0.0	0.0	0.0	62.7	1.5	0.2	0.0	0.0	15.2	0.0	0.0	12.7
1081	598038.79	4850998.64	1.00	1	DEN	A	92.4	0.0	0.0	0.0	0.0	63.1	1.5	2.0	0.0	0.0	12.4	0.0	2.0	11.3
1084	598038.79	4850998.64	1.00	2	DEN	A	92.4	0.0	0.0	0.0	0.0	65.7	1.9	0.1	0.0	0.0	7.8	0.0	7.3	9.5

Point Source, ISO 9613, Name: "A loading/unloading", ID: "AB_LD7"																				
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)
1089	598006.38	4850957.55	1.00	0	DEN	A	92.4	0.0	0.0	0.0	0.0	62.7	1.5	-1.8	0.0	0.0	17.4	0.0	0.0	12.6
1092	598006.38	4850957.55	1.00	1	DEN	A	92.4	0.0	0.0	0.0	0.0	63.1	1.5	-1.8	0.0	0.0	16.3	0.0	2.0	11.3
1096	598006.38	4850957.55	1.00	2	DEN	A	92.4	0.0	0.0	0.0	0.0	65.7	1.9	-2.1	0.0	0.0	10.0	0.0	7.3	9.5

Point Source, ISO 9613, Name: "B loading/unloading", ID: "B_LD26"																				
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)
1117	597939.75	4850770.79	1.00	0	DEN	A	92.4	0.0	0.0	0.0	0.0	62.7	1.5	-2.1	0.0	0.0	25.7	0.0	0.0	4.6

Sample Calculation - R5 (Full Buildout - Impulse Sources)

Point Source, ISO 9613, Name: "A loading/unloading", ID: "AB_LD1"																				
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)
1121	598044.70	4851006.13	1.00	0	DEN	A	92.4	0.0	0.0	0.0	0.0	62.7	1.5	0.8	0.0	0.0	14.6	0.0	0.0	12.8
1124	598044.70	4851006.13	1.00	1	DEN	A	92.4	0.0	0.0	0.0	0.0	63.1	1.5	3.0	0.0	0.0	11.4	0.0	2.0	11.3
1128	598044.70	4851006.13	1.00	2	DEN	A	92.4	0.0	0.0	0.0	0.0	65.7	1.9	0.9	0.0	0.0	7.1	0.0	7.3	9.5

Point Source, ISO 9613, Name: "A loading/unloading", ID: "AB_LD8"																				
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)
1131	597998.66	4850947.76	1.00	0	DEN	A	92.4	0.0	0.0	0.0	0.0	62.7	1.5	-1.8	0.0	0.0	17.5	0.0	0.0	12.5
1134	597998.66	4850947.76	1.00	1	DEN	A	92.4	0.0	0.0	0.0	0.0	63.1	1.5	-1.9	0.0	0.0	16.3	0.0	2.0	11.3
1136	597998.66	4850947.76	1.00	2	DEN	A	92.4	0.0	0.0	0.0	0.0	65.7	1.9	-2.1	0.0	0.0	10.0	0.0	7.3	9.5

Point Source, ISO 9613, Name: "B loading dock coupling/uncoupling", ID: "B_CP22"																				
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)
1141	597954.73	4850802.64	1.00	0	DEN	A	92.1	0.0	0.0	0.0	0.0	62.5	1.4	-2.2	0.0	0.0	25.7	0.0	0.0	4.7
1144	597954.73	4850802.64	1.00	1	DEN	A	92.1	0.0	0.0	0.0	0.0	64.8	1.8	-2.3	0.0	0.0	13.6	0.0	3.6	10.6
1148	597954.73	4850802.64	1.00	2	DEN	A	92.1	0.0	0.0	0.0	0.0	65.3	1.9	-2.3	0.0	0.0	12.1	0.0	5.5	9.6

Point Source, ISO 9613, Name: "A loading/unloading", ID: "AB_LD9"																				
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)
1152	597990.75	4850937.73	1.00	0	DEN	A	92.4	0.0	0.0	0.0	0.0	62.8	1.5	-1.8	0.0	0.0	17.4	0.0	0.0	12.5
1157	597990.75	4850937.73	1.00	1	DEN	A	92.4	0.0	0.0	0.0	0.0	63.1	1.5	-1.9	0.0	0.0	16.2	0.0	2.0	11.3
1160	597990.75	4850937.73	1.00	2	DEN	A	92.4	0.0	0.0	0.0	0.0	65.7	1.9	-2.1	0.0	0.0	10.0	0.0	7.3	9.5

