

Environmental Noise Impact Study

Tullamore Lands

Proposed Industrial Development

12245 & 0 Torbram Road
Town of Caledon

April 26, 2023
Project: 121-0208

Prepared for

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1.0 INTRODUCTION

1.1 BACKGROUND AND PURPOSE

Valcoustics Canada Ltd. (VCL) previously prepared an Environmental Noise Impact Study dated July 9, 2021 in support of the Zoning by-law Amendment, Official Plan Amendment, and Draft Plan of Subdivision application for the proposed industrial development located at 12245 & 0 Torbram Road in the Town of Caledon.

Since the preparation of the previous report, additional parcels of land have been purchased by the developer, and the layouts of the different industrial buildings has been revised. In addition, more detailed information regarding the tenant for Building A has been provided, including the mechanical equipment, truck activities, and operational information for the facility. Updated grading information for a few of the buildings and the overall site has also been incorporated in the assessment.

This report updates the previous study to account for the changes described above, as well as comments received from the Town of Caledon dated January 17, 2022. The comments are included as Appendix B and have been marked-up with references to specific sections within the report.

1.2 SITE AND SURROUNDING AREA

The site is located on the north side of Mayfield Road, between Torbram Road and Airport Road in the Town of Caledon. The site is bounded by:

- Torbram Road, with existing residential and agricultural lands and a golf course beyond, to the west;
- Existing residential and agricultural lands to the north;
- Airport Road, with existing industrial uses beyond, to the east; and
- Mayfield Road, with existing agricultural lands beyond, to the south.

There are also existing industrial uses southeast of the subject site, at the northwest corner of Mayfield Road and Airport Road.

The lands to the south of Mayfield Road are part of the City of Brampton's Countryside Villages Secondary Plan and Vales North Secondary Plan areas, which are intended for future mixed-use (including residential) development.

1.3 SITE DESCRIPTION

The overall site will consist of eight employment blocks which will have a total of nine industrial buildings (Buildings A, C, D, E, F, H, I, J, K), as well as stormwater management, greenbelt, and buffer blocks.

Loading docks and parking spaces are provided for each building. There will be an internal road network connecting to Airport Road, Torbram Road, and Mayfield Road. Trucks will access the sites using these internal roads and not directly from the major roadways.

There is an existing heritage dwelling at the south end of the site, along Mayfield Road, that will be relocated to the southwest corner of the property.

The assessment was prepared using the Overall Site Plan prepared by Turner Fleischer Architects Inc. dated March 24, 2023. Appendix A contains the Site Plan.

2.0 MECP ENVIRONMENTAL NOISE GUIDELINES

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 are considered Class 1 (Urban) due to the proximity to busy roadways and existing industrial uses.

For stationary noise 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 STEADY NOISE SOURCES

For steady, non-impulsive noise sources, the Class 1 sound level limits are $L_{eq, 1hr}$ of 50 dBA for daytime and evening hours (0700-2300) and 45 dBA for nighttime hours (2300 to 0700), or the

existing ambient (typically due to road traffic) if it is higher. The above numerical values are referred to as the exclusion limits.

2.2 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).

3.0 NOISE ASSESSMENT

3.1 NOISE SENSITIVE RECEPTORS

The closest noise-sensitive receptors to the site are the existing dwellings to the west and east, as well as the future dwellings to the south.

Nineteen (19) PORs were assessed. The receptors are shown on Figures 2 to 9. Receptors R01 to R16 represent existing dwellings, while R17 and R18 represent future dwellings on the lands to the south. R19 represents an existing heritage building which will be relocated as part of the development.

Receptor heights were taken at 4.5 m above grade to represent the plane-of-window receptors on the existing two-storey dwellings (R01, R05, R07, R09, R13, R15, and R16) and future dwellings (R17 to R18), 2.5 m above grade to represent the plane-of-window receptors on existing bungalows (R03 and R11), and 1.5 m above grade for the outdoor points of reception associated with the existing dwellings (R02, R04, R06, R08, R10, R12, R14).

3.2 APPLICABLE NOISE GUIDELINE LIMITS

The dwellings at the existing receptor locations (as well as the relocated heritage building) have windows which will face the proposed industrial buildings but are on facades that are screened from the major roadways by the dwellings themselves. Thus, the ambient due to road traffic is expected to be low and the minimum exclusion limits were used as the guideline limits at these receptors (i.e., R01 to R16 & R19).

The future dwellings to the south will be on the south side of Mayfield Road and their facades which will face the proposed industrial development will also have direct exposure to

Mayfield Road. Thus, the ambient due to Mayfield Road is expected to be higher than the minimum exclusion limits. The ambient sound levels due to Mayfield Road were calculated for these receptors (i.e., R17 and R18) and used as the guideline sound level limits. See Appendix C.

3.3 NOISE SOURCES & OPERATING SCENARIOS

Noise sources at the proposed industrial facility that could impact the noise sensitive receptors include various 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 at the docks or in the yards. Aside from Building A, the final tenants/uses for the buildings are currently not known.

3.3.1 Non-Impulsive Noise Sources

3.3.1.1 Building A

For Building A, it is understood that the facility will be a grocery store distribution centre, including office space, non-perishable, perishable and freezer storage areas. The mechanical equipment selections and truck operations were provided by the future tenant. The location of rooftop mechanical equipment was based on the Roof Plan prepared by Stendel & Reich Architecture, dated July 15, 2022. The Roof Plan, sound level data and truck operations are provided as Appendix D.

Noise sources at the facility with the potential to impact the nearby noise sensitive receptors are truck activities, rooftop mechanical units and noise emitted from the overhead doors at the maintenance building.

Truck Movement

- The distribution center will operate 24 hours a day, 7 days a week. Trucks will enter the facility along the east side of the site, proceed through a security checkpoint and continue to their respective docks. Perishable and freezer goods will be shipped/received from the north half of the facility, and non-refrigerated goods will be shipped/received from the south half of the building. Shunt trucks will move the trailers (both refrigerated and non-refrigerated) to and from the parking areas around the yard, as required. Refrigerated trailers will be parked at the lots east and west of the perishable/freezer area, while ambient trailers will be parked at the remaining lots. In departing the facility, the trucks will proceed back through the security checkpoint and exit at the southeast corner of the property. Detailed truck operations are shown in Appendix D.
- The trailer refrigeration units are expected to idle continuously while parked at the refrigerated/perishable storage docks as well as in the parking lots east and west of the building. The analysis was based on sample sound level data provided for Carrier refrigeration units model Vector 8500. These units have two modes of operation; a typical diesel engine mode, as well as in a "plug-in" standby mode (which has lower noise emissions). Product sound level data for the refrigeration units in both modes of operation was provided by the future tenant.

Rooftop Mechanical Equipment

- There will be 23 packaged rooftop units on the roof of the ambient storage. The units will be 25-ton York units (model AV25).
- There will be 3 condensers at the north end of the facility. The condensers will be Evapco units (model ECO-ATC-1001A).
- The roof of the perishable/freezer storage will have 52 mini penthouse units, used for refrigeration evaporation. These units will be completely enclosed, with no louvers or openings to the exterior environment. Thus, significant noise emissions are not expected, and these units have not been considered further in the analysis.
- The rooftop units were modelled as operating continuously (i.e., 60 minutes of the hour) during the daytime and evening and 30 minutes of the hour during the nighttime.

Maintenance Building

- Noise from activities occurring within the maintenance buildings could be emitted through the overhead doors, which would typically be left open during the warmer months. Sound level data for maintenance activities includes the use of air compressor and air tools were based on VCL measurements at similar facilities.
- Sound level data for maintenance activities, which includes the use of air compressors and air tools, were based on VCL measurements at similar facilities.
- The maintenance activities were modelled as operating for 20 minutes of the hour during the daytime and evening. The maintenance building is not operational at night.

3.3.1.2 Buildings C, D, E, F, H, I, J, and K

Truck Movement

Information about the truck activities at Buildings C, D, E, F, H, I, J and K was provided by Crozier, the traffic engineer for the project. Peak AM and PM hourly on site volumes were provided for each building. The higher of the AM and PM peak hour volume to each building was used as the daytime and evening truck volume in our analysis. At night, it was assumed that the highest volume would be 50% of the daytime volume.

Shunt trucks are expected to move trailers from the building's loading docks to the yards. The larger buildings (Building C, D, E, F and H) were assumed to have two shunt trucks operating continuously, while the smaller buildings (Buildings I, J and K) were assumed to have one shunt truck operating continuously.

Appendix E shows a summary of the number of truck movements used in the assessment for each building. These represent the maximum amount of truck activity expected during the daytime, evening, and nighttime periods.

Rooftop Mechanical Equipment

At the time of preparation of this report, mechanical design information has not been provided for Buildings C, D, E, G, H, I, J, and K. Therefore, the assessment was prepared using information from similar projects done by VCL.

The mechanical equipment expected to be used at the site is air conditioning units for the offices and air handling units for the warehouse areas. It was assumed each building will have four office AC units, modelled as 25-ton York units (same data as those used for Building A). To estimate the number of warehouse air handling units, one unit per 65,000 square feet was used. This is consistent with what we have seen used at similar facilities. Sound data for a 10000 CFM Trane gas heating unit was used in the model. The rooftop units were modelled as operating continuously (i.e., 60 minutes of the hour) during the daytime and evening and 30 minutes of the hour during the nighttime.

The assumed equipment locations are shown on Figures 2 and 8. Equipment sound level data is attached as Appendix E.

3.3.1.3 General

Although trucks will generally not idle for extended periods while on site, 2 minutes of truck idling has been included to account for manoeuvring and warm up at the loading bays.

The sound emission level for truck movements was calculated using information in Reference 2 assuming a truck speed of 20 km/hr.

The truck routes used to complete the assessment are shown on Figures 2 and 8.

3.3.2 Impulsive Noise Sources

Impulsive noise will occur at each dock during the loading/unloading of trailers, as well as when a truck/shunt truck couples/uncouples to a trailer at the loading docks or at the parking areas around the site.

Each trailer is assumed to hold 20 pallets, resulting in 40 impulse events while the goods are loaded/unloaded.

Impulses were modelled as line sources which distributes the impulses evenly along the entire length of the loading docks. For every truck arrival or departure from the site, it was assumed that there would be 40 loading/unloading impulses and 3 coupling/uncoupling impulses (2 at the docks and 1 in the yard). To ensure that the predictable worst-case scenario was assessed, impulses at each building were assessed independently. It was assumed that the impulses would be frequent (i.e., at least 10 in an hour) and they could occur at any time of the day, evening or night.

The impulse locations are shown on Figures 3 to 6 and 9 to 12.

Sound data for the noise sources was based on VCL measurements completed at similar facilities.

3.4 ASSESSMENT

The noise assessment was done using the CadnaA V2022 MR2 environmental acoustics modelling software. The 3-D model follows the procedures of ISO 9613 Part 2, "Acoustics – Attenuation of Sound during Propagation Outdoors". Appendix G contains calculation details from the CadnaA model.

- Grading for Building A was based on the Site Grading Plans (Northwest, Northeast, South East, South West), prepared by Odan Detech Consulting Engineers, dated July 15, 2022.

- Grading for Building D was based on the preliminary grading plan prepared by Crozier Consulting Engineers dated Mar 25, 2022.
- Grading for Building H was based on the preliminary grading plan prepared by Crozier Consulting Engineers dated January 18, 2023.
- Grading for the remainder of the site was based on the Preliminary Grading Plan – North & South, prepared by Crozier Consulting Engineers, dated January 26, 2023.

The grading plans are included as Appendix F.

3.5 RESULTS

Table 1 and Figure 2 show the predicted sound levels at the receptors due to the non-impulse sources.

The highest predicted sound levels of 57 dBA during the daytime/evening and 55 dBA during the nighttime occur at R01, closest to Building E. These sound levels correspond to excesses of 7 dBA over the daytime and evening limits and 10 dBA over the nighttime limits.

Figures 3 to 6 show the results of the impulse noise analysis. There are two (Figures 3 and 6) or four (Figures 4 and 5) panels on the figures with each panel showing the predicted log mean impulse sound levels due to impulses only occurring at each of the individual buildings.

Table 2 summarizes the highest predicted sound level each receptor is predicted to receive due to impulses at the loading docks and within the yards. Note that the impulse sound levels are the same during the daytime, evening, and nighttime periods; only the guideline limits differ between the periods (with the nighttime period representing the worst-case having the lowest guideline limit).

The highest predicted sound level of 64 dBAI (daytime and evening) occurs at R02, which is the rear yard of the dwelling north of Building E. The corresponding façade sound level is 63 dBAI (daytime, evening, and nighttime period), also due from impulses at the loading docks and yard of Building E. This represents an excess of up to 14 dBAI above the guideline limits during the daytime/evening at the rear yard and an excess of up to 13 dBAI during the daytime/evening and 18 dBAI during the nighttime period at the plane of window.

To address the excesses, mitigation is required.

4.0 MITIGATION

The most feasible mitigation measure to implement are sound barriers. Figure 7 shows the minimum sound barrier heights and extents required to meet the guideline limits at the closest noise-sensitive receptors. As shown in the figures, sound barriers ranging in height from 2.4 m to 10.0 m are needed to meet the guideline limits.

Table 3 and Figure 8 show the resulting sound levels due to non-impulse sources accounting for the mitigation measures.

Figures 9 to 12 show the predicted mitigated sound levels due to impulse sources. Table 4 shows the highest mitigated impulse sound level each receptor is predicted to receive.

The results show that the sound barriers mitigate the sound emissions to comply with the applicable guideline limits at the receptor locations.

Sound barriers must have a minimum face density of 20 kg/m² and be of solid construction with no holes, gaps, or cracks. Earth berms, wood, concrete, masonry, or composites meeting the above specification, or a combination of materials, such as fence atop a berm, can be used.

Note, as required by the Town of Caledon and Region of Peel, acoustic fences should generally be 2.0 m in height, with a maximum fence height no greater than 2.4 m. The remaining noise barrier heights may be achieved with the use of berms.

The analysis and mitigation requirements should be confirmed once more detailed information (such as grading information, mechanical design, operational activities at the buildings, etc.) for the industrial buildings.

5.0 CONCLUSION

The noise impact assessment of the proposed industrial development onto the neighbouring noise-sensitive receptors has been completed. The assessment shows that, with the appropriate mitigation measures, sound emissions from the proposed development comply with the applicable MECP noise guideline limits.

Compliance will be confirmed through the planning process by way of detailed studies for specific sites/properties as plans become available.

6.0 REFERENCES

1. MECP Publication NPC-300, "Stationary and Transportation Sources - Approval and Planning" Ontario Ministry of the Environment, August 2013.
2. "Federal Highway Administration's Traffic Noise Model (FHWA TNM), Version 1.0 – Technical Manual", Federal Highway Administration Report DOT-VNTSC-FHWA-98-2, February 1998.
3. "Environmental Noise Impact Study – Tullamore Lands – Proposed Industrial Development", Valcoustics Canada Ltd. Project #121-0208, July 15, 2021.
4. "Environmental Noise Impact Study – DC Kentucky – Proposed Distribution Centre, Caledon, Ontario", Valcoustics Canada Ltd. Project #121-0208.100, April 26, 2023.

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TABLE 1 UNMITIGATED SOUND LEVELS – NON-IMPULSE SOURCES

Receptor ID	Time Period	Predicted Sound Levels (dBA)	Applicable Guideline Limits (dBA)	Compliance with Guideline Limits? (Y/N)
R01	Daytime	57	50	NO
	Evening	57	50	NO
	Nighttime	55	45	NO
R02	Daytime	57	50	NO
	Evening	57	50	NO
R03	Daytime	55	50	NO
	Evening	55	50	NO
	Nighttime	52	45	NO
R04	Daytime	56	50	NO
	Evening	56	50	NO
R05	Daytime	57	50	NO
	Evening	57	50	NO
	Nighttime	53	45	NO
R06	Daytime	52	50	NO
	Evening	52	50	NO
R07	Daytime	49	50	YES
	Evening	49	50	YES
	Nighttime	46	45	NO
R08	Daytime	46	50	YES
	Evening	46	50	YES
R09	Daytime	52	50	NO
	Evening	52	50	NO
	Nighttime	50	45	NO
R10	Daytime	47	50	YES
	Evening	47	50	YES
R11	Daytime	44	50	YES
	Evening	44	50	YES
	Nighttime	42	45	YES
R12	Daytime	40	50	YES
	Evening	40	50	YES
R13	Daytime	50	50	YES
	Evening	50	50	YES
	Nighttime	47	45	NO
R14	Daytime	47	50	YES
	Evening	47	50	YES
R15	Daytime	50	50	YES
	Evening	50	50	YES
	Nighttime	47	45	NO
R16	Daytime	45	50	YES
	Evening	45	50	YES
	Nighttime	42	45	YES
R17	Daytime	44	62	YES
	Evening	44	59	YES
	Nighttime	42	53	YES
R18	Daytime	42	62	YES
	Evening	42	59	YES
	Nighttime	40	53	YES
R19	Daytime	45	50	YES
	Evening	45	50	YES
	Nighttime	43	45	YES

TABLE 2 WORST-CASE UNMITIGATED SOUND LEVELS – IMPULSE SOURCES

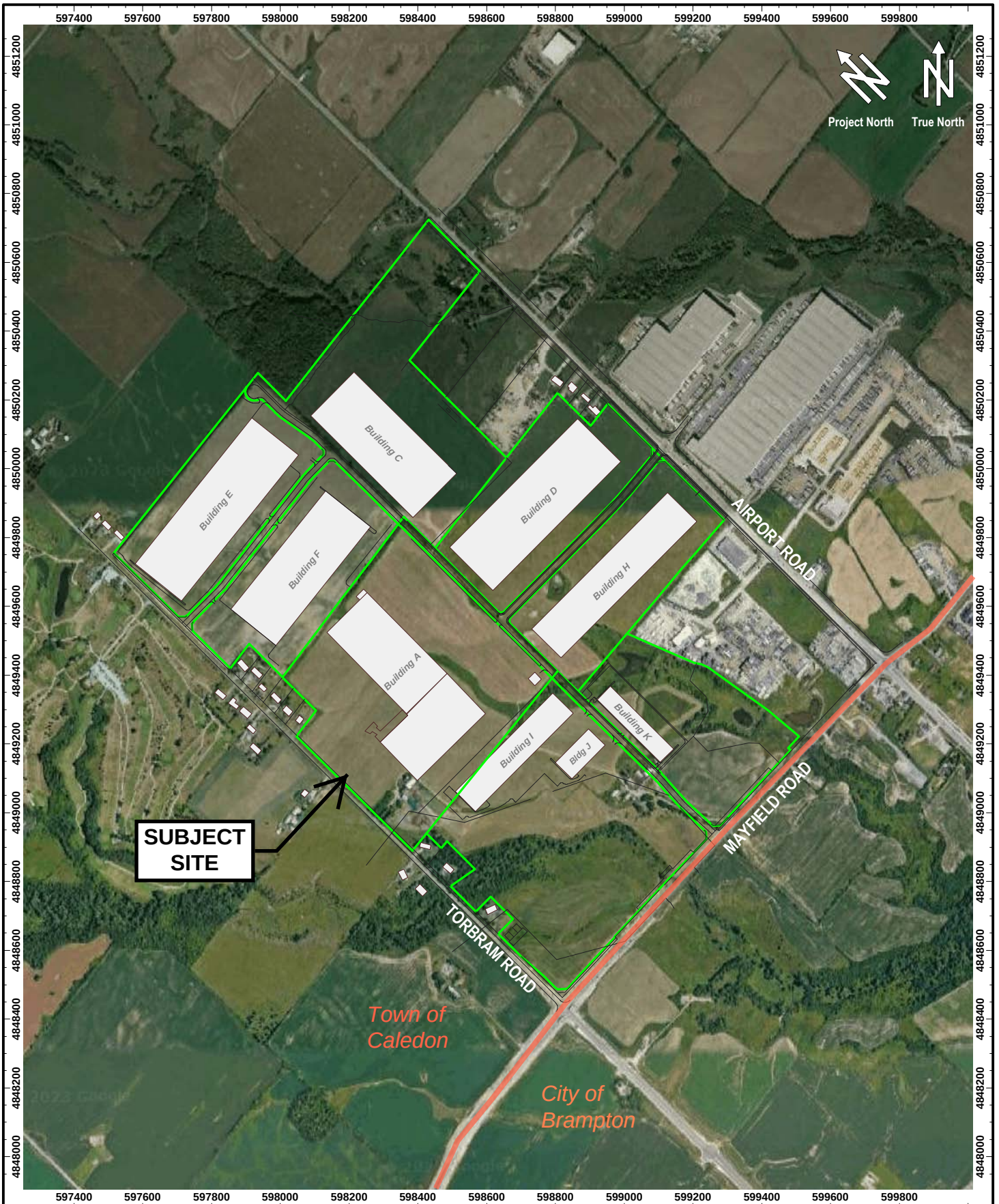
Receptor ID	Impulse Location	Time Period	Predicted Sound Levels (dBA)	Applicable Guideline Limits (dBA)	Compliance with Guideline Limits? (Y/N)
R01	Building E North Docks	Daytime	63	50	NO
		Evening	63	50	NO
		Nighttime	63	45	NO
R02	Building E North Docks	Daytime	64	50	NO
		Evening	64	50	NO
R03	Building F	Daytime	57	50	NO
		Evening	57	50	NO
		Nighttime	57	45	NO
R04	Building F	Daytime	59	50	NO
		Evening	59	50	NO
R05	Building A West Docks	Daytime	55	50	NO
		Evening	55	50	NO
		Nighttime	55	45	NO
R06	Building F	Daytime	52	50	NO
		Evening	52	50	NO
R07	Building F	Daytime	46	50	YES
		Evening	46	50	YES
		Nighttime	46	45	NO
R08	Building A West Docks	Daytime	42	50	YES
		Evening	42	50	YES
R09	Building A South Docks	Daytime	53	50	NO
		Evening	53	50	NO
		Nighttime	53	45	NO
R10	Building A South Docks	Daytime	48	50	YES
		Evening	48	50	YES
R11	Building D	Daytime	46	50	YES
		Evening	46	50	YES
		Nighttime	46	45	NO
R12	Building D	Daytime	43	50	YES
		Evening	43	50	YES
R13	Building D	Daytime	58	50	NO
		Evening	58	50	NO
		Nighttime	58	45	NO
R14	Building D	Daytime	59	50	NO
		Evening	59	50	NO
R15	Building C	Daytime	53	50	NO
		Evening	53	50	NO
		Nighttime	53	45	NO
R16	Building C	Daytime	48	50	YES
		Evening	48	50	YES
		Nighttime	48	45	NO
R17	Building K	Daytime	49	62	YES
		Evening	49	59	YES
		Nighttime	49	53	YES
R18	Building I	Daytime	46	62	YES
		Evening	46	59	YES
		Nighttime	46	53	YES
R19	Building I	Daytime	49	50	YES
		Evening	49	50	YES
		Nighttime	49	45	NO

TABLE 3 MITIGATED SOUND LEVELS – NON-IMPULSE SOURCES

Receptor ID	Time Period	Predicted Sound Levels (dBA)	Applicable Guideline Limits (dBA)	Compliance with Guideline Limits? (Y/N)
R01	Daytime	39	50	YES
	Evening	39	50	YES
	Nighttime	37	45	YES
R02	Daytime	38	50	YES
	Evening	38	50	YES
R03	Daytime	46	50	YES
	Evening	46	50	YES
	Nighttime	43	45	YES
R04	Daytime	44	50	YES
	Evening	44	50	YES
R05	Daytime	46	50	YES
	Evening	46	50	YES
	Nighttime	43	45	YES
R06	Daytime	43	50	YES
	Evening	43	50	YES
R07	Daytime	48	50	YES
	Evening	48	50	YES
	Nighttime	45	45	YES
R08	Daytime	46	50	YES
	Evening	46	50	YES
R09	Daytime	47	50	YES
	Evening	47	50	YES
	Nighttime	45	45	YES
R10	Daytime	42	50	YES
	Evening	42	50	YES
R11	Daytime	43	50	YES
	Evening	43	50	YES
	Nighttime	41	45	YES
R12	Daytime	39	50	YES
	Evening	39	50	YES
R13	Daytime	46	50	YES
	Evening	46	50	YES
	Nighttime	44	45	YES
R14	Daytime	45	50	YES
	Evening	45	50	YES
R15	Daytime	47	50	YES
	Evening	47	50	YES
	Nighttime	44	45	YES
R16	Daytime	44	50	YES
	Evening	44	50	YES
	Nighttime	41	45	YES
R17	Daytime	44	62	YES
	Evening	44	59	YES
	Nighttime	42	53	YES
R18	Daytime	41	62	YES
	Evening	41	59	YES
	Nighttime	38	53	YES
R19	Daytime	43	50	YES
	Evening	43	50	YES
	Nighttime	41	45	YES

TABLE 4 WORST-CASE MITIGATED SOUND LEVELS – IMPULSE SOURCES

Receptor ID	Impulse Location	Time Period	Predicted Sound Levels (dBA)	Applicable Guideline Limits (dBA)	Compliance with Guideline Limits? (Y/N)
R01	Building E North Docks	Daytime	45	50	YES
		Evening	45	50	YES
		Nighttime	45	45	YES
R02	Building E North Docks	Daytime	44	50	YES
		Evening	44	50	YES
R03	Building F	Daytime	43	50	YES
		Evening	43	50	YES
		Nighttime	43	45	YES
R04	Building F	Daytime	42	50	YES
		Evening	42	50	YES
R05	Building F	Daytime	45	50	YES
		Evening	45	50	YES
		Nighttime	45	45	YES
R06	Building A West Docks	Daytime	40	50	YES
		Evening	40	50	YES
R07	Building A West Docks	Daytime	42	50	YES
		Evening	42	50	YES
		Nighttime	42	45	YES
R08	Building A West Docks	Daytime	42	50	YES
		Evening	42	50	YES
R09	Building A South Docks	Daytime	45	50	YES
		Evening	45	50	YES
		Nighttime	45	45	YES
R10	Building A South Docks	Daytime	41	50	YES
		Evening	41	50	YES
R11	Building D/ Building H north docks	Daytime	41	50	YES
		Evening	41	50	YES
		Nighttime	41	45	YES
R12	Building D	Daytime	37	50	YES
		Evening	37	50	YES
R13	Building D	Daytime	45	50	YES
		Evening	45	50	YES
		Nighttime	45	45	YES
R14	Building D	Daytime	43	50	YES
		Evening	43	50	YES
R15	Building C	Daytime	45	50	YES
		Evening	45	50	YES
		Nighttime	45	45	YES
R16	Building C	Daytime	45	50	YES
		Evening	45	50	YES
		Nighttime	45	45	YES
R17	Building K	Daytime	49	62	YES
		Evening	49	59	YES
		Nighttime	49	53	YES
R18	Building I	Daytime	42	62	YES
		Evening	42	59	YES
		Nighttime	42	53	YES
R19	Building I	Daytime	45	50	YES
		Evening	45	50	YES
		Nighttime	45	45	YES



 VALCOUSTICS Canada Ltd. consulting acoustical engineers	Title Context Plan	Date 2023-04-13	Figure 1
	Project Name Tullamore Industrial Lands, Caledon	Project No. 121-0208	



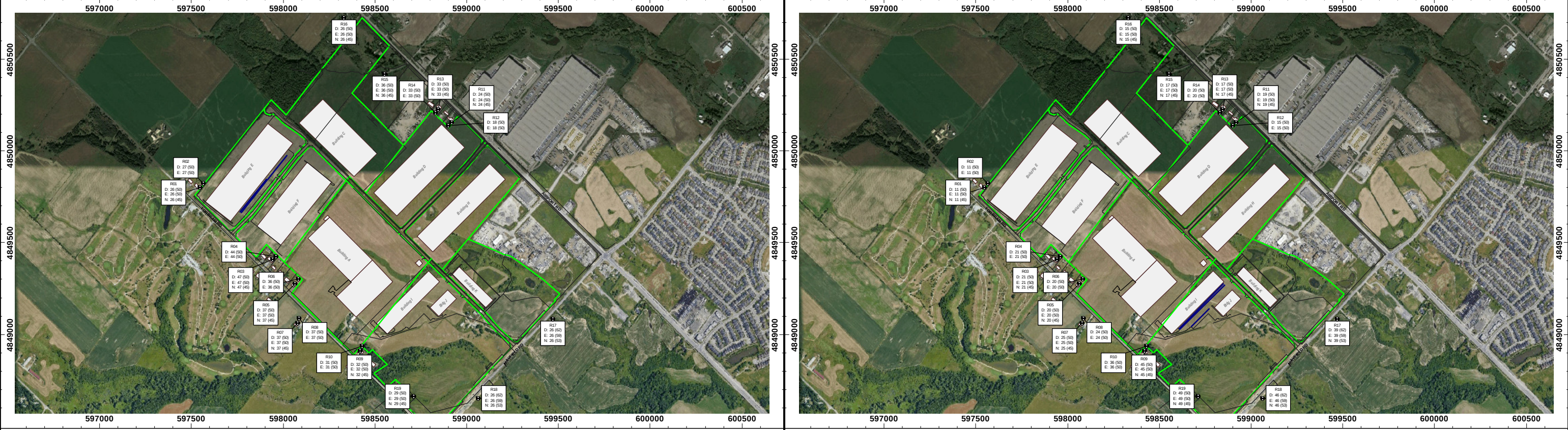
</





Building E North Loading Docks

Building F Loading Docks



Building E South Loading Docks

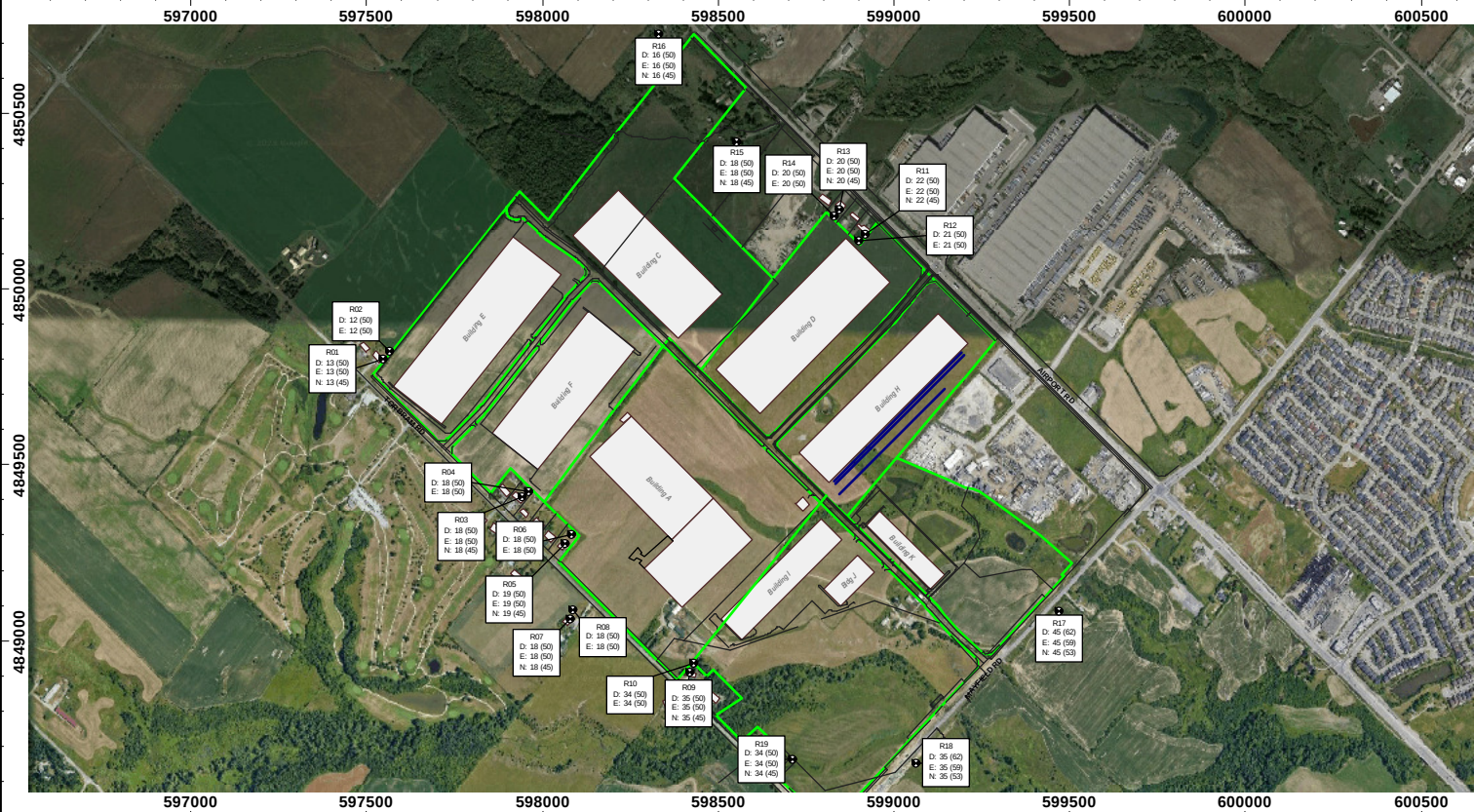
Building I Loading Docks

	Title		Date	Figure 5
	Predicted Sound Levels (dBA) - Buildings E, F, and I Loading Dock Impulses		2023-04-13	
	Project Name		Project No.	
	Tullamore Industrial Lands, Caledon		121-0208	



Building H North Loading Docks

Building J Loading Docks



Building H South Loading Docks



Building K Loading Docks

 VALCOUSTICS Canada Ltd. consulting acoustical engineers	Title		Date	Figure 6
	Predicted Sound Levels (dBAI) - Buildings H, J, and K Loading Dock Impulses		2023-04-13	
	Project Name		Project No.	
	Tullamore Industrial Lands, Caledon		121-0208	

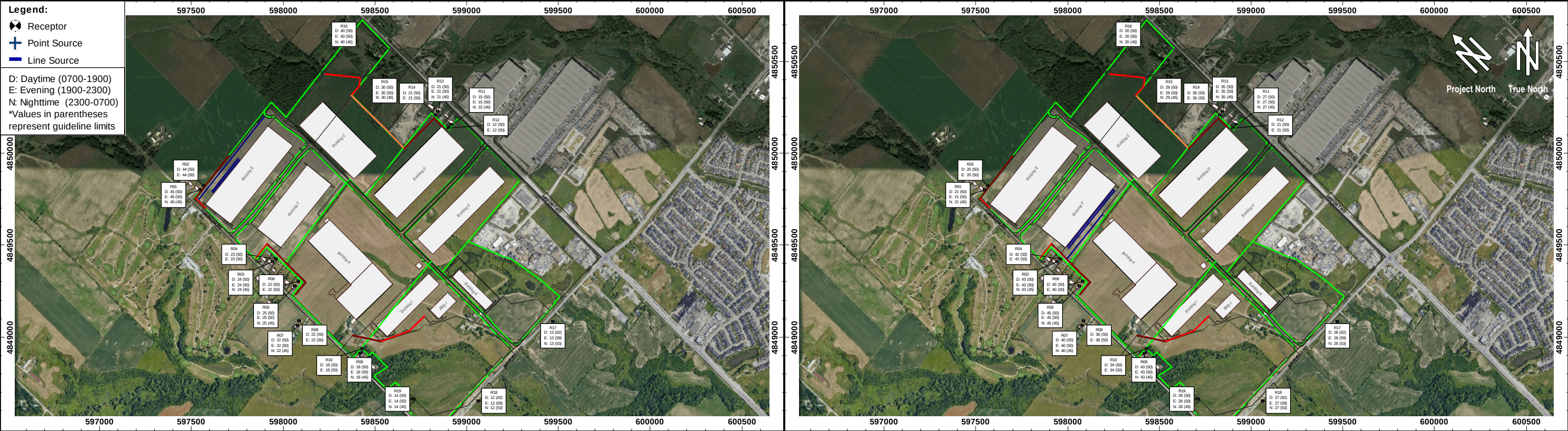


 VALCOUSTICS <i>Canada Ltd.</i> consulting acoustical engineers	Title Mitigation Requirements		Date 2023-04-13	Figure 7
	Project Name Tullamore Industrial Lands, Caledon		Project No. 121-0208	



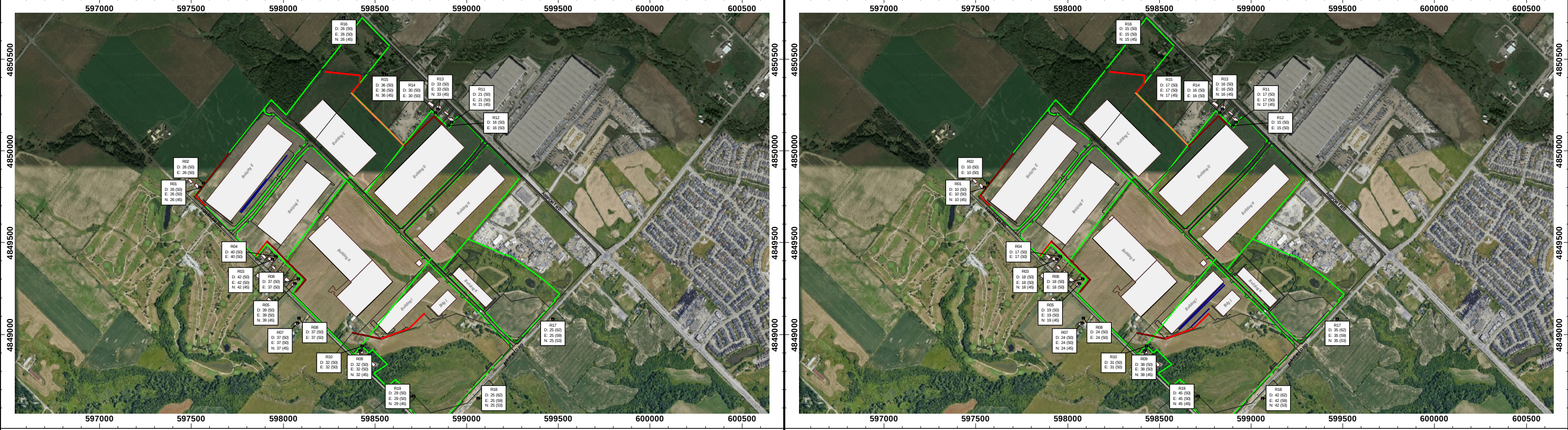






Building E North Loading Docks

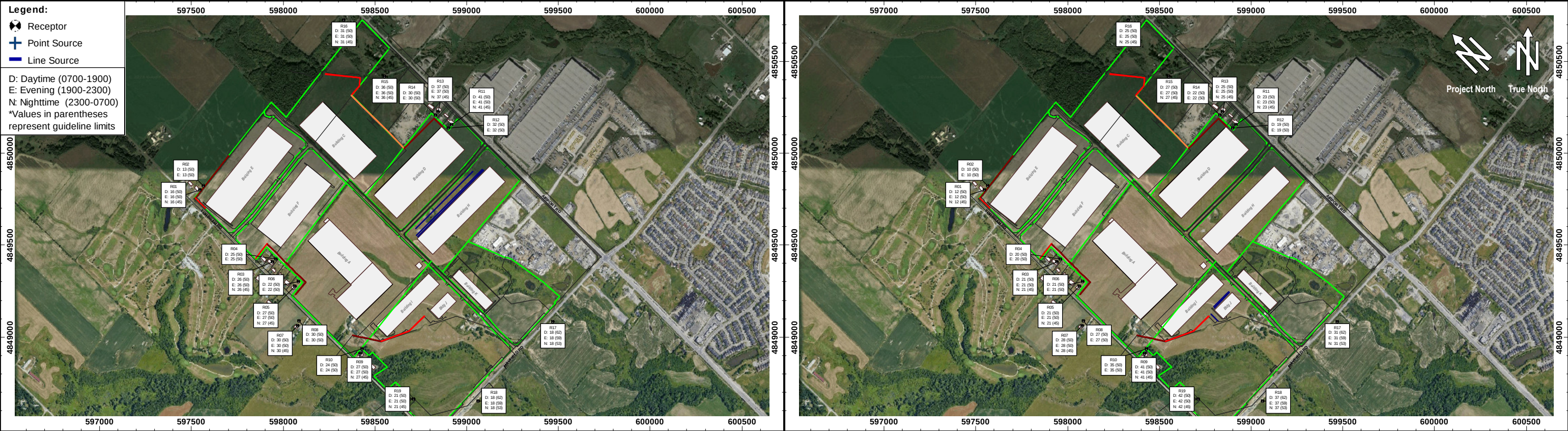
Building F Loading Docks



Building E South Loading Docks

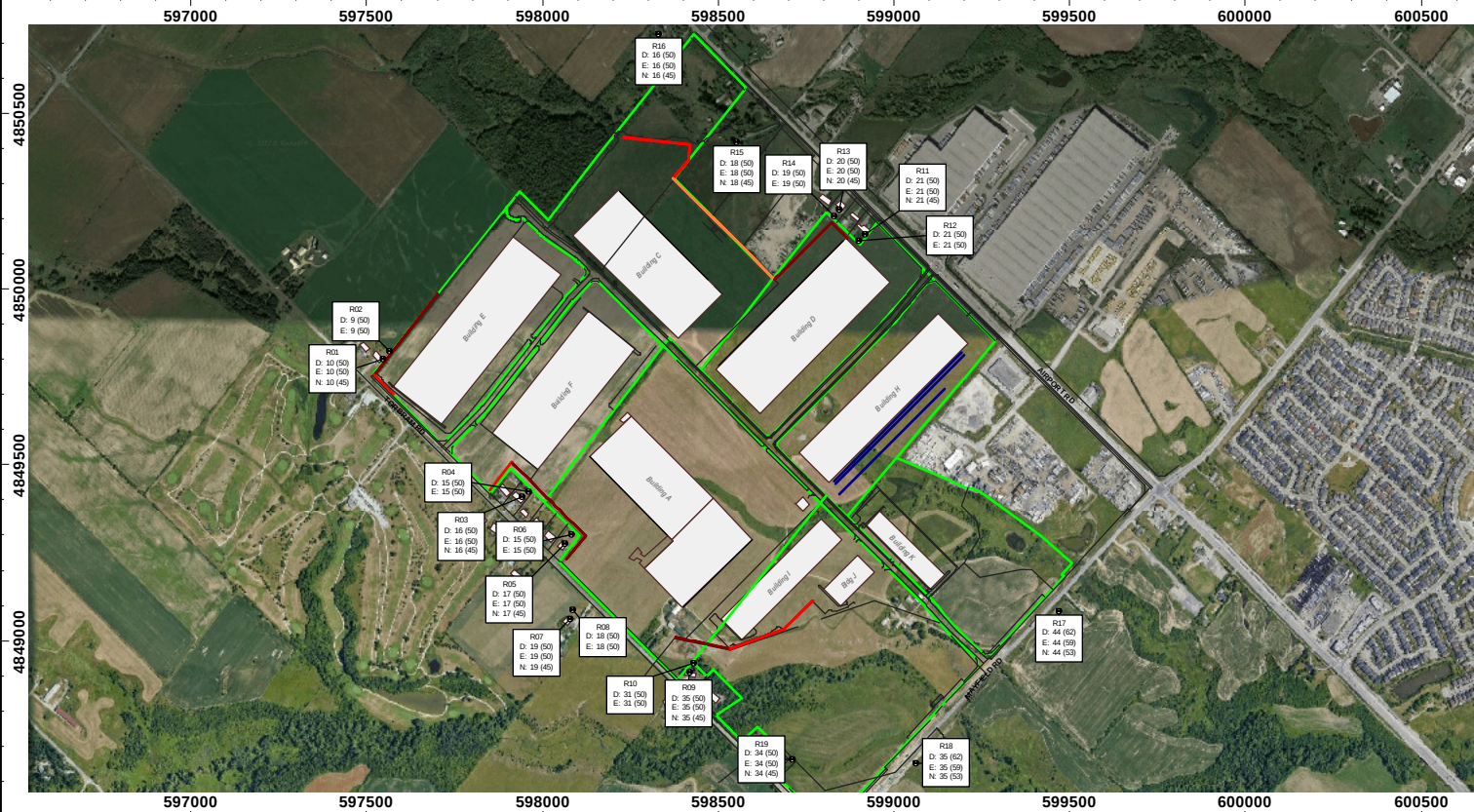
Building I Loading Docks

	Title		Date	Figure
	Predicted Sound Levels (dBA) with Mitigation - Buildings E, F, and I Loading Dock Impulses		2023-04-13	
	Project Name		Project No.	11
Tullamore Industrial Lands, Caledon		121-0208		



Building H North Loading Docks

Building J Loading Docks



Building H South Loading Docks



Building K Loading Docks

	Title		Date	Figure
	Predicted Sound Levels (dBA) with Mitigation - Buildings H, J, and K Loading Dock Impulses		2023-04-13	
	Project Name		Project No.	12
Tullamore Industrial Lands, Caledon		121-0208		

APPENDIX A

DRAWINGS

APPENDIX B

COMMENTS

TOWN OF CALEDON: SUMMARY OF COMMENTS			
Department/Agency	Comment	Assigned to	Status/Response
General Advisory Comments			
Town of Caledon, Planning Department, Development and Design	1. Various letters, emails and telephone calls have been received from members of the public raising their concerns with the proposed applications. Attached to this letter are comments that have been received, please prepare a document with your resubmission that addresses these comments. There may be additional comments received in the future at a Public Meeting or otherwise which will also require a response. Those future comments will be provided under separate cover and will require responses prior to a staff report being brought forward for consideration by the Planning and Development Committee and Council. (Town of Caledon, Planning Department, Development and Design)	WESTON CONSULTING	Acknowledged. Weston will prepare a document that responds to all comments received from members of the public and include it in the next submission.
Bell Canada	2. The Owner is advised to contact Bell Canada at planninganddevelopment@bell.ca during the detailed utility design stage to confirm the provision of communication/telecommunication infrastructure needed to service the development. Please refer to the attached comments from Bell Canada for further details. (Bell Canada)	CROZIER	Acknowledged; owner will contact Bell Canada during the detailed utility design stage to confirm the provision of communication/telecommunication infrastructure needed to service the development.
	3. It shall be noted that it is the responsibility of the Owner to provide entrance/service duct(s) from Bell Canada's existing network infrastructure to service this development. In the event that no such network infrastructure exists, in accordance with the Bell Canada Act, the Owner may be required to pay for the extension of such network infrastructure. a. If the Owner elects not to pay for the above noted connection, Bell Canada may decide not to provide service to this development. (Bell Canada)	CROZIER	Acknowledged that it is the responsibility of the Owner to provide entrance/service duct(s) from Bell Canada's existing network infrastructure to service this development.
City of Brampton, Development Services	4. All provincial noise guidelines must be satisfied in conjunction with the industrial development proposed, considering the residential development that is being	VALCOUSTICS	Acknowledged; all provincial noise guidelines will be satisfied in conjunction with the industrial development proposed.

TOWN OF CALEDON: SUMMARY OF COMMENTS			
Department/Agency	Comment	Assigned to	Status/Response
	developed on the south side of Mayfield Road in Brampton. (City of Brampton, Development Services)		
Dufferin Peel Catholic District School Board	5. The Dufferin-Peel Catholic District School Board has reviewed the above-noted application and since the proposed development is for industrial uses, no students are anticipated from this development. The Board has no comments or objection to the further processing of this application. (Dufferin Peel Catholic District School Board)	WESTON CONSULTING	Acknowledged that the board has no comments or objection to the further processing of this application.
Peel District School Board	6. Based on the Board's School Accommodation Criteria, the Board has no comment as this application is for non-residential development, and no students are anticipated. Please note that if the development proposal changes to non-retirement residential units, further comments from the Board will be forthcoming. (Peel District School Board)	WESTON CONSULTING	Acknowledged that the board has no comments or objection to the further processing of this application.
Town of Caledon, Finance Department, Finance	7. The property at 12245 Torbram Road is currently assessed as mostly Farmland (\$3.46 million CVA). The Town's share of taxes levied, based on current value assessment is approximately \$4,000. As at January 5, 2022, the property tax account is determined to be current. (Town of Caledon, Finance Department, Finance).	RICE GROUP	Acknowledged.
	8. If the proposed development (to include twelve industrial, warehouse and distribution buildings) were to proceed as planned, the property's taxable assessment value would change to reflect the developments that would have taken place. (Town of Caledon, Finance Department, Finance)	RICE GROUP	Acknowledged.
	9. Development Charges will be levied at the rates that were in effect on the date when the Rezoning application was deemed complete i.e., September 15, 2021. Those rates were: a. Town of Caledon: \$71.15 per m ² of new or added industrial floor space. b. Region of Peel: \$179.49 per m ² of added industrial floor space. c. Education: \$9.69 per m ² of new or added industrial floor space. (Town of Caledon, Finance Department, Finance)	RICE GROUP	Acknowledged.

