Environmental Noise Feasibility Study

1200 King Road

Proposed Mixed-Use Development

City of Burlington

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Project: 122-0031

Prepared for

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Environmental Noise Feasibility Study

1200 King Road

Proposed Mixed-Use Development

City of Burlington

EXECUTIVE SUMMARY

Valcoustics Canada Ltd. (VCL) has been retained to prepare an Environmental Noise Feasibility Study for the proposed development in support of the Official Plan Amendment (OPA) and Zoning By-law Amendment (ZBA) application submission to the City of Burlington.

The proposed development will consist of fifteen (15) blocks of mixed-use buildings, ranging between 1-storey and 53-storeys in height and an entertainment district consisting of an arena, hotel, community and retail space.

The significant transportation noise sources in the vicinity are road traffic on Highway 403, King Road, and the new internal Street A and rail traffic on the Canadian National Railway (CN) Oakville Subdivision and GO Transit Lakeshore West line. The transportation source sound levels were assessed at the site and compared with the applicable Ministry of the Environment, Conservation and Parks (MECP) noise guideline limits to determine the need for noise mitigation. To meet the applicable transportation noise source guideline limits, mitigation is required and includes:

- Mandatory air conditioning for all suites in the development.
- Upgraded exterior wall construction meeting Sound Transmission Class (STC) 54 (e.g., brick veneer) will be required for all buildings in the development.
- Exterior windows rated at up to STC 48.
- The STC requirements would be lower at suites with a greater setback or partial exposure to Highway 403. Methods to reduce the STC requirements are provided in Section 2.5.3.1.1
- Sound barrier requirements for the outdoor amenity areas should be determined once these areas are defined.

The significant stationary sources in the vicinity are the Canadian National Railway (CN) Aldershot Yard to the south, the Pollard Windows Inc. facility to the east, the Power & Tel of Canada Ltd. facility to the southeast and the 1156-1162 King Road facility to the south. It is recommended that the site be deemed Class 4 by the Municipality. The sound levels from the CN Aldershot Yard and Power & Tel are predicted to exceed the Class 4 exclusion limits. On-building mitigation such as enclosed noise buffers are being recommended for areas that exceed the

Class 4 limits. In addition, either a 9.7 m high sound barrier in Block 21, or a combination of sound barrier, berm and on-building noise control measures are recommended to mitigate the sound levels at the Townhouse units in Block 10 to the Class 4 limits. The Class 4 designation is also recommended in the Land Use Compatibility Study, prepared by Dillon Consulting for the City of Burlington (Reference 7).

1.0 INTRODUCTION

VCL has been retained to prepare an Environmental Noise Feasibility Study for the proposed development in support of the OPA and ZBA application submission to the City of Burlington.

The potential sound levels have been predicted on site and compared to the applicable MECP noise guideline limits. Where sound level excesses above these guideline limits occur, noise mitigation measures have been recommended.

1.1 THE SITE AND SURROUNDING AREA

The proposed development is located at 1200 King Road. The site is bounded by:

- Highway 403, with North Service Road beyond, to the north;
- An existing commercial development and King Road, with existing industrial developments beyond, to the east;
- The CN Oakville subdivision and CN Aldershot Rail Yard, with existing commercial, industrial and residential developments beyond, to the south; and
- The existing parking lot for Aldershot GO station to the west.

A Key Plan is included as Figure 1.

This report is based on the Site Plan prepared by Giannone Petricone Associates, dated February 10, 2026. Figure 2 shows the Site Plan.

1.2 THE PROPOSED DEVELOPMENT

The proposed development will consist of fifteen (15) blocks of mixed-use buildings, ranging between 1-storey and 53-storeys in height. An entertainment complex including an arena, hotel and community uses will be located on Block 5. A college campus will be located on Block 8. The remaining blocks between 1 and 15 will be residential or mixed-use.

The majority of the occupancy on the site will be located at the eastern end, with the campus Block 8 located in the middle, surrounded by natural heritage system blocks and Block 14 being located at the southwest corner, adjacent to the Aldershot GO station parking lot.

A parkway link road (Street A) will run east/west from King Road to the Aldershot GO station.

It is understood that the current proposed design of the southern row of the Block 10 townhouse blocks (adjacent to Street A) will be 4 storeys for the northern half of the blocks and 3 storeys for the southern half. The south façade of the 4-storey portion will not have any noise sensitive windows.

2.0 THE EFFECT OF THE ENVIRONMENT ON THE PROJECT

2.1 STATIONARY NOISE SOURCES

2.1.1 Facilities with Detailed Assessments

There are several existing stationary sources in the vicinity with the potential for significant impact the proposed site. The uses are described below and an assessment is included in Section 2.6.

- CN Aldershot Yard – the noise sources associated with this facility would be train assembly and shunting activities.
- Pollard Windows Inc. – the noise source associated with this facility would be the existing dust collector.
- Power & Tel of Canada Ltd. – the noise sources associated with this facility would be the truck delivery and loading/unloading activities.
- 1156-1162 King Road –the noise sources associated with this facility would be the rooftop HVAC units, delivery truck activities and interior noise emitting through the overhead doors.

2.1.2 Other Facilities

There are other stationary sources in the vicinity, but these are not expected to cause any significant noise impact at the proposed site. These other uses include:

- JKM Towing / Riewald Garage (1231 King Rd) – The noise sources at this facility are expected to be truck movements and noise emitting through the open overhead doors. A preliminary noise model was built to assess this facility. The predicted sound levels at the subject site were below the Class 1 exclusion limits. Thus, noise from this facility is not expected to have a significant impact on the subject site.
- Sports Distributors of Canada Ltd (1187 King Rd) – The noise sources at this facility are expected to be the rooftop mechanical units as well as truck activities. Based on satellite imagery, there are only two small rooftop units and the loading docks are located on the east side of the building, facing away from the subject site. Based on these observations and the presence of the intervening roadway (King Rd), noise from this facility is not expected to have a significant impact on the subject site.
- JJF Dynamic Tool Inc (1177 King Rd) – The noise sources at this facility are expected to be truck movements and noise emitting through the overhead doors. Based on satellite and street-view imagery, there is not a lot of space for significant truck activities and there are only two overhead doors with some exposure to the subject site. Based on the observations and the presence of the intervening roadway (King Rd), noise from this facility is not expected to have a significant impact on the subject site.
- 1159-1163 King Rd – The noise sources at this facility are expected to be rooftop mechanical equipment, truck movements and noise emitting through the open overhead doors. A preliminary noise model was built to assess this facility. The predicted sound levels at the subject site were below the Class 1 exclusion limits. Thus, noise from this facility is not expected to have a significant impact on the subject site.

- IKEA Burlington External Pick-Up Warehouse (1135 King Rd) – The noise sources at this facility are expected to be rooftop mechanical equipment and truck activities including trailer coupling/uncoupling. A preliminary noise model was built to assess this facility. The predicted sound levels at the subject site were below the Class 1 exclusion limits. Thus, noise from this facility is not expected to have a significant impact on the subject site.
- 1102 King Rd – This property was listed in the Land Use Compatibility Report (Reference 8) as a storage yard. Based on street-view imagery, this yard is currently vacant and open for lease. Based on this observation and the presence of existing dwellings at closer setback distances, noise from this facility is not expected to have a significant impact on the subject site.
- Filter Solutions Inc (649 Enfield Road) – The noise sources at this facility are expected to be noise emitting through the overhead doors and paint exhaust. The overhead doors face away from the subject site and face towards existing dwellings. Thus they are not expected to have a significant impact. Based on the distance separation (approximately 280 m) and the presence of the intervening roadway (King Rd), noise from this facility is not expected to have a significant impact on the subject site.
- Other existing commercial and industrial developments on Enfield Road – The noise sources associated with these facilities would be the HVAC units as well as truck/delivery activities. Based on the distance separation, as well as and the presence of existing dwellings at closer setback distances to these facilities, significant noise impact is not expected. Thus, these facilities have not been considered further.
- The Cultivated B Canada Ltd (649 North Service Rd) – The main noise sources at this facility are expected to be the rooftop mechanical equipment. Based on the distance separation (approximately 420 m) and the presence of the intervening roadway (Highway 403), noise from this facility is not expected to have a significant impact on the subject site.
- Canada Brick (1570 Yorkton Ct) – The main noise sources at this facility are expected to be truck activities and quarrying activities. The Burlington Christian Academy (521 North Service Rd) is closer to this facility than the subject site. As this facility is required to meet the MECP guideline limits at this school, it is expected that the guideline limits would also be met at the subject site which is further setback and experiences high ambient sound levels from Highway 403.
- Ippolito Fruit and Producer Ltd (201 North Service Rd) – The main noise sources at this facility are expected to be the rooftop mechanical equipment and truck activities. Based on the distance separation (approximately 320 m) and the presence of the intervening roadway (Highway 403), noise from this facility is not expected to have a significant impact on the subject site
- GO Aldershot Station – The main noise sources at this facility are expected to be the refueling truck and idling locomotives (while being refueled). Based on the distance separation, as well as and the presence of existing dwellings at similar setback distances to the refueling location, significant noise impact is not expected. In addition, the CN Aldershot yard, which has a significant impact on the subject site is situated between the subject site and the refueling area. Thus, by comparison, train refueling is expected to be insignificant and has not been considered further.

Trains idling for passenger pickup/dropoff were included in the transportation noise assessment.

- Aldershot Greenhouses Ltd.(1135 Gallagher Rd) – The noise sources associated with this facility are expected to be the HVAC units as well as truck activities. Based on the distance separation, as well as and the presence of existing dwellings at closer setback distances to this facility, significant noise impact is not expected. Thus, this facility has not been considered further.

2.2 TRANSPORTATION NOISE SOURCES

The primary noise sources with the potential to impact the site are road traffic on Highway 403, King Road, and the internal Street A and rail traffic on the CN Oakville Subdivision and GO Transit Lakeshore West line.

Note that an MTO transitway is proposed at the north side of Highway 403. It is expected that the AADT for this corridor will be much lower than the ultimate SADT provided for Highway 403 (171,900 vpd, see Section 2.2.1 below) and would only consist of busses (potentially less than 1000 vpd). Thus, noise from this corridor is expected to be negligible compared to Highway 403 and was not included in the assessment.

The road and rail traffic data correspondence is included as Appendix A and summarized in Tables 1A and 1B.

2.2.1 Road Traffic

Road traffic volumes for King Road were obtained from the City of Burlington in the form of a Turning Movement Count (TMC) for June 24, 2021. The TMC was done over an 8-hour time period. Daily (24-hour) volumes were extrapolated from the 8-hour turning movement counts by multiplying the turning movement count data by a factor of 2.2 (that is, the 8-hour period consists of 45% of the total daily traffic volume). A growth rate of 2%, compounded annually, was applied to obtain future (year 2036) traffic volumes. The overall truck percentages were obtained from the TMC. The ratio of medium trucks to heavy trucks was assumed to be 60%/40% of the total truck volume.

Year 2035 traffic volumes for King Road and the Street A were provided by Stantec, the traffic consultant for this project, in the form of future peak hour turning movement count (TMC) data. The 24-hour traffic volumes were calculated by multiplying the higher of the AM or PM peak hour volume by 10. For Street A, the medium and heavy truck percentages were assumed to be 3.0% and 2.0%, respectively, of the total volume. The traffic consultants indicated that a speed limit of 60 kph should be assumed for the Street A.

The year 2035 volume calculated from the traffic consultants for King Road is higher than the year 2034 data calculated from the TMC provided by the City. Thus, to be conservative, the year 2035 volume from the traffic consultant data was used in the analysis along with the truck percentages calculated from the TMC provided by the City.

A day/night split of 90%/10% was assumed for King Road and Street A as is typical for well-travelled roadways.

Ultimate traffic data for Highway 403 was obtained from the Ministry of Transportation (MTO). The ultimate traffic volumes included both AADT and SADT volumes. To be conservative, the higher SADT volume was used in the analysis. Heavy and medium trucks were assumed to be 75% and 25% of the total truck volume provided, as recommended by the MTO for freeways. A day/night split of 67%/33% was assumed.

TABLE 1A ROAD TRAFFIC DATA

Roadway	Year	24-hour Volume	% Trucks		Speed Limit (kph)	Day/Night Split (%)[4]
			Medium	Heavy		
Highway 403[1]	Ultimate SADT	171 900	1.75	5.25	100	67/33
King Road[2]	2035 (2036)	22 160 (22 603)	8.16	5.44	50	90/10
Street A[3]	2035 (2036)	10 740 (10 955)	3.00	2.00	60	90/10

Notes:

(1) Ultimate SADT (Summer Average Daily Traffic) and total truck percentage provided by MTO. Heavy and medium trucks were assumed to be 75% and 25% of the total truck percentage provided.

(2) The year 2035 volumes were calculated from the future (2035) peak hour traffic volumes provided by Stantec. The peak hour volumes were converted to 24-hour volumes by multiplying by 10. Truck percentages were calculated from the TMC provided by the City of Burlington. The ratio of medium trucks to heavy trucks was assumed to be 60%/40% of the total truck volume. The data shown in brackets is projected to the year 2036 at a growth rate of 2% compounded annually.

(3) The year 2035 volumes were calculated from the future (2035) peak hour traffic volumes provided by Stantec. The peak hour volumes were converted to 24-hour volumes by multiplying by 10. Truck percentages were assumed. The data shown in brackets is projected to the year 2036 at a growth rate of 2% compounded annually.

(4) The day/night splits were assumed.

2.2.2 Rail Traffic

The rail noise source with potential for impact on the proposed development is through-rail traffic on the CN Oakville Subdivision. The GO Transit Lakeshore West line also runs along the same corridor.

2.2.2.1 CN

Rail traffic data applicable to the year 2022 for the CN Oakville Subdivision was obtained directly from CN (see Appendix A). Rail traffic on the Oakville Subdivision consists of passenger and way freight trains. The rail traffic data was escalated to the year 2036 design condition using a growth rate of 2.5% compounded annually. This escalation rate is suggested by the railway authorities when preparing environmental noise studies.

2.2.2.2 GO Transit

Future GO rail traffic volumes for the GO Lakeshore West line, applicable to a 10-year time horizon, were provided by Metrolinx in an email received January 30, 2026. The GO Lakeshore West line rail traffic will consist of passenger trains with one locomotive that is diesel powered.

Aldershot GO station is located immediately west of the subject site. Noise from trains idling was included in the assessment of GO Transit transportation noise. Sound measurements at the train

station were done by VCL staff on December 10, 2014 for a different project. Based on the sound measurements, the train idling was modelled as a point source at a height of 4 m above grade, with a sound power level of 106 dBA.

TABLE 1B RAIL TRAFFIC DATA

Track	Period	Train Type	Maximum # of Trains	Maximum # of Cars/Train	Maximum # of Locomotives/ Train	Maximum Speed (kph)
CN Oakville Subdivision(1)	Daytime	Way Freight	4 (5.4)	25	4	97
	Nighttime	Way Freight	2 (2.7)	25	4	97
	Daytime	Passenger (VIA)	13 (17.5)	10	2	129
	Nighttime	Passenger (VIA)	0 (0)	10	2	129
GO Transit Lakeshore West Line(2)	Daytime	Commuter (GO)	132	10	1	153
	Nighttime	Commuter (GO)	21	10	1	153

Notes:

(1) Data obtained from CN for the year 2022. Values shown in brackets have been extrapolated to the Year 2036 design condition using a 2.5 % growth rate, compounded annually.

(2) Data obtained from GO Transit for the year 2036.

2.3 VIBRATION SOURCES

The vibration source with potential for impact on the proposed development is rail traffic on the CN Oakville Subdivision and in the CN Aldershot yard. As the proposed development is still in the early stages of design, it is recommended that the vibration impacts be assessed at a later stage of the approval submission process when the built forms and setbacks have been settled on.

2.4 ENVIRONMENTAL NOISE GUIDELINES

2.4.1 MECP Publication NPC-300

The applicable noise guideline limits for new residential development are those in MECP Publication NPC-300, “Environmental Noise Guideline, Stationary, and Transportation Sources-Approval and Planning”. These are discussed briefly below and are summarized in Appendix B.

2.4.1.1 Transportation Noise Sources

2.4.1.1.1 *Architectural Elements*

In the daytime (0700 to 2300), the indoor criterion for road noise is $L_{eq\ Day}$(1) of 45 dBA for sensitive spaces such as living/dining rooms, dens and bedrooms. At night, the indoor criterion for road noise is $L_{eq\ Night}$(2) of 45 dBA for sensitive spaces such as living/dining rooms and dens and 40 dBA for bedrooms. The indoor criteria for rail noise are 5 dBA lower than those for road noise; that is,

(1) $L_{eq,\ Day}$ 16-hour energy equivalent sound level (0700-2300 hours).
(2) $L_{eq,\ Night}$ 8-hour energy equivalent sound level (0700-2300 hours).

40 dBA for living/dining rooms, dens and bedrooms during the daytime and nighttime periods except for bedrooms where the nighttime indoor criterion is 35 dBA.

For sleeping quarters of hotels, the suggested nighttime (2300 to 0700) indoor sound level for road and rail noise is $L_{eq\ Night}$ of 45 dBA and 40 dBA, respectively. There are no suggested indoor sound levels for sleeping quarters in the daytime presented in Table C-9 of NPC-300. However, the nighttime 45 dBA criterion was also taken to apply during the daytime period.

For noise sensitive uses such as schools, the indoor sound level limits for road and rail traffic noise are a daytime sound level $L_{eq\ Day}$ of 45 dBA and 40 dBA, respectively. There are no nighttime criteria for this type of use.

The architectural design of the building envelope (walls, windows, etc.) must provide adequate sound isolation to achieve the above indoor sound level limits applying the outdoor sound level predicted at the facades.

In addition, the MECP requires brick veneer exterior wall construction or masonry equivalent construction from the foundation to the rafters for the first row of dwellings within 100 m of the rail line when the $L_{eq\ 24}$ is greater than 60 dBA.

2.4.1.1.2 *Ventilation*

In accordance with NPC-300, if the daytime sound level, $L_{eq\ Day}$, at the exterior face of a noise sensitive window is greater than 65 dBA, central air conditioning should be provided so that windows can be kept closed for noise control purposes. For daytime sound levels between 56 dBA and 65 dBA inclusive, there need only be the provision for adding air conditioning at a later date. A warning clause advising the occupant of the potential interference with some activities is also required. At nighttime, air conditioning would be required when the sound level exceeds 60 dBA ($L_{eq\ Night}$) at a noise sensitive window (provision for adding air conditioning is required when greater than 50 dBA).

2.4.1.1.3 *Outdoors*

For Outdoor Living Areas (OLA's), the guideline objective is $L_{eq\ Day}$ of 55 dBA with an excess not exceeding 5 dBA considered acceptable if it is technically not practicable to meet the 55 dBA objective, providing warning clauses are also registered on title.

Note, a balcony or elevated terrace is not considered an OLA unless it is:

- The only OLA for the occupant;
- at least 4 m in depth; and
- unenclosed.

Outdoor locations associated with a noise-sensitive commercial use (e.g. a hotel) or a noise-sensitive institutional use (e.g. a school) are not considered to be noise sensitive.

2.4.1.2 Stationary Noise Sources

Stationary sources are treated differently by the MECP guideline than transportation sources of noise (i.e., road and rail traffic). Stationary source noise criteria used for noise impact assessments are dependent on the type of area and the ambient sound environment. The site and area are Class 1, i.e., an area where the ambient sound environment is dominated by "urban hum", primarily traffic noise. This is due to the proximity of the area road network. See Appendix B.

2.4.1.2.1 *Class 1 Area - Non-Impulse Sources*

MECP Publication NPC-300 requires the hourly sound level (i.e., $L_{eq\ 1hr}$) from the stationary sources not exceed the higher of the ambient sound level, due to road traffic noise, or the minimum exclusion limits at a Point of Reception (POR). For a Class 1 area, the exclusion limits are 50 dBA during the daytime and evening periods (0700 to 2300 hours) and 45 dBA during the nighttime period (2300 to 0700 hours). The above limits apply at the exterior of a noise sensitive plane of window (at all times) and at an outdoor area only during the daytime and evening period. There are no sound level limits at an outdoor point of reception at night.

The MECP requires a "predictable worst case" one-hour operating scenario be analysed. This would occur when the sound emissions from the stationary noise source exceeds the guideline limit by the greatest margin.

There are no indoor sound level limits provided for stationary sources.

2.4.1.2.2 *Class 1 Area - Impulse Sources*

Impulsive sounds are a category of sounds which last for a brief time (typically fractions of one second). Examples are the sounds of banging metal, punch presses or gunshots. Some activities in a rail yard, such as coupling of cars, take-up of slack when a train stops or starts moving and shunting of cars can generate impulsive noise.

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 receptor. 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 for impulse sources are dependant on Class of area as well as the number of impulses that occur in the worst-case hour. For frequent impulses (9 or more in an hour), the sound level limits are the same as for non-impulse sources.

2.4.1.2.3 *Class 4 Area - Sound Level Criteria*

Class 4 areas are defined in NPC-300 as an area:

- intended for development with new noise-sensitive land use(s) that are not yet built;
- in proximity to existing, lawfully established stationary source(s); and
- that has formal confirmation from the land use planning authority with the Class 4 area classification.

Although not specifically identified in NPC-300, the Class 4 area status is intended to be used when noise mitigation measures required to meet the typically applied Class 1 or 2 guideline limits are not practical to implement. Class 4 is also a way to allow development in areas that are in transition.

The sound level limits for Class 4 areas are generally higher than those for a Class 1 area. The sound level limits in a Class 4 area are the higher of the ambient due to road traffic or the minimum exclusion limits defined as:

- 60 dBA during the daytime and evening at a plane of window;
- 55 dBA during the nighttime at a plane of window; and
- 55 dBA during the daytime and evening at an outdoor point of reception.

For impulsive noise sources, the sound level exclusion limits in a Class 4 area are similarly 5 to 10 dBA higher than those for a Class 1 or 2 area. See Appendix B.

2.4.1.2.4 *Area Classification*

The site is located in a Class 1 area based on the dominance of sounds from human activity at all times of the day or night.

2.4.1.2.5 *Other Noise-Sensitive Uses*

For noise-sensitive institutional uses such as a school, outdoor planes of windows for classrooms and offices are considered PORs, but auxiliary areas such as hallways and support areas are not considered noise sensitive. As the school is in use during the daytime/evening hours only, it is not considered noise-sensitive during the nighttime.

For noise-sensitive commercial uses such as a hotel, the daytime, evening and nighttime exclusion limits for residential uses apply. However, hotels may be designed with inoperable windows, which are not considered to be a POR under MECP guidelines, whereas this approach is not available for residential uses.

Outdoor locations associated with a noise-sensitive commercial use or institutional use are not considered to be noise sensitive.

2.4.2 Federation of Canadian Municipalities and Railway Association of Canada.

The standard noise mitigation measures recommended jointly by the Federation of Canadian Municipalities and the Railway Association of Canada (FCM/RAC) in the guidelines of Reference 5 are:

- a minimum setback of 30 m from the edge of the railway right-of-way to the closest dwelling facade;
- a safety berm at least 2.5 m above grade at the property line;
- an approximately 3.0 m high acoustic fence atop the safety berm (to achieve a total height of 5.5 m above the top of the rail);
- upgraded exterior wall construction (such as brick veneer), where needed; and
- warning clauses specific to the railway for all dwellings within 300 m of the right-of-way.

Aside from the “standard” requirements regarding the setback of dwellings and safety berm/sound barrier configuration, the sound level design objectives of the FCM/RAC guidelines are similar to those of the MECP. See Appendix A. The FCM/RAC guidelines also permit modifications to their standard requirements where substantiated by a detailed noise impact assessment.

2.5 NOISE IMPACT ASSESSMENT – TRANSPORTATION SOURCES

2.5.1 Method

A 3-D acoustic model of the proposed development was created using CadnaA V2025 MR1 environmental noise modelling software, which follows the protocol of the ISO Standard 9613.2 (1996), "Acoustics - Attenuation of Sound During Propagation Outdoors", to determine the predicted sound exposures at each receptor location. The model accounts for sound propagation factors such as distance attenuation, ground attenuation and atmospheric absorption.

2.5.1.1 Road Traffic

Using the road traffic data in Table 1A, the sound levels, in terms of $L_{eq\ Day}$ and $L_{eq\ Night}$, were calculated using CadnaA. The roadways were modelled as line sources. The sound power levels of the line sources were determined by comparison/calibration with the ORNAMENT model, the computerized road traffic noise prediction model of the MECP. The ORNAMENT calibration is included as Appendix C.

It is recognized that there could be differences between the modelling done using CadnaA and that using ORNAMENT. However, for this preliminary assessment, the differences would not result in any substantial changes to the conclusions or the determination of feasibility of the proposed development. Detailed noise studies should be completed for the individual buildings at later stages of the approval process. The detailed studies will update the preliminary assessment completed here.

2.5.1.2 Rail Traffic

Using the rail traffic data in Table 1B, the sound levels in terms of $L_{eq\ Day}$ and $L_{eq\ Night}$, were determined using the CadnaA implementation of the Federal Transit Administration (FTA) / Federal Railroad Administration (FRA) assessment method.

This modelling method was chosen due to proximity of the development to the Aldershot GO Station. The FTA/FRA method in Cadna takes into account the varying train speeds resulting from trains accelerating and decelerating near a stopping point, such as at a GO station.

The sound levels from the GO Train idling at Aldershot GO station were determined using the CadnaA implementation of the ISO Standard 9613.2 (1996), "Acoustics – Attenuation of Sound During Propagation in Outdoors", to predict the sound levels at the building facades.

Additional details regarding the rail traffic modelling are included in Appendix D.

2.5.1.3 Additional Analysis Notes

Common and private residential outdoor living area (OLA's) are not identified on the drawings and thus, none were assessed at this stage. It is expected that mitigation for these types of locations will be provided at a later stage in the design.

2.5.2 Results

The highest unmitigated daytime/nighttime sound levels at the building facades are predicted to be:

- 67 dBA / 64 dBA due to rail noise on the south facade of the Block 14, with the most exposure to the CN Oakville subdivision.
- 79 dBA / 79 dBA on the north façade of the three-storey podium in the westernmost building of Block 11, the closest to Highway 403.

Figures 3A and 3B shows the predicted daytime/nighttime sound levels due to road traffic and rail traffic, respectively.

2.5.3 Noise Abatement Requirements

The noise control measures can generally be classified into two categories which are interrelated, but which can be treated separately for the most part:

a) The sound isolation performance of architectural elements needed to achieve the indoor noise guideline limits for transportation sources; and

b) Design features to protect the OLA's.

Noise abatement requirements are summarized in Table 3 and the notes to Table 3.

2.5.3.1 Indoors

2.5.3.1.1 *Architectural Elements*

The indoor noise guideline sound levels can be achieved by using appropriate construction for exterior walls, windows and doors.

In determining the worst-case architectural sound isolation requirements, exterior wall and window areas were each assumed to be 50% of the associated floor area, on each facade of a corner room with both facades exposed directly or at an angle to the transportation noise source(s).

In accordance with the MECP requirements for development adjacent to a rail corridor, upgraded wall construction should be expected up to and including brick veneer or masonry equivalent. In this preliminary assessment, STC 54 wall construction has been assumed throughout.

Suites in the first row of buildings from Highway 403 would have the highest window STC requirements. Accounting for the upgraded exterior walls, the worst-case window requirements for these buildings are up to STC 48.

The window STC requirements would be lower at suites that are farther setback and shielded from the highway due to the orientation of the building. The STC requirements would also be lower for rooms with smaller windows than those assumed above.

The STC requirements would be higher if the rooms are designed with larger window sizes relative to the floor area.

It is noted that the window STC ratings above can be achieved using specialty windows. However, these requirements are very high. Consideration should be given to:

- Reducing the size of the windows or ensuring that the exterior window area is small relative to floor area of the associated space.
- Designing the spaces so that the rooms at the northeast or northwest corners of the buildings have windows on only one facade (preferably, the west or east, not in the direction of the highway).
- Designing the suites such that there are no bedrooms at the northeast and northwest corners (i.e., with both facades exposed to the highway).
- Having non-noise sensitive space, such as a walk-in closets or washroom at the northeast and northwest corners of the buildings.
- Improving the exterior wall construction to provide greater than STC 54.

The above design measures can be used to reduce the window requirements and should be considered during the detailed design stages of the project.

Note, the window frames themselves must also be designed to ensure that the overall sound isolation performance for the entire window unit meets the sound isolation requirement. This must be confirmed by the window manufacturer through the submission of acoustical test data.

The final sound isolation requirements should be reviewed when detailed architectural plans are developed. Wall and window constructions should also be reviewed at this point to ensure that they will meet the required sound isolation performance. This is typically required by the City at the time of building permit application.

2.5.3.1.2 *Ventilation Requirements*

All suites in the development require mandatory air conditioning to allow windows to remain closed for noise control purposes.

2.5.3.2 Outdoors

The location of any private/common OLA's for the residences are not shown in the drawings. The actual height and location of any sound barrier/parapet walls will vary depending on the location and orientation of the amenity areas with respect to exposure to the noise sources. The noise impact on the OLA's should be assessed once the locations are determined.

2.6 NOISE IMPACT ASSESSMENT – STATIONARY SOURCES

There are existing stationary sources to the north, south and east of the site. The facilities with the potential for significant impact on the subject site are listed in Section 2.1.1.

The stationary sources and a description of their operations are provided below. The noise sources are summarized in Table 2.

2.6.1 CN Aldershot Yard

The CN rail yard is located to the east of Aldershot GO station. Based on information provided by CN, the main activities at the yard include train assembly, preparing traffic heading east and west, local switching activities and shunting. The rail yard operates 24 hours a day. The main noise sources with potential noise impact on the subject site are idling and moving locomotives, rail-wheel squeal and the coupling/uncoupling and stretching impulses.

An acoustical model of the yard was provided by Jade Acoustics Inc on behalf of CN and was used to determine the impacts on the subject site.

2.6.2 Pollard Windows

Pollard Windows is located at 1201 to 1225 King Road, on the east side of the roadway from the subject site. This facility is a manufacturer and distributor of windows and doors. The significant noise source at the facility is the large dust collector located between the two main buildings. Sound measurements of the dust collector were taken from the roadway by VCL staff on January 10, 2023. Based on the sound measurements, the dust collector was modelled as a point

source at a height of 11 m above grade, with a sound power level of 106 dBA. The dust collector was assumed to operate for the full hour for the worst-case daytime/evening and nighttime scenarios.

The shipping and receiving area is located at the back of the main buildings, with the entrance off of Hydro Lane. Due to the distance separation and the screening provided by the facility, noise from the truck delivery activities is not expected to have a significant impact on the subject site.

2.6.3 Power & Tel of Canada Ltd.

Power & Tel of Canada Ltd. is a telecommunications equipment provider located at 1141 King Road, approximately 100 m southeast of the subject site. The facility is open between 0800 and 1630 hours. The significant noise sources associated with this facility are the truck delivery and loading/unloading activities. Based on aerial imagery, the rooftop mechanical units appear to be small and are expected to be quiet compared to ambient traffic noise on King Road. Thus, the rooftop mechanical units were not considered significant noise sources.

The facility has two loading docks and a drive-in overhead door on the west side of the building, facing towards the subject site. It was assumed that:

- deliveries and loading/unloading activities occur during the daytime only when the facility is open;
- in the worst-case daytime hour, two heavy trucks could make deliveries to the loading docks;
- both of the heavy trucks idle for 5 minutes at the loading docks;
- frequent (i.e. greater than 9) impulses are generated from a forklift driving over a dock leveler to load/unload the trailers.

2.6.4 1156-1162 King Road

1156-1162 King Road is a four-building commercial/light industrial development located south of Block 1 of the subject site. The significant noise sources associated with this facility would be the rooftop HVAC units, delivery truck activities and interior noise emitting through the overhead doors. It was assumed that:

- Two medium trucks visit the facility in the worst-case daytime/evening hour, with no truck activities at night.
- All of the 50 rooftop units could be represented by Lennox LGH060 (5-ton) packaged rooftop units and operate for the full worst-case daytime/evening hour and for 30 minutes for the worst-case nighttime hour.
- Half of the overhead doors would be open and emitting noise with a power level of 86.5 dBA (sound power based on library data on hand).

TABLE 2 NOISE SOURCES

Source ID[1]	Source Description	Sound Power Level (dBA)[7]	Source Height (m)[5]	Operating Time (per worst case hour)	
				Daytime / Evening	Nighttime
CN Aldershot Yard					
JDSS_Cont_RWS[3]	Rail-Wheel Squeel	136.5[10][13]	1.0	1 minute	1 minute
JDSS_Cont_LM[3]	Locomotive Moving	117[10]	4.0	60 minutes	60 minutes
JDSS_Cont_TM[2]	Slow Moving Train	117[10]	4.0	60 minutes	60 minutes
JDSS_Cont_LI1 to 12	Locomotive Idling	111[10][12][13]	4.0	60 minutes	60 minutes
JDIMP_CUS[3]	Coupling/Uncoupling and Stretching Impulses	124[10]	2.0	Frequent (i.e. greater than 9)	Frequent (i.e. greater than 9)
GO Aldershot Station (Transportation Noise Sources)					
Rail_GOTrainIdling	GO Train Idling at Station (Transportation)	106	4.0	54 minutes	30 minutes
Pollard Windows					
PW_DC	Dust Collector	106[11]	11.0	60 minutes	60 minutes
Power & Tel					
PT_HTrkMov[2]	Heavy Truck Movement	106[9]	2.4	2 movements at 15 kph	0
PT_HTrkIdle	Two Heavy Trucks Idling	101[12]	2.4	5 minutes each	0
PT_IMP_LD	Loading/Unloading Impulses	110	1.0	Frequent (i.e. greater than 9)	0
1156 – 1162 King Road					
KingComm_RTU01 to 50	5-ton Rooftop Unit (Lennox LGH060)	82[8][12]	1.2[6]	60 minutes each	30 minutes each
King Comm_MTrkMov	Medium Truck Movement	100[9]	2.4	2 movements at 20 kph	0
KingComm_OH1 to 9[4]	Interior Noise Emitting Through Open Overhead Doors	87[12]	4.0	60 minutes each	0

Notes:

(1) See Figures 4A to 7 for source locations. Sources are represented by point sources unless otherwise noted.
(2) Line source.
(3) Area source.
(4) Vertical area source.
(5) Relative to grade unless otherwise noted.
(6) Relative to rooftop.
(7) VCL data library unless otherwise noted.
(8) Manufacturer's sound data.
(9) Sound level data obtained from Reference 6.
(10) Sound data provided by Jade Acoustics Inc.
(11) Sound measurements by VCL staff on January 10, 2023.
(12) Sound power level for a single source.
(13) Including 5 dBA penalty for tonality.

2.6.5 Analysis Method

A 3-D acoustic model of the facility, as shown in Figures 3A to 7, was developed using CadnaA V2025 MR1 environmental noise modelling software, which follows the protocol of the ISO Standard 9613.2 (1996), "Acoustics – Attenuation of Sound During Propagation in Outdoors", to predict the sound levels at the building facades. Accounting for distance attenuation and ground attenuation, the sound level was determined for each receptor position.

The following parameters were used in the model:

1. Hard ground (G = 0.0) was used for roadways, railways and paved surfaces. Soft ground (G = 1) was used elsewhere.
2. Two orders of sound reflection were included in the assessment.

The building evaluation feature was used to calculate the sound levels from the stationary sources. This method calculates sound levels on a grid of receivers over each facade at each storey of the building. In Figures 3A to 7, the numerical values in the octagons around the buildings represent the highest sound level at that location, at any floor. Non-noise sensitive uses (e.g., the ground floor retail areas) were not included in the assessment.

2.6.6 Numerical Sound Level Limits

The ambient sound environment is dominated by noise from road traffic on Highway 403. However, since the majority of the stationary noise sources are to the south of the proposed development, the most significant stationary source impact is expected to occur at the south-facing facades which are completely screened from Highway 403. Thus, to be conservative, the minimum exclusion limits were used for all receptors in the development.

2.6.7 **CN Aldershot Yard**

2.6.7.1 Predicted Sound Levels

Figures 4A and 4B show the predicted sound levels due to the non-impulse and impulse sources at the CN Aldershot Yard, respectively. The white areas indicate compliance and red areas indicate an excess over the Class 1 limits.

The worst-case impulse sound level is predicted to be 65 dBAI at Block 14 during the daytime/evening and nighttime. This is a 15 dBAI excess over the daytime/evening Class 1 limit and a 20 dBAI excess over the nighttime Class 1 limit. The impulse sound levels at the other buildings are also predicted to exceed the Class 1 limits.

The worst-case non-impulse sound levels are predicted to be 63 dBA at Block 14 during the daytime/evening and nighttime. This is a 13 dBA excess over the daytime/evening Class 1 limit and an 18 dBA excess over the nighttime Class 1 limit. The non-impulse sound levels at the other buildings are also predicted to exceed the Class 1 limits.

2.6.7.2 Mitigation Measures to Meet the Class 1 Sound Level Limits

To meet the Class 1 sound level limits for the impulse and non-impulse sources at the CN Aldershot Yard, a sound barrier would need to be constructed to break the line of sight between the yard and the upper storeys of the proposed development. Given the heights of the proposed buildings, the sound barriers would need to be impractically high to be effective.

2.6.8 Pollard Windows

2.6.8.1 Predicted Sound Levels

Figure 5 shows the predicted sound levels due to the noise sources at Pollard Windows. The worst-case sound levels are predicted to be 55 dBA at Block 2 during the daytime/evening and nighttime. This is a 5 dBA excess over the daytime/evening Class 1 limit and a 10 dBA excess over the nighttime Class 1 limit.

2.6.8.2 Mitigation Measures to Meet the Class 1 Sound Level Limits

Meeting the Class 1 limits for the dust collector would present a significant challenge. Based on the building locations and building heights, it is expected that at-source mitigation would be the most practical method for mitigation (either in the form of a sound barrier or replacement of the dust collector with a quieter unit). Alternatively, the site plan would need to be updated such that receptors on the east side of the site were screened from the source by a non-noise sensitive building, or noise sensitive windows (opening into bedrooms, kitchens, dens, etc.) would need to be oriented away from the noise source. See later discussion regarding Class 4.

2.6.9 Power & Tel of Canada Ltd.

2.6.9.1 Predicted Sound Levels

Figure 6 shows the predicted sound levels due to impulse and non-impulse sources at Power & Tel. The worst-case non-impulse sound levels are predicted to be 45 dBA at Block 1. This meets the Class 1 guideline limits.

The worst-case impulse sound levels are predicted to be 61 dBAI at Building A7. This is an 11 dBAI excess over the daytime/evening Class 1 limit. The impulse sound levels at Block 2 are also predicted to exceed the Class 1 limits.

2.6.9.2 Mitigation Measures to Meet the Class 1 Sound Level Limits

To meet the Class 1 guideline limits, the loading dock at Power & Tel would need to be enclosed. This requires cooperation with the facility, which may not be readily obtained. It should be noted that further refinement of the Power & Tel sound sources may be possible based on further discussion with the operator. This may result in a change to the predicted sound levels that may impact the mitigation requirements. See later discussion regarding Class 4.

2.6.10 1156 – 1162 King Road

2.6.10.1 Predicted Sound Levels

Figure 7 shows the predicted sound levels due to the noise sources at 1156 – 1162 King Road. The worst-case non-impulse sound levels are predicted to be 58 dBA at Block 1 during the daytime/evening and 49 dBA during the nighttime. This is an 8 dBA excess over the daytime/evening Class 1 limit and a 4 dBA excess over the nighttime Class 1 limit.

2.6.10.2 Mitigation Measures to Meet the Class 1 Sound Level Limits

To meet the Class 1 guideline limits, various sound barriers would need to be constructed to break the line of sight between the facility and the upper storeys of the proposed development. This would likely involve cantilevered barriers in order to interrupt the line of sight to upper storey windows. Given the heights of the proposed buildings, this solution is likely not practical. See later discussion regarding Class 4.

2.6.11 Class 4 Status

2.6.11.1 Use of Class 4

The site meets the relevant criteria for classification as Class 4:

- The site would otherwise be a Class 1 area;
- The site is intended for development of noise sensitive land uses that are not yet built;
- The site is in proximity to existing, lawfully established stationary sources, being the CN Aldershot Yard and the existing industries on King Road.

In order to satisfy the final criteria for Class 4 area classification, the site (or portions thereof) needs to be recognized as such by the land use planning authority.

In the circumstances described above, where mitigation at source is not a viable option, and other forms of at-receptor mitigation are not feasible or not desirable for the development of the lands, a Class 4 area classification for the site or at minimum the impacted portions of the site is appropriate.

As outlined above, the Class 4 noise guideline limits are 5 to 10 dBA less stringent than the exclusion limits for a Class 1 area with the limits being 60 dBA during the daytime and evening and 55 dBA at night or the existing ambient sound level, if higher, for a POW receptor.

It is important to note that in Class 4 receptor areas, it is assumed that windows are closed for noise control purposes. In Class 1, 2, and 3 areas, windows are assumed to be open. This is the reason the exterior plane of window sound level limits for Class 4 areas are higher than for Class 1 or 2 areas. The net effect on indoor sound levels under these circumstances is the same.

Dillon Consulting prepared a Major Transit Station Areas Land Use Compatibility Study (MTSA Report) for the City of Burlington. This report assessed the compatibility of developing the area around Aldershot GO station with the existing uses in the area, including the CN Aldershot Yard. That report concludes that the use of Class 4 designations will likely be needed to ensure compatibility between noise-sensitive developments and the CN Aldershot yard, to be confirmed through detailed noise impact assessments. Thus, the MTSA report agrees with the approach of using Class 4 to address stationary noise excesses. It is understood that there are precedent developments within the Aldershot MTSA that have received approval for the Class 4 designation.

2.6.11.2 Predicted Sound Levels Compared to Class 4 Sound Level Limits

The sound levels from the CN Aldershot Yard and Power & Tel exceed the Class 4 sound level limits. Excesses over the Class 4 limits are predicted at various buildings throughout the

development. Note that as the school is expected to operate during the daytime only, the Class 4 sound level limits are predicted to be met.

Regarding the impacts of the noise sources at Power & Tel, the sound levels are predicted to be up to 61 dBA, which is a minor excess of 1 dBA over the Class 4 daytime/evening exclusion limit. Further refinement of the Power & Tel noise sources may be possible based on further discussion with the operator to lower the predicted sound level to within the Class 4 exclusion limits. In addition, the inclusion of ambient noise from King Road may be enough to raise the sound level limits above the minimum exclusion limits, which would remove the excesses and the need for any additional noise mitigation. Further investigation is needed.

To address the potential noise impacts from the CN Aldershot Yard, it is recommended that the on-building noise mitigation measures be included in the design of the affected buildings. Such mitigation could include the use of Enclosed Noise Buffers that extend the full width of the suite. The Enclosed Noise Buffer will be unconditioned and will fall outside of the exterior environmental envelope of the building and therefore will not form part of the suite GFA. The enclosed space will be separated from the remaining indoor space by a physical boundary, such as the exterior wall or glazed opening with an operable swing or sliding door for access.

Alternatively, those windows that exceed the Class 4 limits could be fitted with buffer windows. Buffer windows are similar to an ENB concept in that the outer window pane attenuates the sound level from the stationary source such that the Class 4 limits are met at the interior window pane. The outer and inner panes are separated by an airspace of approximately 4 inches. The outer pane (and the interstitial air space) must provide sufficient attenuation to meet the Class 4 sound level limits at the exterior of the inner pane.

For the hotel in Block 5, non-operable windows can be incorporated if desired to exclude these areas from being PORs. However, exterior façade STC ratings would still need to be sufficient to achieve reasonable indoor noise levels.

Figure 8 shows 3D views of the Class 4 excess locations.

In addition, either a 9.7 m high sound barrier in Block 21, or a combination of sound barrier, berm and on-building noise control measures are recommended to mitigate the sound levels at the Townhouse units in Block 10 to the Class 4 limits. Figure 9 shows the 9.7 m high sound barrier option in Block 21 and the non-impulse sound levels at the townhouse blocks in Block 10.

The exact form of mitigation is currently being discussed and will be confirmed as the design progresses. The impact of the Future Development Block 26 could also affect the noise mitigation requirements and should be considered once design details are available.

2.7 WARNING CLAUSES

Warning clauses are a tool to inform prospective owners/occupants of potential annoyance due to existing noise sources. Where the guideline sound level limits are exceeded, appropriate warning clauses should be registered on title or included in the development agreement that is registered on title. The warning clauses should also be included in Agreements or Offers of Purchase and Sale and Lease/Rental Agreements to make future occupants aware of the potential noise situation.

Table 3 and the Notes to Table 3 summarize the warning clauses for the site.

Note that if the site is made Class 4, warning clauses should be registered on title to inform future occupants/residents of the noise situation. Sample wording for the warning clause is given in NPC-300. A recommended, revised version is included in the Notes to Table 3.

TABLE 3 MINIMUM NOISE ABATEMENT MEASURES

Location	Air Conditioning(1)	Exterior Wall(2)	Window STC Rating(2)	Sound Barrier(3)	Warning Clauses(4)
All Suites	Mandatory	STC 54	Up to STC 48	To be determined once OLA's are defined.	A + B + C + D

Notes:

(1) Where means must be provided to allow windows to remain closed for noise control purposes, a commonly used technique is that of air conditioning. Air conditioning equipment must comply with the sound level limits in NPC-300.

(2) STC – Sound Transmission Class Rating (Reference ASTM E-413). A sliding glass walkout door should be considered as a window and be included in the percentage of glazing.

The requirements were based on the assumed percentages of wall and window area to associated floor area stated in Section 2.5.3 and should be reviewed once detailed floor plans are available.