Point Source, ISO 9613, Name: "A loading dock coupling/uncoupling", ID: "AB_CP4"																				
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)
1165	598031.11	4850975.99	1.00	0	DEN	A	92.1	0.0	0.0	0.0	0.0	62.5	1.5	-2.1	0.0	0.0	19.8	0.0	0.0	10.4
1168	598031.11	4850975.99	1.00	1	DEN	A	92.1	0.0	0.0	0.0	0.0	63.2	1.6	-2.2	0.0	0.0	17.5	0.0	2.0	10.0
1169	598031.11	4850975.99	1.00	2	DEN	A	92.1	0.0	0.0	0.0	0.0	65.6	1.9	-2.4	0.0	0.0	11.3	0.0	5.4	10.4

Point Source, ISO 9613, Name: "A loading dock coupling/uncoupling", ID: "AB_CP5"																				
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)
1174	598025.91	4850969.40	1.00	0	DEN	A	92.1	0.0	0.0	0.0	0.0	62.5	1.5	-2.1	0.0	0.0	19.9	0.0	0.0	10.4
1179	598025.91	4850969.40	1.00	1	DEN	A	92.1	0.0	0.0	0.0	0.0	63.2	1.6	-2.2	0.0	0.0	17.4	0.0	2.0	10.0
1187	598025.91	4850969.40	1.00	2	DEN	A	92.1	0.0	0.0	0.0	0.0	65.6	1.9	-2.4	0.0	0.0	11.3	0.0	5.4	10.4

Point Source, ISO 9613, Name: "A loading dock coupling/uncoupling", ID: "AB_CP3"																				
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)
1200	598036.68	4850983.04	1.00	0	DEN	A	92.1	0.0	0.0	0.0	0.0	62.5	1.5	-2.1	0.0	0.0	19.8	0.0	0.0	10.4
1205	598036.68	4850983.04	1.00	1	DEN	A	92.1	0.0	0.0	0.0	0.0	63.2	1.6	-2.2	0.0	0.0	17.4	0.0	2.0	10.0
1207	598036.68	4850983.04	1.00	2	DEN	A	92.1	0.0	0.0	0.0	0.0	65.6	1.9	-2.4	0.0	0.0	11.3	0.0	5.4	10.4

Point Source, ISO 9613, Name: "A loading dock coupling/uncoupling", ID: "AB_CP6"																				
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)
1212	598017.86	4850959.19	1.00	0	DEN	A	92.1	0.0	0.0	0.0	0.0	62.5	1.5	-2.1	0.0	0.0	19.9	0.0	0.0	10.3
1218	598017.86	4850959.19	1.00	1	DEN	A	92.1	0.0	0.0	0.0	0.0	63.2	1.6	-2.2	0.0	0.0	17.5	0.0	2.0	10.0
1226	598017.86	4850959.19	1.00	2	DEN	A	92.1	0.0	0.0	0.0	0.0	65.6	1.9	-2.4	0.0	0.0	11.3	0.0	5.4	10.4

Point Source, ISO 9613, Name: "A loading dock coupling/uncoupling", ID: "AB_CP2"																				
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)
1235	598045.07	4850993.69	1.00	0	DEN	A	92.1	0.0	0.0	0.0	0.0	62.5	1.5	-1.3	0.0	0.0	18.9	0.0	0.0	10.5
1238	598045.07	4850993.69	1.00	1	DEN	A	92.1	0.0	0.0	0.0	0.0	63.2	1.6	2.5	0.0	0.0	12.7	0.0	2.0	10.0
1241	598045.07	4850993.69	1.00	2	DEN	A	92.1	0.0	0.0	0.0	0.0	65.6	1.9	-1.6	0.0	0.0	10.4	0.0	5.4	10.4

Point Source, ISO 9613, Name: "A loading dock coupling/uncoupling", ID: "AB_CP7"																				
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)
1244	598012.66	4850952.59	1.00	0	DEN	A	92.1	0.0	0.0	0.0	0.0	62.5	1.5	-2.1	0.0	0.0	19.9	0.0	0.0	10.3

Sample Calculation - R5 (Full Buildout - Impulse Sources)

Point Source, ISO 9613, Name: "A loading dock coupling/uncoupling", ID: "AB_CP7"																				
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)
1253	598012.66	4850952.59	1.00	1	DEN	A	92.1	0.0	0.0	0.0	0.0	63.2	1.6	-2.2	0.0	0.0	17.4	0.0	2.0	10.0
1261	598012.66	4850952.59	1.00	2	DEN	A	92.1	0.0	0.0	0.0	0.0	65.6	1.9	-2.4	0.0	0.0	11.3	0.0	5.4	10.4

Point Source, ISO 9613, Name: "A loading/unloading", ID: "AB_LD10"																				
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)
1265	597982.58	4850927.37	1.00	0	DEN	A	92.4	0.0	0.0	0.0	0.0	62.8	1.5	-1.8	0.0	0.0	17.4	0.0	0.0	12.5
1267	597982.58	4850927.37	1.00	1	DEN	A	92.4	0.0	0.0	0.0	0.0	63.2	1.5	-1.9	0.0	0.0	16.2	0.0	2.0	11.3
1269	597982.58	4850927.37	1.00	2	DEN	A	92.4	0.0	0.0	0.0	0.0	65.8	1.9	-2.1	0.0	0.0	10.0	0.0	7.3	9.5