TOWN OF CALEDON: SUMMARY OF COMMENTS			
Department/Agency	Comment	Assigned to	Status/Response
	f) Please correct Page 19 to properly identify that the existing A1 and EPA2 zoning does NOT permit industrial and warehouse uses.	WESTON CONSULTING	Page 19 has been revised to properly identify that the existing A1 and EPA2 zoning does NOT permit industrial, and warehouse uses.
	g) Page 20 identifies an Environmental and Engineering Summary Report, and a Vegetation Assessment but no such reports were submitted. Please revise page 20 accordingly or provide referenced documents.	WESTON CONSULTING	Page 20 will be revised to remove the mentioned references.
	h) Page 22 provides an overview of the Cultural Heritage Impact Assessment but does not speak to the Assessment's recommendation that the heritage resource be moved to the west-half of Lot 18 which forms part of the Greenbelt Plan area of the property. Please provide further analysis of this relocation and identify on the Site Plan and Draft Plan of Subdivision where the retained heritage resource will be relocated to.	WESTON CONSULTING	i. Heritage dwelling will not be moved into the Greenbelt lands as advised. ii. Proposed relocation of dwelling is the north-east corner of Torbram Rd and Mayfield Rd. PJR will be revised accordingly to reflect proposed location.
		GBCA	
	i) Page 26 should be revised to accurately reflect the findings of the Valcoustics report, specifically relating to sensitive receptors and the need to provide sound barriers. i. Please include analysis of the noise impacts on the relocated heritage dwelling's new location. ii. Please note the locations of the noise barriers in effected supporting studies and plans including the urban design brief and site plan	WESTON CONSULTING	i. PJR will be revised to reflect the findings of the Valcoustics report with the relocated heritage dwelling's new location. See Section 3.1 ii. Supporting studies and plans including the Urban Design Brief and Site Plan will be updated with the locations of the noise barriers.

TOWN OF CALEDON: SUMMARY OF COMMENTS			
Department/Agency	Comment	Assigned to	Status/Response
	a building permit in accordance with the Ontario Building Code may be required to construct the proposed retaining walls.		
	d) Due to the size of the site and the potential impact noise may have on the existing residential properties on Torbram Road and Airport Road, the Environmental Noise Impact Study prepared by Valcoustics Canada Ltd. dated July 15, 2021 will require a peer review by a qualified noise consultant, at the sole cost of the Owner. It should be noted that the maximum barrier wall height shall be no greater than 2.4m. Should a greater height be required the difference in height may be achieved with the use of a berm. In this regard, the applicant will be required to provide cross-sections for all proposed noise wall/ berms.	RICE GROUP	Owner will retain a peer review for the Noise Impact Study prepared by Valcoustics. See Section 4.0. The barrier requirements will be met with acoustic fences atop berms.
	e) The proposed 10m conveyance channel and the 1500mm storm sewer and overland flow route outletting into the storm water management pond are to be located within a municipal servicing block conveyed to the Town. Also, a 5m maintenance access road is to be provided from the north/south road to the proposed stormwater management pond.	CROZIER-ENG	The proposed conveyance channel and the stormwater management pond inlet sewer will be located within municipal servicing blocks and conveyed to the Town. A 5m wide maintenance access road will be provided from the north/south road to the proposed stormwater management pond.
	f) The stormwater management block is to include an adequately sized sediment drying area.	CROZIER-ENG	TBD based on coordination with Town.
Region of Peel	41. Please refer to the attached comment letter from the Region of Peel		
M. Behar Planning & Design Limited, Urban Design	42. Please refer to the attached Urban Design comments letter from M. Behar Planning & Design Limited		
Town of Caledon, Engineering Services Department, Transportation Engineering	43. Barrier-free accessible spaces should be designed according to the requirements contained within Schedule K of the Town's Traffic By-Law 2015-058.	CROZIER - TRAFFIC	Barrier-free accessible spaces will be designed according to the requirements contained within Schedule K of the Town's Traffic By-Law 2015-058.
	44. An AutoTURN assessment should be provided for all new intersections, access driveways and on-site circulation.	CROZIER - TRAFFIC	Noted. AutoTURN assessments will be conducted as part of site plan

Department/Agency	Comment	Assigned to	Status/Response
	will be subject to the Region's determination that it has or will have sufficient funds to justify entering into the Front-Ending Agreement and Regional Council approval.		
	Public Health		
	- Consideration should be given to including sidewalks on both sides of the street which are a minimum of 1.8m in width. If it is not possible to meet this width, we encourage widths to be a minimum 1.5m. - Public outdoor areas such as pedestrian walkways should include pedestrian-scaled lighting, shading and benches. - Please consider a variety of street trees that are hardy, resilient and low maintenance, planted at equal intervals adjacent to the streets.	CROZIER-TRAFFIC TFAI	Consideration to public health regarding sidewalks, public outdoors areas and street trees will be reviewed at the site plan approval technical review stage.
	Noise Study		
	The Environmental Noise Impact Study identifies mitigation measures in the form of sound barriers ranging in height from 3.5m to 8.5m as shown on Figure 6 to 9 of the study. Please note that acoustical walls shall generally not exceed 2.0 metres unless approved by the area municipality.	VALCOUSTICS	Acknowledged; acoustical walls shall generally not exceed 2.0 metres unless approved. See Section 4.0. The barrier requirements will be met with acoustic fences atop berms
	Waste Development		
	This site is not within the vicinity of a landfill. As the proposal is to only development industrial uses, waste collection will be required through a private waste hauler.	RICE GROUP	Acknowledged; waste collection will be completed through a private waste hauler.

Department/Agency	Comment	Assigned to	Status/Response
M. Behar Planning & Design Limited – December 20, 2021	Urban Design Brief		
	1. Exterior facing blocks are proposed to be re-designated as Prestige Industrial. The applicant should explain/clarify why the same approach is not applicable for the new buildings and their frontages located on the proposed new subdivision roads.	WESTON CONSULTING	Revised UDB will be included in the resubmission.
	2. The new road network provides an intersection which should be treated with specific and major emphasis on open space, landscaping and building corner treatment at the centre of the new subdivision.	WESTON CONSULTING TFAI	Where accommodatable, emphasis will be placed on open space, landscaping and building corner treatment.

APPENDIX C

AMBIENT SOUND LEVEL CALCULATIONS

APPENDIX C

AMBIENT SOUND LEVEL ASSESSMENT

The ambient sound levels at the future dwellings to the south of Mayfield Road (Receptors R15 and R16) will be dominated by road traffic on Mayfield Road. Existing traffic volumes for Mayfield Road were obtained from the Region of Peel (for the year 2016)

The minimum hourly ambient sound levels were determined using the MECP ORNAMENT/STAMSON model. The 24-hour equivalent sound level (L_{24}) was calculated using the STAMSON software, and the minimum daytime, evening and nighttime hourly sound levels were computed using:

- Daytime = $L_{24} - 1$ dB;
- Evening = $L_{24} - 4$ dB;
- Nighttime = $L_{24} - 10$ dB;

Note that to calculate the L_{24} , the lower of the daytime and nighttime truck percentages (1.6% medium and 1.6% heavy trucks) were used.

The calculated L_{24} was 63 dBA. The resulting minimum hourly sound levels are summarized below.

Time Period	$L_{eq,1hr}$ (dBA)	
	Ambient due to Road Traffic	Applicable Guideline Limit
Daytime	62	62
Evening	59	59
Nighttime	53	53

Since the ambient sound levels are higher than the minimum exclusion limits for the three time periods, these values were used as the applicable guideline limits for these receptors.

Note, the future dwellings (R8 and R9) may require sound barriers to protect their rear yards from road traffic. This will result in lower ambient sound levels in their rear yards; however, the barriers will also reduce the sound levels from the proposed industrial buildings. Therefore, the worst-case receptors are considered to be the unscreened plane-of-windows.

STAMSON 5.04 NORMAL REPORT Date: 15-07-2021 14:00:52
MINISTRY OF ENVIRONMENT, CONSERVATION AND PARKS / NOISE ASSESSMENT

Filename: l24_r9.te Time Period: 24 hours

Description: Leq,24 - R8 and R9

Road data, segment # 1: Mayfield

Car traffic volume : 17288 veh/TimePeriod *
Medium truck volume : 286 veh/TimePeriod *
Heavy truck volume : 286 veh/TimePeriod *
Posted speed limit : 80 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

Data for Segment # 1: Mayfield

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 : 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Results segment # 1: Mayfield

Source height = 1.12 m

ROAD (0.00 + 62.76 + 0.00) = 62.76 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.58	68.84	0.00	-4.76	-1.32	0.00	0.00	0.00	62.76

Segment Leq : 62.76 dBA

Total Leq All Segments: 62.76 dBA

TOTAL Leq FROM ALL SOURCES: 62.76

November 11, 2016

Greg Dennis
Valcoustics Canada Ltd.
Re: Traffic Data Request
Mayfield Road
City of Brampton

Greg:

Per your request, we are providing the following traffic data.

	Existing	Planned
24 Hour Traffic Volume	17,860	48,100
# of Lanes	4	6
Day/Night Split	72/28	72/28
Day Trucks (% of Total Volume)	1.6% Medium 1.8% Heavy	1.6% Medium 1.8% Heavy
Night Trucks (% of Total Volume)	2.4% Medium 1.6% Heavy	2.4% Medium 1.6% Heavy
Right-of-Way Width	50 metres	
Posted Speed Limit	80 km/h	

If you require further assistance, please contact me at (905) 791-7800 ext. 4549.

Regards,

Gordon Hui, EIT

Planner, Transportation Planning Engineering
Transportation Division, Public Works, Region of Peel

10 Peel Centre Drive, Suite B, 4th Floor, Brampton, ON, L6T 4B9
E: Gordon.hui@peelregion.ca • W: 905-791-7800 x4549 • C: 416-845-5172

APPENDIX D

BUILDING A

DETAILED TENANT INFORMATION

Carrier Sound Emissions (in decibels)

X4 units (X7300 & X7500):
High Speed – 71 dB
Low Speed – 69 dB

Vector 8500:

Diesel Engine:
High Speed – 69 dB
Low Speed – 66 dB

Standby Operation
Diesel Engine:
High & Low Speed – 66 dB
Heat – 48 dB

dB Comparison:

dBA	Example	Home & Yard Appliances
0	healthy hearing threshold	
10	a pin dropping	
20	rustling leaves	
30	whisper	
40	babbling brook	computer
50	light traffic	refrigerator
60	conversational speech	air conditioner
70	shower	dishwasher
75	toilet flushing	vacuum cleaner
80	alarm clock	garbage disposal
85	passing diesel truck	snow blower
90	squeeze toy	lawn mower
95	inside subway car	food processor

I received word back from the product manager regarding your question, see answer below:

For the Vector units in standby, 66db(A) measured at 7 meters.

The above values are taken from representative production samples and understood to be representative of typical production units.

Kurtis Elvey | Executive Account Manager | Carrier Transcold
Cell: 419-270-9092
Kurtis.Elvey@Carrier.com



Full Speed Complete Sound Data



Larry Lubyonne
6817 Southpoint Parkway, Suite 2301

Jacksonville, Florida 32216
☎ 484.219.8851
✉ larryl@republicrefrigeration.com

Sound Pressure Levels (SPL) in dB RE 0.0002 Microbar
Sound Power Levels (PWL) in dB RE 10-12 Watt

Model eco-ATC-1001A
Motor 60.00 HP
Motors 1
Speed Full Speed

1 Cell Data

	Sound Pressure Level (dB)										Sound Power Level (db)
	End		Motor Side		Opp End		Opp Mtr. Side		Top		
	5.0 ft (1.5m)	50.0 ft (15.2m)	5.0 ft (1.5m)	50.0 ft (15.2m)	5.0 ft (1.5m)	50.0 ft (15.2m)	5.0 ft (1.5m)	50.0 ft (15.2m)	5.0 ft (1.5m)	50.0 ft (15.2m)	
Band											
63 HZ	77	70	77	70	77	70	77	70	78	61	101
125 HZ	73	65	73	65	73	65	73	65	79	65	97
250 HZ	68	57	68	56	68	57	68	56	72	62	90
500 HZ	72	56	72	56	72	56	72	56	69	57	87
1 KHZ	73	58	73	59	73	58	73	59	67	57	90
2 KHZ	71	54	72	56	71	54	72	56	66	54	86
4 KHZ	71	54	71	55	71	54	71	55	63	53	86
8 KHZ	72	54	73	57	72	54	73	57	65	53	87
Calc dBA	79	62	79	64	79	62	79	64	74	62	95

Sound option(s) selected: Super Low Sound Fan

- Remarks:
1. Sound Pressure Levels are according to CTI Standard ATC-128 and verified by an independent CTI-licensed sound test agency
 2. Sound Power Levels are calculated according to the Small Units Section 8
 3. Sound from free-field conditions over a reflecting plane with +/-2 db(A) tolerance
 4. Noise levels can increase with variable frequency drives depending on the drive manufacturer and the drive configuration
 5. Complete unit sound data with all fans operating

Sound performance

Table 35: Indoor sound performance

Size (tons)	CFM	Type	Sound power, dB (10 ⁻¹²) watts							
			Octave band centerline frequency (Hz)							
			63	125	250	500	1000	2000	4000	8000
AV15 (15)	6000	Ducted discharge	84	80	78	75	72	71	68	63
		Ducted inlet	85	77	75	73	72	69	64	60
AV18 (17.5)	7000	Ducted discharge	86	82	80	78	76	75	72	64
		Ducted inlet	86	76	73	70	69	66	62	59
AV20 (20)	8000	Ducted discharge	90	85	81	81	80	79	76	68
		Ducted inlet	89	75	71	63	64	59	56	48
AV25 (25)	10000	Ducted discharge	95	88	85	83	83	82	79	72
		Ducted inlet	93	80	73	68	68	63	58	47
AV28 (27.5)	11000	Ducted discharge	98	90	87	84	84	82	79	72
		Ducted inlet	96	82	72	69	68	62	57	46

Note:

- Tested in accordance with AHRI 260-2017.
- Ratings include duct end correction E1.
- Ratings include compressor noise.

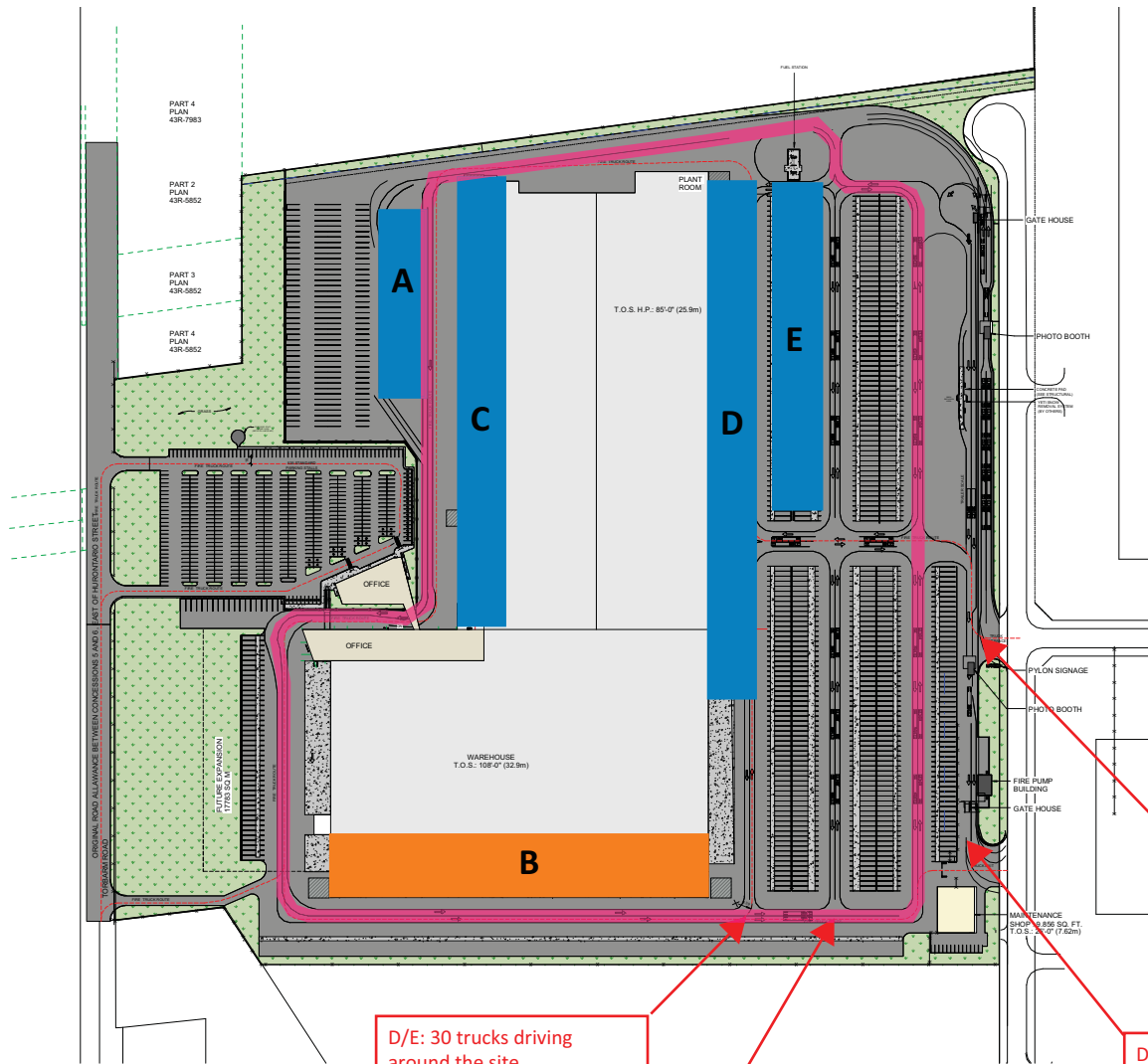
Table 36: Outdoor sound performance

Size (tons)	Sound power, dB (10 ⁻¹²) watts								
	Sound rating dB (A)	Octave band centerline frequency (Hz)							
		63	125	250	500	1000	2000	4000	8000
AV15 (15)	85	89	85.5	83	83.5	80.5	76	72.5	67.5
AV18 (17.5)	85	92.5	86.5	83	83	80	76.5	73	68.5
AV20 (20)	82	95	88	80	77.5	76.5	74	71.5	67.5
AV25 (25)	84	94	87	80	79.5	78.5	76.5	73	70.5
AV28 (27.5)	86	92.5	87.5	84.5	84	81	78	74	71

Note:

- Tested in accordance with AHRI 370-2015.
- Ratings include compressor noise.

Kentucky South Caledon - Hourly Operations (2036 Design Year)



- A** D/E: 13 refer trailers idling at yard in standby mode
N: 4 refer trailers idling at yard in standby mode
- B** D/E/N: 59 ambient tractor / trailers idling at dock for 2 minutes (out of 59 dock doors)
- C** D/E: 68 reefer trailers idling at dock (out of 85 dock doors)
- 17 in diesel mode
- 51 in standby mode
N: 30 reefer trailers idling at the dock
- 7 in diesel mode
- 23 in standby mode
- D** D/E: 87 reefer trailers idling at dock (out of 85 dock doors)
- 22 in diesel mode
- 65 in standby mode
N: 40 reefer trailers idling at the dock
- 10 in diesel mode
- 30 in standby mode
- E** D/E: 175 reefer trailers idling in the yard
- 44 diesel mode
- 131 standby mode
N: 40 reefer trailers idling in the yard
- 10 in diesel mode
- 30 in standby mode

D/E: 15 trailers enter the site, idle at entrance for 20 minutes
N: 10 trailers enter the site, idle at entrance for 20 minutes

D/E: 30 trucks driving around the site
N: 10 trucks driving around the site

D/E: 8 shunt trucks driving around the site
N: 6 shunt truck driving around the site

D/E: 30 trailers depart the site, idle at exit for 20 minutes
N: 10 trailers depart the site, idle at exit for 20 minutes

APPENDIX E

BUILDINGS C, D, E, F, H, I, J & K

TRUCK MOVEMENTS & EQUIPMENT DATA

TABLE E-1 TRUCK MOVEMENTS SUMMARY

Building	Number of Movements per Hour		
	Daytime	Evening	Nighttime
Building C	25	25	13
Building D	15	15	8
Building E	30	30	15
Building F	24	24	12
Building H	12	12	6
Building I	14	14	7
Building J	8	8	4
Building K	10	10	5

Note:

- (1) The buildings have loading bays on both sides. Half of the truck volume assumed to travel to the loading docks on one side of the building and the other half to the other side.
- (2) Buildings C, D, E, H and H also have two shunt trucks operating continuously around the buildings. Buildings I, J and H have one shunt truck operating continuously around the buildings.

Sound data for Warehouse Air Handling Unit

CSAA021

Acoustics								
	63 Hz	125 Hz	250 Hz	500 Hz	1K Hz	2K Hz	4K Hz	8K Hz
Supply bottom	90 dB	95 dB	94 dB	93 dB	95 dB	92 dB	90 dB	86 dB
Return	80 dB	80 dB	84 dB	73 dB	74 dB	77 dB	74 dB	65 dB
Outdoor	81 dB	87 dB	84 dB	74 dB	76 dB	80 dB	78 dB	70 dB
Casing	83 dB	84 dB	81 dB	72 dB	75 dB	63 dB	56 dB	49 dB

Note, sound power level is the logarithmic sum of the Outdoor and Casing sound levels.

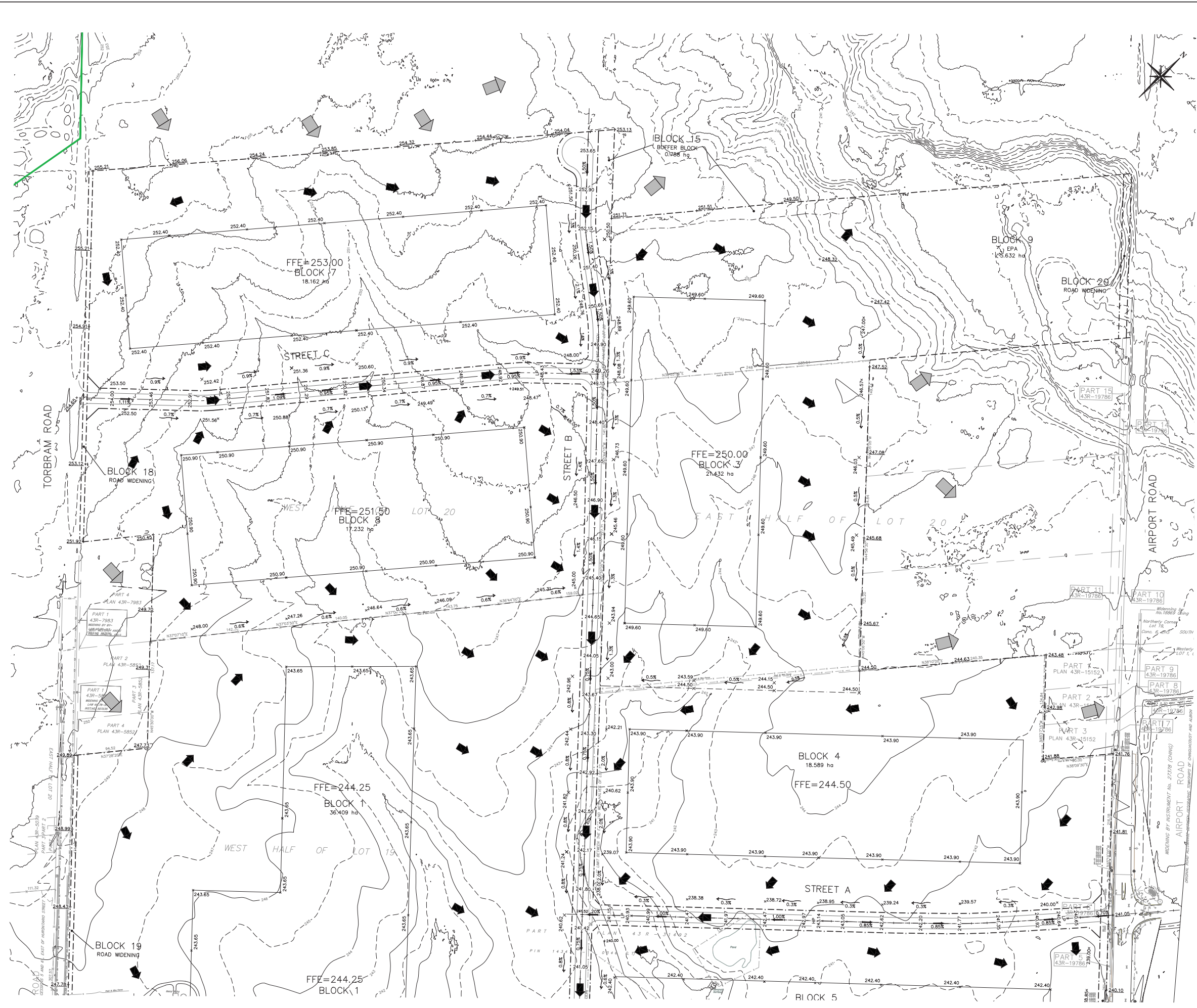
Sound data for 25-ton Office Air Handling Unit

Lennox AV25 (same model as used in Building A)

Size (tons)	Sound power, dB (10^{-12}) watts								
	Sound rating dB (A)	Octave band centerline frequency (Hz)							
		63	125	250	500	1000	2000	4000	8000
AV15 (15)	85	89	85.5	83	83.5	80.5	76	72.5	67.5
AV18 (17.5)	85	92.5	86.5	83	83	80	76.5	73	68.5
AV20 (20)	82	95	88	80	77.5	76.5	74	71.5	67.5
AV25 (25)	84	94	87	80	79.5	78.5	76.5	73	70.5
AV28 (27.5)	86	92.5	87.5	84.5	84	81	78	74	71

APPENDIX F

GRADING PLANS



KEY PLAN

LEGEND

- PROPERTY LINE
- GREENBELT BOUNDARY
- EXISTING CONTOUR (1.0m)
- EXISTING CONTOUR (2.0m)
- PROPOSED GRADE
- PROPOSED LOW-POINT GRADE
- PROPOSED HIGH-POINT GRADE
- PROPOSED GRADE TO MATCH EXISTING
- PROPOSED MINOR FLOW DIRECTION
- PROPOSED MAJOR FLOW DIRECTION
- EXISTING OVERLAND FLOW DIRECTION
- PROPOSED EMERGENCY OVERLAND FLOW DIRECTION

SCALE

1:1500

REVISIONS

NO.	DESCRIPTION	DATE
1	RE-ISSUED FOR DPOS	2023/JAN/26
2	ISSUED FOR DPOS, OPA & ZBA	2021/JAN/28
3	ISSUE / REVISION	YYYY/MM/DD

PROFESSIONAL ENGINEER

A. D. FARMA

10021318

PROFESSIONAL ENGINEER

A. D. FARMA

10021318

BEARING NOTE:

BEARINGS ARE UTM GRID, DERIVED FROM GPS OBSERVATION USING THE "TOPNET" GPS NETWORK OPERATING IN UTM ZONE 11, NAD83 (CGRS) (2011.0) & (1983.0).

ELEVATION NOTE:

ELEVATIONS HEREIN ARE GEODETIC IN ORIGIN AND WERE DERIVED FROM GPS OBSERVATIONS USING THE "TOPNET" GPS NETWORK AND ARE REFERRED TO THE DATUM OF 1983.

SITE BENCHMARK:

A MARK HAVING ELEVATION 241.24m WAS SET 12.12m EAST OF THE SOUTHEAST CORNER OF THE PROPERTY ALONG AIRPORT ROAD.

DRAFT PLAN NOTES:

DESIGN ELEMENTS ARE BASED ON DRAFT PLAN BY WESTON CONSULTING INC. DRAFTING NO. 12208.

DRAWING NOTES:

THIS DRAWING IS THE EXCLUSIVE PROPERTY OF C.F. CROZIER & ASSOCIATES INC. AND THE REPRODUCTION OF ANY PART OF IT WITHOUT PRIOR WRITTEN CONSENT OF THIS OFFICE IS STRICTLY PROHIBITED.

THE CONTRACTOR SHALL VERIFY ALL DIMENSIONS, LEVELS, AND DATUMS ON SITE AND REPORT ANY DISCREPANCIES OR OMISSIONS TO THIS OFFICE PRIOR TO CONSTRUCTION.

THIS DRAWING IS TO BE READ AND UNDERSTOOD IN CONJUNCTION WITH ALL OTHER PLANS AND DOCUMENTS APPLICABLE TO THIS PROJECT. DO NOT SCALE THIS DRAWING.

ALL EXISTING UNDERGROUND UTILITIES TO BE VERIFIED IN THE FIELD BY THE CONTRACTOR PRIOR TO CONSTRUCTION.

TULLAMORE LANDS

TOWN OF CALEDON

PRELIMINARY GRADING PLAN - NORTH

CROZIER CONSULTING ENGINEERS

2800 High Point Drive, Suite 100, Markham, ON L3R 9P4

905-875-0025 T, 905-875-0493 F, www.cfcrozier.ca

Drawn: V.M./A.E. **Check:** A.S./A.D.F. **Project No.:** 2022-5842 **Scale:** 1:1500 **Page:** C102

KEY PLAN

LEGEND

- PROPERTY LINE
- GREENBELT BOUNDARY
- REGIONAL ENGINEERED FLOODPLAIN (TRCA, 2021)
- EXISTING CONTOUR (1.0m)
- EXISTING CONTOUR (2.0m)
- PROPOSED GRADE
- PROPOSED LOW-POINT GRADE
- PROPOSED HIGH-POINT GRADE
- PROPOSED GRADE (TO MATCH EXISTING)
- PROPOSED MINOR FLOW DIRECTION
- PROPOSED SWALE FLOW DIRECTION
- EXISTING OVERLAND FLOW DIRECTION
- PROPOSED EMERGENCY OVERLAND FLOW DIRECTION

50 0m 50 100
SCALE: 1:1500

1	RE-ISSUED FOR DPOS	2023/JAN/26
2	ISSUED FOR DPOS, OPA & 28A	2021/JAN/28
3	ISSUE / REVISION	YYYY/MM/DD



BEARING NOTE:
BEARINGS ARE UTM GRID, DERIVED FROM GPS OBSERVATION USING THE "TORNET" GPS NETWORK OPERATING IN UTM ZONE 17N, NAD83 (CGRS) (2011.0) & (1983.0).
SURVEY COMPLETED BY YOUNG & YOUNG SURVEYING INC. (2021/OCT/14) & (2021/OCT/07) PROJECT NO. 21-87601.
EXISTING GRADING CONTOURS OUTSIDE OF SITE LIMITS AND INSIDE EXISTING FLOOD PLAN BASED ON LOW SURVEY FROM ELEVATION/2005.

ELEVATION NOTE:
ELEVATIONS HEREIN ARE GEODETIC IN ORIGIN AND WERE DERIVED FROM GPS OBSERVATIONS USING THE "TORNET" GPS NETWORK AND ARE REFERRED TO THE "TORNET" DATUM. ALL ELEVATIONS ARE IN METERS.
ELEVATION HEREIN ARE GEODETIC IN ORIGIN AND WERE DERIVED FROM CITY OF BRAMPTON MONUMENT NO. 042200363 (NAD ADJUSTMENT) HAVING A PUBLISHED ELEVATION OF 242.75m.

SITE BENCHMARK:
A MARK HAVING ELEVATION 241.24m WAS SET 12.12m EAST OF THE SOUTHEAST CORNER OF THE PROPERTY ALONG AIRPORT ROAD.
A CUT CROSS HAVING ELEVATION 242.55m WAS SET ON THE NORTHEAST CORNER OF THE INTERSECTION BETWEEN MAYFIELD ROAD AND TORBRAM ROAD.

DRAFT PLAN NOTES:
DESIGN ELEMENTS ARE BASED ON DRAFT PLAN BY WESTON CONSULTING INC. DRAWING NO. 12208
FILE NO. 12208

DRAWING NOTES:
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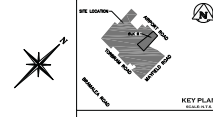
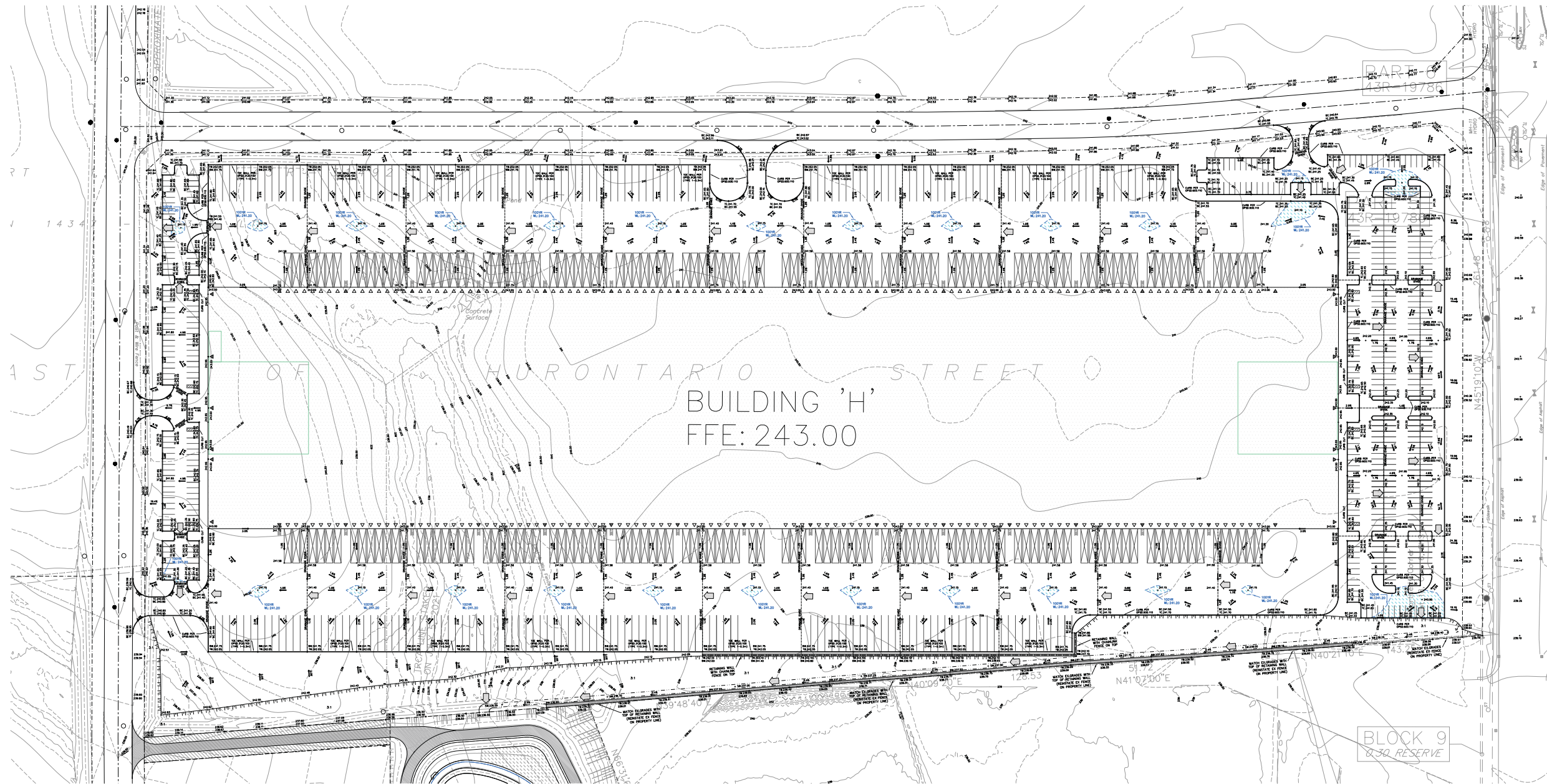
Project
TULLAMORE LANDS
TOWN OF CALEDON

Drawing
PRELIMINARY GRADING PLAN - SOUTH

CROZIER CONSULTING ENGINEERS

2800 High Point Drive
Suite 100
Milton, ON L9T 4P4
905.875.0026 T
905.875.4493 F
WWW.CFCROZIER.CA

Draw: V.M./A.E. Date: A.S./A.D.F. Project No.: 2022-5842
Check: D.L./J.S. Date: S.L./J.S. Scale: 1:1500 Sheet: C102A



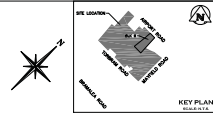
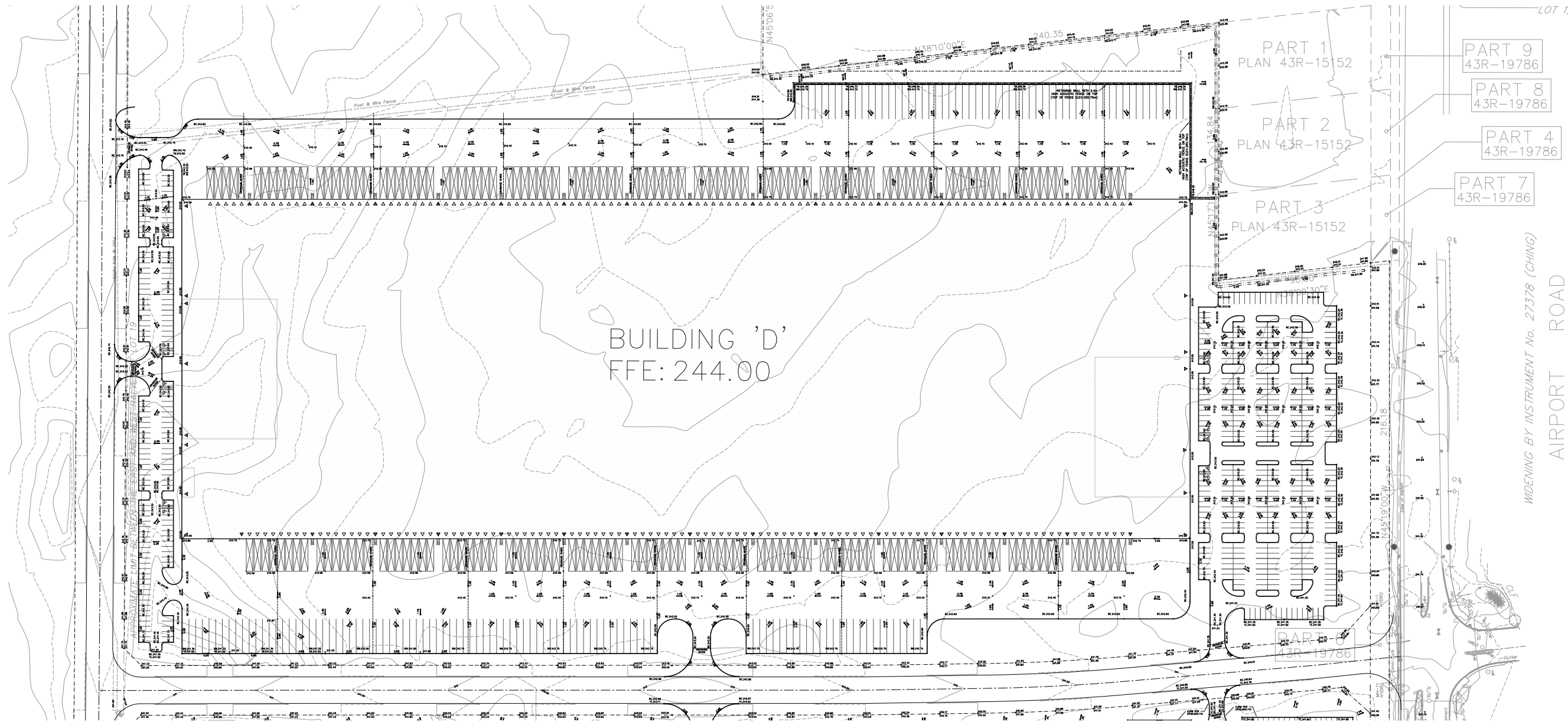
1. ALL DIMENSIONS ARE IN METERS UNLESS OTHERWISE NOTED.
2. ALL DIMENSIONS ARE TO FACE UNLESS OTHERWISE NOTED.
3. ALL DIMENSIONS ARE TO FACE UNLESS OTHERWISE NOTED.
4. ALL DIMENSIONS ARE TO FACE UNLESS OTHERWISE NOTED.
5. ALL DIMENSIONS ARE TO FACE UNLESS OTHERWISE NOTED.
- REMARKS:
1. THE GRADING PLAN IS BASED ON THE SURVEY DATA PROVIDED.
2. THE GRADING PLAN IS BASED ON THE SURVEY DATA PROVIDED.
3. THE GRADING PLAN IS BASED ON THE SURVEY DATA PROVIDED.
4. THE GRADING PLAN IS BASED ON THE SURVEY DATA PROVIDED.
5. THE GRADING PLAN IS BASED ON THE SURVEY DATA PROVIDED.

NO.	DATE	DESCRIPTION
1	2022-05-10	PRELIMINARY GRADING

PRELIMINARY
NOT TO BE USED FOR CONSTRUCTION

TILLAMORE INDUSTRIAL GP LTD. - TILLAMORE LANDS
MAYFIELD ROAD & AIRPORT ROAD & TORBRAM ROAD
TOWN OF CALEDON
PRELIMINARY GRADING

CROZIER
CONSULTING ENGINEERS
2022-5842

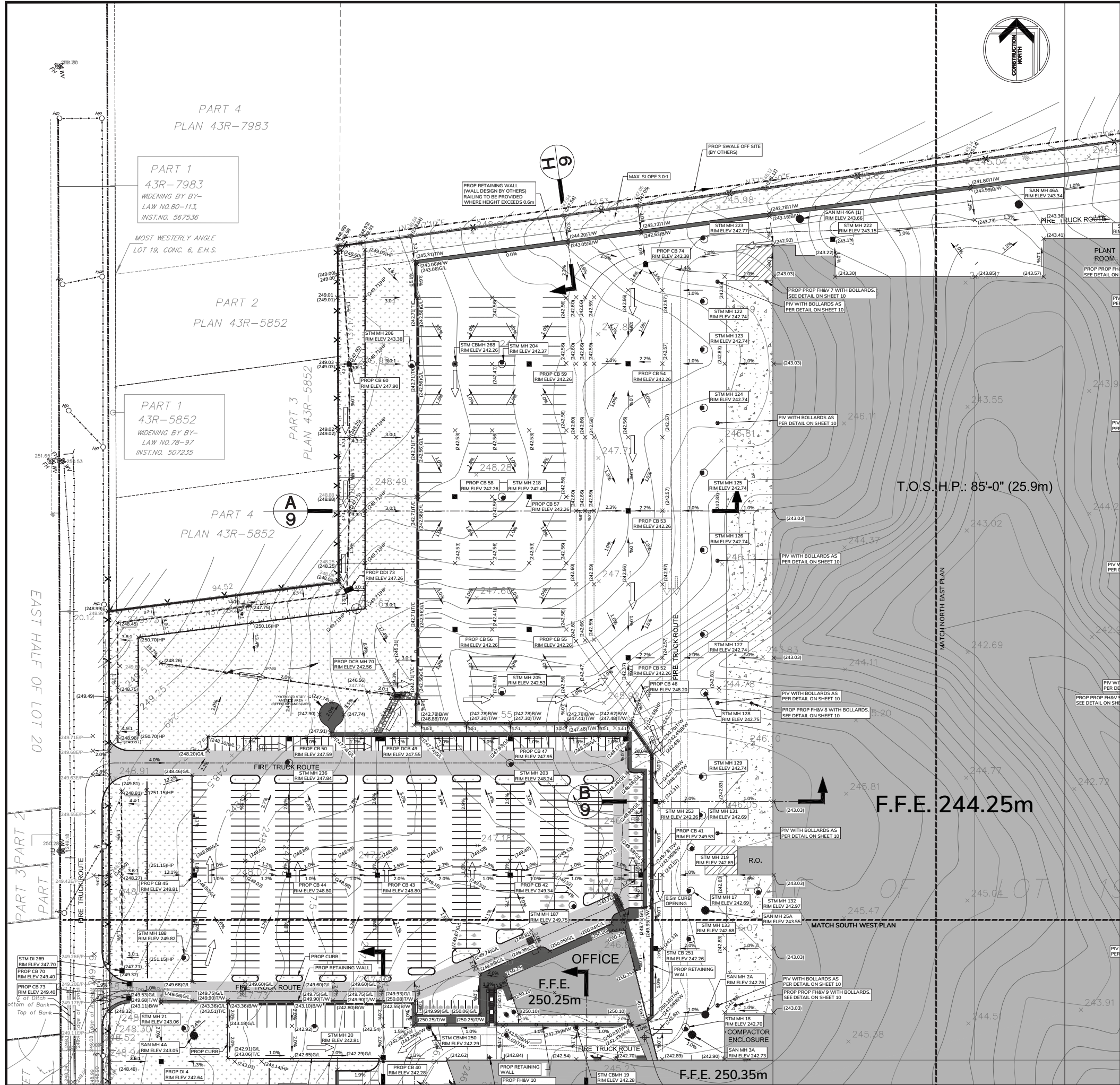


1. THE SERVICES & PLAN NUMBER SHOWN ON THIS PLAN ARE FOR THE PRELIMINARY DESIGN ONLY. THE FINAL DESIGN SHALL BE DETERMINED BY THE ENGINEER. THE ENGINEER SHALL BE RESPONSIBLE FOR THE ACCURACY OF THE INFORMATION PROVIDED. THE ENGINEER SHALL NOT BE RESPONSIBLE FOR THE ACCURACY OF THE INFORMATION PROVIDED BY OTHERS. THE ENGINEER SHALL NOT BE RESPONSIBLE FOR THE ACCURACY OF THE INFORMATION PROVIDED BY OTHERS. THE ENGINEER SHALL NOT BE RESPONSIBLE FOR THE ACCURACY OF THE INFORMATION PROVIDED BY OTHERS.

NO.	REVISION	DATE
1	ISSUE FOR CONSTRUCTION	2022-05-12

PRELIMINARY
NOT TO BE USED FOR CONSTRUCTION

TULLAMORE INDUSTRIAL GP LTD. - TULLAMORE LANDS
MAYFIELD ROAD & AIRPORT ROAD & TORBRAM ROAD
TOWN OF CALEDON



GRADING LEGEND:

- ⊙ DENOTES EXISTING STORM MANHOLE
- ⊙ DENOTES PROPOSED STORM MANHOLE
- ⊙ DENOTES PROPOSED CATCHBASIN MANHOLE
- DENOTES EXISTING CATCHBASIN
- DENOTES PROPOSED CATCHBASIN
- ⊙ DENOTES PROPOSED STORMCEPTOR
- ⊙ DENOTES EXISTING SANITARY MANHOLE
- ⊙ DENOTES PROPOSED SANITARY MANHOLE
- ⊙ DENOTES PROPOSED HYDRANT
- ⊙ DENOTES EXISTING HYDRANT
- ⊙ DENOTES PROPOSED WATER VALVE & BOX
- ⊙ DENOTES POST INDICATOR VALVE
- ⊙ DENOTES EXISTING WATER VALVE & BOX
- ⊙ DENOTES PROPOSED WATER METER
- ⊙ DENOTES PROPOSED SIAMESE CONNECTION
- ⊙ DENOTES EXISTING SPOT ELEVATION
- ⊙ DENOTES EXISTING EDGE OF PAVEMENT ELEVATION
- ⊙ DENOTES PROPOSED ELEVATION
- ⊙ DENOTES PROPOSED GUTTER LINE ELEVATION
- ⊙ DENOTES PROPOSED TOP OF CURB ELEVATION
- ⊙ DENOTES PROPOSED TOP OF WALL ELEVATION
- ⊙ DENOTES PROPOSED BOTTOM OF WALL ELEVATION
- ⊙ DENOTES PROPOSED HIGH POINT
- ⊙ DENOTES PROPOSED SWALE INVERT ELEVATION
- ⊙ DENOTES PROPOSED ELEVATION BY OTHERS
- ⊙ DENOTES PROPOSED FLOW ARROW AND SLOPE
- ⊙ DENOTES PROPOSED FLOW ARROW
- ⊙ DENOTES EMERGENCY OVERLAND FLOW
- ⊙ DENOTES PROPOSED SLOPE (3:1 OR HIGHER)
- ⊙ DENOTES EXISTING CONTOUR
- ⊙ DENOTES PROPOSED ENTRANCE LOCATION
- ⊙ DENOTES EXTENT OF MAX. PONDING 100 YEAR STORM.
- ⊙ DENOTES PROPOSED BOTTOM OF SWALE
- ⊙ DENOTES PROPOSED LIMIT OF CONSTRUCTION
- ⊙ DENOTES PROPOSED HEAVY DUTY ASPHALT AREA



KEY PLAN
Scale: 1:N.T.S.