(3) Sound barriers must be of solid construction with no gaps, cracks or holes, and must meet a minimum surface density of 20 kg/m². Suitable material can include wood, concrete, metal sandwich panel, glazing or a combination of these.

(4) Warning clauses to be included in Occupancy Agreements:

A. "Purchasers/tenants are advised that despite the inclusion of noise control features in the development and within the building units, sound levels due to increasing road and rail traffic may on occasion interfere with some activities of the dwelling occupants."

B. "This dwelling unit has been supplied with a central air conditioning system which will allow windows and exterior doors to remain closed, thereby ensuring that the indoor sound levels are within the Municipality's and the Ministry of the Environment and Conservation and Parks' road and rail noise criteria."

C. Canadian National Railways, Metrolinx or its affiliated railway companies has or have a railway right-of-way within 300 m from this dwelling unit. There may be alterations to or expansions of the railway facilities of such right-of-way in the future, including the possibility that Canadian National Railways, Metrolinx or its affiliated railway companies as aforesaid, or their assigns or successors may expand their business operations. Such expansion may affect the living and business environment of the residents, tenants and their visitors, employees, customers and patients in the vicinity, notwithstanding the inclusion of any noise and vibration attenuating features in the design of the development. Canadian National Railways, Metrolinx, its affiliated railway companies and their successors and assigns will not be responsible for any complaints or claims arising from use of such facilities and/or operations on, over or under the aforesaid right-of-way."

D. "Purchasers/tenants are advised that sound levels due to adjacent industry, rail yard or commercial facilities are required to comply with sound level limits that are protective of indoor areas and are based on the assumption that windows and exterior doors are closed. This dwelling unit has been supplied with a ventilation/air conditioning system which will allow windows and exterior doors to remain closed. Notwithstanding any noise mitigation at source or in the design of this development and individual dwellings, noise from the commercial facilities may at times interfere with some activities of the dwelling occupants. In the event of such an occurrence, residents are advised to close the windows."

(5) All exterior doors shall be fully weather-stripped.

3.0 THE EFFECT OF THE PROJECT ON THE NEIGHBOURHOOD

The main source of noise associated with this development, with the potential for significant impact on surrounding buildings, is the mechanical equipment associated with each of the buildings.

Mechanical equipment interfacing to the outdoors must comply with the MECP noise guideline limits in NPC-300. By proper engineering design, all requirements can be met, and no significant noise impact would be created for surrounding uses. Appropriate choice of location, equipment type, and noise control features should be considered during detailed design for such items as

rooftop equipment and air intakes and exhausts, including underground parking garage ventilation systems. The noise emissions from parking garage air shafts located immediately adjacent to residential uses can be designed to comply with the noise guideline limits by acoustically lining the shaft and/or providing silencers.

For any emergency generators, appropriate steps should be taken to ensure that the equipment placement, treatment, and the routine testing schedule will not generate significant noise impact on neighbouring properties. The generator will require silencers on the intake and exhaust cooling air paths, as well as a muffler on the combustion exhaust.

4.0 CONCLUSIONS

With the incorporation of the noise mitigation measures outlined above, the applicable MECP noise guideline limits can be met and a suitable acoustical environment provided for the occupants.

The intent is to have this site deemed Class 4 to address noise from the adjacent stationary sources.

The approvals and administrative procedures are available to ensure that the noise requirements are implemented.

Note that this assessment is preliminary based on the feasibility level of study. The report should be updated once more detailed development plans/building plans are available in order to refine the assessment and refine the mitigation requirements.

5.0 REFERENCES

1. PC STAMSON 5.04, “Computer Program for Road Traffic Noise Assessment”, Ontario Ministry of the Environment.

2. Building Practice Note No. 56: "Controlling Sound Transmission into Buildings", by J. D. Quirt, Division of Building Research, National Council of Canada, September 1985.

3. “Environmental Noise Guideline – Stationary, and Transportation Sources, Approval and Planning”, Ontario Ministry of the Environment, Publication NPC-300, October 2013.

4. “Chapter 48 – Noise and Vibration Control”, ASHRAE Handbook – HVAC Applications, 2011.

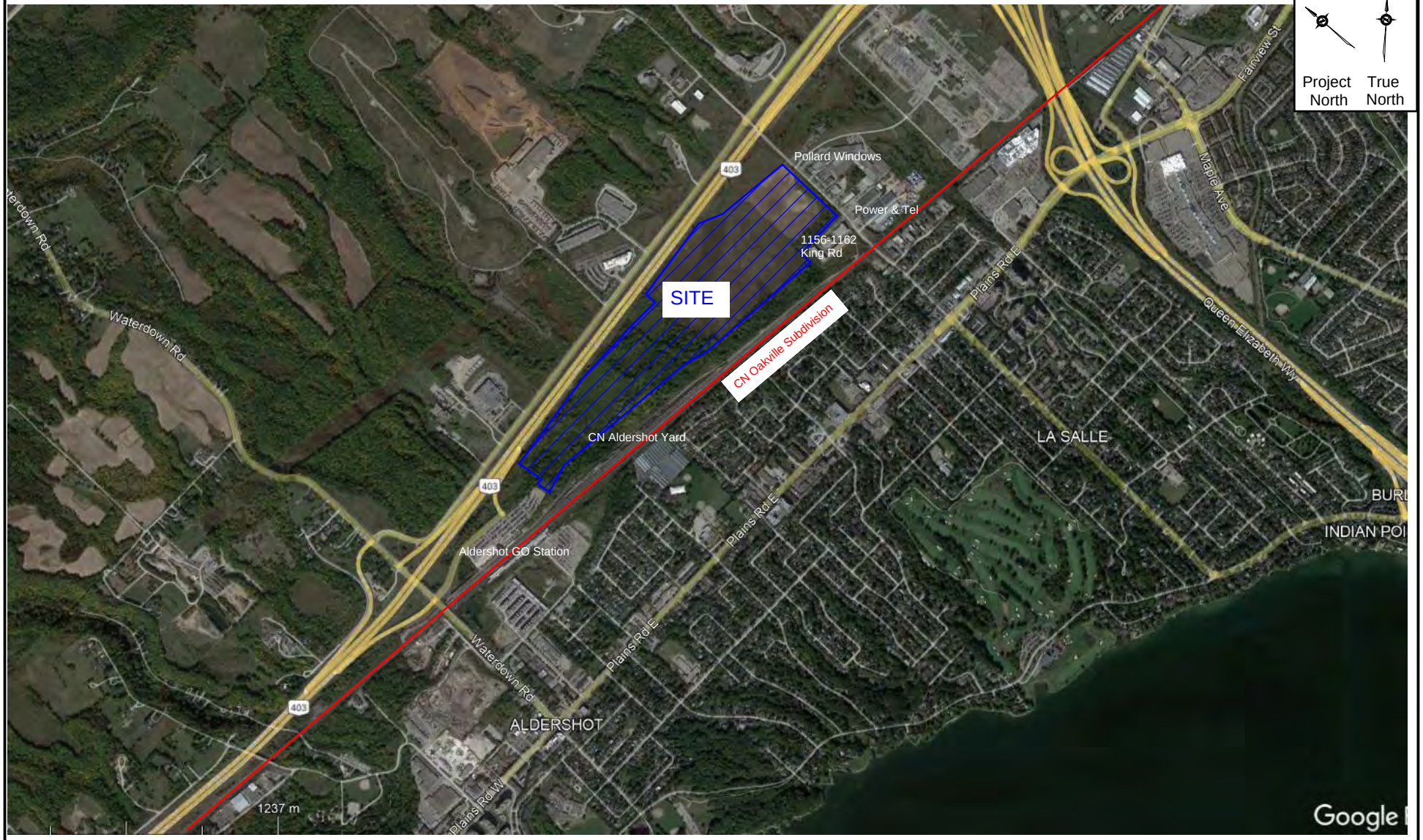
5. "Guidelines for New Development in Proximity to Railway Operations", Prepared for The Federation of Canadian Municipalities and the Railway Association of Canada (FCM/RAC), May 2013.

6. “FHWA Traffic Noise Model Technical Manual”, U.S. Department of Transportation, Federal Highway Administration, February 1998.

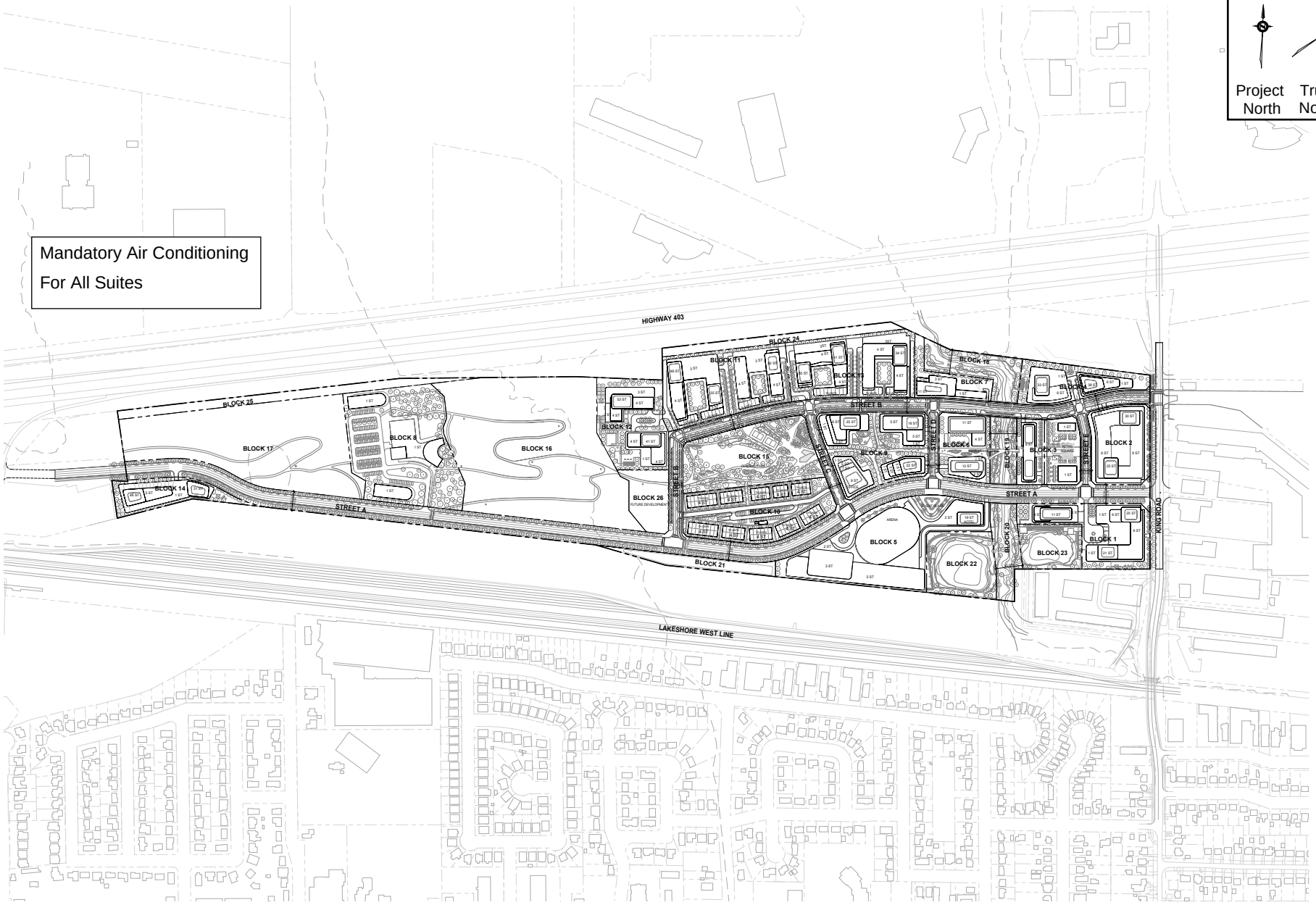
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8. “1200 King Road, Burlington Ontario, Land-Use Compatibility Study (Air Quality, Noise & Vibration)”, RWDI, June 26, 2024.

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VALCOUSTICS Canada Ltd. consulting acoustical engineers	Title: **Key Plan**	Date: **Feb. 11, 2026**	Figure: **1**
	Project Name: **1200 King Road, Burlington**	Project No.: **122-0031**	



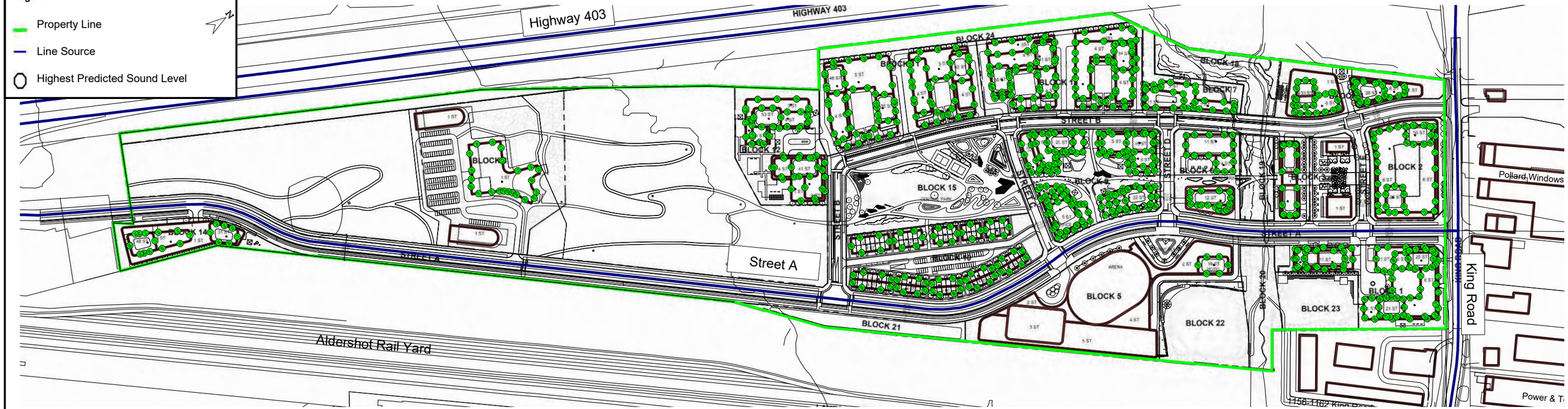
Base drawing prepared by Giannone Petricone Associates

VALCOUSTICS Canada Ltd. consulting acoustical engineers

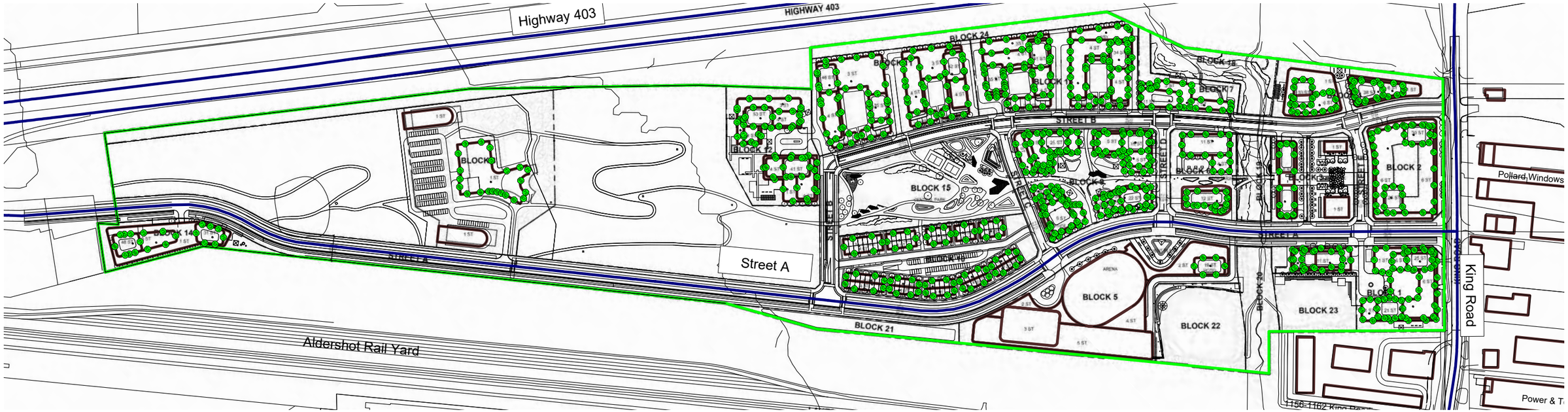
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Project Name: **1200 King Road, Burlington**	Project No.: **122-0031**	

Legend

- Property Line
- Line Source
- Highest Predicted Sound Level



Daytime (0700-2300 Hours)



Nighttime (2300-0700 Hours)

VALCOUSTICS Canada Ltd. consulting acoustical engineers

Title
Predicted Sound Levels - Road Traffic (dBA)

Project Name
1200 King Road, Burlington

Date
Feb. 24, 2026

Project No.
1220031

Figure
3A

Date Plotted: 24.02.26

Legend

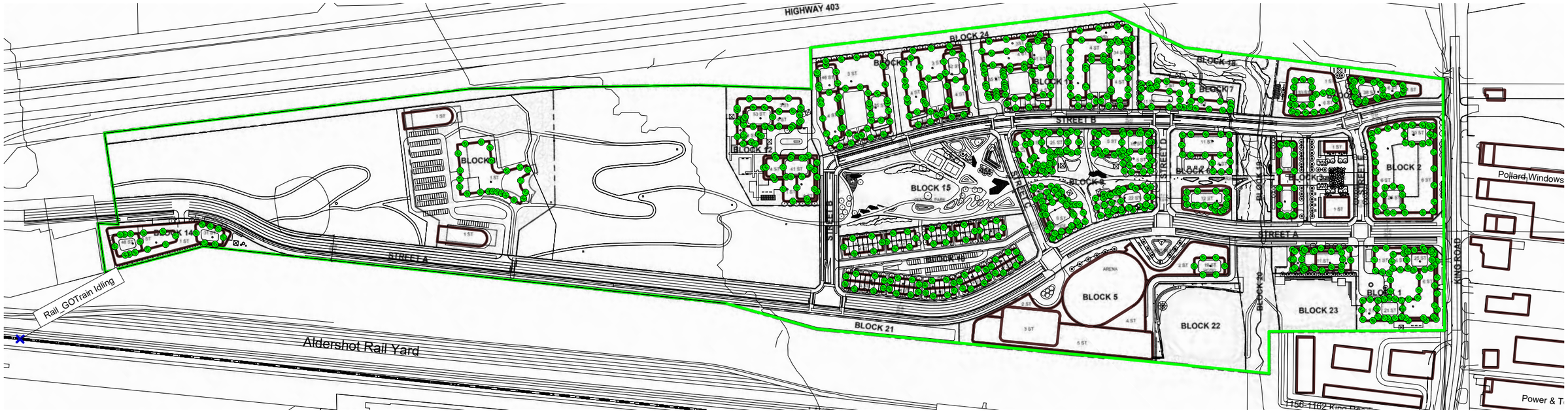
Property Line

Rail Source

Highest Predicted Sound Level



Daytime (0700-2300 Hours)



Nighttime (2300-0700 Hours)

VALCOUSTICS Canada Ltd. consulting acoustical engineers

Title: **Predicted Sound Levels - Rail Traffic (dBA)**

Project Name: **1200 King Road, Burlington**

Date: **Feb. 24, 2026**

Project No.: **1220031**

Figure: **3B**

Date Plotted: 24.02.26

Legend

- Property Line
- Point Source
- Line Source
- Area Source
- Highest Predicted Sound Level

*Orange and red octagons exceed the Class 1 and Class 4 Limits, respectively

HIGHWAY 403

BLOCK 24

BLOCK 12

BLOCK 15

BLOCK 14

BLOCK 5

BLOCK 22

BLOCK 23

BLOCK 21

STREET A

STREET B

STREET D

KING ROAD

Aldershot Rail Yard

LAKESHORE WEST LINE

1156-1162 King Road

JDSS_Cont_LI1 to 7

JDSS_Cont_LI8

JDSS_Cont_LI9

JDSS_Cont_RWS and JDSS_Cont_LM

JDSS_Cont_TM

JDSS_Cont_LI10

JDSS_Cont_LI11

JDSS_Cont_LI12

VALCOUSTICS Canada Ltd. consulting acoustical engineers	Title: **Predicted Sound Levels - CN Aldershot Yard - Non-Impulse Sources - Daytime/Evening/Nighttime (dBA)**	Date: **Feb. 24, 2026**	Figure: **4A**
	Project Name: **1200 King Road, Burlington**	Project No.: **1220031**	

Date Plotted: 24.02.26

Legend

- Property Line
- Area Source
- Highest Predicted Sound Level

*Orange and red octagons exceed the Class 1 and Class 4 Limits, respectively

HIGHWAY 403

Aldershot Rail Yard

JDIMP_CUS

LAKESHORE WEST LINE

1156-1162 King Road

BLOCK 24
BLOCK 18
BLOCK 17
BLOCK 16
BLOCK 14
BLOCK 13
BLOCK 12
BLOCK 15
BLOCK 11
BLOCK 10
BLOCK 9
BLOCK 8
BLOCK 7
BLOCK 6
BLOCK 5
BLOCK 4
BLOCK 3
BLOCK 2
BLOCK 1
BLOCK 21
BLOCK 22
BLOCK 23
STREET A
STREET B
STREET C
STREET D
STREET E
KING ROAD

VALCOUSTICS Canada Ltd. consulting acoustical engineers	Title: **Predicted Sound Levels - CN Aldershot Yard - Impulse Sources - Daytime/Evening/Nighttime (dBA)**	Date: **Feb. 24, 2026**	Figure: **4B**
	Project Name: **1200 King Road, Burlington**	Project No.: **1220031**	

Date Plotted: 24.02.26

Legend

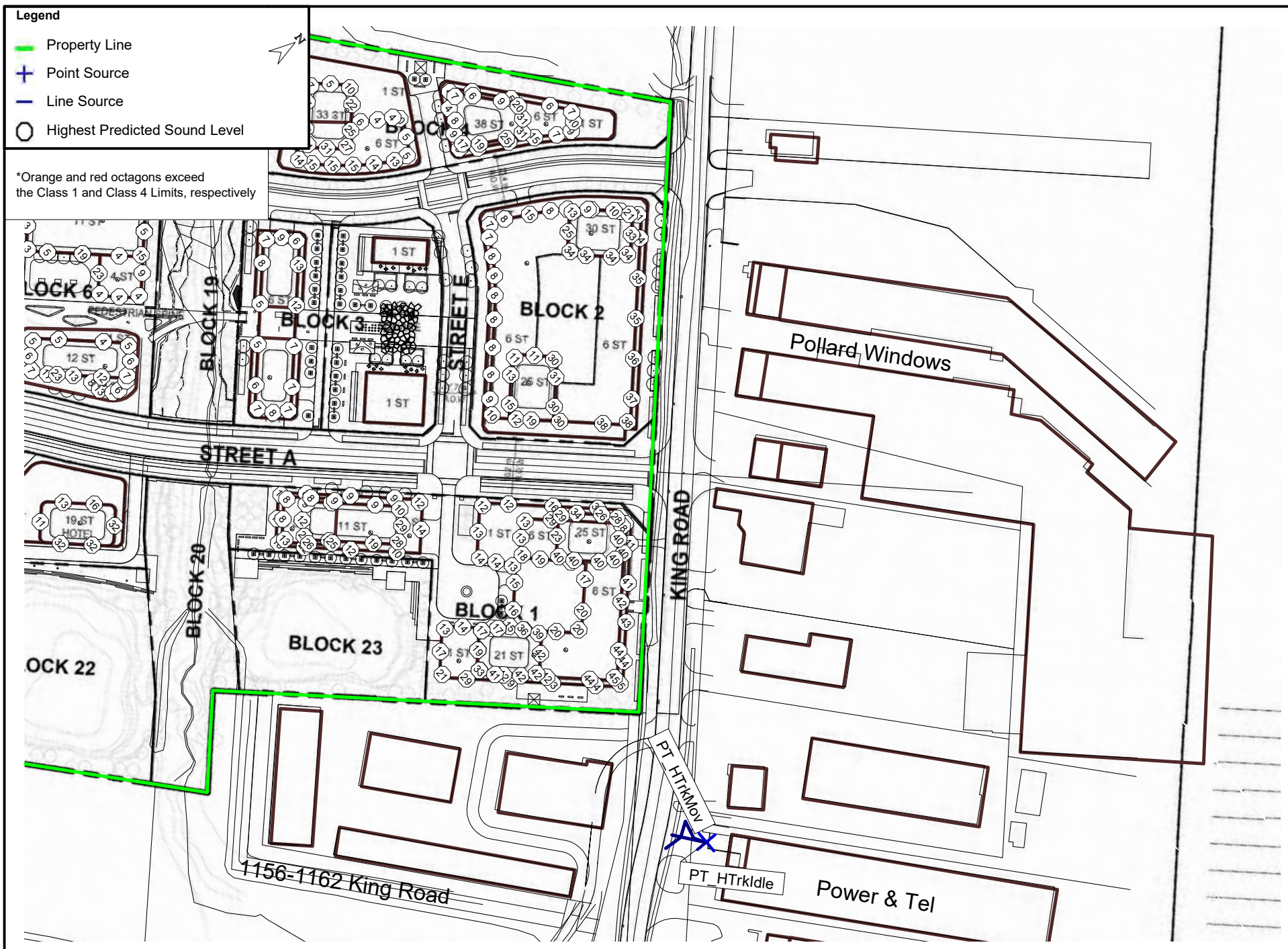
- Property Line
- Point Source
- Highest Predicted Sound Level

*Orange and red octagons exceed the Class 1 and Class 4 Limits, respectively

BLOCK 18
BLOCK 7
BLOCK 4
BLOCK 6
BLOCK 19
BLOCK 3
BLOCK 2
BLOCK 20
BLOCK 23
BLOCK 22
BLOCK 1
STREET D
STREET E
STREET A
KING ROAD
PEDESTRIAN SPINE
EVENT PLAZA
HOTEL
PW_DC
Pollard Windows

VALCOUSTICS Canada Ltd. consulting acoustical engineers	Title: **Predicted Sound Levels - Pollard Windows - Daytime/Evening/Nighttime (dBA)**	Date: **Feb. 24, 2026**	Figure: **5**
	Project Name: **1200 King Road, Burlington**	Project No.: **1220031**	

Date Plotted: 24.02.26



Non-Impulse Sources



Impulse Sources

VALCOUSTICS Canada Ltd. consulting acoustical engineers

Title	Date	Figure
Predicted Sound Levels - Power & Tel - Daytime (dBA)	**Feb. 24, 2026**	**6**
Project Name: **1200 King Road, Burlington**	Project No.: **1220031**	

Date Plotted: 24.02.26

Legend

- Property Line
- Point Source
- Line Source
- Vertical Area Source
- Highest Predicted Sound Level

*Orange and red octagons exceed the Class 1 and Class 4 Limits, respectively



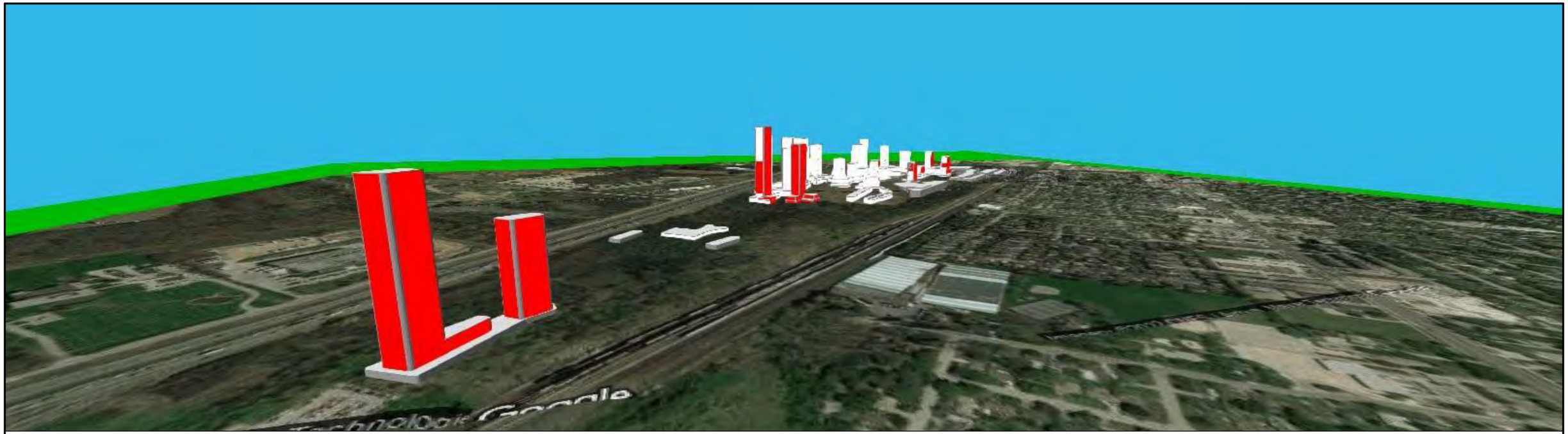
Daytime/Evening (0700 to 2300 hours)

Nighttime (2300 to 0700 hours)

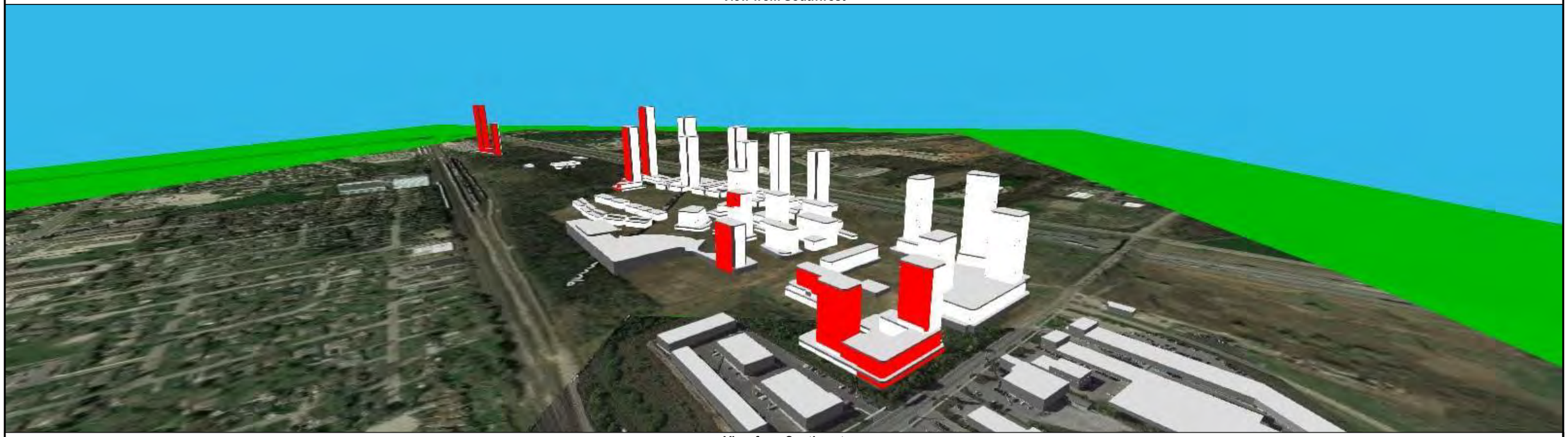
VALCOUSTICS Canada Ltd. consulting acoustical engineers

Title	Date	Figure
Predicted Sound Levels -1156-1162 King Road (dBA)	**Feb. 24, 2026**	**7**
Project Name: **1200 King Road, Burlington**	Project No.: **1220031**	

Date Plotted: 24.02.26



View from Southwest



View from Southeast

VALCOUSTICS Canada Ltd. consulting acoustical engineers

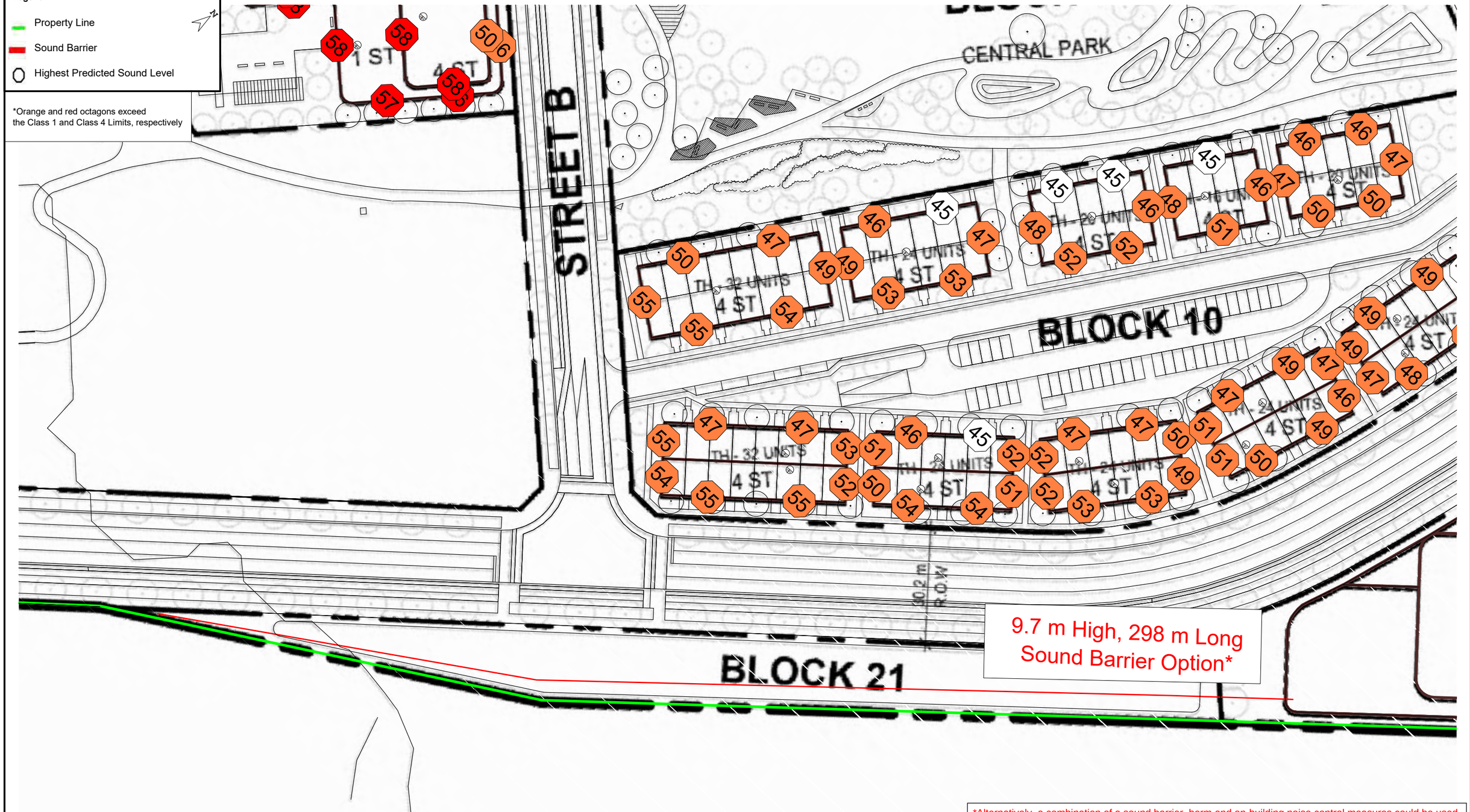
Title	Date	Figure
3D Views of Class 4 Excess Locations	**Feb. 24, 2026**	**8**
Project Name: **1200 King Road, Burlington**	Project No.: **1220031**	

Date Plotted: 24.02.26

Legend

- Property Line
- Sound Barrier
- Highest Predicted Sound Level

*Orange and red octagons exceed the Class 1 and Class 4 Limits, respectively



*Alternatively, a combination of a sound barrier, berm and on-building noise control measures could be used

VALCOUSTICS Canada Ltd. consulting acoustical engineers

Title	Date	Figure
Predicted Mitigated Sound Levels - CN Aldershot Yard - Non-Impulse Sources - Daytime/Evening/Nighttime (dBA)	**Feb. 24, 2026**	**9**
Project Name: **1200 King Road, Burlington**	Project No.: **1220031**	

Date Plotted: 24.02.26

APPENDIX A

ROAD AND RAIL TRAFFIC DATA

Brett Lipson

From: Rail Data Requests <RailDataRequests@metrolinx.com>
Sent: January 30, 2026 4:48 PM
To: Brett Lipson
Subject: RE: Rail Data Request 1200 King Road, Burlington (VCL File: 1220031)

Good afternoon,

Further to your request dated January 22, 2026, the subject lands (1200 King Road, Burlington) are located within 300 metres of the Canadian National (CN) Oakville Subdivision (which carries Lakeshore West GO rail service).

It's anticipated that GO rail service on this Subdivision will be comprised of diesel trains only. The GO rail fleet combination on this Subdivision will consist of up to 1 locomotive and 10 passenger cars. The typical GO rail weekday train volume forecast near the subject lands, including both revenue and equipment trips is in the order of 153 trains. The planned detailed trip breakdown is listed below:

	1 Diesel Locomotive		1 Diesel Locomotive
Day (0700-2300)	132	Night (2300-0700)	21

The current track design speed near the subject lands is 95 mph (153 km/h).

There are no *anti-whistling by-laws* in affect near the subject lands.

Operational information is subject to change and may be influenced by, among other factors, service planning priorities, operational considerations, funding availability and passenger demand.

It should be noted that this information only pertains to Metrolinx rail service. It would be prudent to contact other rail operators in the area directly for rail traffic information pertaining to non-Metrolinx rail service.

I trust this information is useful. Should you have any questions or concerns, please do not hesitate to contact me.

Best Regards,

Jenna Auger (She/Her)

Project Analyst, Adjacent Construction Review (ACR)
Integrated Delivery Division
T: (416)-881-0579
20 Bay Street | Toronto | Ontario | M5J 2W3

METROLINX

From: Brett Lipson <blipson@valcoustics.com>
Sent: January 26, 2026 11:34 AM
To: Rail Data Requests <RailDataRequests@metrolinx.com>
Subject: RE: Rail Data Request 1200 King Road, Burlington (VCL File: 1220031)

EXTERNAL SENDER: Do not click any links or open any attachments unless you trust the sender and know the content is safe.
EXPÉDITEUR EXTERNE: Ne cliquez sur aucun lien et n'ouvrez aucune pièce jointe à moins qu'ils ne proviennent d'un expéditeur fiable, ou que vous ayez l'assurance que le contenu provient d'une source sûre.

Re-sending this request in case it got lost in the Microsoft Outlook outage last week.

From: Brett Lipson
Sent: January 22, 2026 5:21 PM
To: Rail Data Requests <raildatarequests@metrolinx.com>
Subject: Rail Data Request 1200 King Road, Burlington (VCL File: 1220031)

Good Afternoon,

Can you please provide the latest rail projections for the GO Lakeshore West line at King Road in Burlington, or confirm if the attached data is still accurate?

Thank you,

Brett Lipson M.Eng., P.Eng.
Associate

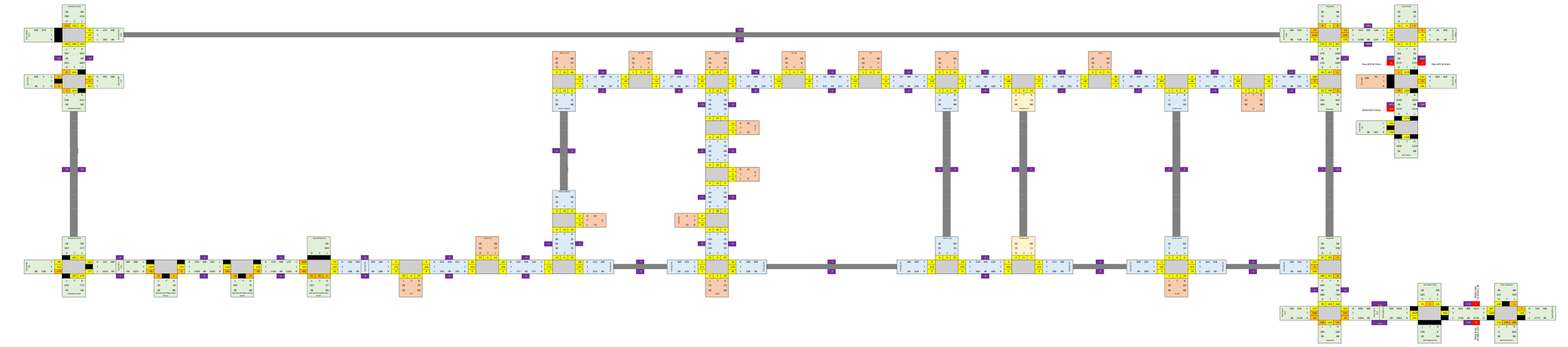
Trinity Consultants VALCOUSTICS
CANADA

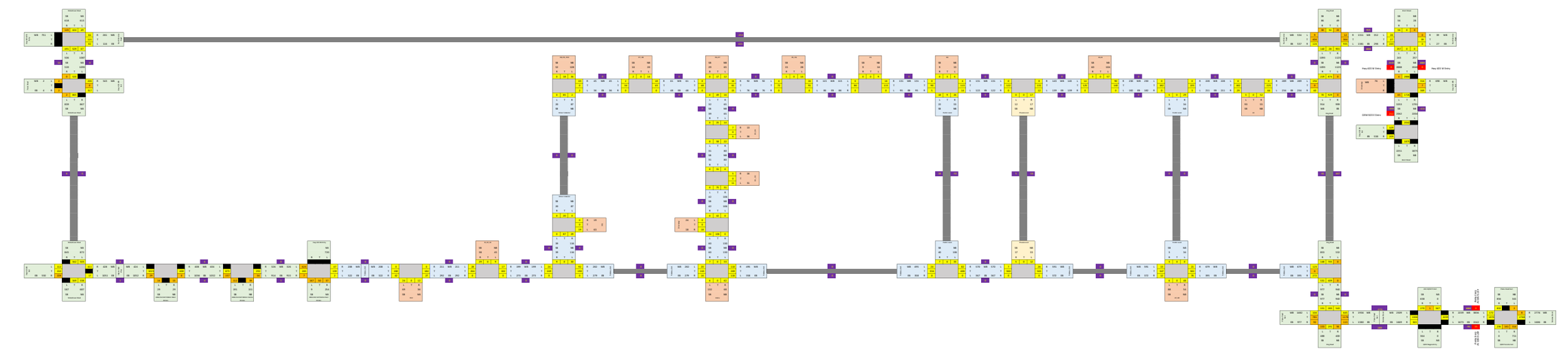
A Trinity Consultants Canada Team

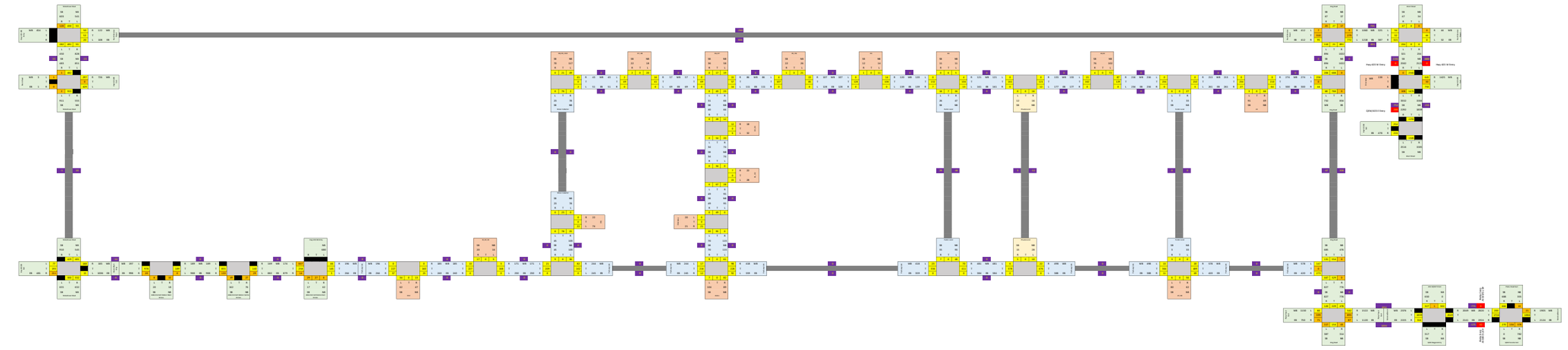
WorkingBuildings | Cerami | Longman Lindsey | Valcoustics | Jaffe Holden | JB&B
Consultants in Acoustics, AV, IT & Security, Commissioning, Sustainability, and MEP

30 Wertheim Court, Unit 25, Richmond Hill, Ontario, L4B 1B9 Canada
blipson@valcoustics.com | 905-764-5223 ext. 249
Trinity Consultants | Built Environment

This e-mail is intended only for the person or entity to which it is addressed. If you received this in error, please contact the sender and delete all copies of the e-mail together with any attachments.