Point Source, ISO 9613, Name: "A loading dock coupling/uncoupling", ID: "AB_CP1"																				
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)
1273	598050.98	4851001.18	1.00	0	DEN	A	92.1	0.0	0.0	0.0	0.0	62.5	1.5	-0.8	0.0	0.0	18.3	0.0	0.0	10.6
1281	598050.98	4851001.18	1.00	1	DEN	A	92.1	0.0	0.0	0.0	0.0	63.2	1.6	2.9	0.0	0.0	12.3	0.0	2.0	10.1
1287	598050.98	4851001.18	1.00	2	DEN	A	92.1	0.0	0.0	0.0	0.0	65.6	1.9	-0.8	0.0	0.0	9.6	0.0	5.3	10.4

Point Source, ISO 9613, Name: "A loading dock coupling/uncoupling", ID: "AB_CP8"																				
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)
1291	598004.94	4850942.81	1.00	0	DEN	A	92.1	0.0	0.0	0.0	0.0	62.5	1.5	-2.1	0.0	0.0	20.0	0.0	0.0	10.2
1294	598004.94	4850942.81	1.00	1	DEN	A	92.1	0.0	0.0	0.0	0.0	63.3	1.6	-2.2	0.0	0.0	17.4	0.0	2.0	10.0
1297	598004.94	4850942.81	1.00	2	DEN	A	92.1	0.0	0.0	0.0	0.0	65.6	1.9	-2.4	0.0	0.0	11.2	0.0	5.3	10.4

Point Source, ISO 9613, Name: "A loading/unloading", ID: "AB_LD11"																				
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)
1310	597977.47	4850920.89	1.00	0	DEN	A	92.4	0.0	0.0	0.0	0.0	62.8	1.5	-1.8	0.0	0.0	17.4	0.0	0.0	12.5
1313	597977.47	4850920.89	1.00	1	DEN	A	92.4	0.0	0.0	0.0	0.0	63.2	1.5	-1.9	0.0	0.0	16.1	0.0	2.0	11.3
1329	597977.47	4850920.89	1.00	2	DEN	A	92.4	0.0	0.0	0.0	0.0	65.8	1.9	-2.1	0.0	0.0	9.9	0.0	7.3	9.5

Point Source, ISO 9613, Name: "B loading dock coupling/uncoupling", ID: "B_CP23"																				
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)
1335	597949.40	4850795.90	1.00	0	DEN	A	92.1	0.0	0.0	0.0	0.0	62.6	1.5	-2.2	0.0	0.0	25.6	0.0	0.0	4.6
1338	597949.40	4850795.90	1.00	1	DEN	A	92.1	0.0	0.0	0.0	0.0	64.9	1.8	-2.3	0.0	0.0	13.5	0.0	3.6	10.7
1345	597949.40	4850795.90	1.00	2	DEN	A	92.1	0.0	0.0	0.0	0.0	65.4	1.9	-2.4	0.0	0.0	12.1	0.0	5.4	9.7

Point Source, ISO 9613, Name: "A loading dock coupling/uncoupling", ID: "AB_CP9"																				
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)
1363	597997.03	4850932.77	1.00	0	DEN	A	92.1	0.0	0.0	0.0	0.0	62.6	1.5	-2.1	0.0	0.0	19.9	0.0	0.0	10.2
1377	597997.03	4850932.77	1.00	1	DEN	A	92.1	0.0	0.0	0.0	0.0	63.3	1.6	-2.2	0.0	0.0	17.3	0.0	2.0	10.1
1386	597997.03	4850932.77	1.00	2	DEN	A	92.1	0.0	0.0	0.0	0.0	65.6	1.9	-2.4	0.0	0.0	11.2	0.0	5.3	10.4

Point Source, ISO 9613, Name: "B loading/unloading", ID: "B_LD27"																				
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)
1390	597931.78	4850760.70	1.00	0	DEN	A	92.4	0.0	0.0	0.0	0.0	62.9	1.5	-2.1	0.0	0.0	25.6	0.0	0.0	4.4

Point Source, ISO 9613, Name: "A loading/unloading", ID: "AB_LD12"																				
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)
1420	597969.53	4850910.83	1.00	0	DEN	A	92.4	0.0	0.0	0.0	0.0	62.9	1.5	-1.8	0.0	0.0	17.3	0.0	0.0	12.5
1436	597969.53	4850910.83	1.00	1	DEN	A	92.4	0.0	0.0	0.0	0.0	63.2	1.5	-1.9	0.0	0.0	16.1	0.0	2.0	11.3
1440	597969.53	4850910.83	1.00	2	DEN	A	92.4	0.0	0.0	0.0	0.0	65.8	1.9	-2.1	0.0	0.0	9.9	0.0	7.3	9.5