SUBJECT LANDS

NOTES:
THE POSITION OF POLE LINES, CONDUITS, WATERMAINS, SEWERS AND UNDERGROUND AND ABOVE GROUND UTILITIES IS NOT NECESSARILY SHOWN ON THE CONTRACT DRAWINGS, AND WHERE SHOWN, THE ACCURACY OF THE POSITION OF SUCH UTILITIES AND STRUCTURES IS NOT GUARANTEED BEFORE STARTING THE WORK THE CONTRACTOR SHALL CONFIRM OF THE EXACT LOCATION OF ALL UTILITIES AND STRUCTURES, AND SHALL ASSUME ALL LIABILITY FOR DAMAGE TO THEM.

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EXISTING TOPOGRAPHICAL INFORMATION SUPPLIED BY YOUNG & YOUNG SURVEYING INC.

BENCH MARK:

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 - ELEVATIONS HEREON ARE GEODETIC IN ORIGIN AND WERE DERIVED FROM CITY OF BRAMPTON MONUMENT NO. 042200365 (NAD83 ADJUSTMENT) HAVING A PUBLISHED ELEVATION OF 242.135 m.
- LOCATED 72.80M SOUTH OF CENTRELINE OF MAYFIELD ROAD AND 19.81M EAST OF CENTRELINE OF TORBRAM ROAD.
- SITE BENCHMARK:
A CUT CROSS HAVING ELEVATION 242.51 m WAS SET ON THE NORTHEAST CORNER OF THE INTERSECTION BETWEEN MAYFIELD ROAD AND TORBRAM ROAD.

BEARING NOTE:

BEARINGS ARE UTM GRID, DERIVED FROM GPS OBSERVATION USING THE "TOPNET" GPS NETWORK OBSERVATIONS, UTM ZONE 17, NAD83 (CSRS) (1997.0).

METRIC NOTE:

DISTANCES AND ELEVATIONS ON THIS PLAN ARE TYPICALLY SHOWN IN METRES AND CAN BE CONVERTED TO FEET BY DIVIDING BY 0.3048.

NO.	REVISIONS	DATE	BY
2.	ISSUED FOR SPA	JULY 15/22	M.E.H.
1.	ISSUED FOR REVIEW & COORDINATION	JUNE 22/22	M.E.H.

SCALE(S):



DRAWING TITLE:

SITE GRADING PLAN
(NORTH WEST)

PROJECT:

PROPOSED INDUSTRIAL DEVELOPMENT
TULLAMORE LANDS
CALEDON, ONTARIO

CLIENT:

TULLAMORE LANDS



The Olan/Detech Group Inc. P. (905) 632-3811 F. (905) 632-3363
5230 SOUTH SERVICE ROAD, BURLINGTON, ONTARIO, L7L 5K2

DESIGNED BY: M.H.H.	PROJECT No: 21264
DRAWN BY: Z.Z.	DATE: SEP 2021
CHECKED BY: J.K.	DRAWING No.: 5 of 13
APPROVED BY: J.K.	

GRADING LEGEND:

- DENOTES EXISTING STORM MANHOLE
- DENOTES PROPOSED STORM MANHOLE
- DENOTES PROPOSED CATCHBASIN MANHOLE
- DENOTES EXISTING CATCHBASIN
- DENOTES PROPOSED CATCHBASIN
- DENOTES PROPOSED STORMCEPTOR
- DENOTES EXISTING SANITARY MANHOLE
- DENOTES PROPOSED SANITARY MANHOLE
- DENOTES PROPOSED HYDRANT
- DENOTES EXISTING HYDRANT
- DENOTES PROPOSED WATER VALVE & BOX
- DENOTES POST INDICATOR VALVE
- DENOTES EXISTING WATER VALVE & BOX
- DENOTES PROPOSED WATER METER
- DENOTES PROPOSED SIAMENSE CONNECTION
- DENOTES EXISTING SPOT ELEVATION
- DENOTES EXISTING EDGE OF PAVEMENT ELEVATION
- DENOTES PROPOSED ELEVATION
- DENOTES PROPOSED GUTTER LINE ELEVATION
- DENOTES PROPOSED TOP OF CURB ELEVATION
- DENOTES PROPOSED TOP OF WALL ELEVATION
- DENOTES PROPOSED BOTTOM OF WALL ELEVATION
- DENOTES PROPOSED HIGH POINT
- DENOTES PROPOSED SWALE INVERT ELEVATION
- DENOTES PROPOSED ELEVATION BY OTHERS
- DENOTES PROPOSED FLOW ARROW AND SLOPE
- DENOTES PROPOSED FLOW ARROW
- DENOTES EMERGENCY OVERLAND FLOW
- DENOTES PROPOSED SLOPE (3:1 OR HIGHER)
- DENOTES EXISTING CONTOUR
- DENOTES PROPOSED ENTRANCE LOCATION
- DENOTES EXTENT OF MAX. PONDING 100 YEAR STORM
- DENOTES PROPOSED BOTTOM OF SWALE
- DENOTES PROPOSED LIMIT OF CONSTRUCTION
- DENOTES PROPOSED HEAVY DUTY ASPHALT AREA



KEY PLAN
Scale: N.T.S.

SUBJECT LANDS

NOTES:
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EXISTING TOPOGRAPHICAL INFORMATION SUPPLIED BY YOUNG & YOUNG SURVEYING INC.

BENCH MARK:
1) ELEVATIONS HEREON ARE GEODETIC IN ORIGIN AND WERE DERIVED FROM GPS OBSERVATIONS USING THE "TOPNET" GPS NETWORK AND ARE REFERRED TO THE CGVD-1928:1978 DATUM.

2) ELEVATIONS HEREON ARE GEODETIC IN ORIGIN AND WERE DERIVED FROM CITY OF BRAMPTON MONUMENT NO. 042200365 (NAD83 ADJUSTMENT) HAVING A PUBLISHED ELEVATION OF 242.135 m.

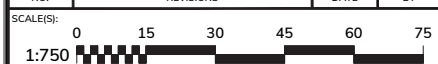
A CUT CROSS HAVING ELEVATION 242.51 m WAS SET ON THE NORTHEAST CORNER OF THE INTERSECTION BETWEEN MAYFIELD ROAD AND TORBRAM ROAD.

SITE BENCHMARK:
A CUT CROSS HAVING ELEVATION 242.51 m WAS SET ON THE NORTHEAST CORNER OF THE INTERSECTION BETWEEN MAYFIELD ROAD AND TORBRAM ROAD.

BEARING NOTE:
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METRIC NOTE:
DISTANCES AND ELEVATIONS ON THIS PLAN ARE TYPICALLY SHOWN IN METRES AND CAN BE CONVERTED TO FEET BY DIVIDING BY 0.3048.

NO.	REVISIONS	DATE	BY
2.	ISSUED FOR SPA	JULY 15/22	M.E.H.
1.	ISSUED FOR REVIEW & COORDINATION	JUNE 22/22	M.E.H.



DRAWING TITLE:
SITE GRADING PLAN
(NORTH EAST)

PROJECT:
PROPOSED INDUSTRIAL DEVELOPMENT
TULLAMORE LANDS
CALEDON, ONTARIO

CLIENT:
TULLAMORE LANDS

DESIGNED BY:
M.H.H.

DRAWN BY:
Z.Z.

CHECKED BY:
J.K.

APPROVED BY:
J.K.

ENGINEER

PROJECT No:
21264

DATE:
SEP 2021

DRAWING No.:
6 of 13

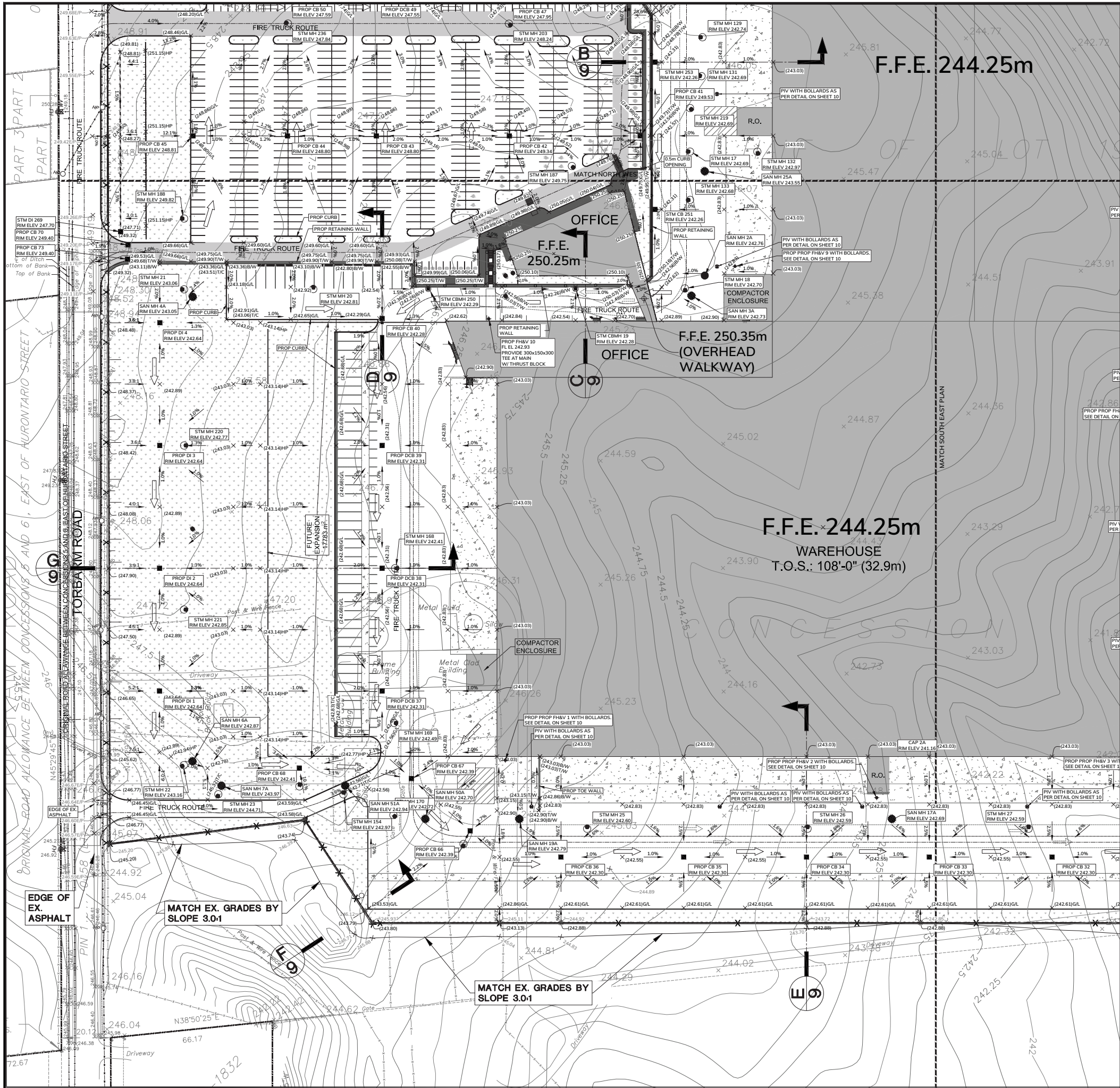
REGISTERED PROFESSIONAL ENGINEER
I. KRAN
PROVINCE OF ONTARIO

DESIGNED BY:
M.H.H.

DRAWN BY:
Z.Z.

CHECKED BY:
J.K.

APPROVED BY:
J.K.



F.F.E. 244.25m

OFFICE

F.F.E. 250.25m

OFFICE

F.F.E. 250.35m
(OVERHEAD WALKWAY)

F.F.E. 244.25m
WAREHOUSE
T.O.S.: 108'-0" (32.9m)

GRADING LEGEND:

- DENOTES EXISTING STORM MANHOLE
- DENOTES PROPOSED STORM MANHOLE
- DENOTES EXISTING CATCHBASIN
- DENOTES PROPOSED CATCHBASIN
- ⊙ DENOTES PROPOSED STORMCEPTOR
- DENOTES EXISTING SANITARY MANHOLE
- DENOTES PROPOSED SANITARY MANHOLE
- DENOTES PROPOSED HYDRANT
- DENOTES EXISTING HYDRANT
- ⊙ DENOTES PROPOSED WATER VALVE & BOX
- ⊙ DENOTES POST INDICATOR VALVE
- ⊙ DENOTES EXISTING WATER VALVE & BOX
- ⊙ DENOTES PROPOSED WATER METER
- ⊙ DENOTES PROPOSED SIAMESE CONNECTION
- DENOTES EXISTING SPOT ELEVATION
- × 100.00/P DENOTES EXISTING EDGE OF PAVEMENT ELEVATION
- × (100.00) DENOTES PROPOSED ELEVATION
- × (100.00)GL DENOTES PROPOSED GUTTER LINE ELEVATION
- × (100.00)TC DENOTES PROPOSED TOP OF CURB ELEVATION
- × (100.00)TW DENOTES PROPOSED TOP OF WALL ELEVATION
- × (100.00)BW DENOTES PROPOSED BOTTOM OF WALL ELEVATION
- × (100.00) HP DENOTES PROPOSED HIGH POINT
- × (100.00) DENOTES PROPOSED SWALE INVERT ELEVATION
- × (100.00) DENOTES PROPOSED ELEVATION BY OTHERS
- 1.0% DENOTES PROPOSED FLOW ARROW AND SLOPE
- DENOTES PROPOSED FLOW ARROW
- DENOTES EMERGENCY OVERLAND FLOW
- 100 YEAR STORM DENOTES PROPOSED SLOPE (3:1 OR HIGHER)
- DENOTES EXISTING CONTOUR
- DENOTES PROPOSED ENTRANCE LOCATION
- DENOTES EXTENT OF MAX. PONDING
- DENOTES PROPOSED BOTTOM OF SWALE
- DENOTES PROPOSED LIMIT OF CONSTRUCTION
- DENOTES PROPOSED HEAVY DUTY ASPHALT AREA



KEY PLAN
Scale: 1"=50'

SUBJECT LANDS

NOTES:
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- SITE BENCHMARK:
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METRIC NOTE:

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NO.	REVISIONS	DATE	BY
2.	ISSUED FOR SPA	JULY 15/22	M.E.H.
1.	ISSUED FOR REVIEW & COORDINATION	JUNE 22/22	M.E.H.



DRAWING TITLE:

SITE GRADING PLAN
(SOUTH WEST)

PROJECT:

PROPOSED INDUSTRIAL DEVELOPMENT
TULLAMORE LANDS
CALEDON, ONTARIO

CLIENT:

TULLAMORE LANDS



	DESIGNED BY:	M.H.H.	PROJECT No:	21264
	DRAWN BY:	Z.Z.	DATE:	
	CHECKED BY:	J.K.		SEP 2021
	APPROVED BY:	J.K.		DRAWING No:
	ENGINEER			7 of 13

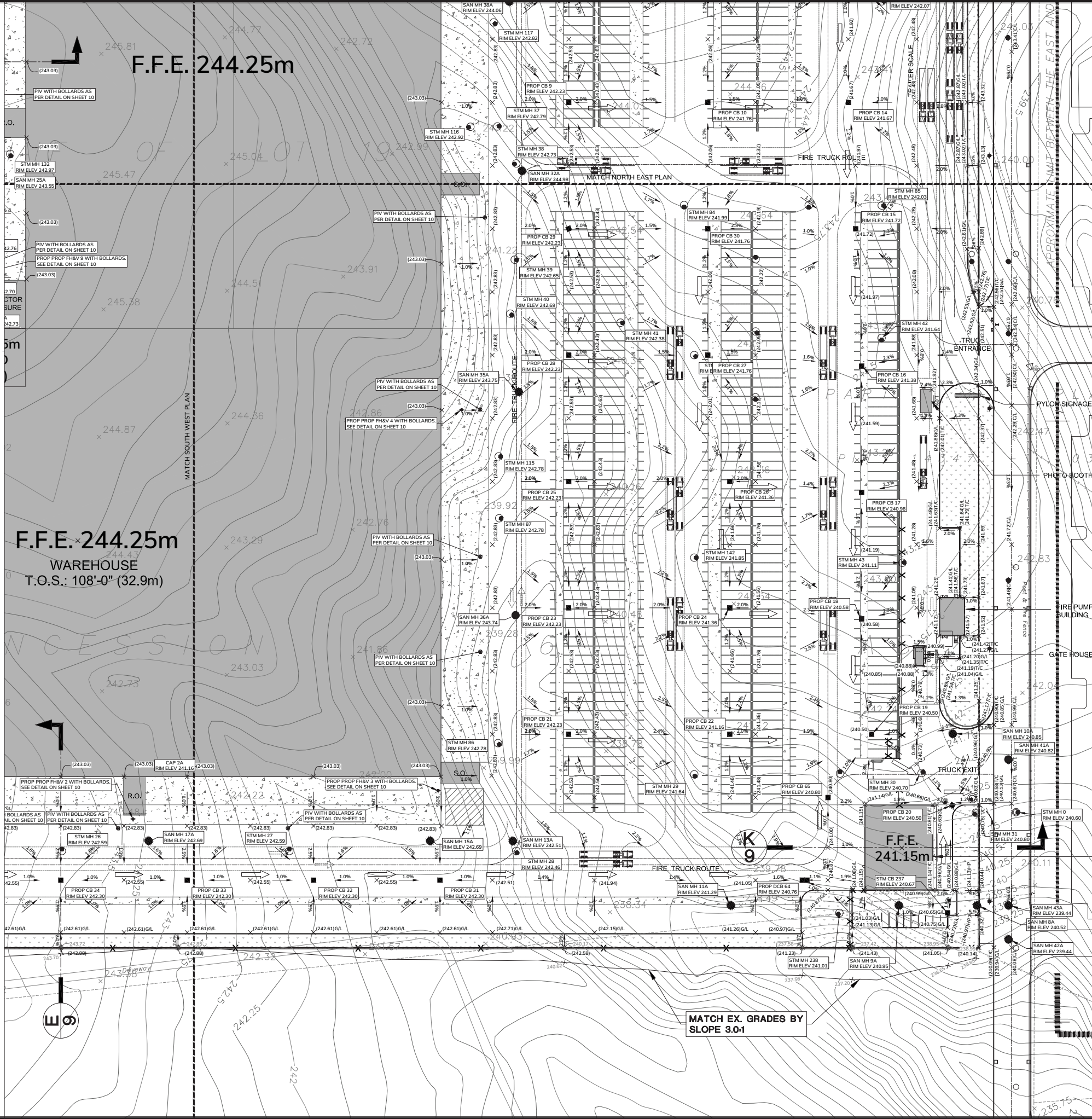


F.F.E. 244.25m

F.F.E. 244.25m
WAREHOUSE
T.O.S.: 108'-0" (32.9m)

GRADING LEGEND:

- DENOTES EXISTING STORM MANHOLE
- DENOTES PROPOSED STORM MANHOLE
- DENOTES PROPOSED CATCHBASIN MANHOLE
- DENOTES EXISTING CATCHBASIN
- DENOTES PROPOSED CATCHBASIN
- DENOTES PROPOSED STORMCEPTOR
- DENOTES EXISTING SANITARY MANHOLE
- DENOTES PROPOSED SANITARY MANHOLE
- DENOTES PROPOSED HYDRANT
- DENOTES EXISTING HYDRANT
- DENOTES PROPOSED WATER VALVE & BOX
- DENOTES POST INDICATOR VALVE
- DENOTES EXISTING WATER VALVE & BOX
- DENOTES PROPOSED WATER METER
- DENOTES PROPOSED SIAMESE CONNECTION
- DENOTES EXISTING SPOT ELEVATION
- × 100.00E/P DENOTES EXISTING EDGE OF PAVEMENT ELEVATION
- × (100.00) DENOTES PROPOSED ELEVATION
- × (100.00)G/L DENOTES PROPOSED GUTTER LINE ELEVATION
- × (100.00)T/C DENOTES PROPOSED TOP OF CURB ELEVATION
- × (100.00)T/W DENOTES PROPOSED TOP OF WALL ELEVATION
- × (100.00)B/W DENOTES PROPOSED BOTTOM OF WALL ELEVATION
- × (100.00) HP DENOTES PROPOSED HIGH POINT
- × (100.00) DENOTES PROPOSED SWALE INVERT ELEVATION
- × (100.00) DENOTES PROPOSED ELEVATION BY OTHERS
- 1.0% DENOTES PROPOSED FLOW ARROW AND SLOPE
- DENOTES PROPOSED FLOW ARROW
- DENOTES EMERGENCY OVERLAND FLOW
- DENOTES PROPOSED SLOPE (3:1 OR HIGHER)
- DENOTES EXISTING CONTOUR
- DENOTES PROPOSED ENTRANCE LOCATION
- DENOTES EXTENT OF MAX. PONDING
- 100 YEAR STORM.
- DENOTES PROPOSED LIMIT OF CONSTRUCTION
- DENOTES PROPOSED HEAVY DUTY ASPHALT AREA



KEY PLAN
Scale: 1:N.T.S.

SUBJECT LANDS

NOTES:
THE POSITION OF POLE LINES, CONDUITS, WATERMAINS, SEWERS AND UNDERGROUND AND ABOVE GROUND UTILITIES IS NOT NECESSARILY SHOWN ON THE CONTRACT DRAWINGS, AND WHERE SHOWN, THE ACCURACY OF THE POSITION OF SUCH UTILITIES AND STRUCTURES IS NOT GUARANTEED BEFORE STARTING THE WORK THE CONTRACTOR SHALL CONFIRM OF THE EXACT LOCATION OF ALL UTILITIES AND STRUCTURES, AND SHALL ASSUME ALL LIABILITY FOR DAMAGE TO THEM.

THE CONTRACTOR MUST CHECK AND VERIFY ALL DIMENSIONS ON THE JOB AND REPORT ANY DISCREPANCY TO THE ARCHITECTS/ENGINEERS BEFORE PROCEEDING WITH THE WORKS.

ALL DRAWINGS AND SPECIFICATIONS ARE INSTRUMENTS OF SERVICE AND THE PROPERTY OF THE ENGINEER WHICH MUST BE RETURNED AT THE COMPLETION OF WORK.

THIS DRAWING IS NOT TO BE SCALED. CONTRACTOR TO USE DIGITAL FILES FOR LAYOUT PROVIDED BY ENGINEER. THIS PLAN MUST NOT BE USED TO SITE THE PROPOSED BUILDINGS.

THE APPROVAL OF THIS PLAN DOES NOT EXEMPT THE OWNER'S CONTRACTOR FROM OBTAINING, BUT NOT LIMITED TO THE FOLLOWING PERMITS: ROAD CUT, SEWER PERMITS, RELOCATION OF SERVICES, ENCROACHMENT AGREEMENTS, APPROACH APPROVAL PERMITS, ETC.

EXISTING TOPOGRAPHICAL INFORMATION SUPPLIED BY YOUNG & YOUNG SURVEYING INC.

BENCH MARK:

- ELEVATIONS HEREON ARE GEODETIC IN ORIGIN AND WERE DERIVED FROM GPS OBSERVATIONS USING THE "TOPNET" GPS NETWORK AND ARE REFERRED TO THE CGVD-1928:1978 DATUM.
 - ELEVATIONS HEREON ARE GEODETIC IN ORIGIN AND WERE DERIVED FROM CITY OF BRAMPTON MONUMENT NO. 042200365 (NAD83 ADJUSTMENT) HAVING A PUBLISHED ELEVATION OF 242.135 m.
- LOCATED 72.80M SOUTH OF CENTRELINE OF MAYFIELD ROAD AND 19.81M EAST OF CENTRELINE OF TORBRAM ROAD.

SITE BENCHMARK:

A CUT CROSS HAVING ELEVATION 242.51 m WAS SET ON THE NORTHEAST CORNER OF THE INTERSECTION BETWEEN MAYFIELD ROAD AND TORBRAM ROAD.

BEARING NOTE:

BEARINGS ARE UTM GRID, DERIVED FROM GPS OBSERVATION USING THE "TOPNET" GPS NETWORK OBSERVATIONS, UTM ZONE 17, NAD83 (CSRS) (1997.0).

METRIC NOTE:

DISTANCES AND ELEVATIONS ON THIS PLAN ARE TYPICALLY SHOWN IN METRES AND CAN BE CONVERTED TO FEET BY DIVIDING BY 0.3048.

NO.	REVISIONS	DATE	BY
2.	ISSUED FOR SPA	JULY 15/22	M.E.H.
1.	ISSUED FOR REVIEW & COORDINATION	JUNE 22/22	M.E.H.



DRAWING TITLE:

SITE GRADING PLAN
(SOUTH EAST)

PROJECT:

PROPOSED INDUSTRIAL DEVELOPMENT
TULLAMORE LANDS
CALEDON, ONTARIO

CLIENT:

TULLAMORE LANDS



The Olan/Detech Group Inc. P: (905) 632-3811 F: (905) 632-3363
5230 SOUTH SERVICE ROAD, BURLINGTON, ONTARIO, L7L 5K2

DESIGNED BY: M.H.H.	PROJECT No: 21264
DRAWN BY: Z.Z.	DATE:
CHECKED BY: J.K.	SEP 2021
APPROVED BY: J.K.	DRAWING No.: 8 of 13

APPENDIX G

STATIONARY NOISE CALCULATION DETAILS

Point Source Table

Name	M.	ID	Result: PWL			Lw / Li		Correction			Sound Reduction		Attenuation	Operating Time			K0	Freq.	Direct.	Height	Coordinates		
			Day (dBA)	Evening (dBA)	Night (dBA)	Type	Value	norm. dB(A)	Day dB(A)	Evening dB(A)	Night dB(A)	R		Area (m²)	Day (min)	Special (min)					Night (min)	(dB)	(Hz)
		D_RTU01	84	83.8	83.8	Lw	A_RTU		0.0	0.0	0.0			60.00	60.00	30.00	0.0	(none)	1.60	g	598546.80	4849767.70	259.01
		D_RTU02	84	83.8	83.8	Lw	A_RTU		0.0	0.0	0.0			60.00	60.00	30.00	0.0	(none)	1.60	g	598604.25	4849701.34	259.01
		D_RTU03	84	83.8	83.8	Lw	A_RTU		0.0	0.0	0.0			60.00	60.00	30.00	0.0	(none)	1.60	g	598874.89	4850092.01	259.01
		D_RTU04	84	83.8	83.8	Lw	A_RTU		0.0	0.0	0.0			60.00	60.00	30.00	0.0	(none)	1.60	g	598938.73	4850027.11	259.01
		D_RTU05	86	85.8	85.8	Lw	GHU		0.0	0.0	0.0			60.00	60.00	30.00	0.0	(none)	1.60	g	598579.54	4849799.90	259.01
		D_RTU06	86	85.8	85.8	Lw	GHU		0.0	0.0	0.0			60.00	60.00	30.00	0.0	(none)	1.60	g	598612.70	4849833.59	259.01
		D_RTU07	86	85.8	85.8	Lw	GHU		0.0	0.0	0.0			60.00	60.00	30.00	0.0	(none)	1.60	g	598649.68	4849869.54	259.01
		D_RTU08	86	85.8	85.8	Lw	GHU		0.0	0.0	0.0			60.00	60.00	30.00	0.0	(none)	1.60	g	598693.43	4849911.80	259.01
		D_RTU09	86	85.8	85.8	Lw	GHU		0.0	0.0	0.0			60.00	60.00	30.00	0.0	(none)	1.60	g	598734.22	4849953.56	259.01
		D_RTU10	86	85.8	85.8	Lw	GHU		0.0	0.0	0.0			60.00	60.00	30.00	0.0	(none)	1.60	g	598774.08	4849995.46	259.01
		D_RTU13	86	85.8	85.8	Lw	GHU		0.0	0.0	0.0			60.00	60.00	30.00	0.0	(none)	1.60	g	598643.31	4849737.26	259.01
		D_RTU14	86	85.8	85.8	Lw	GHU		0.0	0.0	0.0			60.00	60.00	30.00	0.0	(none)	1.60	g	598677.42	4849769.10	259.01
		D_RTU15	86	85.8	85.8	Lw	GHU		0.0	0.0	0.0			60.00	60.00	30.00	0.0	(none)	1.60	g	598711.50	4849802.82	259.01
		D_RTU16	86	85.8	85.8	Lw	GHU		0.0	0.0	0.0			60.00	60.00	30.00	0.0	(none)	1.60	g	598752.26	4849845.03	259.01
		D_RTU17	86	85.8	85.8	Lw	GHU		0.0	0.0	0.0			60.00	60.00	30.00	0.0	(none)	1.60	g	598788.89	4849881.34	259.01
		D_RTU18	86	85.8	85.8	Lw	GHU		0.0	0.0	0.0			60.00	60.00	30.00	0.0	(none)	1.60	g	598833.15	4849926.94	259.01
		D_RTU20	86	85.8	85.8	Lw	GHU		0.0	0.0	0.0			60.00	60.00	30.00	0.0	(none)	1.60	g	598900.86	4849994.65	259.01
		D_RTU19	86	85.8	85.8	Lw	GHU		0.0	0.0	0.0			60.00	60.00	30.00	0.0	(none)	1.60	g	598863.32	4849963.14	259.01
		D_RTU11	86	85.8	85.8	Lw	GHU		0.0	0.0	0.0			60.00	60.00	30.00	0.0	(none)	1.60	g	598805.00	4850025.48	259.01
		D_RTU12	86	85.8	85.8	Lw	GHU		0.0	0.0	0.0			60.00	60.00	30.00	0.0	(none)	1.60	g	598835.83	4850061.01	259.01
		H_RTU01	84	83.8	83.8	Lw	A_RTU		0.0	0.0	0.0			60.00	60.00	30.00	0.0	(none)	1.60	g	598773.72	4849534.24	256.59
		H_RTU02	84	83.8	83.8	Lw	A_RTU		0.0	0.0	0.0			60.00	60.00	30.00	0.0	(none)	1.60	g	598816.72	4849492.92	256.59
		H_RTU03	84	83.8	83.8	Lw	A_RTU		0.0	0.0	0.0			60.00	60.00	30.00	0.0	(none)	1.60	g	599127.04	4849884.19	256.59
		H_RTU04	84	83.8	83.8	Lw	A_RTU		0.0	0.0	0.0			60.00	60.00	30.00	0.0	(none)	1.60	g	599164.14	4849847.09	256.59
		H_RTU05	86	85.8	85.8	Lw	GHU		0.0	0.0	0.0			60.00	60.00	30.00	0.0	(none)	1.60	g	598810.12	4849570.53	256.59
		H_RTU06	86	85.8	85.8	Lw	GHU		0.0	0.0	0.0			60.00	60.00	30.00	0.0	(none)	1.60	g	598880.44	4849642.19	256.59
		H_RTU07	86	85.8	85.8	Lw	GHU		0.0	0.0	0.0			60.00	60.00	30.00	0.0	(none)	1.60	g	598948.75	4849712.51	256.59
		H_RTU08	86	85.8	85.8	Lw	GHU		0.0	0.0	0.0			60.00	60.00	30.00	0.0	(none)	1.60	g	599020.41	4849782.83	256.59
		H_RTU09	86	85.8	85.8	Lw	GHU		0.0	0.0	0.0			60.00	60.00	30.00	0.0	(none)	1.60	g	599075.33	4849839.75	256.59
		H_RTU10	86	85.8	85.8	Lw	GHU		0.0	0.0	0.0			60.00	60.00	30.00	0.0	(none)	1.60	g	598853.03	4849531.42	256.59
		H_RTU11	86	85.8	85.8	Lw	GHU		0.0	0.0	0.0			60.00	60.00	30.00	0.0	(none)	1.60	g	598899.73	4849574.02	256.59
		H_RTU12	86	85.8	85.8	Lw	GHU		0.0	0.0	0.0			60.00	60.00	30.00	0.0	(none)	1.60	g	598966.19	4849639.84	256.59
		H_RTU13	86	85.8	85.8	Lw	GHU		0.0	0.0	0.0			60.00	60.00	30.00	0.0	(none)	1.60	g	599034.50	4849699.39	256.59
		H_RTU14	86	85.8	85.8	Lw	GHU		0.0	0.0	0.0			60.00	60.00	30.00	0.0	(none)	1.60	g	599081.73	4849749.64	256.59
		H_RTU15	86	85.8	85.8	Lw	GHU		0.0	0.0	0.0			60.00	60.00	30.00	0.0	(none)	1.60	g	599120.87	4849798.90	256.59
Condenser Unit		A_Cond_01	95	94.7	94.7	Lw	Condenser		0.0	0.0	0.0			60.00	60.00	30.00	0.0	(none)	3.80	g	598228.73	4849626.63	254.40
Condenser Unit		A_Cond_02	95	94.7	94.7	Lw	Condenser		0.0	0.0	0.0			60.00	60.00	30.00	0.0	(none)	3.80	g	598236.93	4849633.77	254.40
Condenser Unit		A_Cond_03	95	94.7	94.7	Lw	Condenser		0.0	0.0	0.0			60.00	60.00	30.00	0.0	(none)	3.80	g	598243.01	4849639.05	254.40
Rooftop Unit		A_RTU_01	84	83.8	83.8	Lw	A_RTU		0.0	0.0	0.0			60.00	60.00	30.00	0.0	(none)	1.40	g	598396.58	4849126.95	277.30
Rooftop Unit		A_RTU_02	84	83.8	83.8	Lw	A_RTU		0.0	0.0	0.0			60.00	60.00	30.00	0.0	(none)	1.40	g	598375.77	4849151.98	277.30
Rooftop Unit		A_RTU_03	84	83.8	83.8	Lw	A_RTU		0.0	0.0	0.0			60.00	60.00	30.00	0.0	(none)	1.40	g	598336.65	4849190.46	277.30
Rooftop Unit		A_RTU_04	84	83.8	83.8	Lw	A_RTU		0.0	0.0	0.0			60.00	60.00	30.00	0.0	(none)	1.40	g	598315.60	4849213.90	277.30
Rooftop Unit		A_RTU_05	84	83.8	83.8	Lw	A_RTU		0.0	0.0	0.0			60.00	60.00	30.00	0.0	(none)	1.40	g	598431.72	4849162.64	277.30
Rooftop Unit		A_RTU_06	84	83.8	83.8	Lw	A_RTU		0.0	0.0	0.0			60.00	60.00	30.00	0.0	(none)	1.40	g	598411.03	4849184.28	277.30
Rooftop Unit		A_RTU_07	84	83.8	83.8	Lw	A_RTU		0.0	0.0	0.0			60.00	60.00	30.00	0.0	(none)	1.40	g	598374.08	4849221.45	277.30
Rooftop Unit		A_RTU_08	84	83.8	83.8	Lw	A_RTU		0.0	0.0	0.0			60.00	60.00	30.00	0.0	(none)	1.40	g	598351.40	4849244.70	277.30
Rooftop Unit		A_RTU_09	84	83.8	83.8	Lw	A_RTU		0.0	0.0	0.0			60.00	60.00	30.00	0.0	(none)	1.40	g	598464.39	4849194.11	277.30
Rooftop Unit		A_RTU_10	84	83.8	83.8	Lw	A_RTU		0.0	0.0	0.0			60.00	60.00	30.00	0.0	(none)	1.40	g	598444.34	4849214.86	277.30
Rooftop Unit		A_RTU_11	84	83.8	83.8	Lw	A_RTU		0.0	0.0	0.0			60.00	60.00	30.00	0.0	(none)	1.40	g	598408.87	4849252.50	277.30
Rooftop Unit		A_RTU_12	84	83.8	83.8	Lw	A_RTU		0.0	0.0	0.0			60.00	60.00	30.00	0.0	(none)	1.40	g	598387.58	4849276.67	277.30
Rooftop Unit		A_RTU_13	84	83.8	83.8	Lw	A_RTU		0.0	0.0	0.0			60.00	60.00	30.00	0.0	(none)	1.40	g	598504.62	4849231.58	277.30
Rooftop Unit		A_RTU_14	84	83.8	83.8	Lw	A_RTU		0.0	0.0	0.0			60.00	60.00	30.00	0.0	(none)	1.40	g	598485.65	4849250.22	277.30
Rooftop Unit		A_RTU_15</																					

Name	M.	ID	Result. PWL			Lw / Li		Correction			Sound Reduction		Attenuation	Operating Time			K0	Freq.	Direct.	Height	Coordinates		
			Day	Evening	Night	Type	Value	norm.	Day	Evening	Night	R	Area	Day	Special	Night					X	Y	Z
			(dBA)	(dBA)	(dBA)			dB(A)	dB(A)	dB(A)	dB(A)		(m²)	(min)	(min)	(min)	(dB)	(Hz)		(m)	(m)	(m)	(m)
Roof top air handler	C	RTU12	86	85.8	85.8	Lw	GHU		0.0	0.0	0.0			60.00	60.00	30.00	0.0	(none)	1.50	g	598405.07	4850033.22	263.14
Roof top air handler	C	RTU13	86	85.8	85.8	Lw	GHU		0.0	0.0	0.0			60.00	60.00	30.00	0.0	(none)	1.50	g	598358.81	4850081.16	263.14
Roof top air handler	C	RTU14	86	85.8	85.8	Lw	GHU		0.0	0.0	0.0			60.00	60.00	30.00	0.0	(none)	1.50	g	598311.71	4850127.42	263.14
Roof top air handler	C	RTU15	86	85.8	85.8	Lw	GHU		0.0	0.0	0.0			60.00	60.00	30.00	0.0	(none)	1.50	g	598265.45	4850174.53	263.14
Roof top air handler	C	RTU16	86	85.8	85.8	Lw	GHU		0.0	0.0	0.0			60.00	60.00	30.00	0.0	(none)	1.50	g	598219.18	4850224.15	263.14
Roof top air handler	E	RTU1	84	83.8	83.8	Lw	A RTU		0.0	0.0	0.0			60.00	60.00	30.00	0.0	(none)	1.50	g	597921.31	4850115.87	266.41
Roof top air handler	E	RTU2	84	83.8	83.8	Lw	A RTU		0.0	0.0	0.0			60.00	60.00	30.00	0.0	(none)	1.50	g	598018.31	4850038.23	266.41
Roof top air handler	E	RTU3	84	83.8	83.8	Lw	A RTU		0.0	0.0	0.0			60.00	60.00	30.00	0.0	(none)	1.50	g	597709.00	4849647.80	266.41
Roof top air handler	E	RTU4	84	83.8	83.8	Lw	A RTU		0.0	0.0	0.0			60.00	60.00	30.00	0.0	(none)	1.50	g	597609.87	4849724.23	266.41
Roof top air handler	E	RTU5	86	85.8	85.8	Lw	GHU		0.0	0.0	0.0			60.00	60.00	30.00	0.0	(none)	1.50	g	597903.66	4850095.78	266.41
Roof top air handler	E	RTU6	86	85.8	85.8	Lw	GHU		0.0	0.0	0.0			60.00	60.00	30.00	0.0	(none)	1.50	g	597848.34	4850025.76	266.41
Roof top air handler	E	RTU7	86	85.8	85.8	Lw	GHU		0.0	0.0	0.0			60.00	60.00	30.00	0.0	(none)	1.50	g	597791.98	4849955.95	266.41
Roof top air handler	E	RTU8	86	85.8	85.8	Lw	GHU		0.0	0.0	0.0			60.00	60.00	30.00	0.0	(none)	1.50	g	597736.47	4849888.66	266.41
Roof top air handler	E	RTU9	86	85.8	85.8	Lw	GHU		0.0	0.0	0.0			60.00	60.00	30.00	0.0	(none)	1.50	g	597681.80	4849818.85	266.41
Roof top air handler	E	RTU10	86	85.8	85.8	Lw	GHU		0.0	0.0	0.0			60.00	60.00	30.00	0.0	(none)	1.50	g	597627.97	4849747.35	266.41
Roof top air handler	E	RTU11	86	85.8	85.8	Lw	GHU		0.0	0.0	0.0			60.00	60.00	30.00	0.0	(none)	1.50	g	597707.87	4849751.56	266.41
Roof top air handler	E	RTU12	86	85.8	85.8	Lw	GHU		0.0	0.0	0.0			60.00	60.00	30.00	0.0	(none)	1.50	g	597777.68	4849839.04	266.41
Roof top air handler	E	RTU13	86	85.8	85.8	Lw	GHU		0.0	0.0	0.0			60.00	60.00	30.00	0.0	(none)	1.50	g	597847.50	4849924.83	266.41
Roof top air handler	E	RTU14	86	85.8	85.8	Lw	GHU		0.0	0.0	0.0			60.00	60.00	30.00	0.0	(none)	1.50	g	597915.63	4850013.15	266.41
Roof top air handler	E	RTU15	86	85.8	85.8	Lw	GHU		0.0	0.0	0.0			60.00	60.00	30.00	0.0	(none)	1.50	g	597999.74	4850014.83	266.41
Roof top air handler	E	RTU16	86	85.8	85.8	Lw	GHU		0.0	0.0	0.0			60.00	60.00	30.00	0.0	(none)	1.50	g	597945.07	4849946.70	266.41
Roof top air handler	E	RTU17	86	85.8	85.8	Lw	GHU		0.0	0.0	0.0			60.00	60.00	30.00	0.0	(none)	1.50	g	597891.23	4849877.73	266.41
Roof top air handler	E	RTU18	86	85.8	85.8	Lw	GHU		0.0	0.0	0.0			60.00	60.00	30.00	0.0	(none)	1.50	g	597834.88	4849806.23	266.41
Roof top air handler	E	RTU19	86	85.8	85.8	Lw	GHU		0.0	0.0	0.0			60.00	60.00	30.00	0.0	(none)	1.50	g	597780.21	4849736.42	266.41
Roof top air handler	E	RTU20	86	85.8	85.8	Lw	GHU		0.0	0.0	0.0			60.00	60.00	30.00	0.0	(none)	1.50	g	597723.85	4849669.13	266.41
Roof top air handler	F	RTU1	84	83.8	83.8	Lw	A RTU		0.0	0.0	0.0			60.00	60.00	30.00	0.0	(none)	1.50	g	598136.27	4849899.52	264.45
Roof top air handler	F	RTU2	84	83.8	83.8	Lw	A RTU		0.0	0.0	0.0			60.00	60.00	30.00	0.0	(none)	1.50	g	598230.95	4849825.51	264.45
Roof top air handler	F	RTU3	84	83.8	83.8	Lw	A RTU		0.0	0.0	0.0			60.00	60.00	30.00	0.0	(none)	1.50	g	597986.15	4849519.78	264.45
Roof top air handler	F	RTU4	84	83.8	83.8	Lw	A RTU		0.0	0.0	0.0			60.00	60.00	30.00	0.0	(none)	1.50	g	597889.71	4849595.55	264.45
Roof top air handler	F	RTU5	86	85.8	85.8	Lw	GHU		0.0	0.0	0.0			60.00	60.00	30.00	0.0	(none)	1.50	g	598115.87	4849873.36	264.45
Roof top air handler	F	RTU6	86	85.8	85.8	Lw	GHU		0.0	0.0	0.0			60.00	60.00	30.00	0.0	(none)	1.50	g	598074.79	4849822.33	264.45
Roof top air handler	F	RTU7	86	85.8	85.8	Lw	GHU		0.0	0.0	0.0			60.00	60.00	30.00	0.0	(none)	1.50	g	598034.41	4849771.86	264.45
Roof top air handler	F	RTU8	86	85.8	85.8	Lw	GHU		0.0	0.0	0.0			60.00	60.00	30.00	0.0	(none)	1.50	g	597993.20	4849721.39	264.45
Roof top air handler	F	RTU9	86	85.8	85.8	Lw	GHU		0.0	0.0	0.0			60.00	60.00	30.00	0.0	(none)	1.50	g	597952.41	4849670.51	264.45
Roof top air handler	F	RTU10	86	85.8	85.8	Lw	GHU		0.0	0.0	0.0			60.00	60.00	30.00	0.0	(none)	1.50	g	597912.87	4849619.62	264.45
Roof top air handler	F	RTU11	86	85.8	85.8	Lw	GHU		0.0	0.0	0.0			60.00	60.00	30.00	0.0	(none)	1.50	g	598006.38	4849544.96	264.45
Roof top air handler	F	RTU12	86	85.8	85.8	Lw	GHU		0.0	0.0	0.0			60.00	60.00	30.00	0.0	(none)	1.50	g	598046.65	4849595.29	264.45
Roof top air handler	F	RTU13	86	85.8	85.8	Lw	GHU		0.0	0.0	0.0			60.00	60.00	30.00	0.0	(none)	1.50	g	598087.98	4849647.22	264.45
Roof top air handler	F	RTU14	86	85.8	85.8	Lw	GHU		0.0	0.0	0.0			60.00	60.00	30.00	0.0	(none)	1.50	g	598127.72	4849697.03	264.45
Roof top air handler	F	RTU15	86	85.8	85.8	Lw	GHU		0.0	0.0	0.0			60.00	60.00	30.00	0.0	(none)	1.50	g	598167.47	4849747.37	264.45
Roof top air handler	F	RTU16	86	85.8	85.8	Lw	GHU		0.0	0.0	0.0			60.00	60.00	30.00	0.0	(none)	1.50	g	598209.33	4849798.76	264.45
Roof top air handler	I	RTU1	84	83.8	83.8	Lw	A RTU		0.0	0.0	0.0			60.00	60.00	30.00	0.0	(none)	1.50	g	598791.73	4849324.83	255.41
Roof top air handler	I	RTU2	84	83.8	83.8	Lw	A RTU		0.0	0.0	0.0			60.00	60.00	30.00	0.0	(none)	1.50	g	598830.08	4849288.35	255.41
Roof top air handler	I	RTU3	84	83.8	83.8	Lw	A RTU		0.0	0.0	0.0			60.00	60.00	30.00	0.0	(none)	1.50	g	598568.23	4849026.47	255.41
Roof top air handler	I	RTU4	84	83.8	83.8	Lw	A RTU		0.0	0.0	0.0			60.00	60.00	30.00	0.0	(none)	1.50	g	598531.21	4849063.25	255.41
Roof top air handler	I	RTU5	86	85.8	85.8	Lw	GHU		0.0	0.0	0.0			60.00	60.00	30.00	0.0	(none)	1.50	g	598748.43	4849282.04	255.41
Roof top air handler	I	RTU6	86	85.8	85.8	Lw	GHU		0.0	0.0	0.0			60.00	60.00	30.00	0.0	(none)	1.50	g	598661.40	4849194.54	255.41
Roof top air handler	I	RTU7	86	85.8	85.8	Lw	GHU		0.0	0.0	0.0			60.00	60.00	30.00	0.0	(none)	1.50	g	598574.33	4849106.89	255.41
Roof top air handler	I	RTU8	86	85.8	85.8	Lw	GHU		0.0	0.0	0.0			60.00	60.00	30.00	0.0	(none)	1.50	g	598611.25	4849070.75	255.41
Roof top air handler	I	RTU9	86	85.8	85.8	Lw	GHU		0.0	0.0	0.0			60.00	60.00	30.00	0.0	(none)	1.50	g	598698.73	4849158.23	255.41
Roof top air handler	I	RTU10	86	85.8	85.8	Lw	GHU		0.0	0.0	0.0			60.00	60.00	30.00	0.0	(none)	1.50	g	598785.78	4849245.29	255.41
Roof top air handler	J	RTU1	84	83.8	83.8	Lw	A RTU		0.0	0.0	0.0			60.00	60.00	30.00	0.0	(none)	1.50	g	598896.12	4849220.45	254.35
Roof top air handler	J	RTU2	84	83.8	83.8	Lw	A RTU		0.0	0.0	0.0			60.00	60.00	30.00	0.0	(none)	1.50	g	598819.82	4849144.14	254.35
Roof top air handler	J	RTU3	84	83.8	83.8	Lw	A RTU		0.0	0.0	0.0			60.00	60.00	30.00	0.0	(none)	1.50	g	598847.37	4849116.06	254.35
Roof top air handler	J	RTU4	84	83.8	83.8	Lw	A RTU		0.0	0.0	0.0			60.00	60.00	30.00	0.0	(none)	1.50	g	598924.73	4849194.48	254.35
Roof top air handler	J	RTU5	86	85.8	85.8	Lw	GHU		0.0	0.0	0.0			60.00	60.00	30.00	0.0	(none)	1.50	g	598849.64	4849146.92	254.35
Roof top air handler	J	RTU6	86	85.8	85.8	Lw	GHU		0.0	0.0	0.0			60.00	60.00	30.00	0.0	(none)	1.50	g	598899.98	4849194.61	254.35
Roof top air handler	K	RTU1	84	83.8	83.8	Lw	A RTU		0.0	0.0	0.0			60.00	60.00	30.00	0.0	(none)	1.50	g	598961.30	4849350.80	253.46