201385-KING RD @ NORTH SERVICE RD

Morning Peak Diagram

Specified Period
From: 7:00:00
To: 9:00:00

One Hour Peak
From: 8:00:00
To: 9:00:00

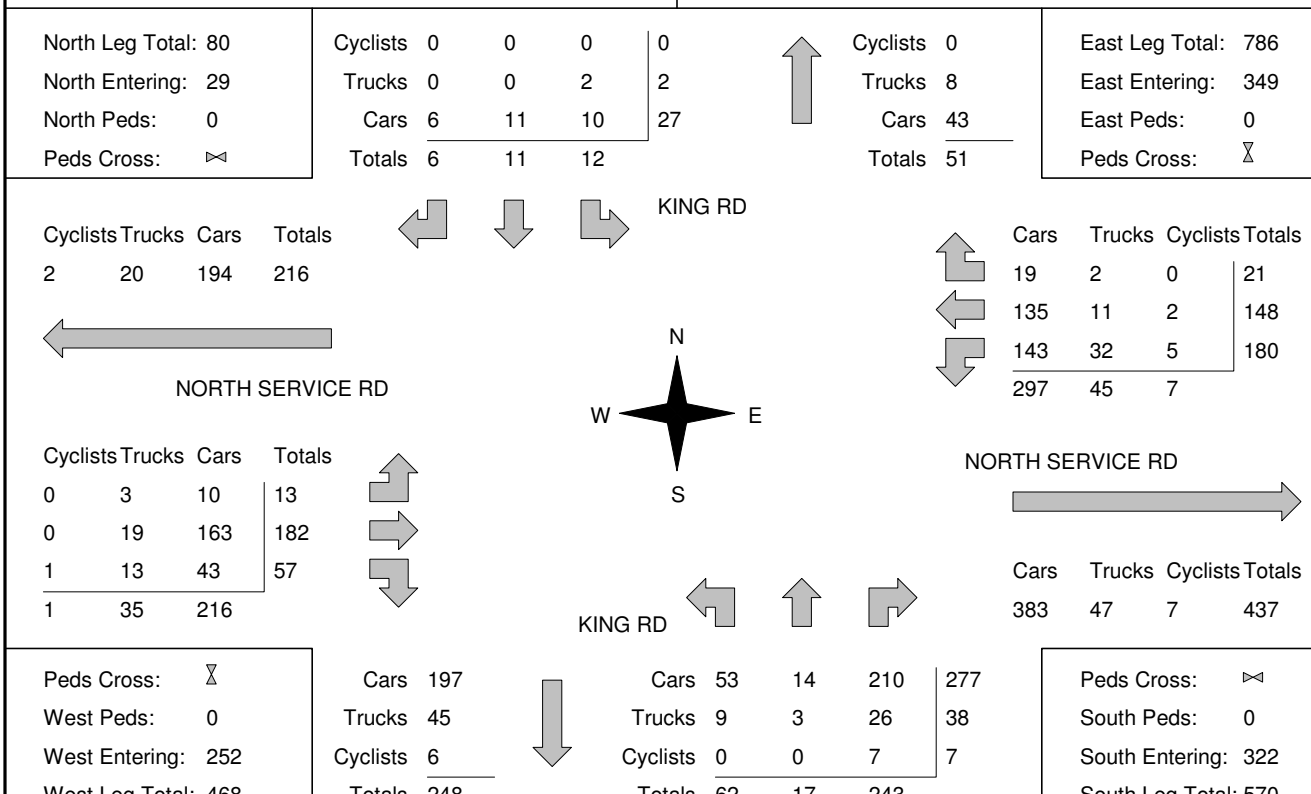
Municipality: Burlington
Site #: 0000201385
Intersection: NORTH SERVICE RD & KING RD
TFR File #: 1
Count date: 24-Jun-2021

Weather conditions:
Sunny

Person(s) who counted:
Tanya

**** Signalized Intersection ****

Major Road: NORTH SERVICE RD runs W/E



Comments

201385-KING RD @ NORTH SERVICE RD

Mid-day Peak Diagram

Specified Period
From: 11:00:00
To: 14:00:00

One Hour Peak
From: 12:00:00
To: 13:00:00

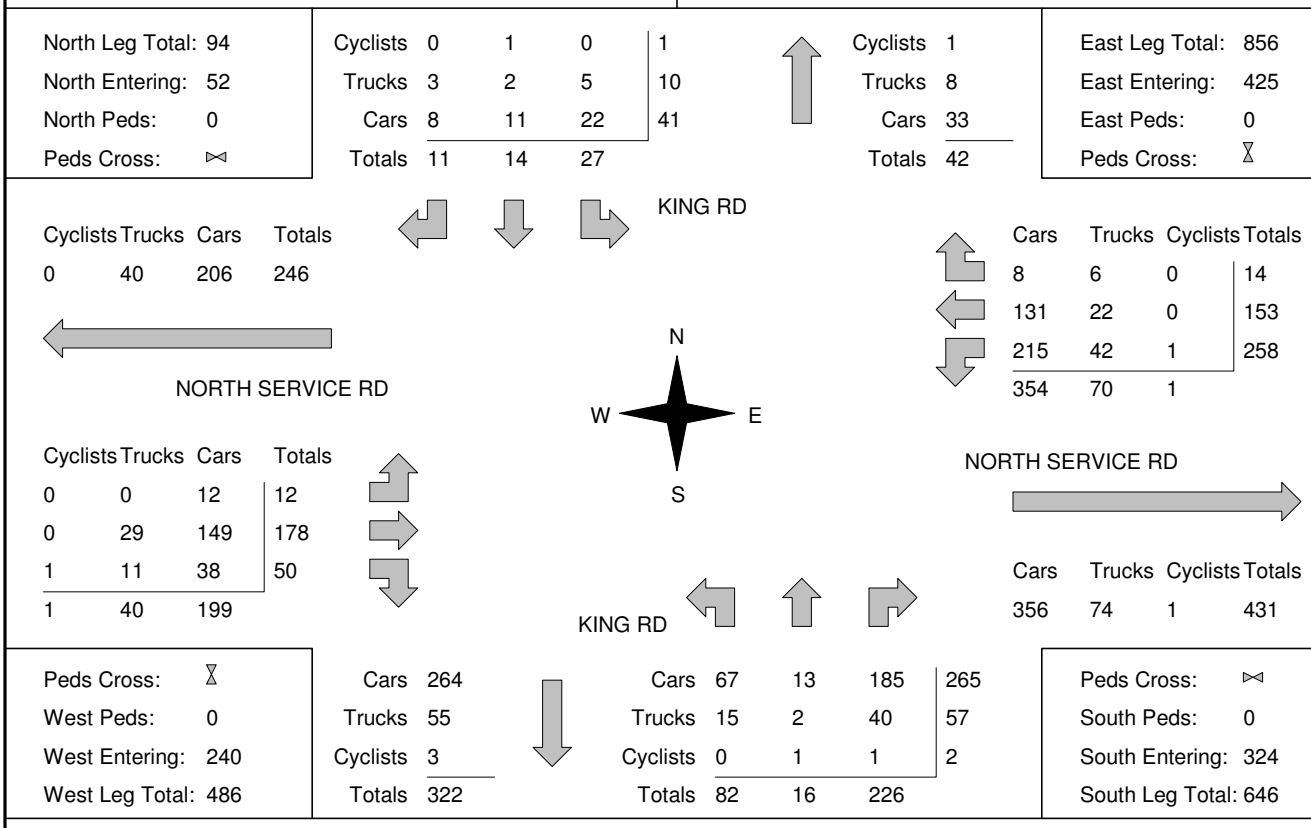
Municipality: Burlington
Site #: 0000201385
Intersection: NORTH SERVICE RD & KING RD
TFR File #: 1
Count date: 24-Jun-2021

Weather conditions:
Sunny

Person(s) who counted:
Tanya

**** Signalized Intersection ****

Major Road: NORTH SERVICE RD runs W/E



Comments

201385-KING RD @ NORTH SERVICE RD

Afternoon Peak Diagram

Specified Period
From: 15:00:00
To: 18:00:00

One Hour Peak
From: 16:30:00
To: 17:30:00

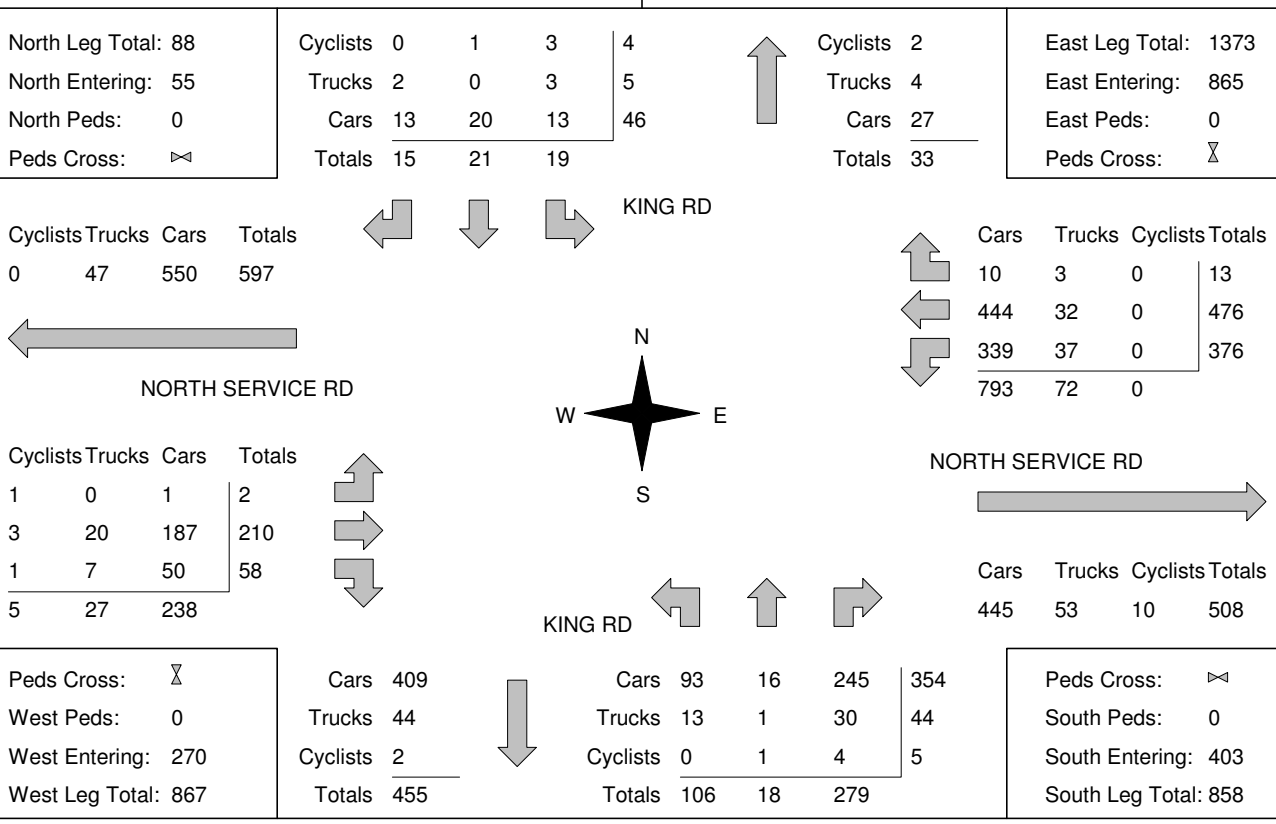
Municipality: Burlington
Site #: 0000201385
Intersection: NORTH SERVICE RD & KING RD
TFR File #: 1
Count date: 24-Jun-2021

Weather conditions:
Sunny

Person(s) who counted:
Tanya

**** Signalized Intersection ****

Major Road: NORTH SERVICE RD runs W/E



Comments

201385-KING RD @ NORTH SERVICE RD

Total Count Diagram

Municipality: Burlington
Site #: 0000201385
Intersection: NORTH SERVICE RD & KING RD
TFR File #: 1
Count date: 24-Jun-2021

Weather conditions:
Sunny

Person(s) who counted:
Tanya

**** Signalized Intersection ****

Major Road: NORTH SERVICE RD runs W/E

North Leg Total:	571			
North Entering:	287			
North Peds:	2			
Peds Cross:	⋈			
Cyclists	1	7	4	12
Trucks	13	5	22	40
Cars	54	79	102	235
Totals	68	91	128	
Cyclists	12			
Trucks	51			
Cars	221			
Totals	284			
East Leg Total:	7370			
East Entering:	3995			
East Peds:	3			
Peds Cross:	⧖			

KING RD

Cyclists	Trucks	Cars	Totals
20	316	2256	2592

NORTH SERVICE RD

Cars	Trucks	Cyclists	Totals
90	22	4	116
1650	199	17	1866
1742	254	17	2013
3482	475	38	

N
W E
S

Cyclists	Trucks	Cars	Totals
1	12	45	58
14	169	1205	1388
5	82	330	417
20	263	1580	

NORTH SERVICE RD

Cars	Trucks	Cyclists	Totals
2908	428	39	3375

KING RD

Peds Cross:	⧖			
West Peds:	1			
West Entering:	1863			
West Leg Total:	4455			
Cars	2151			
Trucks	341			
Cyclists	29			
Totals	2521			
Cars	552	86	1601	2239
Trucks	104	17	237	358
Cyclists	2	7	21	30
Totals	658	110	1859	
Peds Cross:	⋈			
South Peds:	0			
South Entering:	2627			
South Leg Total:	5148			

Comments

201385-KING RD @ NORTH SERVICE RD
Traffic Count Summary

Intersection: NORTH SERVICE RD & KING RD | **Count Date:** 24-Jun-2021 | **Municipality:** Burlington

North Approach Totals

Hour Ending	Includes Cars, Trucks, & Cyclists: Left	Thru	Right	Grand Total	Total Peds	North/South Total Approaches
7:00:00	0	0	0	0	0	0
8:00:00	4	2	2	8	0	281
9:00:00	12	11	6	29	0	351
11:00:00	0	0	0	0	0	0
12:00:00	24	9	8	41	1	317
13:00:00	27	14	11	52	0	376
14:00:00	22	7	12	41	0	366
15:00:00	0	0	0	0	0	0
16:00:00	8	12	9	29	1	416
17:00:00	18	17	11	46	0	420
18:00:00	13	19	9	41	0	387
Totals:	128	91	68	287	2	2914

South Approach Totals

Hour Ending	Includes Cars, Trucks, & Cyclists: Left	Thru	Right	Grand Total	Total Peds
7:00:00	0	0	0	0	0
8:00:00	61	19	193	273	0
9:00:00	62	17	243	322	0
11:00:00	0	0	0	0	0
12:00:00	70	10	196	276	0
13:00:00	82	16	226	324	0
14:00:00	74	11	240	325	0
15:00:00	0	0	0	0	0
16:00:00	113	13	261	387	0
17:00:00	115	9	250	374	0
18:00:00	81	15	250	346	0
Totals:	658	110	1859	2627	0

East Approach Totals

Hour Ending	Includes Cars, Trucks, & Cyclists: Left	Thru	Right	Grand Total	Total Peds	East/West Total Approaches
7:00:00	0	0	0	0	0	0
8:00:00	125	85	17	227	1	467
9:00:00	180	148	21	349	0	601
11:00:00	0	0	0	0	0	0
12:00:00	199	164	17	380	2	595
13:00:00	258	153	14	425	0	665
14:00:00	229	175	9	413	0	610
15:00:00	0	0	0	0	0	0
16:00:00	292	286	11	589	0	815
17:00:00	375	427	14	816	0	1056
18:00:00	355	428	13	796	0	1049
Totals:	2013	1866	116	3995	3	5858

West Approach Totals

Hour Ending	Includes Cars, Trucks, & Cyclists: Left	Thru	Right	Grand Total	Total Peds
7:00:00	0	0	0	0	0
8:00:00	4	179	57	240	0
9:00:00	13	182	57	252	0
11:00:00	0	0	0	0	0
12:00:00	7	154	54	215	0
13:00:00	12	178	50	240	0
14:00:00	9	140	48	197	0
15:00:00	0	0	0	0	0
16:00:00	4	183	39	226	1
17:00:00	4	183	53	240	0
18:00:00	5	189	59	253	0
Totals:	58	1388	417	1863	1

Calculated Values for Traffic Crossing Major Street

Hours Ending:	8:00	9:00	12:00	13:00	14:00	16:00	17:00	18:00
Crossing Values:	85	91	106	125	107	135	150	113

Brett Lipson

From: Du, Shuming (MTO) <Shuming.Du@ontario.ca>
Sent: February 23, 2022 2:07 PM
To: Brett Lipson
Cc: Ian Matthew; Tai, Arthur (MTO)
Subject: RE: Traffic Data Request (VCL File: 1220031)

Good Afternoon Brett,

In response to your request please find below the information available from this office for Hwy 403 near King Road in Burlington:

2016 AADT:	141300
2016 SADT:	148800
Number of Lanes:	6
Ultimate AADT:	163200
Ultimate SADT:	171900
Ultimate Number of Lanes:	6
Posted Speed:	100 km/h
Percentage of Trucks:	7%

Please note that the above information is estimated based upon our current knowledge of the area, which may be subject to change in the future. Other information related to hourly counts etc. may be available from other office.
Thank you
Regards
Shuming

From: Brett Lipson <blipson@valcoustics.com>
Sent: February 3, 2022 4:09 PM
To: Wang, Zach (MTO) <Zach.Wang@ontario.ca>; Alam, Ahsan (MTO) <Ahsan.Alam@ontario.ca>; Tai, Arthur (MTO) <Arthur.Tai@ontario.ca>
Cc: Ian Matthew <ian@valcoustics.com>
Subject: Traffic Data Request (VCL File: 1220031)

CAUTION -- EXTERNAL E-MAIL - Do not click links or open attachments unless you recognize the sender.

Good Afternoon,

System Engineering
Engineering Services

1 Administration Road
Concord, ON, L4K 1B9
T: 905.669.3264
F: 905.760.3406

Train Count Data

TRANSMITTAL

To: *Destinataire :*	Valcoustics Canada Limited 1200 King Rd in Burlington ON L4B 1B9	*Project :*	OAK-33.3 - King Road, Burlington, ON
Att'n:	Brett Lipson	*Routing:*	blipson@valcoustics.com
From: *Expéditeur :*	Umair Naveed	*Date:*	2022/03/18
Cc:	Adjacent Development CN via e-mail		

☐ Urgent ☐ For Your Use ☐ For Review ■ For Your Information ☐ Confidential

Re: Train Traffic Data – CN Oakville Subdivision near King Road in Burlington, ON

Please find attached the requested Train Traffic Data; this data does not reflect GO Metrolinx Traffic. The application fee in the amount of **$500.00** +HST will be invoiced.

Should you have any questions, please do not hesitate to contact the undersigned at permits.gld@cn.ca.

Sincerely,



Umair Naveed
Project Officer Public Works – Eastern Canada
Permits.gld@cn.ca

Dear Brett:

Re: Train Traffic Data – CN Oakville Subdivision near King Road in Burlington, ON

The following is provided in response to Brett's 2022/02/03 request for information regarding rail traffic in the vicinity of King Road in Burlington, ON at approximately Mile 33.3 on CN's Oakville Subdivision.

Typical daily traffic volumes are recorded below. However, traffic volumes may fluctuate due to overall economic conditions, varying traffic demands, weather conditions, track maintenance programs, statutory holidays and traffic detours that when required may be heavy although temporary. For the purpose of noise and vibration reports, train volumes must be escalated by 2.5% per annum for a 10-year period.

Typical daily traffic volumes at this site location are as follows:

***Maximum train speed is given in Miles per Hour**

	0700-2300			
Type of Train	Volumes	Max.Consist	Max. Speed	Max. Power
Freight	0	140	60	4
Way Freight	4	25	60	4
Passenger	13	10	80	2

	2300-0700			
Type of Train	Volumes	Max.Consist	Max. Speed	Max. Power
Freight	0	140	60	4
Way Freight	2	25	60	4
Passenger	0	10	80	2

The volumes recorded reflect westbound and eastbound freight and passenger operations on CN's Oakville Subdivision.

Except where anti-whistling bylaws are in effect, engine-warning whistles and bells are normally sounded at all at-grade crossings. There are no at-grade crossing in the immediate vicinity of the study area. Please note that engine warning whistles may be sounded in cases of emergency, as a safety and or warning precaution at station locations and pedestrian crossings and occasionally for operating requirements.

With respect to equipment restrictions, the gross weight of the heaviest permissible car is 286,000 lbs.

The triple mainline track is considered to be continuously welded rail throughout the study area. The presence of eleven (11) switches located at Mile 32.08, 32.15, 32.17,

32.18, 32.25, 32.33, 32.40, 32.48, 33.18, 33.23 and 33.31 may exacerbate the noise and vibration caused by train movements.

The Canadian National Railway continues to be strongly opposed to locating developments near railway facilities and rights-of-way due to potential safety and environmental conflicts. Development adjacent to the Railway Right-of-Way is not appropriate without sound impact mitigation measures to reduce the incompatibility. For confirmation of the applicable rail noise, vibration and safety standards, Adjacent Development, Canadian National Railway Properties at Proximity@cn.ca should be contacted directly.

I trust the above information will satisfy your current request.

Sincerely,



Umair Naveed
Project Officer Public Works – Eastern Canada
Permits.gld@cn.ca

APPENDIX B

ENVIRONMENTAL NOISE GUIDELINES

APPENDIX B

ENVIRONMENTAL NOISE GUIDELINES

MINISTRY OF THE ENVIRONMENT, CONSERVATION AND PARKS (MECP)

Reference: MECP Publication NPC-300, October 2013: *"Environmental Noise Guideline, Stationary and Transportation Source – Approval and Planning"*.

SPACE	SOURCE	TIME PERIOD	CRITERION
Living/dining, den areas of residences, hospitals, nursing homes, schools, daycare centres, etc.	Road	07:00 to 23:00	45 dBA
	Rail	07:00 to 23:00	40 dBA
	Aircraft	24-hour period	NEF/NEP 5
Living/dining, den areas of residences, hospitals, nursing homes, etc. (except schools or daycare centres)	Road	23:00 to 07:00	45 dBA
	Rail	23:00 to 07:00	40 dBA
	Aircraft	24-hour period	NEF/NEP 5
Sleeping quarters	Road	07:00 to 23:00	45 dBA
	Rail	07:00 to 23:00	40 dBA
	Aircraft	24-hour period	NEF/NEP 0
Sleeping quarters	Road	23:00 to 07:00	40 dBA
	Rail	23:00 to 07:00	35 dBA
	Aircraft	24-hour period	NEF/NEP 0
Outdoor Living Areas	Road and Rail	07:00 to 23:00	55 dBA
Outdoor Point of Reception	Aircraft	24-hour period	NEF/NEP 30#
	Stationary Source		
	Class 1 Area	07:00 to 19:00(1)	50* dBA
		19:00 to 23:00(1)	50* dBA
	Class 2 Area	07:00 to 19:00(2)	50* dBA
		19:00 to 23:00(2)	45* dBA
	Class 3 Area	07:00 to 19:00(3)	45* dBA
		19:00 to 23:00(3)	40* dBA
	Class 4 Area	07:00 to 19:00(4)	55* dBA
		19:00 to 23:00(4)	55* dBA

SPACE	SOURCE	TIME PERIOD	CRITERION
Plane of a Window of Noise Sensitive Spaces	Stationary Source		
	Class 1 Area	07:00 to 19:00(1)	50* dBA
		19:00 to 23:00(1)	50* dBA
		23:00 to 07:00(1)	45* dBA
	Class 2 Area	07:00 to 19:00(2)	50* dBA
		19:00 to 23:00(2)	50* dBA
		23:00 to 07:00(2)	45* dBA
	Class 3 Area	07:00 to 19:00(3)	45* dBA
		19:00 to 23:00(3)	45* dBA
		23:00 to 07:00(3)	40* dBA
	Class 4 Area	07:00 to 19:00(4)	60* dBA
		19:00 to 23:00(4)	60* dBA
		23:00 to 07:00(4)	55* dBA

\# may not apply to in-fill or re-development.
* or the minimum hourly background sound exposure $L_{eq(1)}$, due to road traffic, if higher.
(1) Class 1 Area: Urban.
(2) Class 2 Area: Urban during day; rural-like evening and night.
(3) Class 3 Area: Rural.
(4) Class 4 Area: Subject to land use planning authority's approval.

Reference: MECP Publication ISBN 0-7729-2804-5, 1987: *"Environmental Noise Assessment in Land-Use Planning"*.

EXCESS ABOVE RECOMMENDED SOUND LEVEL LIMITS (dBA)	CHANGE IN SUBJECTIVE LOUDNESS ABOVE	MAGNITUDE OF THE NOISE PROBLEM	NOISE CONTROL MEASURES (OR ACTION TO BE TAKEN)
No excess (<55 dBA)	—	No expected noise problem	None
1 to 5 inclusive (56 to 60 dBA)	Noticeably louder	Slight noise impact	If no physical measures are taken, then prospective purchasers or tenants should be made aware by suitable warning clauses.
6 to 10 inclusive (61 - 65 dBA)	Almost twice as loud	Definite noise impact	Recommended.
11 to 15 inclusive (66 - 70 dBA)	Almost three times as loud	Serious noise impact	Strongly Recommended.
16 and over (>70 dBA)	Almost four times as loud	Very serious noise impact	Strongly Recommended (may be mandatory).

APPENDIX C
ORNAMENT CALIBRATION

```
STAMSON 5.04        NORMAL REPORT        Date: 10-06-2024 14:18:41
MINISTRY OF ENVIRONMENT, CONSERVATION AND PARKS / NOISE ASSESSMENT

Filename: 15.te                Time Period: Day/Night 16/8 hours
Description: 15 m S-R Distance


Road data, segment # 1: 403 EB (day/night)
-----------------------------------------
Car traffic volume  : 53292/26642 veh/TimePeriod  *
Medium truck volume :  1003/501   veh/TimePeriod  *
Heavy truck volume  :  3008/1504  veh/TimePeriod  *
Posted speed limit  :   100 km/h
Road gradient       :     0 %
Road pavement       :     1 (Typical asphalt or concrete)

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

    24 hr Traffic Volume (AADT or SADT):  85950
    Percentage of Annual Growth        :   0.00
    Number of Years of Growth          :   0.00
    Medium Truck % of Total Volume     :   1.75
    Heavy Truck  % of Total Volume     :   5.25
    Day (16 hrs) % of Total Volume     :  66.67

Data for Segment # 1: 403 EB (day/night)
----------------------------------------
Angle1   Angle2           : -90.00 deg   90.00 deg
Wood depth                :      0       (No woods.)
No of house rows          :      0 / 0
Surface                   :      2       (Reflective ground surface)
Receiver source distance  :  15.00 / 15.00  m
Receiver height           :   1.50 / 1.50   m
Topography                :      1       (Flat/gentle slope; no barrier)
Reference angle           :   0.00


Road data, segment # 2: 403 WB (day/night)
-----------------------------------------
Car traffic volume  : 53292/26642 veh/TimePeriod  *
Medium truck volume :  1003/501   veh/TimePeriod  *
Heavy truck volume  :  3008/1504  veh/TimePeriod  *
Posted speed limit  :   100 km/h
Road gradient       :     0 %
Road pavement       :     1 (Typical asphalt or concrete)

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

    24 hr Traffic Volume (AADT or SADT):  85950
    Percentage of Annual Growth        :   0.00
    Number of Years of Growth          :   0.00
    Medium Truck % of Total Volume     :   1.75
    Heavy Truck  % of Total Volume     :   5.25
    Day (16 hrs) % of Total Volume     :  66.67
```

```
Data for Segment # 2: 403 WB (day/night)
----------------------------------------
Angle1   Angle2           : -90.00 deg   90.00 deg
Wood depth                :      0       (No woods.)
No of house rows          :      0 / 0
Surface                   :      2       (Reflective ground surface)
Receiver source distance  :  15.00 / 15.00  m
Receiver height           :   1.50 / 1.50   m
Topography                :      1       (Flat/gentle slope; no barrier)
Reference angle           :   0.00


Road data, segment # 3: King (day/night)
----------------------------------------
Car traffic volume  : 17232/1915  veh/TimePeriod  *
Medium truck volume :  1627/181   veh/TimePeriod  *
Heavy truck volume  :  1085/121   veh/TimePeriod  *
Posted speed limit  :    50 km/h
Road gradient       :     0 %
Road pavement       :     1 (Typical asphalt or concrete)

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

    24 hr Traffic Volume (AADT or SADT):  22160
    Percentage of Annual Growth        :   0.00
    Number of Years of Growth          :   0.00
    Medium Truck % of Total Volume     :   8.16
    Heavy Truck  % of Total Volume     :   5.44
    Day (16 hrs) % of Total Volume     :  90.00

Data for Segment # 3: King (day/night)
--------------------------------------
Angle1   Angle2           : -90.00 deg   90.00 deg
Wood depth                :      0       (No woods.)
No of house rows          :      0 / 0
Surface                   :      2       (Reflective ground surface)
Receiver source distance  :  15.00 / 15.00  m
Receiver height           :   1.50 / 1.50   m
Topography                :      1       (Flat/gentle slope; no barrier)
Reference angle           :   0.00


Road data, segment # 4: Street A (day/night)
--------------------------------------------
Car traffic volume  :  9183/1020  veh/TimePeriod  *
Medium truck volume :   290/32    veh/TimePeriod  *
Heavy truck volume  :   193/21    veh/TimePeriod  *
Posted speed limit  :    60 km/h
Road gradient       :     0 %
Road pavement       :     1 (Typical asphalt or concrete)

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

    24 hr Traffic Volume (AADT or SADT):  10740
    Percentage of Annual Growth        :   0.00
    Number of Years of Growth          :   0.00
    Medium Truck % of Total Volume     :   3.00
    Heavy Truck  % of Total Volume     :   2.00
    Day (16 hrs) % of Total Volume     :  90.00
```

```
Data for Segment # 4: Street A (day/night)
-------------------------------------------
Angle1   Angle2           : -90.00 deg   90.00 deg
Wood depth                :      0       (No woods.)
No of house rows          :      0 / 0
Surface                   :      2       (Reflective ground surface)
Receiver source distance  :  15.00 / 15.00  m
Receiver height           :   1.50 / 1.50   m
Topography                :      1       (Flat/gentle slope; no barrier)
Reference angle           :   0.00


Results segment # 1: 403 EB (day)
---------------------------------

Source height = 1.51 m

ROAD (0.00 + 79.92 + 0.00) = 79.92 dBA
Angle1 Angle2  Alpha RefLeq  P.Adj  D.Adj  F.Adj  W.Adj  H.Adj  B.Adj SubLeq
-------------------------------------------------------------------------------
   -90     90   0.00  79.92   0.00   0.00   0.00   0.00   0.00   0.00  79.92
-------------------------------------------------------------------------------

Segment Leq : 79.92 dBA


Results segment # 2: 403 WB (day)
---------------------------------

Source height = 1.51 m

ROAD (0.00 + 79.92 + 0.00) = 79.92 dBA
Angle1 Angle2  Alpha RefLeq  P.Adj  D.Adj  F.Adj  W.Adj  H.Adj  B.Adj SubLeq
-------------------------------------------------------------------------------
   -90     90   0.00  79.92   0.00   0.00   0.00   0.00   0.00   0.00  79.92
-------------------------------------------------------------------------------

Segment Leq : 79.92 dBA


Results segment # 3: King (day)
-------------------------------

Source height = 1.53 m

ROAD (0.00 + 70.43 + 0.00) = 70.43 dBA
Angle1 Angle2  Alpha RefLeq  P.Adj  D.Adj  F.Adj  W.Adj  H.Adj  B.Adj SubLeq
-------------------------------------------------------------------------------
   -90     90   0.00  70.43   0.00   0.00   0.00   0.00   0.00   0.00  70.43
-------------------------------------------------------------------------------

Segment Leq : 70.43 dBA
```

Results segment # 4: Street A (day)

Source height = 1.19 m

ROAD (0.00 + 65.82 + 0.00) = 65.82 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	65.82	0.00	0.00	0.00	0.00	0.00	0.00	65.82

Segment Leq : 65.82 dBA

Total Leq All Segments: 83.25 dBA

Results segment # 1: 403 EB (night)

Source height = 1.51 m

ROAD (0.00 + 79.92 + 0.00) = 79.92 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	79.92	0.00	0.00	0.00	0.00	0.00	0.00	79.92

Segment Leq : 79.92 dBA

Results segment # 2: 403 WB (night)

Source height = 1.51 m

ROAD (0.00 + 79.92 + 0.00) = 79.92 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	79.92	0.00	0.00	0.00	0.00	0.00	0.00	79.92

Segment Leq : 79.92 dBA

Results segment # 3: King (night)

Source height = 1.53 m

ROAD (0.00 + 63.91 + 0.00) = 63.91 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	63.91	0.00	0.00	0.00	0.00	0.00	0.00	63.91

Segment Leq : 63.91 dBA

```
Results segment # 4: Street A (night)
----------------------------------------

Source height = 1.18 m

ROAD (0.00 + 59.24 + 0.00) = 59.24 dBA
Angle1 Angle2  Alpha RefLeq  P.Adj  D.Adj  F.Adj  W.Adj  H.Adj  B.Adj SubLeq
-------------------------------------------------------------------------------
   -90     90   0.00  59.24   0.00   0.00   0.00   0.00   0.00   0.00  59.24
-------------------------------------------------------------------------------

Segment Leq : 59.24 dBA

Total Leq All Segments: 83.00 dBA




TOTAL Leq FROM ALL SOURCES (DAY): 83.25
                           (NIGHT): 83.00
```

STAMSON 5.04 NORMAL REPORT Date: 10-06-2024 14:19:04
MINISTRY OF ENVIRONMENT, CONSERVATION AND PARKS / NOISE ASSESSMENT

Filename: 50.te Time Period: Day/Night 16/8 hours
Description: **50 m S-R Distance**

Road data, segment # 1: 403 EB (day/night)

Car traffic volume : 53292/26642 veh/TimePeriod *
Medium truck volume : 1003/501 veh/TimePeriod *
Heavy truck volume : 3008/1504 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

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

24 hr Traffic Volume (AADT or SADT): 85950
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.75
Heavy Truck % of Total Volume : 5.25
Day (16 hrs) % of Total Volume : 66.67

Data for Segment # 1: 403 EB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 50.00 / 50.00 m
Receiver height : 1.50 / 1.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: 403 WB (day/night)

Car traffic volume : 53292/26642 veh/TimePeriod *
Medium truck volume : 1003/501 veh/TimePeriod *
Heavy truck volume : 3008/1504 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

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

24 hr Traffic Volume (AADT or SADT): 85950
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.75
Heavy Truck % of Total Volume : 5.25
Day (16 hrs) % of Total Volume : 66.67

```
Data for Segment # 2: 403 WB (day/night)
----------------------------------------
Angle1   Angle2           : -90.00 deg   90.00 deg
Wood depth                :      0       (No woods.)
No of house rows          :      0 / 0
Surface                   :      2       (Reflective ground surface)
Receiver source distance  :  50.00 / 50.00  m
Receiver height           :   1.50 / 1.50   m
Topography                :      1       (Flat/gentle slope; no barrier)
Reference angle           :   0.00


Road data, segment # 3: King (day/night)
----------------------------------------
Car traffic volume  : 17232/1915  veh/TimePeriod  *
Medium truck volume :  1627/181   veh/TimePeriod  *
Heavy truck volume  :  1085/121   veh/TimePeriod  *
Posted speed limit  :    50 km/h
Road gradient       :     0 %
Road pavement       :     1 (Typical asphalt or concrete)

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

    24 hr Traffic Volume (AADT or SADT):  22160
    Percentage of Annual Growth        :   0.00
    Number of Years of Growth          :   0.00
    Medium Truck % of Total Volume     :   8.16
    Heavy Truck  % of Total Volume     :   5.44
    Day (16 hrs) % of Total Volume     :  90.00

Data for Segment # 3: King (day/night)
--------------------------------------
Angle1   Angle2           : -90.00 deg   90.00 deg
Wood depth                :      0       (No woods.)
No of house rows          :      0 / 0
Surface                   :      2       (Reflective ground surface)
Receiver source distance  :  50.00 / 50.00  m
Receiver height           :   1.50 / 1.50   m
Topography                :      1       (Flat/gentle slope; no barrier)
Reference angle           :   0.00


Road data, segment # 4: Street A (day/night)
--------------------------------------------
Car traffic volume  :  9183/1020  veh/TimePeriod  *
Medium truck volume :   290/32    veh/TimePeriod  *
Heavy truck volume  :   193/21    veh/TimePeriod  *
Posted speed limit  :    60 km/h
Road gradient       :     0 %
Road pavement       :     1 (Typical asphalt or concrete)


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

    24 hr Traffic Volume (AADT or SADT):  10740
    Percentage of Annual Growth        :   0.00
    Number of Years of Growth          :   0.00
    Medium Truck % of Total Volume     :   3.00
    Heavy Truck  % of Total Volume     :   2.00
    Day (16 hrs) % of Total Volume     :  90.00
```

```
Data for Segment # 4: Street A (day/night)
-------------------------------------------
Angle1   Angle2           : -90.00 deg   90.00 deg
Wood depth                :      0       (No woods.)
No of house rows          :      0 / 0
Surface                   :      2       (Reflective ground surface)
Receiver source distance  :  50.00 / 50.00  m
Receiver height           :   1.50 / 1.50   m
Topography                :      1       (Flat/gentle slope; no barrier)
Reference angle           :   0.00


Results segment # 1: 403 EB (day)
---------------------------------

Source height = 1.51 m

ROAD (0.00 + 74.69 + 0.00) = 74.69 dBA
Angle1 Angle2  Alpha RefLeq  P.Adj  D.Adj  F.Adj  W.Adj  H.Adj  B.Adj SubLeq
-------------------------------------------------------------------------------
   -90     90   0.00  79.92   0.00  -5.23   0.00   0.00   0.00   0.00  74.69
-------------------------------------------------------------------------------

Segment Leq : 74.69 dBA


Results segment # 2: 403 WB (day)
---------------------------------

Source height = 1.51 m

ROAD (0.00 + 74.69 + 0.00) = 74.69 dBA
Angle1 Angle2  Alpha RefLeq  P.Adj  D.Adj  F.Adj  W.Adj  H.Adj  B.Adj SubLeq
-------------------------------------------------------------------------------
   -90     90   0.00  79.92   0.00  -5.23   0.00   0.00   0.00   0.00  74.69
-------------------------------------------------------------------------------

Segment Leq : 74.69 dBA

Results segment # 3: King (day)
-------------------------------

Source height = 1.53 m

ROAD (0.00 + 65.21 + 0.00) = 65.21 dBA
Angle1 Angle2  Alpha RefLeq  P.Adj  D.Adj  F.Adj  W.Adj  H.Adj  B.Adj SubLeq
-------------------------------------------------------------------------------
   -90     90   0.00  70.43   0.00  -5.23   0.00   0.00   0.00   0.00  65.21
-------------------------------------------------------------------------------

Segment Leq : 65.21 dBA
```

Results segment # 4: Street A (day)

Source height = 1.19 m

ROAD (0.00 + 60.59 + 0.00) = 60.59 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	65.82	0.00	-5.23	0.00	0.00	0.00	0.00	60.59

Segment Leq : 60.59 dBA

Total Leq All Segments: 78.02 dBA

Results segment # 1: 403 EB (night)

Source height = 1.51 m

ROAD (0.00 + 74.69 + 0.00) = 74.69 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	79.92	0.00	-5.23	0.00	0.00	0.00	0.00	74.69

Segment Leq : 74.69 dBA

Results segment # 2: 403 WB (night)

Source height = 1.51 m

ROAD (0.00 + 74.69 + 0.00) = 74.69 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	79.92	0.00	-5.23	0.00	0.00	0.00	0.00	74.69

Segment Leq : 74.69 dBA

Results segment # 3: King (night)

Source height = 1.53 m

ROAD (0.00 + 58.69 + 0.00) = 58.69 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	63.91	0.00	-5.23	0.00	0.00	0.00	0.00	58.69

Segment Leq : 58.69 dBA

Results segment # 4: Street A (night)

Source height = 1.18 m

ROAD (0.00 + 54.02 + 0.00) = 54.02 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	59.24	0.00	-5.23	0.00	0.00	0.00	0.00	54.02

Segment Leq : 54.02 dBA

Total Leq All Segments: 77.77 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 78.02
(NIGHT): 77.77

```
STAMSON 5.04        NORMAL REPORT        Date: 10-06-2024 14:18:53
MINISTRY OF ENVIRONMENT, CONSERVATION AND PARKS / NOISE ASSESSMENT

Filename: 200.te               Time Period: Day/Night 16/8 hours
Description: 200 m S-R Distance


Road data, segment # 1: 403 EB (day/night)
-----------------------------------------
Car traffic volume  : 53292/26642 veh/TimePeriod  *
Medium truck volume :  1003/501   veh/TimePeriod  *
Heavy truck volume  :  3008/1504  veh/TimePeriod  *
Posted speed limit  :   100 km/h
Road gradient       :     0 %
Road pavement       :     1 (Typical asphalt or concrete)

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

    24 hr Traffic Volume (AADT or SADT):  85950
    Percentage of Annual Growth        :   0.00
    Number of Years of Growth          :   0.00
    Medium Truck % of Total Volume     :   1.75
    Heavy Truck  % of Total Volume     :   5.25
    Day (16 hrs) % of Total Volume     :  66.67

Data for Segment # 1: 403 EB (day/night)
----------------------------------------
Angle1   Angle2           : -90.00 deg   90.00 deg
Wood depth                :      0       (No woods.)
No of house rows          :      0 / 0
Surface                   :      2       (Reflective ground surface)
Receiver source distance  : 200.00 / 200.00 m
Receiver height           :   1.50 / 1.50   m
Topography                :      1       (Flat/gentle slope; no barrier)
Reference angle           :   0.00


Road data, segment # 2: 403 WB (day/night)
-----------------------------------------
Car traffic volume  : 53292/26642 veh/TimePeriod  *
Medium truck volume :  1003/501   veh/TimePeriod  *
Heavy truck volume  :  3008/1504  veh/TimePeriod  *
Posted speed limit  :   100 km/h
Road gradient       :     0 %
Road pavement       :     1 (Typical asphalt or concrete)

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

    24 hr Traffic Volume (AADT or SADT):  85950
    Percentage of Annual Growth        :   0.00
    Number of Years of Growth          :   0.00
    Medium Truck % of Total Volume     :   1.75
    Heavy Truck  % of Total Volume     :   5.25
    Day (16 hrs) % of Total Volume     :  66.67
```

```
Data for Segment # 2: 403 WB (day/night)
----------------------------------------
Angle1   Angle2           : -90.00 deg   90.00 deg
Wood depth                :      0       (No woods.)
No of house rows          :      0 / 0
Surface                   :      2       (Reflective ground surface)
Receiver source distance  : 200.00 / 200.00 m
Receiver height           :   1.50 / 1.50   m
Topography                :      1       (Flat/gentle slope; no barrier)
Reference angle           :   0.00


Road data, segment # 3: King (day/night)
----------------------------------------
Car traffic volume  : 17232/1915  veh/TimePeriod  *
Medium truck volume :  1627/181   veh/TimePeriod  *
Heavy truck volume  :  1085/121   veh/TimePeriod  *
Posted speed limit  :    50 km/h
Road gradient       :     0 %
Road pavement       :     1 (Typical asphalt or concrete)

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

    24 hr Traffic Volume (AADT or SADT):  22160
    Percentage of Annual Growth        :   0.00
    Number of Years of Growth          :   0.00
    Medium Truck % of Total Volume     :   8.16
    Heavy Truck  % of Total Volume     :   5.44
    Day (16 hrs) % of Total Volume     :  90.00

Data for Segment # 3: King (day/night)
--------------------------------------
Angle1   Angle2           : -90.00 deg   90.00 deg
Wood depth                :      0       (No woods.)
No of house rows          :      0 / 0
Surface                   :      2       (Reflective ground surface)
Receiver source distance  : 200.00 / 200.00 m
Receiver height           :   1.50 / 1.50   m
Topography                :      1       (Flat/gentle slope; no barrier)
Reference angle           :   0.00


Road data, segment # 4: Street A (day/night)
--------------------------------------------
Car traffic volume  :  9183/1020  veh/TimePeriod  *
Medium truck volume :   290/32    veh/TimePeriod  *
Heavy truck volume  :   193/21    veh/TimePeriod  *
Posted speed limit  :    60 km/h
Road gradient       :     0 %
Road pavement       :     1 (Typical asphalt or concrete)

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

    24 hr Traffic Volume (AADT or SADT):  10740
    Percentage of Annual Growth        :   0.00
    Number of Years of Growth          :   0.00
    Medium Truck % of Total Volume     :   3.00
    Heavy Truck  % of Total Volume     :   2.00
    Day (16 hrs) % of Total Volume     :  90.00
```

```
Data for Segment # 4: Street A (day/night)
-------------------------------------------
Angle1   Angle2           : -90.00 deg   90.00 deg
Wood depth                :      0       (No woods.)
No of house rows          :      0 / 0
Surface                   :      2       (Reflective ground surface)
Receiver source distance  : 200.00 / 200.00 m
Receiver height           :   1.50 / 1.50   m
Topography                :      1       (Flat/gentle slope; no barrier)
Reference angle           :   0.00


Results segment # 1: 403 EB (day)
---------------------------------

Source height = 1.51 m

ROAD (0.00 + 68.67 + 0.00) = 68.67 dBA
Angle1 Angle2  Alpha RefLeq  P.Adj  D.Adj  F.Adj  W.Adj  H.Adj  B.Adj SubLeq
-------------------------------------------------------------------------------
   -90     90   0.00  79.92   0.00 -11.25   0.00   0.00   0.00   0.00  68.67
-------------------------------------------------------------------------------

Segment Leq : 68.67 dBA


Results segment # 2: 403 WB (day)
---------------------------------

Source height = 1.51 m

ROAD (0.00 + 68.67 + 0.00) = 68.67 dBA
Angle1 Angle2  Alpha RefLeq  P.Adj  D.Adj  F.Adj  W.Adj  H.Adj  B.Adj SubLeq
-------------------------------------------------------------------------------
   -90     90   0.00  79.92   0.00 -11.25   0.00   0.00   0.00   0.00  68.67
-------------------------------------------------------------------------------

Segment Leq : 68.67 dBA

Results segment # 3: King (day)
-------------------------------

Source height = 1.53 m

ROAD (0.00 + 59.19 + 0.00) = 59.19 dBA
Angle1 Angle2  Alpha RefLeq  P.Adj  D.Adj  F.Adj  W.Adj  H.Adj  B.Adj SubLeq
-------------------------------------------------------------------------------
   -90     90   0.00  70.43   0.00 -11.25   0.00   0.00   0.00   0.00  59.19
-------------------------------------------------------------------------------

Segment Leq : 59.19 dBA
```

Results segment # 4: Street A (day)

Source height = 1.19 m

ROAD (0.00 + 54.57 + 0.00) = 54.57 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	65.82	0.00	-11.25	0.00	0.00	0.00	0.00	54.57

Segment Leq : 54.57 dBA

Total Leq All Segments: 72.00 dBA

Results segment # 1: 403 EB (night)

Source height = 1.51 m

ROAD (0.00 + 68.67 + 0.00) = 68.67 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	79.92	0.00	-11.25	0.00	0.00	0.00	0.00	68.67

Segment Leq : 68.67 dBA

Results segment # 2: 403 WB (night)

Source height = 1.51 m

ROAD (0.00 + 68.67 + 0.00) = 68.67 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	79.92	0.00	-11.25	0.00	0.00	0.00	0.00	68.67

Segment Leq : 68.67 dBA
Results segment # 3: King (night)

Source height = 1.53 m

ROAD (0.00 + 52.66 + 0.00) = 52.66 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	63.91	0.00	-11.25	0.00	0.00	0.00	0.00	52.66

Segment Leq : 52.66 dBA

Results segment # 4: Street A (night)

Source height = 1.18 m

ROAD (0.00 + 48.00 + 0.00) = 48.00 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	59.24	0.00	-11.25	0.00	0.00	0.00	0.00	48.00

Segment Leq : 48.00 dBA

Total Leq All Segments: 71.75 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 72.00
(NIGHT): 71.75

APPENDIX D

RAIL SOURCE CALCULATION DETAILS

D1: ANALYSIS ASSUMPTIONS

The assessment was completed using the following assumptions:

- Trains on the Lakeshore West line stop at the station, decelerating on approach and accelerating on departure. All other trains bypass the station without stopping.
- All trains were modelled using a single line (rail) source in the approximate centre of the ROW (not including the tracks at the yard).
- Based on the layout of the station, and the normal position of the locomotive on the Lakeshore West line (i.e., the locomotive always being positioned on the east end of the train), it is assumed that the locomotive stopping position will be at the east end of the platform, to the southwest of Block 14.
- Specific breakdowns of eastbound and westbound rail traffic volumes were not provided in the Metrolinx forecast. It was assumed that an equal number of trains (i.e., half the total volume) would travel in each direction.
- The TPAP reports include information on the travel speed and throttle setting as trains travel between stations. In general, the TPAP reports indicate that as a train is approaching and decelerating into a station, the throttle setting is 1. As a train departs and accelerates out of a station, the throttle setting is 8. Thus, decelerating trains on approach to the station were modelled at throttle setting 1 and accelerating trains departing the station were modelled at throttle setting 8.
- The approach and departure from the station were each split into 4 segments to account for the changes in speed.
- Segments beyond 500 m from the stopping point were modelled at design speed and throttle setting 8.