Point Source, ISO 9613, Name: "A loading dock coupling/uncoupling", ID: "AB_CP10"																				
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)
1447	597988.86	4850922.41	1.00	0	DEN	A	92.1	0.0	0.0	0.0	0.0	62.6	1.5	-2.1	0.0	0.0	19.9	0.0	0.0	10.2
1455	597988.86	4850922.41	1.00	1	DEN	A	92.1	0.0	0.0	0.0	0.0	63.3	1.6	-2.2	0.0	0.0	17.3	0.0	2.0	10.1
1460	597988.86	4850922.41	1.00	2	DEN	A	92.1	0.0	0.0	0.0	0.0	65.6	1.9	-2.4	0.0	0.0	11.2	0.0	5.3	10.4

Sample Calculation - R5 (Full Buildout - Impulse Sources)

Point Source, ISO 9613, Name: "A loading/unloading", ID: "AB_LD13"																				
Nr.	X	Y	Z	Refl.	DEN	Freq.	Lw	I/a	Optime	K0	Di	Adiv	Aatm	Agr	Afol	Ahous	Abar	Cmet	RL	Lr
	(m)	(m)	(m)			(Hz)	dB(A)	dB	dB	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	dB(A)
1465	597964.08	4850903.91	1.00	0	DEN	A	92.4	0.0	0.0	0.0	0.0	62.9	1.5	-1.8	0.0	0.0	17.2	0.0	0.0	12.5
1468	597964.08	4850903.91	1.00	1	DEN	A	92.4	0.0	0.0	0.0	0.0	63.3	1.5	-1.9	0.0	0.0	16.0	0.0	2.0	11.3
1472	597964.08	4850903.91	1.00	2	DEN	A	92.4	0.0	0.0	0.0	0.0	65.8	1.9	-2.1	0.0	0.0	9.9	0.0	7.3	9.6

Point Source, ISO 9613, Name: "A loading dock coupling/uncoupling", ID: "AB_CP11"																				
Nr.	X	Y	Z	Refl.	DEN	Freq.	Lw	I/a	Optime	K0	Di	Adiv	Aatm	Agr	Afol	Ahous	Abar	Cmet	RL	Lr
	(m)	(m)	(m)			(Hz)	dB(A)	dB	dB	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	dB(A)
1481	597983.75	4850915.93	1.00	0	DEN	A	92.1	0.0	0.0	0.0	0.0	62.7	1.5	-2.1	0.0	0.0	19.8	0.0	0.0	10.2
1485	597983.75	4850915.93	1.00	1	DEN	A	92.1	0.0	0.0	0.0	0.0	63.3	1.6	-2.2	0.0	0.0	17.2	0.0	2.0	10.1
1496	597983.75	4850915.93	1.00	2	DEN	A	92.1	0.0	0.0	0.0	0.0	65.6	1.9	-2.4	0.0	0.0	11.2	0.0	5.3	10.4

Point Source, ISO 9613, Name: "B loading dock coupling/uncoupling", ID: "B_CP24"																				
Nr.	X	Y	Z	Refl.	DEN	Freq.	Lw	I/a	Optime	K0	Di	Adiv	Aatm	Agr	Afol	Ahous	Abar	Cmet	RL	Lr
	(m)	(m)	(m)			(Hz)	dB(A)	dB	dB	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	dB(A)
1500	597944.04	4850789.12	1.00	0	DEN	A	92.1	0.0	0.0	0.0	0.0	62.7	1.5	-2.2	0.0	0.0	25.6	0.0	0.0	4.5
1503	597944.04	4850789.12	1.00	2	DEN	A	92.1	0.0	0.0	0.0	0.0	65.4	1.9	-2.3	0.0	0.0	12.0	0.0	5.4	9.7

Point Source, ISO 9613, Name: "A loading/unloading", ID: "AB_LD14"																				
Nr.	X	Y	Z	Refl.	DEN	Freq.	Lw	I/a	Optime	K0	Di	Adiv	Aatm	Agr	Afol	Ahous	Abar	Cmet	RL	Lr
	(m)	(m)	(m)			(Hz)	dB(A)	dB	dB	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	dB(A)
1510	597959.31	4850897.86	1.00	0	DEN	A	92.4	0.0	0.0	0.0	0.0	63.0	1.5	-1.8	0.0	0.0	17.2	0.0	0.0	12.5
1529	597959.31	4850897.86	1.00	1	DEN	A	92.4	0.0	0.0	0.0	0.0	63.3	1.5	-1.9	0.0	0.0	16.0	0.0	2.0	11.3
1533	597959.31	4850897.86	1.00	2	DEN	A	92.4	0.0	0.0	0.0	0.0	65.8	1.9	-2.1	0.0	0.0	9.9	0.0	7.3	9.6