Line Source Table

Name	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 (m²)				Day (min)	Special (min)	Night (min)	(dB)	(Hz)	(none)	Day	Evening	Night	Speed (km/h)
Trucks Loading/Unloading	-	ImpN_LD	109.6	109.6	109.6	82.6	82.6	82.6	Lw	IMP_LD+10*log10(40/43)	0.0	0.0	0.0							0.0	(none)										
Trucks Loading/Unloading	-	ImpS_LD	109.6	109.6	109.6	83.0	83.0	83.0	Lw	IMP_LD+10*log10(40/43)	0.0	0.0	0.0							0.0	(none)										
Trucks Coupling/Uncoupling	-	ImpS_Cpl1	106.3	106.3	106.3	79.7	79.7	79.7	Lw	IMP_CP+10*log10(2/43)	0.0	0.0	0.0							0.0	(none)										
Trucks Coupling/Uncoupling	-	ImpN_Cpl1	106.3	106.3	106.3	79.4	79.4	79.4	Lw	IMP_CP+10*log10(2/43)	0.0	0.0	0.0							0.0	(none)										
Trucks Coupling/Uncoupling - shunt	-	ImpN_Cpl2	103.3	103.3	103.3	81.0	81.0	81.0	Lw	IMP_CP+10*log10(1/43)	0.0	0.0	0.0							0.0	(none)										
Trucks Coupling/Uncoupling - shunt	-	ImpS_Cpl2	103.3	103.3	103.3	77.5	77.5	77.5	Lw	IMP_CP+10*log10(1/43)	0.0	0.0	0.0							0.0	(none)										
Trucks Coupling/Uncoupling	-	ImpN_Cpl1	106.3	106.3	106.3	79.3	79.3	79.3	Lw	IMP_CP+10*log10(2/43)	0.0	0.0	0.0							0.0	(none)										
Trucks Loading/Unloading	-	ImpN_LD	109.6	109.6	109.6	82.6	82.6	82.6	Lw	IMP_LD+10*log10(40/43)	0.0	0.0	0.0							0.0	(none)										
Trucks Loading/Unloading	-	ImpS_LD	109.6	109.6	109.6	82.5	82.5	82.5	Lw	IMP_LD+10*log10(40/43)	0.0	0.0	0.0							0.0	(none)										
Trucks Coupling/Uncoupling	-	ImpS_Cpl1	106.3	106.3	106.3	79.2	79.2	79.2	Lw	IMP_CP+10*log10(2/43)	0.0	0.0	0.0							0.0	(none)										
Trucks Coupling/Uncoupling - shunt	-	ImpN_Cpl2	103.3	103.3	103.3	76.5	76.5	76.5	Lw	IMP_CP+10*log10(1/43)	0.0	0.0	0.0							0.0	(none)										
Trucks Coupling/Uncoupling - shunt	-	ImpS_Cpl2	103.3	103.3	103.3	77.0	77.0	77.0	Lw	IMP_CP+10*log10(1/43)	0.0	0.0	0.0							0.0	(none)										
Truck Movement		D_Trk1	105.2	105.2	102.5	74.8	74.8	72.1	PWL-Pt	Heavy_20kph	0.0	0.0	0.0							0.0	(none)	15.0	15.0	8.0	20.0						
Truck Movement		D_Trk2	105.1	105.1	102.4	74.8	74.8	72.1	PWL-Pt	Heavy_20kph	0.0	0.0	0.0							0.0	(none)	15.0	15.0	8.0	20.0						
Trucks Idling		D_Trkldle1	112.6	112.6	112.6	85.6	85.6	85.6	Lw	HvyTrk_Idle+10*log10(15)	0.0	0.0	0.0				2.00	2.00	1.00	0.0	(none)										
Trucks Idling		D_Trkldle2	112.6	112.6	112.6	85.8	85.8	85.8	Lw	HvyTrk_Idle+10*log10(15)	0.0	0.0	0.0				2.00	2.00	1.00	0.0	(none)										
shunt truck		D_Shunt1	104.6	104.6	104.6	74.3	74.3	74.3	Lw	vclShunt+10*log10(2)	0.0	0.0	0.0							0.0	(none)										
shunt truck		D_Shunt2	104.6	104.6	104.6	74.6	74.6	74.6	Lw	vclShunt+10*log10(2)	0.0	0.0	0.0							0.0	(none)										
Truk movement		H_Trk1	104.8	104.8	102.1	74.2	74.2	71.5	PWL-Pt	Heavy_20kph	0.0	0.0	0.0							0.0	(none)	13.0	13.0	7.0	20.0						
Truck Movement		H_Trk2	104.4	104.4	101.4	73.9	73.9	70.9	PWL-Pt	Heavy_20kph	0.0	0.0	0.0							0.0	(none)	12.0	12.0	6.0	20.0						
Trucks Idling		H_Trkldle1	112.0	112.0	112.0	84.9	84.9	84.9	Lw	HvyTrk_Idle+10*log10(13)	0.0	0.0	0.0				2.00	2.00	1.00	0.0	(none)										
Trucks Idling		H_Trkldle2	111.7	111.7	111.7	84.6	84.6	84.6	Lw	HvyTrk_Idle+10*log10(12)	0.0	0.0	0.0				2.00	2.00	1.00	0.0	(none)										
Shunt truck		H_Shunt1	104.6	104.6	104.6	74.0	74.0	74.0	Lw	vclShunt+10*log10(2)	0.0	0.0	0.0							0.0	(none)										
Shunt truck		H_Shunt2	104.6	104.6	104.6	74.4	74.4	74.4	Lw	vclShunt+10*log10(2)	0.0	0.0	0.0							0.0	(none)										
Impulse		ImpE_UMit_CP01	106.3	106.3	106.3	80.6	80.6	80.6	Lw	IMP_CP+10*log10(2/43)	0.0	0.0	0.0							0.0	(none)										
Impulse		ImpE_UMit_CP02	103.3	103.3	103.3	75.4	75.4	75.4	Lw	IMP_CP+10*log10(1/43)	0.0	0.0	0.0							0.0	(none)										
Impulse		ImpE_UMit_LD	109.6	109.6	109.6	83.9	83.9	83.9	Lw	IMP_LD+10*log10(40/43)	0.0	0.0	0.0							0.0	(none)										
Impulse		ImpS_UMit_CP01	106.3	106.3	106.3	82.4	82.4	82.4	Lw	IMP_CP+10*log10(2/43)	0.0	0.0	0.0							0.0	(none)										
Impulse		ImpS_UMit_CP02	103.3	103.3	103.3	76.6	76.6	76.6	Lw	IMP_CP+10*log10(1/43)	0.0	0.0	0.0							0.0	(none)										
Impulse		ImpS_UMit_LD	109.6	109.6	109.6	85.7	85.7	85.7	Lw	IMP_LD+10*log10(40/43)	0.0	0.0	0.0							0.0	(none)										
Impulse		ImpW_UMit_CP01	106.3	106.3	106.3	81.7	81.7	81.7	Lw	IMP_CP+10*log10(2/43)	0.0	0.0	0.0							0.0	(none)										
Impulse		ImpW_UMit_CP02	103.3	103.3	103.3	81.6	81.6	81.6	Lw	IMP_CP+10*log10(1/43)	0.0	0.0	0.0							0.0	(none)										
Impulse		ImpW_UMit_LD	109.6	109.6	109.6	85.0	85.0	85.0	Lw	IMP_LD+10*log10(40/43)	0.0	0.0	0.0							0.0	(none)										
Trucks Idling B - 59 Trailers day & night		A_Trkldle_B	118.6	118.6	118.6	94.7	94.7	94.7	Lw	HvyTrk_Idle+10*Log10(59)	0.0	0.0	0.0				2.00	2.00	2.00	0.0	(none)										
Trucks Idling C - 68 trucks day		A_Trkldle_C_DAY	119.2	119.2	119.2	94.6	94.6	94.6	Lw	HvyTrk_Idle+10*Log10(68)	0.0	0.0	0.0				2.00	2.00	0.00	0.0	0.0	(none)									
Trucks Idling C - 30 trucks night		A_Trkldle_C_NGT	115.6	115.6	115.6	91.0	91.0	91.0	Lw	HvyTrk_Idle+10*Log10(30)	0.0	0.0	0.0				0.00	0.00	2.00	0.0	0.0	(none)									
87 refer trailers		A_Trkldle_D_DAY	120.3	120.3	120.3	94.6	94.6	94.6	Lw	HvyTrk_Idle+10*log10(87)	0.0	0.0	0.0				2.00	2.00	0.00	0.0	0.0	(none)									
40 refer trailers		A_Trkldle_D_NGT	116.9	116.9	116.9	91.2	91.2	91.2	Lw	HvyTrk_Idle+10*log10(40)	0.0	0.0	0.0				0.00	0.00	2.00	0.0	0.0	(none)									
Truck movements		A_UMit_Entrancelidle_DAY	112.6	112.6	112.6	87.8	87.8	87.8	Lw	HvyTrk_Idle+10*log10(15)	0.0	0.0	0.0				20.00	20.00	0.00	0.0	0.0	(none)									
Truck movements		A_UMit_Entrancelidle_NGT	110.9	110.9	110.9	86.1	86.1	86.1	Lw	HvyTrk_Idle+10*log10(10)	0.0	0.0	0.0				0.00	0.00	20.00	0.0	0.0	(none)									
Truck movements		A_UMit_EntranceLoop	101.7	101.7	99.9	74.8	74.8	73.1	PWL-Pt	Heavy_20kph	0.0	0.0	0.0							0.0	(none)	15.0	15.0	10.0	20.0						
Truck movements		A_UMit_Exittidle_DAY	115.6	115.6	115.6	89.2	89.2	89.2	Lw	HvyTrk_Idle+10*log10(30)	0.0	0.0	0.0				20.00	20.00	0.00	0.0	0.0	(none)									
Truck movements		A_UMit_Exittidle_NGT	110.9	110.9	110.9	84.4	84.4	84.4	Lw	HvyTrk_Idle+10*log10(10)	0.0	0.0	0.0				0.00	0.00	20.00	0.0	0.0	(none)									
Truck movements		A_UMit_ExittLoop	105.2	105.2	100.4	77.9	77.9	73.1	PWL-Pt	Heavy_20kph	0.0	0.0	0.0							0.0	(none)	30.0	30.0	10.0	20.0						
68 Idling reefers		A_UMit_Refer_C_DAY	106.2	106.2	106.2	81.5	81.5	81.5	Lw	HvyTrk_TRU+10*log10(17)	0.0	0.0	0.0				60.00	60.00	0.00	0.0	0.0	(none)									
68 Idling reefers		A_UMit_ReferStdBy_C_DAY	108.0	108.0	108.0	83.4	83.4	83.4	Lw	HvyTrk_TRU_Stdby+10*log10(51)	0.0	0.0	0.0				60.00	60.00	0.00	0.0	0.0	(none)									
30 Idling reefers		A_UMit_ReferStdBy_C_NGT	104.5	104.5	104.5	79.9	79.9	79.9	Lw	HvyTrk_TRU_Stdby+10*log10(23)	0.0	0.0	0.0				0.00	0.00	60.00	0.0	0.0	(none)									
Idling reefers		A_UMit_Refer_C_NGT	102.3	102.3	102.3	77.7	77.7	77.7	Lw	HvyTrk_TRU+10*log10(7)	0.0	0.0	0.0				0.00	0.00	60.00	0.0	0.0	(none)									
Idling reefers		A_UMit_Refer_D_DAY	107.3	107.3	107.3	81.6	81.6	81.6	Lw	HvyTrk_TRU+10*log10(22)	0.0	0.0	0.0				60.00	60.00	0.00	0.0	0.0	(none)									
Idling reeferse		A_UMit_Refer_D_NGT	103.9	10																											

Name	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)		
Bldg J - Trucks Idling		J_TrkIdle	109.9	109.9	109.9	89.2	89.2	89.2	Lw	HvyTrk_Idle+10*log10(8)		0.0	0.0	0.0				2.00	2.00	1.00	0.0		(none)				
Bldg K - Trucks Idling		K_TrkIdle	110.9	110.9	110.9	87.3	87.3	87.3	Lw	HvyTrk_Idle+10*log10(10)		0.0	0.0	0.0				2.00	2.00	1.00	0.0		(none)				
Bldg C - Shunt trucks		C_shunt	104.6	104.6	104.6	75.7	75.7	75.7	Lw	vclShunt+10*log10(2)		0.0	0.0	0.0							0.0		(none)				
Bldg E - Shunt truck		E_shunt1	101.6	101.6	101.6	75.6	75.6	75.6	Lw	vclShunt		0.0	0.0	0.0							0.0		(none)				
Bldg E - Shunt truck		E_shunt2	101.6	101.6	101.6	74.3	74.3	74.3	Lw	vclShunt		0.0	0.0	0.0							0.0		(none)				
Bldg F - Shunt truck		F_shunt1	101.6	101.6	101.6	75.5	75.5	75.5	Lw	vclShunt		0.0	0.0	0.0							0.0		(none)				
Bldg F - Shunt truck		F_shunt2	101.6	101.6	101.6	75.4	75.4	75.4	Lw	vclShunt		0.0	0.0	0.0							0.0		(none)				
Bldg I - Shunt truck		I_shunt	101.6	101.6	101.6	76.3	76.3	76.3	Lw	vclShunt		0.0	0.0	0.0							0.0		(none)				
Bldg J - Shunt truck		J_shunt	101.6	101.6	101.6	77.1	77.1	77.1	Lw	vclShunt		0.0	0.0	0.0							0.0		(none)				
Bldg K - Shunt truck		K_shunt	101.6	101.6	101.6	78.0	78.0	78.0	Lw	vclShunt		0.0	0.0	0.0							0.0		(none)				

Line Source Table

Name	M.	ID	Result, PWL			Result, PWL'			Lw / Li				Correction		Sound Reduction R	Area Area (m²)	Attenuation	Operating Time			K0	Freq. (Hz)	Direct.	Moving Pt. Src				
			Day (dBA)	Evening (dBA)	Night (dBA)	Day (dBA)	Evening (dBA)	Night (dBA)	Type	Value	norm. dB(A)	Day dB(A)	Evening dB(A)	Night dB(A)				Day (min)	Special (min)	Night (min)				Day	Evening	Night	Number	Speed (km/h)
Shunting impulses		IMP_C3	103.3	103.3	103.3	79.4	79.4	79.4	Lw	IMP_CP+10*log10(1/43)	0.0	0.0	0.0							0.0	(none)							
Loading/unloading impulses		IMP_C1	109.6	109.6	109.6	84.1	84.1	84.1	Lw	IMP_LD+10*log10(40/43)	0.0	0.0	0.0							0.0	(none)							
Coupling/uncoupling impulses		IMP_C2	106.3	106.3	106.3	80.8	80.8	80.8	Lw	IMP_CP+10*log10(2/43)	0.0	0.0	0.0							0.0	(none)							
Loading/unloading impulses	~	IMP_D1	109.6	109.6	109.6	82.6	82.6	82.6	Lw	IMP_LD+10*log10(40/43)	0.0	0.0	0.0							0.0	(none)							
Coupling/uncoupling impulses	~	IMP_D2	106.3	106.3	106.3	79.4	79.4	79.4	Lw	IMP_CP+10*log10(2/43)	0.0	0.0	0.0							0.0	(none)							
Shunting impulses	~	IMP_D3	103.3	103.3	103.3	81.0	81.0	81.0	Lw	IMP_CP+10*log10(1/43)	0.0	0.0	0.0							0.0	(none)							
Loading/unloading impulses	~	IMP_En1	109.6	109.6	109.6	86.1	86.1	86.1	Lw	IMP_LD+10*log10(40/43)	0.0	0.0	0.0							0.0	(none)							
Coupling/uncoupling impulses	~	IMP_En2	106.3	106.3	106.3	82.8	82.8	82.8	Lw	IMP_CP+10*log10(2/43)	0.0	0.0	0.0							0.0	(none)							
Shunting impulses	~	IMP_En3	103.3	103.3	103.3	75.8	75.8	75.8	Lw	IMP_CP+10*log10(1/43)	0.0	0.0	0.0							0.0	(none)							
Loading/unloading impulses	~	IMP_Es1	109.6	109.6	109.6	86.1	86.1	86.1	Lw	IMP_LD+10*log10(40/43)	0.0	0.0	0.0							0.0	(none)							
Coupling/uncoupling impulses	~	IMP_Es2	106.3	106.3	106.3	82.8	82.8	82.8	Lw	IMP_CP+10*log10(2/43)	0.0	0.0	0.0							0.0	(none)							
Shunting impulses	~	IMP_Es3	103.3	103.3	103.3	81.2	81.2	81.2	Lw	IMP_CP+10*log10(1/43)	0.0	0.0	0.0							0.0	(none)							
Loading/unloading impulses	~	IMP_F1	109.6	109.6	109.6	83.6	83.6	83.6	Lw	IMP_LD+10*log10(40/43)	0.0	0.0	0.0							0.0	(none)							
Coupling/uncoupling impulses	~	IMP_F2	106.3	106.3	106.3	80.3	80.3	80.3	Lw	IMP_CP+10*log10(2/43)	0.0	0.0	0.0							0.0	(none)							
Shunting impulses	~	IMP_F3	103.3	103.3	103.3	78.5	78.5	78.5	Lw	IMP_CP+10*log10(1/43)	0.0	0.0	0.0							0.0	(none)							
Loading/unloading impulses	~	IMP_Hn1	109.6	109.6	109.6	82.6	82.6	82.6	Lw	IMP_LD+10*log10(40/43)	0.0	0.0	0.0							0.0	(none)							
Coupling/uncoupling impulses	~	IMP_Hn2	106.3	106.3	106.3	79.3	79.3	79.3	Lw	IMP_CP+10*log10(2/43)	0.0	0.0	0.0							0.0	(none)							
Shunting impulses	~	IMP_Hn3	103.3	103.3	103.3	76.9	76.9	76.9	Lw	IMP_CP+10*log10(1/43)	0.0	0.0	0.0							0.0	(none)							
Loading/unloading impulses	~	IMP_Hs1	109.6	109.6	109.6	82.5	82.5	82.5	Lw	IMP_LD+10*log10(40/43)	0.0	0.0	0.0							0.0	(none)							
Coupling/uncoupling impulses	~	IMP_Hs2	106.3	106.3	106.3	79.2	79.2	79.2	Lw	IMP_CP+10*log10(2/43)	0.0	0.0	0.0							0.0	(none)							
Shunting impulses	~	IMP_Hs3	103.3	103.3	103.3	77.1	77.1	77.1	Lw	IMP_CP+10*log10(1/43)	0.0	0.0	0.0							0.0	(none)							
Loading/unloading impulses	~	IMP_I1	109.6	109.6	109.6	84.3	84.3	84.3	Lw	IMP_LD+10*log10(40/43)	0.0	0.0	0.0							0.0	(none)							
Shunting impulses	~	IMP_I3	103.3	103.3	103.3	82.1	82.1	82.1	Lw	IMP_CP+10*log10(1/43)	0.0	0.0	0.0							0.0	(none)							
Coupling/uncoupling impulses	~	IMP_I2	106.3	106.3	106.3	81.0	81.0	81.0	Lw	IMP_CP+10*log10(2/43)	0.0	0.0	0.0							0.0	(none)							
Loading/unloading impulses	~	IMP_J1	109.6	109.6	109.6	89.0	89.0	89.0	Lw	IMP_LD+10*log10(40/43)	0.0	0.0	0.0							0.0	(none)							
Coupling/uncoupling impulses	~	IMP_J2	106.3	106.3	106.3	85.7	85.7	85.7	Lw	IMP_CP+10*log10(2/43)	0.0	0.0	0.0							0.0	(none)							
Shunting impulses	~	IMP_J3	103.3	103.3	103.3	86.2	86.2	86.2	Lw	IMP_CP+10*log10(1/43)	0.0	0.0	0.0							0.0	(none)							
Coupling/uncoupling impulses	~	IMP_K1	106.3	106.3	106.3	82.8	82.8	82.8	Lw	IMP_CP+10*log10(2/43)	0.0	0.0	0.0							0.0	(none)							
Loading/unloading impulses	~	IMP_K2	109.6	109.6	109.6	86.1	86.1	86.1	Lw	IMP_LD+10*log10(40/43)	0.0	0.0	0.0							0.0	(none)							
Shunting impulses	~	IMP_K3	103.3	103.3	103.3	83.7	83.7	83.7	Lw	IMP_CP+10*log10(1/43)	0.0	0.0	0.0							0.0	(none)							

Sound Power Levels

Name	ID	Type	1/3 Oktave Spectrum (dB)											lin	Source
			Weight.	31.5	63	125	250	500	1000	2000	4000	8000	A		
10000 CFM heating unit	GHU	Lw		0.0	85.1	88.8	85.8	76.1	78.5	80.1	78.0	70.0	85.8	92.4	Manufacturer's data
Heavy Truck Idling	TRKhvy_l	Lw		102.2	100.3	98.6	94.1	96.1	96.4	93.4	87.2	80.6	100.2	106.8	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
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	FHWA TNM
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
Shunt Truck Movement	vclShunt	Lw		0.0	94.6	98.4	94.7	97.2	94.0	95.1	95.0	88.7	101.6	104.4	VCL Database
Air chiseling	AIR_CHISEL	Lw (c)		72.9	83.8	83.8	74.4	73.1	71.3	78.8	76.6	82.9	88.6	92.5	Measured at a similar site
Rooftop Unit - York AV25N3DQ5E1AAS12A	A_RTU	Lw		0.0	94.0	87.0	80.0	79.5	78.5	76.5	73.0	70.5	83.8	95.2	Product Data
Evapco ECO-ATC-1001A	Condenser	Lw		0.0	101.0	97.0	90.0	87.0	90.0	86.0	86.0	87.0	94.7	103.3	Product Data
Large Trailer Refrigeration Unit - Carrier 69 dBA at 7m	HvyTrk_TRU	Lw		94.1	108.5	97.5	94.5	90.4	87.3	85.7	81.3	73.4	93.9	109.2	Product Data
Carrier Vector 8600MT	HvyTrk_TRU_Stdby	Lw		94.6	92.1	89.1	88.4	92.3	82.9	77.5	74.1	65.2	90.9	99.0	Measured at a similar site

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152	598264.65	4849183.98	245.5	0	E	A	77.9	17.7	0	0	0	57.9	1.3	-1.7	0	0	6.5	0	0	31.5
153	598277.76	4849170.09	245.5	1	D	A	77.9	13.1	0	0	0	60.3	1.6	-2.3	0	0	0	0	2	29.3
153	598277.76	4849170.09	245.5	1	N	A	73.1	13.1	0	0	0	60.3	1.6	-2.3	0	0	0	0	2	24.5
153	598277.76	4849170.09	245.5	1	E	A	77.9	13.1	0	0	0	60.3	1.6	-2.3	0	0	0	0	2	29.3
154	598248.64	4849200.95	245.5	2	D	A	77.9	8.8	0	0	0	65.2	2.3	-3.3	0	0	0	0	27.6	-5.2
154	598248.64	4849200.95	245.5	2	N	A	73.1	8.8	0	0	0	65.2	2.3	-3.3	0	0	0	0	27.6	-10
154	598248.64	4849200.95	245.5	2	E	A	77.9	8.8	0	0	0	65.2	2.3	-3.3	0	0	0	0	27.6	-5.2
156	598259.97	4849188.94	245.5	2	D	A	77.9	8.8	0	0	0	65.2	2.3	-3.3	0	0	0	0	27.5	-5.2
156	598259.97	4849188.94	245.5	2	N	A	73.1	8.8	0	0	0	65.2	2.3	-3.3	0	0	0	0	27.5	-9.9
156	598259.97	4849188.94	245.5	2	E	A	77.9	8.8	0	0	0	65.2	2.3	-3.3	0	0	0	0	27.5	-5.2
253	598624.9	4849472.51	245.01	0	D	A	77.9	24.4	0	0	0	67.7	2.8	-3.5	0	0	22.7	0	0	12.6
253	598624.9	4849472.51	245.01	0	N	A	73.1	24.4	0	0	0	67.7	2.8	-3.5	0	0	22.7	0	0	7.9
253	598624.9	4849472.51	245.01	0	E	A	77.9	24.4	0	0	0	67.7	2.8	-3.5	0	0	22.7	0	0	12.6
316	598450.77	4849653.34	246.72	0	D	A	77.9	23.5	0	0	0	67.9	2.8	-3.1	0	0	17.6	0	0	16.1
316	598450.77	4849653.34	246.72	0	N	A	73.1	23.5	0	0	0	67.9	2.8	-3.1	0	0	17.6	0	0	11.3
316	598450.77	4849653.34	246.72	0	E	A	77.9	23.5	0	0	0	67.9	2.8	-3.1	0	0	17.6	0	0	16.1
424	598105.09	4849499.29	245.5	0	D	A	77.9	15.1	0	0	0	63.8	2.1	-1.6	0	0	11.1	0	0	17.4
424	598105.09	4849499.29	245.5	0	N	A	73.1	15.1	0	0	0	63.8	2.1	-1.6	0	0	11.1	0	0	12.6
424	598105.09	4849499.29	245.5	0	E	A	77.9	15.1	0	0	0	63.8	2.1	-1.6	0	0	11.1	0	0	17.4
425	598105.09	4849499.29	245.5	1	D	A	77.9	15.1	0	0	0	65	2.3	-2.1	0	0	17.3	0	2	8.4
425	598105.09	4849499.29	245.5	1	N	A	73.1	15.1	0	0	0	65	2.3	-2.1	0	0	17.3	0	2	3.6
425	598105.09	4849499.29	245.5	1	E	A	77.9	15.1	0	0	0	65	2.3	-2.1	0	0	17.3	0	2	8.4
459	598296.69	4849719.39	248.05	0	D	A	77.9	16.3	0	0	0	67.8	2.8	-2.3	0	0	19.3	0	0	6.4
459	598296.69	4849719.39	248.05	0	N	A	73.1	16.3	0	0	0	67.8	2.8	-2.3	0	0	19.3	0	0	1.7
459	598296.69	4849719.39	248.05	0	E	A	77.9	16.3	0	0	0	67.8	2.8	-2.3	0	0	19.3	0	0	6.4
460	598276.76	4849737.56	248.92	0	D	A	77.9	10.5	0	0	0	68	2.9	-0.9	0	0	16.7	0	0	1.8
460	598276.76	4849737.56	248.92	0	N	A	73.1	10.5	0	0	0	68	2.9	-0.9	0	0	16.7	0	0	-3
460	598276.76	4849737.56	248.92	0	E	A	77.9	10.5	0	0	0	68	2.9	-0.9	0	0	16.7	0	0	1.8
483	598334.44	4849714.43	247.43	0	D	A	77.9	14.1	0	0	0	67.9	2.8	-3	0	0	18.9	0	0	5.3
483	598334.44	4849714.43	247.43	0	N	A	73.1	14.1	0	0	0	67.9	2.8	-3	0	0	18.9	0	0	0.6
483	598334.44	4849714.43	247.43	0	E	A	77.9	14.1	0	0	0	67.9	2.8	-3	0	0	18.9	0	0	5.3
510	598362.93	4849733.23	247.81	0	D	A	77.9	12.1	0	0	0	68.3	2.9	-3	0	0	16.6	0	0	5.2
510	598362.93	4849733.23	247.81	0	N	A	73.1	12.1	0	0	0	68.3	2.9	-3	0	0	16.6	0	0	0.4
510	598362.93	4849733.23	247.81	0	E	A	77.9	12.1	0	0	0	68.3	2.9	-3	0	0	16.6	0	0	5.2
512	598349.02	4849728.72	247.83	0	D	A	77.9	11.8	0	0	0	68.1	2.9	-3	0	0	17.3	0	0	4.3
512	598349.02	4849728.72	247.83	0	N	A	73.1	11.8	0	0	0	68.1	2.9	-3	0	0	17.3	0	0	-0.4
512	598349.02	4849728.72	247.83	0	E	A	77.9	11.8	0	0	0	68.1	2.9	-3	0	0	17.3	0	0	4.3
518	598319.06	4849705.04	247.26	0	D	A	77.9	11.2	0	0	0	67.7	2.8	-3	0	0	20.2	0	0	1.3
518	598319.06	4849705.04	247.26	0	N	A	73.1	11.2	0	0	0	67.7	2.8	-3	0	0	20.2	0	0	-3.4
518	598319.06	4849705.04	247.26	0	E	A	77.9	11.2	0	0	0	67.7	2.8	-3	0	0	20.2	0	0	1.3
535	598718.47	4849365.34	244.26	0	D	A	77.9	10.7	0	0	0	68	2.9	-3.1	0	0	22.5	0	0	-1.7
535	598718.47	4849365.34	244.26	0	N	A	73.1	10.7	0	0	0	68	2.9	-3.1	0	0	22.5	0	0	-6.5
535	598718.47	4849365.34	244.26	0	E	A	77.9	10.7	0	0	0	68	2.9	-3.1	0	0	22.5	0	0	-1.7
Line Source, ISO 9613, Name: "68 idling refusers", ID: "A_UMit_Refuser_C_DAY"																				
Nr.	X (m)	Y (m)	Z (m)	Ref.	DEN	Freq. (Hz)	Lw dB(A)	la 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)
20	598177.77	4849459.82	245.5	0	D	A	81.5	21.6	0	0	0	63.3	1.6	-2.2	0	0	7	0	0	33.5
20	598177.77	4849459.82	245.5	0	E	A	81.5	21.6	0	0	0	63.3	1.6	-2.2	0	0	7	0	0	33.5
21	598279.2	4849356.06	245.5	0	D	A	81.5	21.6	0	0	0	62	1.5	-2.5	0	0	9.7	0	0	32.5
21	598279.2	4849356.06	245.5	0	E	A	81.5	21.6	0	0	0	62	1.5	-2.5	0	0	9.7	0	0	32.5
22	598177.77	4849459.82	245.5	1	D	A	81.5	21.6	0	0	0	63.8	1.7	-2.5	0	0	17.9	0	2	20.2
22	598177.77	4849459.82	245.5	1	E	A	81.5	21.6	0	0	0	63.8	1.7	-2.5	0	0	17.9	0	2	20.2
23	598279.2	4849356.06	245.5	1	D	A	81.5	21.6	0	0	0	62.7	1.6	-2.7	0	0	18.6	0	2	20.9
23	598279.2	4849356.06	245.5	1	E	A	81.5	21.6	0	0	0	62.7	1.6	-2.7	0	0	18.6	0	2	20.9
Line Source, ISO 9613, Name: "idling refusers", ID: "A_UMit_RefuserStdy_D_DAY"																				
Nr.	X (m)	Y (m)	Z (m)	Ref.	DEN	Freq. (Hz)	Lw dB(A)	la 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)
24	598324.2	4849584.63	245.54	0	D	A	83.4	22.1	0	0	0	66.2	1.5	-3.2	0	0	28.2	0	0	12.8
24	598324.2	4849584.63	245.54	0	E	A	83.4	22.1	0	0	0	66.2	1.5	-3.2	0	0	28.2	0	0	12.8
25	598438.07	4849470.67	245.54	0	D	A	83.4	22.1	0	0	0	65.7	1.4	-3.3	0	0	28.2	0	0	13.4
25	598438.07	4849470.67	245.54	0	E	A	83.4	22.1	0	0	0	65.7	1.4	-3.3	0	0	28.2	0	0	13.4
26	598502.28	4849406.4	245.53	0	D	A	83.4	13.1	0	0	0	65.7	1.4	-3.6	0	0	28.4	0	0	4.6
26	598502.28	4849406.4	245.53	0	E	A	83.4	13.1	0	0	0	65.7	1.4	-3.6	0	0	28.4	0	0	4.6
27	598518.16	4849390.51	245.53	0	D	A	83.4	13.9	0	0	0	65.8	1.4	-3.6	0	0	28.4	0	0	5.3
27	598518.16	4849390.51	245.53	0	E	A	83.4	13.9	0	0</										

202	598097.68	4849515.01	245.56	1	D	A	77.6	10.2	0	0	0	65.1	4.1	-2.2	0	0	20.6	0	2	-1.7
202	598097.68	4849515.01	245.56	1	E	A	77.6	10.2	0	0	0	65.1	4.1	-2.2	0	0	20.6	0	2	-1.7
224	598264.62	4849183.98	245.5	0	D	A	77.6	17.7	0	0	0	57.9	2.4	-2	0	0	6.7	0	0	30.1
224	598264.62	4849183.98	245.5	0	E	A	77.6	17.7	0	0	0	57.9	2.4	-2	0	0	6.7	0	0	30.1
225	598277.76	4849170.09	245.5	1	D	A	77.6	13.1	0	0	0	60.3	2.9	-2.5	0	0	0	0	2	28
225	598277.76	4849170.09	245.5	1	E	A	77.6	13.1	0	0	0	60.3	2.9	-2.5	0	0	0	0	2	28
226	598248.6	4849200.92	245.5	2	D	A	77.6	8.8	0	0	0	65.2	4.1	-3.6	0	0	0	0	22.2	-1.6
226	598248.6	4849200.92	245.5	2	E	A	77.6	8.8	0	0	0	65.2	4.1	-3.6	0	0	0	0	22.2	-1.6
228	598259.95	4849188.92	245.5	2	D	A	77.6	8.8	0	0	0	65.2	4.1	-3.5	0	0	0	0	22.2	-1.5
228	598259.95	4849188.92	245.5	2	E	A	77.6	8.8	0	0	0	65.2	4.1	-3.5	0	0	0	0	22.2	-1.5
352	598625.03	4849472.51	245	0	D	A	77.6	24.4	0	0	0	67.7	4.8	-3.8	0	0	25.1	0	0	8.2
352	598625.03	4849472.51	245	0	E	A	77.6	24.4	0	0	0	67.7	4.8	-3.8	0	0	25.1	0	0	8.2
368	598450.77	4849653.34	246.72	0	D	A	77.6	23.5	0	0	0	67.9	4.9	-3.5	0	0	20.1	0	0	11.7
368	598450.77	4849653.34	246.72	0	E	A	77.6	23.5	0	0	0	67.9	4.9	-3.5	0	0	20.1	0	0	11.7
479	598299.2	4849719.86	248.1	0	D	A	77.6	16	0	0	0	67.8	4.9	-3.2	0	0	22.3	0	0	1.8
479	598299.2	4849719.86	248.1	0	E	A	77.6	16	0	0	0	67.8	4.9	-3.2	0	0	22.3	0	0	1.8
502	598334.44	4849714.43	247.43	0	D	A	77.6	14.1	0	0	0	67.9	4.9	-3.4	0	0	21.4	0	0	0.9
502	598334.44	4849714.43	247.43	0	E	A	77.6	14.1	0	0	0	67.9	4.9	-3.4	0	0	21.4	0	0	0.9
541	598362.93	4849733.23	247.81	0	D	A	77.6	12.1	0	0	0	68.3	5	-3.4	0	0	19	0	0	0.9
541	598362.93	4849733.23	247.81	0	E	A	77.6	12.1	0	0	0	68.3	5	-3.4	0	0	19	0	0	0.9
543	598349.02	4849728.72	247.83	0	D	A	77.6	11.8	0	0	0	68.1	5	-3.4	0	0	19.7	0	0	0
543	598349.02	4849728.72	247.83	0	E	A	77.6	11.8	0	0	0	68.1	5	-3.4	0	0	19.7	0	0	0
549	598319.06	4849705.04	247.26	0	D	A	77.6	11.2	0	0	0	67.7	4.9	-3.4	0	0	22.8	0	0	-3.2
549	598319.06	4849705.04	247.26	0	E	A	77.6	11.2	0	0	0	67.7	4.9	-3.4	0	0	22.8	0	0	-3.2
566	598718.34	4849365.21	244.26	0	D	A	77.6	10.8	0	0	0	68	4.9	-3.5	0	0	25.1	0	0	-6.1
566	598718.34	4849365.21	244.26	0	E	A	77.6	10.8	0	0	0	68	4.9	-3.5	0	0	25.1	0	0	-6.1
Line Source, ISO 9613, Name: "Trucks idling C - 68 trucks day", ID: "A_TkIdle_C_DAY"																				
Nr.	X (m)	Y (m)	Z (m)	Ref.	DEN	Freq. (Hz)	Lw dB(A)	l/a dB	Optime dB	K0 (dB)	Di (dB)	Adiv (dB)	Aatm (dB)	Agr (dB)	Afol (dB)	Ahaus (dB)	Abar (dB)	Cmet (dB)	RL (dB)	Lr dB(A)
45	598174.42	4849457.68	245.5	0	D	A	94.6	21.6	-14.8	0	0	63.2	2.1	-2.2	0	0	7	0	0	31.3
45	598174.42	4849457.68	245.5	0	E	A	94.6	21.6	-14.8	0	0	63.2	2.1	-2.2	0	0	7	0	0	31.3
46	598275.46	4849354.56	245.5	0	D	A	94.6	21.6	-14.8	0	0	61.9	1.9	-2.7	0	0	11.6	0	0	28.7
46	598275.46	4849354.56	245.5	0	E	A	94.6	21.6	-14.8	0	0	61.9	1.9	-2.7	0	0	11.6	0	0	28.7
47	598174.42	4849457.68	245.5	1	D	A	94.6	21.6	-14.8	0	0	63.9	2.3	-2.6	0	0	21.3	0	2	14.6
47	598174.42	4849457.68	245.5	1	E	A	94.6	21.6	-14.8	0	0	63.9	2.3	-2.6	0	0	21.3	0	2	14.6
48	598275.46	4849354.56	245.5	1	D	A	94.6	21.6	-14.8	0	0	62.8	2.1	-2.9	0	0	21.8	0	2	15.6
48	598275.46	4849354.56	245.5	1	E	A	94.6	21.6	-14.8	0	0	62.8	2.1	-2.9	0	0	21.8	0	2	15.6
Line Source, ISO 9613, Name: "30 idling referers", ID: "A_UMit_ReferStdBy_C_NGT"																				
Nr.	X (m)	Y (m)	Z (m)	Ref.	DEN	Freq. (Hz)	Lw dB(A)	l/a dB	Optime dB	K0 (dB)	Di (dB)	Adiv (dB)	Aatm (dB)	Agr (dB)	Afol (dB)	Ahaus (dB)	Abar (dB)	Cmet (dB)	RL (dB)	Lr dB(A)
49	598177.52	4849459.99	245.5	0	N	A	79.9	21.6	0	0	0	63.3	1.1	-2.2	0	0	7	0	0	32.4
50	598275.46	4849356.56	245.5	0	N	A	79.9	21.6	0	0	0	62	1	-2.7	0	0	9.9	0	0	31.2
51	598177.52	4849459.99	245.5	1	N	A	79.9	21.6	0	0	0	63.8	1.2	-2.5	0	0	20.5	0	2	16.6
52	598275.46	4849356.56	245.5	1	N	A	79.9	21.6	0	0	0	62.7	1.1	-2.8	0	0	20.9	0	2	17.6
Line Source, ISO 9613, Name: "idling referers", ID: "A_UMit_ReferStdBy_E_DAY"																				
Nr.	X (m)	Y (m)	Z (m)	Ref.	DEN	Freq. (Hz)	Lw dB(A)	l/a dB	Optime dB	K0 (dB)	Di (dB)	Adiv (dB)	Aatm (dB)	Agr (dB)	Afol (dB)	Ahaus (dB)	Abar (dB)	Cmet (dB)	RL (dB)	Lr dB(A)
57	598369.81	4849586.54	245.71	0	D	A	85.2	23.4	0	0	0	66.6	1.5	-3.3	0	0	27.4	0	0	16.4
57	598369.81	4849586.54	245.71	0	E	A	85.2	23.4	0	0	0	66.6	1.5	-3.3	0	0	27.4	0	0	16.4
58	598388.6	4849604.96	245.99	0	D	A	85.2	23.4	0	0	0	66.9	1.6	-3.4	0	0	24.9	0	0	18.6
58	598388.6	4849604.96	245.99	0	E	A	85.2	23.4	0	0	0	66.9	1.6	-3.4	0	0	24.9	0	0	18.6
393	598456.58	4849519.38	245.61	0	D	A	85.2	14.2	0	0	0	66.5	1.5	-3.4	0	0	26.4	0	0	8.4
393	598456.58	4849519.38	245.61	0	E	A	85.2	14.2	0	0	0	66.5	1.5	-3.4	0	0	26.4	0	0	8.4
408	598301.75	4849672.19	246.09	0	D	A	85.2	14.2	0	0	0	67.3	1.7	-3.3	0	0	25.5	0	0	8.3
408	598301.75	4849672.19	246.09	0	E	A	85.2	14.2	0	0	0	67.3	1.7	-3.3	0	0	25.5	0	0	8.3
Line Source, ISO 9613, Name: "shunt trucks - 2 at night", ID: "A_UMit_ShuntLoop_NGT"																				
Nr.	X (m)	Y (m)	Z (m)	Ref.	DEN	Freq. (Hz)	Lw dB(A)	l/a dB	Optime dB	K0 (dB)	Di (dB)	Adiv (dB)	Aatm (dB)	Agr (dB)	Afol (dB)	Ahaus (dB)	Abar (dB)	Cmet (dB)	RL (dB)	Lr dB(A)
59	598422.74	4849073.9	245.53	0	N	A	76.3	18.7	0	0	0	61.7	3.2	-2.3	0	0	0	0	0	32.3
60	598449.86	4849100.14	245.41	0	N	A	76.3	2.7	0	0	0	62.4	3.4	-2.5	0	0	5	0	0	10.7
61	598507.94	4849156.32	245.16	0	N	A	76.3	22	0	0	0	63.9	3.7	-2.9	0	0	24.2	0	0	9.4
62	598622.73	4849267.39	244.68	0	N	A	76.3	22	0	0	0	66.3	4.4	-3.3	0	0	26.2	0	0	4.7
63	598698.47	4849340.67	244.36	0	N	A	76.3	17.1	0	0	0	67.6	4.8	-3.4	0	0	25.8	0	0	-1.4
65	598529.18	4849176.88	245.07	1	N	A	76.3	17.7	0	0	0	65.7	4.3	-2.9	0	0	0	0	2.3	24.6
66	598558.29	4849205.04	244.96	1	N	A	76.3	13.5	0	0	0	66.2	4.4	-3.1	0	0	0	0	2.3	20
67	598396.72	4849050.65	245.63	2	N	A	76.3	8.3	0	0	0	64.1	3.8	-2.7	0	0	0	0	4.3	15.1
110	598312.65	4849134.08	245.53	0	N	A	76.3	19	0	0	0	58.8	2.6	-1.8	0	0	6.5	0	0	29.2
111	598368.41	4849076.9	245.6	0	N	A	76.3	19	0	0	0	60.2	2.9	-1.9	0	0	6.7	0	0	27.4
112	598311.89	4849134.85	245.53	1	N	A	76.3	18.9	0											