The sound level predictions were done using the building evaluation method in the CadnaA acoustic modelling software. This method calculates sound levels on a grid of receivers around each facade at each storey of the building.

D2: CADNA INPUTS

Metrolinx data

	1 Diesel Loco	2 Diesel Loco	1 Electric Loco	2 Electric Loco		1 Diesel Loco	2 Diesel Loco	1 Electric Loco	2 Electric Loco
Day	132	0	0	0	Night	21	0	0	0

# Cars per train	10
Posted Speed (km/hr)	153

Calculation:

Daytime	# Trains	# Locos	# Cars
L12(Diesel)	132	132	1320
LL12(Diesel)	0	0	0
L12 (Electric)	0	0	0
LL12(Electric)	0	0	0
Total	132	132	1320
Total 1 loco	132	132	1320
Total 2 loco	0	0	0

Nighttime	# Trains	# Locos	# Cars
L12(Diesel)	21	21	210
LL12(Diesel)	0	0	0
L12 (Electric)	0	0	0
LL12(Electric)	0	0	0
Total	21	21	210
Total 1 loco	21	21	210
Total 2 loco	0	0	0

CN Data

Type	# of Trains (2022)	2036	Max Consist	Max Power	# Locomotives	# Cars
Way Freight Day	4	5.7	25	4	22.6	141.3
Passenger Day	13	18.4	10	2	36.7	183.7
Way Freight Night	2	2.8	25	4	11.3	70.6

FIGURE 1: Locomotive and Rail Car Volume Calculation

Name	Sel.	M.	ID	Lw'		Train Class	Correct.	Vmax
				Day	Night		Track	
				(dBA)	(dBA)		(dB)	(km(km/h)
EB_Accel1			Rail_EB_Accel1	78.6	73.8	(local)	0.0	
EB_Accel2			Rail_EB_Accel2	74.0	69.2	(local)	0.0	
EB_Accel3			Rail_EB_Accel3	71.9	67.2	(local)	0.0	
EB_Accel4			Rail_EB_Accel4	70.7	65.9	(local)	0.0	
EB_Steady			Rail_EB_Steady	70.1	65.2	(local)	0.0	
EB_Decel1			Rail_EB_Decel1	72.6	67.8	(local)	0.0	
EB_Decel2			Rail_EB_Decel2	68.1	63.3	(local)	0.0	
EB_Decel3			Rail_EB_Decel3	66.2	61.5	(local)	0.0	
EB_Decel4			Rail_EB_Decel4	65.5	60.6	(local)	0.0	
WB_Decel1			Rail_WB_Decel1	72.6	67.8	(local)	0.0	
WB_Decel2			Rail_WB_Decel2	68.1	63.3	(local)	0.0	
WB_Decel3			Rail_WB_Decel3	66.2	61.5	(local)	0.0	
WB_Decel4			Rail_WB_Decel4	65.5	60.6	(local)	0.0	
WB_Steady			Rail_WB_Steady	70.1	65.2	(local)	0.0	
WB_Accel1			Rail_WB_Accel1	78.6	73.8	(local)	0.0	
WB_Accel2			Rail_WB_Accel2	74.0	69.2	(local)	0.0	
WB_Accel3			Rail_WB_Accel3	71.9	67.2	(local)	0.0	
WB_Accel4			Rail_WB_Accel4	70.7	65.9	(local)	0.0	
Freight			Rail_Freight	71.4	71.2	(local)	0.0	
VIA Passenger			Rail_VIA_Pass	65.8	-81.0	(local)	0.0	

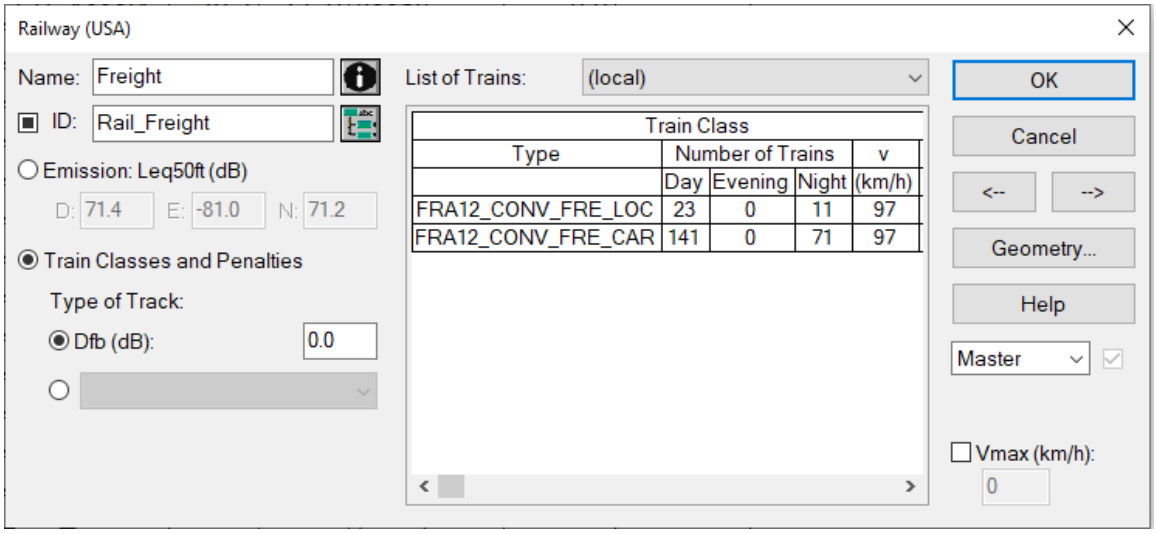


FIGURE 2: Cadna Inputs

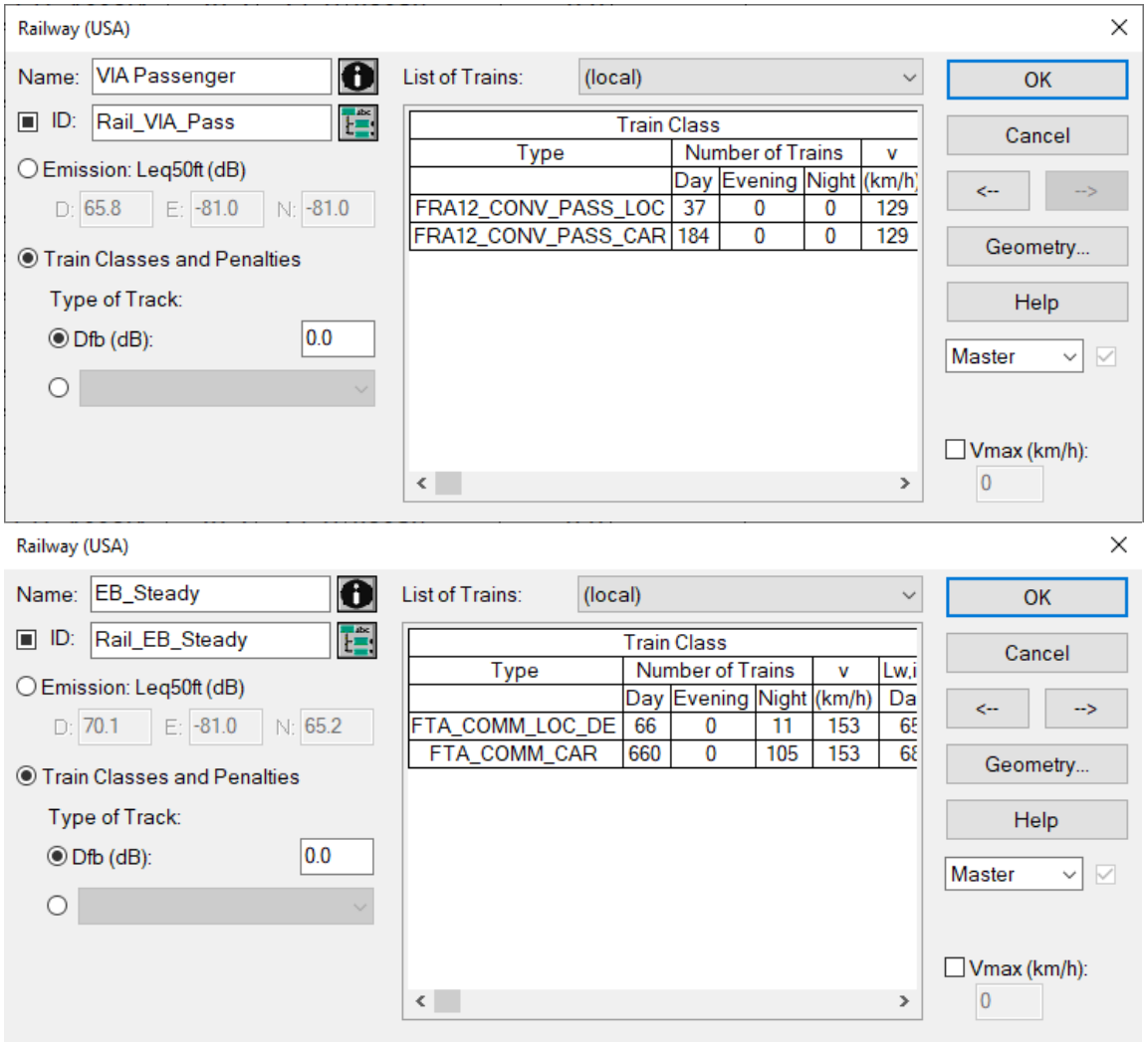


FIGURE 2: Cadna Inputs (Continued)

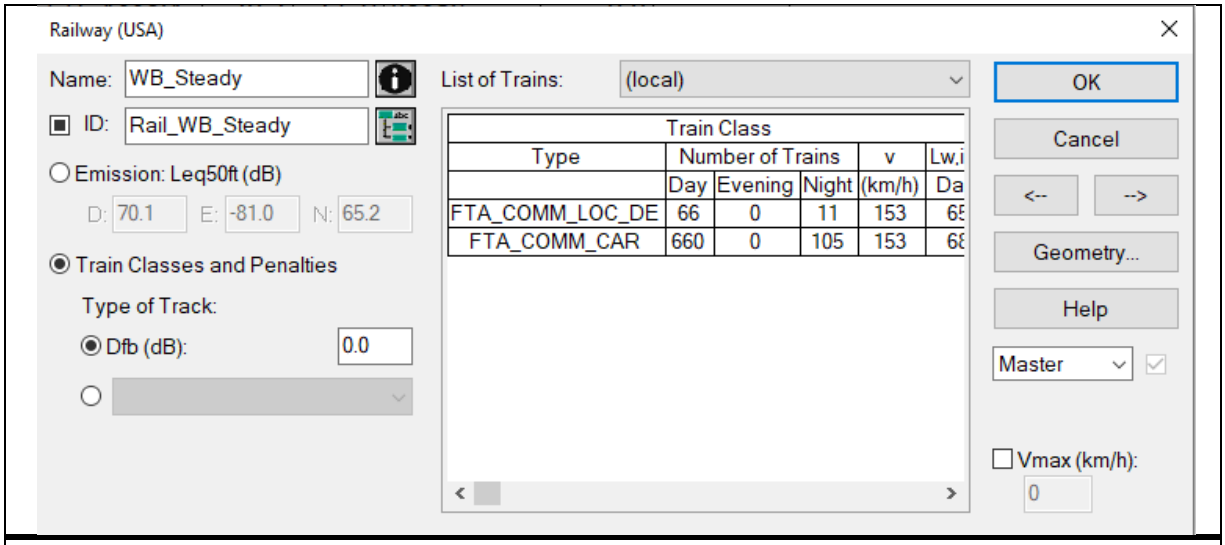


FIGURE 2: Cadna Inputs (Continued)

APPENDIX E

SAMPLE STATIONARY SOURCE SOUND LEVEL CALCULATION

Receiver Table

Name	Sel.	M.	ID	Level Lr			Limit. Value			Land Use			Height		Coordinates		
				Day	Eve	Night	Day	Eve	Night	Type	Auto	Noise Type			X	Y	Z
				(dBA)	(dBA)	(dBA)	(dBA)	(dBA)	(dBA)				(m)		(m)	(m)	(m)
			SAMPLE	61.2	-79.4	58.4	0.0	0.0	0.0		x	Total	60.00	r	17594138.26	4797610.34	163.18

Point Sources

Name	Sel.	M.	ID	Result. PWL			Lw / Li			Correction			Sound Reduction		Attenuation	Operating Time			K0	Freq.	Direct.	Height		Coordinates		
				Day	Evening	Night	Type	Value	norm.	Day	Evening	Night	R	Area		Day	Special	Night						X	Y	Z
				(dBA)	(dBA)	(dBA)			dB(A)	dB(A)	dB(A)	dB(A)		(m²)		(min)	(min)	(min)	(dB)	(Hz)		(m)		(m)	(m)	(m)
GOTrain Idling			Rail_GOTrain Idling	106.3	106.3	106.3	Lw	idleloco		0.0	0.0	0.0				54.00	54.00	30.00	0.0		(none)	4.00	r	17592979.47	4796335.42	109.30
DustCollector		~	PW_DC	106.0	106.0	106.0	Lw	DC		0.0	0.0	0.0							0.0		(none)	11.00	r	17594133.22	4797852.46	115.10
5T Rooftop Unit		~	KingComm_RTU01	81.5	81.5	81.5	Lw	LGH060		0.0	0.0	0.0				60.00	60.00	30.00	0.0		(none)	1.20	g	17594084.24	4797495.04	112.34
5T Rooftop Unit		~	KingComm_RTU02	81.5	81.5	81.5	Lw	LGH060		0.0	0.0	0.0				60.00	60.00	30.00	0.0		(none)	1.20	g	17594091.73	4797487.17	112.34
5T Rooftop Unit		~	KingComm_RTU03	81.5	81.5	81.5	Lw	LGH060		0.0	0.0	0.0				60.00	60.00	30.00	0.0		(none)	1.20	g	17594101.11	4797478.49	112.34
5T Rooftop Unit		~	KingComm_RTU04	81.5	81.5	81.5	Lw	LGH060		0.0	0.0	0.0				60.00	60.00	30.00	0.0		(none)	1.20	g	17594103.11	4797476.59	112.34
5T Rooftop Unit		~	KingComm_RTU05	81.5	81.5	81.5	Lw	LGH060		0.0	0.0	0.0				60.00	60.00	30.00	0.0		(none)	1.20	g	17594112.12	4797467.67	112.34
5T Rooftop Unit		~	KingComm_RTU06	81.5	81.5	81.5	Lw	LGH060		0.0	0.0	0.0				60.00	60.00	30.00	0.0		(none)	1.20	g	17594114.39	4797465.25	112.34
5T Rooftop Unit		~	KingComm_RTU07	81.5	81.5	81.5	Lw	LGH060		0.0	0.0	0.0				60.00	60.00	30.00	0.0		(none)	1.20	g	17594123.60	4797456.35	112.34
5T Rooftop Unit		~	KingComm_RTU08	81.5	81.5	81.5	Lw	LGH060		0.0	0.0	0.0				60.00	60.00	30.00	0.0		(none)	1.20	g	17594127.66	4797452.67	112.34
5T Rooftop Unit		~	KingComm_RTU09	81.5	81.5	81.5	Lw	LGH060		0.0	0.0	0.0				60.00	60.00	30.00	0.0		(none)	1.20	g	17594147.50	4797471.67	112.31
5T Rooftop Unit		~	KingComm_RTU10	81.5	81.5	81.5	Lw	LGH060		0.0	0.0	0.0				60.00	60.00	30.00	0.0		(none)	1.20	g	17594153.84	4797476.21	112.31
5T Rooftop Unit		~	KingComm_RTU11	81.5	81.5	81.5	Lw	LGH060		0.0	0.0	0.0				60.00	60.00	30.00	0.0		(none)	1.20	g	17594157.82	4797480.06	112.31
5T Rooftop Unit		~	KingComm_RTU12	81.5	81.5	81.5	Lw	LGH060		0.0	0.0	0.0				60.00	60.00	30.00	0.0		(none)	1.20	g	17594167.29	4797487.93	112.31
5T Rooftop Unit		~	KingComm_RTU13	81.5	81.5	81.5	Lw	LGH060		0.0	0.0	0.0				60.00	60.00	30.00	0.0		(none)	1.20	g	17594169.48	4797489.69	112.31
5T Rooftop Unit		~	KingComm_RTU14	81.5	81.5	81.5	Lw	LGH060		0.0	0.0	0.0				60.00	60.00	30.00	0.0		(none)	1.20	g	17594178.80	4797497.68	112.31
5T Rooftop Unit		~	KingComm_RTU15	81.5	81.5	81.5	Lw	LGH060		0.0	0.0	0.0				60.00	60.00	30.00	0.0		(none)	1.20	g	17594180.17	4797499.02	112.31
5T Rooftop Unit		~	KingComm_RTU16	81.5	81.5	81.5	Lw	LGH060		0.0	0.0	0.0				60.00	60.00	30.00	0.0		(none)	1.20	g	17594190.29	4797506.96	112.31
5T Rooftop Unit		~	KingComm_RTU17	81.5	81.5	81.5	Lw	LGH060		0.0	0.0	0.0				60.00	60.00	30.00	0.0		(none)	1.20	g	17594192.63	4797509.21	112.31
5T Rooftop Unit		~	KingComm_RTU18	81.5	81.5	81.5	Lw	LGH060		0.0	0.0	0.0				60.00	60.00	30.00	0.0		(none)	1.20	g	17594202.08	4797516.99	112.31
5T Rooftop Unit		~	KingComm_RTU19	81.5	81.5	81.5	Lw	LGH060		0.0	0.0	0.0				60.00	60.00	30.00	0.0		(none)	1.20	g	17594204.92	4797519.54	112.31
5T Rooftop Unit		~	KingComm_RTU20	81.5	81.5	81.5	Lw	LGH060		0.0	0.0	0.0				60.00	60.00	30.00	0.0		(none)	1.20	g	17594213.63	4797526.72	112.31
5T Rooftop Unit		~	KingComm_RTU21	81.5	81.5	81.5	Lw	LGH060		0.0	0.0	0.0				60.00	60.00	30.00	0.0		(none)	1.20	g	17594216.18	4797528.93	112.31
5T Rooftop Unit		~	KingComm_RTU22	81.5	81.5	81.5	Lw	LGH060		0.0	0.0	0.0				60.00	60.00	30.00	0.0		(none)	1.20	g	17594225.62	4797536.50	112.31
5T Rooftop Unit		~	KingComm_RTU23	81.5	81.5	81.5	Lw	LGH060		0.0	0.0	0.0				60.00	60.00	30.00	0.0		(none)	1.20	g	17594228.01	4797538.71	112.31
5T Rooftop Unit		~	KingComm_RTU24	81.5	81.5	81.5	Lw	LGH060		0.0	0.0	0.0				60.00	60.00	30.00	0.0		(none)	1.20	g	17594235.36	4797544.65	112.31
5T Rooftop Unit		~	KingComm_RTU25	81.5	81.5	81.5	Lw	LGH060		0.0	0.0	0.0				60.00	60.00	30.00	0.0		(none)	1.20	g	17594119.36	4797514.40	112.69
5T Rooftop Unit		~	KingComm_RTU26	81.5	81.5	81.5	Lw	LGH060		0.0	0.0	0.0				60.00	60.00	30.00	0.0		(none)	1.20	g	17594127.94	4797521.03	112.69
5T Rooftop Unit		~	KingComm_RTU27	81.5	81.5	81.5	Lw	LGH060		0.0	0.0	0.0				60.00	60.00	30.00	0.0		(none)	1.20	g	17594130.00	4797522.98	112.69
5T Rooftop Unit		~	KingComm_RTU28	81.5	81.5	81.5	Lw	LGH060		0.0	0.0	0.0				60.00	60.00	30.00	0.0		(none)	1.20	g	17594139.32	4797530.62	112.69
5T Rooftop Unit		~	KingComm_RTU29	81.5	81.5	81.5	Lw	LGH060		0.0	0.0	0.0				60.00	60.00	30.00	0.0		(none)	1.20	g	17594145.32	4797541.52	112.69
5T Rooftop Unit		~	KingComm_RTU30	81.5	81.5	81.5	Lw	LGH060		0.0	0.0	0.0				60.00	60.00	30.00	0.0		(none)	1.20	g	17594151.11	4797534.41	112.69
5T Rooftop Unit		~	KingComm_RTU31	81.5	81.5	81.5	Lw	LGH060		0.0	0.0	0.0				60.00	60.00	30.00	0.0		(none)	1.20	g	17594153.06	4797531.72	112.69
5T Rooftop Unit		~	KingComm_RTU32	81.5	81.5	81.5	Lw	LGH060		0.0	0.0	0.0				60.00	60.00	30.00	0.0		(none)	1.20	g	17594159.17	4797524.72	112.69
5T Rooftop Unit		~	KingComm_RTU33	81.5	81.5	81.5	Lw	LGH060		0.0	0.0	0.0				60.00	60.00	30.00	0.0		(none)	1.20	g	17594147.80	4797520.61	112.69
5T Rooftop Unit		~	KingComm_RTU34	81.5	81.5	81.5	Lw	LGH060		0.0	0.0	0.0				60.00	60.00	30.00	0.0		(none)	1.20	g	17594137.69	4797512.56	112.69
5T Rooftop Unit		~	KingComm_RTU35	81.5	81.5	81.5	Lw	LGH060		0.0	0.0	0.0				60.00	60.00	30.00	0.0		(none)	1.20	g	17594135.68	4797511.03	112.69
5T Rooftop Unit		~	KingComm_RTU36	81.5	81.5	81.5	Lw	LGH060		0.0	0.0	0.0				60.00	60.00	30.00	0.0		(none)	1.20	g	17594127.84	4797504.97	112.69
5T Rooftop Unit		~	KingComm_RTU37	81.5	81.5	81.5	Lw	LGH060		0.0	0.0	0.0				60.00	60.00	30.00	0.0		(none)	1.20	g	17594173.02	4797568.43	111.94
5T Rooftop Unit		~	KingComm_RTU38	81.5	81.5	81.5	Lw	LGH060		0.0	0.0	0.0				60.00	60.00	30.00	0.0		(none)	1.20	g	17594179.55	4797560.32	111.94
5T Rooftop Unit		~	KingComm_RTU39	81.5	81.5	81.5	Lw	LGH060		0.0	0.0	0.0				60.00	60.00	30.00	0.0		(none)	1.20	g	17594182.29	4797557.32	111.94
5T Rooftop Unit		~	KingComm_RTU40	81.5	81.5	81.5	Lw	LGH060		0.0	0.0	0.0				60.00	60.00	30.00	0.0		(none)	1.20	g	17594188.98	4797548.73	111.94
5T Rooftop Unit		~	KingComm_RTU41	81.5	81.5	81.5	Lw	LGH060		0.0	0.0	0.0				60.00	60.00	30.00	0.0		(none)	1.20	g	17594184.63	4797571.35	111.94
5T Rooftop Unit		~	KingComm_RTU42	81.5	81.5	81.5	Lw	LGH060		0.0	0.0	0.0				60.00	60.00	30.00	0.0		(none)	1.20	g	17594193.64	4797579.24	111.94
5T Rooftop Unit		~	KingComm_RTU43	81.5	81.5	81.5	Lw	LGH060		0.0	0.0	0.0				60.00	60.00	30.00	0.0		(none)	1.20	g	17594196.43	4797581.46	111.94
5T Rooftop Unit		~	KingComm_RTU44	81.5	81.5	81.5	Lw	LGH060		0.0	0.0	0.0				60.00	60.00	30.00	0.0		(none)	1.20	g	17594205.22	4797588.99	111.94
5T Rooftop Unit		~	KingComm_RTU45	81.5	81.5	81.5	Lw	LGH060		0.0	0.0	0.0				60.00	60.00	30.00	0.0		(none)	1.20	g	17594210.01	4797592.83	111.94
5T Rooftop Unit		~	KingComm_RTU46	81.5	81.5	81.5	Lw	LGH060		0.0	0.0	0.0				60.00	60.00	30.00	0.0		(none)	1.20	g	17594192.69	4797560.92	111.94
5T Rooftop Unit		~	KingComm_RTU47	81.5	81.5	81.5	Lw	LGH060		0.0	0.0	0.0				60.00	60.00	30.00	0.0		(none)	1.20	g	17594202.01	4797568.34	111.94
5T Rooftop Unit		~	KingComm_RTU48	81.5	81.5	81.5	Lw	LGH060		0.0	0.0	0.0				60.00	60.00	30.00	0.0		(none)	1.20	g	17594204.80	4797570.61	111.94
5T Rooftop Unit		~	KingComm_RTU49	81.5	81.5	81.5	Lw	LGH060		0.0	0.0	0.0				60.00	60.00	30.00	0.0		(none)	1.20	g	17594210.91	4797575.98	111.94
5T Rooftop Unit		~	KingComm_RTU50	81.5	81.5	81.5	Lw	LGH060		0.0	0.0	0.0				60.00	60.00	30.00	0.0		(none)	1.20	g	17594218.49	4797582.25	111.94
Heavy Truck Idling		~	PT_HTrkIdle	103.9	100.9	100.9	Lw	HvyTrk_Idle		3.0	0.0	0.0				5.00	0.00	0.00	0.0		(none)	2.40	r	17594266.27	4797613.61	104.20
Loading/Unloading Impulse		~	PT_IMP_LD	110.0	110.0	110.0	Lw	IMP_LD		0.0	0.0	0.0				0.00	60.00	0.00	0.0		(none)	1.00	r	17594274.42	4797622.83	101.80
Locomotive Idling (middle tracks)		~	JDSS_Cont_LI1	111.3	111.3	111.3	Lw	idleloco		5.0	5.0	5.0							0.0		(none)	4.00	r	17592594.36	4796003.10	109.71
Locomotive Idling (middle tracks)		~	JDSS_Cont_LI2	111.3	111.3	111.3	Lw	idleloco		5.0	5.0	5.0							0.0		(none)	4.00	r	17592606.62	4796013.38	108.35
Locomotive Idling (middle tracks)		~	JDSS_Cont_LI3	111.3	111.3	111.3	Lw	idleloco		5.0	5.0	5.0							0.0		(none)	4.00	r	17592618.61	4796023.97	108.00
Locomotive Idling (north tracks)		~	JDSS_Cont_LI4	111.3	111.3	111.3	Lw	idleloco		5.0	5.0	5.0							0.0		(none)	4.00	r	17592622.94	4796040.79	108.00
Locomotive Idling (north tracks)		~	JDSS_Cont_LI5	111.3	111.3	111.3	Lw	idleloco		5.0	5.0	5.0							0.0		(none)	4.00	r	17592634.93	4796051.38	108.00
Locomotive Idling (bunkhouse tracks)		~	JDSS_Cont_LI6	111.3	111.3	111.3	Lw	idleloco		5.0	5.0	5.0							0.0		(none)	4.00	r	17592799.03	4796207.46	108.00
Locomotive Idling (bunkhouse tracks)		~	JDSS_Cont_LI7	111.3	111.3	111.3	Lw	idleloco		5.0	5.0	5.0							0.0		(none)	4.00	r	17592811.17	4796217.91	108.01
Locomotive Idling (central)		~	JDSS_Cont_LI8	111.3	111.3	111.3	Lw	idleloco		5.0	5.0	5.0							0.0		(none)	4.00	r	17593545.35	4796861.24	106.39
Locomotive Idling (central)		~	JDSS_Cont_LI9	111.3	111.3	111.3	Lw	idleloco		5.0	5.0	5.0							0.0		(none)	4.00	r	17593557.40	4796871.01	106.37
Locomotive Idling (near King Rd)		~	JDSS_Cont_LI10	111.3	111.3	111.3	Lw	idleloco		5.0	5.0	5.0							0.0		(none)	4.00	r	17594351.07	4797511.13	106.00
Locomotive Idling (near King Rd)		~	JDSS_Cont_LI11	111.3	111.3	111.3	Lw	idleloco		5.0	5.0	5.0							0.0		(none)	4.00	r	17594363.89	4797522.38	104.20
Locomotive Idling (near King Rd)		~	JDSS_Cont_LI12	111.3	111.3	111.3	Lw	idleloco		5.0	5.0	5.0							0.0		(none)	4.00	r	17594376.92	4797533.20	104.00

Line Sources

Name	Sel.	M.	ID	Result. PWL			Result. PWL'			Lw / Li			Correction			Sound Reduction		Attenuation	Operating Time			K0	Freq.	Direct.	Moving Pt. Src			
				Day	Evening	Night	Day	Evening	Night	Type	Value	norm.	Day	Evening	Night	R	Area		Day	Special	Night				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)
Medium Truck Movement		~	KingComm_MTrkMov	85.9	-17.1	-17.1	59.9	-43.1	-43.1	PWL-Pt	Med_20kph		0.0	0.0	0.0							0.0		(none)	2.0	0.0	0.0	20.0
Heavy Truck Movement		~	PT_HTrkMov	84.4	-18.6	-18.6	67.2	-35.8	-35.8	PWL-Pt	Heavy_15kph		0.0	0.0	0.0				60.00	0.00	0.00	0.0		(none)	2.0	0.0	0.0	15.0
Hwy403WB		~	Road_403WB	135.9	135.9	135.9	100.4	100.4	100.4	Lw'	100.4		0.0	0.0	0.0							0.0	500	(none)				
Hwy403EB		~	Road_403EB	136.0	136.0	136.0	100.4	100.4	100.4	Lw'	100.4		0.0	0.0	0.0							0.0	500	(none)				
King Rd		~	Road_King	122.3	122.3	115.8	91.1	91.1	84.6	Lw'	91+10*log10(1.02)		0.0	0.0	-6.5							0.0	500	(none)				
Slow Moving Train		~	JDSS_Cont_TM	116.5	116.5	116.5	82.9	82.9	82.9	Lw	movloco		0.0	0.0	0.0							0.0		(none)				
Street A		~	Road_StreetA	120.6	120.6	114.1	87.8	87.8	81.3	Lw'	87.7+10*log10(1.02)		0.0	0.0	-6.5							0.0	500	(none)				

Vertical Area Sources

Name	Sel.	M.	ID	Result. PWL			Result. PWL"			Lw / Li			Correction			Sound Reduction		Attenuation	Operating Time			K0	Freq.	Direct.
				Day	Evening	Night	Day	Evening	Night	Type	Value	norm.	Day	Evening	Night	R	Area		Day	Special	Night			
				(dBA)	(dBA)	(dBA)	(dBA)	(dBA)	(dBA)			dB(A)	dB(A)	dB(A)	dB(A)		(m²)		(min)	(min)	(min)	(dB)	(Hz)	
Overhead Door		~	KingComm_OH1	93.5	93.5	93.5	69.2	69.2	69.2	Lw	OHDoor+10*log10(5)		0.0	0.0	0.0				60.00	60.00	0.00	3.0		(none)
Overhead Door		~	KingComm_OH2	95.6	95.6	95.6	68.7	68.7	68.7	Lw	OHDoor+10*log10(8)		0.0	0.0	0.0				60.00	60.00	0.00	3.0		(none)
Overhead Door		~	KingComm_OH3	89.5	89.5	89.5	69.2	69.2	69.2	Lw	OHDoor+10*log10(2)		0.0	0.0	0.0				60.00	60.00	0.00	3.0		(none)
Overhead Door		~	KingComm_OH4	89.5	89.5	89.5	69.2	69.2	69.2	Lw	OHDoor+10*log10(2)		0.0	0.0	0.0				60.00	60.00	0.00	3.0		(none)
Overhead Door		~	KingComm_OH5	89.5	89.5	89.5	69.1	69.1	69.1	Lw	OHDoor+10*log10(2)		0.0	0.0	0.0				60.00	60.00	0.00	3.0		(none)
Overhead Door		~	KingComm_OH6	91.3	91.3	91.3	68.7	68.7	68.7	Lw	OHDoor+10*log10(3)		0.0	0.0	0.0				60.00	60.00	0.00	3.0		(none)
Overhead Door		~	KingComm_OH7	89.5	89.5	89.5	68.6	68.6	68.6	Lw	OHDoor+10*log10(2)		0.0	0.0	0.0				60.00	60.00	0.00	3.0		(none)
Overhead Door		~	KingComm_OH8	89.5	89.5	89.5	70.5	70.5	70.5	Lw	OHDoor+10*log10(2)		0.0	0.0	0.0				60.00	60.00	0.00	3.0		(none)
Overhead Door		~	KingComm_OH9	86.5	86.5	86.5	69.4	69.4	69.4	Lw	OHDoor		0.0	0.0	0.0				60.00	60.00	0.00	3.0		(none)

Area Sources

Name	Sel.	M.	ID	Result. PWL			Result. PWL"			Lw / Li			Correction			Sound Reduction		Attenuation	Operating Time			K0	Freq.	Direct.	Moving Pt. Src		
				Day	Evening	Night	Day	Evening	Night	Type	Value	norm.	Day	Evening	Night	R	Area		Day	Special	Night				Number		
				(dBA)	(dBA)	(dBA)	(dBA)	(dBA)	(dBA)			dB(A)	dB(A)	dB(A)	dB(A)		(m²)		(min)	(min)	(min)	(dB)	(Hz)		Day	Evening	Night
Coupling/Uncoupling and Stretching Impulses		~	JDIMP_CUS	124.0	124.0	124.0	75.5	75.5	75.5	Lw	railimp		0.0	0.0	0.0							0.0		(none)			
Rail Wheel-Squeal		~	JDSS_Cont_RWS	136.5	136.5	136.5	87.2	87.2	87.2	Lw	squeal		5.0	5.0	5.0				1.00	1.00	1.00	0.0		(none)			
Locomotive Moving		~	JDSS_Cont_LM	116.5	116.5	116.5	67.2	67.2	67.2	Lw	movloco		0.0	0.0	0.0							0.0		(none)			

Sound Level Library

Name	ID	Type	Octave Spectrum (dB)												Source
			Weight.	31.5	63	125	250	500	1000	2000	4000	8000	A	lin	
Lennox 5T Unit	LGH060	Lw	A		64.0	67.0	72.0	77.0	76.0	73.0	68.0	61.0	81.5	91.9	Product Data
Medium truck movement - 20 kph	Med_20kph	Lw		0.0	111.3	105.2	99.6	96.4	94.3	91.5	87.2	82.5	99.9	112.7	VCL Database
Overhead Door	OHDoor	Lw (c)		76.8	76.2	78.6	77.0	82.4	81.0	79.6	78.1	76.4	86.5	88.5	2015-11-06 Sound meaurements 1150225 Sterca Stair
Heavy truck movement - 15 kph	Heavy_15kph	Lw		0.0	112.0	110.5	106.5	102.3	99.2	97.5	95.7	92.3	105.9	115.5	VCL Database
Heavy Truck Idling	HvyTrk_Idle	Lw		101.1	100.6	98.3	94.2	96.9	97.0	94.2	87.4	81.6	100.9	106.7	VCL Database
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
Pollard Windows Dust Collector	DC	Lw		111.0	108.6	106.6	106.0	101.6	103.0	95.3	89.0	84.6	106.0	115.1	2024-01-10 Sound Measurements
Idling Locomotive	idleloco	Lw		117.4	113.1	109.0	97.1	103.6	102.0	98.8	92.2	89.3	106.3	119.5	Jade
Slow Moving Locomotives	movloco	Lw		130.8	130.8	126.0	111.1	109.8	111.4	107.9	103.5	96.9	116.5	134.5	Jade
Rail/Wheel Squeal	squeal	Lw		122.0	122.0	119.0	117.0	118.0	130.0	121.0	121.0	118.0	131.5	132.6	Jade
Coupling-Uncoupling and Stretching Impulses	railimp	Lw		116.4	137.2	124.5	122.9	118.3	117.2	117.4	115.1	108.8	124.0	137.8	Jade
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

Calculation Configuration

Configuration	
Parameter	Value
General	
Max. Error (dB)	0.00
Max. Search Radius (m)	2000.00
Min. Dist Src to Rcvr	0.00
Partition	
Raster Factor	0.50
Max. Length of Section (m)	1000.00
Min. Length of Section (m)	1.00
Min. Length of Section (%)	0.00
Proj. Line Sources	On
Proj. Area Sources	On
Ref. Time	
Daytime Penalty (dB)	0.00
Recr. Time Penalty (dB)	0.00
Night-time Penalty (dB)	0.00
DTM	
Standard Height (m)	102.00
Model of Terrain	Triangulation
Reflection	
max. Order of Reflection	0
Search Radius Src	100.00
Search Radius Rcvr	100.00
Max. Distance Source - Rcvr	1000.00 1000.00
Min. Distance Rvcr - Reflector	1.00 1.00
Min. Distance Source - Reflector	0.10
Industrial (ISO 9613 (1996))	

Configuration	
Parameter	Value
Lateral Diffraction	some Obj
Obst. within Area Src do not shield	On
Screening	Excl. Ground Att. over Barrier
	Dz with limit (20/25)
Barrier Coefficients C1,2,3	3.0 20.0 0.0
Temperature (°C)	10
rel. Humidity (%)	70
Ground Absorption G	1.00
Wind Speed for Dir. (m/s)	3.0
Roads (RLS-90)	
Strictly acc. to RLS-90	
Railways (FTA/FRA)	
Aircraft (???)	
Strictly acc. to AzB	

Receiver
Name: (untitled)
ID: SAMPLE
X: 17594138.26 m
Y: 4797610.34 m
Z: 163.18 m

Area Source, ISO 9613, Name: "Rail Wheel-Squeal", ID: "JDSS_Cont_RWS"																				
Nr.	X	Y	Z	Refl.	DEN	Freq.	Lw	l/a	Optime	K0	Di	Adiv	Aatm	Agr	Afol	Ahous	Abar	Cmet	RL	Lr
	(m)	(m)	(m)			(Hz)	dB(A)	dB	dB	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	dB(A)
1	17593417.75	4796736.68	104.78	0	D	A	87.2	17.9	-17.8	0.0	0.0	72.1	5.2	-2.4	0.0	0.0	27.2	0.0	0.0	-14.8
1	17593417.75	4796736.68	104.78	0	N	A	87.2	17.9	-17.8	0.0	0.0	72.1	5.2	-2.4	0.0	0.0	27.2	0.0	0.0	-14.8
1	17593417.75	4796736.68	104.78	0	E	A	87.2	17.9	-17.8	0.0	0.0	72.1	5.2	-2.4	0.0	0.0	27.2	0.0	0.0	-14.8
2	17593507.31	4796820.88	104.55	0	D	A	87.2	39.0	-17.8	0.0	0.0	71.1	4.8	-2.4	0.0	0.0	27.3	0.0	0.0	7.7
2	17593507.31	4796820.88	104.55	0	N	A	87.2	39.0	-17.8	0.0	0.0	71.1	4.8	-2.4	0.0	0.0	27.3	0.0	0.0	7.7
2	17593507.31	4796820.88	104.55	0	E	A	87.2	39.0	-17.8	0.0	0.0	71.1	4.8	-2.4	0.0	0.0	27.3	0.0	0.0	7.7
3	17593735.89	4797020.70	104.03	0	D	A	87.2	35.6	-17.8	0.0	0.0	68.1	3.6	-0.4	0.0	0.0	23.5	0.0	0.0	10.2
3	17593735.89	4797020.70	104.03	0	N	A	87.2	35.6	-17.8	0.0	0.0	68.1	3.6	-0.4	0.0	0.0	23.5	0.0	0.0	10.2
3	17593735.89	4797020.70	104.03	0	E	A	87.2	35.6	-17.8	0.0	0.0	68.1	3.6	-0.4	0.0	0.0	23.5	0.0	0.0	10.2
4	17593637.94	4796923.88	104.30	0	D	A	87.2	38.0	-17.8	0.0	0.0	69.6	4.2	-2.3	0.0	0.0	24.5	0.0	0.0	11.4
4	17593637.94	4796923.88	104.30	0	N	A	87.2	38.0	-17.8	0.0	0.0	69.6	4.2	-2.3	0.0	0.0	24.5	0.0	0.0	11.4
4	17593637.94	4796923.88	104.30	0	E	A	87.2	38.0	-17.8	0.0	0.0	69.6	4.2	-2.3	0.0	0.0	24.5	0.0	0.0	11.4
5	17593797.98	4797062.35	103.94	0	D	A	87.2	29.8	-17.8	0.0	0.0	67.2	3.4	-2.0	0.0	0.0	24.4	0.0	0.0	6.3
5	17593797.98	4797062.35	103.94	0	N	A	87.2	29.8	-17.8	0.0	0.0	67.2	3.4	-2.0	0.0	0.0	24.4	0.0	0.0	6.3
5	17593797.98	4797062.35	103.94	0	E	A	87.2	29.8	-17.8	0.0	0.0	67.2	3.4	-2.0	0.0	0.0	24.4	0.0	0.0	6.3
6	17593825.35	4797085.01	103.88	0	D	A	87.2	30.2	-17.8	0.0	0.0	66.8	3.2	-1.9	0.0	0.0	24.3	0.0	0.0	7.3
6	17593825.35	4797085.01	103.88	0	N	A	87.2	30.2	-17.8	0.0	0.0	66.8	3.2	-1.9	0.0	0.0	24.3	0.0	0.0	7.3
6	17593825.35	4797085.01	103.88	0	E	A	87.2	30.2	-17.8	0.0	0.0	66.8	3.2	-1.9	0.0	0.0	24.3	0.0	0.0	7.3
7	17593840.45	4797097.51	103.85	0	D	A	87.2	11.3	-17.8	0.0	0.0	66.5	3.2	-1.9	0.0	0.0	24.3	0.0	0.0	-11.3
7	17593840.45	4797097.51	103.85	0	N	A	87.2	11.3	-17.8	0.0	0.0	66.5	3.2	-1.9	0.0	0.0	24.3	0.0	0.0	-11.3
7	17593840.45	4797097.51	103.85	0	E	A	87.2	11.3	-17.8	0.0	0.0	66.5	3.2	-1.9	0.0	0.0	24.3	0.0	0.0	-11.3
8	17593856.08	4797110.44	103.82	0	D	A	87.2	30.1	-17.8	0.0	0.0	66.2	3.1	-1.9	0.0	0.0	24.3	0.0	0.0	7.9
8	17593856.08	4797110.44	103.82	0	N	A	87.2	30.1	-17.8	0.0	0.0	66.2	3.1	-1.9	0.0	0.0	24.3	0.0	0.0	7.9
8	17593856.08	4797110.44	103.82	0	E	A	87.2	30.1	-17.8	0.0	0.0	66.2	3.1	-1.9	0.0	0.0	24.3	0.0	0.0	7.9
9	17593886.38	4797135.50	103.76	0	D	A	87.2	29.5	-17.8	0.0	0.0	65.7	2.9	-1.9	0.0	0.0	24.3	0.0	0.0	8.0
9	17593886.38	4797135.50	103.76	0	N	A	87.2	29.5	-17.8	0.0	0.0	65.7	2.9	-1.9	0.0	0.0	24.3	0.0	0.0	8.0
9	17593886.38	4797135.50	103.76	0	E	A	87.2	29.5	-17.8	0.0	0.0	65.7	2.9	-1.9	0.0	0.0	24.3	0.0	0.0	8.0
10	17593931.99	4797173.19	103.66	0	D	A	87.2	32.3	-17.8	0.0	0.0	64.8	2.7	-2.0	0.0	0.0	24.2	0.0	0.0	12.0
10	17593931.99	4797173.19	103.66	0	N	A	87.2	32.3	-17.8	0.0	0.0	64.8	2.7	-2.0	0.0	0.0	24.2	0.0	0.0	12.0
10	17593931.99	4797173.19	103.66	0	E	A	87.2	32.3	-17.8	0.0	0.0	64.8	2.7	-2.0	0.0	0.0	24.2	0.0	0.0	12.0
11	17593964.90	4797200.36	103.59	0	D	A	87.2	4.9	-17.8	0.0	0.0	64.0	2.6	-1.9	0.0	0.0	24.1	0.0	0.0	-14.5
11	17593964.90	4797200.36	103.59	0	N	A	87.2	4.9	-17.8	0.0	0.0	64.0	2.6	-1.9	0.0	0.0	24.1	0.0	0.0	-14.5
11	17593964.90	4797200.36	103.59	0	E	A	87.2	4.9	-17.8	0.0	0.0	64.0	2.6	-1.9	0.0	0.0	24.1	0.0	0.0	-14.5
12	17594001.37	4797230.46	103.52	0	D	A	87.2	32.0	-17.8	0.0	0.0	63.2	2.4	-1.6	0.0	0.0	23.9	0.0	0.0	13.6
12	17594001.37	4797230.46	103.52	0	N	A	87.2	32.0	-17.8	0.0	0.0	63.2	2.4	-1.6	0.0	0.0	23.9	0.0	0.0	13.6
12	17594001.37	4797230.46	103.52	0	E	A	87.2	32.0	-17.8	0.0	0.0	63.2	2.4	-1.6	0.0	0.0	23.9	0.0	0.0	13.6
13	17594084.65	4797299.08	103.34	0	D	A	87.2	31.1	-17.8	0.0	0.0	61.1	2.0	-1.4	0.0	0.0	23.3	0.0	0.0	15.5
13	17594084.65	4797299.08	103.34	0	N	A	87.2	31.1	-17.8	0.0	0.0	61.1	2.0	-1.4	0.0	0.0	23.3	0.0	0.0	15.5
13	17594084.65	4797299.08	103.34	0	E	A	87.2	31.1	-17.8	0.0	0.0	61.1	2.0	-1.4	0.0	0.0	23.3	0.0	0.0	15.5
14	17594138.38	4797343.30	103.23	0	D	A	87.2	14.4	-17.8	0.0	0.0	59.7	1.8	-0.5	0.0	0.0	22.3	0.0	0.0	0.6
14	17594138.38	4797343.30	103.23	0	N	A	87.2	14.4	-17.8	0.0	0.0	59.7	1.8	-0.5	0.0	0.0	22.3	0.0	0.0	0.6
14	17594138.38	4797343.30	103.23	0	E	A	87.2	14.4	-17.8	0.0	0.0	59.7	1.8	-0.5	0.0	0.0	22.3	0.0	0.0	0.6
15	17594168.85	4797368.35	103.17	0	D	A	87.2	26.4	-17.8	0.0	0.0	59.0	1.7	-0.2	0.0	0.0	19.2	0.0	0.0	16.3
15	17594168.85	4797368.35	103.17	0	N	A	87.2	26.4	-17.8	0.0	0.0	59.0	1.7	-0.2	0.0	0.0	19.2	0.0	0.0	16.3
15	17594168.85	4797368.35	103.17	0	E	A	87.2	26.4	-17.8	0.0	0.0	59.0	1.7	-0.2	0.0	0.0	19.2	0.0	0.0	16.3
16	17594221.81	4797411.85	103.06	0	D	A	87.2	18.7	-17.8	0.0	0.0	58.0	1.5	0.3	0.0	0.0	15.9	0.0	0.0	12.5
16	17594221.81	4797411.85	103.06	0	N	A	87.2	18.7	-17.8	0.0	0.0	58.0	1.5	0.3	0.0	0.0	15.9	0.0	0.0	12.5
16	17594221.81	4797411.85	103.06	0	E	A	87.2	18.7	-17.8	0.0	0.0	58.0	1.5	0.3	0.0	0.0	15.9	0.0	0.0	12.5
17	17594247.16	4797432.65	103.01	0	D	A	87.2	-1.1	-17.8	0.0	0.0	57.7	1.5	0.6	0.0	0.0	12.7	0.0	0.0	-4.2
17	17594247.16	4797432.65	103.01	0	N	A	87.2	-1.1	-17.8	0.0	0.0	57.7	1.5	0.6	0.0	0.0	12.7	0.0	0.0	-4.2
17	17594247.16	4797432.65	103.01	0	E	A	87.2	-1.1	-17.8	0.0	0.0	57.7	1.5	0.6	0.0	0.0	12.7	0.0	0.0	-4.2
18	17594249.52	4797434.59	103.00	0	D	A	87.2	-12.4	-17.8	0.0	0.0	57.7	1.5	0.6	0.0	0.0	12.3	0.0	0.0	-15.1