Point Source, ISO 9613, Name: "B loading/unloading", ID: "B_LD28"																				
Nr.	X	Y	Z	Refl.	DEN	Freq.	Lw	I/a	Optime	K0	Di	Adiv	Aatm	Agr	Afol	Ahous	Abar	Cmet	RL	Lr
	(m)	(m)	(m)			(Hz)	dB(A)	dB	dB	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	dB(A)
1559	597926.52	4850754.04	1.00	0	DEN	A	92.4	0.0	0.0	0.0	0.0	63.0	1.5	-2.0	0.0	0.0	25.6	0.0	0.0	4.3

Point Source, ISO 9613, Name: "A loading dock coupling/uncoupling", ID: "AB_CP12"																				
Nr.	X	Y	Z	Refl.	DEN	Freq.	Lw	I/a	Optime	K0	Di	Adiv	Aatm	Agr	Afol	Ahous	Abar	Cmet	RL	Lr
	(m)	(m)	(m)			(Hz)	dB(A)	dB	dB	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	dB(A)
1568	597975.82	4850905.87	1.00	0	DEN	A	92.1	0.0	0.0	0.0	0.0	62.7	1.5	-2.1	0.0	0.0	19.8	0.0	0.0	10.2
1572	597975.82	4850905.87	1.00	1	DEN	A	92.1	0.0	0.0	0.0	0.0	63.4	1.6	-2.2	0.0	0.0	17.2	0.0	2.0	10.1
1584	597975.82	4850905.87	1.00	2	DEN	A	92.1	0.0	0.0	0.0	0.0	65.7	2.0	-2.4	0.0	0.0	11.1	0.0	5.3	10.4

Point Source, ISO 9613, Name: "A loading/unloading", ID: "AB_LD15"																				
Nr.	X	Y	Z	Refl.	DEN	Freq.	Lw	I/a	Optime	K0	Di	Adiv	Aatm	Agr	Afol	Ahous	Abar	Cmet	RL	Lr
	(m)	(m)	(m)			(Hz)	dB(A)	dB	dB	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	dB(A)
1590	597953.53	4850890.54	1.00	0	DEN	A	92.4	0.0	0.0	0.0	0.0	63.0	1.5	-1.8	0.0	0.0	17.1	0.0	0.0	12.5
1595	597953.53	4850890.54	1.00	1	DEN	A	92.4	0.0	0.0	0.0	0.0	63.4	1.6	-1.9	0.0	0.0	15.9	0.0	2.0	11.3
1599	597953.53	4850890.54	1.00	2	DEN	A	92.4	0.0	0.0	0.0	0.0	65.9	1.9	-2.1	0.0	0.0	9.8	0.0	7.3	9.6

Point Source, ISO 9613, Name: "B loading dock coupling/uncoupling", ID: "B_CP25"																				
Nr.	X	Y	Z	Refl.	DEN	Freq.	Lw	I/a	Optime	K0	Di	Adiv	Aatm	Agr	Afol	Ahous	Abar	Cmet	RL	Lr
	(m)	(m)	(m)			(Hz)	dB(A)	dB	dB	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	dB(A)
1603	597938.78	4850782.47	1.00	0	DEN	A	92.1	0.0	0.0	0.0	0.0	62.8	1.5	-2.2	0.0	0.0	25.5	0.0	0.0	4.5

Point Source, ISO 9613, Name: "A loading dock coupling/uncoupling", ID: "AB_CP13"																				
Nr.	X	Y	Z	Refl.	DEN	Freq.	Lw	I/a	Optime	K0	Di	Adiv	Aatm	Agr	Afol	Ahous	Abar	Cmet	RL	Lr
	(m)	(m)	(m)			(Hz)	dB(A)	dB	dB	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	dB(A)
1606	597970.36	4850898.96	1.00	0	DEN	A	92.1	0.0	0.0	0.0	0.0	62.8	1.5	-2.1	0.0	0.0	19.7	0.0	0.0	10.2
1610	597970.36	4850898.96	1.00	1	DEN	A	92.1	0.0	0.0	0.0	0.0	63.4	1.6	-2.2	0.0	0.0	17.2	0.0	2.0	10.1
1614	597970.36	4850898.96	1.00	2	DEN	A	92.1	0.0	0.0	0.0	0.0	65.7	2.0	-2.4	0.0	0.0	11.1	0.0	5.3	10.4

Point Source, ISO 9613, Name: "A loading/unloading", ID: "AB_LD16"																				
Nr.	X	Y	Z	Refl.	DEN	Freq.	Lw	I/a	Optime	K0	Di	Adiv	Aatm	Agr	Afol	Ahous	Abar	Cmet	RL	Lr
	(m)	(m)	(m)			(Hz)	dB(A)	dB	dB	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	dB(A)
1618	597948.23	4850883.82	1.00	0	DEN	A	92.4	0.0	0.0	0.0	0.0	63.1	1.5	-1.8	0.0	0.0	17.1	0.0	0.0	12.5
1631	597948.23	4850883.82	1.00	1	DEN	A	92.4	0.0	0.0	0.0	0.0	63.4	1.6	-1.8	0.0	0.0	15.9	0.0	2.0	11.3
1647	597948.23	4850883.82	1.00	2	DEN	A	92.4	0.0	0.0	0.0	0.0	65.9	1.9	-2.1	0.0	0.0	9.8	0.0	7.2	9.6