88	598225.08	4849734.38	250.05	0	DEN	A	75.5	20.1	0	0	0	67.8	4.9	-1.6	0	0	15.6	0	0	9.1
89	598171.6	4849667.12	250.54	0	DEN	A	75.5	18.4	0	0	0	66.7	4.5	-2.3	0	0	18	0	0	6.9
90	598149.91	4849639.85	250.74	0	DEN	A	75.5	1	0	0	0	66.3	4.4	-2.1	0	0	14.9	0	0	-7.1
91	598082.84	4849555.51	251.36	0	DEN	A	75.5	23.3	0	0	0	64.9	4	-1.5	0	0	8.5	0	0	22.9
92	598072.65	4849542.69	251.46	1	DEN	A	75.5	18.1	0	0	0	65.4	4.2	-1.9	0	0	6.9	0	2.1	17.1
93	598040.33	4849502.05	251.75	1	DEN	A	75.5	15.9	0	0	0	64.8	4	-1.7	0	0	7	0	2.1	15.2
94	598050.91	4849515.35	251.66	1	DEN	A	75.5	5.5	0	0	0	65.8	4.3	-2.1	0	0	9.7	0	2	1.3
95	598036.59	4849497.34	251.79	1	DEN	A	75.5	16.3	0	0	0	66.1	4.4	-2.1	0	0	8.6	0	2	12.9
96	598019.77	4849476.19	251.94	1	DEN	A	75.5	10.6	0	0	0	66.4	4.4	-2.3	0	0	7	0	2	8.6
97	598171.13	4849666.54	250.54	2	DEN	A	75.5	20.9	0	0	0	70.1	5.7	-3.4	0	0	8.1	0	12.4	3.5
98	598113.58	4849594.16	251.08	2	DEN	A	75.5	18	0	0	0	69.3	5.4	-3.2	0	0	7.9	0	11.8	2.3
99	598085.22	4849558.49	251.34	2	DEN	A	75.5	14.5	0	0	0	68.8	5.2	-3	0	0	7.8	0	11.5	-0.3
100	598059.58	4849526.26	251.58	2	DEN	A	75.5	17.3	0	0	0	68.4	5.1	-3	0	0	7.8	0	11.3	3.4
101	598028.36	4849486.99	251.87	2	DEN	A	75.5	15.9	0	0	0	67.8	4.9	-3	0	0	7.8	0	7	7
Line Source, ISO 9613, Name: "Idling reefers", ID: "A_UMit_Refer_E_DAY"																				
Nr.	X (m)	Y (m)	Z (m)	Ref.	DEN	Freq. (Hz)	Lw dB(A)	I/a dB	Optime dB	K0 (dB)	Di (dB)	Adiv (dB)	Aatm (dB)	Agr (dB)	Afol (dB)	Ahou (dB)	Abar (dB)	Cmet (dB)	RL (dB)	Lr dB(A)
102	598370.61	4849586.81	245.71	0	D	A	83.4	23.4	0	0	0	66.6	2.1	-3.2	0	0	24.5	0	0	16.8
102	598370.61	4849586.81	245.71	0	E	A	83.4	23.4	0	0	0	66.6	2.1	-3.2	0	0	24.5	0	0	16.8
109	598389.13	4849604.43	245.99	0	D	A	83.4	23.4	0	0	0	66.9	2.2	-3.2	0	0	22.1	0	0	18.8
109	598389.13	4849604.43	245.99	0	E	A	83.4	23.4	0	0	0	66.9	2.2	-3.2	0	0	22.1	0	0	18.8
421	598457.91	4849519.12	245.61	0	D	A	83.4	13.9	0	0	0	66.5	2.1	-3.2	0	0	23.5	0	0	8.5
421	598457.91	4849519.12	245.61	0	E	A	83.4	13.9	0	0	0	66.5	2.1	-3.2	0	0	23.5	0	0	8.5
426	598301.75	4849672.19	246.09	0	D	A	83.4	14.2	0	0	0	67.3	2.3	-3.2	0	0	22.7	0	0	8.6
426	598301.75	4849672.19	246.09	0	E	A	83.4	14.2	0	0	0	67.3	2.3	-3.2	0	0	22.7	0	0	8.6
Line Source, ISO 9613, Name: "Idling reefers", ID: "A_UMit_ReferStdBy_A_DAY"																				
Nr.	X (m)	Y (m)	Z (m)	Ref.	DEN	Freq. (Hz)	Lw dB(A)	I/a dB	Optime dB	K0 (dB)	Di (dB)	Adiv (dB)	Aatm (dB)	Agr (dB)	Afol (dB)	Ahou (dB)	Abar (dB)	Cmet (dB)	RL (dB)	Lr dB(A)
103	598166.79	4849419.1	245.5	0	D	A	80.8	21.3	0	0	0	62.3	1	-2	0	0	6.8	0	0	34
103	598166.79	4849419.1	245.5	0	E	A	80.8	21.3	0	0	0	62.3	1	-2	0	0	6.8	0	0	34
104	598166.79	4849419.1	245.5	1	D	A	80.8	21.3	0	0	0	64.2	1.2	-2.9	0	0	13.4	0	2	24.1
104	598166.79	4849419.1	245.5	1	E	A	80.8	21.3	0	0	0	64.2	1.2	-2.9	0	0	13.4	0	2	24.1
Line Source, ISO 9613, Name: "Idling reefers", ID: "A_UMit_Refer_C_NGT"																				
Nr.	X (m)	Y (m)	Z (m)	Ref.	DEN	Freq. (Hz)	Lw dB(A)	I/a dB	Optime dB	K0 (dB)	Di (dB)	Adiv (dB)	Aatm (dB)	Agr (dB)	Afol (dB)	Ahou (dB)	Abar (dB)	Cmet (dB)	RL (dB)	Lr dB(A)
105	598177.27	4849459.4	245.5	0	N	A	77.7	21.6	0	0	0	63.2	1.6	-2.2	0	0	7	0	0	29.7
106	598278.36	4849356.14	245.0	0	N	A	77.7	21.6	0	0	0	62	1.5	-2.5	0	0	9.7	0	0	28.6
107	598177.27	4849459.4	245.5	1	N	A	77.7	21.6	0	0	0	63.8	1.7	-2.5	0	0	17.8	0	2	16.5
108	598278.36	4849356.14	245.5	1	N	A	77.7	21.6	0	0	0	62.7	1.6	-2.7	0	0	18.5	0	2	17.2
Line Source, ISO 9613, Name: "Truck movements", ID: "A_UMit_Exitdde_DAY"																				
Nr.	X (m)	Y (m)	Z (m)	Ref.	DEN	Freq. (Hz)	Lw dB(A)	I/a dB	Optime dB	K0 (dB)	Di (dB)	Adiv (dB)	Aatm (dB)	Agr (dB)	Afol (dB)	Ahou (dB)	Abar (dB)	Cmet (dB)	RL (dB)	Lr dB(A)
115	598643.2	4849514.61	244.95	0	D	A	89.2	23.8	-4.8	0	0	68.2	3.4	-3.9	0	0	23	0	0	17.5
115	598643.2	4849514.61	244.95	0	E	A	89.2	23.8	-4.8	0	0	68.2	3.4	-3.9	0	0	23	0	0	17.5
116	598706.08	4849450.4	244.28	1	D	A	89.2	17.6	-4.8	0	0	70	4	-4.1	0	0	20.4	0	3.5	8.3
116	598706.08	4849450.4	244.28	1	E	A	89.2	17.6	-4.8	0	0	70	4	-4.1	0	0	20.4	0	3.5	8.3
117	598560.59	4849598.97	245.84	1	D	A	89.2	1.1	-4.8	0	0	69.8	3.9	-3.7	0	0	13	0	2.4	0.2
117	598560.59	4849598.97	245.84	1	E	A	89.2	1.1	-4.8	0	0	69.8	3.9	-3.7	0	0	13	0	2.4	0.2
118	598562.06	4849597.47	245.82	1	D	A	89.2	4.6	-4.8	0	0	69.8	3.9	-3.7	0	0	13.1	0	2.4	3.7
118	598562.06	4849597.47	245.82	1	E	A	89.2	4.6	-4.8	0	0	69.8	3.9	-3.7	0	0	13.1	0	2.4	3.7
146	598488.7	4849670.2	246.56	0	D	A	89.2	23	-4.8	0	0	68.3	3.4	-3.6	0	0	18.4	0	0	20.9
146	598488.7	4849670.2	246.56	0	E	A	89.2	23	-4.8	0	0	68.3	3.4	-3.6	0	0	18.4	0	0	20.9
147	598492.55	4849666.38	246.52	1	D	A	89.2	22.8	-4.8	0	0	69.9	3.9	-3.7	0	0	12.6	0	2.3	22.2
147	598492.55	4849666.38	246.52	1	E	A	89.2	22.8	-4.8	0	0	69.9	3.9	-3.7	0	0	12.6	0	2.3	22.2
Line Source, ISO 9613, Name: "Idling reefers", ID: "A_UMit_ReferStdBy_D_NGT"																				
Nr.	X (m)	Y (m)	Z (m)	Ref.	DEN	Freq. (Hz)	Lw dB(A)	I/a dB	Optime dB	K0 (dB)	Di (dB)	Adiv (dB)	Aatm (dB)	Agr (dB)	Afol (dB)	Ahou (dB)	Abar (dB)	Cmet (dB)	RL (dB)	Lr dB(A)
122	598324.19	4849584.62	245.54	0	N	A	80	22.1	0	0	0	66.2	1.5	-3.2	0	0	28.2	0	0	9.5
123	598438.03	4849470.63	245.54	0	N	A	80	22.1	0	0	0	65.7	1.4	-3.3	0	0	28.2	0	0	10
124	598502.22	4849406.36	245.53	0	N	A	80	13.1	0	0	0	65.7	1.4	-3.6	0	0	28.4	0	0	1.2
125	598518.1	4849390.45	245.53	0	N	A	80	13.9	0	0	0	65.8	1.4	-3.6	0	0	28.4	0	0	1.9
126	598473.83	4849434.79	245.53	1	N	A	80	14.7	0	0	0	65.8	1.4	-3.6	0	0	28.5	0	2.6	0
127	598485.78	4849422.82	245.53	1	N	A	80	13.1	0	0	0	65.7	1.4	-3.6	0	0	28.6	0	2.2	-1.1
Line Source, ISO 9613, Name: "87 refer trailers", ID: "A_Trkldde_D_DAY"																				
Nr.	X (m)	Y (m)	Z (m)	Ref.	DEN	Freq. (Hz)	Lw dB(A)	I/a dB	Optime dB	K0 (dB)	Di (dB)	Adiv (dB)	Aatm (dB)	Agr (dB)	Afol (dB)	Ahou (dB)	Abar (dB)	Cmet (dB)	RL (dB)	Lr dB(A)
129	598325.88	4849586.64	245.56	0	D	A	94.6	22.1	-14.8	0	0	66.3	2.8	-3.3	0	0	28.2	0	0	7.9
129	598325.88	4849586.64	245.56	0	E	A	94.6	22.1	-14.8	0	0	66.3	2.8	-3.3	0	0	28.2	0	0	7.9
130	598439.93	4849472.44	245.55	0	D	A	94.6	22.1	-14.8	0	0	65.8	2.7	-3.3	0	0	28.2	0	0	8.5
130	598439.93	4849472.44	245.55	0	E	A	94.6	22.1	-14.8	0	0	65.8	2.7	-3.3	0	0	28.2	0	0	8.5
131	598504.27	4849408.02	245.54	0	D	A	94.6	13.2	-14.8	0	0	65.8	2.7	-3.7	0	0	28.5	0	0	-0.3
131	598504.27	4849408.02	245.54	0	E	A	94.6	13.2	-14.8	0	0	65.8	2.7	-3.7	0	0	28.5	0	0	-0.3
132	598520.04	4849392.22	245.54	0	D	A	94.6	13.8	-14.8	0	0	65.8	2.7	-3.7	0	0	28.5	0	0	0.3
132	598520.04	4849392.22	245.54</																	

170	598241	4849753.09	251.39	1	N	A	70.9	19.2	0	0	0	68.4	2.9	-2.5	0	0	10	0	5.3	5.9
170	598241	4849753.09	251.39	1	E	A	73.9	19.2	0	0	0	68.4	2.9	-2.5	0	0	10	0	5.3	8.9
171	598214.65	4849720.3	251.45	1	D	A	73.9	1.8	0	0	0	67.9	2.9	-2.4	0	0	8.9	0	4.8	-6.3
171	598214.65	4849720.3	251.45	1	N	A	70.9	1.8	0	0	0	67.9	2.9	-2.4	0	0	8.9	0	4.8	-9.4
171	598214.65	4849720.3	251.45	1	E	A	73.9	1.8	0	0	0	67.9	2.9	-2.4	0	0	8.9	0	4.8	-6.3
172	598153.24	4849643.88	251.6	1	D	A	73.9	22.9	0	0	0	66.9	2.6	-2.1	0	0	7.2	0	2.6	19.6
172	598153.24	4849643.88	251.6	1	N	A	70.9	22.9	0	0	0	66.9	2.6	-2.1	0	0	7.2	0	2.6	16.6
172	598153.24	4849643.88	251.6	1	E	A	73.9	22.9	0	0	0	66.9	2.6	-2.1	0	0	7.2	0	2.6	16.9
173	598071.86	4849542.61	251.79	1	D	A	73.9	18.1	0	0	0	65.4	2.4	-1.6	0	0	6.5	0	2.6	16.9
173	598071.86	4849542.61	251.79	1	N	A	70.9	18.1	0	0	0	65.4	2.4	-1.6	0	0	6.5	0	2.6	13.8
173	598071.86	4849542.61	251.79	1	E	A	73.9	18.1	0	0	0	65.4	2.4	-1.6	0	0	6.5	0	2.6	16.9
174	598039.24	4849502.01	251.86	1	D	A	73.9	15.9	0	0	0	64.8	2.3	-1.4	0	0	6.5	0	2.6	15.1
174	598039.24	4849502.01	251.86	1	N	A	70.9	15.9	0	0	0	64.8	2.3	-1.4	0	0	6.5	0	2.6	12.1
174	598039.24	4849502.01	251.86	1	E	A	73.9	15.9	0	0	0	64.8	2.3	-1.4	0	0	6.5	0	2.6	15.1
175	598275.53	4849796.06	251.31	2	D	A	73.9	14.6	0	0	0	69.8	3.3	-0.4	0	0	5.1	0	9.4	1.1
175	598275.53	4849796.06	251.31	2	N	A	70.9	14.6	0	0	0	69.8	3.3	-0.4	0	0	5.1	0	9.4	-1.9
175	598275.53	4849796.06	251.31	2	E	A	73.9	14.6	0	0	0	69.8	3.3	-0.4	0	0	5.1	0	9.4	1.1
176	598256.91	4849772.89	251.35	2	D	A	73.9	14.9	0	0	0	69.6	3.2	-0.4	0	0	5.2	0	9.3	1.8
176	598256.91	4849772.89	251.35	2	N	A	70.9	14.9	0	0	0	69.6	3.2	-0.4	0	0	5.2	0	9.3	-1.2
176	598256.91	4849772.89	251.35	2	E	A	73.9	14.9	0	0	0	69.6	3.2	-0.4	0	0	5.2	0	9.3	1.8
177	598234.43	4849744.92	251.41	2	D	A	73.9	16.1	0	0	0	69.2	3.1	-0.3	0	0	5.2	0	9.3	3.5
177	598234.43	4849744.92	251.41	2	N	A	70.9	16.1	0	0	0	69.2	3.1	-0.3	0	0	5.2	0	9.3	0.5
177	598234.43	4849744.92	251.41	2	E	A	73.9	16.1	0	0	0	69.2	3.1	-0.3	0	0	5.2	0	9.3	3.5
178	598190.87	4849690.7	251.51	2	D	A	73.9	19.9	0	0	0	68.6	3	-1.5	0	0	6.3	0	9.1	8.4
178	598190.87	4849690.7	251.51	2	N	A	70.9	19.9	0	0	0	68.6	3	-1.5	0	0	6.3	0	9.1	5.4
178	598190.87	4849690.7	251.51	2	E	A	73.9	19.9	0	0	0	68.6	3	-1.5	0	0	6.3	0	9.1	8.4
179	598156.92	4849648.46	251.59	2	D	A	73.9	10	0	0	0	68	2.9	-1.2	0	0	6	0	8.9	-0.7
179	598156.92	4849648.46	251.59	2	N	A	70.9	10	0	0	0	68	2.9	-1.2	0	0	6	0	8.9	-3.7
179	598156.92	4849648.46	251.59	2	E	A	73.9	10	0	0	0	68	2.9	-1.2	0	0	6	0	8.9	-0.7
180	598149.87	4849639.69	251.6	2	D	A	73.9	10.9	0	0	0	67.9	2.8	-1.3	0	0	6	0	8.9	0.4
180	598149.87	4849639.69	251.6	2	N	A	70.9	10.9	0	0	0	67.9	2.8	-1.3	0	0	6	0	8.9	-2.6
180	598149.87	4849639.69	251.6	2	E	A	73.9	10.9	0	0	0	67.9	2.8	-1.3	0	0	6	0	8.9	0.4
181	598145.68	4849634.47	251.61	2	D	A	73.9	-0.1	0	0	0	67.8	2.8	-1.3	0	0	6	0	8.9	-10.6
181	598145.68	4849634.47	251.61	2	E	A	73.9	-0.1	0	0	0	67.8	2.8	-1.3	0	0	6	0	8.9	-10.6
182	598049.88	4849515.25	251.84	1	D	A	73.9	5.6	0	0	0	65.8	2.4	-1.6	0	0	8.3	0	2.1	2.3
182	598049.88	4849515.25	251.84	1	N	A	70.9	5.6	0	0	0	65.8	2.4	-1.6	0	0	8.3	0	2.1	-0.7
182	598049.88	4849515.25	251.84	1	E	A	73.9	5.6	0	0	0	65.8	2.4	-1.6	0	0	8.3	0	2.1	2.3
183	598035.36	4849497.18	251.87	1	D	A	73.9	16.3	0	0	0	66.1	2.5	-1.6	0	0	7.5	0	2.1	13.6
183	598035.36	4849497.18	251.87	1	N	A	70.9	16.3	0	0	0	66.1	2.5	-1.6	0	0	7.5	0	2.1	10.6
183	598035.36	4849497.18	251.87	1	E	A	73.9	16.3	0	0	0	66.1	2.5	-1.6	0	0	7.5	0	2.1	13.6
184	598020.74	4849478.99	251.91	1	D	A	73.9	5.9	0	0	0	66.4	2.5	-1.7	0	0	6.4	0	2.1	4.1
184	598020.74	4849478.99	251.91	1	N	A	70.9	5.9	0	0	0	66.4	2.5	-1.7	0	0	6.4	0	2.1	1.1
184	598020.74	4849478.99	251.91	1	E	A	73.9	5.9	0	0	0	66.4	2.5	-1.7	0	0	6.4	0	2.1	4.1
185	598170.83	4849665.77	251.55	2	D	A	73.9	20.8	0	0	0	70.1	3.3	-2.9	0	0	7.7	0	16.6	-0.2
185	598170.83	4849665.77	251.55	2	N	A	70.9	20.8	0	0	0	70.1	3.3	-2.9	0	0	7.7	0	16.6	-3.2
185	598170.83	4849665.77	251.55	2	E	A	73.9	20.8	0	0	0	70.1	3.3	-2.9	0	0	7.7	0	16.6	-0.2
186	598113.77	4849594.76	251.69	2	D	A	73.9	17.9	0	0	0	69.3	3.1	-2.7	0	0	7.5	0	15.9	-1.3
186	598113.77	4849594.76	251.69	2	N	A	70.9	17.9	0	0	0	69.3	3.1	-2.7	0	0	7.5	0	15.9	-4.3
186	598113.77	4849594.76	251.69	2	E	A	73.9	17.9	0	0	0	69.3	3.1	-2.7	0	0	7.5	0	15.9	-1.3
187	598085.57	4849559.67	251.75	2	D	A	73.9	14.5	0	0	0	68.8	3	-2.6	0	0	7.4	0	15.6	-3.9
187	598085.57	4849559.67	251.75	2	N	A	70.9	14.5	0	0	0	68.8	3	-2.6	0	0	7.4	0	15.6	-6.9
187	598085.57	4849559.67	251.75	2	E	A	73.9	14.5	0	0	0	68.8	3	-2.6	0	0	7.4	0	15.6	-3.9
188	598060.04	4849527.89	251.81	2	D	A	73.9	17.3	0	0	0	68.4	2.9	-2.6	0	0	7.4	0	15.4	-0.3
188	598060.04	4849527.89	251.81	2	N	A	70.9	17.3	0	0	0	68.4	2.9	-2.6	0	0	7.4	0	15.4	-3.3
188	598060.04	4849527.89	251.81	2	E	A	73.9	17.3	0	0	0	68.4	2.9	-2.6	0	0	7.4	0	15.4	-0.3
189	598030.31	4849490.9	251.88	2	D	A	73.9	15.4	0	0	0	67.8	2.8	-2.6	0	0	7.4	0	8.9	4.9
189	598030.31	4849490.9	251.88	2	N	A	70.9	15.4	0	0	0	67.8	2.8	-2.6	0	0	7.4	0	8.9	1.9
189	598030.31	4849490.9	251.88	2	E	A	73.9	15.4	0	0	0	67.8	2.8	-2.6	0	0	7.4	0	8.9	4.9
450	598205.41	4849903.31	252.72	0	D	A	73.9	22.1	0	0	0	69.6	3.2	-2.7	0	0	21.5	0	0	4.3
450	598205.41	4849903.31	252.72	0	N	A	70.9	22.1	0	0	0	69.6	3.2	-2.7	0	0	21.5	0	0	1.3
450	598205.41	4849903.31	252.72	0	E	A	73.9	22.1	0	0	0	69.6	3.2	-2.7	0	0	21.5	0	0	4.3
451	598275.65	4849845.69	252.29	0	D	A	73.9	13.1	0	0	0	69.2	3.1	-2.6	0	0	10	0	0	7.3
451	598275.65	4849845.69	252.29	0	N	A	70.9	13.1	0	0	0	69.2	3.1	-2.6	0	0	10	0	0	4.3
451	598275.65	4849845.69	252.29	0	E	A	73.9	13.1	0	0	0	69.2	3.1	-2.6	0	0	10	0	0	7.3
452	598161.41	4849939.4	252.98	1	D	A	73.9	16.7	0	0	0	71.4	3.7	-1	0	0	6.5	0	4.7	5.3
452	598161.41	4849939.4	252.98	1	N	A	70.9	16.7	0	0	0	71.4	3.7	-1	0	0	6.5	0	4.7	2.3
452	598161.41	4849939.4	252.98	1	E	A	73.9	16.7	0	0	0	71.4	3.7	-1	0	0	6.5	0	4.7	5.3
453	598231.65	4849881.79	252.56	1	D	A	73.9	21.3	0	0	0	70.9	3.5	-1.6	0	0	6.9	0	4.6	10.9
453	598231.65	4849881.79	252.56	1	N	A	70.9	21.3	0	0	0	70.9	3.5	-1.6	0	0	6.9	0	4.6	7.8
453	598231.65	4849881.79	252.56	1	E	A	73.9	21.3	0	0	0	70.9	3.5	-1.6	0	0	6.9	0	4.6	10.9
454	598149.07	4849949.53	253.06	2	D	A	73.9	11.8	0	0	0	71.7	3.7	-2.7	0	0	7.9	0	10.3	-5.3
454	598149.07	4849949.53	253.06	2	N	A	70.9	11.8	0	0	0	71.7	3.7	-2.7						

Line Source, ISO 9613, Name: "Idling referree", ID: "A_UMit_Refer_D_NGT"																				
Nr.	X (m)	Y (m)	Z (m)	Ref.	DEN	Freq. (Hz)	Lw dB(A)	l/a dB	Optime dB	K0 (dB)	Di (dB)	Adv (dB)	Aatm (dB)	Agr (dB)	Afol (dB)	Ahaus (dB)	Abar (dB)	Cmet (dB)	RL (dB)	Lr dB(A)
203	598324.19	4849584.62	245.54	0	N	A	78.2	22.1	0	0	0	66.2	2.1	-3.1	0	0	27.3	0	0	7.8
204	598438.03	4849470.63	245.54	0	N	A	78.2	22.1	0	0	0	65.7	2	-3.2	0	0	27.4	0	0	8.4
205	598502.22	4849406.36	245.53	0	N	A	78.2	13.1	0	0	0	65.7	2	-3.5	0	0	27.7	0	0	-0.6
206	598518.1	4849390.45	245.53	0	N	A	78.2	13.9	0	0	0	65.8	2	-3.5	0	0	27.8	0	0	0
207	598473.83	4849434.79	245.53	1	N	A	78.2	14.7	0	0	0	65.8	2	-3.5	0	0	27.7	0	5.1	-4.2
208	598485.78	4849422.82	245.53	1	N	A	78.2	13.1	0	0	0	65.7	2	-3.5	0	0	27.7	0	3.7	-4.3
Line Source, ISO 9613, Name: "Bldg J - Shunt truck", ID: "J_shunt"																				
Nr.	X (m)	Y (m)	Z (m)	Ref.	DEN	Freq. (Hz)	Lw dB(A)	l/a dB	Optime dB	K0 (dB)	Di (dB)	Adv (dB)	Aatm (dB)	Agr (dB)	Afol (dB)	Ahaus (dB)	Abar (dB)	Cmet (dB)	RL (dB)	Lr dB(A)
210	598769.9	4849150.31	243.37	0	DEN	A	77.1	24.5	0	0	0	67.9	4.9	-3.4	0	0	23.4	0	0	8.8
211	598835.48	4849218.74	243.69	1	DEN	A	77.1	19.5	0	0	0	69.1	5.3	-3.5	0	0	16.3	0	2.6	6.9
Line Source, ISO 9613, Name: "Truck movements", ID: "A_UMit_Entrencelleidie_DAY"																				
Nr.	X (m)	Y (m)	Z (m)	Ref.	DEN	Freq. (Hz)	Lw dB(A)	l/a dB	Optime dB	K0 (dB)	Di (dB)	Adv (dB)	Aatm (dB)	Agr (dB)	Afol (dB)	Ahaus (dB)	Abar (dB)	Cmet (dB)	RL (dB)	Lr dB(A)
213	598549.46	4849625.76	245.84	0	D	A	87.8	23.2	-4.8	0	0	68.3	3.4	-3.6	0	0	18.4	0	0	19.7
213	598549.46	4849625.76	245.84	0	E	A	87.8	23.2	-4.8	0	0	68.3	3.4	-3.6	0	0	18.4	0	0	19.7
214	598523.61	4849651.56	246.06	1	D	A	87.8	21.3	-4.8	0	0	69.7	3.9	-3.7	0	0	13.2	0	2.4	18.9
214	598523.61	4849651.56	246.06	1	E	A	87.8	21.3	-4.8	0	0	69.7	3.9	-3.7	0	0	13.2	0	2.4	18.9
354	598442.81	4849731.62	247.14	0	D	A	87.8	19.7	-4.8	0	0	68.6	3.5	-3.6	0	0	17.1	0	0	17
354	598442.81	4849731.62	247.14	0	E	A	87.8	19.7	-4.8	0	0	68.6	3.5	-3.6	0	0	17.1	0	0	17
355	598455.5	4849719.17	246.88	1	D	A	87.8	17.6	-4.8	0	0	69.9	3.9	-3.7	0	0	12.5	0	2.3	15.7
355	598455.5	4849719.17	246.88	1	E	A	87.8	17.6	-4.8	0	0	69.9	3.9	-3.7	0	0	12.5	0	2.3	15.7
Line Source, ISO 9613, Name: "Bldg F - Shunt truck", ID: "F_shunt2"																				
Nr.	X (m)	Y (m)	Z (m)	Ref.	DEN	Freq. (Hz)	Lw dB(A)	l/a dB	Optime dB	K0 (dB)	Di (dB)	Adv (dB)	Aatm (dB)	Agr (dB)	Afol (dB)	Ahaus (dB)	Abar (dB)	Cmet (dB)	RL (dB)	Lr dB(A)
215	598037.19	4849866.98	253.67	0	DEN	A	75.4	23.2	0	0	0	69.1	5.3	-2.7	0	0	19.8	0	0	7
216	597907.63	4849703.68	253.67	0	DEN	A	75.4	23.2	0	0	0	67.4	4.8	-2.4	0	0	19.4	0	0	9.3
217	597841.6	4849620.45	253.66	0	DEN	A	75.4	6.1	0	0	0	66.7	4.5	-1.9	0	0	6.6	0	0	5.5
218	598005.21	4849826.68	253.67	1	DEN	A	75.4	24.9	0	0	0	70.2	5.7	-2.9	0	0	7.8	0	2.6	16.9
219	597874.4	4849661.8	253.66	1	DEN	A	75.4	20.4	0	0	0	69.1	5.3	-2.3	0	0	7.1	0	2.5	14
220	598015.29	4849839.38	253.67	2	DEN	A	75.4	24.5	0	0	0	70.8	5.9	-2.9	0	0	7.6	0	7.7	10.7
221	597884.48	4849674.5	253.67	2	DEN	A	75.4	21.5	0	0	0	69.7	5.5	-2.5	0	0	7.2	0	7.4	9.4
Line Source, ISO 9613, Name: "Bldg E - Truck Movements", ID: "E_TrkMove1"																				
Nr.	X (m)	Y (m)	Z (m)	Ref.	DEN	Freq. (Hz)	Lw dB(A)	l/a dB	Optime dB	K0 (dB)	Di (dB)	Adv (dB)	Aatm (dB)	Agr (dB)	Afol (dB)	Ahaus (dB)	Abar (dB)	Cmet (dB)	RL (dB)	Lr dB(A)
222	597838.58	4849733.2	254.59	0	D	A	77.9	25.1	0	0	0	68.1	2.9	-1.7	0	0	7.8	0	0	25.9
222	597838.58	4849733.2	254.59	0	N	A	74.8	25.1	0	0	0	68.1	2.9	-1.7	0	0	7.8	0	0	22.9
222	597838.58	4849733.2	254.59	0	E	A	77.9	25.1	0	0	0	68.1	2.9	-1.7	0	0	7.8	0	0	25.9
223	597838.58	4849733.2	254.59	1	D	A	77.9	25.1	0	0	0	68.6	3	-1.8	0	0	6.8	0	2.1	24.3
223	597838.58	4849733.2	254.59	1	N	A	74.8	25.1	0	0	0	68.6	3	-1.8	0	0	6.8	0	2.1	21.3
223	597838.58	4849733.2	254.59	1	E	A	77.9	25.1	0	0	0	68.6	3	-1.8	0	0	6.8	0	2.1	24.3
503	597946.15	4849865.14	254.42	0	D	A	77.9	13.3	0	0	0	69.2	3.1	-2.3	0	0	8.2	0	0	13
503	597946.15	4849865.14	254.42	0	N	A	74.8	13.3	0	0	0	69.2	3.1	-2.3	0	0	8.2	0	0	10
503	597946.15	4849865.14	254.42	0	E	A	77.9	13.3	0	0	0	69.2	3.1	-2.3	0	0	8.2	0	0	13
504	597946.15	4849865.14	254.42	1	D	A	77.9	13.3	0	0	0	69.6	3.2	-2.4	0	0	7.5	0	2.7	10.6
504	597946.15	4849865.14	254.42	1	N	A	74.8	13.3	0	0	0	69.6	3.2	-2.4	0	0	7.5	0	2.7	7.5
504	597946.15	4849865.14	254.42	1	E	A	77.9	13.3	0	0	0	69.6	3.2	-2.4	0	0	7.5	0	2.7	10.6
505	597946.15	4849865.14	254.42	2	D	A	77.9	13.3	0	0	0	71.1	3.6	-2.4	0	0	7.1	0	9.7	1.9
505	597946.15	4849865.14	254.42	2	N	A	74.8	13.3	0	0	0	71.1	3.6	-2.4	0	0	7.1	0	9.7	-1.1
505	597946.15	4849865.14	254.42	2	E	A	77.9	13.3	0	0	0	71.1	3.6	-2.4	0	0	7.1	0	9.7	1.9
515	597961.51	4849865.67	254.29	0	D	A	77.9	12.2	0	0	0	69.2	3.1	-2.3	0	0	8.6	0	0	11.5
515	597961.51	4849865.67	254.29	0	N	A	74.8	12.2	0	0	0	69.2	3.1	-2.3	0	0	8.6	0	0	8.5
515	597961.51	4849865.67	254.29	0	E	A	77.9	12.2	0	0	0	69.2	3.1	-2.3	0	0	8.6	0	0	11.5
516	597961.51	4849865.67	254.29	1	D	A	77.9	12.2	0	0	0	69.8	3.3	-2.5	0	0	7.4	0	2.7	9.3
516	597961.51	4849865.67	254.29	1	N	A	74.8	12.2	0	0	0	69.8	3.3	-2.5	0	0	7.4	0	2.7	6.3
516	597961.51	4849865.67	254.29	1	E	A	77.9	12.2	0	0	0	69.8	3.3	-2.5	0	0	7.4	0	2.7	9.3
517	597961.51	4849865.67	254.29	2	D	A	77.9	12.2	0	0	0	71.1	3.6	-2.4	0	0	7.2	0	9.7	0.9
517	597961.51	4849865.67	254.29	2	N	A	74.8	12.2	0	0	0	71.1	3.6	-2.4	0	0	7.2	0	9.7	-2.1
517	597961.51	4849865.67	254.29	2	E	A	77.9	12.2	0	0	0	71.1	3.6	-2.4	0	0	7.2	0	9.7	0.9
Line Source, ISO 9613, Name: "Bldg E - Shunt truck", ID: "E_shunt1"																				
Nr.	X (m)	Y (m)	Z (m)	Ref.	DEN	Freq. (Hz)	Lw dB(A)	l/a dB	Optime dB	K0 (dB)	Di (dB)	Adv (dB)	Aatm (dB)	Agr (dB)	Afol (dB)	Ahaus (dB)	Abar (dB)	Cmet (dB)	RL (dB)	Lr dB(A)
229	597964	4849891.21	254.44	0	DEN	A	75.6	23	0	0	0	69.5	5.4	-2.8	0	0	8.7	0	0	17.8
230	597839.5	4849734.33	254.43	0	DEN	A	75.6	23	0	0	0	68.1	5	-2.1	0	0	8.8	0	0	18.9
231	597964	4849891.21	254.44	1	DEN	A	75.6	23	0	0	0	69.8	5.5	-2.8	0	0	7.9	0	2.2	15.9
232	597839.5	4849734.33	254.43	1	DEN	A	75.6	23	0	0	0	68.6	5.1	-2.1	0	0	7.3	0	2	17.7
Line Source, ISO 9613, Name: "40 refer trailers", ID: "A_Trkldie_NGT"																				
Nr.	X (m)	Y (m)	Z (m)	Ref.	DEN	Freq. (Hz)	Lw dB(A)	l/a dB	Optime dB	K0 (dB)	Di (dB)	Adv (dB)	Aatm (dB)	Agr (dB)	Afol (dB)	Ahaus (dB)	Abar (dB)	Cmet (dB)	RL (dB)	Lr dB(A)
239	598325.88	4849586.64	245.56	0	N	A	91.2	22.1	-14.8	0	0	66.3	2.8	-3.3	0	0	28.2	0	0	4.5
240	598439.93	4849472.44	245.55	0	N	A	91.2	22.1	-14.8	0	0	65.8	2.7	-3.3	0	0	28.2	0	0	5.2
241	598504.27	4849408.02	245.54	0	N	A	91.2	13.2	-14.8	0	0	65.8	2.7	-3.7	0	0	28.5	0	0	-3

538	598870.7	4849270.66	243.91	2	E	A		74.5	14.5	0	0	0	70	3.3	-3.1	0	0	12.1	0	13.1	-6.3
596	598886.06	4849285.02	243.81	0	D	A		74.5	11.4	0	0	0	69.5	3.2	-3.1	0	0	21.7	0	0	-5.3
596	598886.06	4849285.02	243.81	0	N	A		71.5	11.4	0	0	0	69.5	3.2	-3.1	0	0	21.7	0	0	-8.3
596	598886.06	4849285.02	243.81	0	E	A		74.5	11.4	0	0	0	69.5	3.2	-3.1	0	0	21.7	0	0	-5.3
597	598886.06	4849285.02	243.81	1	D	A		74.5	11.4	0	0	0	69.9	3.3	-3.1	0	0	13.4	0	6.4	-3.8
597	598886.06	4849285.02	243.81	1	N	A		71.5	11.4	0	0	0	69.9	3.3	-3.1	0	0	13.4	0	6.4	-6.8
597	598886.06	4849285.02	243.81	1	E	A		74.5	11.4	0	0	0	69.9	3.3	-3.1	0	0	13.4	0	6.4	-3.8
598	598886.06	4849285.02	243.81	2	D	A		74.5	11.4	0	0	0	70.2	3.3	-3.1	0	0	12.1	0	13	-9.5
598	598886.06	4849285.02	243.81	2	E	A		74.5	11.4	0	0	0	70.2	3.3	-3.1	0	0	12.1	0	13	-9.5
Line Source, ISO 9613, Name: "shunt truck", ID: "D_Shunt1"																					
Nr.	X (m)	Y (m)	Z (m)	Ref.	DEN	Freq. (Hz)	Lw dB(A)	I/a dB	Optime dB	K0 (dB)	Di (dB)	Adiv (dB)	Aatm (dB)	Agrr (dB)	Afol (dB)	Ahou (dB)	Abar (dB)	Cmet (dB)	RL (dB)	Lr dB(A)	
260	598500.59	4849822.2	247.46	0	DEN	A	74.3	21.5	0	0	0	69.8	5.5	-3.6	0	0	12.4	0	0	11.6	
261	598554.13	4849875.94	247.1	0	DEN	A	74.3	10.4	0	0	0	70.5	5.8	-3.7	0	0	15.8	0	0	-3.8	
262	598574.4	4849896.29	246.97	0	DEN	A	74.3	16.7	0	0	0	70.7	5.9	-3.7	0	0	15.5	0	0	2.5	
263	598711.86	4850034.28	246.05	0	DEN	A	74.3	25.4	0	0	0	72.3	6.5	-3.8	0	0	13.6	0	0	11	
264	598711.81	4850034.2	246.05	0	DEN	A	74.3	25.4	0	0	0	72.3	6.5	-3.8	0	0	13.6	0	0	11	
265	598574.3	4849896.12	246.97	0	DEN	A	74.3	16.7	0	0	0	70.7	5.9	-3.7	0	0	15.5	0	0	2.5	
266	598554.02	4849875.76	247.1	0	DEN	A	74.3	10.4	0	0	0	70.5	5.8	-3.7	0	0	15.9	0	0	-3.8	
267	598500.58	4849822.1	247.45	0	DEN	A	74.3	21.5	0	0	0	69.8	5.5	-3.6	0	0	12.4	0	0	11.6	
Line Source, ISO 9613, Name: "Shunt truck", ID: "H_Shunt1"																					
Nr.	X (m)	Y (m)	Z (m)	Ref.	DEN	Freq. (Hz)	Lw dB(A)	I/a dB	Optime dB	K0 (dB)	Di (dB)	Adiv (dB)	Aatm (dB)	Agrr (dB)	Afol (dB)	Ahou (dB)	Abar (dB)	Cmet (dB)	RL (dB)	Lr dB(A)	
268	598827.53	4849406.48	243.29	0	DEN	A	74	12.5	0	0	0	69.3	5.4	-3.6	0	0	21.6	0	0	-6.3	
269	598880.1	4849459.83	243.45	0	DEN	A	74	21.2	0	0	0	70	5.6	-3.7	0	0	19.6	0	0	3.6	
270	598928.52	4849508.95	243.59	0	DEN	A	74	7.6	0	0	0	70.6	5.9	-3.7	0	0	17.9	0	0	-9.1	
271	599077.02	4849659.63	244.03	0	DEN	A	74	26.2	0	0	0	72.3	6.5	-3.9	0	0	19.7	0	0	5.6	
272	599076.98	4849659.61	244.03	0	DEN	A	74	26.2	0	0	0	72.3	6.5	-3.9	0	0	19.7	0	0	5.6	
273	598928.44	4849508.91	243.6	0	DEN	A	74	7.6	0	0	0	70.6	5.9	-3.7	0	0	17.9	0	0	-9.1	
274	598880.02	4849459.78	243.45	0	DEN	A	74	21.2	0	0	0	70	5.6	-3.7	0	0	19.6	0	0	3.6	
275	598827.49	4849406.49	243.3	0	DEN	A	74	12.4	0	0	0	69.3	5.4	-3.6	0	0	21.6	0	0	-6.3	
Line Source, ISO 9613, Name: "Idling reefers", ID: "A_UMit_ReferStdy_A_NGT"																					
Nr.	X (m)	Y (m)	Z (m)	Ref.	DEN	Freq. (Hz)	Lw dB(A)	I/a dB	Optime dB	K0 (dB)	Di (dB)	Adiv (dB)	Aatm (dB)	Agrr (dB)	Afol (dB)	Ahou (dB)	Abar (dB)	Cmet (dB)	RL (dB)	Lr dB(A)	
276	598167	4849418.99	245.5	0	N	A	75.7	21.3	0	0	0	62.3	1	-2	0	0	6.8	0	0	28.8	
277	598167	4849418.99	245.5	1	N	A	75.7	21.3	0	0	0	64.2	1.2	-2.9	0	0	13.4	0	2	19	
Line Source, ISO 9613, Name: "Truck movements", ID: "A_UMit_ExtIdle_NGT"																					
Nr.	X (m)	Y (m)	Z (m)	Ref.	DEN	Freq. (Hz)	Lw dB(A)	I/a dB	Optime dB	K0 (dB)	Di (dB)	Adiv (dB)	Aatm (dB)	Agrr (dB)	Afol (dB)	Ahou (dB)	Abar (dB)	Cmet (dB)	RL (dB)	Lr dB(A)	
278	598642.67	4849514.88	244.96	0	N	A	84.4	23.7	-4.8	0	0	68.2	3.4	-3.9	0	0	23	0	0	12.8	
279	598705.46	4849450.54	244.28	1	N	A	84.4	17.5	-4.8	0	0	70	4	-4	0	0	20.4	0	3.5	3.5	
280	598560.59	4849508.96	245.84	1	N	A	84.4	1.1	-4.8	0	0	69.8	3.9	-3.7	0	0	13	0	2.4	-4.5	
281	598562.06	4849597.46	245.82	1	N	A	84.4	4.6	-4.8	0	0	69.8	3.9	-3.7	0	0	13.1	0	2.4	-1	
342	598488.7	4849670.2	246.56	0	N	A	84.4	23	-4.8	0	0	68.3	3.4	-3.6	0	0	18.4	0	0	16.2	
343	598492.55	4849666.38	246.52	1	N	A	84.4	22.8	-4.8	0	0	69.9	3.9	-3.7	0	0	12.6	0	2.3	17.5	
Line Source, ISO 9613, Name: "Bldg F - Trucks Idling", ID: "F_TrkIdle2"																					
Nr.	X (m)	Y (m)	Z (m)	Ref.	DEN	Freq. (Hz)	Lw dB(A)	I/a dB	Optime dB	K0 (dB)	Di (dB)	Adiv (dB)	Aatm (dB)	Agrr (dB)	Afol (dB)	Ahou (dB)	Abar (dB)	Cmet (dB)	RL (dB)	Lr dB(A)	
282	598079.52	4849570.16	252.06	0	D	A	85.6	23.7	-14.8	0	0	65.1	2.5	-1.9	0	0	8.3	0	0	20.3	
282	598079.52	4849570.16	252.06	0	N	A	85.6	23.7	-17.8	0	0	65.1	2.5	-1.9	0	0	8.3	0	0	17.3	
282	598079.52	4849570.16	252.06	0	E	A	85.6	23.7	-14.8	0	0	65.1	2.5	-1.9	0	0	8.3	0	0	20.3	
283	598152.52	4849611.08	251.62	0	D	A	85.6	1.1	-14.8	0	0	66.6	2.9	-2.6	0	0	13.8	0	0	-8.9	
283	598152.52	4849611.08	251.62	0	E	A	85.6	1.1	-14.8	0	0	66.6	2.9	-2.6	0	0	13.8	0	0	-8.9	
284	598174.94	4849689	251.48	0	D	A	85.6	18.5	-14.8	0	0	67	3	-2.7	0	0	16.6	0	0	5.3	
284	598174.94	4849689	251.48	0	N	A	85.6	18.5	-17.8	0	0	67	3	-2.7	0	0	16.6	0	0	2.3	
284	598174.94	4849689	251.48	0	E	A	85.6	18.5	-14.8	0	0	67	3	-2.7	0	0	16.6	0	0	5.3	
285	598228.45	4849755.64	251.16	0	D	A	85.6	20	-14.8	0	0	68	3.3	-2.3	0	0	14.6	0	0	7.2	
285	598228.45	4849755.64	251.16	0	N	A	85.6	20	-17.8	0	0	68	3.3	-2.3	0	0	14.6	0	0	4.2	
285	598228.45	4849755.64	251.16	0	E	A	85.6	20	-14.8	0	0	68	3.3	-2.3	0	0	14.6	0	0	7.2	
286	598019.97	4849496	252.42	1	D	A	85.6	16.2	-14.8	0	0	66.3	2.8	-2.4	0	0	8.2	0	2	10	
286	598019.97	4849496	252.42	1	N	A	85.6	16.2	-17.8	0	0	66.3	2.8	-2.4	0	0	8.2	0	2	7	
286	598019.97	4849496	252.42	1	E	A	85.6	16.2	-14.8	0	0	66.3	2.8	-2.4	0	0	8.2	0	2	10	
287	598033.9	4849513.34	252.34	1	D	A	85.6	4.5	-14.8	0	0	66.1	2.8	-2.2	0	0	8.8	0	2	-2.2	
287	598033.9	4849513.34	252.34	1	N	A	85.6	4.5	-17.8	0	0	66.1	2.8	-2.2	0	0	8.8	0	2	-5.2	
287	598033.9	4849513.34	252.34	1	E	A	85.6	4.5	-14.8	0	0	66.1	2.8	-2.2	0	0	8.8	0	2	-2.2	
288	598035.06	4849514.79	252.33	1	D	A	85.6	-0.5	-14.8	0	0	66.1	2.8	-2.2	0	0	7.2	0	2	-5.6	
288	598035.06	4849514.79	252.33	1	N	A	85.6	-0.5	-17.8	0	0	66.1	2.8	-2.2	0	0	7.2	0	2	-8.6	
288	598035.06	4849514.79	252.33	1	E	A	85.6	-0.5	-14.8	0	0	66.1	2.8	-2.2	0	0	7.2	0	2	-5.6	
289	598007.66	4849480.68	252.49	2	D	A	85.6	3.8	-14.8	0	0	66.9	3	-2.7	0	0	8.2	0	4.2	-5	
289	598007.66	4849480.68	252.49	2	N	A	85.6	3.8	-17.8	0	0	66.9	3	-2.7	0	0	8.2	0	4.2	-8	
289	598007.66	4849480.68	252.49	2	E	A	85.6	3.8	-14.8	0	0	66.9	3	-2.7	0	0	8.				

Line Source, ISO 9613, Name: "Truck Movement", ID: "D_Trk1"																				
Nr.	X (m)	Y (m)	Z (m)	Ref.	DEN	Freq. (Hz)	Lw dB(A)	l/a dB	Optime dB	K0 (dB)	Di (dB)	Adv (dB)	Aatm (dB)	Agr (dB)	Afol (dB)	Ahaus (dB)	Abar (dB)	Cmet (dB)	RL (dB)	Lr dB(A)
308	598500.55	4849822.13	247.46	0	D	A	74.8	21.5	0	0	0	69.8	3.3	-3.2	0	0	11	0	0	15.5
308	598500.55	4849822.13	247.46	0	N	A	72.1	21.5	0	0	0	69.8	3.3	-3.2	0	0	11	0	0	12.8
308	598500.55	4849822.13	247.46	0	E	A	74.8	21.5	0	0	0	69.8	3.3	-3.2	0	0	11	0	0	15.5
309	598554.05	4849875.8	247.1	0	D	A	74.8	10.4	0	0	0	70.5	3.4	-3.2	0	0	13.9	0	0	0.7
309	598554.05	4849875.8	247.1	0	N	A	72.1	10.4	0	0	0	70.5	3.4	-3.2	0	0	13.9	0	0	-2.1
309	598554.05	4849875.8	247.1	0	E	A	74.8	10.4	0	0	0	70.5	3.4	-3.2	0	0	13.9	0	0	0.7
310	598574.3	4849896.12	246.97	0	D	A	74.8	16.7	0	0	0	70.7	3.5	-3.2	0	0	13.6	0	0	7
310	598574.3	4849896.12	246.97	0	N	A	72.1	16.7	0	0	0	70.7	3.5	-3.2	0	0	13.6	0	0	4.2
310	598574.3	4849896.12	246.97	0	E	A	74.8	16.7	0	0	0	70.7	3.5	-3.2	0	0	13.6	0	0	7
311	598711.91	4850034.19	246.06	0	D	A	74.8	25.4	0	0	0	72.3	3.9	-3.3	0	0	12	0	0	15.3
311	598711.91	4850034.19	246.06	0	N	A	72.1	25.4	0	0	0	72.3	3.9	-3.3	0	0	12	0	0	12.6
311	598711.91	4850034.19	246.06	0	E	A	74.8	25.4	0	0	0	72.3	3.9	-3.3	0	0	12	0	0	15.3
312	598711.86	4850034.1	246.05	0	D	A	74.8	25.4	0	0	0	72.3	3.9	-3.3	0	0	12	0	0	15.3
312	598711.86	4850034.1	246.05	0	N	A	72.1	25.4	0	0	0	72.3	3.9	-3.3	0	0	12	0	0	12.6
312	598711.86	4850034.1	246.05	0	E	A	74.8	25.4	0	0	0	72.3	3.9	-3.3	0	0	12	0	0	15.3
313	598574.2	4849895.95	246.97	0	D	A	74.8	16.7	0	0	0	70.7	3.5	-3.2	0	0	13.6	0	0	6.9
313	598574.2	4849895.95	246.97	0	N	A	72.1	16.7	0	0	0	70.7	3.5	-3.2	0	0	13.6	0	0	4.2
313	598574.2	4849895.95	246.97	0	E	A	74.8	16.7	0	0	0	70.7	3.5	-3.2	0	0	13.6	0	0	6.9
314	598553.94	4849875.62	247.1	0	D	A	74.8	10.4	0	0	0	70.5	3.4	-3.2	0	0	13.9	0	0	0.7
314	598553.94	4849875.62	247.1	0	N	A	72.1	10.4	0	0	0	70.5	3.4	-3.2	0	0	13.9	0	0	-2.1
314	598553.94	4849875.62	247.1	0	E	A	74.8	10.4	0	0	0	70.5	3.4	-3.2	0	0	13.9	0	0	0.7
315	598500.55	4849822.03	247.45	0	D	A	74.8	21.5	0	0	0	69.8	3.3	-3.2	0	0	11	0	0	15.5
315	598500.55	4849822.03	247.45	0	N	A	72.1	21.5	0	0	0	69.8	3.3	-3.2	0	0	11	0	0	12.7
315	598500.55	4849822.03	247.45	0	E	A	74.8	21.5	0	0	0	69.8	3.3	-3.2	0	0	11	0	0	15.5
Line Source, ISO 9613, Name: "Bldg E - Shunt truck", ID: "E_shunt2"																				
Nr.	X (m)	Y (m)	Z (m)	Ref.	DEN	Freq. (Hz)	Lw dB(A)	l/a dB	Optime dB	K0 (dB)	Di (dB)	Adv (dB)	Aatm (dB)	Agr (dB)	Afol (dB)	Ahaus (dB)	Abar (dB)	Cmet (dB)	RL (dB)	Lr dB(A)
317	597811.32	4850061.35	255.97	0	DEN	A	74.3	24.3	0	0	0	71.3	6.1	-3	0	0	18.6	0	0	5.6
318	597643.92	4849852.73	256.25	0	DEN	A	74.3	24.3	0	0	0	70.1	5.7	-2.4	0	0	18	0	0	7.2
319	597675.29	4849891.82	256.2	1	DEN	A	74.3	23.4	0	0	0	70.9	5.9	-2.4	0	0	8.1	0	2.7	12.4
320	597601.82	4849800.26	256.32	1	DEN	A	74.3	11.8	0	0	0	70.5	5.8	-1.9	0	0	7.8	0	2.2	1.6
321	597593.07	4849789.36	256.33	1	DEN	A	74.3	11.1	0	0	0	70.5	5.8	-1.7	0	0	7.5	0	2.2	1.1
322	597584.52	4849778.7	256.35	1	DEN	A	74.3	11.6	0	0	0	70.5	5.8	-1.5	0	0	7.2	0	2.2	1.7
323	597575.53	4849767.49	256.36	1	DEN	A	74.3	11.6	0	0	0	70.4	5.8	-1.5	0	0	7.1	0	2.2	1.9
324	597565.68	4849755.22	256.38	1	DEN	A	74.3	12.3	0	0	0	70.4	5.8	-1.3	0	0	6.1	0	2.2	3.6
325	597716.57	4849943.27	256.13	2	DEN	A	74.3	21.8	0	0	0	71.6	6.2	-2.7	0	0	7.6	0	7.9	5.6
326	597643.65	4849852.39	256.25	2	DEN	A	74.3	19.1	0	0	0	71.2	6.1	-2.6	0	0	7.5	0	7.9	3.4
327	597614.95	4849816.62	256.3	2	DEN	A	74.3	10	0	0	0	71.1	6	-2.3	0	0	7.2	0	7.8	-5.5
328	597609.93	4849810.37	256.33	2	DEN	A	74.3	7.8	0	0	0	71	6	-2.2	0	0	7.1	0	7.8	-7.6
329	597606.46	4849806.05	256.31	2	DEN	A	74.3	7	0	0	0	71	6	-2.1	0	0	7	0	7.8	-8.4
330	597602.19	4849800.72	256.32	2	DEN	A	74.3	9.4	0	0	0	71	6	-2.1	0	0	6.9	0	7.8	-6
331	597594.68	4849791.36	256.33	2	DEN	A	74.3	11.9	0	0	0	71	6	-2	0	0	6.8	0	7.8	-3.4
332	597585.13	4849779.46	256.34	2	DEN	A	74.3	11.8	0	0	0	71	6	-1.9	0	0	6.7	0	7.8	-3.4
333	597574.67	4849766.42	256.36	2	DEN	A	74.3	12.6	0	0	0	70.9	6	-1.7	0	0	6.5	0	7.7	-2.4
Line Source, ISO 9613, Name: "Truck movements", ID: "A_UMit_ExitLoop"																				
Nr.	X (m)	Y (m)	Z (m)	Ref.	DEN	Freq. (Hz)	Lw dB(A)	l/a dB	Optime dB	K0 (dB)	Di (dB)	Adv (dB)	Aatm (dB)	Agr (dB)	Afol (dB)	Ahaus (dB)	Abar (dB)	Cmet (dB)	RL (dB)	Lr dB(A)
338	598643.2	4849514.35	244.95	0	D	A	77.9	23.8	0	0	0	68.2	2.9	-3.6	0	0	20.2	0	0	13.9
338	598643.2	4849514.35	244.95	0	N	A	73.1	23.8	0	0	0	68.2	2.9	-3.6	0	0	20.2	0	0	9.1
338	598643.2	4849514.35	244.95	0	E	A	77.9	23.8	0	0	0	68.2	2.9	-3.6	0	0	20.2	0	0	13.9
339	598706	4849450.02	244.28	1	D	A	77.9	17.6	0	0	0	70	3.3	-3.7	0	0	17.7	0	7.1	1.1
339	598706	4849450.02	244.28	1	N	A	73.1	17.6	0	0	0	70	3.3	-3.7	0	0	17.7	0	7.1	-3.7
339	598706	4849450.02	244.28	1	E	A	77.9	17.6	0	0	0	70	3.3	-3.7	0	0	17.7	0	7.1	1.1
340	598560.59	4849598.97	245.84	1	D	A	77.9	1.1	0	0	0	69.8	3.3	-3.3	0	0	11.3	0	3.2	-5.3
340	598560.59	4849598.97	245.84	1	N	A	73.1	1.1	0	0	0	69.8	3.3	-3.3	0	0	11.3	0	3.2	-10.1
340	598560.59	4849598.97	245.84	1	E	A	77.9	1.1	0	0	0	69.8	3.3	-3.3	0	0	11.3	0	3.2	-5.3
341	598562.06	4849597.46	245.82	1	D	A	77.9	4.7	0	0	0	69.8	3.3	-3.3	0	0	11.3	0	3.2	-1.8
341	598562.06	4849597.46	245.82	1	N	A	73.1	4.7	0	0	0	69.8	3.3	-3.3	0	0	11.3	0	3.2	-6.5
341	598562.06	4849597.46	245.82	1	E	A	77.9	4.7	0	0	0	69.8	3.3	-3.3	0	0	11.3	0	3.2	-1.8
356	598488.03	4849672.54	246.66	0	D	A	77.9	23.1	0	0	0	68.3	2.9	-3.1	0	0	15.7	0	0	17.1
356	598488.03	4849672.54	246.66	0	N	A	73.1	23.1	0	0	0	68.3	2.9	-3.1	0	0	15.7	0	0	12.4
356	598488.03	4849672.54	246.66	0	E	A	77.9	23.1	0	0	0	68.3	2.9	-3.1	0	0	15.7	0	0	17.1
357	598493.54	4849666.96	246.6	1	D	A	77.9	22.8	0	0	0	69.9	3.3	-3.						