Area Source, ISO 9613, Name: "Rail Wheel-Squeal", ID: "JDSS_Cont_RWS"																				
Nr.	X	Y	Z	Refl.	DEN	Freq.	Lw	l/a	Optime	K0	Di	Adiv	Aatm	Agr	Afol	Ahous	Abar	Cmet	RL	Lr
	(m)	(m)	(m)			(Hz)	dB(A)	dB	dB	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	dB(A)
18	17594249.52	4797434.59	103.00	0	N	A	87.2	-12.4	-17.8	0.0	0.0	57.7	1.5	0.6	0.0	0.0	12.3	0.0	0.0	-15.1
18	17594249.52	4797434.59	103.00	0	E	A	87.2	-12.4	-17.8	0.0	0.0	57.7	1.5	0.6	0.0	0.0	12.3	0.0	0.0	-15.1
53	17593639.30	4796902.99	104.30	0	D	A	87.2	27.2	-17.8	0.0	0.0	69.8	4.2	-2.3	0.0	0.0	24.5	0.0	0.0	0.4
53	17593639.30	4796902.99	104.30	0	N	A	87.2	27.2	-17.8	0.0	0.0	69.8	4.2	-2.3	0.0	0.0	24.5	0.0	0.0	0.4
53	17593639.30	4796902.99	104.30	0	E	A	87.2	27.2	-17.8	0.0	0.0	69.8	4.2	-2.3	0.0	0.0	24.5	0.0	0.0	0.4
54	17593500.18	4796786.15	104.66	0	D	A	87.2	27.2	-17.8	0.0	0.0	71.4	4.9	-2.4	0.0	0.0	27.3	0.0	0.0	-4.5
54	17593500.18	4796786.15	104.66	0	N	A	87.2	27.2	-17.8	0.0	0.0	71.4	4.9	-2.4	0.0	0.0	27.3	0.0	0.0	-4.5
54	17593500.18	4796786.15	104.66	0	E	A	87.2	27.2	-17.8	0.0	0.0	71.4	4.9	-2.4	0.0	0.0	27.3	0.0	0.0	-4.5
55	17593713.02	4796968.24	104.16	0	D	A	87.2	30.2	-17.8	0.0	0.0	68.8	3.9	-2.2	0.0	0.0	24.5	0.0	0.0	4.8
55	17593713.02	4796968.24	104.16	0	N	A	87.2	30.2	-17.8	0.0	0.0	68.8	3.9	-2.2	0.0	0.0	24.5	0.0	0.0	4.8
55	17593713.02	4796968.24	104.16	0	E	A	87.2	30.2	-17.8	0.0	0.0	68.8	3.9	-2.2	0.0	0.0	24.5	0.0	0.0	4.8
56	17593799.18	4797040.77	103.93	0	D	A	87.2	25.3	-17.8	0.0	0.0	67.5	3.4	-2.0	0.0	0.0	24.4	0.0	0.0	1.5
56	17593799.18	4797040.77	103.93	0	N	A	87.2	25.3	-17.8	0.0	0.0	67.5	3.4	-2.0	0.0	0.0	24.4	0.0	0.0	1.5
56	17593799.18	4797040.77	103.93	0	E	A	87.2	25.3	-17.8	0.0	0.0	67.5	3.4	-2.0	0.0	0.0	24.4	0.0	0.0	1.5
57	17593815.63	4797054.77	103.89	0	D	A	87.2	6.7	-17.8	0.0	0.0	67.2	3.4	-2.0	0.0	0.0	24.3	0.0	0.0	-16.7
57	17593815.63	4797054.77	103.89	0	N	A	87.2	6.7	-17.8	0.0	0.0	67.2	3.4	-2.0	0.0	0.0	24.3	0.0	0.0	-16.7
57	17593815.63	4797054.77	103.89	0	E	A	87.2	6.7	-17.8	0.0	0.0	67.2	3.4	-2.0	0.0	0.0	24.3	0.0	0.0	-16.7
58	17593833.41	4797069.91	103.85	0	D	A	87.2	25.8	-17.8	0.0	0.0	66.9	3.3	-2.0	0.0	0.0	24.3	0.0	0.0	2.8
58	17593833.41	4797069.91	103.85	0	N	A	87.2	25.8	-17.8	0.0	0.0	66.9	3.3	-2.0	0.0	0.0	24.3	0.0	0.0	2.8
58	17593833.41	4797069.91	103.85	0	E	A	87.2	25.8	-17.8	0.0	0.0	66.9	3.3	-2.0	0.0	0.0	24.3	0.0	0.0	2.8
59	17593866.91	4797098.43	103.77	0	D	A	87.2	25.8	-17.8	0.0	0.0	66.3	3.1	-2.0	0.0	0.0	24.3	0.0	0.0	3.6
59	17593866.91	4797098.43	103.77	0	N	A	87.2	25.8	-17.8	0.0	0.0	66.3	3.1	-2.0	0.0	0.0	24.3	0.0	0.0	3.6
59	17593866.91	4797098.43	103.77	0	E	A	87.2	25.8	-17.8	0.0	0.0	66.3	3.1	-2.0	0.0	0.0	24.3	0.0	0.0	3.6
60	17593918.48	4797142.32	103.65	0	D	A	87.2	29.6	-17.8	0.0	0.0	65.3	2.9	-2.0	0.0	0.0	24.2	0.0	0.0	8.6
60	17593918.48	4797142.32	103.65	0	N	A	87.2	29.6	-17.8	0.0	0.0	65.3	2.9	-2.0	0.0	0.0	24.2	0.0	0.0	8.6
60	17593918.48	4797142.32	103.65	0	E	A	87.2	29.6	-17.8	0.0	0.0	65.3	2.9	-2.0	0.0	0.0	24.2	0.0	0.0	8.6
61	17593952.65	4797171.40	103.56	0	D	A	87.2	2.9	-17.8	0.0	0.0	64.6	2.7	-2.1	0.0	0.0	24.2	0.0	0.0	-17.1
61	17593952.65	4797171.40	103.56	0	N	A	87.2	2.9	-17.8	0.0	0.0	64.6	2.7	-2.1	0.0	0.0	24.2	0.0	0.0	-17.1
61	17593952.65	4797171.40	103.56	0	E	A	87.2	2.9	-17.8	0.0	0.0	64.6	2.7	-2.1	0.0	0.0	24.2	0.0	0.0	-17.1
62	17593995.12	4797207.55	103.46	0	D	A	87.2	30.9	-17.8	0.0	0.0	63.7	2.5	-2.1	0.0	0.0	24.1	0.0	0.0	12.2
62	17593995.12	4797207.55	103.46	0	N	A	87.2	30.9	-17.8	0.0	0.0	63.7	2.5	-2.1	0.0	0.0	24.1	0.0	0.0	12.2
62	17593995.12	4797207.55	103.46	0	E	A	87.2	30.9	-17.8	0.0	0.0	63.7	2.5	-2.1	0.0	0.0	24.1	0.0	0.0	12.2
63	17594087.45	4797286.13	103.24	0	D	A	87.2	32.3	-17.8	0.0	0.0	61.5	2.0	-2.4	0.0	0.0	23.6	0.0	0.0	17.0
63	17594087.45	4797286.13	103.24	0	N	A	87.2	32.3	-17.8	0.0	0.0	61.5	2.0	-2.4	0.0	0.0	23.6	0.0	0.0	17.0
63	17594087.45	4797286.13	103.24	0	E	A	87.2	32.3	-17.8	0.0	0.0	61.5	2.0	-2.4	0.0	0.0	23.6	0.0	0.0	17.0
64	17594138.39	4797329.48	103.11	0	D	A	87.2	17.5	-17.8	0.0	0.0	60.2	1.8	-2.1	0.0	0.0	22.8	0.0	0.0	4.3
64	17594138.39	4797329.48	103.11	0	N	A	87.2	17.5	-17.8	0.0	0.0	60.2	1.8	-2.1	0.0	0.0	22.8	0.0	0.0	4.3
64	17594138.39	4797329.48	103.11	0	E	A	87.2	17.5	-17.8	0.0	0.0	60.2	1.8	-2.1	0.0	0.0	22.8	0.0	0.0	4.3
65	17594176.01	4797361.48	103.02	0	D	A	87.2	31.3	-17.8	0.0	0.0	59.3	1.7	-1.5	0.0	0.0	19.1	0.0	0.0	22.1
65	17594176.01	4797361.48	103.02	0	N	A	87.2	31.3	-17.8	0.0	0.0	59.3	1.7	-1.5	0.0	0.0	19.1	0.0	0.0	22.1
65	17594176.01	4797361.48	103.02	0	E	A	87.2	31.3	-17.8	0.0	0.0	59.3	1.7	-1.5	0.0	0.0	19.1	0.0	0.0	22.1
66	17594230.71	4797408.02	102.89	0	D	A	87.2	29.0	-17.8	0.0	0.0	58.3	1.6	-0.6	0.0	0.0	15.4	0.0	0.0	23.9
66	17594230.71	4797408.02	102.89	0	N	A	87.2	29.0	-17.8	0.0	0.0	58.3	1.6	-0.6	0.0	0.0	15.4	0.0	0.0	23.9
66	17594230.71	4797408.02	102.89	0	E	A	87.2	29.0	-17.8	0.0	0.0	58.3	1.6	-0.6	0.0	0.0	15.4	0.0	0.0	23.9
67	17594251.77	4797425.94	102.84	0	D	A	87.2	18.5	-17.8	0.0	0.0	58.0	1.5	-0.2	0.0	0.0	12.7	0.0	0.0	15.9
67	17594251.77	4797425.94	102.84	0	N	A	87.2	18.5	-17.8	0.0	0.0	58.0	1.5	-0.2	0.0	0.0	12.7	0.0	0.0	15.9
67	17594251.77	4797425.94	102.84	0	E	A	87.2	18.5	-17.8	0.0	0.0	58.0	1.5	-0.2	0.0	0.0	12.7	0.0	0.0	15.9
68	17594254.07	4797427.89	102.83	0	D	A	87.2	14.0	-17.8	0.0	0.0	58.0	1.5	-0.2	0.0	0.0	12.3	0.0	0.0	11.8
68	17594254.07	4797427.89	102.83	0	N	A	87.2	14.0	-17.8	0.0	0.0	58.0	1.5	-0.2	0.0	0.0	12.3	0.0	0.0	11.8
68	17594254.07	4797427.89	102.83	0	E	A	87.2	14.0	-17.8	0.0	0.0	58.0	1.5	-0.2	0.0	0.0	12.3	0.0	0.0	11.8
69	17594273.48	4797441.93	102.75	0	D	A	87.2	27.9	-17.8	0.0	0.0	58.0	1.5	-0.3	0.0	0.0	8.7	0.0	0.0	29.5
69	17594273.48	4797441.93	102.75	0	N	A	87.2	27.9	-17.8	0.0	0.0	58.0	1.5	-0.3	0.0	0.0	8.7	0.0	0.0	29.5
69	17594273.48	4797441.93	102.75	0	E	A	87.2	27.9	-17.8	0.0	0.0	58.0	1.5	-0.3	0.0	0.0	8.7	0.0	0.0	29.5
70	17594310.44	4797468.38	102.58	0	D	A	87.2	22.7	-17.8	0.0	0.0	58.3	1.6	-0.4	0.0	0.0	0.0	0.0	0.0	32.7
70	17594310.44	4797468.38	102.58	0	N	A	87.2	22.7	-17.8	0.0	0.0	58.3	1.6	-0.4	0.0	0.0	0.0	0.0	0.0	32.7
70	17594310.44	4797468.38	102.58	0	E	A	87.2	22.7	-17.8	0.0	0.0	58.3	1.6	-0.4	0.0	0.0	0.0	0.0	0.0	32.7
91	17593602.74	4796931.32	104.21	0	D	A	87.2	20.0	-17.8	0.0	0.0	69.8	4.2	-1.6	0.0	0.0	24.2	0.0	0.0	-7.1
91	17593602.74	4796931.32	104.21	0	N	A	87.2	20.0	-17.8	0.0	0.0	69.8	4.2	-1.6	0.0	0.0	24.2	0.0	0.0	-7.1
91	17593602.74	4796931.32	104.21	0	E	A	87.2	20.0	-17.8	0.0	0.0	69.8	4.2	-1.6	0.0	0.0	24.2	0.0	0.0	-7.1
92	17593739.80	4797039.40	103.92	0	D	A	87.2	28.0	-17.8	0.0	0.0	67.9	3.6	1.4	0.0	0.0	22.3	0.0	0.0	2.4
92	17593739.80	4797039.40	103.92	0	N	A	87.2	28.0	-17.8	0.0	0.0	67.9	3.6	1.4	0.0	0.0	22.3	0.0	0.0	2.4
92	17593739.80	4797039.40	103.92	0	E	A	87.2	28.0	-17.8	0.0	0.0	67.9	3.6	1.4	0.0	0.0	22.3	0.0	0.0	2.4
93	17593826.13	4797107.46	103.74	0	D	A	87.2	20.8	-17.8	0.0	0.0	66.5	3.2	1.6	0.0	0.0	22.2	0.0	0.0	-3.1

Area Source, ISO 9613, Name: "Rail Wheel-Squeal", ID: "JDSS_Cont_RWS"																				
Nr.	X	Y	Z	Refl.	DEN	Freq.	Lw	l/a	Optime	K0	Di	Adiv	Aatm	Agr	Afol	Ahous	Abar	Cmet	RL	Lr
	(m)	(m)	(m)			(Hz)	dB(A)	dB	dB	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	dB(A)
93	17593826.13	4797107.46	103.74	0	N	A	87.2	20.8	-17.8	0.0	0.0	66.5	3.2	1.6	0.0	0.0	22.2	0.0	0.0	-3.1
93	17593826.13	4797107.46	103.74	0	E	A	87.2	20.8	-17.8	0.0	0.0	66.5	3.2	1.6	0.0	0.0	22.2	0.0	0.0	-3.1
94	17593850.23	4797126.46	103.69	0	D	A	87.2	21.8	-17.8	0.0	0.0	66.1	3.0	1.6	0.0	0.0	22.1	0.0	0.0	-1.5
94	17593850.23	4797126.46	103.69	0	N	A	87.2	21.8	-17.8	0.0	0.0	66.1	3.0	1.6	0.0	0.0	22.1	0.0	0.0	-1.5
94	17593850.23	4797126.46	103.69	0	E	A	87.2	21.8	-17.8	0.0	0.0	66.1	3.0	1.6	0.0	0.0	22.1	0.0	0.0	-1.5
95	17593863.20	4797136.69	103.66	0	D	A	87.2	3.3	-17.8	0.0	0.0	65.8	3.0	1.6	0.0	0.0	22.1	0.0	0.0	-19.8
95	17593863.20	4797136.69	103.66	0	N	A	87.2	3.3	-17.8	0.0	0.0	65.8	3.0	1.6	0.0	0.0	22.1	0.0	0.0	-19.8
95	17593863.20	4797136.69	103.66	0	E	A	87.2	3.3	-17.8	0.0	0.0	65.8	3.0	1.6	0.0	0.0	22.1	0.0	0.0	-19.8
96	17593877.46	4797147.93	103.63	0	D	A	87.2	22.5	-17.8	0.0	0.0	65.6	2.9	1.6	0.0	0.0	22.1	0.0	0.0	-0.2
96	17593877.46	4797147.93	103.63	0	N	A	87.2	22.5	-17.8	0.0	0.0	65.6	2.9	1.6	0.0	0.0	22.1	0.0	0.0	-0.2
96	17593877.46	4797147.93	103.63	0	E	A	87.2	22.5	-17.8	0.0	0.0	65.6	2.9	1.6	0.0	0.0	22.1	0.0	0.0	-0.2
97	17593904.48	4797169.23	103.58	0	D	A	87.2	22.6	-17.8	0.0	0.0	65.0	2.8	1.6	0.0	0.0	22.1	0.0	0.0	0.5
97	17593904.48	4797169.23	103.58	0	N	A	87.2	22.6	-17.8	0.0	0.0	65.0	2.8	1.6	0.0	0.0	22.1	0.0	0.0	0.5
97	17593904.48	4797169.23	103.58	0	E	A	87.2	22.6	-17.8	0.0	0.0	65.0	2.8	1.6	0.0	0.0	22.1	0.0	0.0	0.5
98	17593947.06	4797202.80	103.49	0	D	A	87.2	26.5	-17.8	0.0	0.0	64.1	2.6	1.5	0.0	0.0	22.1	0.0	0.0	5.6
98	17593947.06	4797202.80	103.49	0	N	A	87.2	26.5	-17.8	0.0	0.0	64.1	2.6	1.5	0.0	0.0	22.1	0.0	0.0	5.6
98	17593947.06	4797202.80	103.49	0	E	A	87.2	26.5	-17.8	0.0	0.0	64.1	2.6	1.5	0.0	0.0	22.1	0.0	0.0	5.6
99	17593975.36	4797225.10	103.43	0	D	A	87.2	-0.1	-17.8	0.0	0.0	63.5	2.4	1.3	0.0	0.0	22.3	0.0	0.0	-20.1
99	17593975.36	4797225.10	103.43	0	N	A	87.2	-0.1	-17.8	0.0	0.0	63.5	2.4	1.3	0.0	0.0	22.3	0.0	0.0	-20.1
99	17593975.36	4797225.10	103.43	0	E	A	87.2	-0.1	-17.8	0.0	0.0	63.5	2.4	1.3	0.0	0.0	22.3	0.0	0.0	-20.1
100	17594011.90	4797253.91	103.35	0	D	A	87.2	28.0	-17.8	0.0	0.0	62.7	2.3	0.8	0.0	0.0	22.5	0.0	0.0	9.2
100	17594011.90	4797253.91	103.35	0	N	A	87.2	28.0	-17.8	0.0	0.0	62.7	2.3	0.8	0.0	0.0	22.5	0.0	0.0	9.2
100	17594011.90	4797253.91	103.35	0	E	A	87.2	28.0	-17.8	0.0	0.0	62.7	2.3	0.8	0.0	0.0	22.5	0.0	0.0	9.2
101	17594084.50	4797311.13	103.20	0	D	A	87.2	28.8	-17.8	0.0	0.0	60.8	1.9	0.2	0.0	0.0	22.5	0.0	0.0	12.7
101	17594084.50	4797311.13	103.20	0	N	A	87.2	28.8	-17.8	0.0	0.0	60.8	1.9	0.2	0.0	0.0	22.5	0.0	0.0	12.7
101	17594084.50	4797311.13	103.20	0	E	A	87.2	28.8	-17.8	0.0	0.0	60.8	1.9	0.2	0.0	0.0	22.5	0.0	0.0	12.7
102	17594128.67	4797345.55	103.12	0	D	A	87.2	22.2	-17.8	0.0	0.0	59.7	1.8	0.4	0.0	0.0	22.0	0.0	0.0	7.9
102	17594128.67	4797345.55	103.12	0	N	A	87.2	22.2	-17.8	0.0	0.0	59.7	1.8	0.4	0.0	0.0	22.0	0.0	0.0	7.9
102	17594128.67	4797345.55	103.12	0	E	A	87.2	22.2	-17.8	0.0	0.0	59.7	1.8	0.4	0.0	0.0	22.0	0.0	0.0	7.9
103	17594138.38	4797352.72	103.11	0	D	A	87.2	14.2	-17.8	0.0	0.0	59.4	1.7	0.5	0.0	0.0	21.8	0.0	0.0	0.3
103	17594138.38	4797352.72	103.11	0	N	A	87.2	14.2	-17.8	0.0	0.0	59.4	1.7	0.5	0.0	0.0	21.8	0.0	0.0	0.3
103	17594138.38	4797352.72	103.11	0	E	A	87.2	14.2	-17.8	0.0	0.0	59.4	1.7	0.5	0.0	0.0	21.8	0.0	0.0	0.3
104	17594168.52	4797374.96	103.08	0	D	A	87.2	26.4	-17.8	0.0	0.0	58.8	1.6	0.5	0.0	0.0	19.0	0.0	0.0	15.9
104	17594168.52	4797374.96	103.08	0	N	A	87.2	26.4	-17.8	0.0	0.0	58.8	1.6	0.5	0.0	0.0	19.0	0.0	0.0	15.9
104	17594168.52	4797374.96	103.08	0	E	A	87.2	26.4	-17.8	0.0	0.0	58.8	1.6	0.5	0.0	0.0	19.0	0.0	0.0	15.9
105	17594221.17	4797413.77	103.03	0	D	A	87.2	18.9	-17.8	0.0	0.0	57.9	1.5	0.6	0.0	0.0	15.8	0.0	0.0	12.6
105	17594221.17	4797413.77	103.03	0	N	A	87.2	18.9	-17.8	0.0	0.0	57.9	1.5	0.6	0.0	0.0	15.8	0.0	0.0	12.6
105	17594221.17	4797413.77	103.03	0	E	A	87.2	18.9	-17.8	0.0	0.0	57.9	1.5	0.6	0.0	0.0	15.8	0.0	0.0	12.6
106	17594247.05	4797432.84	103.00	0	D	A	87.2	-0.7	-17.8	0.0	0.0	57.7	1.5	0.7	0.0	0.0	12.7	0.0	0.0	-3.9
106	17594247.05	4797432.84	103.00	0	N	A	87.2	-0.7	-17.8	0.0	0.0	57.7	1.5	0.7	0.0	0.0	12.7	0.0	0.0	-3.9
106	17594247.05	4797432.84	103.00	0	E	A	87.2	-0.7	-17.8	0.0	0.0	57.7	1.5	0.7	0.0	0.0	12.7	0.0	0.0	-3.9
107	17594249.49	4797434.64	103.00	0	D	A	87.2	-12.1	-17.8	0.0	0.0	57.7	1.5	0.6	0.0	0.0	12.3	0.0	0.0	-14.8
107	17594249.49	4797434.64	103.00	0	N	A	87.2	-12.1	-17.8	0.0	0.0	57.7	1.5	0.6	0.0	0.0	12.3	0.0	0.0	-14.8
107	17594249.49	4797434.64	103.00	0	E	A	87.2	-12.1	-17.8	0.0	0.0	57.7	1.5	0.6	0.0	0.0	12.3	0.0	0.0	-14.8
108	17593582.50	4796917.59	103.85	0	D	A	87.2	22.8	-17.8	0.0	0.0	70.0	4.3	-1.7	0.0	0.0	24.3	0.0	0.0	-4.6
108	17593582.50	4796917.59	103.85	0	N	A	87.2	22.8	-17.8	0.0	0.0	70.0	4.3	-1.7	0.0	0.0	24.3	0.0	0.0	-4.6
108	17593582.50	4796917.59	103.85	0	E	A	87.2	22.8	-17.8	0.0	0.0	70.0	4.3	-1.7	0.0	0.0	24.3	0.0	0.0	-4.6
109	17593625.47	4796952.65	103.58	0	D	A	87.2	23.0	-17.8	0.0	0.0	69.4	4.1	0.7	0.0	0.0	22.8	0.0	0.0	-4.5
109	17593625.47	4796952.65	103.58	0	N	A	87.2	23.0	-17.8	0.0	0.0	69.4	4.1	0.7	0.0	0.0	22.8	0.0	0.0	-4.5
109	17593625.47	4796952.65	103.58	0	E	A	87.2	23.0	-17.8	0.0	0.0	69.4	4.1	0.7	0.0	0.0	22.8	0.0	0.0	-4.5
110	17593725.61	4797032.02	103.46	0	D	A	87.2	28.7	-17.8	0.0	0.0	68.1	3.6	1.4	0.0	0.0	22.3	0.0	0.0	2.8
110	17593725.61	4797032.02	103.46	0	N	A	87.2	28.7	-17.8	0.0	0.0	68.1	3.6	1.4	0.0	0.0	22.3	0.0	0.0	2.8
110	17593725.61	4797032.02	103.46	0	E	A	87.2	28.7	-17.8	0.0	0.0	68.1	3.6	1.4	0.0	0.0	22.3	0.0	0.0	2.8
111	17593831.02	4797115.56	103.34	0	D	A	87.2	18.4	-17.8	0.0	0.0	66.4	3.1	1.5	0.0	0.0	22.2	0.0	0.0	-5.3
111	17593831.02	4797115.56	103.34	0	N	A	87.2	18.4	-17.8	0.0	0.0	66.4	3.1	1.5	0.0	0.0	22.2	0.0	0.0	-5.3
111	17593831.02	4797115.56	103.34	0	E	A	87.2	18.4	-17.8	0.0	0.0	66.4	3.1	1.5	0.0	0.0	22.2	0.0	0.0	-5.3
112	17593854.72	4797134.35	103.31	0	D	A	87.2	18.7	-17.8	0.0	0.0	65.9	3.0	1.6	0.0	0.0	22.1	0.0	0.0	-4.5
112	17593854.72	4797134.35	103.31	0	N	A	87.2	18.7	-17.8	0.0	0.0	65.9	3.0	1.6	0.0	0.0	22.1	0.0	0.0	-4.5
112	17593854.72	4797134.35	103.31	0	E	A	87.2	18.7	-17.8	0.0	0.0	65.9	3.0	1.6	0.0	0.0	22.1	0.0	0.0	-4.5
113	17593867.92	4797144.81	103.29	0	D	A	87.2	-0.2	-17.8	0.0	0.0	65.7	2.9	1.6	0.0	0.0	22.1	0.0	0.0	-23.1
113	17593867.92	4797144.81	103.29	0	N	A	87.2	-0.2	-17.8	0.0	0.0	65.7	2.9	1.6	0.0	0.0	22.1	0.0	0.0	-23.1
113	17593867.92	4797144.81	103.29	0	E	A	87.2	-0.2	-17.8	0.0	0.0	65.7	2.9	1.6	0.0	0.0	22.1	0.0	0.0	-23.1
114	17593881.54	4797155.61	103.28	0	D	A	87.2	18.5	-17.8	0.0	0.0	65.4	2.9	1.6	0.0	0.0	22.1	0.0	0.0	-4.0

Area Source, ISO 9613, Name: "Rail Wheel-Squeal", ID: "JDSS_Cont_RWS"																				
Nr.	X	Y	Z	Refl.	DEN	Freq.	Lw	l/a	Optime	K0	Di	Adiv	Aatm	Agr	Afol	Ahous	Abar	Cmet	RL	Lr
	(m)	(m)	(m)			(Hz)	dB(A)	dB	dB	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	dB(A)
114	17593881.54	4797155.61	103.28	0	N	A	87.2	18.5	-17.8	0.0	0.0	65.4	2.9	1.6	0.0	0.0	22.1	0.0	0.0	-4.0
114	17593881.54	4797155.61	103.28	0	E	A	87.2	18.5	-17.8	0.0	0.0	65.4	2.9	1.6	0.0	0.0	22.1	0.0	0.0	-4.0
115	17593908.22	4797176.75	103.25	0	D	A	87.2	17.8	-17.8	0.0	0.0	64.9	2.7	1.6	0.0	0.0	22.1	0.0	0.0	-4.1
115	17593908.22	4797176.75	103.25	0	N	A	87.2	17.8	-17.8	0.0	0.0	64.9	2.7	1.6	0.0	0.0	22.1	0.0	0.0	-4.1
115	17593908.22	4797176.75	103.25	0	E	A	87.2	17.8	-17.8	0.0	0.0	64.9	2.7	1.6	0.0	0.0	22.1	0.0	0.0	-4.1
116	17593948.34	4797208.55	103.20	0	D	A	87.2	20.3	-17.8	0.0	0.0	64.0	2.6	1.6	0.0	0.0	22.1	0.0	0.0	-0.5
116	17593948.34	4797208.55	103.20	0	N	A	87.2	20.3	-17.8	0.0	0.0	64.0	2.6	1.6	0.0	0.0	22.1	0.0	0.0	-0.5
116	17593948.34	4797208.55	103.20	0	E	A	87.2	20.3	-17.8	0.0	0.0	64.0	2.6	1.6	0.0	0.0	22.1	0.0	0.0	-0.5
117	17593978.45	4797232.41	103.17	0	D	A	87.2	-7.4	-17.8	0.0	0.0	63.4	2.4	1.5	0.0	0.0	22.1	0.0	0.0	-27.3
117	17593978.45	4797232.41	103.17	0	N	A	87.2	-7.4	-17.8	0.0	0.0	63.4	2.4	1.5	0.0	0.0	22.1	0.0	0.0	-27.3
117	17593978.45	4797232.41	103.17	0	E	A	87.2	-7.4	-17.8	0.0	0.0	63.4	2.4	1.5	0.0	0.0	22.1	0.0	0.0	-27.3
118	17594009.69	4797257.17	103.13	0	D	A	87.2	19.1	-17.8	0.0	0.0	62.6	2.3	1.4	0.0	0.0	22.1	0.0	0.0	0.2
118	17594009.69	4797257.17	103.13	0	N	A	87.2	19.1	-17.8	0.0	0.0	62.6	2.3	1.4	0.0	0.0	22.1	0.0	0.0	0.2
118	17594009.69	4797257.17	103.13	0	E	A	87.2	19.1	-17.8	0.0	0.0	62.6	2.3	1.4	0.0	0.0	22.1	0.0	0.0	0.2
119	17594072.68	4797307.08	103.06	0	D	A	87.2	14.6	-17.8	0.0	0.0	61.0	2.0	1.1	0.0	0.0	22.1	0.0	0.0	-2.1
119	17594072.68	4797307.08	103.06	0	N	A	87.2	14.6	-17.8	0.0	0.0	61.0	2.0	1.1	0.0	0.0	22.1	0.0	0.0	-2.1
119	17594072.68	4797307.08	103.06	0	E	A	87.2	14.6	-17.8	0.0	0.0	61.0	2.0	1.1	0.0	0.0	22.1	0.0	0.0	-2.1
130	17593380.73	4796719.85	104.48	0	D	A	87.2	38.6	-17.8	0.0	0.0	72.4	5.4	-2.3	0.0	0.0	27.2	0.0	0.0	5.5
130	17593380.73	4796719.85	104.48	0	N	A	87.2	38.6	-17.8	0.0	0.0	72.4	5.4	-2.3	0.0	0.0	27.2	0.0	0.0	5.5
130	17593380.73	4796719.85	104.48	0	E	A	87.2	38.6	-17.8	0.0	0.0	72.4	5.4	-2.3	0.0	0.0	27.2	0.0	0.0	5.5
131	17593191.91	4796546.97	104.29	0	D	A	87.2	38.6	-17.8	0.0	0.0	74.1	6.3	-2.3	0.0	0.0	27.0	0.0	0.0	2.9
131	17593191.91	4796546.97	104.29	0	N	A	87.2	38.6	-17.8	0.0	0.0	74.1	6.3	-2.3	0.0	0.0	27.0	0.0	0.0	2.9
131	17593191.91	4796546.97	104.29	0	E	A	87.2	38.6	-17.8	0.0	0.0	74.1	6.3	-2.3	0.0	0.0	27.0	0.0	0.0	2.9
132	17594330.08	4797492.31	102.71	0	D	A	87.2	12.7	-17.8	0.0	0.0	58.4	1.6	1.0	0.0	0.0	0.0	0.0	0.0	21.2
132	17594330.08	4797492.31	102.71	0	N	A	87.2	12.7	-17.8	0.0	0.0	58.4	1.6	1.0	0.0	0.0	0.0	0.0	0.0	21.2
132	17594330.08	4797492.31	102.71	0	E	A	87.2	12.7	-17.8	0.0	0.0	58.4	1.6	1.0	0.0	0.0	0.0	0.0	0.0	21.2
133	17594313.74	4797478.62	102.72	0	D	A	87.2	26.3	-17.8	0.0	0.0	58.1	1.5	0.5	0.0	0.0	0.0	0.0	0.0	35.6
133	17594313.74	4797478.62	102.72	0	N	A	87.2	26.3	-17.8	0.0	0.0	58.1	1.5	0.5	0.0	0.0	0.0	0.0	0.0	35.6
133	17594313.74	4797478.62	102.72	0	E	A	87.2	26.3	-17.8	0.0	0.0	58.1	1.5	0.5	0.0	0.0	0.0	0.0	0.0	35.6
134	17594278.20	4797454.36	102.88	0	D	A	87.2	22.0	-17.8	0.0	0.0	57.8	1.5	0.6	0.0	0.0	6.6	0.0	0.0	25.0
134	17594278.20	4797454.36	102.88	0	N	A	87.2	22.0	-17.8	0.0	0.0	57.8	1.5	0.6	0.0	0.0	6.6	0.0	0.0	25.0
134	17594278.20	4797454.36	102.88	0	E	A	87.2	22.0	-17.8	0.0	0.0	57.8	1.5	0.6	0.0	0.0	6.6	0.0	0.0	25.0
150	17592953.52	4796322.71	104.85	0	D	A	87.2	39.1	-17.8	0.0	0.0	75.9	7.5	-2.4	0.0	0.0	27.0	0.0	0.0	0.6
150	17592953.52	4796322.71	104.85	0	N	A	87.2	39.1	-17.8	0.0	0.0	75.9	7.5	-2.4	0.0	0.0	27.0	0.0	0.0	0.6
150	17592953.52	4796322.71	104.85	0	E	A	87.2	39.1	-17.8	0.0	0.0	75.9	7.5	-2.4	0.0	0.0	27.0	0.0	0.0	0.6
151	17593154.78	4796535.02	103.62	0	D	A	87.2	33.3	-17.8	0.0	0.0	74.3	6.4	-2.2	0.0	0.0	27.0	0.0	0.0	-2.7
151	17593154.78	4796535.02	103.62	0	N	A	87.2	33.3	-17.8	0.0	0.0	74.3	6.4	-2.2	0.0	0.0	27.0	0.0	0.0	-2.7
151	17593154.78	4796535.02	103.62	0	E	A	87.2	33.3	-17.8	0.0	0.0	74.3	6.4	-2.2	0.0	0.0	27.0	0.0	0.0	-2.7
152	17593343.60	4796707.91	103.81	0	D	A	87.2	33.3	-17.8	0.0	0.0	72.6	5.5	-2.2	0.0	0.0	27.0	0.0	0.0	-0.1
152	17593343.60	4796707.91	103.81	0	N	A	87.2	33.3	-17.8	0.0	0.0	72.6	5.5	-2.2	0.0	0.0	27.0	0.0	0.0	-0.1
152	17593343.60	4796707.91	103.81	0	E	A	87.2	33.3	-17.8	0.0	0.0	72.6	5.5	-2.2	0.0	0.0	27.0	0.0	0.0	-0.1
161	17592857.24	4796254.22	104.78	0	D	A	87.2	31.7	-17.8	0.0	0.0	76.4	7.9	-2.2	0.0	0.0	26.8	0.0	0.0	-7.7
161	17592857.24	4796254.22	104.78	0	N	A	87.2	31.7	-17.8	0.0	0.0	76.4	7.9	-2.2	0.0	0.0	26.8	0.0	0.0	-7.7
161	17592857.24	4796254.22	104.78	0	E	A	87.2	31.7	-17.8	0.0	0.0	76.4	7.9	-2.2	0.0	0.0	26.8	0.0	0.0	-7.7
162	17593079.91	4796438.21	104.93	0	D	A	87.2	31.7	-17.8	0.0	0.0	75.0	6.9	-2.3	0.0	0.0	27.0	0.0	0.0	-5.4
162	17593079.91	4796438.21	104.93	0	N	A	87.2	31.7	-17.8	0.0	0.0	75.0	6.9	-2.3	0.0	0.0	27.0	0.0	0.0	-5.4
162	17593079.91	4796438.21	104.93	0	E	A	87.2	31.7	-17.8	0.0	0.0	75.0	6.9	-2.3	0.0	0.0	27.0	0.0	0.0	-5.4
164	17593060.50	4796427.53	104.60	0	D	A	87.2	33.7	-17.8	0.0	0.0	75.1	6.9	-2.3	0.0	0.0	27.0	0.0	0.0	-3.5
164	17593060.50	4796427.53	104.60	0	N	A	87.2	33.7	-17.8	0.0	0.0	75.1	6.9	-2.3	0.0	0.0	27.0	0.0	0.0	-3.5
164	17593060.50	4796427.53	104.60	0	E	A	87.2	33.7	-17.8	0.0	0.0	75.1	6.9	-2.3	0.0	0.0	27.0	0.0	0.0	-3.5
165	17593098.32	4796492.76	103.27	0	D	A	87.2	33.5	-17.8	0.0	0.0	74.7	6.7	-2.2	0.0	0.0	26.9	0.0	0.0	-3.1
165	17593098.32	4796492.76	103.27	0	N	A	87.2	33.5	-17.8	0.0	0.0	74.7	6.7	-2.2	0.0	0.0	26.9	0.0	0.0	-3.1
165	17593098.32	4796492.76	103.27	0	E	A	87.2	33.5	-17.8	0.0	0.0	74.7	6.7	-2.2	0.0	0.0	26.9	0.0	0.0	-3.1
170	17592696.84	4796099.39	106.87	0	D	A	87.2	35.2	-17.8	0.0	0.0	77.4	8.7	-2.4	0.0	0.0	26.8	0.0	0.0	-5.8
170	17592696.84	4796099.39	106.87	0	N	A	87.2	35.2	-17.8	0.0	0.0	77.4	8.7	-2.4	0.0	0.0	26.8	0.0	0.0	-5.8
170	17592696.84	4796099.39	106.87	0	E	A	87.2	35.2	-17.8	0.0	0.0	77.4	8.7	-2.4	0.0	0.0	26.8	0.0	0.0	-5.8
175	17593108.79	4796447.99	105.40	0	D	A	87.2	26.5	-17.8	0.0	0.0	74.8	6.8	-2.4	0.0	0.0	27.1	0.0	0.0	-10.4
175	17593108.79	4796447.99	105.40	0	N	A	87.2	26.5	-17.8	0.0	0.0	74.8	6.8	-2.4	0.0	0.0	27.1	0.0	0.0	-10.4
175	17593108.79	4796447.99	105.40	0	E	A	87.2	26.5	-17.8	0.0	0.0	74.8	6.8	-2.4	0.0	0.0	27.1	0.0	0.0	-10.4
176	17593410.58	4796770.82	103.45	0	D	A	87.2	22.8	-17.8	0.0	0.0	71.9	5.1	-1.7	0.0	0.0	26.6	0.0	0.0	-9.6
176	17593410.58	4796770.82	103.45	0	N	A	87.2	22.8	-17.8	0.0	0.0	71.9	5.1	-1.7	0.0	0.0	26.6	0.0	0.0	-9.6
176	17593410.58	4796770.82	103.45	0	E	A	87.2	22.8	-17.8	0.0	0.0	71.9	5.1	-1.7	0.0	0.0	26.6	0.0	0.0	-9.6
177	17593068.67	4796457.50	103.48	0	D	A	87.2	25.7	-17.8	0.0	0.0	74.9	6.8	-2.3	0.0	0.0	26.9	0.0	0.0	-11.3

Area Source, ISO 9613, Name: "Rail Wheel-Squeal", ID: "JDSS_Cont_RWS"																				
Nr.	X	Y	Z	Refl.	DEN	Freq.	Lw	l/a	Optime	K0	Di	Adiv	Aatm	Agr	Afol	Ahous	Abar	Cmet	RL	Lr
	(m)	(m)	(m)			(Hz)	dB(A)	dB	dB	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	dB(A)
177	17593068.67	4796457.50	103.48	0	N	A	87.2	25.7	-17.8	0.0	0.0	74.9	6.8	-2.3	0.0	0.0	26.9	0.0	0.0	-11.3
177	17593068.67	4796457.50	103.48	0	E	A	87.2	25.7	-17.8	0.0	0.0	74.9	6.8	-2.3	0.0	0.0	26.9	0.0	0.0	-11.3
181	17592698.64	4796091.10	107.02	0	D	A	87.2	26.6	-17.8	0.0	0.0	77.4	8.7	-2.5	0.0	0.0	26.9	0.0	0.0	-14.4
181	17592698.64	4796091.10	107.02	0	N	A	87.2	26.6	-17.8	0.0	0.0	77.4	8.7	-2.5	0.0	0.0	26.9	0.0	0.0	-14.4
181	17592698.64	4796091.10	107.02	0	E	A	87.2	26.6	-17.8	0.0	0.0	77.4	8.7	-2.5	0.0	0.0	26.9	0.0	0.0	-14.4
182	17592975.39	4796331.70	105.84	0	D	A	87.2	22.8	-17.8	0.0	0.0	75.8	7.4	-2.4	0.0	0.0	27.0	0.0	0.0	-15.6
182	17592975.39	4796331.70	105.84	0	N	A	87.2	22.8	-17.8	0.0	0.0	75.8	7.4	-2.4	0.0	0.0	27.0	0.0	0.0	-15.6
182	17592975.39	4796331.70	105.84	0	E	A	87.2	22.8	-17.8	0.0	0.0	75.8	7.4	-2.4	0.0	0.0	27.0	0.0	0.0	-15.6
184	17593355.24	4796723.34	103.02	0	D	A	87.2	17.7	-17.8	0.0	0.0	72.5	5.4	-1.9	0.0	0.0	26.8	0.0	0.0	-15.5
184	17593355.24	4796723.34	103.02	0	N	A	87.2	17.7	-17.8	0.0	0.0	72.5	5.4	-1.9	0.0	0.0	26.8	0.0	0.0	-15.5
184	17593355.24	4796723.34	103.02	0	E	A	87.2	17.7	-17.8	0.0	0.0	72.5	5.4	-1.9	0.0	0.0	26.8	0.0	0.0	-15.5
186	17592772.97	4796186.52	104.85	0	D	A	87.2	20.9	-17.8	0.0	0.0	76.9	8.3	-1.9	0.0	0.0	26.4	0.0	0.0	-19.3
186	17592772.97	4796186.52	104.85	0	N	A	87.2	20.9	-17.8	0.0	0.0	76.9	8.3	-1.9	0.0	0.0	26.4	0.0	0.0	-19.3
186	17592772.97	4796186.52	104.85	0	E	A	87.2	20.9	-17.8	0.0	0.0	76.9	8.3	-1.9	0.0	0.0	26.4	0.0	0.0	-19.3