Sample Calculation - R5 (Full Buildout - Impulse Sources)

Point Source, ISO 9613, Name: "A loading dock coupling/uncoupling", ID: "AB_CP14"																				
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)
1652	597965.59	4850892.91	1.00	0	DEN	A	92.1	0.0	0.0	0.0	0.0	62.8	1.5	-2.1	0.0	0.0	19.7	0.0	0.0	10.2
1662	597965.59	4850892.91	1.00	1	DEN	A	92.1	0.0	0.0	0.0	0.0	63.5	1.6	-2.2	0.0	0.0	17.1	0.0	2.0	10.1
1665	597965.59	4850892.91	1.00	2	DEN	A	92.1	0.0	0.0	0.0	0.0	65.7	2.0	-2.4	0.0	0.0	11.0	0.0	5.3	10.5

Point Source, ISO 9613, Name: "B loading/unloading", ID: "B_LD29"																				
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)
1669	597921.19	4850747.30	1.00	0	DEN	A	92.4	0.0	0.0	0.0	0.0	63.1	1.5	-2.1	0.0	0.0	25.6	0.0	0.0	4.2

Point Source, ISO 9613, Name: "A loading dock coupling/uncoupling", ID: "AB_CP15"																				
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)
1675	597959.81	4850885.58	1.00	0	DEN	A	92.1	0.0	0.0	0.0	0.0	62.9	1.5	-2.1	0.0	0.0	19.6	0.0	0.0	10.2
1685	597959.81	4850885.58	1.00	1	DEN	A	92.1	0.0	0.0	0.0	0.0	63.5	1.6	-2.2	0.0	0.0	17.0	0.0	2.0	10.1
1689	597959.81	4850885.58	1.00	2	DEN	A	92.1	0.0	0.0	0.0	0.0	65.7	2.0	-2.4	0.0	0.0	11.0	0.0	5.3	10.5

Point Source, ISO 9613, Name: "B loading dock coupling/uncoupling", ID: "B_CP26"																				
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)
1693	597933.47	4850775.75	1.00	0	DEN	A	92.1	0.0	0.0	0.0	0.0	62.9	1.5	-2.2	0.0	0.0	25.5	0.0	0.0	4.4

Point Source, ISO 9613, Name: "A loading/unloading", ID: "AB_LD17"																				
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)
1711	597940.27	4850873.73	1.00	0	DEN	A	92.4	0.0	0.0	0.0	0.0	63.2	1.5	-1.8	0.0	0.0	17.0	0.0	0.0	12.5
1715	597940.27	4850873.73	1.00	1	DEN	A	92.4	0.0	0.0	0.0	0.0	63.5	1.6	-1.9	0.0	0.0	15.8	0.0	2.0	11.4
1718	597940.27	4850873.73	1.00	2	DEN	A	92.4	0.0	0.0	0.0	0.0	65.9	1.9	-2.1	0.0	0.0	9.7	0.0	7.2	9.6

Point Source, ISO 9613, Name: "A loading dock coupling/uncoupling", ID: "AB_CP16"																				
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)
1724	597954.52	4850878.87	1.00	0	DEN	A	92.1	0.0	0.0	0.0	0.0	62.9	1.5	-2.1	0.0	0.0	19.5	0.0	0.0	10.2
1729	597954.52	4850878.87	1.00	1	DEN	A	92.1	0.0	0.0	0.0	0.0	63.6	1.6	-2.2	0.0	0.0	16.9	0.0	2.0	10.1
1738	597954.52	4850878.87	1.00	2	DEN	A	92.1	0.0	0.0	0.0	0.0	65.8	2.0	-2.4	0.0	0.0	10.9	0.0	5.3	10.5

Point Source, ISO 9613, Name: "B loading/unloading", ID: "B_LD30"																				
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)
1789	597915.86	4850740.56	1.00	0	DEN	A	92.4	0.0	0.0	0.0	0.0	63.2	1.5	-2.1	0.0	0.0	25.6	0.0	0.0	4.1

Point Source, ISO 9613, Name: "A loading/unloading", ID: "AB_LD18"																				
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)
1791	597932.50	4850863.87	1.00	0	DEN	A	92.4	0.0	0.0	0.0	0.0	63.3	1.5	-1.8	0.0	0.0	16.9	0.0	0.0	12.5
1795	597932.50	4850863.87	1.00	1	DEN	A	92.4	0.0	0.0	0.0	0.0	63.6	1.6	-1.9	0.0	0.0	15.7	0.0	2.0	11.4
1800	597932.50	4850863.87	1.00	2	DEN	A	92.4	0.0	0.0	0.0	0.0	66.0	1.9	-2.1	0.0	0.0	9.7	0.0	7.2	9.7