353	598520.37	4849907.01	248.67	0	N	A	74.2	24.6	0	0	0	70.6	3.5	-3.2	0	0	9.3	0	0	18.7
353	598520.37	4849907.01	248.67	0	E	A	77.1	24.6	0	0	0	70.6	3.5	-3.2	0	0	9.3	0	0	21.6
395	598465.79	4850194.21	249.36	0	D	A	77.1	25.9	0	0	0	72.6	4	-3.2	0	0	12	0	0	17.6
395	598465.79	4850194.21	249.36	0	N	A	74.2	25.9	0	0	0	72.6	4	-3.2	0	0	12	0	0	14.7
395	598465.79	4850194.21	249.36	0	E	A	77.1	25.9	0	0	0	72.6	4	-3.2	0	0	12	0	0	17.6
406	598373.86	4850167.57	251.29	0	D	A	77.1	25	0	0	0	72.2	3.9	-2.8	0	0	18.9	0	0	9.9
406	598373.86	4850167.57	251.29	0	N	A	74.2	25	0	0	0	72.2	3.9	-2.8	0	0	18.9	0	0	7
406	598373.86	4850167.57	251.29	0	E	A	77.1	25	0	0	0	72.2	3.9	-2.8	0	0	18.9	0	0	9.9
407	598489.13	4850053.99	251.06	0	D	A	77.1	10.3	0	0	0	71.6	3.7	-3.2	0	0	19.9	0	0	-4.6
407	598489.13	4850053.99	251.06	0	N	A	74.2	10.3	0	0	0	71.6	3.7	-3.2	0	0	19.9	0	0	-7.5
407	598489.13	4850053.99	251.06	0	E	A	77.1	10.3	0	0	0	71.6	3.7	-3.2	0	0	19.9	0	0	-4.6
522	598603.56	4850037.89	248.67	0	D	A	77.1	15.3	0	0	0	71.9	3.8	-3.3	0	0	8.3	0	0	11.7
522	598603.56	4850037.89	248.67	0	N	A	74.2	15.3	0	0	0	71.9	3.8	-3.3	0	0	8.3	0	0	8.8
522	598603.56	4850037.89	248.67	0	E	A	77.1	15.3	0	0	0	71.9	3.8	-3.3	0	0	8.3	0	0	11.7
523	598269.87	4850324.63	250.91	0	D	A	77.1	16.5	0	0	0	73.1	4.1	-2.9	0	0	12.5	0	0	6.7
523	598269.87	4850324.63	250.91	0	N	A	74.2	16.5	0	0	0	73.1	4.1	-2.9	0	0	12.5	0	0	3.8
523	598269.87	4850324.63	250.91	0	E	A	77.1	16.5	0	0	0	73.1	4.1	-2.9	0	0	12.5	0	0	6.7
527	598309.48	4850336.75	250.3	0	D	A	77.1	16.6	0	0	0	73.2	4.2	-2.9	0	0	10.5	0	0	8.7
527	598309.48	4850336.75	250.3	0	N	A	74.2	16.6	0	0	0	73.2	4.2	-2.9	0	0	10.5	0	0	5.9
527	598309.48	4850336.75	250.3	0	E	A	77.1	16.6	0	0	0	73.2	4.2	-2.9	0	0	10.5	0	0	8.7
544	598257.72	4850293.64	251.39	0	D	A	77.1	15.3	0	0	0	72.9	4.1	-2.9	0	0	16.3	0	0	1.9
544	598257.72	4850293.64	251.39	0	N	A	74.2	15.3	0	0	0	72.9	4.1	-2.9	0	0	16.3	0	0	-0.9
544	598257.72	4850293.64	251.39	0	E	A	77.1	15.3	0	0	0	72.9	4.1	-2.9	0	0	16.3	0	0	1.9
Line Source, ISO 9613, Name: "Idling reefers", ID: "A_UMIT_Refer_E_NGT"																				
Nr.	X (m)	Y (m)	Z (m)	Ref.	DEN	Freq. (Hz)	Lw dB(A)	l/a dB	Optime dB	K0 (dB)	Di (dB)	Adiv (dB)	Aatm (dB)	Agr (dB)	Afol (dB)	Ahaus (dB)	Abar (dB)	Cmet (dB)	RL (dB)	Lr dB(A)
358	598370.3	4849586.28	245.71	0	N	A	77	23.4	0	0	0	66.6	2.1	-3.2	0	0	24.5	0	0	10.3
361	598388.51	4849604.69	245.99	0	N	A	77	23.4	0	0	0	66.9	2.2	-3.2	0	0	22.1	0	0	12.4
490	598456.99	4849518.85	245.61	0	N	A	77	14.1	0	0	0	66.5	2.1	-3.2	0	0	23.6	0	0	2.1
499	598301.72	4849672.17	246.09	0	N	A	77	14.2	0	0	0	67.3	2.3	-3.2	0	0	22.7	0	0	2.2
Line Source, ISO 9613, Name: "Bldg K - Shunt truck", ID: "K_shunt"																				
Nr.	X (m)	Y (m)	Z (m)	Ref.	DEN	Freq. (Hz)	Lw dB(A)	l/a dB	Optime dB	K0 (dB)	Di (dB)	Adiv (dB)	Aatm (dB)	Agr (dB)	Afol (dB)	Ahaus (dB)	Abar (dB)	Cmet (dB)	RL (dB)	Lr dB(A)
359	598992.24	4849380.55	241.65	0	DEN	A	78	4.9	0	0	0	70.7	5.9	-3.5	0	0	16.2	0	0	-6.3
360	599072.57	4849300.63	241.96	0	DEN	A	78	23.5	0	0	0	71.2	6.1	-3.6	0	0	24.7	0	0	3.2
Line Source, ISO 9613, Name: "Bldg I - Trucks idling", ID: "I_TrkIdle"																				
Nr.	X (m)	Y (m)	Z (m)	Ref.	DEN	Freq. (Hz)	Lw dB(A)	l/a dB	Optime dB	K0 (dB)	Di (dB)	Adiv (dB)	Aatm (dB)	Agr (dB)	Afol (dB)	Ahaus (dB)	Abar (dB)	Cmet (dB)	RL (dB)	Lr dB(A)
362	598778.34	4849186.77	244	0	D	A	87	23.4	-14.8	0	0	68	3.3	-3.4	0	0	26.2	0	0	1.6
362	598778.34	4849186.77	244	0	N	A	87	23.4	-17.8	0	0	68	3.3	-3.4	0	0	26.2	0	0	-1.4
362	598778.34	4849186.77	244	0	E	A	87	23.4	-14.8	0	0	68	3.3	-3.4	0	0	26.2	0	0	1.6
363	598658.5	4849065.6	243.93	0	D	A	87	20.8	-14.8	0	0	66.3	2.8	-3	0	0	21.7	0	0	5.2
363	598658.5	4849065.6	243.93	0	N	A	87	20.8	-17.8	0	0	66.3	2.8	-3	0	0	21.7	0	0	2.2
363	598658.5	4849065.6	243.93	0	E	A	87	20.8	-14.8	0	0	66.3	2.8	-3	0	0	21.7	0	0	5.2
366	598831.91	4849240.94	244.04	1	D	A	87	18.4	-14.8	0	0	69.3	3.7	-3.5	0	0	15.9	0	3.3	1.9
366	598831.91	4849240.94	244.04	1	N	A	87	18.4	-17.8	0	0	69.3	3.7	-3.5	0	0	15.9	0	3.3	-1.1
366	598831.91	4849240.94	244.04	1	E	A	87	18.4	-14.8	0	0	69.3	3.7	-3.5	0	0	15.9	0	3.3	1.9
367	598849.63	4849258.86	244.05	2	D	A	87	12.7	-14.8	0	0	69.8	3.9	-3.6	0	0	14.5	0	8.4	-8
367	598849.63	4849258.86	244.05	2	N	A	87	12.7	-17.8	0	0	69.8	3.9	-3.6	0	0	14.5	0	8.4	-11
367	598849.63	4849258.86	244.05	2	E	A	87	12.7	-14.8	0	0	69.8	3.9	-3.6	0	0	14.5	0	8.4	-8
Line Source, ISO 9613, Name: "Bldg E - Truck Movements", ID: "E_TrkMove2"																				
Nr.	X (m)	Y (m)	Z (m)	Ref.	DEN	Freq. (Hz)	Lw dB(A)	l/a dB	Optime dB	K0 (dB)	Di (dB)	Adiv (dB)	Aatm (dB)	Agr (dB)	Afol (dB)	Ahaus (dB)	Abar (dB)	Cmet (dB)	RL (dB)	Lr dB(A)
369	597558.7	4849746.32	256.39	0	D	A	74.8	4.9	0	0	0	69.7	3.2	-1.1	0	0	4	0	0	3.9
369	597558.7	4849746.32	256.39	0	N	A	72.1	4.9	0	0	0	69.7	3.2	-1.1	0	0	4	0	0	1.2
369	597558.7	4849746.32	256.39	0	E	A	74.8	4.9	0	0	0	69.7	3.2	-1.1	0	0	4	0	0	3.9
370	597692.06	4849912.13	256.15	0	D	A	74.8	26.3	0	0	0	70.4	3.4	-2.2	0	0	15.7	0	0	13.8
370	597692.06	4849912.13	256.15	0	N	A	72.1	26.3	0	0	0	70.4	3.4	-2.2	0	0	15.7	0	0	11.1
370	597692.06	4849912.13	256.15	0	E	A	74.8	26.3	0	0	0	70.4	3.4	-2.2	0	0	15.7	0	0	13.8
371	597565.82	4849755.16	256.37	1	D	A	74.8	12.3	0	0	0	70.4	3.4	-0.9	0	0	5.7	0	2.7	5.9
371	597565.82	4849755.16	256.37	1	N	A	72.1	12.3	0	0	0	70.4	3.4	-0.9	0	0	5.7	0	2.7	3.2
371	597565.82	4849755.16	256.37	1	E	A	74.8	12.3	0	0	0	70.4	3.4	-0.9	0	0	5.7	0	2.7	5.9
372	597575.68	4849767.43	256.36	1	D	A	74.8	11.6	0	0	0	70.4	3.4	-1	0	0	6.4	0	2.8	4.4
372	597575.68	4849767.43	256.36	1	N	A	72.1	11.6	0	0	0	70.4	3.4	-1	0	0	6.4	0	2.8	1.7
372	597575.68	4849767.43	256.36	1	E	A	74.8	11.6	0	0	0	70.4	3.4	-1	0	0	6.4	0	2.8	4.4
373	597584.69	4849778.63	256.34	1	D	A	74.8	11.6	0	0	0	70.5	3.4	-1.1	0	0	6.5	0	2.8	4.3
373	597584.69	4849778.63	256.34	1	N	A	72.1	11.6	0	0	0	70.5	3.4	-1.1	0	0	6.5	0	2.8	1.6
373	597584.69	4849778.63	256.34	1	E	A	74.8	11.6	0	0	0	70.5	3.4	-1.1	0	0	6.5	0	2.8	4.3
374	597593.26	4849789.28	256.32	1	D	A</														

579	597558.8	4849736.38	256.54	0	D	A	74.8	12.5	0	0	0	69.6	3.2	0	0	0	3.6	0	0	10.8
579	597558.8	4849736.38	256.54	0	N	A	72.1	12.5	0	0	0	69.6	3.2	0	0	0	3.6	0	0	8.1
579	597558.8	4849736.38	256.54	0	E	A	74.8	12.5	0	0	0	69.6	3.2	0	0	0	3.6	0	0	10.8
580	597559.58	4849730	256.66	1	D	A	74.8	6.8	0	0	0	69.6	3.2	-1.1	0	0	5.9	0	2.7	1.4
580	597559.58	4849730	256.66	1	N	A	72.1	6.8	0	0	0	69.6	3.2	-1.1	0	0	5.9	0	2.7	-1.4
580	597559.58	4849730	256.66	1	E	A	74.8	6.8	0	0	0	69.6	3.2	-1.1	0	0	5.9	0	2.7	1.4
581	597559.14	4849733.61	256.59	2	D	A	74.8	10.8	0	0	0	69.7	3.2	0.2	0	0	4.6	0	6.2	1.7
581	597559.14	4849733.61	256.59	2	N	A	72.1	10.8	0	0	0	69.7	3.2	0.2	0	0	4.6	0	6.2	-1
581	597559.14	4849733.61	256.59	2	E	A	74.8	10.8	0	0	0	69.7	3.2	0.2	0	0	4.6	0	6.2	1.7
Line Source, ISO 9613, Name: "Shunt truck", ID: "H_Shunt2"																				
Nr.	X (m)	Y (m)	Z (m)	Ref.	DEN	Freq. (Hz)	Lw dB(A)	l/a dB	Optime dB	K0 (dB)	Di (dB)	Adiv (dB)	Aatm (dB)	Agr (dB)	Afol (dB)	Ahou (dB)	Abar (dB)	Cmet (dB)	RL (dB)	Lr dB(A)
399	598806.86	4849653.33	244.86	0	DEN	A	74.4	24.3	0	0	0	70.4	5.8	-4.1	0	0	14.3	0	0	12.2
401	598806.62	4849653.15	244.86	0	DEN	A	74.4	24.3	0	0	0	70.4	5.8	-4.1	0	0	14.3	0	0	12.2
437	598992.41	4849839.41	244.42	0	DEN	A	74.4	24.1	0	0	0	72.6	6.6	-4.2	0	0	9.2	0	0	14.3
438	598992.62	4849839.54	244.42	0	DEN	A	74.4	24.1	0	0	0	72.6	6.6	-4.2	0	0	9.2	0	0	14.2
Line Source, ISO 9613, Name: "shunt truck", ID: "D_Shunt2"																				
Nr.	X (m)	Y (m)	Z (m)	Ref.	DEN	Freq. (Hz)	Lw dB(A)	l/a dB	Optime dB	K0 (dB)	Di (dB)	Adiv (dB)	Aatm (dB)	Agr (dB)	Afol (dB)	Ahou (dB)	Abar (dB)	Cmet (dB)	RL (dB)	Lr dB(A)
400	598738.49	4849728.94	245.11	0	DEN	A	74.6	24.1	0	0	0	70.4	5.8	-3.7	0	0	11.3	0	0	15
402	598738.52	4849728.9	245.11	0	DEN	A	74.6	24.1	0	0	0	70.4	5.8	-3.7	0	0	11.3	0	0	15
439	598912.62	4849905.45	245.24	0	DEN	A	74.6	23.8	0	0	0	72.5	6.6	-3.8	0	0	8.9	0	0	14.3
440	598912.63	4849905.58	245.24	0	DEN	A	74.6	23.8	0	0	0	72.5	6.6	-3.8	0	0	8.9	0	0	14.3
Line Source, ISO 9613, Name: "Bldg C - Shunt trucks", ID: "C_shunt"																				
Nr.	X (m)	Y (m)	Z (m)	Ref.	DEN	Freq. (Hz)	Lw dB(A)	l/a dB	Optime dB	K0 (dB)	Di (dB)	Adiv (dB)	Aatm (dB)	Agr (dB)	Afol (dB)	Ahou (dB)	Abar (dB)	Cmet (dB)	RL (dB)	Lr dB(A)
403	598358.25	4850164.53	251.58	0	DEN	A	75.7	25.3	0	0	0	72.1	6.4	-3.3	0	0	24.6	0	0	1.2
415	598389.54	4850210.75	250.44	0	DEN	A	75.7	25	0	0	0	72.5	6.6	-3.3	0	0	15.6	0	0	9.2
416	598509.33	4850096.14	249.96	0	DEN	A	75.7	12.4	0	0	0	72	6.4	-3.7	0	0	17	0	0	-3.6
488	598499.31	4850070.35	250.61	0	DEN	A	75.7	17.2	0	0	0	71.8	6.3	-3.7	0	0	19.6	0	0	-1.1
508	598255.84	4850301.23	251.32	0	DEN	A	75.7	17.1	0	0	0	73	6.8	-3.3	0	0	17.9	0	0	-1.4
Line Source, ISO 9613, Name: "Bldg F - Trucks Idling", ID: "F_TrkIdl1"																				
Nr.	X (m)	Y (m)	Z (m)	Ref.	DEN	Freq. (Hz)	Lw dB(A)	l/a dB	Optime dB	K0 (dB)	Di (dB)	Adiv (dB)	Aatm (dB)	Agr (dB)	Afol (dB)	Ahou (dB)	Abar (dB)	Cmet (dB)	RL (dB)	Lr dB(A)
409	597847.01	4849611.01	253.56	0	D	A	85.3	0.1	-14.8	0	0	66.5	2.9	-1.9	0	0	6.6	0	0	-3.5
409	597847.01	4849611.01	253.56	0	N	A	85.3	0.1	-17.8	0	0	66.5	2.9	-1.9	0	0	6.6	0	0	-6.5
409	597847.01	4849611.01	253.56	0	E	A	85.3	0.1	-14.8	0	0	66.5	2.9	-1.9	0	0	6.6	0	0	-3.5
410	597913.6	4849694.66	253.56	0	D	A	85.3	23.3	-14.8	0	0	67.3	3.1	-2.4	0	0	22.6	0	0	3.2
410	597913.6	4849694.66	253.56	0	N	A	85.3	23.3	-17.8	0	0	67.3	3.1	-2.4	0	0	22.6	0	0	0.2
410	597913.6	4849694.66	253.56	0	E	A	85.3	23.3	-14.8	0	0	67.3	3.1	-2.4	0	0	22.6	0	0	3.2
411	598046.14	4849861.16	253.56	0	D	A	85.3	23.3	-14.8	0	0	69.1	3.6	-2.8	0	0	22.7	0	0	1.2
411	598046.14	4849861.16	253.56	0	N	A	85.3	23.3	-17.8	0	0	69.1	3.6	-2.8	0	0	22.7	0	0	-1.8
411	598046.14	4849861.16	253.56	0	E	A	85.3	23.3	-14.8	0	0	69.1	3.6	-2.8	0	0	22.7	0	0	1.2
Line Source, ISO 9613, Name: "Bldg E - Trucks Idling", ID: "E_TrkIdl1"																				
Nr.	X (m)	Y (m)	Z (m)	Ref.	DEN	Freq. (Hz)	Lw dB(A)	l/a dB	Optime dB	K0 (dB)	Di (dB)	Adiv (dB)	Aatm (dB)	Agr (dB)	Afol (dB)	Ahou (dB)	Abar (dB)	Cmet (dB)	RL (dB)	Lr dB(A)
413	597846.69	4849750.14	254.48	0	D	A	89.1	23.5	-14.8	0	0	68.2	3.4	-2.3	0	0	8.8	0	0	19.7
413	597846.69	4849750.14	254.48	0	N	A	89.1	23.5	-17.8	0	0	68.2	3.4	-2.3	0	0	8.8	0	0	16.7
413	597846.69	4849750.14	254.48	0	E	A	89.1	23.5	-14.8	0	0	68.2	3.4	-2.3	0	0	8.8	0	0	19.7
414	597846.69	4849750.14	254.48	1	D	A	89.1	23.5	-14.8	0	0	68.6	3.5	-2.2	0	0	7.4	0	2	18.5
414	597846.69	4849750.14	254.48	1	N	A	89.1	23.5	-17.8	0	0	68.6	3.5	-2.2	0	0	7.4	0	2	15.4
414	597846.69	4849750.14	254.48	1	E	A	89.1	23.5	-14.8	0	0	68.6	3.5	-2.2	0	0	7.4	0	2	18.5
Line Source, ISO 9613, Name: "Truck movements", ID: "A_UMit_EntranceLoop"																				
Nr.	X (m)	Y (m)	Z (m)	Ref.	DEN	Freq. (Hz)	Lw dB(A)	l/a dB	Optime dB	K0 (dB)	Di (dB)	Adiv (dB)	Aatm (dB)	Agr (dB)	Afol (dB)	Ahou (dB)	Abar (dB)	Cmet (dB)	RL (dB)	Lr dB(A)
417	598549.46	4849627.1	245.84	0	D	A	74.8	23.2	0	0	0	68.3	2.9	-3.2	0	0	15.8	0	0	14.1
417	598549.46	4849627.1	245.84	0	N	A	73.1	23.2	0	0	0	68.3	2.9	-3.2	0	0	15.8	0	0	12.4
417	598549.46	4849627.1	245.84	0	E	A	74.8	23.2	0	0	0	68.3	2.9	-3.2	0	0	15.8	0	0	14.1
418	598523.96	4849652.55	246.07	1	D	A	74.8	21.3	0	0	0	69.7	3.2	-3.2	0	0	11.4	0	3.2	11.9
418	598523.96	4849652.55	246.07	1	N	A	73.1	21.3	0	0	0	69.7	3.2	-3.2	0	0	11.4	0	3.2	10.1
418	598523.96	4849652.55	246.07	1	E	A	74.8	21.3	0	0	0	69.7	3.2	-3.2	0	0	11.4	0	3.2	11.9
464	598444.48	4849734.29	247.09	0	D	A	74.8	19.7	0	0	0	68.7	3	-3.1	0	0	14.5	0	0	11.4
464	598444.48	4849734.29	247.09	0	N	A	73.1	19.7	0	0	0	68.7	3	-3.1	0	0	14.5	0	0	9.6
464	598444.48	4849734.29	247.09	0	E	A	74.8	19.7	0	0	0	68.7	3	-3.1	0	0	14.5	0	0	11.4
465	598457.08	4849720.76	246.86	1	D	A	74.8	17.4	0	0	0	69.9	3.3	-3.2	0	0	10.9	0	3.1	8.3
465	598457.08	4849720.76	246.86	1	N	A	73.1	17.4	0	0	0	69.9	3.3	-3.2	0	0	10.9	0	3.1	6.6
465	598457.08	4849720.76	246.86	1	E	A	74.8	17.4	0	0	0	69.9	3.3	-3.2	0	0	10.9	0	3.1	8.3
476	598291.72	4849769.65	249.23	0	D	A	74.8	17.6	0	0	0	68.4	2.9	-1.5	0	0	15.2	0	0	7.4
476	598291.72	4849769.65	249.23	0	N	A	73.1	17.6	0	0	0	68.4	2.9	-1.5	0	0	15.2	0	0	5.7
476	598291.72	4849769.65	249.23	0	E	A	74.8	17.6	0	0	0	68.4	2.9	-1.5	0	0	15.2	0	0	7.4
487	598394.53	4849781.57	247.85	0	D	A	74.8	16.6	0	0	0	68.9	3.1	-3.1	0	0	13.8	0	0	8.8
487	598394.53	4849781.57	247.85	0	N	A	73.1	16.6	0	0	0	68.9	3.1	-3.1	0	0	13.8	0	0	7
487	598394.53	4849781.57	247.85	0	E	A	74.8	16.6	0	0	0	68.9	3.1	-3.1	0	0	13.8	0	0	8.8
496	5983																			

466	589892.4	4849839.12	244.42	0	D	A	73.9	24.1	0	0	0	72.6	4	-3.8	0	0	8.8	0	0	16.5
466	589892.4	4849839.12	244.42	0	N	A	70.9	24.1	0	0	0	72.6	4	-3.8	0	0	8.8	0	0	13.4
466	589892.4	4849839.12	244.42	0	E	A	73.9	24.1	0	0	0	72.6	4	-3.8	0	0	8.8	0	0	16.5
467	589892.4	4849839.23	244.42	0	D	A	73.9	24.1	0	0	0	72.6	4	-3.8	0	0	8.8	0	0	16.5
467	589892.4	4849839.23	244.42	0	N	A	70.9	24.1	0	0	0	72.6	4	-3.8	0	0	8.8	0	0	13.4
467	589892.4	4849839.23	244.42	0	E	A	73.9	24.1	0	0	0	72.6	4	-3.8	0	0	8.8	0	0	16.5
575	58888.12	4849761.5	245.23	0	D	A	73.9	15.7	0	0	0	71.6	3.7	-3.8	0	0	9.2	0	0	8.9
575	58888.12	4849761.5	245.23	0	N	A	70.9	15.7	0	0	0	71.6	3.7	-3.8	0	0	9.2	0	0	5.8
575	58888.12	4849761.5	245.23	0	E	A	73.9	15.7	0	0	0	71.6	3.7	-3.8	0	0	9.2	0	0	8.9
576	58888.12	4849761.36	245.22	0	D	A	73.9	15.7	0	0	0	71.6	3.7	-3.8	0	0	9.2	0	0	8.9
576	58888.12	4849761.36	245.22	0	N	A	70.9	15.7	0	0	0	71.6	3.7	-3.8	0	0	9.2	0	0	5.8
576	58888.12	4849761.36	245.22	0	E	A	73.9	15.7	0	0	0	71.6	3.7	-3.8	0	0	9.2	0	0	8.9
Line Source, ISO 9613, Name: "Trucks Idling", ID: "D_Tridkle2"																				
Nr.	X (m)	Y (m)	Z (m)	Refl.	DEN	Freq. (Hz)	Lw dB(A)	I/a dB	Optime dB	K0 (dB)	Di (dB)	Adiv (dB)	Aatm (dB)	Agr (dB)	Afol (dB)	Ahaus (dB)	Abar (dB)	Cmet (dB)	RL (dB)	Lr dB(A)
427	598810.87	4849814.78	244.98	0	D	A	85.8	26.8	-14.8	0	0	71.4	4.5	-3.8	0	0	9.7	0	0	16
427	598810.87	4849814.78	244.98	0	N	A	85.8	26.8	-17.8	0	0	71.4	4.5	-3.8	0	0	9.7	0	0	13
427	598810.87	4849814.78	244.98	0	E	A	85.8	26.8	-14.8	0	0	71.4	4.5	-3.8	0	0	9.7	0	0	16
Line Source, ISO 9613, Name: "Bldg C - Trucks Idling", ID: "C_Tridkle"																				
Nr.	X (m)	Y (m)	Z (m)	Refl.	DEN	Freq. (Hz)	Lw dB(A)	I/a dB	Optime dB	K0 (dB)	Di (dB)	Adiv (dB)	Aatm (dB)	Agr (dB)	Afol (dB)	Ahaus (dB)	Abar (dB)	Cmet (dB)	RL (dB)	Lr dB(A)
428	598358.03	4850168.79	251.54	0	D	A	89.3	25.4	-14.8	0	0	72.2	4.8	-3.4	0	0	24.2	0	0	2.2
428	598358.03	4850168.79	251.54	0	N	A	89.3	25.4	-17.8	0	0	72.2	4.8	-3.4	0	0	24.2	0	0	-0.8
428	598358.03	4850168.79	251.54	0	E	A	89.3	25.4	-14.8	0	0	72.2	4.8	-3.4	0	0	24.2	0	0	2.2
Line Source, ISO 9613, Name: "Trucks Idling", ID: "D_Tridkle1"																				
Nr.	X (m)	Y (m)	Z (m)	Refl.	DEN	Freq. (Hz)	Lw dB(A)	I/a dB	Optime dB	K0 (dB)	Di (dB)	Adiv (dB)	Aatm (dB)	Agr (dB)	Afol (dB)	Ahaus (dB)	Abar (dB)	Cmet (dB)	RL (dB)	Lr dB(A)
430	598704.74	4850011.66	245.66	0	D	A	85.6	25.9	-14.8	0	0	72.1	4.8	-3.8	0	0	17.4	0	0	6.3
430	598704.74	4850011.66	245.66	0	N	A	85.6	25.9	-17.8	0	0	72.1	4.8	-3.8	0	0	17.4	0	0	3.3
430	598704.74	4850011.66	245.66	0	E	A	85.6	25.9	-14.8	0	0	72.1	4.8	-3.8	0	0	17.4	0	0	6.3
431	598552.23	4849858.95	246.12	0	D	A	85.6	16.5	-14.8	0	0	70.3	4.1	-3.7	0	0	19.5	0	0	-2.9
431	598552.23	4849858.95	246.12	0	N	A	85.6	16.5	-17.8	0	0	70.3	4.1	-3.7	0	0	19.5	0	0	-5.9
431	598552.23	4849858.95	246.12	0	E	A	85.6	16.5	-14.8	0	0	70.3	4.1	-3.7	0	0	19.5	0	0	-2.9
432	598532.94	4849839.63	246.17	0	D	A	85.6	10.2	-14.8	0	0	70.1	4	-3.7	0	0	19.8	0	0	-9.2
432	598532.94	4849839.63	246.17	0	E	A	85.6	10.2	-14.8	0	0	70.1	4	-3.7	0	0	19.8	0	0	-9.2
433	598508.65	4849815.32	246.25	0	D	A	85.6	17.7	-14.8	0	0	69.8	3.9	-3.7	0	0	13.2	0	0	5.4
433	598508.65	4849815.32	246.25	0	N	A	85.6	17.7	-17.8	0	0	69.8	3.9	-3.7	0	0	13.2	0	0	2.4
433	598508.65	4849815.32	246.25	0	E	A	85.6	17.7	-14.8	0	0	69.8	3.9	-3.7	0	0	13.2	0	0	5.4
Point Source, ISO 9613, Name: "Condenser Unit", ID: "A_Cond_01"																				
Nr.	X (m)	Y (m)	Z (m)	Refl.	DEN	Freq. (Hz)	Lw dB(A)	I/a dB	Optime dB	K0 (dB)	Di (dB)	Adiv (dB)	Aatm (dB)	Agr (dB)	Afol (dB)	Ahaus (dB)	Abar (dB)	Cmet (dB)	RL (dB)	Lr dB(A)
434	598228.73	4849626.63	254.4	0	D	A	94.7	0	0	0	0	66.3	3.9	-1.4	0	0	25	0	0	0.9
434	598228.73	4849626.63	254.4	0	N	A	94.7	0	-3	0	0	66.3	3.9	-1.4	0	0	25	0	0	-2.1
434	598228.73	4849626.63	254.4	0	E	A	94.7	0	0	0	0	66.3	3.9	-1.4	0	0	25	0	0	0.9
Point Source, ISO 9613, Name: "Condenser Unit", ID: "A_Cond_02"																				
Nr.	X (m)	Y (m)	Z (m)	Refl.	DEN	Freq. (Hz)	Lw dB(A)	I/a dB	Optime dB	K0 (dB)	Di (dB)	Adiv (dB)	Aatm (dB)	Agr (dB)	Afol (dB)	Ahaus (dB)	Abar (dB)	Cmet (dB)	RL (dB)	Lr dB(A)
435	598236.93	4849633.77	254.4	0	D	A	94.7	0	0	0	0	66.5	3.9	-1.5	0	0	25.2	0	0	0.6
435	598236.93	4849633.77	254.4	0	N	A	94.7	0	-3	0	0	66.5	3.9	-1.5	0	0	25.2	0	0	-2.4
435	598236.93	4849633.77	254.4	0	E	A	94.7	0	0	0	0	66.5	3.9	-1.5	0	0	25.2	0	0	0.6
Point Source, ISO 9613, Name: "Condenser Unit", ID: "A_Cond_03"																				
Nr.	X (m)	Y (m)	Z (m)	Refl.	DEN	Freq. (Hz)	Lw dB(A)	I/a dB	Optime dB	K0 (dB)	Di (dB)	Adiv (dB)	Aatm (dB)	Agr (dB)	Afol (dB)	Ahaus (dB)	Abar (dB)	Cmet (dB)	RL (dB)	Lr dB(A)
436	598243.01	4849639.05	254.4	0	D	A	94.7	0	0	0	0	66.6	3.9	-1.5	0	0	25.3	0	0	0.4
436	598243.01	4849639.05	254.4	0	N	A	94.7	0	-3	0	0	66.6	3.9	-1.5	0	0	25.3	0	0	-2.6
436	598243.01	4849639.05	254.4	0	E	A	94.7	0	0	0	0	66.6	3.9	-1.5	0	0	25.3	0	0	0.4
Line Source, ISO 9613, Name: "Bldg E - Trucks Idling", ID: "E_Tridkle2"																				
Nr.	X (m)	Y (m)	Z (m)	Refl.	DEN	Freq. (Hz)	Lw dB(A)	I/a dB	Optime dB	K0 (dB)	Di (dB)	Adiv (dB)	Aatm (dB)	Agr (dB)	Afol (dB)	Ahaus (dB)	Abar (dB)	Cmet (dB)	RL (dB)	Lr dB(A)
441	597678.45	4849882.99	255.78	0	D	A	89.1	23.5	-14.8	0	0	70.2	4	-2.6	0	0	21.4	0	0	4.8
441	597678.45	4849882.99	255.78	0	N	A	89.1	23.5	-17.8	0	0	70.2	4	-2.6	0	0	21.4	0	0	1.8
441	597678.45	4849882.99	255.78	0	E	A	89.1	23.5	-14.8	0	0	70.2	4	-2.6	0	0	21.4	0	0	4.8
442	597678.45	4849882.99	255.78	1	D	A	89.1	23.5	-14.8	0	0	71	4.3	-2.5	0	0	8.1	0	0	2.6
442	597678.45	4849882.99	255.78	1	N	A	89.1	23.5	-17.8	0	0	71	4.3	-2.5	0	0	8.1	0	0	2.6
442	597678.45	4849882.99	255.78	1	E	A	89.1	23.5	-14.8	0	0	71	4.3	-2.5	0	0	8.1	0	0	2.6
443	597711	4849924.23	255.65	2	D	A	89.1	20.8	-14.8	0	0	71.5	4.5	-2.8	0	0	7.8	0	0	6.6
443	597711	4849924.23	255.65	2	N	A	89.1	20.8	-17.8	0	0	71.5	4.5	-2.8	0	0	7.8	0	0	6.6
443	597711	4849924.23	255.65	2	E	A	89.1	20.8	-14.8	0	0	71.5	4.5	-2.8	0	0	7.8	0	0	6.6
444	597643.34	4849838.53	255.91	2	D	A	89.1	19.9	-14.8	0	0	71.1	4.4	-2.6	0	0	7.6	0	0	6.6
444	597643.34	4849838.53	255.91	2	N	A	89.1	19.9	-17.8	0	0	71.1	4.4	-2.6	0	0	7.6	0	0	6.6
444	597643.34	4849838.53	255.91	2	E	A	89.1	19.9	-14.8	0	0	71.1	4.4	-2.6	0	0	7.6	0	0	6.6
445	597610.79	4849797.29	256.03	2	D	A	89.1	9	-14.8	0	0	71	4.3	-2.1	0	0	7.1	0	0	6.6
445	597610.79	4849797.29	256.03	2	N	A	89.1	9	-17.8	0	0	71	4.3	-2.1	0	0	7.1	0	0	6.6
445	597610.79	4849797.29	256.03	2	E	A	89.1	9	-14.8	0	0	71	4.3	-2.1	0	0	7.1	0	0	6.6
Line Source, ISO 9613, Name: "Trucks Idling", ID: "H_Tridkle2"																				
Nr.	X (m)	Y (m)	Z (m)	Refl.	DEN	Freq. (Hz)	Lw dB(A)	I/a dB	Optime dB	K0 (dB)	Di (dB)	Adiv (dB)	Aatm (dB)	Agr (dB)	Afol (dB)	Ahaus (dB)	Abar (dB)	Cmet (dB)	RL (dB)	Lr dB(A)
446	589806.6	4849737.25	244.57	0	D	A	84.6	27.1	-14.8	0	0	71.6	4.5	-4.2	0	0	11.6	0	0	13.4
446	589806.6	4849737.25	244.57	0	N	A	84.6	27.1	-17.8	0										

494	598907.03	4849339.04	243.19	1	E	A	73.1	15.6	0	0	0	70.4	3.4	-3.2	0	0	12.6	0	6.2	-0.8
495	598943.66	4849375.67	242.88	1	D	A	73.1	15	0	0	0	70.4	3.4	-3.2	0	0	18.4	0	4	-5
495	598943.66	4849375.67	242.88	1	N	A	70.1	15	0	0	0	70.4	3.4	-3.2	0	0	18.4	0	4	-8
495	598943.66	4849375.67	242.88	1	E	A	73.1	15	0	0	0	70.4	3.4	-3.2	0	0	18.4	0	4	-5
628	598963.17	4849388.5	242.42	0	D	A	73.1	12.3	0	0	0	70.5	3.4	-3.1	0	0	14.8	0	0	-0.2
628	598963.17	4849388.5	242.42	0	N	A	70.1	12.3	0	0	0	70.5	3.4	-3.1	0	0	14.8	0	0	-3.2
628	598963.17	4849388.5	242.42	0	E	A	73.1	12.3	0	0	0	70.5	3.4	-3.1	0	0	14.8	0	0	-0.2
629	598961.13	4849388.09	242.51	1	D	A	73.1	11.1	0	0	0	70.6	3.4	-3.1	0	0	17.9	0	4	-8.7
629	598961.13	4849388.09	242.51	1	E	A	73.1	11.1	0	0	0	70.6	3.4	-3.1	0	0	17.9	0	4	-8.7
655	598978.52	4849387.83	241.88	0	D	A	73.1	11.7	0	0	0	70.6	3.5	-3.1	0	0	14.5	0	0	-0.7
655	598978.52	4849387.83	241.88	0	N	A	70.1	11.7	0	0	0	70.6	3.5	-3.1	0	0	14.5	0	0	-3.7
655	598978.52	4849387.83	241.88	0	E	A	73.1	11.7	0	0	0	70.6	3.5	-3.1	0	0	14.5	0	0	-0.7
Line Source, ISO 9613, Name: "Bldg K - Trucks Idling", ID: "K_TrkIdle"																				
Nr.	X (m)	Y (m)	Z (m)	Ref.	DEN	Freq. (Hz)	Lw dB(A)	I/a dB	Optime dB	K0 (dB)	Di (dB)	Adiv (dB)	Aatm (dB)	Agr (dB)	Afol (dB)	Ahaus (dB)	Abar (dB)	Cmet (dB)	RL (dB)	Lr dB(A)
472	599064.54	4849293.22	242.38	0	D	A	87.3	23.6	-14.8	0	0	71.1	4.4	-3.7	0	0	26.4	0	0	-2.1
472	599064.54	4849293.22	242.38	0	N	A	87.3	23.6	-17.8	0	0	71.1	4.4	-3.7	0	0	26.4	0	0	-5.1
472	599064.54	4849293.22	242.38	0	E	A	87.3	23.6	-14.8	0	0	71.1	4.4	-3.7	0	0	26.4	0	0	-2.1
Line Source, ISO 9613, Name: "Bldg J - Truck Movements", ID: "J_TrkMove"																				
Nr.	X (m)	Y (m)	Z (m)	Ref.	DEN	Freq. (Hz)	Lw dB(A)	I/a dB	Optime dB	K0 (dB)	Di (dB)	Adiv (dB)	Aatm (dB)	Agr (dB)	Afol (dB)	Ahaus (dB)	Abar (dB)	Cmet (dB)	RL (dB)	Lr dB(A)
473	598832.31	4849214.92	243.72	0	D	A	72.1	21.1	0	0	0	68.7	3	-3	0	0	21	0	0	3.5
473	598832.31	4849214.92	243.72	0	N	A	69.1	21.1	0	0	0	68.7	3	-3	0	0	21	0	0	0.5
473	598832.31	4849214.92	243.72	0	E	A	72.1	21.1	0	0	0	68.7	3	-3	0	0	21	0	0	3.5
474	598840.48	4849223.45	243.73	1	D	A	72.1	20.2	0	0	0	69.1	3.1	-3.1	0	0	14.1	0	3.7	5.4
474	598840.48	4849223.45	243.73	1	N	A	69.1	20.2	0	0	0	69.1	3.1	-3.1	0	0	14.1	0	3.7	2.3
474	598840.48	4849223.45	243.73	1	E	A	72.1	20.2	0	0	0	69.1	3.1	-3.1	0	0	14.1	0	3.7	5.4
626	598879.05	4849269.33	243.81	0	D	A	72.1	12.2	0	0	0	69.3	3.2	-3.1	0	0	21.1	0	0	-6.1
626	598879.05	4849269.33	243.81	0	N	A	69.1	12.2	0	0	0	69.3	3.2	-3.1	0	0	21.1	0	0	-9.2
626	598879.05	4849269.33	243.81	0	E	A	72.1	12.2	0	0	0	69.3	3.2	-3.1	0	0	21.1	0	0	-6.1
627	598879.05	4849269.33	243.81	1	D	A	72.1	12.2	0	0	0	69.7	3.2	-3.1	0	0	13.6	0	3.6	-2.7
627	598879.05	4849269.33	243.81	1	N	A	69.1	12.2	0	0	0	69.7	3.2	-3.1	0	0	13.6	0	3.6	-5.7
627	598879.05	4849269.33	243.81	1	E	A	72.1	12.2	0	0	0	69.7	3.2	-3.1	0	0	13.6	0	3.6	-2.7
642	598886.39	4849283.02	243.79	0	D	A	72.1	11.8	0	0	0	69.5	3.2	-3.1	0	0	21.5	0	0	-7.1
642	598886.39	4849283.02	243.79	0	N	A	69.1	11.8	0	0	0	69.5	3.2	-3.1	0	0	21.5	0	0	-10.1
642	598886.39	4849283.02	243.79	0	E	A	72.1	11.8	0	0	0	69.5	3.2	-3.1	0	0	21.5	0	0	-7.1
643	598886.39	4849283.02	243.79	1	D	A	72.1	11.8	0	0	0	69.8	3.3	-3.1	0	0	13.4	0	6.4	-5.9
643	598886.39	4849283.02	243.79	1	N	A	69.1	11.8	0	0	0	69.8	3.3	-3.1	0	0	13.4	0	6.4	-8.9
643	598886.39	4849283.02	243.79	1	E	A	72.1	11.8	0	0	0	69.8	3.3	-3.1	0	0	13.4	0	6.4	-5.9
Point Source, ISO 9613, Name: "Rooftop Unit", ID: "A_RTU_04"																				
Nr.	X (m)	Y (m)	Z (m)	Ref.	DEN	Freq. (Hz)	Lw dB(A)	I/a dB	Optime dB	K0 (dB)	Di (dB)	Adiv (dB)	Aatm (dB)	Agr (dB)	Afol (dB)	Ahaus (dB)	Abar (dB)	Cmet (dB)	RL (dB)	Lr dB(A)
482	598315.6	4849213.9	277.3	0	D	A	83.8	0	0	0	0	60	1.8	-1.2	0	0	6	0	0	17.1
482	598315.6	4849213.9	277.3	0	N	A	83.8	0	-3	0	0	60	1.8	-1.2	0	0	6	0	0	14.1
482	598315.6	4849213.9	277.3	0	E	A	83.8	0	0	0	0	60	1.8	-1.2	0	0	6	0	0	17.1
Point Source, ISO 9613, Name: "Rooftop Unit", ID: "A_RTU_03"																				
Nr.	X (m)	Y (m)	Z (m)	Ref.	DEN	Freq. (Hz)	Lw dB(A)	I/a dB	Optime dB	K0 (dB)	Di (dB)	Adiv (dB)	Aatm (dB)	Agr (dB)	Afol (dB)	Ahaus (dB)	Abar (dB)	Cmet (dB)	RL (dB)	Lr dB(A)
484	598336.65	4849190.46	277.3	0	D	A	83.8	0	0	0	0	60.2	1.8	-0.7	0	0	5.5	0	0	16.9
484	598336.65	4849190.46	277.3	0	N	A	83.8	0	-3	0	0	60.2	1.8	-0.7	0	0	5.5	0	0	13.9
484	598336.65	4849190.46	277.3	0	E	A	83.8	0	0	0	0	60.2	1.8	-0.7	0	0	5.5	0	0	16.9
Point Source, ISO 9613, Name: "Rooftop Unit", ID: "A_RTU_02"																				
Nr.	X (m)	Y (m)	Z (m)	Ref.	DEN	Freq. (Hz)	Lw dB(A)	I/a dB	Optime dB	K0 (dB)	Di (dB)	Adiv (dB)	Aatm (dB)	Agr (dB)	Afol (dB)	Ahaus (dB)	Abar (dB)	Cmet (dB)	RL (dB)	Lr dB(A)
492	598375.77	4849151.98	277.3	0	D	A	83.8	0	0	0	0	60.9	1.9	-0.7	0	0	5.5	0	0	16.2
492	598375.77	4849151.98	277.3	0	N	A	83.8	0	-3	0	0	60.9	1.9	-0.7	0	0	5.5	0	0	13.2
492	598375.77	4849151.98	277.3	0	E	A	83.8	0	0	0	0	60.9	1.9	-0.7	0	0	5.5	0	0	16.2
Point Source, ISO 9613, Name: "Rooftop Unit", ID: "A_RTU_01"																				
Nr.	X (m)	Y (m)	Z (m)	Ref.	DEN	Freq. (Hz)	Lw dB(A)	I/a dB	Optime dB	K0 (dB)	Di (dB)	Adiv (dB)	Aatm (dB)	Agr (dB)	Afol (dB)	Ahaus (dB)	Abar (dB)	Cmet (dB)	RL (dB)	Lr dB(A)
497	598396.58	4849126.95	277.3	0	D	A	83.8	0	0	0	0	61.2	1.9	-0.7	0	0	5.4	0	0	15.8
497	598396.58	4849126.95	277.3	0	N	A	83.8	0	-3	0	0	61.2	1.9	-0.7	0	0	5.4	0	0	12.8
497	598396.58	4849126.95	277.3	0	E	A	83.8	0	0	0	0	61.2	1.9	-0.7	0	0	5.4	0	0	15.8
Point Source, ISO 9613, Name: "Rooftop Unit", ID: "A_RTU_08"																				
Nr.	X (m)	Y (m)	Z (m)	Ref.	DEN	Freq. (Hz)	Lw dB(A)	I/a dB	Optime dB	K0 (dB)	Di (dB)	Adiv (dB)	Aatm (dB)	Agr (dB)	Afol (dB)	Ahaus (dB)	Abar (dB)	Cmet (dB)	RL (dB)	Lr dB(A)
498	598351.4	4849244.7	277.3	0	D	A	83.8	0	0	0	0	61.4	2	-1.3	0	0	7.1	0	0	14.6
498	598351.4	4849244.7	277.3	0	N	A	83.8	0	-3	0	0	61.4	2	-1.3	0	0	7.1	0	0	11.6
498	598351.4	4849244.7	277.3	0	E	A	83.8	0	0	0	0	61.4	2	-1.3	0	0	7.1	0	0	14.6
Point Source, ISO 9613, Name: "Rooftop Unit", ID: "A_RTU_07"																				
Nr.	X (m)	Y (m)	Z (m)	Ref.	DEN	Freq. (Hz)	Lw dB(A)	I/a dB	Optime dB	K0 (dB)	Di (dB)	Adiv (dB)	Aatm (dB)	Agr (dB)	Afol (dB)	Ahaus (dB)	Abar (dB)	Cmet (dB)	RL (dB)	Lr dB(A)
501	598374.08	4849221.45	277.3	0	D	A	83.8	0	0	0	0	61.5	2	-0.8	0	0	6.8	0	0	14.3
501	598374.08	4849221.45	277.3	0	N	A	83.8	0	-3	0	0	61.5	2	-0.8	0	0	6.8	0	0	11.3
501	598374.08	4849221.45	277.3	0	E	A	83.8	0	0	0	0	61.5	2	-0.8	0	0	6.8	0	0	14.3
Point Source, ISO 9613, Name: "Rooftop Unit", ID: "A_RTU_06"																				
Nr.	X (m)	Y (m)	Z (m)	Ref.	DEN	Freq. (Hz)	Lw dB(A)	I/a dB	Optime dB	K0 (dB)	Di (dB)	Adiv (dB)	Aatm (dB)	Agr (dB)	Afol (dB)	Ahaus (dB)	Abar (dB)	Cmet (dB)	RL (dB)	Lr dB(A)
506	598411.03	4849194.28	277.3	0	D	A	83.8	0	0	0	0	62	2.1	-0.7	0	0	6.5	0	0	14
506	598411.03	4849194.28	277.3	0	N	A	83.8	0	-3	0	0	62	2.1	-0.7	0	0	6.5	0	0	11
506	598411.03	4849194.28	277.3	0	E	A	83.8	0	0	0	0	62	2.1	-0.7	0	0	6.5	0	0	14
Point Source, ISO 9613, Name: "Rooftop Unit", ID: "A_RTU_05"																				
Nr.	X (m)	Y (m)	Z (m)	Ref.	DEN	Freq. (Hz)	Lw dB(A)	I/a 												