Area Source, ISO 9613, Name: "Locomotive Moving ", ID: "JDSS_Cont_LM"																				
Nr.	X	Y	Z	Refl.	DEN	Freq.	Lw	l/a	Optime	K0	Di	Adiv	Aatm	Agr	Afol	Ahous	Abar	Cmet	RL	Lr
	(m)	(m)	(m)			(Hz)	dB(A)	dB	dB	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	dB(A)
19	17593417.71	4796736.63	107.78	0	DEN	A	67.2	17.9	0.0	0.0	0.0	72.1	3.1	-2.5	0.0	0.0	21.3	0.0	0.0	-8.9
20	17593504.74	4796817.41	107.54	0	DEN	A	67.2	39.1	0.0	0.0	0.0	71.1	2.9	-2.5	0.0	0.0	21.6	0.0	0.0	13.1
21	17593728.63	4797009.54	106.96	0	DEN	A	67.2	36.1	0.0	0.0	0.0	68.3	2.3	-0.3	0.0	0.0	16.1	0.0	0.0	17.0
22	17593630.18	4796912.65	107.26	0	DEN	A	67.2	38.3	0.0	0.0	0.0	69.7	2.6	-1.9	0.0	0.0	16.5	0.0	0.0	18.5
23	17593788.73	4797047.42	106.85	0	DEN	A	67.2	30.4	0.0	0.0	0.0	67.5	2.2	-0.9	0.0	0.0	16.4	0.0	0.0	12.5
24	17593816.20	4797069.61	106.79	0	DEN	A	67.2	30.8	0.0	0.0	0.0	67.0	2.1	-0.8	0.0	0.0	16.4	0.0	0.0	13.4
25	17593831.35	4797081.84	106.75	0	DEN	A	67.2	12.0	0.0	0.0	0.0	66.8	2.1	-0.8	0.0	0.0	16.4	0.0	0.0	-5.2
26	17593847.17	4797094.61	106.71	0	DEN	A	67.2	30.9	0.0	0.0	0.0	66.5	2.0	-0.8	0.0	0.0	16.4	0.0	0.0	14.0
27	17593877.85	4797119.37	106.64	0	DEN	A	67.2	30.3	0.0	0.0	0.0	65.9	1.9	-0.8	0.0	0.0	16.4	0.0	0.0	14.0
28	17593924.54	4797157.00	106.53	0	DEN	A	67.2	33.3	0.0	0.0	0.0	65.1	1.8	-0.8	0.0	0.0	16.4	0.0	0.0	18.0
29	17593957.94	4797183.92	106.45	0	DEN	A	67.2	6.0	0.0	0.0	0.0	64.4	1.7	-0.8	0.0	0.0	16.4	0.0	0.0	-8.5
30	17593996.11	4797214.65	106.36	0	DEN	A	67.2	33.3	0.0	0.0	0.0	63.6	1.6	-0.8	0.0	0.0	16.3	0.0	0.0	19.9
31	17594083.76	4797285.13	106.15	0	DEN	A	67.2	33.0	0.0	0.0	0.0	61.5	1.3	-1.0	0.0	0.0	15.8	0.0	0.0	22.5
32	17594138.39	4797329.01	106.02	0	DEN	A	67.2	16.8	0.0	0.0	0.0	60.2	1.2	-0.9	0.0	0.0	14.9	0.0	0.0	8.7
33	17594173.30	4797357.01	105.93	0	DEN	A	67.2	29.6	0.0	0.0	0.0	59.4	1.1	-0.9	0.0	0.0	13.6	0.0	0.0	23.7
34	17594230.98	4797403.26	105.80	0	DEN	A	67.2	25.2	0.0	0.0	0.0	58.4	1.0	-1.0	0.0	0.0	10.9	0.0	0.0	23.2
35	17594254.24	4797421.90	105.74	0	DEN	A	67.2	13.6	0.0	0.0	0.0	58.2	1.0	-1.0	0.0	0.0	9.2	0.0	0.0	13.5
36	17594274.78	4797438.34	105.69	0	DEN	A	67.2	23.0	0.0	0.0	0.0	58.1	1.0	-1.0	0.0	0.0	7.1	0.0	0.0	25.0
37	17594310.96	4797467.30	105.61	0	DEN	A	67.2	17.2	0.0	0.0	0.0	58.3	1.0	-0.9	0.0	0.0	0.0	0.0	0.0	26.1
73	17593601.42	4796929.61	107.20	0	DEN	A	67.2	22.6	0.0	0.0	0.0	69.8	2.6	-0.5	0.0	0.0	16.0	0.0	0.0	1.9
74	17593736.99	4797035.13	106.89	0	DEN	A	67.2	30.6	0.0	0.0	0.0	67.9	2.3	0.0	0.0	0.0	16.0	0.0	0.0	11.7
75	17593822.57	4797101.72	106.69	0	DEN	A	67.2	23.4	0.0	0.0	0.0	66.6	2.0	0.1	0.0	0.0	16.1	0.0	0.0	5.9
76	17593846.66	4797120.46	106.64	0	DEN	A	67.2	24.5	0.0	0.0	0.0	66.2	2.0	0.1	0.0	0.0	16.1	0.0	0.0	7.4
77	17593859.64	4797130.56	106.61	0	DEN	A	67.2	5.9	0.0	0.0	0.0	65.9	1.9	0.1	0.0	0.0	16.1	0.0	0.0	-10.9
78	17593873.94	4797141.68	106.58	0	DEN	A	67.2	25.2	0.0	0.0	0.0	65.7	1.9	0.1	0.0	0.0	16.1	0.0	0.0	8.6
79	17593901.06	4797162.77	106.52	0	DEN	A	67.2	25.3	0.0	0.0	0.0	65.1	1.8	0.1	0.0	0.0	16.2	0.0	0.0	9.3
80	17593943.96	4797196.13	106.42	0	DEN	A	67.2	29.2	0.0	0.0	0.0	64.3	1.7	-0.0	0.0	0.0	16.2	0.0	0.0	14.3
81	17593972.48	4797218.31	106.35	0	DEN	A	67.2	2.6	0.0	0.0	0.0	63.7	1.6	-0.1	0.0	0.0	16.3	0.0	0.0	-11.5
82	17594009.55	4797247.12	106.27	0	DEN	A	67.2	30.7	0.0	0.0	0.0	62.8	1.5	-0.3	0.0	0.0	16.2	0.0	0.0	17.8
83	17594082.78	4797304.05	106.10	0	DEN	A	67.2	31.5	0.0	0.0	0.0	61.0	1.3	-0.5	0.0	0.0	15.8	0.0	0.0	21.2
84	17594127.93	4797338.60	106.00	0	DEN	A	67.2	25.4	0.0	0.0	0.0	59.9	1.2	-0.8	0.0	0.0	15.2	0.0	0.0	17.2
85	17594138.38	4797346.09	105.98	0	DEN	A	67.2	17.3	0.0	0.0	0.0	59.6	1.1	-0.8	0.0	0.0	15.0	0.0	0.0	9.5
86	17594172.04	4797370.19	105.90	0	DEN	A	67.2	30.2	0.0	0.0	0.0	58.9	1.1	-0.9	0.0	0.0	13.6	0.0	0.0	24.7
87	17594228.07	4797410.27	105.78	0	DEN	A	67.2	26.0	0.0	0.0	0.0	58.1	1.0	-1.0	0.0	0.0	10.9	0.0	0.0	24.3
88	17594251.22	4797426.81	105.73	0	DEN	A	67.2	14.5	0.0	0.0	0.0	58.0	1.0	-1.0	0.0	0.0	9.2	0.0	0.0	14.6
89	17594272.30	4797441.85	105.68	0	DEN	A	67.2	24.0	0.0	0.0	0.0	58.0	1.0	-1.0	0.0	0.0	7.1	0.0	0.0	26.2
90	17594309.68	4797468.51	105.60	0	DEN	A	67.2	18.4	0.0	0.0	0.0	58.2	1.0	-0.9	0.0	0.0	0.0	0.0	0.0	27.3
120	17594329.82	4797491.04	105.85	0	DEN	A	67.2	11.0	0.0	0.0	0.0	58.3	1.0	-0.7	0.0	0.0	0.0	0.0	0.0	19.6
121	17594312.39	4797476.86	105.79	0	DEN	A	67.2	26.2	0.0	0.0	0.0	58.1	1.0	-0.9	0.0	0.0	0.0	0.0	0.0	35.3
122	17594272.29	4797449.03	105.84	0	DEN	A	67.2	25.7	0.0	0.0	0.0	57.7	1.0	-1.0	0.0	0.0	6.6	0.0	0.0	28.6
123	17594247.97	4797432.15	105.86	0	DEN	A	67.2	14.1	0.0	0.0	0.0	57.7	1.0	-1.0	0.0	0.0	9.2	0.0	0.0	14.5
124	17594227.78	4797418.13	105.88	0	DEN	A	67.2	23.8	0.0	0.0	0.0	57.8	1.0	-1.0	0.0	0.0	10.8	0.0	0.0	22.5
125	17594180.40	4797385.20	105.94	0	DEN	A	67.2	23.1	0.0	0.0	0.0	58.5	1.0	-0.9	0.0	0.0	13.3	0.0	0.0	18.5
126	17594138.42	4797356.01	105.98	0	DEN	A	67.2	4.7	0.0	0.0	0.0	59.3	1.1	-0.8	0.0	0.0	15.0	0.0	0.0	-2.7
127	17594131.30	4797351.06	105.99	0	DEN	A	67.2	9.2	0.0	0.0	0.0	59.5	1.1	-0.8	0.0	0.0	15.2	0.0	0.0	1.5

Area Source, ISO 9613, Name: "Locomotive Moving ", ID: "JDSS_Cont_LM"																				
Nr.	X	Y	Z	Refl.	DEN	Freq.	Lw	l/a	Optime	K0	Di	Adiv	Aatm	Agr	Afol	Ahous	Abar	Cmet	RL	Lr
	(m)	(m)	(m)			(Hz)	dB(A)	dB	dB	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	dB(A)
135	17593582.39	4796917.45	106.85	0	DEN	A	67.2	22.9	0.0	0.0	0.0	70.0	2.6	-0.5	0.0	0.0	15.9	0.0	0.0	2.0
136	17593625.22	4796952.33	106.58	0	DEN	A	67.2	23.1	0.0	0.0	0.0	69.4	2.5	-0.1	0.0	0.0	15.8	0.0	0.0	2.7
137	17593725.08	4797031.22	106.46	0	DEN	A	67.2	28.9	0.0	0.0	0.0	68.1	2.3	-0.0	0.0	0.0	16.0	0.0	0.0	9.8
138	17593830.23	4797114.30	106.34	0	DEN	A	67.2	18.5	0.0	0.0	0.0	66.4	2.0	0.1	0.0	0.0	16.1	0.0	0.0	1.2
139	17593853.93	4797133.02	106.31	0	DEN	A	67.2	18.9	0.0	0.0	0.0	65.9	1.9	0.1	0.0	0.0	16.1	0.0	0.0	2.0
140	17593867.13	4797143.45	106.29	0	DEN	A	67.2	-0.1	0.0	0.0	0.0	65.7	1.9	0.1	0.0	0.0	16.1	0.0	0.0	-16.7
141	17593880.76	4797154.22	106.28	0	DEN	A	67.2	18.7	0.0	0.0	0.0	65.4	1.9	0.1	0.0	0.0	16.2	0.0	0.0	2.4
142	17593907.46	4797175.31	106.25	0	DEN	A	67.2	17.9	0.0	0.0	0.0	64.9	1.8	0.1	0.0	0.0	16.2	0.0	0.0	2.2
143	17593947.64	4797207.05	106.20	0	DEN	A	67.2	20.4	0.0	0.0	0.0	64.1	1.7	0.1	0.0	0.0	16.2	0.0	0.0	5.6
144	17593977.80	4797230.88	106.16	0	DEN	A	67.2	-7.3	0.0	0.0	0.0	63.4	1.6	0.0	0.0	0.0	16.2	0.0	0.0	-21.2
145	17594009.11	4797255.62	106.13	0	DEN	A	67.2	19.3	0.0	0.0	0.0	62.6	1.5	-0.0	0.0	0.0	16.1	0.0	0.0	6.3
146	17594072.00	4797305.29	106.06	0	DEN	A	67.2	14.6	0.0	0.0	0.0	61.0	1.3	-0.3	0.0	0.0	15.8	0.0	0.0	4.0
148	17593380.73	4796719.85	107.48	0	DEN	A	67.2	38.6	0.0	0.0	0.0	72.4	3.1	-2.4	0.0	0.0	21.2	0.0	0.0	11.6
149	17593191.91	4796546.97	107.29	0	DEN	A	67.2	38.6	0.0	0.0	0.0	74.1	3.5	-2.4	0.0	0.0	20.5	0.0	0.0	10.1
157	17592953.52	4796322.71	107.85	0	DEN	A	67.2	39.1	0.0	0.0	0.0	75.9	4.0	-2.5	0.0	0.0	19.8	0.0	0.0	9.2
158	17593154.78	4796535.02	106.62	0	DEN	A	67.2	33.3	0.0	0.0	0.0	74.3	3.6	-2.4	0.0	0.0	20.4	0.0	0.0	4.7
159	17593343.60	4796707.91	106.81	0	DEN	A	67.2	33.3	0.0	0.0	0.0	72.6	3.2	-0.9	0.0	0.0	19.6	0.0	0.0	6.1
166	17592857.24	4796254.22	107.78	0	DEN	A	67.2	31.7	0.0	0.0	0.0	76.4	4.1	-2.0	0.0	0.0	19.2	0.0	0.0	1.3
167	17593079.91	4796438.21	107.93	0	DEN	A	67.2	31.7	0.0	0.0	0.0	75.0	3.7	-2.4	0.0	0.0	20.2	0.0	0.0	2.4
169	17593060.50	4796427.53	107.60	0	DEN	A	67.2	33.7	0.0	0.0	0.0	75.1	3.8	-2.4	0.0	0.0	20.1	0.0	0.0	4.4
171	17593098.32	4796492.76	106.27	0	DEN	A	67.2	33.5	0.0	0.0	0.0	74.7	3.7	-1.8	0.0	0.0	19.7	0.0	0.0	4.5
174	17592696.84	4796099.39	109.87	0	DEN	A	67.2	35.2	0.0	0.0	0.0	77.4	4.4	-2.4	0.0	0.0	19.1	0.0	0.0	4.0
178	17593108.79	4796447.99	108.40	0	DEN	A	67.2	26.5	0.0	0.0	0.0	74.8	3.7	-2.5	0.0	0.0	20.3	0.0	0.0	-2.7
179	17593410.58	4796770.82	106.45	0	DEN	A	67.2	22.8	0.0	0.0	0.0	71.9	3.0	-0.4	0.0	0.0	19.3	0.0	0.0	-3.8
180	17593068.67	4796457.50	106.48	0	DEN	A	67.2	25.7	0.0	0.0	0.0	74.9	3.7	-2.4	0.0	0.0	20.2	0.0	0.0	-3.5
183	17592698.64	4796091.10	110.02	0	DEN	A	67.2	26.6	0.0	0.0	0.0	77.4	4.4	-2.5	0.0	0.0	19.1	0.0	0.0	-4.6
185	17592975.39	4796331.70	108.84	0	DEN	A	67.2	22.8	0.0	0.0	0.0	75.8	3.9	-2.5	0.0	0.0	19.9	0.0	0.0	-7.1
187	17593355.24	4796723.34	106.02	0	DEN	A	67.2	17.7	0.0	0.0	0.0	72.5	3.2	-0.4	0.0	0.0	19.1	0.0	0.0	-9.4
188	17592772.97	4796186.52	107.85	0	DEN	A	67.2	20.9	0.0	0.0	0.0	76.9	4.2	-0.3	0.0	0.0	17.2	0.0	0.0	-9.9

Line Source, ISO 9613, Name: "Slow Moving Train", ID: "JDSS_Cont_TM"																				
Nr.	X	Y	Z	Refl.	DEN	Freq.	Lw	l/a	Optime	K0	Di	Adiv	Aatm	Agr	Afol	Ahous	Abar	Cmet	RL	Lr
	(m)	(m)	(m)			(Hz)	dB(A)	dB	dB	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	dB(A)
38	17594315.08	4797473.47	106.05	0	DEN	A	82.9	16.6	0.0	0.0	0.0	58.3	1.0	-0.9	0.0	0.0	0.0	0.0	0.0	41.1
39	17594276.67	4797441.24	106.15	0	DEN	A	82.9	17.4	0.0	0.0	0.0	58.1	1.0	-1.0	0.0	0.0	6.8	0.0	0.0	35.3
40	17594254.04	4797422.26	106.22	0	DEN	A	82.9	6.6	0.0	0.0	0.0	58.2	1.0	-1.0	0.0	0.0	9.2	0.0	0.0	22.1
41	17594232.35	4797404.05	106.28	0	DEN	A	82.9	17.2	0.0	0.0	0.0	58.4	1.0	-1.0	0.0	0.0	10.8	0.0	0.0	30.8
42	17594176.17	4797356.92	106.43	0	DEN	A	82.9	19.8	0.0	0.0	0.0	59.4	1.1	-0.9	0.0	0.0	13.5	0.0	0.0	29.5
43	17594087.28	4797282.33	106.68	0	DEN	A	82.9	21.4	0.0	0.0	0.0	61.5	1.3	-1.1	0.0	0.0	15.8	0.0	0.0	26.7
44	17593993.00	4797203.23	106.94	0	DEN	A	82.9	20.4	0.0	0.0	0.0	63.8	1.6	-1.1	0.0	0.0	16.4	0.0	0.0	22.5
45	17593916.63	4797139.15	107.15	0	DEN	A	82.9	19.6	0.0	0.0	0.0	65.4	1.8	-1.1	0.0	0.0	16.5	0.0	0.0	19.8
46	17593848.65	4797082.11	107.34	0	DEN	A	82.9	19.4	0.0	0.0	0.0	66.6	2.0	-1.3	0.0	0.0	16.6	0.0	0.0	18.3
47	17593799.01	4797040.46	107.47	0	DEN	A	82.9	16.3	0.0	0.0	0.0	67.5	2.2	-1.5	0.0	0.0	16.6	0.0	0.0	14.4
48	17593765.15	4797012.05	107.57	0	DEN	A	82.9	16.6	0.0	0.0	0.0	68.0	2.3	-1.5	0.0	0.0	16.6	0.0	0.0	14.2
147	17593654.32	4796916.11	107.74	0	DEN	A	82.9	23.9	0.0	0.0	0.0	69.6	2.6	-2.2	0.0	0.0	16.6	0.0	0.0	20.2
155	17593498.97	4796781.29	108.35	0	DEN	A	82.9	22.1	0.0	0.0	0.0	71.4	2.9	-2.5	0.0	0.0	21.6	0.0	0.0	11.6
156	17593357.53	4796658.98	109.16	0	DEN	A	82.9	23.2	0.0	0.0	0.0	72.8	3.2	-2.5	0.0	0.0	21.1	0.0	0.0	11.4
160	17593205.38	4796527.33	109.51	0	DEN	A	82.9	22.8	0.0	0.0	0.0	74.1	3.5	-2.5	0.0	0.0	20.6	0.0	0.0	9.9
163	17593059.76	4796401.31	109.55	0	DEN	A	82.9	22.9	0.0	0.0	0.0	75.2	3.8	-2.5	0.0	0.0	20.1	0.0	0.0	9.1
168	17592938.13	4796295.36	109.55	0	DEN	A	82.9	21.1	0.0	0.0	0.0	76.0	4.0	-2.5	0.0	0.0	19.8	0.0	0.0	6.7
172	17592848.10	4796216.54	108.76	0	DEN	A	82.9	20.4	0.0	0.0	0.0	76.6	4.1	-2.5	0.0	0.0	19.5	0.0	0.0	5.5
173	17592766.52	4796145.71	108.00	0	DEN	A	82.9	20.3	0.0	0.0	0.0	77.1	4.3	-2.6	0.0	0.0	19.4	0.0	0.0	5.0

Point Source, ISO 9613, Name: "Locomotive Idling (near King Rd)", ID: "JDSS_Cont_LI10"																				
Nr.	X	Y	Z	Refl.	DEN	Freq.	Lw	l/a	Optime	K0	Di	Adiv	Aatm	Agr	Afol	Ahous	Abar	Cmet	RL	Lr
	(m)	(m)	(m)			(Hz)	dB(A)	dB	dB	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	dB(A)
49	17594351.07	4797511.13	106.00	0	DEN	A	111.3	0.0	0.0	0.0	0.0	58.7	1.2	-1.5	0.0	0.0	0.0	0.0	0.0	52.9
50	17594351.07	4797511.13	106.00	1	DEN	A	111.3	0.0	0.0	0.0	0.0	61.5	1.6	-1.6	0.0	0.0	0.0	0.0	2.0	47.7

Point Source, ISO 9613, Name: "Locomotive Idling (near King Rd)", ID: "JDSS_Cont_LI11"																				
Nr.	X	Y	Z	Refl.	DEN	Freq.	Lw	l/a	Optime	K0	Di	Adiv	Aatm	Agr	Afol	Ahous	Abar	Cmet	RL	Lr
	(m)	(m)	(m)			(Hz)	dB(A)	dB	dB	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	dB(A)
51	17594363.89	4797522.38	104.20	0	DEN	A	111.3	0.0	0.0	0.0	0.0	58.9	1.3	-1.1	0.0	0.0	0.0	0.0	0.0	52.2

Point Source, ISO 9613, Name: "Locomotive Idling (near King Rd)", ID: "JDSS_Cont_LI11"																				
Nr.	X	Y	Z	Refl.	DEN	Freq.	Lw	l/a	Optime	K0	Di	Adiv	Aatm	Agr	Afol	Ahous	Abar	Cmet	RL	Lr
	(m)	(m)	(m)			(Hz)	dB(A)	dB	dB	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	dB(A)
52	17594363.89	4797522.38	104.20	1	DEN	A	111.3	0.0	0.0	0.0	0.0	61.7	1.7	-1.0	0.0	0.0	0.0	0.0	2.0	47.0

Point Source, ISO 9613, Name: "Locomotive Idling (near King Rd)", ID: "JDSS_Cont_LI12"																				
Nr.	X	Y	Z	Refl.	DEN	Freq.	Lw	l/a	Optime	K0	Di	Adiv	Aatm	Agr	Afol	Ahous	Abar	Cmet	RL	Lr
	(m)	(m)	(m)			(Hz)	dB(A)	dB	dB	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	dB(A)
71	17594376.92	4797533.20	104.00	0	DEN	A	111.3	0.0	0.0	0.0	0.0	59.2	1.3	-0.8	0.0	0.0	0.0	0.0	0.0	51.6
72	17594376.92	4797533.20	104.00	1	DEN	A	111.3	0.0	0.0	0.0	0.0	61.8	1.7	-0.9	0.0	0.0	0.0	0.0	2.0	46.7

Point Source, ISO 9613, Name: "Locomotive Idling (central)", ID: "JDSS_Cont_LI9"																				
Nr.	X	Y	Z	Refl.	DEN	Freq.	Lw	l/a	Optime	K0	Di	Adiv	Aatm	Agr	Afol	Ahous	Abar	Cmet	RL	Lr
	(m)	(m)	(m)			(Hz)	dB(A)	dB	dB	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	dB(A)
128	17593557.40	4796871.01	106.37	0	DEN	A	111.3	0.0	0.0	0.0	0.0	70.5	3.6	-2.1	0.0	0.0	20.5	0.0	0.0	18.8

Point Source, ISO 9613, Name: "Locomotive Idling (central)", ID: "JDSS_Cont_LI8"																				
Nr.	X	Y	Z	Refl.	DEN	Freq.	Lw	l/a	Optime	K0	Di	Adiv	Aatm	Agr	Afol	Ahous	Abar	Cmet	RL	Lr
	(m)	(m)	(m)			(Hz)	dB(A)	dB	dB	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	dB(A)
129	17593545.35	4796861.24	106.39	0	DEN	A	111.3	0.0	0.0	0.0	0.0	70.6	3.7	-2.3	0.0	0.0	20.5	0.0	0.0	18.7

Point Source, ISO 9613, Name: "Locomotive Idling (bunkhouse tracks)", ID: "JDSS_Cont_LI7"																				
Nr.	X	Y	Z	Refl.	DEN	Freq.	Lw	l/a	Optime	K0	Di	Adiv	Aatm	Agr	Afol	Ahous	Abar	Cmet	RL	Lr
	(m)	(m)	(m)			(Hz)	dB(A)	dB	dB	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	dB(A)
153	17592811.17	4796217.91	108.01	0	DEN	A	111.3	0.0	0.0	0.0	0.0	76.7	6.1	-1.2	0.0	0.0	21.6	0.0	0.0	8.1

Point Source, ISO 9613, Name: "Locomotive Idling (bunkhouse tracks)", ID: "JDSS_Cont_LI6"																				
Nr.	X	Y	Z	Refl.	DEN	Freq.	Lw	l/a	Optime	K0	Di	Adiv	Aatm	Agr	Afol	Ahous	Abar	Cmet	RL	Lr
	(m)	(m)	(m)			(Hz)	dB(A)	dB	dB	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	dB(A)
154	17592799.03	4796207.46	108.00	0	DEN	A	111.3	0.0	0.0	0.0	0.0	76.8	6.1	-1.1	0.0	0.0	21.5	0.0	0.0	8.0

Receiver
Name: (untitled)
ID: SAMPLE
X: 17594138.26 m
Y: 4797610.34 m
Z: 163.18 m

Area Source, ISO 9613, Name: "Coupling/Uncoupling and Stretching Impulses", ID: "JDIMP_CUS"																				
Nr.	X	Y	Z	Refl.	DEN	Freq.	Lw	l/a	Optime	K0	Di	Adiv	Aatm	Agr	Afol	Ahous	Abar	Cmet	RL	Lr
	(m)	(m)	(m)			(Hz)	dB(A)	dB	dB	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	dB(A)
1	17594310.66	4797468.10	103.78	0	DEN	A	75.5	16.3	0.0	0.0	0.0	58.3	1.7	-0.6	0.0	0.0	0.0	0.0	0.0	32.3
2	17594274.28	4797439.07	103.84	0	DEN	A	75.5	21.9	0.0	0.0	0.0	58.1	1.7	-0.7	0.0	0.0	7.9	0.0	0.0	30.3
3	17594253.75	4797422.70	103.87	0	DEN	A	75.5	12.5	0.0	0.0	0.0	58.2	1.7	-0.6	0.0	0.0	10.3	0.0	0.0	18.4
4	17594230.58	4797404.20	103.91	0	DEN	A	75.5	24.1	0.0	0.0	0.0	58.4	1.8	-0.8	0.0	0.0	12.2	0.0	0.0	28.0
5	17594173.15	4797358.34	104.00	0	DEN	A	75.5	28.5	0.0	0.0	0.0	59.3	1.9	-0.9	0.0	0.0	15.1	0.0	0.0	28.6
6	17594138.39	4797330.57	104.06	0	DEN	A	75.5	15.7	0.0	0.0	0.0	60.1	2.0	-1.1	0.0	0.0	16.6	0.0	0.0	13.4
7	17594084.15	4797287.22	104.15	0	DEN	A	75.5	31.8	0.0	0.0	0.0	61.4	2.2	-1.4	0.0	0.0	17.5	0.0	0.0	27.4
8	17593997.22	4797217.68	104.30	0	DEN	A	75.5	32.1	0.0	0.0	0.0	63.5	2.6	-1.3	0.0	0.0	18.0	0.0	0.0	24.7
9	17593959.42	4797187.42	104.36	0	DEN	A	75.5	4.8	0.0	0.0	0.0	64.3	2.8	-1.3	0.0	0.0	18.1	0.0	0.0	-3.6
10	17593926.43	4797161.00	104.42	0	DEN	A	75.5	32.0	0.0	0.0	0.0	65.0	2.9	-1.3	0.0	0.0	18.1	0.0	0.0	22.8
11	17593880.36	4797124.09	104.50	0	DEN	A	75.5	29.1	0.0	0.0	0.0	65.9	3.1	-1.4	0.0	0.0	18.1	0.0	0.0	18.9
12	17593850.14	4797099.87	104.55	0	DEN	A	75.5	29.6	0.0	0.0	0.0	66.4	3.2	-1.4	0.0	0.0	18.0	0.0	0.0	18.8
13	17593834.57	4797087.38	104.58	0	DEN	A	75.5	10.7	0.0	0.0	0.0	66.7	3.3	-1.4	0.0	0.0	18.0	0.0	0.0	-0.4
14	17593819.68	4797075.44	104.60	0	DEN	A	75.5	29.6	0.0	0.0	0.0	66.9	3.3	-1.5	0.0	0.0	18.1	0.0	0.0	18.2
15	17593792.69	4797053.80	104.65	0	DEN	A	75.5	29.2	0.0	0.0	0.0	67.4	3.4	-1.6	0.0	0.0	18.1	0.0	0.0	17.3
16	17593774.42	4797039.14	104.68	0	DEN	A	75.5	26.0	0.0	0.0	0.0	67.6	3.5	-1.5	0.0	0.0	18.0	0.0	0.0	13.8
17	17593746.13	4797023.62	104.45	0	DEN	A	75.5	32.2	0.0	0.0	0.0	68.0	3.6	-0.7	0.0	0.0	17.4	0.0	0.0	19.3
18	17594329.66	4797492.35	103.87	0	DEN	A	75.5	10.1	0.0	0.0	0.0	58.3	1.8	-0.1	0.0	0.0	0.0	0.0	0.0	25.6
19	17594312.54	4797476.73	103.84	0	DEN	A	75.5	26.8	0.0	0.0	0.0	58.1	1.7	-0.4	0.0	0.0	0.0	0.0	0.0	42.8
20	17594273.22	4797446.16	103.85	0	DEN	A	75.5	27.1	0.0	0.0	0.0	57.9	1.7	-0.4	0.0	0.0	7.5	0.0	0.0	35.9
21	17594250.30	4797428.34	103.86	0	DEN	A	75.5	16.1	0.0	0.0	0.0	57.9	1.7	-0.4	0.0	0.0	10.3	0.0	0.0	22.0
22	17594229.20	4797411.93	103.86	0	DEN	A	75.5	26.5	0.0	0.0	0.0	58.1	1.7	-0.5	0.0	0.0	12.1	0.0	0.0	30.5
23	17594175.44	4797370.12	103.88	0	DEN	A	75.5	28.5	0.0	0.0	0.0	59.0	1.8	-0.6	0.0	0.0	14.8	0.0	0.0	28.9
24	17594138.39	4797341.31	103.89	0	DEN	A	75.5	14.4	0.0	0.0	0.0	59.8	2.0	-0.7	0.0	0.0	16.5	0.0	0.0	12.3
25	17594091.65	4797304.96	103.90	0	DEN	A	75.5	29.0	0.0	0.0	0.0	61.0	2.2	-0.7	0.0	0.0	17.2	0.0	0.0	24.8
26	17594007.15	4797239.22	103.92	0	DEN	A	75.5	26.8	0.0	0.0	0.0	63.0	2.5	-0.5	0.0	0.0	17.6	0.0	0.0	19.7
27	17593968.67	4797209.29	103.93	0	DEN	A	75.5	-1.5	0.0	0.0	0.0	63.9	2.7	-0.3	0.0	0.0	17.6	0.0	0.0	-9.9
28	17593940.02	4797187.00	103.94	0	DEN	A	75.5	24.8	0.0	0.0	0.0	64.5	2.8	-0.2	0.0	0.0	17.5	0.0	0.0	15.7
29	17593895.73	4797152.54	103.95	0	DEN	A	75.5	20.5	0.0	0.0	0.0	65.3	3.0	-0.1	0.0	0.0	17.4	0.0	0.0	10.3
30	17593868.03	4797130.99	103.96	0	DEN	A	75.5	20.1	0.0	0.0	0.0	65.9	3.1	0.1	0.0	0.0	17.2	0.0	0.0	9.3
31	17593853.18	4797119.44	103.96	0	DEN	A	75.5	0.7	0.0	0.0	0.0	66.1	3.2	0.2	0.0	0.0	17.1	0.0	0.0	-10.5
32	17593840.14	4797109.29	103.96	0	DEN	A	75.5	19.0	0.0	0.0	0.0	66.4	3.2	0.2	0.0	0.0	17.1	0.0	0.0	7.6
33	17593815.47	4797090.10	103.97	0	DEN	A	75.5	17.5	0.0	0.0	0.0	66.8	3.3	0.2	0.0	0.0	17.0	0.0	0.0	5.6
34	17593769.29	4797054.16	103.98	0	DEN	A	75.5	20.6	0.0	0.0	0.0	67.5	3.5	0.4	0.0	0.0	16.8	0.0	0.0	7.8
35	17593490.93	4796805.69	104.90	0	DEN	A	75.5	38.3	0.0	0.0	0.0	71.3	4.5	-2.5	0.0	0.0	22.9	0.0	0.0	17.7
36	17593254.64	4796600.32	105.12	0	DEN	A	75.5	38.3	0.0	0.0	0.0	73.6	5.2	-2.4	0.0	0.0	21.9	0.0	0.0	15.6
37	17593162.84	4796540.98	104.41	0	DEN	A	75.5	36.1	0.0	0.0	0.0	74.2	5.4	-2.4	0.0	0.0	21.6	0.0	0.0	12.7
38	17593307.60	4796670.62	104.23	0	DEN	A	75.5	33.1	0.0	0.0	0.0	73.0	5.0	-2.3	0.0	0.0	22.1	0.0	0.0	10.8
39	17593490.65	4796822.08	104.15	0	DEN	A	75.5	33.1	0.0	0.0	0.0	71.2	4.5	-2.4	0.0	0.0	22.8	0.0	0.0	12.5
40	17593661.18	4796939.81	104.97	0	DEN	A	75.5	36.3	0.0	0.0	0.0	69.3	3.9	-2.3	0.0	0.0	18.2	0.0	0.0	22.6
41	17593369.92	4796731.87	104.57	0	DEN	A	75.5	32.9	0.0	0.0	0.0	72.4	4.8	-1.9	0.0	0.0	21.9	0.0	0.0	11.3
42	17593552.97	4796883.33	104.49	0	DEN	A	75.5	32.9	0.0	0.0	0.0	70.4	4.2	-2.4	0.0	0.0	18.1	0.0	0.0	18.1
43	17592907.48	4796285.29	106.61	0	DEN	A	75.5	40.2	0.0	0.0	0.0	76.2	6.0	-2.5	0.0	0.0	20.8	0.0	0.0	15.2
44	17593554.63	4796847.98	105.30	0	DEN	A	75.5	33.5	0.0	0.0	0.0	70.7	4.3	-2.5	0.0	0.0	18.0	0.0	0.0	18.4
45	17593182.57	4796525.10	105.95	0	DEN	A	75.5	34.3	0.0	0.0	0.0	74.2	5.4	-2.4	0.0	0.0	21.7	0.0	0.0	11.0
46	17592722.12	4796131.31	106.99	0	DEN	A	75.5	36.8	0.0	0.0	0.0	77.2	6.4	-2.4	0.0	0.0	20.2	0.0	0.0	10.9
47	17593255.23	4796588.19	105.68	0	DEN	A	75.5	31.5	0.0	0.0	0.0	73.6	5.2	-2.5	0.0	0.0	22.0	0.0	0.0	8.7
48	17593605.53	4796934.49	104.45	0	DEN	A	75.5	27.4	0.0	0.0	0.0	69.7	4.0	-0.5	0.0	0.0	17.1	0.0	0.0	12.5
49	17593112.25	4796463.84	106.36	0	DEN	A	75.5	31.5	0.0	0.0	0.0	74.7	5.6	-2.4	0.0	0.0	21.4	0.0	0.0	7.6
50	17593634.69	4796952.87	104.45	0	DEN	A	75.5	24.4	0.0	0.0	0.0	69.4	4.0	-0.4	0.0	0.0	17.0	0.0	0.0	9.9
51	17593350.40	4796718.79	104.55	0	DEN	A	75.5	24.8	0.0	0.0	0.0	72.5	4.8	-0.7	0.0	0.0	20.7	0.0	0.0	2.9
52	17593079.61	4796476.38	104.38	0	DEN	A	75.5	28.1	0.0	0.0	0.0	74.8	5.6	-2.4	0.0	0.0	21.3	0.0	0.0	4.2

Area Source, ISO 9613, Name: "Coupling/Uncoupling and Stretching Impulses", ID: "JDIMP_CUS"																			
Nr.	X	Y	Z	Refl.	DEN	Freq.	Lw	I/a	Optime	K0	Di	Adiv	Aatm	Agr	Afol	Ahous	Abar	Cmet	RL	Lr
	(m)	(m)	(m)			(Hz)	dB(A)	dB	dB	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	dB(A)
53	17593039.90	4796439.12	104.44	0	DEN	A	75.5	24.8	0.0	0.0	0.0	75.1	5.7	-2.4	0.0	0.0	21.2	0.0	0.0	0.6
54	17593637.01	4796905.51	105.58	0	DEN	A	75.5	17.0	0.0	0.0	0.0	69.8	4.1	-2.4	0.0	0.0	18.1	0.0	0.0	2.9
55	17593061.33	4796465.53	104.27	0	DEN	A	75.5	22.5	0.0	0.0	0.0	74.9	5.6	-2.1	0.0	0.0	21.0	0.0	0.0	-1.5
56	17593275.51	4796593.18	106.78	0	DEN	A	75.5	16.5	0.0	0.0	0.0	73.5	5.2	-2.5	0.0	0.0	22.1	0.0	0.0	-6.3
57	17593252.06	4796633.93	104.10	0	DEN	A	75.5	14.0	0.0	0.0	0.0	73.4	5.1	-1.1	0.0	0.0	20.7	0.0	0.0	-8.7
58	17592935.76	4796297.00	107.47	0	DEN	A	75.5	12.2	0.0	0.0	0.0	76.0	6.0	-2.5	0.0	0.0	20.9	0.0	0.0	-12.7
59	17592890.68	4796257.68	107.51	0	DEN	A	75.5	10.9	0.0	0.0	0.0	76.3	6.1	-2.5	0.0	0.0	20.7	0.0	0.0	-14.2

Receiver
Name: (untitled)
ID: SAMPLE
X: 17594138.26 m
Y: 4797610.34 m
Z: 163.18 m

Point Source, ISO 9613, Name: "DustCollector", ID: "PW_DC"																				
Nr.	X	Y	Z	Refl.	DEN	Freq.	Lw	l/a	Optime	K0	Di	Adiv	Aatm	Agr	Afol	Ahous	Abar	Cmet	RL	Lr
	(m)	(m)	(m)			(Hz)	dB(A)	dB	dB	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	dB(A)
1	17594133.22	4797852.46	115.10	0	DEN	A	106.0	0.0	0.0	0.0	0.0	58.9	1.0	-2.8	0.0	0.0	0.0	0.0	0.0	48.9

Receiver
Name: (untitled)
ID: SAMPLE
X: 17594138.26 m
Y: 4797610.34 m
Z: 163.18 m

Point Source, ISO 9613, Name: "Loading/Unloading Impulse", ID: "PT_IMP_LD"																				
Nr.	X	Y	Z	Refl.	DEN	Freq.	Lw	l/a	Optime	K0	Di	Adiv	Aatm	Agr	Afol	Ahous	Abar	Cmet	RL	Lr
	(m)	(m)	(m)			(Hz)	dB(A)	dB	dB	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	dB(A)
1	17594274.42	4797622.83	101.80	0	D	A	110.0	0.0	-188.0	0.0	0.0	54.5	0.7	-2.7	0.0	0.0	0.0	0.0	0.0	-130.6
1	17594274.42	4797622.83	101.80	0	N	A	110.0	0.0	-188.0	0.0	0.0	54.5	0.7	-2.7	0.0	0.0	0.0	0.0	0.0	-130.6
1	17594274.42	4797622.83	101.80	0	E	A	110.0	0.0	0.0	0.0	0.0	54.5	0.7	-2.7	0.0	0.0	0.0	0.0	0.0	57.4
2	17594274.42	4797622.83	101.80	1	D	A	110.0	0.0	-188.0	0.0	0.0	58.0	1.0	-2.8	0.0	0.0	0.0	0.0	2.0	-136.2
2	17594274.42	4797622.83	101.80	1	N	A	110.0	0.0	-188.0	0.0	0.0	58.0	1.0	-2.8	0.0	0.0	0.0	0.0	2.0	-136.2
2	17594274.42	4797622.83	101.80	1	E	A	110.0	0.0	0.0	0.0	0.0	58.0	1.0	-2.8	0.0	0.0	0.0	0.0	2.0	51.8

Point Source, ISO 9613, Name: "Heavy Truck Idling", ID: "PT_HTrkIdle"																				
Nr.	X	Y	Z	Refl.	DEN	Freq.	Lw	l/a	Optime	K0	Di	Adiv	Aatm	Agr	Afol	Ahous	Abar	Cmet	RL	Lr
	(m)	(m)	(m)			(Hz)	dB(A)	dB	dB	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	dB(A)
3	17594266.27	4797613.61	104.20	0	D	A	103.9	0.0	-10.8	0.0	0.0	54.0	0.9	-1.9	0.0	0.0	0.0	0.0	0.0	40.1
3	17594266.27	4797613.61	104.20	0	N	A	100.9	0.0	-188.0	0.0	0.0	54.0	0.9	-1.9	0.0	0.0	0.0	0.0	0.0	-140.1
3	17594266.27	4797613.61	104.20	0	E	A	100.9	0.0	-188.0	0.0	0.0	54.0	0.9	-1.9	0.0	0.0	0.0	0.0	0.0	-140.1
4	17594266.27	4797613.61	104.20	1	D	A	103.9	0.0	-10.8	0.0	0.0	57.8	1.3	-2.6	0.0	0.0	0.0	0.0	2.0	34.6
4	17594266.27	4797613.61	104.20	1	N	A	100.9	0.0	-188.0	0.0	0.0	57.8	1.3	-2.6	0.0	0.0	0.0	0.0	2.0	-145.6
4	17594266.27	4797613.61	104.20	1	E	A	100.9	0.0	-188.0	0.0	0.0	57.8	1.3	-2.6	0.0	0.0	0.0	0.0	2.0	-145.6