Point Source, ISO 9613, Name: "A loading dock coupling/uncoupling", ID: "AB_CP17"																				
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)
1805	597946.56	4850868.77	1.00	0	DEN	A	92.1	0.0	0.0	0.0	0.0	63.0	1.5	-2.1	0.0	0.0	19.4	0.0	0.0	10.2
1809	597946.56	4850868.77	1.00	1	DEN	A	92.1	0.0	0.0	0.0	0.0	63.7	1.6	-2.2	0.0	0.0	16.8	0.0	2.0	10.1
1813	597946.56	4850868.77	1.00	2	DEN	A	92.1	0.0	0.0	0.0	0.0	65.8	2.0	-2.4	0.0	0.0	10.9	0.0	5.3	10.5

Point Source, ISO 9613, Name: "B loading dock coupling/uncoupling", ID: "B_CP27"																				
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)
1817	597925.50	4850765.66	1.00	0	DEN	A	92.1	0.0	0.0	0.0	0.0	63.0	1.5	-2.2	0.0	0.0	25.4	0.0	0.0	4.3

Point Source, ISO 9613, Name: "B loading/unloading", ID: "B_LD31"																				
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)
1822	597910.55	4850733.83	1.00	0	DEN	A	92.4	0.0	0.0	0.0	0.0	63.3	1.5	-2.1	0.0	0.0	25.5	0.0	0.0	4.0

Sample Calculation - R5 (Full Buildout - Impulse Sources)

Point Source, ISO 9613, Name: "A loading dock coupling/uncoupling", ID: "AB_CP18"																				
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)
1826	597938.78	4850858.91	1.00	0	DEN	A	92.1	0.0	0.0	0.0	0.0	63.1	1.5	-2.1	0.0	0.0	19.3	0.0	0.0	10.2
1829	597938.78	4850858.91	1.00	1	DEN	A	92.1	0.0	0.0	0.0	0.0	63.7	1.6	-2.2	0.0	0.0	16.7	0.0	2.0	10.2
1833	597938.78	4850858.91	1.00	2	DEN	A	92.1	0.0	0.0	0.0	0.0	65.9	2.0	-2.4	0.0	0.0	10.8	0.0	5.3	10.5

Point Source, ISO 9613, Name: "B loading dock coupling/uncoupling", ID: "B_CP28"																				
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)
1838	597920.24	4850759.00	1.00	0	DEN	A	92.1	0.0	0.0	0.0	0.0	63.1	1.5	-2.2	0.0	0.0	25.4	0.0	0.0	4.2

Point Source, ISO 9613, Name: "B loading/unloading", ID: "B_LD32"																				
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)
1842	597905.38	4850727.29	1.00	0	DEN	A	92.4	0.0	0.0	0.0	0.0	63.4	1.6	-2.0	0.0	0.0	25.4	0.0	0.0	3.9

Point Source, ISO 9613, Name: "B loading dock coupling/uncoupling", ID: "B_CP29"																				
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)
1845	597914.91	4850752.26	1.00	0	DEN	A	92.1	0.0	0.0	0.0	0.0	63.2	1.6	-2.2	0.0	0.0	25.3	0.0	0.0	4.2

Point Source, ISO 9613, Name: "B loading/unloading", ID: "B_LD33"																				
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)
1848	597900.07	4850720.58	1.00	0	DEN	A	92.4	0.0	0.0	0.0	0.0	63.6	1.6	-2.0	0.0	0.0	25.4	0.0	0.0	3.8

Point Source, ISO 9613, Name: "B loading dock coupling/uncoupling", ID: "B_CP30"																				
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)
1852	597909.58	4850745.52	1.00	0	DEN	A	92.1	0.0	0.0	0.0	0.0	63.4	1.6	-2.1	0.0	0.0	25.2	0.0	0.0	4.1

Point Source, ISO 9613, Name: "B loading dock coupling/uncoupling", ID: "B_CP31"																				
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)
1855	597904.27	4850738.79	1.00	0	DEN	A	92.1	0.0	0.0	0.0	0.0	63.5	1.6	-2.2	0.0	0.0	25.2	0.0	0.0	4.0

Point Source, ISO 9613, Name: "B loading dock coupling/uncoupling", ID: "B_CP32"																				
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)
1857	597899.10	4850732.25	1.00	0	DEN	A	92.1	0.0	0.0	0.0	0.0	63.6	1.6	-2.2	0.0	0.0	25.1	0.0	0.0	4.0

Point Source, ISO 9613, Name: "B loading dock coupling/uncoupling", ID: "B_CP33"																				
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)
1860	597893.80	4850725.54	1.00	0	DEN	A	92.1	0.0	0.0	0.0	0.0	63.7	1.6	-2.2	0.0	0.0	25.0	0.0	0.0	3.9