514	598574.33	4849106.89	255.41	0	N	A	85.8	0	-3	0	0	64.9	3.5	-0.7	0	0	0	0	15.1	
514	598574.33	4849106.89	255.41	0	E	A	85.8	0	0	0	0	64.9	3.5	-0.7	0	0	0	0	18.1	
Point Source, ISO 9613, Name: "Rooflop Unit", ID: "A_RTU_10"																				
Nr.	X (m)	Y (m)	Z (m)	Ref.	DEN	Freq. (Hz)	Lw dB(A)	I/a dB	Optime dB	K0 (dB)	Di (dB)	Adiv (dB)	Aatm (dB)	Agr (dB)	Afol (dB)	Ahaus (dB)	Abar (dB)	Cmet (dB)	RL (dB)	Lr dB(A)
520	598444.34	4849214.86	277.3	0	D	A	83.8	0	0	0	0	63	2.2	-0.8	0	0	7	0	0	12.4
520	598444.34	4849214.86	277.3	0	N	A	83.8	0	-3	0	0	63	2.2	-0.8	0	0	7	0	0	9.4
520	598444.34	4849214.86	277.3	0	E	A	83.8	0	0	0	0	63	2.2	-0.8	0	0	7	0	0	12.4
Point Source, ISO 9613, Name: "Rooflop Unit", ID: "A_RTU_09"																				
Nr.	X (m)	Y (m)	Z (m)	Ref.	DEN	Freq. (Hz)	Lw dB(A)	I/a dB	Optime dB	K0 (dB)	Di (dB)	Adiv (dB)	Aatm (dB)	Agr (dB)	Afol (dB)	Ahaus (dB)	Abar (dB)	Cmet (dB)	RL (dB)	Lr dB(A)
524	598464.39	4849194.11	277.3	0	D	A	83.8	0	0	0	0	63.2	2.3	-0.8	0	0	6.8	0	0	12.3
524	598464.39	4849194.11	277.3	0	N	A	83.8	0	-3	0	0	63.2	2.3	-0.8	0	0	6.8	0	0	9.2
524	598464.39	4849194.11	277.3	0	E	A	83.8	0	0	0	0	63.2	2.3	-0.8	0	0	6.8	0	0	12.3
Point Source, ISO 9613, Name: "Rooflop air handler", ID: "I_RTU8"																				
Nr.	X (m)	Y (m)	Z (m)	Ref.	DEN	Freq. (Hz)	Lw dB(A)	I/a dB	Optime dB	K0 (dB)	Di (dB)	Adiv (dB)	Aatm (dB)	Agr (dB)	Afol (dB)	Ahaus (dB)	Abar (dB)	Cmet (dB)	RL (dB)	Lr dB(A)
529	598611.25	4849070.75	255.41	0	D	A	85.8	0	0	0	0	65.5	3.6	-0.7	0	0	0	0	0	17.4
529	598611.25	4849070.75	255.41	0	N	A	85.8	0	-3	0	0	65.5	3.6	-0.7	0	0	0	0	0	14.4
529	598611.25	4849070.75	255.41	0	E	A	85.8	0	0	0	0	65.5	3.6	-0.7	0	0	0	0	0	17.4
Point Source, ISO 9613, Name: "Rooflop air handler", ID: "F_RTU12"																				
Nr.	X (m)	Y (m)	Z (m)	Ref.	DEN	Freq. (Hz)	Lw dB(A)	I/a dB	Optime dB	K0 (dB)	Di (dB)	Adiv (dB)	Aatm (dB)	Agr (dB)	Afol (dB)	Ahaus (dB)	Abar (dB)	Cmet (dB)	RL (dB)	Lr dB(A)
530	598046.65	4849595.29	264.45	0	D	A	85.8	0	0	0	0	65.6	3.6	-0.1	0	0	2.5	0	0	14.3
530	598046.65	4849595.29	264.45	0	N	A	85.8	0	-3	0	0	65.6	3.6	-0.1	0	0	2.5	0	0	11.2
530	598046.65	4849595.29	264.45	0	E	A	85.8	0	0	0	0	65.6	3.6	-0.1	0	0	2.5	0	0	14.3
Point Source, ISO 9613, Name: "Rooflop Unit", ID: "A_RTU_16"																				
Nr.	X (m)	Y (m)	Z (m)	Ref.	DEN	Freq. (Hz)	Lw dB(A)	I/a dB	Optime dB	K0 (dB)	Di (dB)	Adiv (dB)	Aatm (dB)	Agr (dB)	Afol (dB)	Ahaus (dB)	Abar (dB)	Cmet (dB)	RL (dB)	Lr dB(A)
534	598425.65	4849313.68	277.3	0	D	A	83.8	0	0	0	0	63.7	2.4	-1.4	0	0	6.6	0	0	12.5
534	598425.65	4849313.68	277.3	0	N	A	83.8	0	-3	0	0	63.7	2.4	-1.4	0	0	6.6	0	0	9.5
534	598425.65	4849313.68	277.3	0	E	A	83.8	0	0	0	0	63.7	2.4	-1.4	0	0	6.6	0	0	12.5
Point Source, ISO 9613, Name: "Rooflop Unit", ID: "A_RTU_15"																				
Nr.	X (m)	Y (m)	Z (m)	Ref.	DEN	Freq. (Hz)	Lw dB(A)	I/a dB	Optime dB	K0 (dB)	Di (dB)	Adiv (dB)	Aatm (dB)	Agr (dB)	Afol (dB)	Ahaus (dB)	Abar (dB)	Cmet (dB)	RL (dB)	Lr dB(A)
539	598459.94	4849279.6	277.3	0	D	A	83.8	0	0	0	0	63.9	2.4	-1	0	0	7.5	0	0	11
539	598459.94	4849279.6	277.3	0	N	A	83.8	0	-3	0	0	63.9	2.4	-1	0	0	7.5	0	0	8
539	598459.94	4849279.6	277.3	0	E	A	83.8	0	0	0	0	63.9	2.4	-1	0	0	7.5	0	0	11
Point Source, ISO 9613, Name: "Rooflop Unit", ID: "A_RTU_14"																				
Nr.	X (m)	Y (m)	Z (m)	Ref.	DEN	Freq. (Hz)	Lw dB(A)	I/a dB	Optime dB	K0 (dB)	Di (dB)	Adiv (dB)	Aatm (dB)	Agr (dB)	Afol (dB)	Ahaus (dB)	Abar (dB)	Cmet (dB)	RL (dB)	Lr dB(A)
540	598485.65	4849250.22	277.3	0	D	A	83.8	0	0	0	0	64	2.4	-0.9	0	0	7.3	0	0	10.9
540	598485.65	4849250.22	277.3	0	N	A	83.8	0	-3	0	0	64	2.4	-0.9	0	0	7.3	0	0	7.9
540	598485.65	4849250.22	277.3	0	E	A	83.8	0	0	0	0	64	2.4	-0.9	0	0	7.3	0	0	10.9
Point Source, ISO 9613, Name: "Rooflop air handler", ID: "I_RTU4"																				
Nr.	X (m)	Y (m)	Z (m)	Ref.	DEN	Freq. (Hz)	Lw dB(A)	I/a dB	Optime dB	K0 (dB)	Di (dB)	Adiv (dB)	Aatm (dB)	Agr (dB)	Afol (dB)	Ahaus (dB)	Abar (dB)	Cmet (dB)	RL (dB)	Lr dB(A)
542	598531.21	4849063.25	255.41	0	D	A	83.8	0	0	0	0	64.1	2.4	-0.7	0	0	0	0	0	18
542	598531.21	4849063.25	255.41	0	N	A	83.8	0	-3	0	0	64.1	2.4	-0.7	0	0	0	0	0	15
542	598531.21	4849063.25	255.41	0	E	A	83.8	0	0	0	0	64.1	2.4	-0.7	0	0	0	0	0	18
Point Source, ISO 9613, Name: "Rooflop air handler", ID: "F_RTU10"																				
Nr.	X (m)	Y (m)	Z (m)	Ref.	DEN	Freq. (Hz)	Lw dB(A)	I/a dB	Optime dB	K0 (dB)	Di (dB)	Adiv (dB)	Aatm (dB)	Agr (dB)	Afol (dB)	Ahaus (dB)	Abar (dB)	Cmet (dB)	RL (dB)	Lr dB(A)
545	597912.87	4849619.62	264.45	0	D	A	85.8	0	0	0	0	66.3	3.8	0	0	0	4.8	0	0	11
545	597912.87	4849619.62	264.45	0	N	A	85.8	0	-3	0	0	66.3	3.8	0	0	0	4.8	0	0	8
545	597912.87	4849619.62	264.45	0	E	A	85.8	0	0	0	0	66.3	3.8	0	0	0	4.8	0	0	11
Point Source, ISO 9613, Name: "Rooflop Unit", ID: "A_RTU_13"																				
Nr.	X (m)	Y (m)	Z (m)	Ref.	DEN	Freq. (Hz)	Lw dB(A)	I/a dB	Optime dB	K0 (dB)	Di (dB)	Adiv (dB)	Aatm (dB)	Agr (dB)	Afol (dB)	Ahaus (dB)	Abar (dB)	Cmet (dB)	RL (dB)	Lr dB(A)
546	598504.62	4849231.58	277.3	0	D	A	83.8	0	0	0	0	64.2	2.5	-0.9	0	0	7.1	0	0	10.9
546	598504.62	4849231.58	277.3	0	N	A	83.8	0	-3	0	0	64.2	2.5	-0.9	0	0	7.1	0	0	7.9
546	598504.62	4849231.58	277.3	0	E	A	83.8	0	0	0	0	64.2	2.5	-0.9	0	0	7.1	0	0	10.9
Point Source, ISO 9613, Name: "Rooflop air handler", ID: "F_RTU13"																				
Nr.	X (m)	Y (m)	Z (m)	Ref.	DEN	Freq. (Hz)	Lw dB(A)	I/a dB	Optime dB	K0 (dB)	Di (dB)	Adiv (dB)	Aatm (dB)	Agr (dB)	Afol (dB)	Ahaus (dB)	Abar (dB)	Cmet (dB)	RL (dB)	Lr dB(A)
547	598087.98	4849647.22	264.45	0	D	A	85.8	0	0	0	0	66.4	3.8	-0.4	0	0	5.1	0	0	10.9
547	598087.98	4849647.22	264.45	0	N	A	85.8	0	-3	0	0	66.4	3.8	-0.4	0	0	5.1	0	0	7.9
547	598087.98	4849647.22	264.45	0	E	A	85.8	0	0	0	0	66.4	3.8	-0.4	0	0	5.1	0	0	10.9
Point Source, ISO 9613, Name: "Rooflop air handler", ID: "F_RTU3"																				
Nr.	X (m)	Y (m)	Z (m)	Ref.	DEN	Freq. (Hz)	Lw dB(A)	I/a dB	Optime dB	K0 (dB)	Di (dB)	Adiv (dB)	Aatm (dB)	Agr (dB)	Afol (dB)	Ahaus (dB)	Abar (dB)	Cmet (dB)	RL (dB)	Lr dB(A)
548	597986.15	4849519.78	264.45	0	D	A	83.8	0	0	0	0	64.4	2.5	-0.3	0	0	0	0	0	17.2
548	597986.15	4849519.78	264.45	0	N	A	83.8	0	-3	0	0	64.4	2.5	-0.3	0	0	0	0	0	14.2
548	597986.15	4849519.78	264.45	0	E	A	83.8	0	0	0	0	64.4	2.5	-0.3	0	0	0	0	0	17.2
Point Source, ISO 9613, Name: "Rooflop Unit", ID: "A_RTU_20"																				
Nr.	X (m)	Y (m)	Z (m)	Ref.	DEN	Freq. (Hz)	Lw dB(A)	I/a dB	Optime dB	K0 (dB)	Di (dB)	Adiv (dB)	Aatm (dB)	Agr (dB)	Afol (dB)	Ahaus (dB)	Abar (dB)	Cmet (dB)	RL (dB)	Lr dB(A)
550	598455.3	4849342.06	277.3	0	D	A	83.8	0	0	0	0	64.4	2.5	-1.4	0	0	6.4	0	0	11.9
550	598455.3	4849342.06	277.3	0	N	A	83.8	0	-3	0	0	64.4	2.5	-1.4	0	0	6.4	0	0	8.8
550	598455.3	4849342.06	277.3	0	E	A	83.8	0	0	0	0	64.4	2.5	-1.4	0	0	6.4	0	0	11.9
Point Source, ISO 9613, Name: "Rooflop air handler", ID: "I_RTU6"																				
Nr.	X (m)	Y (m)	Z (m)	Ref.	DEN	Freq. (Hz)	Lw dB(A)	I/a dB	Optime dB	K0 (dB)	Di (dB)	Adiv (dB)	Aatm (dB)	Agr (dB)	Afol (dB)	Ahaus (dB)	Abar (dB)	Cmet (dB)	RL (dB)	Lr dB(A)
551	598661.4	4849194.54	255.41	0	D	A	85.8	0	0	0	0	66.5	3.9	-1.1	0	0	15.2	0	0	1.3
551	598661.4	4849194.54	255.41	0	N	A	85.8	0	-3	0	0	66.5	3.9	-1.1	0	0	15.2	0	0	-1.7
551	598661.4	4849194.54	255.41	0	E	A	85.8	0	0	0	0	66.5	3.9	-1.1	0	0	15.2	0	0	1.3
Point Source, ISO 9613, Name: "Rooflop Unit", ID: "A_RTU_19"																				
Nr.	X (m)	Y (m)	Z (m)	Ref.	DEN	Freq. (Hz)	Lw dB(A)	I/a dB	Optime dB	K0 (dB)	Di (dB)	Adiv (dB)	Aatm (dB)	Agr (dB)	Afol (dB)	Ahaus (dB)	Abar (dB)	Cmet (dB)	RL (dB)	Lr dB(A)
555	598489.45	4849309.27	277.3	0	D	A	83.8	0	0	0	0	64.6	2.5	-1.1	0	0	7.6	0	0	10.1
555	598489.45	4849309.27	277.3	0	N	A	83.8	0	-3	0	0	64.6	2.5	-1.1	0	0	7.6	0	0	7.1
555	598489.45	4849309.27	277.3	0	E	A	83.8	0	0	0	0	64.6	2.5	-1.1	0	0	7.6	0	0	10.1
Point Source, ISO 9613, Name: "Rooflop Unit", ID: "A_RTU_18"																				
Nr.	X (m)	Y (m)	Z (m)	Ref.	DEN	Freq. (Hz)	Lw dB(A)	I/a dB	Optime dB	K0 (dB)	Di (dB)	Adiv (dB)	Aatm (dB)	Agr (dB)	Afol (dB)	Ahaus (dB)	Abar (dB)	Cmet (dB)	RL (dB)	Lr dB(A)
558	598513.81	4849278	277.3	0	D	A	83.8	0	0	0	0	64.7	2.6	-0.9	0	0	7.3	0	0	10.1
558	598513.81	4849278	277.3	0	N	A	83.8	0	-3	0	0	64.7	2.6	-0.9	0	0	7.3	0	0	7.1
558</																				

Nr.	X (m)	Y (m)	Z (m)	Ref.	DEN	Freq. (Hz)	Lw dB(A)	I/a dB	Optime dB	K0 (dB)	Di (dB)	Adiv (dB)	Aatm (dB)	Ag (dB)	Afol (dB)	Ahou (dB)	Abar (dB)	Cmet (dB)	RL (dB)	Lr dB(A)
560	598568.23	4849026.47	255.41	0	D	A	83.8	0	0	0	0	64.8	2.6	-0.7	0	0	0	0	0	17
560	598568.23	4849026.47	255.41	0	N	A	83.8	0	-3	0	0	64.8	2.6	-0.7	0	0	0	0	0	14
560	598568.23	4849026.47	255.41	0	E	A	83.8	0	0	0	0	64.8	2.6	-0.7	0	0	0	0	0	17
Point Source, ISO 9613, Name: "Rooftop air handler", ID: "I_RTU9"																				
Nr.	X (m)	Y (m)	Z (m)	Ref.	DEN	Freq. (Hz)	Lw dB(A)	I/a dB	Optime dB	K0 (dB)	Di (dB)	Adiv (dB)	Aatm (dB)	Ag (dB)	Afol (dB)	Ahou (dB)	Abar (dB)	Cmet (dB)	RL (dB)	Lr dB(A)
561	598698.73	4849158.23	255.41	0	D	A	85.8	0	0	0	0	66.9	4	-1.2	0	0	11.4	0	0	4.7
561	598698.73	4849158.23	255.41	0	N	A	85.8	0	-3	0	0	66.9	4	-1.2	0	0	11.4	0	0	1.7
561	598698.73	4849158.23	255.41	0	E	A	85.8	0	0	0	0	66.9	4	-1.2	0	0	11.4	0	0	4.7
Point Source, ISO 9613, Name: "Rooftop Unit", ID: "A_RTU_17"																				
Nr.	X (m)	Y (m)	Z (m)	Ref.	DEN	Freq. (Hz)	Lw dB(A)	I/a dB	Optime dB	K0 (dB)	Di (dB)	Adiv (dB)	Aatm (dB)	Ag (dB)	Afol (dB)	Ahou (dB)	Abar (dB)	Cmet (dB)	RL (dB)	Lr dB(A)
564	598534.08	4849258.56	277.3	0	D	A	83.8	0	0	0	0	64.9	2.6	-0.9	0	0	7.1	0	0	10
564	598534.08	4849258.56	277.3	0	N	A	83.8	0	-3	0	0	64.9	2.6	-0.9	0	0	7.1	0	0	7
564	598534.08	4849258.56	277.3	0	E	A	83.8	0	0	0	0	64.9	2.6	-0.9	0	0	7.1	0	0	10
Point Source, ISO 9613, Name: "Rooftop air handler", ID: "F_RTU14"																				
Nr.	X (m)	Y (m)	Z (m)	Ref.	DEN	Freq. (Hz)	Lw dB(A)	I/a dB	Optime dB	K0 (dB)	Di (dB)	Adiv (dB)	Aatm (dB)	Ag (dB)	Afol (dB)	Ahou (dB)	Abar (dB)	Cmet (dB)	RL (dB)	Lr dB(A)
565	598127.72	4849697.03	264.45	0	D	A	85.8	0	0	0	0	67.1	4	-0.7	0	0	5.2	0	0	10.2
565	598127.72	4849697.03	264.45	0	N	A	85.8	0	-3	0	0	67.1	4	-0.7	0	0	5.2	0	0	7.2
565	598127.72	4849697.03	264.45	0	E	A	85.8	0	0	0	0	67.1	4	-0.7	0	0	5.2	0	0	10.2
Point Source, ISO 9613, Name: "Rooftop Unit", ID: "A_RTU_23"																				
Nr.	X (m)	Y (m)	Z (m)	Ref.	DEN	Freq. (Hz)	Lw dB(A)	I/a dB	Optime dB	K0 (dB)	Di (dB)	Adiv (dB)	Aatm (dB)	Ag (dB)	Afol (dB)	Ahou (dB)	Abar (dB)	Cmet (dB)	RL (dB)	Lr dB(A)
567	598498.07	4849356.94	277.3	0	D	A	83.8	0	0	0	0	65.2	2.7	-1.4	0	0	7.2	0	0	10.1
567	598498.07	4849356.94	277.3	0	N	A	83.8	0	-3	0	0	65.2	2.7	-1.4	0	0	7.2	0	0	7.1
567	598498.07	4849356.94	277.3	0	E	A	83.8	0	0	0	0	65.2	2.7	-1.4	0	0	7.2	0	0	10.1
Point Source, ISO 9613, Name: "Rooftop air handler", ID: "F_RTU8"																				
Nr.	X (m)	Y (m)	Z (m)	Ref.	DEN	Freq. (Hz)	Lw dB(A)	I/a dB	Optime dB	K0 (dB)	Di (dB)	Adiv (dB)	Aatm (dB)	Ag (dB)	Afol (dB)	Ahou (dB)	Abar (dB)	Cmet (dB)	RL (dB)	Lr dB(A)
568	597993.2	4849721.39	264.45	0	D	A	85.8	0	0	0	0	67.5	4.1	-0.5	0	0	5.2	0	0	9.5
568	597993.2	4849721.39	264.45	0	N	A	85.8	0	-3	0	0	67.5	4.1	-0.5	0	0	5.2	0	0	6.5
568	597993.2	4849721.39	264.45	0	E	A	85.8	0	0	0	0	67.5	4.1	-0.5	0	0	5.2	0	0	9.5
Point Source, ISO 9613, Name: "Rooftop Unit", ID: "A_RTU_22"																				
Nr.	X (m)	Y (m)	Z (m)	Ref.	DEN	Freq. (Hz)	Lw dB(A)	I/a dB	Optime dB	K0 (dB)	Di (dB)	Adiv (dB)	Aatm (dB)	Ag (dB)	Afol (dB)	Ahou (dB)	Abar (dB)	Cmet (dB)	RL (dB)	Lr dB(A)
570	598537.27	4849322.07	277.3	0	D	A	83.8	0	0	0	0	65.4	2.7	-1	0	0	7.3	0	0	9.3
570	598537.27	4849322.07	277.3	0	N	A	83.8	0	-3	0	0	65.4	2.7	-1	0	0	7.3	0	0	6.3
570	598537.27	4849322.07	277.3	0	E	A	83.8	0	0	0	0	65.4	2.7	-1	0	0	7.3	0	0	9.3
Point Source, ISO 9613, Name: "Rooftop Unit", ID: "A_RTU_21"																				
Nr.	X (m)	Y (m)	Z (m)	Ref.	DEN	Freq. (Hz)	Lw dB(A)	I/a dB	Optime dB	K0 (dB)	Di (dB)	Adiv (dB)	Aatm (dB)	Ag (dB)	Afol (dB)	Ahou (dB)	Abar (dB)	Cmet (dB)	RL (dB)	Lr dB(A)
572	598560.1	4849298.48	277.3	0	D	A	83.8	0	0	0	0	65.6	2.7	-1	0	0	7.2	0	0	9.2
572	598560.1	4849298.48	277.3	0	N	A	83.8	0	-3	0	0	65.6	2.7	-1	0	0	7.2	0	0	6.2
572	598560.1	4849298.48	277.3	0	E	A	83.8	0	0	0	0	65.6	2.7	-1	0	0	7.2	0	0	9.2
Point Source, ISO 9613, Name: "Rooftop air handler", ID: "F_RTU15"																				
Nr.	X (m)	Y (m)	Z (m)	Ref.	DEN	Freq. (Hz)	Lw dB(A)	I/a dB	Optime dB	K0 (dB)	Di (dB)	Adiv (dB)	Aatm (dB)	Ag (dB)	Afol (dB)	Ahou (dB)	Abar (dB)	Cmet (dB)	RL (dB)	Lr dB(A)
573	598167.47	4849747.37	264.45	0	D	A	85.8	0	0	0	0	67.8	4.2	-0.9	0	0	5.8	0	0	8.9
573	598167.47	4849747.37	264.45	0	N	A	85.8	0	-3	0	0	67.8	4.2	-0.9	0	0	5.8	0	0	5.9
573	598167.47	4849747.37	264.45	0	E	A	85.8	0	0	0	0	67.8	4.2	-0.9	0	0	5.8	0	0	8.9
Point Source, ISO 9613, Name: "Rooftop air handler", ID: "E_RTU20"																				
Nr.	X (m)	Y (m)	Z (m)	Ref.	DEN	Freq. (Hz)	Lw dB(A)	I/a dB	Optime dB	K0 (dB)	Di (dB)	Adiv (dB)	Aatm (dB)	Ag (dB)	Afol (dB)	Ahou (dB)	Abar (dB)	Cmet (dB)	RL (dB)	Lr dB(A)
577	597723.85	4849669.13	266.41	0	D	A	85.8	0	0	0	0	67.9	4.3	-0.1	0	0	0	0	0	13.8
577	597723.85	4849669.13	266.41	0	N	A	85.8	0	-3	0	0	67.9	4.3	-0.1	0	0	0	0	0	10.7
577	597723.85	4849669.13	266.41	0	E	A	85.8	0	0	0	0	67.9	4.3	-0.1	0	0	0	0	0	13.8
Point Source, ISO 9613, Name: "Rooftop air handler", ID: "I_RTU5"																				
Nr.	X (m)	Y (m)	Z (m)	Ref.	DEN	Freq. (Hz)	Lw dB(A)	I/a dB	Optime dB	K0 (dB)	Di (dB)	Adiv (dB)	Aatm (dB)	Ag (dB)	Afol (dB)	Ahou (dB)	Abar (dB)	Cmet (dB)	RL (dB)	Lr dB(A)
578	598748.43	4849282.04	255.41	0	D	A	85.8	0	0	0	0	68	4.3	-1.5	0	0	15.2	0	0	-0.1
578	598748.43	4849282.04	255.41	0	N	A	85.8	0	-3	0	0	68	4.3	-1.5	0	0	15.2	0	0	-3.1
578	598748.43	4849282.04	255.41	0	E	A	85.8	0	0	0	0	68	4.3	-1.5	0	0	15.2	0	0	-0.1
Point Source, ISO 9613, Name: "Rooftop air handler", ID: "F_RTU7"																				
Nr.	X (m)	Y (m)	Z (m)	Ref.	DEN	Freq. (Hz)	Lw dB(A)	I/a dB	Optime dB	K0 (dB)	Di (dB)	Adiv (dB)	Aatm (dB)	Ag (dB)	Afol (dB)	Ahou (dB)	Abar (dB)	Cmet (dB)	RL (dB)	Lr dB(A)
584	598034.41	4849771.86	264.45	0	D	A	85.8	0	0	0	0	68	4.3	-0.6	0	0	5.5	0	0	8.7
584	598034.41	4849771.86	264.45	0	N	A	85.8	0	-3	0	0	68	4.3	-0.6	0	0	5.5	0	0	5.7
584	598034.41	4849771.86	264.45	0	E	A	85.8	0	0	0	0	68	4.3	-0.6	0	0	5.5	0	0	8.7
Point Source, ISO 9613, Name: "Rooftop air handler", ID: "F_RTU4"																				
Nr.	X (m)	Y (m)	Z (m)	Ref.	DEN	Freq. (Hz)	Lw dB(A)	I/a dB	Optime dB	K0 (dB)	Di (dB)	Adiv (dB)	Aatm (dB)	Ag (dB)	Afol (dB)	Ahou (dB)	Abar (dB)	Cmet (dB)	RL (dB)	Lr dB(A)
585	597889.71	4849595.55	264.45	0	D	A	83.8	0	0	0	0	66.1	2.8	-0.3	0	0	0	0	0	15.1
585	597889.71	4849595.55	264.45	0	N	A	83.8	0	-3	0	0	66.1	2.8	-0.3	0	0	0	0	0	12.1
585	597889.71	4849595.55	264.45	0	E	A	83.8	0	0	0	0	66.1	2.8	-0.3	0	0	0	0	0	15.1
Point Source, ISO 9613, Name: "Rooftop air handler", ID: "I_RTU10"																				
Nr.	X (m)	Y (m)	Z (m)	Ref.	DEN	Freq. (Hz)	Lw dB(A)	I/a dB	Optime dB	K0 (dB)	Di (dB)	Adiv (dB)	Aatm (dB)	Ag (dB)	Afol (dB)	Ahou (dB)	Abar (dB)	Cmet (dB)	RL (dB)	Lr dB(A)
586	598785.78	4849245.29	255.41	0	D	A	85.8	0	0	0	0	68.3	4.3	-1.5	0	0	13	0	0	1.7
586	598785.78	4849245.29	255.41	0	N	A	85.8	0	-3	0	0	68.3	4.3	-1.5	0	0	13	0	0	-1.3
586	598785.78	4849245.29	255.41	0	E	A	85.8	0	0	0	0	68.3	4.3	-1.5	0	0	13	0	0	1.7
Point Source, ISO 9613, Name: "Rooftop air handler", ID: "E_RTU19"																				
Nr.	X (m)	Y (m)	Z (m)	Ref.	DEN	Freq. (Hz)	Lw dB(A)	I/a dB	Optime dB	K0 (dB)	Di (dB)	Adiv (dB)	Aatm (dB)	Ag (dB)	Afol (dB)	Ahou (dB)	Abar (dB)	Cmet (dB)	RL (dB)	Lr dB(A)
587	597780.21	4849736.42	266.41	0	D	A	85.8	0	0	0	0	68.4	4.4	-0.4	0	0	0	0	0	13.5
587	597780.21	4849736.42	266.41	0	N	A	85.8	0	-3	0	0	68.4	4.4	-0.4	0	0	0	0	0	10.5
587	597780.21	4849736.42	266.41	0	E	A	85.8	0	0	0	0	68.4	4.4	-0.4	0	0	0	0	0	13.5
Point Source, ISO 9613, Name: "Rooftop air handler", ID: "F_RTU16"																				
Nr.	X (m)	Y (m)	Z (m)	Ref.	DEN	Freq. (Hz)	Lw dB(A)	I/a dB	Optime dB	K0 (dB)	Di (dB)	Adiv (dB)	Aatm (dB)	Ag (dB)	Afol (dB)	Ahou (dB)	Abar (dB)	Cmet (dB)	RL (dB)	Lr dB(A)
588	598209.33	4849798.76	264.45	0	D	A	85.8	0	0	0	0	68.5	4.4	-1.1	0	0	6	0	0	8.1
588	598209.33	4849798.76	264.45	0	N	A	85.8	0	-3	0	0	68.5	4.4	-1.1	0	0	6	0	0	5
588	598209.33	4849798.76	264.45	0	E	A	85.8	0	0	0	0	68.5	4.4	-1.1	0	0	6	0	0	8.1
Point Source, ISO 9613, Name: "Rooftop air handler", ID: "F_RTU6"																				
Nr.	X (m)	Y (m)	Z (m)	Ref.	DEN	Freq. (Hz)	Lw dB(A)	I/a dB	Optime dB	K0 (dB)	Di (dB)	Adiv (dB)	Aatm (dB)	Ag (dB)	Afol (dB)	Ahou (dB)	Abar (dB)	Cmet (dB)	RL (dB)	Lr dB(A)
590	598074.79	4849822.33	264.45	0	D</															

591	598849.64	4849146.92	254.35	0	E	A	85.8	0	0	0	0	68.8	4.5	-1.5	0	0	9.8	0	0	4.3
Point Source, ISO 9613, Name: "Rooftop air handler", ID: "E_RTU11"																				
Nr.	X (m)	Y (m)	Z (m)	Ref.	DEN	Freq. (Hz)	Lw dB(A)	I/a dB	Optime dB	K0 dB	Di dB	Adiv dB	Aatm dB	Agr dB	Afol dB	Ahaus dB	Abar dB	Cmet dB	RL dB	Lr dB(A)
592	597707.87	4849751.56	266.41	0	D	A	85.8	0	0	0	0	68.9	4.5	-0.4	0	0	5.1	0	0	7.7
592	597707.87	4849751.56	266.41	0	N	A	85.8	0	-3	0	0	68.9	4.5	-0.4	0	0	5.1	0	0	4.7
592	597707.87	4849751.56	266.41	0	E	A	85.8	0	0	0	0	68.9	4.5	-0.4	0	0	5.1	0	0	7.7
Point Source, ISO 9613, Name: "Rooftop air handler", ID: "E_RTU18"																				
Nr.	X (m)	Y (m)	Z (m)	Ref.	DEN	Freq. (Hz)	Lw dB(A)	I/a dB	Optime dB	K0 dB	Di dB	Adiv dB	Aatm dB	Agr dB	Afol dB	Ahaus dB	Abar dB	Cmet dB	RL dB	Lr dB(A)
593	597834.88	4849806.23	266.41	0	D	A	85.8	0	0	0	0	68.9	4.5	-0.6	0	0	5.3	0	0	7.7
593	597834.88	4849806.23	266.41	0	N	A	85.8	0	-3	0	0	68.9	4.5	-0.6	0	0	5.3	0	0	4.7
593	597834.88	4849806.23	266.41	0	E	A	85.8	0	0	0	0	68.9	4.5	-0.6	0	0	5.3	0	0	7.7
Point Source, ISO 9613, Name: "Rooftop air handler", ID: "F_RTU5"																				
Nr.	X (m)	Y (m)	Z (m)	Ref.	DEN	Freq. (Hz)	Lw dB(A)	I/a dB	Optime dB	K0 dB	Di dB	Adiv dB	Aatm dB	Agr dB	Afol dB	Ahaus dB	Abar dB	Cmet dB	RL dB	Lr dB(A)
594	598115.87	4849873.36	264.45	0	D	A	85.8	0	0	0	0	69.2	4.6	-1.1	0	0	5.9	0	0	7.3
594	598115.87	4849873.36	264.45	0	N	A	85.8	0	-3	0	0	69.2	4.6	-1.1	0	0	5.9	0	0	4.2
594	598115.87	4849873.36	264.45	0	E	A	85.8	0	0	0	0	69.2	4.6	-1.1	0	0	5.9	0	0	7.3
Point Source, ISO 9613, Name: "Rooftop air handler", ID: "E_RTU10"																				
Nr.	X (m)	Y (m)	Z (m)	Ref.	DEN	Freq. (Hz)	Lw dB(A)	I/a dB	Optime dB	K0 dB	Di dB	Adiv dB	Aatm dB	Agr dB	Afol dB	Ahaus dB	Abar dB	Cmet dB	RL dB	Lr dB(A)
595	597627.97	4849747.35	266.41	0	D	A	85.8	0	0	0	0	69.3	4.7	-0.2	0	0	5	0	0	7.1
595	597627.97	4849747.35	266.41	0	N	A	85.8	0	-3	0	0	69.3	4.7	-0.2	0	0	5	0	0	4.1
595	597627.97	4849747.35	266.41	0	E	A	85.8	0	0	0	0	69.3	4.7	-0.2	0	0	5	0	0	7.1
Point Source, ISO 9613, Name: "Rooftop air handler", ID: "J_RTU6"																				
Nr.	X (m)	Y (m)	Z (m)	Ref.	DEN	Freq. (Hz)	Lw dB(A)	I/a dB	Optime dB	K0 dB	Di dB	Adiv dB	Aatm dB	Agr dB	Afol dB	Ahaus dB	Abar dB	Cmet dB	RL dB	Lr dB(A)
599	598899.98	4849194.61	254.35	0	D	A	85.8	0	0	0	0	69.4	4.7	-1.7	0	0	10.5	0	0	3
599	598899.98	4849194.61	254.35	0	N	A	85.8	0	-3	0	0	69.4	4.7	-1.7	0	0	10.5	0	0	0
599	598899.98	4849194.61	254.35	0	E	A	85.8	0	0	0	0	69.4	4.7	-1.7	0	0	10.5	0	0	3
Point Source, ISO 9613, Name: "Rooftop air handler", ID: "E_RTU12"																				
Nr.	X (m)	Y (m)	Z (m)	Ref.	DEN	Freq. (Hz)	Lw dB(A)	I/a dB	Optime dB	K0 dB	Di dB	Adiv dB	Aatm dB	Agr dB	Afol dB	Ahaus dB	Abar dB	Cmet dB	RL dB	Lr dB(A)
600	597777.68	4849839.04	266.41	0	D	A	85.8	0	0	0	0	69.4	4.7	-0.5	0	0	5.2	0	0	7
600	597777.68	4849839.04	266.41	0	N	A	85.8	0	-3	0	0	69.4	4.7	-0.5	0	0	5.2	0	0	4
600	597777.68	4849839.04	266.41	0	E	A	85.8	0	0	0	0	69.4	4.7	-0.5	0	0	5.2	0	0	7
Point Source, ISO 9613, Name: "Rooftop air handler", ID: "E_RTU17"																				
Nr.	X (m)	Y (m)	Z (m)	Ref.	DEN	Freq. (Hz)	Lw dB(A)	I/a dB	Optime dB	K0 dB	Di dB	Adiv dB	Aatm dB	Agr dB	Afol dB	Ahaus dB	Abar dB	Cmet dB	RL dB	Lr dB(A)
601	597891.23	4849877.73	266.41	0	D	A	85.8	0	0	0	0	69.5	4.7	-1	0	0	5.8	0	0	6.9
601	597891.23	4849877.73	266.41	0	N	A	85.8	0	-3	0	0	69.5	4.7	-1	0	0	5.8	0	0	3.9
601	597891.23	4849877.73	266.41	0	E	A	85.8	0	0	0	0	69.5	4.7	-1	0	0	5.8	0	0	6.9
Point Source, ISO 9613, Name: "Rooftop air handler", ID: "E_RTU9"																				
Nr.	X (m)	Y (m)	Z (m)	Ref.	DEN	Freq. (Hz)	Lw dB(A)	I/a dB	Optime dB	K0 dB	Di dB	Adiv dB	Aatm dB	Agr dB	Afol dB	Ahaus dB	Abar dB	Cmet dB	RL dB	Lr dB(A)
602	597681.8	4849818.85	266.41	0	D	A	85.8	0	0	0	0	69.6	4.8	-0.7	0	0	5.4	0	0	6.7
602	597681.8	4849818.85	266.41	0	N	A	85.8	0	-3	0	0	69.6	4.8	-0.7	0	0	5.4	0	0	3.7
602	597681.8	4849818.85	266.41	0	E	A	85.8	0	0	0	0	69.6	4.8	-0.7	0	0	5.4	0	0	6.7
Point Source, ISO 9613, Name: "", ID: "D_RTU13"																				
Nr.	X (m)	Y (m)	Z (m)	Ref.	DEN	Freq. (Hz)	Lw dB(A)	I/a dB	Optime dB	K0 dB	Di dB	Adiv dB	Aatm dB	Agr dB	Afol dB	Ahaus dB	Abar dB	Cmet dB	RL dB	Lr dB(A)
603	598643.31	4849737.26	259.01	0	D	A	85.8	0	0	0	0	69.9	4.8	-1.7	0	0	7	0	0	5.8
603	598643.31	4849737.26	259.01	0	N	A	85.8	0	-3	0	0	69.9	4.8	-1.7	0	0	7	0	0	2.8
603	598643.31	4849737.26	259.01	0	E	A	85.8	0	0	0	0	69.9	4.8	-1.7	0	0	7	0	0	5.8
Point Source, ISO 9613, Name: "Rooftop air handler", ID: "E_RTU3"																				
Nr.	X (m)	Y (m)	Z (m)	Ref.	DEN	Freq. (Hz)	Lw dB(A)	I/a dB	Optime dB	K0 dB	Di dB	Adiv dB	Aatm dB	Agr dB	Afol dB	Ahaus dB	Abar dB	Cmet dB	RL dB	Lr dB(A)
604	597709	4849647.8	266.41	0	D	A	83.8	0	0	0	0	67.8	3.3	-0.5	0	0	0	0	0	13.2
604	597709	4849647.8	266.41	0	N	A	83.8	0	-3	0	0	67.8	3.3	-0.5	0	0	0	0	0	10.2
604	597709	4849647.8	266.41	0	E	A	83.8	0	0	0	0	67.8	3.3	-0.5	0	0	0	0	0	13.2
Point Source, ISO 9613, Name: "", ID: "H_RTU05"																				
Nr.	X (m)	Y (m)	Z (m)	Ref.	DEN	Freq. (Hz)	Lw dB(A)	I/a dB	Optime dB	K0 dB	Di dB	Adiv dB	Aatm dB	Agr dB	Afol dB	Ahaus dB	Abar dB	Cmet dB	RL dB	Lr dB(A)
605	598810.12	4849570.53	256.59	0	D	A	85.8	0	0	0	0	70	4.9	-2.3	0	0	13.1	0	0	0.2
605	598810.12	4849570.53	256.59	0	N	A	85.8	0	-3	0	0	70	4.9	-2.3	0	0	13.1	0	0	-2.8
605	598810.12	4849570.53	256.59	0	E	A	85.8	0	0	0	0	70	4.9	-2.3	0	0	13.1	0	0	0.2
Point Source, ISO 9613, Name: "", ID: "D_RTU05"																				
Nr.	X (m)	Y (m)	Z (m)	Ref.	DEN	Freq. (Hz)	Lw dB(A)	I/a dB	Optime dB	K0 dB	Di dB	Adiv dB	Aatm dB	Agr dB	Afol dB	Ahaus dB	Abar dB	Cmet dB	RL dB	Lr dB(A)
606	598579.54	4849799.9	259.01	0	D	A	85.8	0	0	0	0	70	4.9	-1.7	0	0	7	0	0	5.7
606	598579.54	4849799.9	259.01	0	N	A	85.8	0	-3	0	0	70	4.9	-1.7	0	0	7	0	0	2.7
606	598579.54	4849799.9	259.01	0	E	A	85.8	0	0	0	0	70	4.9	-1.7	0	0	7	0	0	5.7
Point Source, ISO 9613, Name: "Rooftop air handler", ID: "E_RTU13"																				
Nr.	X (m)	Y (m)	Z (m)	Ref.	DEN	Freq. (Hz)	Lw dB(A)	I/a dB	Optime dB	K0 dB	Di dB	Adiv dB	Aatm dB	Agr dB	Afol dB	Ahaus dB	Abar dB	Cmet dB	RL dB	Lr dB(A)
607	597847.5	4849924.83	266.41	0	D	A	85.8	0	0	0	0	70	4.9	-1.1	0	0	5.8	0	0	6.2
607	597847.5	4849924.83	266.41	0	N	A	85.8	0	-3	0	0	70	4.9	-1.1	0	0	5.8	0	0	3.2
607	597847.5	4849924.83	266.41	0	E	A	85.8	0	0	0	0	70	4.9	-1.1	0	0	5.8	0	0	6.2
Point Source, ISO 9613, Name: "Rooftop air handler", ID: "E_RTU16"																				
Nr.	X (m)	Y (m)	Z (m)	Ref.	DEN	Freq. (Hz)	Lw dB(A)	I/a dB	Optime dB	K0 dB	Di dB	Adiv dB	Aatm dB	Agr dB	Afol dB	Ahaus dB	Abar dB	Cmet dB	RL dB	Lr dB(A)
608	597945.07	4849946.7	266.41	0	D	A	85.8	0	0	0	0	70	4.9	-1.1	0	0	5.9	0	0	6.2
608	597945.07	4849946.7	266.41	0	N	A	85.8	0	-3	0	0	70	4.9	-1.1	0	0	5.9	0	0	3.1
608	597945.07	4849946.7	266.41	0	E	A	85.8	0	0	0	0	70	4.9	-1.1	0	0	5.9	0	0	6.2
Point Source, ISO 9613, Name: "Rooftop air handler", ID: "E_RTU8"																				
Nr.	X (m)	Y (m)	Z (m)	Ref.	DEN	Freq. (Hz)	Lw dB(A)	I/a dB	Optime dB	K0 dB	Di dB	Adiv dB	Aatm dB	Agr dB	Afol dB	Ahaus dB	Abar dB	Cmet dB	RL dB	Lr dB(A)
609	597736.47	4849888.66	266.41	0	D	A	85.8	0	0	0	0	70	4.9	-0.8	0	0	5.6	0	0	6.2
609	597736.47	4849888.66	266.41	0	N	A	85.8	0	-3	0	0	70	4.9	-0.8	0	0	5.6	0	0	3.1
609	597736.47	4849888.66	266.41	0	E	A	85.8	0	0	0	0	70	4.9	-0.8	0	0	5.6	0	0	6.2
Point Source, ISO 9613, Name: "", ID: "H_RTU10"																				
Nr.	X (m)	Y (m)	Z (m)	Ref.	DEN	Freq. (Hz)	Lw dB(A)	I/a dB	Optime dB	K0 dB	Di dB	Adiv dB	Aatm dB	Agr dB	Afol dB	Ahaus dB	Abar dB	Cmet dB	RL dB	Lr dB(A)
611	598853.03	4849531.42	256.59	0	D	A	85.8	0	0	0	0	70.1	4.9	-2.1	0	0	13.1	0	0	-0.2
611	598853.03	4849531.42	256.59	0	N	A	85.8	0	-3	0	0	70.1	4.9	-2.1	0	0	13.1	0	0	-3.2
611	598853.03	4849531.42	256.59	0	E	A	85.8	0	0	0	0	70.1	4.9	-2.1	0	0	13.1	0	0	-0.2
Point Source, ISO 9613, Name: "Rooftop air handler", ID: "C_RTU10"																				
Nr.	X (m)	Y (m)	Z (m)	Ref.	DEN	Freq. (Hz)	Lw dB(A)	I/a dB	Optime dB	K0 dB	Di dB	A								