Line Source, ISO 9613, Name: "Heavy Truck Movement", ID: "PT_HTrkMov"																				
Nr.	X	Y	Z	Refl.	DEN	Freq.	Lw	l/a	Optime	K0	Di	Adiv	Aatm	Agr	Afol	Ahous	Abar	Cmet	RL	Lr
	(m)	(m)	(m)			(Hz)	dB(A)	dB	dB	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	dB(A)
5	17594259.71	4797608.33	104.24	0	D	A	67.2	12.3	0.0	0.0	0.0	53.6	1.0	-1.6	0.0	0.0	0.0	0.0	0.0	26.5
5	17594259.71	4797608.33	104.24	0	N	A	-35.8	12.3	-188.0	0.0	0.0	53.6	1.0	-1.6	0.0	0.0	0.0	0.0	0.0	-264.5
5	17594259.71	4797608.33	104.24	0	E	A	-35.8	12.3	-188.0	0.0	0.0	53.6	1.0	-1.6	0.0	0.0	0.0	0.0	0.0	-264.5
6	17594252.47	4797602.82	104.28	0	D	A	67.2	0.9	0.0	0.0	0.0	53.2	0.9	-1.3	0.0	0.0	0.0	0.0	0.0	15.3
6	17594252.47	4797602.82	104.28	0	N	A	-35.8	0.9	-188.0	0.0	0.0	53.2	0.9	-1.3	0.0	0.0	0.0	0.0	0.0	-275.7
6	17594252.47	4797602.82	104.28	0	E	A	-35.8	0.9	-188.0	0.0	0.0	53.2	0.9	-1.3	0.0	0.0	0.0	0.0	0.0	-275.7
7	17594264.89	4797612.28	104.21	1	D	A	67.2	6.0	0.0	0.0	0.0	57.8	1.3	-2.5	0.0	0.0	0.0	0.0	2.0	14.5
7	17594264.89	4797612.28	104.21	1	N	A	-35.8	6.0	-188.0	0.0	0.0	57.8	1.3	-2.5	0.0	0.0	0.0	0.0	2.0	-276.5
7	17594264.89	4797612.28	104.21	1	E	A	-35.8	6.0	-188.0	0.0	0.0	57.8	1.3	-2.5	0.0	0.0	0.0	0.0	2.0	-276.5
8	17594261.81	4797609.93	104.23	1	D	A	67.2	5.8	0.0	0.0	0.0	57.7	1.3	-2.5	0.0	0.0	0.0	0.0	2.0	14.5
8	17594261.81	4797609.93	104.23	1	N	A	-35.8	5.8	-188.0	0.0	0.0	57.7	1.3	-2.5	0.0	0.0	0.0	0.0	2.0	-276.6
8	17594261.81	4797609.93	104.23	1	E	A	-35.8	5.8	-188.0	0.0	0.0	57.7	1.3	-2.5	0.0	0.0	0.0	0.0	2.0	-276.6
9	17594258.53	4797607.44	104.24	1	D	A	67.2	6.5	0.0	0.0	0.0	57.6	1.3	-2.4	0.0	0.0	0.0	0.0	2.0	15.1
9	17594258.53	4797607.44	104.24	1	N	A	-35.8	6.5	-188.0	0.0	0.0	57.6	1.3	-2.4	0.0	0.0	0.0	0.0	2.0	-275.9
9	17594258.53	4797607.44	104.24	1	E	A	-35.8	6.5	-188.0	0.0	0.0	57.6	1.3	-2.4	0.0	0.0	0.0	0.0	2.0	-275.9
10	17594254.86	4797604.64	104.26	1	D	A	67.2	6.8	0.0	0.0	0.0	57.5	1.3	-1.9	0.0	0.0	0.0	0.0	2.0	15.0
10	17594254.86	4797604.64	104.26	1	N	A	-35.8	6.8	-188.0	0.0	0.0	57.5	1.3	-1.9	0.0	0.0	0.0	0.0	2.0	-276.0
10	17594254.86	4797604.64	104.26	1	E	A	-35.8	6.8	-188.0	0.0	0.0	57.5	1.3	-1.9	0.0	0.0	0.0	0.0	2.0	-276.0
11	17594252.47	4797602.82	104.28	1	D	A	67.2	0.9	0.0	0.0	0.0	57.4	1.3	-1.4	0.0	0.0	0.0	0.0	2.0	8.7
11	17594252.47	4797602.82	104.28	1	N	A	-35.8	0.9	-188.0	0.0	0.0	57.4	1.3	-1.4	0.0	0.0	0.0	0.0	2.0	-282.3
11	17594252.47	4797602.82	104.28	1	E	A	-35.8	0.9	-188.0	0.0	0.0	57.4	1.3	-1.4	0.0	0.0	0.0	0.0	2.0	-282.3
12	17594255.83	4797611.15	104.24	0	D	A	67.2	9.8	0.0	0.0	0.0	53.4	0.9	-1.6	0.0	0.0	0.0	0.0	0.0	24.2
12	17594255.83	4797611.15	104.24	0	N	A	-35.8	9.8	-188.0	0.0	0.0	53.4	0.9	-1.6	0.0	0.0	0.0	0.0	0.0	-266.8
12	17594255.83	4797611.15	104.24	0	E	A	-35.8	9.8	-188.0	0.0	0.0	53.4	0.9	-1.6	0.0	0.0	0.0	0.0	0.0	-266.8
13	17594255.83	4797611.15	104.24	1	D	A	67.2	9.8	0.0	0.0	0.0	57.4	1.3	-2.3	0.0	0.0	0.0	0.0	2.0	18.5
13	17594255.83	4797611.15	104.24	1	N	A	-35.8	9.8	-188.0	0.0	0.0	57.4	1.3	-2.3	0.0	0.0	0.0	0.0	2.0	-272.5
13	17594255.83	4797611.15	104.24	1	E	A	-35.8	9.8	-188.0	0.0	0.0	57.4	1.3	-2.3	0.0	0.0	0.0	0.0	2.0	-272.5
14	17594255.50	4797600.39	104.27	0	D	A	67.2	9.8	0.0	0.0	0.0	53.4	0.9	-1.5	0.0	0.0	0.0	0.0	0.0	24.1
14	17594255.50	4797600.39	104.27	0	N	A	-35.8	9.8	-188.0	0.0	0.0	53.4	0.9	-1.5	0.0	0.0	0.0	0.0	0.0	-266.9
14	17594255.50	4797600.39	104.27	0	E	A	-35.8	9.8	-188.0	0.0	0.0	53.4	0.9	-1.5	0.0	0.0	0.0	0.0	0.0	-266.9
15	17594255.28	4797597.30	104.28	1	D	A	67.2	5.1	0.0	0.0	0.0	57.6	1.3	-1.4	0.0	0.0	0.0	0.0	2.0	12.7
15	17594255.28	4797597.30	104.28	1	N	A	-35.8	5.1	-188.0	0.0	0.0	57.6	1.3	-1.4	0.0	0.0	0.0	0.0	2.0	-278.3
15	17594255.28	4797597.30	104.28	1	E	A	-35.8	5.1	-188.0	0.0	0.0	57.6	1.3	-1.4	0.0	0.0	0.0	0.0	2.0	-278.3

Line Source, ISO 9613, Name: "Heavy Truck Movement", ID: "PT_HTrkMov"																				
Nr.	X	Y	Z	Refl.	DEN	Freq.	Lw	l/a	Optime	K0	Di	Adiv	Aatm	Agr	Afol	Ahous	Abar	Cmet	RL	Lr
	(m)	(m)	(m)			(Hz)	dB(A)	dB	dB	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	dB(A)
16	17594255.51	4797600.52	104.27	1	D	A	67.2	5.1	0.0	0.0	0.0	57.6	1.3	-1.3	0.0	0.0	0.0	0.0	2.0	12.7
16	17594255.51	4797600.52	104.27	1	N	A	-35.8	5.1	-188.0	0.0	0.0	57.6	1.3	-1.3	0.0	0.0	0.0	0.0	2.0	-278.4
16	17594255.51	4797600.52	104.27	1	E	A	-35.8	5.1	-188.0	0.0	0.0	57.6	1.3	-1.3	0.0	0.0	0.0	0.0	2.0	-278.4
17	17594255.73	4797603.61	104.26	1	D	A	67.2	4.8	0.0	0.0	0.0	57.5	1.3	-1.8	0.0	0.0	0.0	0.0	2.0	12.8
17	17594255.73	4797603.61	104.26	1	N	A	-35.8	4.8	-188.0	0.0	0.0	57.5	1.3	-1.8	0.0	0.0	0.0	0.0	2.0	-278.2
17	17594255.73	4797603.61	104.26	1	E	A	-35.8	4.8	-188.0	0.0	0.0	57.5	1.3	-1.8	0.0	0.0	0.0	0.0	2.0	-278.2
18	17594253.51	4797608.69	104.26	0	D	A	67.2	9.3	0.0	0.0	0.0	53.2	0.9	-1.6	0.0	0.0	0.0	0.0	0.0	23.9
18	17594253.51	4797608.69	104.26	0	N	A	-35.8	9.3	-188.0	0.0	0.0	53.2	0.9	-1.6	0.0	0.0	0.0	0.0	0.0	-267.1
18	17594253.51	4797608.69	104.26	0	E	A	-35.8	9.3	-188.0	0.0	0.0	53.2	0.9	-1.6	0.0	0.0	0.0	0.0	0.0	-267.1
19	17594255.26	4797605.99	104.26	1	D	A	67.2	3.2	0.0	0.0	0.0	57.5	1.3	-2.1	0.0	0.0	0.0	0.0	2.0	11.7
19	17594255.26	4797605.99	104.26	1	N	A	-35.8	3.2	-188.0	0.0	0.0	57.5	1.3	-2.1	0.0	0.0	0.0	0.0	2.0	-279.3
19	17594255.26	4797605.99	104.26	1	E	A	-35.8	3.2	-188.0	0.0	0.0	57.5	1.3	-2.1	0.0	0.0	0.0	0.0	2.0	-279.3
20	17594253.03	4797609.43	104.26	1	D	A	67.2	7.8	0.0	0.0	0.0	57.4	1.3	-2.2	0.0	0.0	0.0	0.0	2.0	16.6
20	17594253.03	4797609.43	104.26	1	N	A	-35.8	7.8	-188.0	0.0	0.0	57.4	1.3	-2.2	0.0	0.0	0.0	0.0	2.0	-274.5
20	17594253.03	4797609.43	104.26	1	E	A	-35.8	7.8	-188.0	0.0	0.0	57.4	1.3	-2.2	0.0	0.0	0.0	0.0	2.0	-274.5
21	17594251.28	4797612.13	104.26	1	D	A	67.2	-4.4	0.0	0.0	0.0	57.3	1.3	-2.1	0.0	0.0	0.0	0.0	2.0	4.3
21	17594251.28	4797612.13	104.26	1	N	A	-35.8	-4.4	-188.0	0.0	0.0	57.3	1.3	-2.1	0.0	0.0	0.0	0.0	2.0	-286.7
21	17594251.28	4797612.13	104.26	1	E	A	-35.8	-4.4	-188.0	0.0	0.0	57.3	1.3	-2.1	0.0	0.0	0.0	0.0	2.0	-286.7
22	17594263.27	4797611.63	104.22	0	D	A	67.2	8.1	0.0	0.0	0.0	53.8	1.0	-1.6	0.0	0.0	0.0	0.0	0.0	22.1
22	17594263.27	4797611.63	104.22	0	N	A	-35.8	8.1	-188.0	0.0	0.0	53.8	1.0	-1.6	0.0	0.0	0.0	0.0	0.0	-268.9
22	17594263.27	4797611.63	104.22	0	E	A	-35.8	8.1	-188.0	0.0	0.0	53.8	1.0	-1.6	0.0	0.0	0.0	0.0	0.0	-268.9
23	17594266.25	4797613.36	104.20	0	D	A	67.2	-3.3	0.0	0.0	0.0	54.0	1.0	-1.6	0.0	0.0	0.0	0.0	0.0	10.5
23	17594266.25	4797613.36	104.20	0	N	A	-35.8	-3.3	-188.0	0.0	0.0	54.0	1.0	-1.6	0.0	0.0	0.0	0.0	0.0	-280.5
23	17594266.25	4797613.36	104.20	0	E	A	-35.8	-3.3	-188.0	0.0	0.0	54.0	1.0	-1.6	0.0	0.0	0.0	0.0	0.0	-280.5
24	17594261.58	4797610.65	104.22	1	D	A	67.2	4.0	0.0	0.0	0.0	57.7	1.3	-2.4	0.0	0.0	0.0	0.0	2.0	12.6
24	17594261.58	4797610.65	104.22	1	N	A	-35.8	4.0	-188.0	0.0	0.0	57.7	1.3	-2.4	0.0	0.0	0.0	0.0	2.0	-278.4
24	17594261.58	4797610.65	104.22	1	E	A	-35.8	4.0	-188.0	0.0	0.0	57.7	1.3	-2.4	0.0	0.0	0.0	0.0	2.0	-278.4
25	17594264.56	4797612.38	104.21	1	D	A	67.2	6.4	0.0	0.0	0.0	57.8	1.3	-2.5	0.0	0.0	0.0	0.0	2.0	14.9
25	17594264.56	4797612.38	104.21	1	N	A	-35.8	6.4	-188.0	0.0	0.0	57.8	1.3	-2.5	0.0	0.0	0.0	0.0	2.0	-276.1
25	17594264.56	4797612.38	104.21	1	E	A	-35.8	6.4	-188.0	0.0	0.0	57.8	1.3	-2.5	0.0	0.0	0.0	0.0	2.0	-276.1

Receiver
Name: (untitled)
ID: SAMPLE
X: 17594138.26 m
Y: 4797610.34 m
Z: 163.18 m

vert. Area Source, ISO 9613, Name: "Overhead Door", ID: "KingComm_OH2"																				
Nr.	X	Y	Z	Refl.	DEN	Freq.	Lw	l/a	Optime	K0	Di	Adiv	Aatm	Agr	Afol	Ahous	Abar	Cmet	RL	Lr
	(m)	(m)	(m)			(Hz)	dB(A)	dB	dB	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	dB(A)
1	17594156.41	4797489.33	105.62	0	D	A	68.7	16.5	0.0	3.0	0.0	53.6	1.5	-2.9	0.0	0.0	18.8	0.0	0.0	17.1
1	17594156.41	4797489.33	105.62	0	N	A	68.7	16.5	-188.0	3.0	0.0	53.6	1.5	-2.9	0.0	0.0	18.8	0.0	0.0	-170.9
1	17594156.41	4797489.33	105.62	0	E	A	68.7	16.5	0.0	3.0	0.0	53.6	1.5	-2.9	0.0	0.0	18.8	0.0	0.0	17.1
2	17594183.33	4797511.54	105.28	0	D	A	68.7	14.0	0.0	3.0	0.0	52.8	1.4	-2.9	0.0	0.0	14.9	0.0	0.0	19.4
2	17594183.33	4797511.54	105.28	0	N	A	68.7	14.0	-188.0	3.0	0.0	52.8	1.4	-2.9	0.0	0.0	14.9	0.0	0.0	-168.6
2	17594183.33	4797511.54	105.28	0	E	A	68.7	14.0	0.0	3.0	0.0	52.8	1.4	-2.9	0.0	0.0	14.9	0.0	0.0	19.4
3	17594193.77	4797520.16	105.15	0	D	A	68.7	3.4	0.0	3.0	0.0	52.6	1.4	-2.9	0.0	0.0	12.2	0.0	0.0	11.7
3	17594193.77	4797520.16	105.15	0	N	A	68.7	3.4	-188.0	3.0	0.0	52.6	1.4	-2.9	0.0	0.0	12.2	0.0	0.0	-176.3
3	17594193.77	4797520.16	105.15	0	E	A	68.7	3.4	0.0	3.0	0.0	52.6	1.4	-2.9	0.0	0.0	12.2	0.0	0.0	11.7
4	17594204.71	4797529.18	105.01	0	D	A	68.7	14.2	0.0	3.0	0.0	52.6	1.4	-2.9	0.0	0.0	8.2	0.0	0.0	26.5
4	17594204.71	4797529.18	105.01	0	N	A	68.7	14.2	-188.0	3.0	0.0	52.6	1.4	-2.9	0.0	0.0	8.2	0.0	0.0	-161.5
4	17594204.71	4797529.18	105.01	0	E	A	68.7	14.2	0.0	3.0	0.0	52.6	1.4	-2.9	0.0	0.0	8.2	0.0	0.0	26.5
5	17594224.25	4797545.30	104.77	0	D	A	68.7	13.9	0.0	3.0	0.0	52.8	1.4	-2.9	0.0	0.0	0.0	0.0	0.0	34.3
5	17594224.25	4797545.30	104.77	0	N	A	68.7	13.9	-188.0	3.0	0.0	52.8	1.4	-2.9	0.0	0.0	0.0	0.0	0.0	-153.7
5	17594224.25	4797545.30	104.77	0	E	A	68.7	13.9	0.0	3.0	0.0	52.8	1.4	-2.9	0.0	0.0	0.0	0.0	0.0	34.3
6	17594156.41	4797489.33	106.62	0	D	A	68.7	16.5	0.0	3.0	0.0	53.6	1.5	-2.8	0.0	0.0	18.8	0.0	0.0	17.0
6	17594156.41	4797489.33	106.62	0	N	A	68.7	16.5	-188.0	3.0	0.0	53.6	1.5	-2.8	0.0	0.0	18.8	0.0	0.0	-171.0
6	17594156.41	4797489.33	106.62	0	E	A	68.7	16.5	0.0	3.0	0.0	53.6	1.5	-2.8	0.0	0.0	18.8	0.0	0.0	17.0
7	17594183.33	4797511.54	106.28	0	D	A	68.7	14.0	0.0	3.0	0.0	52.8	1.4	-2.9	0.0	0.0	14.9	0.0	0.0	19.4
7	17594183.33	4797511.54	106.28	0	N	A	68.7	14.0	-188.0	3.0	0.0	52.8	1.4	-2.9	0.0	0.0	14.9	0.0	0.0	-168.6
7	17594183.33	4797511.54	106.28	0	E	A	68.7	14.0	0.0	3.0	0.0	52.8	1.4	-2.9	0.0	0.0	14.9	0.0	0.0	19.4
8	17594193.77	4797520.16	106.15	0	D	A	68.7	3.4	0.0	3.0	0.0	52.6	1.4	-2.8	0.0	0.0	12.2	0.0	0.0	11.6
8	17594193.77	4797520.16	106.15	0	N	A	68.7	3.4	-188.0	3.0	0.0	52.6	1.4	-2.8	0.0	0.0	12.2	0.0	0.0	-176.4
8	17594193.77	4797520.16	106.15	0	E	A	68.7	3.4	0.0	3.0	0.0	52.6	1.4	-2.8	0.0	0.0	12.2	0.0	0.0	11.6
9	17594204.71	4797529.18	106.01	0	D	A	68.7	14.2	0.0	3.0	0.0	52.5	1.4	-2.8	0.0	0.0	8.2	0.0	0.0	26.5
9	17594204.71	4797529.18	106.01	0	N	A	68.7	14.2	-188.0	3.0	0.0	52.5	1.4	-2.8	0.0	0.0	8.2	0.0	0.0	-161.5
9	17594204.71	4797529.18	106.01	0	E	A	68.7	14.2	0.0	3.0	0.0	52.5	1.4	-2.8	0.0	0.0	8.2	0.0	0.0	26.5
10	17594224.25	4797545.30	105.77	0	D	A	68.7	13.9	0.0	3.0	0.0	52.7	1.4	-2.8	0.0	0.0	0.0	0.0	0.0	34.2
10	17594224.25	4797545.30	105.77	0	N	A	68.7	13.9	-188.0	3.0	0.0	52.7	1.4	-2.8	0.0	0.0	0.0	0.0	0.0	-153.8
10	17594224.25	4797545.30	105.77	0	E	A	68.7	13.9	0.0	3.0	0.0	52.7	1.4	-2.8	0.0	0.0	0.0	0.0	0.0	34.2
11	17594156.41	4797489.33	103.62	0	D	A	68.7	16.5	0.0	3.0	0.0	53.7	1.5	-2.9	0.0	0.0	18.8	0.0	0.0	17.1
11	17594156.41	4797489.33	103.62	0	N	A	68.7	16.5	-188.0	3.0	0.0	53.7	1.5	-2.9	0.0	0.0	18.8	0.0	0.0	-170.9
11	17594156.41	4797489.33	103.62	0	E	A	68.7	16.5	0.0	3.0	0.0	53.7	1.5	-2.9	0.0	0.0	18.8	0.0	0.0	17.1
12	17594183.33	4797511.54	103.28	0	D	A	68.7	14.0	0.0	3.0	0.0	52.9	1.4	-2.9	0.0	0.0	14.9	0.0	0.0	19.4
12	17594183.33	4797511.54	103.28	0	N	A	68.7	14.0	-188.0	3.0	0.0	52.9	1.4	-2.9	0.0	0.0	14.9	0.0	0.0	-168.6
12	17594183.33	4797511.54	103.28	0	E	A	68.7	14.0	0.0	3.0	0.0	52.9	1.4	-2.9	0.0	0.0	14.9	0.0	0.0	19.4
13	17594193.77	4797520.16	103.15	0	D	A	68.7	3.4	0.0	3.0	0.0	52.7	1.4	-2.9	0.0	0.0	12.2	0.0	0.0	11.6
13	17594193.77	4797520.16	103.15	0	N	A	68.7	3.4	-188.0	3.0	0.0	52.7	1.4	-2.9	0.0	0.0	12.2	0.0	0.0	-176.4
13	17594193.77	4797520.16	103.15	0	E	A	68.7	3.4	0.0	3.0	0.0	52.7	1.4	-2.9	0.0	0.0	12.2	0.0	0.0	11.6
14	17594204.71	4797529.18	103.01	0	D	A	68.7	14.2	0.0	3.0	0.0	52.7	1.4	-2.9	0.0	0.0	8.2	0.0	0.0	26.5
14	17594204.71	4797529.18	103.01	0	N	A	68.7	14.2	-188.0	3.0	0.0	52.7	1.4	-2.9	0.0	0.0	8.2	0.0	0.0	-161.5
14	17594204.71	4797529.18	103.01	0	E	A	68.7	14.2	0.0	3.0	0.0	52.7	1.4	-2.9	0.0	0.0	8.2	0.0	0.0	26.5
15	17594224.25	4797545.30	102.77	0	D	A	68.7	13.9	0.0	3.0	0.0	52.8	1.4	-2.9	0.0	0.0	0.0	0.0	0.0	34.2
15	17594224.25	4797545.30	102.77	0	N	A	68.7	13.9	-188.0	3.0	0.0	52.8	1.4	-2.9	0.0	0.0	0.0	0.0	0.0	-153.8
15	17594224.25	4797545.30	102.77	0	E	A	68.7	13.9	0.0	3.0	0.0	52.8	1.4	-2.9	0.0	0.0	0.0	0.0	0.0	34.2
16	17594156.41	4797489.33	104.62	0	D	A	68.7	16.5	0.0	3.0	0.0	53.6	1.5	-2.9	0.0	0.0	18.8	0.0	0.0	17.1
16	17594156.41	4797489.33	104.62	0	N	A	68.7	16.5	-188.0	3.0	0.0	53.6	1.5	-2.9	0.0	0.0	18.8	0.0	0.0	-170.9
16	17594156.41	4797489.33	104.62	0	E	A	68.7	16.5	0.0	3.0	0.0	53.6	1.5	-2.9	0.0	0.0	18.8	0.0	0.0	17.1
17	17594183.33	4797511.54	104.28	0	D	A	68.7	14.0	0.0	3.0	0.0	52.8	1.4	-2.9	0.0	0.0	14.9	0.0	0.0	19.4
17	17594183.33	4797511.54	104.28	0	N	A	68.7	14.0	-188.0	3.0	0.0	52.8	1.4	-2.9	0.0	0.0	14.9	0.0	0.0	-168.6
17	17594183.33	4797511.54	104.28	0	E	A	68.7	14.0	0.0	3.0	0.0	52.8	1.4	-2.9	0.0	0.0	14.9	0.0	0.0	19.4
18	17594193.77	4797520.16	104.15	0	D	A	68.7	3.4	0.0	3.0	0.0	52.7	1.4	-2.9	0.0	0.0	12.2	0.0	0.0	11.7

vert. Area Source, ISO 9613, Name: "Overhead Door", ID: "KingComm_OH2"																				
Nr.	X	Y	Z	Refl.	DEN	Freq.	Lw	l/a	Optime	K0	Di	Adiv	Aatm	Agr	Afol	Ahous	Abar	Cmet	RL	Lr
	(m)	(m)	(m)			(Hz)	dB(A)	dB	dB	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	dB(A)
18	17594193.77	4797520.16	104.15	0	N	A	68.7	3.4	-188.0	3.0	0.0	52.7	1.4	-2.9	0.0	0.0	12.2	0.0	0.0	-176.3
18	17594193.77	4797520.16	104.15	0	E	A	68.7	3.4	0.0	3.0	0.0	52.7	1.4	-2.9	0.0	0.0	12.2	0.0	0.0	11.7
19	17594204.71	4797529.18	104.01	0	D	A	68.7	14.2	0.0	3.0	0.0	52.6	1.4	-2.9	0.0	0.0	8.2	0.0	0.0	26.5
19	17594204.71	4797529.18	104.01	0	N	A	68.7	14.2	-188.0	3.0	0.0	52.6	1.4	-2.9	0.0	0.0	8.2	0.0	0.0	-161.5
19	17594204.71	4797529.18	104.01	0	E	A	68.7	14.2	0.0	3.0	0.0	52.6	1.4	-2.9	0.0	0.0	8.2	0.0	0.0	26.5
20	17594224.25	4797545.30	103.77	0	D	A	68.7	13.9	0.0	3.0	0.0	52.8	1.4	-2.9	0.0	0.0	0.0	0.0	0.0	34.2
20	17594224.25	4797545.30	103.77	0	N	A	68.7	13.9	-188.0	3.0	0.0	52.8	1.4	-2.9	0.0	0.0	0.0	0.0	0.0	-153.8
20	17594224.25	4797545.30	103.77	0	E	A	68.7	13.9	0.0	3.0	0.0	52.8	1.4	-2.9	0.0	0.0	0.0	0.0	0.0	34.2

vert. Area Source, ISO 9613, Name: "Overhead Door", ID: "KingComm_OH7"																				
Nr.	X	Y	Z	Refl.	DEN	Freq.	Lw	l/a	Optime	K0	Di	Adiv	Aatm	Agr	Afol	Ahous	Abar	Cmet	RL	Lr
	(m)	(m)	(m)			(Hz)	dB(A)	dB	dB	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	dB(A)
21	17594177.87	4797550.90	104.31	0	D	A	68.6	13.8	0.0	3.0	0.0	50.3	1.2	-2.6	0.0	0.0	27.2	0.0	0.0	9.4
21	17594177.87	4797550.90	104.31	0	N	A	68.6	13.8	-188.0	3.0	0.0	50.3	1.2	-2.6	0.0	0.0	27.2	0.0	0.0	-178.6
21	17594177.87	4797550.90	104.31	0	E	A	68.6	13.8	0.0	3.0	0.0	50.3	1.2	-2.6	0.0	0.0	27.2	0.0	0.0	9.4
22	17594167.76	4797562.49	104.40	0	D	A	68.6	8.4	0.0	3.0	0.0	49.2	1.1	-2.6	0.0	0.0	27.2	0.0	0.0	5.2
22	17594167.76	4797562.49	104.40	0	N	A	68.6	8.4	-188.0	3.0	0.0	49.2	1.1	-2.6	0.0	0.0	27.2	0.0	0.0	-182.8
22	17594167.76	4797562.49	104.40	0	E	A	68.6	8.4	0.0	3.0	0.0	49.2	1.1	-2.6	0.0	0.0	27.2	0.0	0.0	5.2
23	17594165.46	4797565.13	104.42	0	D	A	68.6	-11.9	0.0	3.0	0.0	49.0	1.0	-2.6	0.0	0.0	27.2	0.0	0.0	-14.9
23	17594165.46	4797565.13	104.42	0	N	A	68.6	-11.9	-188.0	3.0	0.0	49.0	1.0	-2.6	0.0	0.0	27.2	0.0	0.0	-202.9
23	17594165.46	4797565.13	104.42	0	E	A	68.6	-11.9	0.0	3.0	0.0	49.0	1.0	-2.6	0.0	0.0	27.2	0.0	0.0	-14.9
24	17594177.87	4797550.90	106.31	0	D	A	68.6	13.8	0.0	3.0	0.0	50.2	1.2	-2.7	0.0	0.0	27.2	0.0	0.0	9.5
24	17594177.87	4797550.90	106.31	0	N	A	68.6	13.8	-188.0	3.0	0.0	50.2	1.2	-2.7	0.0	0.0	27.2	0.0	0.0	-178.5
24	17594177.87	4797550.90	106.31	0	E	A	68.6	13.8	0.0	3.0	0.0	50.2	1.2	-2.7	0.0	0.0	27.2	0.0	0.0	9.5
25	17594169.15	4797560.90	106.38	0	D	A	68.6	4.3	0.0	3.0	0.0	49.2	1.1	-2.7	0.0	0.0	27.3	0.0	0.0	1.1
25	17594169.15	4797560.90	106.38	0	N	A	68.6	4.3	-188.0	3.0	0.0	49.2	1.1	-2.7	0.0	0.0	27.3	0.0	0.0	-186.9
25	17594169.15	4797560.90	106.38	0	E	A	68.6	4.3	0.0	3.0	0.0	49.2	1.1	-2.7	0.0	0.0	27.3	0.0	0.0	1.1
26	17594166.87	4797563.51	106.40	0	D	A	68.6	6.3	0.0	3.0	0.0	48.9	1.0	-2.7	0.0	0.0	27.3	0.0	0.0	3.3
26	17594166.87	4797563.51	106.40	0	N	A	68.6	6.3	-188.0	3.0	0.0	48.9	1.0	-2.7	0.0	0.0	27.3	0.0	0.0	-184.7
26	17594166.87	4797563.51	106.40	0	E	A	68.6	6.3	0.0	3.0	0.0	48.9	1.0	-2.7	0.0	0.0	27.3	0.0	0.0	3.3
27	17594165.46	4797565.13	106.42	0	D	A	68.6	-11.9	0.0	3.0	0.0	48.8	1.0	-2.7	0.0	0.0	27.3	0.0	0.0	-14.7
27	17594165.46	4797565.13	106.42	0	N	A	68.6	-11.9	-188.0	3.0	0.0	48.8	1.0	-2.7	0.0	0.0	27.3	0.0	0.0	-202.7
27	17594165.46	4797565.13	106.42	0	E	A	68.6	-11.9	0.0	3.0	0.0	48.8	1.0	-2.7	0.0	0.0	27.3	0.0	0.0	-14.7
28	17594177.87	4797550.90	105.31	0	D	A	68.6	13.8	0.0	3.0	0.0	50.3	1.2	-2.7	0.0	0.0	27.2	0.0	0.0	9.4
28	17594177.87	4797550.90	105.31	0	N	A	68.6	13.8	-188.0	3.0	0.0	50.3	1.2	-2.7	0.0	0.0	27.2	0.0	0.0	-178.6
28	17594177.87	4797550.90	105.31	0	E	A	68.6	13.8	0.0	3.0	0.0	50.3	1.2	-2.7	0.0	0.0	27.2	0.0	0.0	9.4
29	17594169.47	4797560.52	105.38	0	D	A	68.6	2.3	0.0	3.0	0.0	49.3	1.1	-2.7	0.0	0.0	27.3	0.0	0.0	-1.0
29	17594169.47	4797560.52	105.38	0	N	A	68.6	2.3	-188.0	3.0	0.0	49.3	1.1	-2.7	0.0	0.0	27.3	0.0	0.0	-189.0
29	17594169.47	4797560.52	105.38	0	E	A	68.6	2.3	0.0	3.0	0.0	49.3	1.1	-2.7	0.0	0.0	27.3	0.0	0.0	-1.0
30	17594167.20	4797563.13	105.40	0	D	A	68.6	7.2	0.0	3.0	0.0	49.1	1.1	-2.7	0.0	0.0	27.3	0.0	0.0	4.1
30	17594167.20	4797563.13	105.40	0	N	A	68.6	7.2	-188.0	3.0	0.0	49.1	1.1	-2.7	0.0	0.0	27.3	0.0	0.0	-183.9
30	17594167.20	4797563.13	105.40	0	E	A	68.6	7.2	0.0	3.0	0.0	49.1	1.1	-2.7	0.0	0.0	27.3	0.0	0.0	4.1
31	17594165.46	4797565.13	105.42	0	D	A	68.6	-11.9	0.0	3.0	0.0	48.9	1.0	-2.7	0.0	0.0	27.3	0.0	0.0	-14.8
31	17594165.46	4797565.13	105.42	0	N	A	68.6	-11.9	-188.0	3.0	0.0	48.9	1.0	-2.7	0.0	0.0	27.3	0.0	0.0	-202.8
31	17594165.46	4797565.13	105.42	0	E	A	68.6	-11.9	0.0	3.0	0.0	48.9	1.0	-2.7	0.0	0.0	27.3	0.0	0.0	-14.8
32	17594177.97	4797550.79	103.31	0	D	A	68.6	13.7	0.0	3.0	0.0	50.4	1.2	-2.9	0.0	0.0	27.4	0.0	0.0	9.3
32	17594177.97	4797550.79	103.31	0	N	A	68.6	13.7	-188.0	3.0	0.0	50.4	1.2	-2.9	0.0	0.0	27.4	0.0	0.0	-178.7
32	17594177.97	4797550.79	103.31	0	E	A	68.6	13.7	0.0	3.0	0.0	50.4	1.2	-2.9	0.0	0.0	27.4	0.0	0.0	9.3
33	17594167.85	4797562.38	103.40	0	D	A	68.6	8.6	0.0	3.0	0.0	49.3	1.1	-2.9	0.0	0.0	27.4	0.0	0.0	5.3
33	17594167.85	4797562.38	103.40	0	N	A	68.6	8.6	-188.0	3.0	0.0	49.3	1.1	-2.9	0.0	0.0	27.4	0.0	0.0	-182.7
33	17594167.85	4797562.38	103.40	0	E	A	68.6	8.6	0.0	3.0	0.0	49.3	1.1	-2.9	0.0	0.0	27.4	0.0	0.0	5.3
34	17594165.46	4797565.13	103.42	0	D	A	68.6	-11.9	0.0	3.0	0.0	49.0	1.1	-2.9	0.0	0.0	27.4	0.0	0.0	-14.9
34	17594165.46	4797565.13	103.42	0	N	A	68.6	-11.9	-188.0	3.0	0.0	49.0	1.1	-2.9	0.0	0.0	27.4	0.0	0.0	-202.9
34	17594165.46	4797565.13	103.42	0	E	A	68.6	-11.9	0.0	3.0	0.0	49.0	1.1	-2.9	0.0	0.0	27.4	0.0	0.0	-14.9

vert. Area Source, ISO 9613, Name: "Overhead Door", ID: "KingComm_OH8"																				
Nr.	X	Y	Z	Refl.	DEN	Freq.	Lw	l/a	Optime	K0	Di	Adiv	Aatm	Agr	Afol	Ahous	Abar	Cmet	RL	Lr
	(m)	(m)	(m)			(Hz)	dB(A)	dB	dB	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	dB(A)
35	17594188.05	4797585.00	105.07	0	D	A	70.5	13.1	0.0	3.0	0.0	49.1	1.1	-2.7	0.0	0.0	0.0	0.0	0.0	39.1
35	17594188.05	4797585.00	105.07	0	N	A	70.5	13.1	-188.0	3.0	0.0	49.1	1.1	-2.7	0.0	0.0	0.0	0.0	0.0	-148.9
35	17594188.05	4797585.00	105.07	0	E	A	70.5	13.1	0.0	3.0	0.0	49.1	1.1	-2.7	0.0	0.0	0.0	0.0	0.0	39.1
36	17594195.47	4797591.51	104.93	1	D	A	70.5	-3.5	0.0	3.0	0.0	49.6	1.1	-2.6	0.0	0.0	0.0	0.0	5.8	16.1
36	17594195.47	4797591.51	104.93	1	N	A	70.5	-3.5	-188.0	3.0	0.0	49.6	1.1	-2.6	0.0	0.0	0.0	0.0	5.8	-171.9

vert. Area Source, ISO 9613, Name: "Overhead Door", ID: "KingComm_OH8"																				
Nr.	X	Y	Z	Refl.	DEN	Freq.	Lw	l/a	Optime	K0	Di	Adiv	Aatm	Agr	Afol	Ahous	Abar	Cmet	RL	Lr
	(m)	(m)	(m)			(Hz)	dB(A)	dB	dB	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	dB(A)
36	17594195.47	4797591.51	104.93	1	E	A	70.5	-3.5	0.0	3.0	0.0	49.6	1.1	-2.6	0.0	0.0	0.0	0.0	5.8	16.1
37	17594188.05	4797585.00	103.07	0	D	A	70.5	13.1	0.0	3.0	0.0	49.3	1.1	-2.9	0.0	0.0	0.0	0.0	0.0	39.0
37	17594188.05	4797585.00	103.07	0	N	A	70.5	13.1	-188.0	3.0	0.0	49.3	1.1	-2.9	0.0	0.0	0.0	0.0	0.0	-149.0
37	17594188.05	4797585.00	103.07	0	E	A	70.5	13.1	0.0	3.0	0.0	49.3	1.1	-2.9	0.0	0.0	0.0	0.0	0.0	39.0
38	17594195.47	4797591.51	102.93	1	D	A	70.5	-3.5	0.0	3.0	0.0	49.7	1.1	-2.8	0.0	0.0	0.0	0.0	5.8	16.2
38	17594195.47	4797591.51	102.93	1	N	A	70.5	-3.5	-188.0	3.0	0.0	49.7	1.1	-2.8	0.0	0.0	0.0	0.0	5.8	-171.8
38	17594195.47	4797591.51	102.93	1	E	A	70.5	-3.5	0.0	3.0	0.0	49.7	1.1	-2.8	0.0	0.0	0.0	0.0	5.8	16.2
39	17594188.05	4797585.00	104.07	0	D	A	70.5	13.1	0.0	3.0	0.0	49.2	1.1	-2.6	0.0	0.0	0.0	0.0	0.0	38.8
39	17594188.05	4797585.00	104.07	0	N	A	70.5	13.1	-188.0	3.0	0.0	49.2	1.1	-2.6	0.0	0.0	0.0	0.0	0.0	-149.2
39	17594188.05	4797585.00	104.07	0	E	A	70.5	13.1	0.0	3.0	0.0	49.2	1.1	-2.6	0.0	0.0	0.0	0.0	0.0	38.8
40	17594195.47	4797591.51	103.93	1	D	A	70.5	-3.5	0.0	3.0	0.0	49.6	1.1	-2.4	0.0	0.0	0.0	0.0	5.7	16.0
40	17594195.47	4797591.51	103.93	1	N	A	70.5	-3.5	-188.0	3.0	0.0	49.6	1.1	-2.4	0.0	0.0	0.0	0.0	5.7	-172.0
40	17594195.47	4797591.51	103.93	1	E	A	70.5	-3.5	0.0	3.0	0.0	49.6	1.1	-2.4	0.0	0.0	0.0	0.0	5.7	16.0
41	17594188.05	4797585.00	106.07	0	D	A	70.5	13.1	0.0	3.0	0.0	49.1	1.1	-2.7	0.0	0.0	0.0	0.0	0.0	39.2
41	17594188.05	4797585.00	106.07	0	N	A	70.5	13.1	-188.0	3.0	0.0	49.1	1.1	-2.7	0.0	0.0	0.0	0.0	0.0	-148.8
41	17594188.05	4797585.00	106.07	0	E	A	70.5	13.1	0.0	3.0	0.0	49.1	1.1	-2.7	0.0	0.0	0.0	0.0	0.0	39.2
42	17594195.47	4797591.51	105.93	1	D	A	70.5	-3.5	0.0	3.0	0.0	49.5	1.1	-2.6	0.0	0.0	0.0	0.0	5.8	16.2
42	17594195.47	4797591.51	105.93	1	N	A	70.5	-3.5	-188.0	3.0	0.0	49.5	1.1	-2.6	0.0	0.0	0.0	0.0	5.8	-171.8
42	17594195.47	4797591.51	105.93	1	E	A	70.5	-3.5	0.0	3.0	0.0	49.5	1.1	-2.6	0.0	0.0	0.0	0.0	5.8	16.2

Point Source, ISO 9613, Name: "5T Rooftop Unit", ID: "KingComm_RTU37"																				
Nr.	X	Y	Z	Refl.	DEN	Freq.	Lw	l/a	Optime	K0	Di	Adiv	Aatm	Agr	Afol	Ahous	Abar	Cmet	RL	Lr
	(m)	(m)	(m)			(Hz)	dB(A)	dB	dB	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	dB(A)
43	17594173.02	4797568.43	111.94	0	D	A	81.5	0.0	0.0	0.0	0.0	48.5	0.4	-2.7	0.0	0.0	6.8	0.0	0.0	28.5
43	17594173.02	4797568.43	111.94	0	N	A	81.5	0.0	-3.0	0.0	0.0	48.5	0.4	-2.7	0.0	0.0	6.8	0.0	0.0	25.5
43	17594173.02	4797568.43	111.94	0	E	A	81.5	0.0	0.0	0.0	0.0	48.5	0.4	-2.7	0.0	0.0	6.8	0.0	0.0	28.5

vert. Area Source, ISO 9613, Name: "Overhead Door", ID: "KingComm_OH5"																				
Nr.	X	Y	Z	Refl.	DEN	Freq.	Lw	l/a	Optime	K0	Di	Adiv	Aatm	Agr	Afol	Ahous	Abar	Cmet	RL	Lr
	(m)	(m)	(m)			(Hz)	dB(A)	dB	dB	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	dB(A)
44	17594157.23	4797537.36	104.59	0	D	A	69.1	14.4	0.0	3.0	0.0	50.6	1.2	-2.6	0.0	0.0	17.5	0.0	0.0	19.8
44	17594157.23	4797537.36	104.59	0	N	A	69.1	14.4	-188.0	3.0	0.0	50.6	1.2	-2.6	0.0	0.0	17.5	0.0	0.0	-168.2
44	17594157.23	4797537.36	104.59	0	E	A	69.1	14.4	0.0	3.0	0.0	50.6	1.2	-2.6	0.0	0.0	17.5	0.0	0.0	19.8
45	17594157.23	4797537.36	105.59	0	D	A	69.1	14.4	0.0	3.0	0.0	50.5	1.2	-2.7	0.0	0.0	17.5	0.0	0.0	20.0
45	17594157.23	4797537.36	105.59	0	N	A	69.1	14.4	-188.0	3.0	0.0	50.5	1.2	-2.7	0.0	0.0	17.5	0.0	0.0	-168.0
45	17594157.23	4797537.36	105.59	0	E	A	69.1	14.4	0.0	3.0	0.0	50.5	1.2	-2.7	0.0	0.0	17.5	0.0	0.0	20.0
46	17594157.23	4797537.36	103.59	0	D	A	69.1	14.4	0.0	3.0	0.0	50.7	1.2	-2.8	0.0	0.0	17.4	0.0	0.0	20.1
46	17594157.23	4797537.36	103.59	0	N	A	69.1	14.4	-188.0	3.0	0.0	50.7	1.2	-2.8	0.0	0.0	17.4	0.0	0.0	-167.9
46	17594157.23	4797537.36	103.59	0	E	A	69.1	14.4	0.0	3.0	0.0	50.7	1.2	-2.8	0.0	0.0	17.4	0.0	0.0	20.1
47	17594157.23	4797537.36	106.59	0	D	A	69.1	14.4	0.0	3.0	0.0	50.5	1.2	-2.7	0.0	0.0	17.5	0.0	0.0	20.0
47	17594157.23	4797537.36	106.59	0	N	A	69.1	14.4	-188.0	3.0	0.0	50.5	1.2	-2.7	0.0	0.0	17.5	0.0	0.0	-168.0
47	17594157.23	4797537.36	106.59	0	E	A	69.1	14.4	0.0	3.0	0.0	50.5	1.2	-2.7	0.0	0.0	17.5	0.0	0.0	20.0

Point Source, ISO 9613, Name: "5T Rooftop Unit", ID: "KingComm_RTU41"																				
Nr.	X	Y	Z	Refl.	DEN	Freq.	Lw	l/a	Optime	K0	Di	Adiv	Aatm	Agr	Afol	Ahous	Abar	Cmet	RL	Lr
	(m)	(m)	(m)			(Hz)	dB(A)	dB	dB	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	dB(A)
48	17594184.63	4797571.35	111.94	0	D	A	81.5	0.0	0.0	0.0	0.0	49.0	0.4	-2.7	0.0	0.0	0.0	0.0	0.0	34.8
48	17594184.63	4797571.35	111.94	0	N	A	81.5	0.0	-3.0	0.0	0.0	49.0	0.4	-2.7	0.0	0.0	0.0	0.0	0.0	31.8
48	17594184.63	4797571.35	111.94	0	E	A	81.5	0.0	0.0	0.0	0.0	49.0	0.4	-2.7	0.0	0.0	0.0	0.0	0.0	34.8