APPENDIX D

TRANSPORTATION NOISE CALCULATION DETAILS

STAMSON 5.04 NORMAL REPORT Date: 14-11-2025 09:49:37
 MINISTRY OF ENVIRONMENT, CONSERVATION AND PARKS / NOISE ASSESSMENT

Filename: ef.te Time Period: 16 hours
 Description: **Office - East Facade**

Road data, segment # 1: Airport

 Car traffic volume : 22638 veh/TimePeriod *
 Medium truck volume : 3993 veh/TimePeriod *
 Heavy truck volume : 909 veh/TimePeriod *
 Posted speed limit : 80 km/h
 Road gradient : 0 %
 Road pavement : 1 (Typical asphalt or concrete)

Data for Segment # 1: Airport

 Angle1 Angle2 : -90.00 deg 90.00 deg
 Wood depth : 0 (No woods.)
 No of house rows : 0
 Surface : 1 (Absorptive ground surface)
 Receiver source distance : 30.00 m
 Receiver height : 1.50 m
 Topography : 1 (Flat/gentle slope; no barrier)
 Reference angle : 0.00

Results segment # 1: Airport

Source height = 1.35 m

ROAD (0.00 + 69.38 + 0.00) = 69.38 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	75.83	0.00	-5.00	-1.46	0.00	0.00	0.00	69.38

Segment Leq : 69.38 dBA

Total Leq All Segments: 69.38 dBA

TOTAL Leq FROM ALL SOURCES: 69.38

Date: September 22, 2025
Requestor: Anthony Amarra, Valcoustics Canada Ltd.
Request Type: Noise Traffic Data Request
Location: Airport Road - 2.1 KM North of Mayfield Road

Anthony Amarra,

As per your request, please see below traffic data from 2024:

	Existing	Ultimate
24 Hour Traffic Volume	11980	32400
# of Lanes	2	4
Day/Night Split	85/15	85/15
Day Trucks (% of Total Volume)	14.5% Medium 3.3% Heavy	14.5% Medium 3.3% Heavy
Night Trucks (% of Total Volume)	7.4% Medium 3.5% Heavy	7.4% Medium 3.5% Heavy
Right-of-Way Width	45 meters	
Posted Speed Limit	80 km/h	

Note:

1. The current volume is not the Annual Average Daily Traffic, but the averaged raw volumes over three data collection days. For Annual Average Traffic Volume, visit the Peel Open Data website below:
<https://data.peelregion.ca/datasets/RegionofPeel::traffic-count-stations/explore>
2. The ultimate volume is the planned volume during a level of service 'D' where a 2 second vehicle headway and a volume to capacity ratio of 0.9 is assumed. Traffic signals and hourly variations in traffic are also incorporated into the ultimate volume.

If you require further assistance, please contact me at transportationplanningdata@peelregion.ca

Regards,

Luciano Marchesan

Transportation Data & Modelling Analyst,
Transportation Policy & Modelling
Transportation Division | Public Works | Region of Peel
10 Peel Centre Drive, Suite B, 4th Floor

APPENDIX E

RESPONSE TO TOWN COMMENTS

COMMENT	RESPONSE
Section 1.1 states the study was prepared for a Draft Plan of Subdivision, but it is intended to support the Zoning and Site Plan Applications. Revise accordingly.	The updated report is intended for the Phase 1 Site Plan Application. See Section 1.
The study notes that tenants and operations are unknown, and a predictable worst-case scenario was assessed. Given the uncertainty, the assessment should also consider potential refrigeration units and emergency generators to provide a conservative evaluation permitted under the zoning	The building is not being designed to accommodate any cold storage. Therefore, it is understood that only non-refrigerated freight trucks will occur at the site. Further, the Site Plan does not show any location for an emergency generator, and therefore it was assumed that there would be no emergency generator on site.
Include Table B-2, showing calculated ambient sound levels, within the main body of the report	A table summarizing the calculated ambient and corresponding guideline limits has been added as Table 2.
Provide a table within the body of the report summarizing predicted mitigated sound levels for both non-impulse and impulse sources, showing compliance with limits and the effect of proposed noise mitigation measures (e.g., noise barriers).	Tables 5 and 6 have been added to show the mitigated sound levels for the full buildout condition (assuming loading/unloading and shunting could occur during the nighttime).
Clearly specify the required top-of-noise-barrier elevation in the text and on the figures, based on the grading plan. Include Crozier's latest Grading Plan in the Appendices as a reference.	The sound barrier will be designed as part of Phase 2 (Building B), as it is not required for Phase 1 (Building A).
Reference the Town of Caledon Noise By-Law 86-110 in the report, including Items 4, 5, 14, and any other relevant provisions	Section 2.2 has been added.
Development Engineering reserves the right to peer review the revised report at the applicant's expense.	Acknowledged.