	(m)	(m)	(m)			(Hz)	dB(A)	dB	dB	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)
	613	598677.42	4849769.1	259.01	0	D	A	85.8	0	0	0	0	70.3	5	-1.8	0	0	6.9	0	5.4
	613	598677.42	4849769.1	259.01	0	N	A	85.8	0	-3	0	0	70.3	5	-1.8	0	0	6.9	0	2.4
	613	598677.42	4849769.1	259.01	0	E	A	85.8	0	0	0	0	70.3	5	-1.8	0	0	6.9	0	5.4
Point Source, ISO 9613, Name: "", ID: "D_RTU06"																				
Nr.	X (m)	Y (m)	Z (m)	Ref.	DEN	Freq. (Hz)	Lw dB(A)	I/a dB	Optime dB	K0 (dB)	Di (dB)	Adiv (dB)	Aatm (dB)	Agrr (dB)	Afol (dB)	Ahaus (dB)	Abar (dB)	Cmet (dB)	RL (dB)	Lr dB(A)
	614	598612.7	4849833.59	259.01	0	D	A	85.8	0	0	0	70.4	5	-1.8	0	0	6.8	0	5.3	
	614	598612.7	4849833.59	259.01	0	N	A	85.8	0	-3	0	70.4	5	-1.8	0	0	6.8	0	2.3	
	614	598612.7	4849833.59	259.01	0	E	A	85.8	0	0	0	70.4	5	-1.8	0	0	6.8	0	5.3	
Point Source, ISO 9613, Name: "Rooftop air handler", ID: "E_RTU7"																				
Nr.	X (m)	Y (m)	Z (m)	Ref.	DEN	Freq. (Hz)	Lw dB(A)	I/a dB	Optime dB	K0 (dB)	Di (dB)	Adiv (dB)	Aatm (dB)	Agrr (dB)	Afol (dB)	Ahaus (dB)	Abar (dB)	Cmet (dB)	RL (dB)	Lr dB(A)
	615	597791.98	4849955.95	266.41	0	D	A	85.8	0	0	0	70.5	5	-1	0	0	5.8	0	5.6	
	615	597791.98	4849955.95	266.41	0	N	A	85.8	0	-3	0	70.5	5	-1	0	0	5.8	0	2.6	
	615	597791.98	4849955.95	266.41	0	E	A	85.8	0	0	0	70.5	5	-1	0	0	5.8	0	5.6	
Point Source, ISO 9613, Name: "Rooftop air handler", ID: "K_RTU5"																				
Nr.	X (m)	Y (m)	Z (m)	Ref.	DEN	Freq. (Hz)	Lw dB(A)	I/a dB	Optime dB	K0 (dB)	Di (dB)	Adiv (dB)	Aatm (dB)	Agrr (dB)	Afol (dB)	Ahaus (dB)	Abar (dB)	Cmet (dB)	RL (dB)	Lr dB(A)
	616	598986.88	4849302.18	253.46	0	D	A	85.8	0	0	0	70.5	5	-2	0	0	10.4	0	1.9	
	616	598986.88	4849302.18	253.46	0	N	A	85.8	0	-3	0	70.5	5	-2	0	0	10.4	0	-1.1	
	616	598986.88	4849302.18	253.46	0	E	A	85.8	0	0	0	70.5	5	-2	0	0	10.4	0	1.9	
Point Source, ISO 9613, Name: "Rooftop air handler", ID: "C_RTU9"																				
Nr.	X (m)	Y (m)	Z (m)	Ref.	DEN	Freq. (Hz)	Lw dB(A)	I/a dB	Optime dB	K0 (dB)	Di (dB)	Adiv (dB)	Aatm (dB)	Agrr (dB)	Afol (dB)	Ahaus (dB)	Abar (dB)	Cmet (dB)	RL (dB)	Lr dB(A)
	617	598331.89	4849969.3	263.14	0	D	A	85.8	0	0	0	70.5	5	-1.3	0	0	6.1	0	5.5	
	617	598331.89	4849969.3	263.14	0	N	A	85.8	0	-3	0	70.5	5	-1.3	0	0	6.1	0	2.5	
	617	598331.89	4849969.3	263.14	0	E	A	85.8	0	0	0	70.5	5	-1.3	0	0	6.1	0	5.5	
Point Source, ISO 9613, Name: "Rooftop air handler", ID: "J_RTU9"																				
Nr.	X (m)	Y (m)	Z (m)	Ref.	DEN	Freq. (Hz)	Lw dB(A)	I/a dB	Optime dB	K0 (dB)	Di (dB)	Adiv (dB)	Aatm (dB)	Agrr (dB)	Afol (dB)	Ahaus (dB)	Abar (dB)	Cmet (dB)	RL (dB)	Lr dB(A)
	618	598819.82	4849144.14	254.35	0	D	A	83.8	0	0	0	68.4	3.4	-1.9	0	0	10.9	0	2.9	
	618	598819.82	4849144.14	254.35	0	N	A	83.8	0	-3	0	68.4	3.4	-1.9	0	0	10.9	0	-0.1	
	618	598819.82	4849144.14	254.35	0	E	A	83.8	0	0	0	68.4	3.4	-1.9	0	0	10.9	0	2.9	
Point Source, ISO 9613, Name: "Rooftop air handler", ID: "E_RTU15"																				
Nr.	X (m)	Y (m)	Z (m)	Ref.	DEN	Freq. (Hz)	Lw dB(A)	I/a dB	Optime dB	K0 (dB)	Di (dB)	Adiv (dB)	Aatm (dB)	Agrr (dB)	Afol (dB)	Ahaus (dB)	Abar (dB)	Cmet (dB)	RL (dB)	Lr dB(A)
	619	597999.74	4850014.83	266.41	0	D	A	85.8	0	0	0	70.6	5.1	-1.3	0	0	6	0	5.4	
	619	597999.74	4850014.83	266.41	0	N	A	85.8	0	-3	0	70.6	5.1	-1.3	0	0	6	0	2.4	
	619	597999.74	4850014.83	266.41	0	E	A	85.8	0	0	0	70.6	5.1	-1.3	0	0	6	0	5.4	
Point Source, ISO 9613, Name: "Rooftop air handler", ID: "I_RTU1"																				
Nr.	X (m)	Y (m)	Z (m)	Ref.	DEN	Freq. (Hz)	Lw dB(A)	I/a dB	Optime dB	K0 (dB)	Di (dB)	Adiv (dB)	Aatm (dB)	Agrr (dB)	Afol (dB)	Ahaus (dB)	Abar (dB)	Cmet (dB)	RL (dB)	Lr dB(A)
	620	598791.73	4849324.83	255.41	0	D	A	83.8	0	0	0	68.6	3.5	-2.1	0	0	15.1	0	-1.4	
	620	598791.73	4849324.83	255.41	0	N	A	83.8	0	-3	0	68.6	3.5	-2.1	0	0	15.1	0	-4.4	
	620	598791.73	4849324.83	255.41	0	E	A	83.8	0	0	0	68.6	3.5	-2.1	0	0	15.1	0	-1.4	
Point Source, ISO 9613, Name: "Rooftop air handler", ID: "E_RTU14"																				
Nr.	X (m)	Y (m)	Z (m)	Ref.	DEN	Freq. (Hz)	Lw dB(A)	I/a dB	Optime dB	K0 (dB)	Di (dB)	Adiv (dB)	Aatm (dB)	Agrr (dB)	Afol (dB)	Ahaus (dB)	Abar (dB)	Cmet (dB)	RL (dB)	Lr dB(A)
	621	597915.63	4850013.15	266.41	0	D	A	85.8	0	0	0	70.7	5.1	-1.2	0	0	6	0	5.3	
	621	597915.63	4850013.15	266.41	0	N	A	85.8	0	-3	0	70.7	5.1	-1.2	0	0	6	0	2.3	
	621	597915.63	4850013.15	266.41	0	E	A	85.8	0	0	0	70.7	5.1	-1.2	0	0	6	0	5.3	
Point Source, ISO 9613, Name: "", ID: "H_RTU11"																				
Nr.	X (m)	Y (m)	Z (m)	Ref.	DEN	Freq. (Hz)	Lw dB(A)	I/a dB	Optime dB	K0 (dB)	Di (dB)	Adiv (dB)	Aatm (dB)	Agrr (dB)	Afol (dB)	Ahaus (dB)	Abar (dB)	Cmet (dB)	RL (dB)	Lr dB(A)
	622	598899.73	4849574.02	256.59	0	D	A	85.8	0	0	0	70.7	5.1	-2.3	0	0	12.1	0	0.2	
	622	598899.73	4849574.02	256.59	0	N	A	85.8	0	-3	0	70.7	5.1	-2.3	0	0	12.1	0	-2.8	
	622	598899.73	4849574.02	256.59	0	E	A	85.8	0	0	0	70.7	5.1	-2.3	0	0	12.1	0	0.2	
Point Source, ISO 9613, Name: "", ID: "D_RTU15"																				
Nr.	X (m)	Y (m)	Z (m)	Ref.	DEN	Freq. (Hz)	Lw dB(A)	I/a dB	Optime dB	K0 (dB)	Di (dB)	Adiv (dB)	Aatm (dB)	Agrr (dB)	Afol (dB)	Ahaus (dB)	Abar (dB)	Cmet (dB)	RL (dB)	Lr dB(A)
	623	598711.5	4849802.82	259.01	0	D	A	85.8	0	0	0	70.8	5.1	-1.9	0	0	6.8	0	5	
	623	598711.5	4849802.82	259.01	0	N	A	85.8	0	-3	0	70.8	5.1	-1.9	0	0	6.8	0	2	
	623	598711.5	4849802.82	259.01	0	E	A	85.8	0	0	0	70.8	5.1	-1.9	0	0	6.8	0	5	
Point Source, ISO 9613, Name: "Rooftop air handler", ID: "C_RTU8"																				
Nr.	X (m)	Y (m)	Z (m)	Ref.	DEN	Freq. (Hz)	Lw dB(A)	I/a dB	Optime dB	K0 (dB)	Di (dB)	Adiv (dB)	Aatm (dB)	Agrr (dB)	Afol (dB)	Ahaus (dB)	Abar (dB)	Cmet (dB)	RL (dB)	Lr dB(A)
	624	598286.47	4850013.87	263.14	0	D	A	85.8	0	0	0	70.8	5.1	-1.4	0	0	6.2	0	5.2	
	624	598286.47	4850013.87	263.14	0	N	A	85.8	0	-3	0	70.8	5.1	-1.4	0	0	6.2	0	2.2	
	624	598286.47	4850013.87	263.14	0	E	A	85.8	0	0	0	70.8	5.1	-1.4	0	0	6.2	0	5.2	
Point Source, ISO 9613, Name: "Rooftop air handler", ID: "J_RTU3"																				
Nr.	X (m)	Y (m)	Z (m)	Ref.	DEN	Freq. (Hz)	Lw dB(A)	I/a dB	Optime dB	K0 (dB)	Di (dB)	Adiv (dB)	Aatm (dB)	Agrr (dB)	Afol (dB)	Ahaus (dB)	Abar (dB)	Cmet (dB)	RL (dB)	Lr dB(A)
	625	598847.37	4849116.06	254.35	0	D	A	83.8	0	0	0	68.7	3.5	-1.9	0	0	6.6	0	6.8	
	625	598847.37	4849116.06	254.35	0	N	A	83.8	0	-3	0	68.7	3.5	-1.9	0	0	6.6	0	3.8	
	625	598847.37	4849116.06	254.35	0	E	A	83.8	0	0	0	68.7	3.5	-1.9	0	0	6.6	0	6.8	
Point Source, ISO 9613, Name: "", ID: "D_RTU07"																				
Nr.	X (m)	Y (m)	Z (m)	Ref.	DEN	Freq. (Hz)	Lw dB(A)	I/a dB	Optime dB	K0 (dB)	Di (dB)	Adiv (dB)	Aatm (dB)	Agrr (dB)	Afol (dB)	Ahaus (dB)	Abar (dB)	Cmet (dB)	RL (dB)	Lr dB(A)
	630	598649.68	4849869.54	259.01	0	D	A	85.8	0	0	0	70.9	5.2	-1.9	0	0	6.8	0	4.9	
	630	598649.68	4849869.54	259.01	0	N	A	85.8	0	-3	0	70.9	5.2	-1.9	0	0	6.8	0	1.8	
	630	598649.68	4849869.54	259.01	0	E	A	85.8	0	0	0	70.9	5.2	-1.9	0	0	6.8	0	4.9	
Point Source, ISO 9613, Name: "Rooftop air handler", ID: "F_RTU2"																				
Nr.	X (m)	Y (m)	Z (m)	Ref.	DEN	Freq. (Hz)	Lw dB(A)	I/a dB	Optime dB	K0 (dB)	Di (dB)	Adiv (dB)	Aatm (dB)	Agrr (dB)	Afol (dB)	Ahaus (dB)	Abar (dB)	Cmet (dB)	RL (dB)	Lr dB(A)
	631	598230.95	4849825.51	264.45	0	D	A	83.8	0	0	0	68.8	3.5	-1.6	0	0	6.5	0	6.6	
	631	598230.95	4849825.51	264.45	0	N	A	83.8	0	-3	0	68.8	3.5	-1.6	0	0	6.5	0	3.5	
	631	598230.95	4849825.51	264.45	0	E	A	83.8	0	0	0	68.8	3.5	-1.6	0	0	6.5	0	6.6	
Point Source, ISO 9613, Name: "", ID: "H_RTU06"																				
Nr.	X (m)	Y (m)	Z (m)	Ref.	DEN	Freq. (Hz)	Lw dB(A)	I/a dB	Optime dB	K0 (dB)	Di (dB)	Adiv (dB)	Aatm (dB)	Agrr (dB)	Afol (dB)	Ahaus (dB)	Abar (dB)	Cmet (dB)	RL (dB)	Lr dB(A)
	632	598880.44	4849642.19	256.59	0	D	A	85.8	0	0	0	70.9	5.2	-2.5	0	0	10.4	0	1.8	
	632	598880.44	4849642.19	256.59	0	N	A	85.8	0	-3	0	70.9	5.2	-2.5	0	0	10.4	0	-1.2	
	632	598880.44	4849642.19	256.59	0	E	A	85.8	0	0	0	70.9	5.2	-2.5	0	0	10.4	0	1.8	
Point Source, ISO 9613, Name: "Rooftop air handler", ID: "E_RTU6"																				
Nr.	X (m)	Y (m)	Z (m)	Ref.	DEN	Freq. (Hz)	Lw dB(A)	I/a dB	Optime dB	K0 (dB)	Di (dB)	Adiv (dB)	Aatm (dB)	Agrr (dB)	Afol (dB)	Ahaus (dB)	Abar (dB)	Cmet (dB)	RL (dB)	Lr dB(A)
	633	597848.34	4850025.76	266.41	0	D	A	85.8	0	0	0	70.9	5.2	-1.3	0	0	6.1	0	5	
	633	597848.34	4850025.76	266.41	0	N	A	85.8	0	-3	0	70.9	5.2	-1.3	0	0	6.1	0	2	
	633	597848.34	4850025.76	266.41	0	E	A	85.8	0	0	0	70.9	5.2</							

Point Source, ISO 9613, Name: "", ID: "C_RTU11"																				
Nr.	X (m)	Y (m)	Z (m)	Refl.	DEN	Freq. (Hz)	Lw dB(A)	I/a dB	Optime dB	K0 dB	Di dB	Adiv dB	Aatm dB	Agr dB	Afol dB	Ahaus dB	Abar dB	Cmet dB	RL dB	Lr dB(A)
635	598453.01	4849986.96	263.14	0	D	A	85.8	0	0	0	0	71	5.2	-2	0	0	6.8	0	0	4.9
635	598453.01	4849986.96	263.14	0	N	A	85.8	0	-3	0	0	71	5.2	-2	0	0	6.8	0	0	1.9
635	598453.01	4849986.96	263.14	0	E	A	85.8	0	0	0	0	71	5.2	-2	0	0	6.8	0	0	4.9
Point Source, ISO 9613, Name: "Roof top air handler", ID: "K_RTU6"																				
Nr.	X (m)	Y (m)	Z (m)	Refl.	DEN	Freq. (Hz)	Lw dB(A)	I/a dB	Optime dB	K0 dB	Di dB	Adiv dB	Aatm dB	Agr dB	Afol dB	Ahaus dB	Abar dB	Cmet dB	RL dB	Lr dB(A)
636	599065.83	4849223.75	253.46	0	D	A	85.8	0	0	0	0	71	5.2	-2	0	0	8.8	0	0	2.8
636	599065.83	4849223.75	253.46	0	N	A	85.8	0	-3	0	0	71	5.2	-2	0	0	8.8	0	0	-0.2
636	599065.83	4849223.75	253.46	0	E	A	85.8	0	0	0	0	71	5.2	-2	0	0	8.8	0	0	2.8
Point Source, ISO 9613, Name: "Roof top air handler", ID: "C_RTU7"																				
Nr.	X (m)	Y (m)	Z (m)	Refl.	DEN	Freq. (Hz)	Lw dB(A)	I/a dB	Optime dB	K0 dB	Di dB	Adiv dB	Aatm dB	Agr dB	Afol dB	Ahaus dB	Abar dB	Cmet dB	RL dB	Lr dB(A)
637	598239.37	4850061.82	263.14	0	D	A	85.8	0	0	0	0	71.1	5.2	-1.5	0	0	6.3	0	0	4.7
637	598239.37	4850061.82	263.14	0	N	A	85.8	0	-3	0	0	71.1	5.2	-1.5	0	0	6.3	0	0	1.7
637	598239.37	4850061.82	263.14	0	E	A	85.8	0	0	0	0	71.1	5.2	-1.5	0	0	6.3	0	0	4.7
Point Source, ISO 9613, Name: "Roof top air handler", ID: "C_RTU12"																				
Nr.	X (m)	Y (m)	Z (m)	Refl.	DEN	Freq. (Hz)	Lw dB(A)	I/a dB	Optime dB	K0 dB	Di dB	Adiv dB	Aatm dB	Agr dB	Afol dB	Ahaus dB	Abar dB	Cmet dB	RL dB	Lr dB(A)
638	598405.07	4850033.22	263.14	0	D	A	85.8	0	0	0	0	71.2	5.3	-1.9	0	0	6.7	0	0	4.6
638	598405.07	4850033.22	263.14	0	N	A	85.8	0	-3	0	0	71.2	5.3	-1.9	0	0	6.7	0	0	1.6
638	598405.07	4850033.22	263.14	0	E	A	85.8	0	0	0	0	71.2	5.3	-1.9	0	0	6.7	0	0	4.6
Point Source, ISO 9613, Name: "Roof top air handler", ID: "E_RTU4"																				
Nr.	X (m)	Y (m)	Z (m)	Refl.	DEN	Freq. (Hz)	Lw dB(A)	I/a dB	Optime dB	K0 dB	Di dB	Adiv dB	Aatm dB	Agr dB	Afol dB	Ahaus dB	Abar dB	Cmet dB	RL dB	Lr dB(A)
639	597609.87	4849724.23	266.41	0	D	A	83.8	0	0	0	0	69.2	3.6	-0.4	0	0	0	0	0	11.4
639	597609.87	4849724.23	266.41	0	N	A	83.8	0	-3	0	0	69.2	3.6	-0.4	0	0	0	0	0	8.4
639	597609.87	4849724.23	266.41	0	E	A	83.8	0	0	0	0	69.2	3.6	-0.4	0	0	0	0	0	11.4
Point Source, ISO 9613, Name: "", ID: "D_RTU16"																				
Nr.	X (m)	Y (m)	Z (m)	Refl.	DEN	Freq. (Hz)	Lw dB(A)	I/a dB	Optime dB	K0 dB	Di dB	Adiv dB	Aatm dB	Agr dB	Afol dB	Ahaus dB	Abar dB	Cmet dB	RL dB	Lr dB(A)
641	598752.26	4849845.03	259.01	0	D	A	85.8	0	0	0	0	71.3	5.3	-1.9	0	0	6.8	0	0	4.4
641	598752.26	4849845.03	259.01	0	N	A	85.8	0	-3	0	0	71.3	5.3	-1.9	0	0	6.8	0	0	1.4
641	598752.26	4849845.03	259.01	0	E	A	85.8	0	0	0	0	71.3	5.3	-1.9	0	0	6.8	0	0	4.4
Point Source, ISO 9613, Name: "Roof top air handler", ID: "E_RTU5"																				
Nr.	X (m)	Y (m)	Z (m)	Refl.	DEN	Freq. (Hz)	Lw dB(A)	I/a dB	Optime dB	K0 dB	Di dB	Adiv dB	Aatm dB	Agr dB	Afol dB	Ahaus dB	Abar dB	Cmet dB	RL dB	Lr dB(A)
645	597903.66	4850095.78	266.41	0	D	A	85.8	0	0	0	0	71.4	5.3	-1.4	0	0	6.2	0	0	4.3
645	597903.66	4850095.78	266.41	0	N	A	85.8	0	-3	0	0	71.4	5.3	-1.4	0	0	6.2	0	0	1.3
645	597903.66	4850095.78	266.41	0	E	A	85.8	0	0	0	0	71.4	5.3	-1.4	0	0	6.2	0	0	4.3
Point Source, ISO 9613, Name: "", ID: "D_RTU08"																				
Nr.	X (m)	Y (m)	Z (m)	Refl.	DEN	Freq. (Hz)	Lw dB(A)	I/a dB	Optime dB	K0 dB	Di dB	Adiv dB	Aatm dB	Agr dB	Afol dB	Ahaus dB	Abar dB	Cmet dB	RL dB	Lr dB(A)
646	598693.43	4849911.8	259.01	0	D	A	85.8	0	0	0	0	71.4	5.3	-1.9	0	0	6.8	0	0	4.3
646	598693.43	4849911.8	259.01	0	N	A	85.8	0	-3	0	0	71.4	5.3	-1.9	0	0	6.8	0	0	1.2
646	598693.43	4849911.8	259.01	0	E	A	85.8	0	0	0	0	71.4	5.3	-1.9	0	0	6.8	0	0	4.3
Point Source, ISO 9613, Name: "", ID: "D_RTU02"																				
Nr.	X (m)	Y (m)	Z (m)	Refl.	DEN	Freq. (Hz)	Lw dB(A)	I/a dB	Optime dB	K0 dB	Di dB	Adiv dB	Aatm dB	Agr dB	Afol dB	Ahaus dB	Abar dB	Cmet dB	RL dB	Lr dB(A)
647	598604.25	4849701.34	259.01	0	D	A	83.8	0	0	0	0	69.4	3.7	-2	0	0	7.8	0	0	5
647	598604.25	4849701.34	259.01	0	N	A	83.8	0	-3	0	0	69.4	3.7	-2	0	0	7.8	0	0	2
647	598604.25	4849701.34	259.01	0	E	A	83.8	0	0	0	0	69.4	3.7	-2	0	0	7.8	0	0	5
Point Source, ISO 9613, Name: "Roof top air handler", ID: "C_RTU6"																				
Nr.	X (m)	Y (m)	Z (m)	Refl.	DEN	Freq. (Hz)	Lw dB(A)	I/a dB	Optime dB	K0 dB	Di dB	Adiv dB	Aatm dB	Agr dB	Afol dB	Ahaus dB	Abar dB	Cmet dB	RL dB	Lr dB(A)
648	598192.16	4850109.24	263.14	0	D	A	85.8	0	0	0	0	71.5	5.3	-1.6	0	0	6.3	0	0	4.3
648	598192.16	4850109.24	263.14	0	N	A	85.8	0	-3	0	0	71.5	5.3	-1.6	0	0	6.3	0	0	1.3
648	598192.16	4850109.24	263.14	0	E	A	85.8	0	0	0	0	71.5	5.3	-1.6	0	0	6.3	0	0	4.3
Point Source, ISO 9613, Name: "Roof top air handler", ID: "C_RTU13"																				
Nr.	X (m)	Y (m)	Z (m)	Refl.	DEN	Freq. (Hz)	Lw dB(A)	I/a dB	Optime dB	K0 dB	Di dB	Adiv dB	Aatm dB	Agr dB	Afol dB	Ahaus dB	Abar dB	Cmet dB	RL dB	Lr dB(A)
649	598358.81	4850081.16	263.14	0	D	A	85.8	0	0	0	0	71.5	5.3	-1.5	0	0	6.3	0	0	4.2
649	598358.81	4850081.16	263.14	0	N	A	85.8	0	-3	0	0	71.5	5.3	-1.5	0	0	6.3	0	0	1.2
649	598358.81	4850081.16	263.14	0	E	A	85.8	0	0	0	0	71.5	5.3	-1.5	0	0	6.3	0	0	4.2
Point Source, ISO 9613, Name: "Roof top air handler", ID: "J_RTU11"																				
Nr.	X (m)	Y (m)	Z (m)	Refl.	DEN	Freq. (Hz)	Lw dB(A)	I/a dB	Optime dB	K0 dB	Di dB	Adiv dB	Aatm dB	Agr dB	Afol dB	Ahaus dB	Abar dB	Cmet dB	RL dB	Lr dB(A)
650	598896.12	4849220.45	254.35	0	D	A	83.8	0	0	0	0	69.4	3.7	-2.2	0	0	11.5	0	0	1.4
650	598896.12	4849220.45	254.35	0	N	A	83.8	0	-3	0	0	69.4	3.7	-2.2	0	0	11.5	0	0	-1.6
650	598896.12	4849220.45	254.35	0	E	A	83.8	0	0	0	0	69.4	3.7	-2.2	0	0	11.5	0	0	1.4
Point Source, ISO 9613, Name: "", ID: "H_RTU12"																				
Nr.	X (m)	Y (m)	Z (m)	Refl.	DEN	Freq. (Hz)	Lw dB(A)	I/a dB	Optime dB	K0 dB	Di dB	Adiv dB	Aatm dB	Agr dB	Afol dB	Ahaus dB	Abar dB	Cmet dB	RL dB	Lr dB(A)
651	598966.19	4849639.84	256.59	0	D	A	85.8	0	0	0	0	71.5								

657	598816.72	4849492.92	256.59	0	D	A	83.8	0	0	0	0	69.6	3.7	-2.3	0	0	14.4	0	0	-1.8
657	598816.72	4849492.92	256.59	0	N	A	83.8	0	-3	0	0	69.6	3.7	-2.3	0	0	14.4	0	0	-4.8
657	598816.72	4849492.92	256.59	0	E	A	83.8	0	0	0	0	69.6	3.7	-2.3	0	0	14.4	0	0	-1.8
Point Source, ISO 9613, Name: "", ID: "H_RTU07"																				
Nr.	X (m)	Y (m)	Z (m)	Ref.	DEN	Freq. (Hz)	Lw dB(A)	I/a dB	Optime dB	K0 (dB)	Di (dB)	Adiv (dB)	Aatm (dB)	Agrr (dB)	Afol (dB)	Ahaus (dB)	Abar (dB)	Cmet (dB)	RL (dB)	Lr dB(A)
658	598948.75	4849712.51	256.59	0	D	A	85.8	0	0	0	0	71.7	5.4	-2.6	0	0	8.8	0	0	2.5
658	598948.75	4849712.51	256.59	0	N	A	85.8	0	-3	0	0	71.7	5.4	-2.6	0	0	8.8	0	0	-0.5
658	598948.75	4849712.51	256.59	0	E	A	85.8	0	0	0	0	71.7	5.4	-2.6	0	0	8.8	0	0	2.5
Point Source, ISO 9613, Name: "Rooftop air handler", ID: "J_RTU4"																				
Nr.	X (m)	Y (m)	Z (m)	Ref.	DEN	Freq. (Hz)	Lw dB(A)	I/a dB	Optime dB	K0 (dB)	Di (dB)	Adiv (dB)	Aatm (dB)	Agrr (dB)	Afol (dB)	Ahaus (dB)	Abar (dB)	Cmet (dB)	RL (dB)	Lr dB(A)
659	598924.73	4849194.48	254.35	0	D	A	83.8	0	0	0	0	69.7	3.7	-2.2	0	0	10.6	0	0	1.9
659	598924.73	4849194.48	254.35	0	N	A	83.8	0	-3	0	0	69.7	3.7	-2.2	0	0	10.6	0	0	-1.1
659	598924.73	4849194.48	254.35	0	E	A	83.8	0	0	0	0	69.7	3.7	-2.2	0	0	10.6	0	0	1.9
Point Source, ISO 9613, Name: "Rooftop air handler", ID: "C_RTU14"																				
Nr.	X (m)	Y (m)	Z (m)	Ref.	DEN	Freq. (Hz)	Lw dB(A)	I/a dB	Optime dB	K0 (dB)	Di (dB)	Adiv (dB)	Aatm (dB)	Agrr (dB)	Afol (dB)	Ahaus (dB)	Abar (dB)	Cmet (dB)	RL (dB)	Lr dB(A)
660	598311.71	4850127.42	263.14	0	D	A	85.8	0	0	0	0	71.8	5.4	-1.6	0	0	6.4	0	0	3.9
660	598311.71	4850127.42	263.14	0	N	A	85.8	0	-3	0	0	71.8	5.4	-1.6	0	0	6.4	0	0	0.9
660	598311.71	4850127.42	263.14	0	E	A	85.8	0	0	0	0	71.8	5.4	-1.6	0	0	6.4	0	0	3.9
Point Source, ISO 9613, Name: "Rooftop air handler", ID: "C_RTU5"																				
Nr.	X (m)	Y (m)	Z (m)	Ref.	DEN	Freq. (Hz)	Lw dB(A)	I/a dB	Optime dB	K0 (dB)	Di (dB)	Adiv (dB)	Aatm (dB)	Agrr (dB)	Afol (dB)	Ahaus (dB)	Abar (dB)	Cmet (dB)	RL (dB)	Lr dB(A)
662	598145.9	4850157.18	263.14	0	D	A	85.8	0	0	0	0	71.8	5.5	-1.6	0	0	6.4	0	0	3.8
662	598145.9	4850157.18	263.14	0	N	A	85.8	0	-3	0	0	71.8	5.5	-1.6	0	0	6.4	0	0	0.8
662	598145.9	4850157.18	263.14	0	E	A	85.8	0	0	0	0	71.8	5.5	-1.6	0	0	6.4	0	0	3.8
Point Source, ISO 9613, Name: "", ID: "D_RTU09"																				
Nr.	X (m)	Y (m)	Z (m)	Ref.	DEN	Freq. (Hz)	Lw dB(A)	I/a dB	Optime dB	K0 (dB)	Di (dB)	Adiv (dB)	Aatm (dB)	Agrr (dB)	Afol (dB)	Ahaus (dB)	Abar (dB)	Cmet (dB)	RL (dB)	Lr dB(A)
665	598734.22	4849953.56	259.01	0	D	A	85.8	0	0	0	0	71.9	5.5	-2	0	0	6.8	0	0	3.7
665	598734.22	4849953.56	259.01	0	N	A	85.8	0	-3	0	0	71.9	5.5	-2	0	0	6.8	0	0	0.7
665	598734.22	4849953.56	259.01	0	E	A	85.8	0	0	0	0	71.9	5.5	-2	0	0	6.8	0	0	3.7
Point Source, ISO 9613, Name: "Rooftop air handler", ID: "C_RTU15"																				
Nr.	X (m)	Y (m)	Z (m)	Ref.	DEN	Freq. (Hz)	Lw dB(A)	I/a dB	Optime dB	K0 (dB)	Di (dB)	Adiv (dB)	Aatm (dB)	Agrr (dB)	Afol (dB)	Ahaus (dB)	Abar (dB)	Cmet (dB)	RL (dB)	Lr dB(A)
667	598265.45	4850174.53	263.14	0	D	A	85.8	0	0	0	0	72	5.5	-1.7	0	0	6.4	0	0	3.5
667	598265.45	4850174.53	263.14	0	N	A	85.8	0	-3	0	0	72	5.5	-1.7	0	0	6.4	0	0	0.5
667	598265.45	4850174.53	263.14	0	E	A	85.8	0	0	0	0	72	5.5	-1.7	0	0	6.4	0	0	3.5
Point Source, ISO 9613, Name: "Rooftop air handler", ID: "C_RTU4"																				
Nr.	X (m)	Y (m)	Z (m)	Ref.	DEN	Freq. (Hz)	Lw dB(A)	I/a dB	Optime dB	K0 (dB)	Di (dB)	Adiv (dB)	Aatm (dB)	Agrr (dB)	Afol (dB)	Ahaus (dB)	Abar (dB)	Cmet (dB)	RL (dB)	Lr dB(A)
668	598400.79	4849898.41	263.14	0	D	A	83.8	0	0	0	0	70.1	3.8	-2.4	0	0	7.3	0	0	5
668	598400.79	4849898.41	263.14	0	N	A	83.8	0	-3	0	0	70.1	3.8	-2.4	0	0	7.3	0	0	1.9
668	598400.79	4849898.41	263.14	0	E	A	83.8	0	0	0	0	70.1	3.8	-2.4	0	0	7.3	0	0	5
Point Source, ISO 9613, Name: "Rooftop air handler", ID: "K_RTU2"																				
Nr.	X (m)	Y (m)	Z (m)	Ref.	DEN	Freq. (Hz)	Lw dB(A)	I/a dB	Optime dB	K0 (dB)	Di (dB)	Adiv (dB)	Aatm (dB)	Agrr (dB)	Afol (dB)	Ahaus (dB)	Abar (dB)	Cmet (dB)	RL (dB)	Lr dB(A)
669	598936.92	4849328.54	253.46	0	D	A	83.8	0	0	0	0	70.1	3.9	-2.4	0	0	12.3	0	0	0
669	598936.92	4849328.54	253.46	0	N	A	83.8	0	-3	0	0	70.1	3.9	-2.4	0	0	12.3	0	0	-3
669	598936.92	4849328.54	253.46	0	E	A	83.8	0	0	0	0	70.1	3.9	-2.4	0	0	12.3	0	0	0
Point Source, ISO 9613, Name: "", ID: "D_RTU18"																				
Nr.	X (m)	Y (m)	Z (m)	Ref.	DEN	Freq. (Hz)	Lw dB(A)	I/a dB	Optime dB	K0 (dB)	Di (dB)	Adiv (dB)	Aatm (dB)	Agrr (dB)	Afol (dB)	Ahaus (dB)	Abar (dB)	Cmet (dB)	RL (dB)	Lr dB(A)
670	598833.15	4849926.94	259.01	0	D	A	85.8	0	0	0	0	72.2	5.6	-2.1	0	0	6.9	0	0	3.3
670	598833.15	4849926.94	259.01	0	N	A	85.8	0	-3	0	0	72.2	5.6	-2.1	0	0	6.9	0	0	0.3
670	598833.15	4849926.94	259.01	0	E	A	85.8	0	0	0	0	72.2	5.6	-2.1	0	0	6.9	0	0	3.3
Point Source, ISO 9613, Name: "", ID: "H_RTU13"																				
Nr.	X (m)	Y (m)	Z (m)	Ref.	DEN	Freq. (Hz)	Lw dB(A)	I/a dB	Optime dB	K0 (dB)	Di (dB)	Adiv (dB)	Aatm (dB)	Agrr (dB)	Afol (dB)	Ahaus (dB)	Abar (dB)	Cmet (dB)	RL (dB)	Lr dB(A)
671	599034.5	4849699.39	256.59	0	D	A	85.8	0	0	0	0	72.2	5.6	-2.6	0	0	10.1	0	0	0.6
671	599034.5	4849699.39	256.59	0	N	A	85.8	0	-3	0	0	72.2	5.6	-2.6	0	0	10.1	0	0	-2.4
671	599034.5	4849699.39	256.59	0	E	A	85.8	0	0	0	0	72.2	5.6	-2.6	0	0	10.1	0	0	0.6
Point Source, ISO 9613, Name: "", ID: "D_RTU10"																				
Nr.	X (m)	Y (m)	Z (m)	Ref.	DEN	Freq. (Hz)	Lw dB(A)	I/a dB	Optime dB	K0 (dB)	Di (dB)	Adiv (dB)	Aatm (dB)	Agrr (dB)	Afol (dB)	Ahaus (dB)	Abar (dB)	Cmet (dB)	RL (dB)	Lr dB(A)
672	598774.08	4849995.46	259.01	0	D	A	85.8	0	0	0	0	72.3	5.6	-2.1	0	0	6.9	0	0	3.1
672	598774.08	4849995.46	259.01	0	N	A	85.8	0	-3	0	0	72.3	5.6	-2.1	0	0	6.9	0	0	0.1
672	598774.08	4849995.46	259.01	0	E	A	85.8	0	0	0	0	72.3	5.6	-2.1	0	0	6.9	0	0	3.1
Point Source, ISO 9613, Name: "Rooftop air handler", ID: "C_RTU16"																				
Nr.	X (m)	Y (m)	Z (m)	Ref.	DEN	Freq. (Hz)	Lw dB(A)	I/a dB	Optime dB	K0 (dB)	Di (dB)	Adiv (dB)	Aatm (dB)	Agrr (dB)	Afol (dB)	Ahaus (dB)	Abar (dB)	Cmet (dB)	RL (dB)	Lr dB(A)
673	598219.18	4850224.15	263.14	0	D	A	85.8	0	0	0	0	72.4	5.6	-1.7	0	0	6.5	0	0	3.1
673	598219.18	4850224.15	263.14	0	N	A	85.8	0	-3	0	0	72.4	5.6	-1.7						

Point Source, ISO 9613, Name: "Roof top air handler", ID: "E_RTU2"																				
Nr.	X (m)	Y (m)	Z (m)	Refl.	DEN	Freq. (Hz)	Lw dB(A)	I/a dB	Optime dB	K0 (dB)	Di (dB)	Adv (dB)	Aatm (dB)	Agr (dB)	Afol (dB)	Ahaus (dB)	Abar (dB)	Cmet (dB)	RL (dB)	Lr dB(A)
679	598018.31	4850038.23	266.41	0	D	A	83.8	0	0	0	0	70.8	4.1	-1.9	0	0	6.6	0	0	4.1
679	598018.31	4850038.23	266.41	0	N	A	83.8	0	-3	0	0	70.8	4.1	-1.9	0	0	6.6	0	0	1.1
679	598018.31	4850038.23	266.41	0	E	A	83.8	0	0	0	0	70.8	4.1	-1.9	0	0	6.6	0	0	4.1
Point Source, ISO 9613, Name: "", ID: "D_RTU20"																				
Nr.	X (m)	Y (m)	Z (m)	Refl.	DEN	Freq. (Hz)	Lw dB(A)	I/a dB	Optime dB	K0 (dB)	Di (dB)	Adv (dB)	Aatm (dB)	Agr (dB)	Afol (dB)	Ahaus (dB)	Abar (dB)	Cmet (dB)	RL (dB)	Lr dB(A)
680	598900.86	4849994.65	259.01	0	D	A	85.8	0	0	0	0	72.9	5.8	-2.2	0	0	7	0	0	2.4
680	598900.86	4849994.65	259.01	0	N	A	85.8	0	-3	0	0	72.9	5.8	-2.2	0	0	7	0	0	-0.7
680	598900.86	4849994.65	259.01	0	E	A	85.8	0	0	0	0	72.9	5.8	-2.2	0	0	7	0	0	2.4
Point Source, ISO 9613, Name: "", ID: "D_RTU12"																				
Nr.	X (m)	Y (m)	Z (m)	Refl.	DEN	Freq. (Hz)	Lw dB(A)	I/a dB	Optime dB	K0 (dB)	Di (dB)	Adv (dB)	Aatm (dB)	Agr (dB)	Afol (dB)	Ahaus (dB)	Abar (dB)	Cmet (dB)	RL (dB)	Lr dB(A)
681	598835.83	4850061.01	259.01	0	D	A	85.8	0	0	0	0	73	5.8	-2.1	0	0	6.9	0	0	2.3
681	598835.83	4850061.01	259.01	0	N	A	85.8	0	-3	0	0	73	5.8	-2.1	0	0	6.9	0	0	-0.8
681	598835.83	4850061.01	259.01	0	E	A	85.8	0	0	0	0	73	5.8	-2.1	0	0	6.9	0	0	2.3
Point Source, ISO 9613, Name: "Roof top air handler", ID: "C_RTU3"																				
Nr.	X (m)	Y (m)	Z (m)	Refl.	DEN	Freq. (Hz)	Lw dB(A)	I/a dB	Optime dB	K0 (dB)	Di (dB)	Adv (dB)	Aatm (dB)	Agr (dB)	Afol (dB)	Ahaus (dB)	Abar (dB)	Cmet (dB)	RL (dB)	Lr dB(A)
682	598474.05	4849970.52	263.14	0	D	A	83.8	0	0	0	0	70.9	4.1	-2.5	0	0	7.3	0	0	3.9
682	598474.05	4849970.52	263.14	0	N	A	83.8	0	-3	0	0	70.9	4.1	-2.5	0	0	7.3	0	0	0.9
682	598474.05	4849970.52	263.14	0	E	A	83.8	0	0	0	0	70.9	4.1	-2.5	0	0	7.3	0	0	3.9
Point Source, ISO 9613, Name: "", ID: "H_RTU09"																				
Nr.	X (m)	Y (m)	Z (m)	Refl.	DEN	Freq. (Hz)	Lw dB(A)	I/a dB	Optime dB	K0 (dB)	Di (dB)	Adv (dB)	Aatm (dB)	Agr (dB)	Afol (dB)	Ahaus (dB)	Abar (dB)	Cmet (dB)	RL (dB)	Lr dB(A)
683	599075.33	4849839.75	256.59	0	D	A	85.8	0	0	0	0	73	5.9	-2.8	0	0	7.9	0	0	1.9
683	599075.33	4849839.75	256.59	0	N	A	85.8	0	-3	0	0	73	5.9	-2.8	0	0	7.9	0	0	-1.2
683	599075.33	4849839.75	256.59	0	E	A	85.8	0	0	0	0	73	5.9	-2.8	0	0	7.9	0	0	1.9
Point Source, ISO 9613, Name: "", ID: "H_RTU15"																				
Nr.	X (m)	Y (m)	Z (m)	Refl.	DEN	Freq. (Hz)	Lw dB(A)	I/a dB	Optime dB	K0 (dB)	Di (dB)	Adv (dB)	Aatm (dB)	Agr (dB)	Afol (dB)	Ahaus (dB)	Abar (dB)	Cmet (dB)	RL (dB)	Lr dB(A)
684	599120.87	4849798.9	256.59	0	D	A	85.8	0	0	0	0	73.1	5.9	-2.8	0	0	8.5	0	0	1.1
684	599120.87	4849798.9	256.59	0	N	A	85.8	0	-3	0	0	73.1	5.9	-2.8	0	0	8.5	0	0	-1.9
684	599120.87	4849798.9	256.59	0	E	A	85.8	0	0	0	0	73.1	5.9	-2.8	0	0	8.5	0	0	1.1
Point Source, ISO 9613, Name: "Roof top air handler", ID: "K_RTU3"																				
Nr.	X (m)	Y (m)	Z (m)	Refl.	DEN	Freq. (Hz)	Lw dB(A)	I/a dB	Optime dB	K0 (dB)	Di (dB)	Adv (dB)	Aatm (dB)	Agr (dB)	Afol (dB)	Ahaus (dB)	Abar (dB)	Cmet (dB)	RL (dB)	Lr dB(A)
685	599104.36	4849158.98	253.46	0	D	A	83.8	0	0	0	0	71.3	4.2	-2.1	0	0	6.9	0	0	3.5
685	599104.36	4849158.98	253.46	0	N	A	83.8	0	-3	0	0	71.3	4.2	-2.1	0	0	6.9	0	0	0.5
685	599104.36	4849158.98	253.46	0	E	A	83.8	0	0	0	0	71.3	4.2	-2.1	0	0	6.9	0	0	3.5
Point Source, ISO 9613, Name: "Roof top air handler", ID: "K_RTU4"																				
Nr.	X (m)	Y (m)	Z (m)	Refl.	DEN	Freq. (Hz)	Lw dB(A)	I/a dB	Optime dB	K0 (dB)	Di (dB)	Adv (dB)	Aatm (dB)	Agr (dB)	Afol (dB)	Ahaus (dB)	Abar (dB)	Cmet (dB)	RL (dB)	Lr dB(A)
686	599130.33	4849184.94	253.46	0	D	A	83.8	0	0	0	0	71.5	4.3	-2.3	0	0	8.3	0	0	2
686	599130.33	4849184.94	253.46	0	N	A	83.8	0	-3	0	0	71.5	4.3	-2.3	0	0	8.3	0	0	-1
686	599130.33	4849184.94	253.46	0	E	A	83.8	0	0	0	0	71.5	4.3	-2.3	0	0	8.3	0	0	2
Point Source, ISO 9613, Name: "Roof top air handler", ID: "E_RTU11"																				
Nr.	X (m)	Y (m)	Z (m)	Refl.	DEN	Freq. (Hz)	Lw dB(A)	I/a dB	Optime dB	K0 (dB)	Di (dB)	Adv (dB)	Aatm (dB)	Agr (dB)	Afol (dB)	Ahaus (dB)	Abar (dB)	Cmet (dB)	RL (dB)	Lr dB(A)
687	597921.31	4850115.87	266.41	0	D	A	83.8	0	0	0	0	71.6	4.3	-2	0	0	6.8	0	0	3.1
687	597921.31	4850115.87	266.41	0	N	A	83.8	0	-3	0	0	71.6	4.3	-2	0	0	6.8	0	0	0.1
687	597921.31	4850115.87	266.41	0	E	A	83.8	0	0	0	0	71.6	4.3	-2	0	0	6.8	0	0	3.1
Point Source, ISO 9613, Name: "Roof top air handler", ID: "C_RTU11"																				
Nr.	X (m)	Y (m)	Z (m)	Refl.	DEN	Freq. (Hz)	Lw dB(A)	I/a dB	Optime dB	K0 (dB)	Di (dB)	Adv (dB)	Aatm (dB)	Agr (dB)	Afol (dB)	Ahaus (dB)	Abar (dB)	Cmet (dB)	RL (dB)	Lr dB(A)
688	598130.94	4850170.61	263.14	0	D	A	83.8	0	0	0	0	71.9	4.4	-2.3	0	0	7	0	0	2.7
688	598130.94	4850170.61	263.14	0	N	A	83.8	0	-3	0	0	71.9	4.4	-2.3	0	0	7	0	0	-0.3
688	598130.94	4850170.61	263.14	0	E	A	83.8	0	0	0	0	71.9	4.4	-2.3	0	0	7	0	0	2.7
Point Source, ISO 9613, Name: "Roof top air handler", ID: "C_RTU2"																				
Nr.	X (m)	Y (m)	Z (m)	Refl.	DEN	Freq. (Hz)	Lw dB(A)	I/a dB	Optime dB	K0 (dB)	Di (dB)	Adv (dB)	Aatm (dB)	Agr (dB)	Afol (dB)	Ahaus (dB)	Abar (dB)	Cmet (dB)	RL (dB)	Lr dB(A)
689	598202.67	4850244.69	263.14	0	D	A	83.8	0	0	0	0	72.5	4.6	-2.3	0	0	7.1	0	0	1.9
689	598202.67	4850244.69	263.14	0	N	A	83.8	0	-3	0	0	72.5	4.6	-2.3	0	0	7.1	0	0	-1.1
689	598202.67	4850244.69	263.14	0	E	A	83.8	0	0	0	0	72.5	4.6	-2.3	0	0	7.1	0	0	1.9
Point Source, ISO 9613, Name: "", ID: "D_RTU04"																				
Nr.	X (m)	Y (m)	Z (m)	Refl.	DEN	Freq. (Hz)	Lw dB(A)	I/a dB	Optime dB	K0 (dB)	Di (dB)	Adv (dB)	Aatm (dB)	Agr (dB)	Afol (dB)	Ahaus (dB)	Abar (dB)	Cmet (dB)	RL (dB)	Lr dB(A)
690	598938.73	4850027.11	259.01	0	D	A	83.8	0	0	0	0	73.2	4.9	-2.8	0	0	7.5	0	0	0.9
690	598938.73	4850027.11	259.01	0	N	A	83.8	0	-3	0	0	73.2	4.9	-2.8	0	0	7.5	0	0	-2.1
690	598938.73	4850027.11	259.01	0	E	A	83.8	0	0	0	0	73.2	4.9	-2.8	0	0	7.5	0	0	0.9
Point Source, ISO 9613, Name: "", ID: "D_RTU03"																				
Nr.	X (m)	Y (m)	Z (m)	Refl.	DEN	Freq. (Hz)	Lw dB(A)	I/a dB	Optime dB	K0 (dB)	Di (dB)	Adv (dB)	Aatm (dB)	Agr (dB)	Afol (dB)	Ahaus (dB)	Abar (dB)	Cmet (dB)	RL (dB)	Lr dB(A)
691	598874.89	4850092.01	259.01	0	D	A	83.8</													