Point Source, ISO 9613, Name: "5T Rooftop Unit", ID: "KingComm_RTU42"																				
Nr.	X	Y	Z	Refl.	DEN	Freq.	Lw	l/a	Optime	K0	Di	Adiv	Aatm	Agr	Afol	Ahous	Abar	Cmet	RL	Lr
	(m)	(m)	(m)			(Hz)	dB(A)	dB	dB	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	dB(A)
49	17594193.64	4797579.24	111.94	0	D	A	81.5	0.0	0.0	0.0	0.0	49.2	0.4	-2.7	0.0	0.0	0.0	0.0	0.0	34.5
49	17594193.64	4797579.24	111.94	0	N	A	81.5	0.0	-3.0	0.0	0.0	49.2	0.4	-2.7	0.0	0.0	0.0	0.0	0.0	31.5
49	17594193.64	4797579.24	111.94	0	E	A	81.5	0.0	0.0	0.0	0.0	49.2	0.4	-2.7	0.0	0.0	0.0	0.0	0.0	34.5

vert. Area Source, ISO 9613, Name: "Overhead Door", ID: "KingComm_OH6"																				
Nr.	X	Y	Z	Refl.	DEN	Freq.	Lw	l/a	Optime	K0	Di	Adiv	Aatm	Agr	Afol	Ahous	Abar	Cmet	RL	Lr
	(m)	(m)	(m)			(Hz)	dB(A)	dB	dB	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	dB(A)
50	17594195.38	4797550.22	105.09	0	D	A	68.7	9.2	0.0	3.0	0.0	51.1	1.3	-2.8	0.0	0.0	27.2	0.0	0.0	4.2
50	17594195.38	4797550.22	105.09	0	N	A	68.7	9.2	-188.0	3.0	0.0	51.1	1.3	-2.8	0.0	0.0	27.2	0.0	0.0	-183.8
50	17594195.38	4797550.22	105.09	0	E	A	68.7	9.2	0.0	3.0	0.0	51.1	1.3	-2.8	0.0	0.0	27.2	0.0	0.0	4.2

vert. Area Source, ISO 9613, Name: "Overhead Door", ID: "KingComm_OH6"																				
Nr.	X	Y	Z	Refl.	DEN	Freq.	Lw	l/a	Optime	K0	Di	Adiv	Aatm	Agr	Afol	Ahous	Abar	Cmet	RL	Lr
	(m)	(m)	(m)			(Hz)	dB(A)	dB	dB	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	dB(A)
51	17594212.46	4797565.14	104.81	0	D	A	68.7	15.7	0.0	3.0	0.0	51.4	1.3	-2.8	0.0	0.0	22.0	0.0	0.0	15.5
51	17594212.46	4797565.14	104.81	0	N	A	68.7	15.7	-188.0	3.0	0.0	51.4	1.3	-2.8	0.0	0.0	22.0	0.0	0.0	-172.5
51	17594212.46	4797565.14	104.81	0	E	A	68.7	15.7	0.0	3.0	0.0	51.4	1.3	-2.8	0.0	0.0	22.0	0.0	0.0	15.5
52	17594224.41	4797575.58	104.62	1	D	A	68.7	7.2	0.0	3.0	0.0	56.9	2.0	-2.8	0.0	0.0	22.7	0.0	2.0	-1.9
52	17594224.41	4797575.58	104.62	1	N	A	68.7	7.2	-188.0	3.0	0.0	56.9	2.0	-2.8	0.0	0.0	22.7	0.0	2.0	-189.9
52	17594224.41	4797575.58	104.62	1	E	A	68.7	7.2	0.0	3.0	0.0	56.9	2.0	-2.8	0.0	0.0	22.7	0.0	2.0	-1.9
53	17594195.38	4797550.22	104.09	0	D	A	68.7	9.2	0.0	3.0	0.0	51.2	1.3	-2.9	0.0	0.0	27.3	0.0	0.0	4.1
53	17594195.38	4797550.22	104.09	0	N	A	68.7	9.2	-188.0	3.0	0.0	51.2	1.3	-2.9	0.0	0.0	27.3	0.0	0.0	-183.9
53	17594195.38	4797550.22	104.09	0	E	A	68.7	9.2	0.0	3.0	0.0	51.2	1.3	-2.9	0.0	0.0	27.3	0.0	0.0	4.1
54	17594212.46	4797565.14	103.81	0	D	A	68.7	15.7	0.0	3.0	0.0	51.4	1.3	-2.9	0.0	0.0	22.4	0.0	0.0	15.2
54	17594212.46	4797565.14	103.81	0	N	A	68.7	15.7	-188.0	3.0	0.0	51.4	1.3	-2.9	0.0	0.0	22.4	0.0	0.0	-172.8
54	17594212.46	4797565.14	103.81	0	E	A	68.7	15.7	0.0	3.0	0.0	51.4	1.3	-2.9	0.0	0.0	22.4	0.0	0.0	15.2
55	17594224.41	4797575.58	103.62	1	D	A	68.7	7.2	0.0	3.0	0.0	56.9	2.0	-3.0	0.0	0.0	22.9	0.0	2.0	-1.9
55	17594224.41	4797575.58	103.62	1	N	A	68.7	7.2	-188.0	3.0	0.0	56.9	2.0	-3.0	0.0	0.0	22.9	0.0	2.0	-189.9
55	17594224.41	4797575.58	103.62	1	E	A	68.7	7.2	0.0	3.0	0.0	56.9	2.0	-3.0	0.0	0.0	22.9	0.0	2.0	-1.9
56	17594195.38	4797550.22	106.09	0	D	A	68.7	9.2	0.0	3.0	0.0	51.1	1.2	-2.8	0.0	0.0	27.2	0.0	0.0	4.3
56	17594195.38	4797550.22	106.09	0	N	A	68.7	9.2	-188.0	3.0	0.0	51.1	1.2	-2.8	0.0	0.0	27.2	0.0	0.0	-183.7
56	17594195.38	4797550.22	106.09	0	E	A	68.7	9.2	0.0	3.0	0.0	51.1	1.2	-2.8	0.0	0.0	27.2	0.0	0.0	4.3
57	17594212.46	4797565.14	105.81	0	D	A	68.7	15.7	0.0	3.0	0.0	51.4	1.3	-2.8	0.0	0.0	21.8	0.0	0.0	15.8
57	17594212.46	4797565.14	105.81	0	N	A	68.7	15.7	-188.0	3.0	0.0	51.4	1.3	-2.8	0.0	0.0	21.8	0.0	0.0	-172.2
57	17594212.46	4797565.14	105.81	0	E	A	68.7	15.7	0.0	3.0	0.0	51.4	1.3	-2.8	0.0	0.0	21.8	0.0	0.0	15.8
58	17594224.41	4797575.58	105.62	1	D	A	68.7	7.2	0.0	3.0	0.0	56.9	2.0	-2.9	0.0	0.0	22.7	0.0	2.0	-1.8
58	17594224.41	4797575.58	105.62	1	N	A	68.7	7.2	-188.0	3.0	0.0	56.9	2.0	-2.9	0.0	0.0	22.7	0.0	2.0	-189.8
58	17594224.41	4797575.58	105.62	1	E	A	68.7	7.2	0.0	3.0	0.0	56.9	2.0	-2.9	0.0	0.0	22.7	0.0	2.0	-1.8
59	17594195.38	4797550.22	103.09	0	D	A	68.7	9.2	0.0	3.0	0.0	51.2	1.3	-2.9	0.0	0.0	27.3	0.0	0.0	4.1
59	17594195.38	4797550.22	103.09	0	N	A	68.7	9.2	-188.0	3.0	0.0	51.2	1.3	-2.9	0.0	0.0	27.3	0.0	0.0	-183.9
59	17594195.38	4797550.22	103.09	0	E	A	68.7	9.2	0.0	3.0	0.0	51.2	1.3	-2.9	0.0	0.0	27.3	0.0	0.0	4.1
60	17594212.46	4797565.14	102.81	0	D	A	68.7	15.7	0.0	3.0	0.0	51.5	1.3	-2.9	0.0	0.0	22.6	0.0	0.0	15.0
60	17594212.46	4797565.14	102.81	0	N	A	68.7	15.7	-188.0	3.0	0.0	51.5	1.3	-2.9	0.0	0.0	22.6	0.0	0.0	-173.0
60	17594212.46	4797565.14	102.81	0	E	A	68.7	15.7	0.0	3.0	0.0	51.5	1.3	-2.9	0.0	0.0	22.6	0.0	0.0	15.0
61	17594224.41	4797575.58	102.62	1	D	A	68.7	7.2	0.0	3.0	0.0	57.0	2.0	-3.0	0.0	0.0	22.9	0.0	2.0	-2.0
61	17594224.41	4797575.58	102.62	1	N	A	68.7	7.2	-188.0	3.0	0.0	57.0	2.0	-3.0	0.0	0.0	22.9	0.0	2.0	-190.0
61	17594224.41	4797575.58	102.62	1	E	A	68.7	7.2	0.0	3.0	0.0	57.0	2.0	-3.0	0.0	0.0	22.9	0.0	2.0	-2.0

Point Source, ISO 9613, Name: "5T Rooftop Unit", ID: "KingComm_RTU38"																				
Nr.	X	Y	Z	Refl.	DEN	Freq.	Lw	l/a	Optime	K0	Di	Adiv	Aatm	Agr	Afol	Ahous	Abar	Cmet	RL	Lr
	(m)	(m)	(m)			(Hz)	dB(A)	dB	dB	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	dB(A)
62	17594179.55	4797560.32	111.94	0	D	A	81.5	0.0	0.0	0.0	0.0	49.3	0.4	-2.7	0.0	0.0	7.0	0.0	0.0	27.5
62	17594179.55	4797560.32	111.94	0	N	A	81.5	0.0	-3.0	0.0	0.0	49.3	0.4	-2.7	0.0	0.0	7.0	0.0	0.0	24.5
62	17594179.55	4797560.32	111.94	0	E	A	81.5	0.0	0.0	0.0	0.0	49.3	0.4	-2.7	0.0	0.0	7.0	0.0	0.0	27.5

Point Source, ISO 9613, Name: "5T Rooftop Unit", ID: "KingComm_RTU43"																				
Nr.	X	Y	Z	Refl.	DEN	Freq.	Lw	l/a	Optime	K0	Di	Adiv	Aatm	Agr	Afol	Ahous	Abar	Cmet	RL	Lr
	(m)	(m)	(m)			(Hz)	dB(A)	dB	dB	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	dB(A)
63	17594196.43	4797581.46	111.94	0	D	A	81.5	0.0	0.0	0.0	0.0	49.4	0.4	-2.8	0.0	0.0	0.0	0.0	0.0	34.5
63	17594196.43	4797581.46	111.94	0	N	A	81.5	0.0	-3.0	0.0	0.0	49.4	0.4	-2.8	0.0	0.0	0.0	0.0	0.0	31.5
63	17594196.43	4797581.46	111.94	0	E	A	81.5	0.0	0.0	0.0	0.0	49.4	0.4	-2.8	0.0	0.0	0.0	0.0	0.0	34.5

Point Source, ISO 9613, Name: "5T Rooftop Unit", ID: "KingComm_RTU29"																				
Nr.	X	Y	Z	Refl.	DEN	Freq.	Lw	l/a	Optime	K0	Di	Adiv	Aatm	Agr	Afol	Ahous	Abar	Cmet	RL	Lr
	(m)	(m)	(m)			(Hz)	dB(A)	dB	dB	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	dB(A)
64	17594145.32	4797541.52	112.69	0	D	A	81.5	0.0	0.0	0.0	0.0	49.7	0.4	-2.6	0.0	0.0	18.2	0.0	0.0	15.8
64	17594145.32	4797541.52	112.69	0	N	A	81.5	0.0	-3.0	0.0	0.0	49.7	0.4	-2.6	0.0	0.0	18.2	0.0	0.0	12.8
64	17594145.32	4797541.52	112.69	0	E	A	81.5	0.0	0.0	0.0	0.0	49.7	0.4	-2.6	0.0	0.0	18.2	0.0	0.0	15.8

Point Source, ISO 9613, Name: "5T Rooftop Unit", ID: "KingComm_RTU39"																				
Nr.	X	Y	Z	Refl.	DEN	Freq.	Lw	l/a	Optime	K0	Di	Adiv	Aatm	Agr	Afol	Ahous	Abar	Cmet	RL	Lr
	(m)	(m)	(m)			(Hz)	dB(A)	dB	dB	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	dB(A)
65	17594182.29	4797557.32	111.94	0	D	A	81.5	0.0	0.0	0.0	0.0	49.7	0.4	-2.7	0.0	0.0	6.9	0.0	0.0	27.2
65	17594182.29	4797557.32	111.94	0	N	A	81.5	0.0	-3.0	0.0	0.0	49.7	0.4	-2.7	0.0	0.0	6.9	0.0	0.0	24.2
65	17594182.29	4797557.32	111.94	0	E	A	81.5	0.0	0.0	0.0	0.0	49.7	0.4	-2.7	0.0	0.0	6.9	0.0	0.0	27.2

Point Source, ISO 9613, Name: "5T Rooftop Unit", ID: "KingComm_RTU44"																				
Nr.	X	Y	Z	Refl.	DEN	Freq.	Lw	l/a	Optime	K0	Di	Adiv	Aatm	Agr	Afol	Ahous	Abar	Cmet	RL	Lr
	(m)	(m)	(m)			(Hz)	dB(A)	dB	dB	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	dB(A)
66	17594205.22	4797588.99	111.94	0	D	A	81.5	0.0	0.0	0.0	0.0	49.8	0.4	-2.7	0.0	0.0	0.0	0.0	0.0	34.0
66	17594205.22	4797588.99	111.94	0	N	A	81.5	0.0	-3.0	0.0	0.0	49.8	0.4	-2.7	0.0	0.0	0.0	0.0	0.0	31.0
66	17594205.22	4797588.99	111.94	0	E	A	81.5	0.0	0.0	0.0	0.0	49.8	0.4	-2.7	0.0	0.0	0.0	0.0	0.0	34.0
67	17594205.22	4797588.99	111.94	1	D	A	81.5	0.0	0.0	0.0	0.0	55.8	0.7	-2.9	0.0	0.0	0.0	0.0	2.0	25.9
67	17594205.22	4797588.99	111.94	1	N	A	81.5	0.0	-3.0	0.0	0.0	55.8	0.7	-2.9	0.0	0.0	0.0	0.0	2.0	22.9
67	17594205.22	4797588.99	111.94	1	E	A	81.5	0.0	0.0	0.0	0.0	55.8	0.7	-2.9	0.0	0.0	0.0	0.0	2.0	25.9

vert. Area Source, ISO 9613, Name: "Overhead Door", ID: "KingComm_OH1"																				
Nr.	X	Y	Z	Refl.	DEN	Freq.	Lw	l/a	Optime	K0	Di	Adiv	Aatm	Agr	Afol	Ahous	Abar	Cmet	RL	Lr
	(m)	(m)	(m)			(Hz)	dB(A)	dB	dB	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	dB(A)
68	17594090.36	4797503.93	104.46	0	D	A	69.2	7.6	0.0	3.0	0.0	53.3	1.5	-2.7	0.0	0.0	24.2	0.0	0.0	3.4
68	17594090.36	4797503.93	104.46	0	N	A	69.2	7.6	-188.0	3.0	0.0	53.3	1.5	-2.7	0.0	0.0	24.2	0.0	0.0	-184.6
68	17594090.36	4797503.93	104.46	0	E	A	69.2	7.6	0.0	3.0	0.0	53.3	1.5	-2.7	0.0	0.0	24.2	0.0	0.0	3.4
69	17594098.57	4797495.95	104.31	0	D	A	69.2	12.4	0.0	3.0	0.0	53.6	1.5	-2.8	0.0	0.0	24.0	0.0	0.0	8.2
69	17594098.57	4797495.95	104.31	0	N	A	69.2	12.4	-188.0	3.0	0.0	53.6	1.5	-2.8	0.0	0.0	24.0	0.0	0.0	-179.8
69	17594098.57	4797495.95	104.31	0	E	A	69.2	12.4	0.0	3.0	0.0	53.6	1.5	-2.8	0.0	0.0	24.0	0.0	0.0	8.2
70	17594120.98	4797474.20	103.93	0	D	A	69.2	16.6	0.0	3.0	0.0	54.5	1.6	-2.9	0.0	0.0	23.0	0.0	0.0	12.5
70	17594120.98	4797474.20	103.93	0	N	A	69.2	16.6	-188.0	3.0	0.0	54.5	1.6	-2.9	0.0	0.0	23.0	0.0	0.0	-175.5
70	17594120.98	4797474.20	103.93	0	E	A	69.2	16.6	0.0	3.0	0.0	54.5	1.6	-2.9	0.0	0.0	23.0	0.0	0.0	12.5
71	17594090.36	4797503.93	105.46	0	D	A	69.2	7.6	0.0	3.0	0.0	53.3	1.5	-1.6	0.0	0.0	23.9	0.0	0.0	2.6
71	17594090.36	4797503.93	105.46	0	N	A	69.2	7.6	-188.0	3.0	0.0	53.3	1.5	-1.6	0.0	0.0	23.9	0.0	0.0	-185.4
71	17594090.36	4797503.93	105.46	0	E	A	69.2	7.6	0.0	3.0	0.0	53.3	1.5	-1.6	0.0	0.0	23.9	0.0	0.0	2.6
72	17594098.57	4797495.95	105.31	0	D	A	69.2	12.4	0.0	3.0	0.0	53.6	1.5	-2.8	0.0	0.0	24.0	0.0	0.0	8.2
72	17594098.57	4797495.95	105.31	0	N	A	69.2	12.4	-188.0	3.0	0.0	53.6	1.5	-2.8	0.0	0.0	24.0	0.0	0.0	-179.8
72	17594098.57	4797495.95	105.31	0	E	A	69.2	12.4	0.0	3.0	0.0	53.6	1.5	-2.8	0.0	0.0	24.0	0.0	0.0	8.2
73	17594120.98	4797474.20	104.93	0	D	A	69.2	16.6	0.0	3.0	0.0	54.5	1.6	-2.9	0.0	0.0	23.0	0.0	0.0	12.5
73	17594120.98	4797474.20	104.93	0	N	A	69.2	16.6	-188.0	3.0	0.0	54.5	1.6	-2.9	0.0	0.0	23.0	0.0	0.0	-175.5
73	17594120.98	4797474.20	104.93	0	E	A	69.2	16.6	0.0	3.0	0.0	54.5	1.6	-2.9	0.0	0.0	23.0	0.0	0.0	12.5
74	17594090.36	4797503.93	107.46	0	D	A	69.2	7.6	0.0	3.0	0.0	53.2	1.5	-2.3	0.0	0.0	24.1	0.0	0.0	3.3
74	17594090.36	4797503.93	107.46	0	N	A	69.2	7.6	-188.0	3.0	0.0	53.2	1.5	-2.3	0.0	0.0	24.1	0.0	0.0	-184.7
74	17594090.36	4797503.93	107.46	0	E	A	69.2	7.6	0.0	3.0	0.0	53.2	1.5	-2.3	0.0	0.0	24.1	0.0	0.0	3.3
75	17594098.57	4797495.95	107.31	0	D	A	69.2	12.4	0.0	3.0	0.0	53.5	1.5	-2.5	0.0	0.0	23.9	0.0	0.0	8.1
75	17594098.57	4797495.95	107.31	0	N	A	69.2	12.4	-188.0	3.0	0.0	53.5	1.5	-2.5	0.0	0.0	23.9	0.0	0.0	-179.9
75	17594098.57	4797495.95	107.31	0	E	A	69.2	12.4	0.0	3.0	0.0	53.5	1.5	-2.5	0.0	0.0	23.9	0.0	0.0	8.1
76	17594120.98	4797474.20	106.93	0	D	A	69.2	16.6	0.0	3.0	0.0	54.4	1.6	-2.7	0.0	0.0	23.0	0.0	0.0	12.4
76	17594120.98	4797474.20	106.93	0	N	A	69.2	16.6	-188.0	3.0	0.0	54.4	1.6	-2.7	0.0	0.0	23.0	0.0	0.0	-175.6
76	17594120.98	4797474.20	106.93	0	E	A	69.2	16.6	0.0	3.0	0.0	54.4	1.6	-2.7	0.0	0.0	23.0	0.0	0.0	12.4
77	17594090.36	4797503.93	106.46	0	D	A	69.2	7.6	0.0	3.0	0.0	53.3	1.5	-2.1	0.0	0.0	24.1	0.0	0.0	3.1
77	17594090.36	4797503.93	106.46	0	N	A	69.2	7.6	-188.0	3.0	0.0	53.3	1.5	-2.1	0.0	0.0	24.1	0.0	0.0	-184.9
77	17594090.36	4797503.93	106.46	0	E	A	69.2	7.6	0.0	3.0	0.0	53.3	1.5	-2.1	0.0	0.0	24.1	0.0	0.0	3.1
78	17594098.57	4797495.95	106.31	0	D	A	69.2	12.4	0.0	3.0	0.0	53.5	1.5	-2.3	0.0	0.0	23.8	0.0	0.0	7.9
78	17594098.57	4797495.95	106.31	0	N	A	69.2	12.4	-188.0	3.0	0.0	53.5	1.5	-2.3	0.0	0.0	23.8	0.0	0.0	-180.1
78	17594098.57	4797495.95	106.31	0	E	A	69.2	12.4	0.0	3.0	0.0	53.5	1.5	-2.3	0.0	0.0	23.8	0.0	0.0	7.9
79	17594120.98	4797474.20	105.93	0	D	A	69.2	16.6	0.0	3.0	0.0	54.4	1.6	-2.9	0.0	0.0	23.0	0.0	0.0	12.5
79	17594120.98	4797474.20	105.93	0	N	A	69.2	16.6	-188.0	3.0	0.0	54.4	1.6	-2.9	0.0	0.0	23.0	0.0	0.0	-175.5
79	17594120.98	4797474.20	105.93	0	E	A	69.2	16.6	0.0	3.0	0.0	54.4	1.6	-2.9	0.0	0.0	23.0	0.0	0.0	12.5

Point Source, ISO 9613, Name: "5T Rooftop Unit", ID: "KingComm_RTU46"																				
Nr.	X	Y	Z	Refl.	DEN	Freq.	Lw	l/a	Optime	K0	Di	Adiv	Aatm	Agr	Afol	Ahous	Abar	Cmet	RL	Lr
	(m)	(m)	(m)			(Hz)	dB(A)	dB	dB	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	dB(A)
80	17594192.69	4797560.92	111.94	0	D	A	81.5	0.0	0.0	0.0	0.0	50.0	0.4	-2.8	0.0	0.0	0.0	0.0	0.0	33.8
80	17594192.69	4797560.92	111.94	0	N	A	81.5	0.0	-3.0	0.0	0.0	50.0	0.4	-2.8	0.0	0.0	0.0	0.0	0.0	30.8
80	17594192.69	4797560.92	111.94	0	E	A	81.5	0.0	0.0	0.0	0.0	50.0	0.4	-2.8	0.0	0.0	0.0	0.0	0.0	33.8

Point Source, ISO 9613, Name: "5T Rooftop Unit", ID: "KingComm_RTU45"																				
Nr.	X	Y	Z	Refl.	DEN	Freq.	Lw	l/a	Optime	K0	Di	Adiv	Aatm	Agr	Afol	Ahous	Abar	Cmet	RL	Lr
	(m)	(m)	(m)			(Hz)	dB(A)	dB	dB	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	dB(A)
81	17594210.01	4797592.83	111.94	0	D	A	81.5	0.0	0.0	0.0	0.0	50.1	0.4	-2.8	0.0	0.0	0.0	0.0	0.0	33.7
81	17594210.01	4797592.83	111.94	0	N	A	81.5	0.0	-3.0	0.0	0.0	50.1	0.4	-2.8	0.0	0.0	0.0	0.0	0.0	30.7
81	17594210.01	4797592.83	111.94	0	E	A	81.5	0.0	0.0	0.0	0.0	50.1	0.4	-2.8	0.0	0.0	0.0	0.0	0.0	33.7
82	17594210.01	4797592.83	111.94	1	D	A	81.5	0.0	0.0	0.0	0.0	55.9	0.7	-2.9	0.0	0.0	0.0	0.0	2.0	25.8
82	17594210.01	4797592.83	111.94	1	N	A	81.5	0.0	-3.0	0.0	0.0	55.9	0.7	-2.9	0.0	0.0	0.0	0.0	2.0	22.8
82	17594210.01	4797592.83	111.94	1	E	A	81.5	0.0	0.0	0.0	0.0	55.9	0.7	-2.9	0.0	0.0	0.0	0.0	2.0	25.8

vert. Area Source, ISO 9613, Name: "Overhead Door", ID: "KingComm_OH4"																				
Nr.	X	Y	Z	Refl.	DEN	Freq.	Lw	l/a	Optime	K0	Di	Adiv	Aatm	Agr	Afol	Ahous	Abar	Cmet	RL	Lr
	(m)	(m)	(m)			(Hz)	dB(A)	dB	dB	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	dB(A)
83	17594123.11	4797527.01	105.01	0	D	A	69.2	14.4	0.0	3.0	0.0	51.2	1.3	-2.0	0.0	0.0	23.4	0.0	0.0	12.7
83	17594123.11	4797527.01	105.01	0	N	A	69.2	14.4	-188.0	3.0	0.0	51.2	1.3	-2.0	0.0	0.0	23.4	0.0	0.0	-175.3
83	17594123.11	4797527.01	105.01	0	E	A	69.2	14.4	0.0	3.0	0.0	51.2	1.3	-2.0	0.0	0.0	23.4	0.0	0.0	12.7
84	17594123.11	4797527.01	104.01	0	D	A	69.2	14.4	0.0	3.0	0.0	51.3	1.3	-2.8	0.0	0.0	23.4	0.0	0.0	13.3
84	17594123.11	4797527.01	104.01	0	N	A	69.2	14.4	-188.0	3.0	0.0	51.3	1.3	-2.8	0.0	0.0	23.4	0.0	0.0	-174.7
84	17594123.11	4797527.01	104.01	0	E	A	69.2	14.4	0.0	3.0	0.0	51.3	1.3	-2.8	0.0	0.0	23.4	0.0	0.0	13.3
85	17594123.11	4797527.01	107.01	0	D	A	69.2	14.4	0.0	3.0	0.0	51.1	1.3	-2.5	0.0	0.0	23.4	0.0	0.0	13.3
85	17594123.11	4797527.01	107.01	0	N	A	69.2	14.4	-188.0	3.0	0.0	51.1	1.3	-2.5	0.0	0.0	23.4	0.0	0.0	-174.7
85	17594123.11	4797527.01	107.01	0	E	A	69.2	14.4	0.0	3.0	0.0	51.1	1.3	-2.5	0.0	0.0	23.4	0.0	0.0	13.3
86	17594123.11	4797527.01	106.01	0	D	A	69.2	14.4	0.0	3.0	0.0	51.2	1.3	-2.5	0.0	0.0	23.4	0.0	0.0	13.2
86	17594123.11	4797527.01	106.01	0	N	A	69.2	14.4	-188.0	3.0	0.0	51.2	1.3	-2.5	0.0	0.0	23.4	0.0	0.0	-174.8
86	17594123.11	4797527.01	106.01	0	E	A	69.2	14.4	0.0	3.0	0.0	51.2	1.3	-2.5	0.0	0.0	23.4	0.0	0.0	13.2

Point Source, ISO 9613, Name: "5T Rooftop Unit", ID: "KingComm_RTU47"																				
Nr.	X	Y	Z	Refl.	DEN	Freq.	Lw	l/a	Optime	K0	Di	Adiv	Aatm	Agr	Afol	Ahous	Abar	Cmet	RL	Lr
	(m)	(m)	(m)			(Hz)	dB(A)	dB	dB	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	dB(A)
87	17594202.01	4797568.34	111.94	0	D	A	81.5	0.0	0.0	0.0	0.0	50.3	0.4	-2.8	0.0	0.0	0.0	0.0	0.0	33.6
87	17594202.01	4797568.34	111.94	0	N	A	81.5	0.0	-3.0	0.0	0.0	50.3	0.4	-2.8	0.0	0.0	0.0	0.0	0.0	30.6
87	17594202.01	4797568.34	111.94	0	E	A	81.5	0.0	0.0	0.0	0.0	50.3	0.4	-2.8	0.0	0.0	0.0	0.0	0.0	33.6

Point Source, ISO 9613, Name: "5T Rooftop Unit", ID: "KingComm_RTU30"																				
Nr.	X	Y	Z	Refl.	DEN	Freq.	Lw	l/a	Optime	K0	Di	Adiv	Aatm	Agr	Afol	Ahous	Abar	Cmet	RL	Lr
	(m)	(m)	(m)			(Hz)	dB(A)	dB	dB	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	dB(A)
88	17594151.11	4797534.41	112.69	0	D	A	81.5	0.0	0.0	0.0	0.0	50.3	0.4	-2.6	0.0	0.0	16.1	0.0	0.0	17.3
88	17594151.11	4797534.41	112.69	0	N	A	81.5	0.0	-3.0	0.0	0.0	50.3	0.4	-2.6	0.0	0.0	16.1	0.0	0.0	14.3
88	17594151.11	4797534.41	112.69	0	E	A	81.5	0.0	0.0	0.0	0.0	50.3	0.4	-2.6	0.0	0.0	16.1	0.0	0.0	17.3

Point Source, ISO 9613, Name: "5T Rooftop Unit", ID: "KingComm_RTU48"																				
Nr.	X	Y	Z	Refl.	DEN	Freq.	Lw	l/a	Optime	K0	Di	Adiv	Aatm	Agr	Afol	Ahous	Abar	Cmet	RL	Lr
	(m)	(m)	(m)			(Hz)	dB(A)	dB	dB	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	dB(A)
89	17594204.80	4797570.61	111.94	0	D	A	81.5	0.0	0.0	0.0	0.0	50.4	0.4	-2.8	0.0	0.0	0.0	0.0	0.0	33.5
89	17594204.80	4797570.61	111.94	0	N	A	81.5	0.0	-3.0	0.0	0.0	50.4	0.4	-2.8	0.0	0.0	0.0	0.0	0.0	30.5
89	17594204.80	4797570.61	111.94	0	E	A	81.5	0.0	0.0	0.0	0.0	50.4	0.4	-2.8	0.0	0.0	0.0	0.0	0.0	33.5

Point Source, ISO 9613, Name: "5T Rooftop Unit", ID: "KingComm_RTU28"																				
Nr.	X	Y	Z	Refl.	DEN	Freq.	Lw	l/a	Optime	K0	Di	Adiv	Aatm	Agr	Afol	Ahous	Abar	Cmet	RL	Lr
	(m)	(m)	(m)			(Hz)	dB(A)	dB	dB	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	dB(A)
90	17594139.32	4797530.62	112.69	0	D	A	81.5	0.0	0.0	0.0	0.0	50.5	0.4	-2.6	0.0	0.0	18.9	0.0	0.0	14.2
90	17594139.32	4797530.62	112.69	0	N	A	81.5	0.0	-3.0	0.0	0.0	50.5	0.4	-2.6	0.0	0.0	18.9	0.0	0.0	11.2
90	17594139.32	4797530.62	112.69	0	E	A	81.5	0.0	0.0	0.0	0.0	50.5	0.4	-2.6	0.0	0.0	18.9	0.0	0.0	14.2

Point Source, ISO 9613, Name: "5T Rooftop Unit", ID: "KingComm_RTU31"																				
Nr.	X	Y	Z	Refl.	DEN	Freq.	Lw	l/a	Optime	K0	Di	Adiv	Aatm	Agr	Afol	Ahous	Abar	Cmet	RL	Lr
	(m)	(m)	(m)			(Hz)	dB(A)	dB	dB	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	dB(A)
91	17594153.06	4797531.72	112.69	0	D	A	81.5	0.0	0.0	0.0	0.0	50.5	0.4	-2.7	0.0	0.0	15.9	0.0	0.0	17.3
91	17594153.06	4797531.72	112.69	0	N	A	81.5	0.0	-3.0	0.0	0.0	50.5	0.4	-2.7	0.0	0.0	15.9	0.0	0.0	14.3
91	17594153.06	4797531.72	112.69	0	E	A	81.5	0.0	0.0	0.0	0.0	50.5	0.4	-2.7	0.0	0.0	15.9	0.0	0.0	17.3

Point Source, ISO 9613, Name: "5T Rooftop Unit", ID: "KingComm_RTU40"																				
Nr.	X	Y	Z	Refl.	DEN	Freq.	Lw	l/a	Optime	K0	Di	Adiv	Aatm	Agr	Afol	Ahous	Abar	Cmet	RL	Lr
	(m)	(m)	(m)			(Hz)	dB(A)	dB	dB	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	dB(A)
92	17594188.98	4797548.73	111.94	0	D	A	81.5	0.0	0.0	0.0	0.0	50.5	0.4	-2.8	0.0	0.0	7.1	0.0	0.0	26.2
92	17594188.98	4797548.73	111.94	0	N	A	81.5	0.0	-3.0	0.0	0.0	50.5	0.4	-2.8	0.0	0.0	7.1	0.0	0.0	23.2
92	17594188.98	4797548.73	111.94	0	E	A	81.5	0.0	0.0	0.0	0.0	50.5	0.4	-2.8	0.0	0.0	7.1	0.0	0.0	26.2

Point Source, ISO 9613, Name: "5T Rooftop Unit", ID: "KingComm_RTU49"																				
Nr.	X	Y	Z	Refl.	DEN	Freq.	Lw	l/a	Optime	K0	Di	Adiv	Aatm	Agr	Afol	Ahous	Abar	Cmet	RL	Lr
	(m)	(m)	(m)			(Hz)	dB(A)	dB	dB	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	dB(A)
93	17594210.91	4797575.98	111.94	0	D	A	81.5	0.0	0.0	0.0	0.0	50.6	0.4	-2.8	0.0	0.0	0.0	0.0	0.0	33.2
93	17594210.91	4797575.98	111.94	0	N	A	81.5	0.0	-3.0	0.0	0.0	50.6	0.4	-2.8	0.0	0.0	0.0	0.0	0.0	30.2
93	17594210.91	4797575.98	111.94	0	E	A	81.5	0.0	0.0	0.0	0.0	50.6	0.4	-2.8	0.0	0.0	0.0	0.0	0.0	33.2

Point Source, ISO 9613, Name: "5T Rooftop Unit", ID: "KingComm_RTU50"																				
Nr.	X	Y	Z	Refl.	DEN	Freq.	Lw	l/a	Optime	K0	Di	Adiv	Aatm	Agr	Afol	Ahous	Abar	Cmet	RL	Lr
	(m)	(m)	(m)			(Hz)	dB(A)	dB	dB	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	dB(A)
94	17594218.49	4797582.25	111.94	0	D	A	81.5	0.0	0.0	0.0	0.0	50.9	0.5	-2.8	0.0	0.0	0.0	0.0	0.0	32.9
94	17594218.49	4797582.25	111.94	0	N	A	81.5	0.0	-3.0	0.0	0.0	50.9	0.5	-2.8	0.0	0.0	0.0	0.0	0.0	29.9
94	17594218.49	4797582.25	111.94	0	E	A	81.5	0.0	0.0	0.0	0.0	50.9	0.5	-2.8	0.0	0.0	0.0	0.0	0.0	32.9
95	17594218.49	4797582.25	111.94	1	D	A	81.5	0.0	0.0	0.0	0.0	56.5	0.8	-2.9	0.0	0.0	0.0	0.0	2.0	25.2
95	17594218.49	4797582.25	111.94	1	N	A	81.5	0.0	-3.0	0.0	0.0	56.5	0.8	-2.9	0.0	0.0	0.0	0.0	2.0	22.2
95	17594218.49	4797582.25	111.94	1	E	A	81.5	0.0	0.0	0.0	0.0	56.5	0.8	-2.9	0.0	0.0	0.0	0.0	2.0	25.2

Point Source, ISO 9613, Name: "5T Rooftop Unit", ID: "KingComm_RTU27"																				
Nr.	X	Y	Z	Refl.	DEN	Freq.	Lw	l/a	Optime	K0	Di	Adiv	Aatm	Agr	Afol	Ahous	Abar	Cmet	RL	Lr
	(m)	(m)	(m)			(Hz)	dB(A)	dB	dB	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	dB(A)
96	17594130.00	4797522.98	112.69	0	D	A	81.5	0.0	0.0	0.0	0.0	51.1	0.5	-2.7	0.0	0.0	19.8	0.0	0.0	12.8
96	17594130.00	4797522.98	112.69	0	N	A	81.5	0.0	-3.0	0.0	0.0	51.1	0.5	-2.7	0.0	0.0	19.8	0.0	0.0	9.8
96	17594130.00	4797522.98	112.69	0	E	A	81.5	0.0	0.0	0.0	0.0	51.1	0.5	-2.7	0.0	0.0	19.8	0.0	0.0	12.8

Point Source, ISO 9613, Name: "5T Rooftop Unit", ID: "KingComm_RTU32"																				
Nr.	X	Y	Z	Refl.	DEN	Freq.	Lw	l/a	Optime	K0	Di	Adiv	Aatm	Agr	Afol	Ahous	Abar	Cmet	RL	Lr
	(m)	(m)	(m)			(Hz)	dB(A)	dB	dB	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	dB(A)
97	17594159.17	4797524.72	112.69	0	D	A	81.5	0.0	0.0	0.0	0.0	51.1	0.5	-2.7	0.0	0.0	15.3	0.0	0.0	17.3
97	17594159.17	4797524.72	112.69	0	N	A	81.5	0.0	-3.0	0.0	0.0	51.1	0.5	-2.7	0.0	0.0	15.3	0.0	0.0	14.3
97	17594159.17	4797524.72	112.69	0	E	A	81.5	0.0	0.0	0.0	0.0	51.1	0.5	-2.7	0.0	0.0	15.3	0.0	0.0	17.3

vert. Area Source, ISO 9613, Name: "Overhead Door", ID: "KingComm_OH9"																				
Nr.	X	Y	Z	Refl.	DEN	Freq.	Lw	l/a	Optime	K0	Di	Adiv	Aatm	Agr	Afol	Ahous	Abar	Cmet	RL	Lr
	(m)	(m)	(m)			(Hz)	dB(A)	dB	dB	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	dB(A)
98	17594199.77	4797598.17	103.80	0	D	A	69.4	11.1	0.0	3.0	0.0	49.7	1.1	-2.4	0.0	0.0	0.0	0.0	0.0	35.0
98	17594199.77	4797598.17	103.80	0	N	A	69.4	11.1	-188.0	3.0	0.0	49.7	1.1	-2.4	0.0	0.0	0.0	0.0	0.0	-153.0
98	17594199.77	4797598.17	103.80	0	E	A	69.4	11.1	0.0	3.0	0.0	49.7	1.1	-2.4	0.0	0.0	0.0	0.0	0.0	35.0
99	17594196.42	4797595.23	103.88	1	D	A	69.4	6.0	0.0	3.0	0.0	55.4	1.8	-2.7	0.0	0.0	11.7	0.0	2.0	10.2
99	17594196.42	4797595.23	103.88	1	N	A	69.4	6.0	-188.0	3.0	0.0	55.4	1.8	-2.7	0.0	0.0	11.7	0.0	2.0	-177.8
99	17594196.42	4797595.23	103.88	1	E	A	69.4	6.0	0.0	3.0	0.0	55.4	1.8	-2.7	0.0	0.0	11.7	0.0	2.0	10.2
100	17594200.43	4797598.74	103.79	1	D	A	69.4	8.2	0.0	3.0	0.0	55.5	1.8	-2.6	0.0	0.0	11.5	0.0	2.0	12.6
100	17594200.43	4797598.74	103.79	1	N	A	69.4	8.2	-188.0	3.0	0.0	55.5	1.8	-2.6	0.0	0.0	11.5	0.0	2.0	-175.4
100	17594200.43	4797598.74	103.79	1	E	A	69.4	8.2	0.0	3.0	0.0	55.5	1.8	-2.6	0.0	0.0	11.5	0.0	2.0	12.6
101	17594203.78	4797601.68	103.71	1	D	A	69.4	3.5	0.0	3.0	0.0	55.5	1.8	-2.6	0.0	0.0	11.3	0.0	2.0	8.0
101	17594203.78	4797601.68	103.71	1	N	A	69.4	3.5	-188.0	3.0	0.0	55.5	1.8	-2.6	0.0	0.0	11.3	0.0	2.0	-180.0
101	17594203.78	4797601.68	103.71	1	E	A	69.4	3.5	0.0	3.0	0.0	55.5	1.8	-2.6	0.0	0.0	11.3	0.0	2.0	8.0
102	17594199.77	4797598.17	102.80	0	D	A	69.4	11.1	0.0	3.0	0.0	49.8	1.1	-2.8	0.0	0.0	0.0	0.0	0.0	35.4
102	17594199.77	4797598.17	102.80	0	N	A	69.4	11.1	-188.0	3.0	0.0	49.8	1.1	-2.8	0.0	0.0	0.0	0.0	0.0	-152.6
102	17594199.77	4797598.17	102.80	0	E	A	69.4	11.1	0.0	3.0	0.0	49.8	1.1	-2.8	0.0	0.0	0.0	0.0	0.0	35.4
103	17594196.42	4797595.23	102.88	1	D	A	69.4	6.0	0.0	3.0	0.0	55.4	1.8	-3.0	0.0	0.0	13.2	0.0	2.0	9.0
103	17594196.42	4797595.23	102.88	1	N	A	69.4	6.0	-188.0	3.0	0.0	55.4	1.8	-3.0	0.0	0.0	13.2	0.0	2.0	-179.0
103	17594196.42	4797595.23	102.88	1	E	A	69.4	6.0	0.0	3.0	0.0	55.4	1.8	-3.0	0.0	0.0	13.2	0.0	2.0	9.0
104	17594200.43	4797598.74	102.79	1	D	A	69.4	8.2	0.0	3.0	0.0	55.5	1.8	-3.0	0.0	0.0	13.0	0.0	2.0	11.3
104	17594200.43	4797598.74	102.79	1	N	A	69.4	8.2	-188.0	3.0	0.0	55.5	1.8	-3.0	0.0	0.0	13.0	0.0	2.0	-176.7
104	17594200.43	4797598.74	102.79	1	E	A	69.4	8.2	0.0	3.0	0.0	55.5	1.8	-3.0	0.0	0.0	13.0	0.0	2.0	11.3
105	17594203.78	4797601.68	102.71	1	D	A	69.4	3.5	0.0	3.0	0.0	55.6	1.8	-3.0	0.0	0.0	12.8	0.0	2.0	6.7
105	17594203.78	4797601.68	102.71	1	N	A	69.4	3.5	-188.0	3.0	0.0	55.6	1.8	-3.0	0.0	0.0	12.8	0.0	2.0	-181.3
105	17594203.78	4797601.68	102.71	1	E	A	69.4	3.5	0.0	3.0	0.0	55.6	1.8	-3.0	0.0	0.0	12.8	0.0	2.0	6.7
106	17594199.77	4797598.17	104.80	0	D	A	69.4	11.1	0.0	3.0	0.0	49.7	1.1	-2.6	0.0	0.0	0.0	0.0	0.0	35.3
106	17594199.77	4797598.17	104.80	0	N	A	69.4	11.1	-188.0	3.0	0.0	49.7	1.1	-2.6	0.0	0.0	0.0	0.0	0.0	-152.7
106	17594199.77	4797598.17	104.80	0	E	A	69.4	11.1	0.0	3.0	0.0	49.7	1.1	-2.6	0.0	0.0	0.0	0.0	0.0	35.3
107	17594196.42	4797595.23	104.88	1	D	A	69.4	6.0	0.0	3.0	0.0	55.4	1.8	-2.9	0.0	0.0	10.6	0.0	2.0	11.6
107	17594196.42	4797595.23	104.88	1	N	A	69.4	6.0	-188.0	3.0	0.0	55.4	1.8	-2.9	0.0	0.0	10.6	0.0	2.0	-176.4
107	17594196.42	4797595.23	104.88	1	E	A	69.4	6.0	0.0	3.0	0.0	55.4	1.8	-2.9	0.0	0.0	10.6	0.0	2.0	11.6
108	17594200.43	4797598.74	104.79	1	D	A	69.4	8.2	0.0	3.0	0.0	55.4	1.8	-2.8	0.0	0.0	10.4	0.0	2.0	13.9
108	17594200.43	4797598.74	104.79	1	N	A	69.4	8.2	-188.0	3.0	0.0	55.4	1.8	-2.8	0.0	0.0	10.4	0.0	2.0	-174.1
108	17594200.43	4797598.74	104.79	1	E	A	69.4	8.2	0.0	3.0	0.0	55.4	1.8	-2.8	0.0	0.0	10.4	0.0	2.0	13.9
109	17594203.78	4797601.68	104.71	1	D	A	69.4	3.5	0.0	3.0	0.0	55.5	1.8	-2.8	0.0	0.0	10.2	0.0	2.0	9.3
109	17594203.78	4797601.68	104.71	1	N	A	69.4	3.5	-188.0	3.0	0.0	55.5	1.8	-2.8	0.0	0.0	10.2	0.0	2.0	-178.7
109	17594203.78	4797601.68	104.71	1	E	A	69.4	3.5	0.0	3.0	0.0	55.5	1.8	-2.8	0.0	0.0	10.2	0.0	2.0	9.3
110	17594199.77	4797598.17	105.80	0	D	A	69.4	11.1	0.0	3.0	0.0	49.6	1.1	-2.6	0.0	0.0	0.0	0.0	0.0	35.4
110	17594199.77	4797598.17	105.80	0	N	A	69.4	11.1	-188.0	3.0	0.0	49.6	1.1	-2.6	0.0	0.0	0.0	0.0	0.0	-152.6
110	17594199.77	4797598.17	105.80	0	E	A	69.4	11.1	0.0	3.0	0.0	49.6	1.1	-2.6	0.0	0.0	0.0	0.0	0.0	35.4

vert. Area Source, ISO 9613, Name: "Overhead Door", ID: "KingComm_OH9"																				
Nr.	X	Y	Z	Refl.	DEN	Freq.	Lw	l/a	Optime	K0	Di	Adiv	Aatm	Agr	Afol	Ahous	Abar	Cmet	RL	Lr
	(m)	(m)	(m)			(Hz)	dB(A)	dB	dB	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	dB(A)
111	17594196.42	4797595.23	105.88	1	D	A	69.4	6.0	0.0	3.0	0.0	55.4	1.8	-2.9	0.0	0.0	9.3	0.0	2.0	12.9
111	17594196.42	4797595.23	105.88	1	N	A	69.4	6.0	-188.0	3.0	0.0	55.4	1.8	-2.9	0.0	0.0	9.3	0.0	2.0	-175.1
111	17594196.42	4797595.23	105.88	1	E	A	69.4	6.0	0.0	3.0	0.0	55.4	1.8	-2.9	0.0	0.0	9.3	0.0	2.0	12.9
112	17594200.43	4797598.74	105.79	1	D	A	69.4	8.2	0.0	3.0	0.0	55.4	1.8	-2.9	0.0	0.0	9.1	0.0	2.0	15.2
112	17594200.43	4797598.74	105.79	1	N	A	69.4	8.2	-188.0	3.0	0.0	55.4	1.8	-2.9	0.0	0.0	9.1	0.0	2.0	-172.8
112	17594200.43	4797598.74	105.79	1	E	A	69.4	8.2	0.0	3.0	0.0	55.4	1.8	-2.9	0.0	0.0	9.1	0.0	2.0	15.2
113	17594203.78	4797601.68	105.71	1	D	A	69.4	3.5	0.0	3.0	0.0	55.5	1.8	-2.9	0.0	0.0	9.0	0.0	2.0	10.6
113	17594203.78	4797601.68	105.71	1	N	A	69.4	3.5	-188.0	3.0	0.0	55.5	1.8	-2.9	0.0	0.0	9.0	0.0	2.0	-177.4
113	17594203.78	4797601.68	105.71	1	E	A	69.4	3.5	0.0	3.0	0.0	55.5	1.8	-2.9	0.0	0.0	9.0	0.0	2.0	10.6

Point Source, ISO 9613, Name: "5T Rooftop Unit", ID: "KingComm_RTU26"																				
Nr.	X	Y	Z	Refl.	DEN	Freq.	Lw	l/a	Optime	K0	Di	Adiv	Aatm	Agr	Afol	Ahous	Abar	Cmet	RL	Lr
	(m)	(m)	(m)			(Hz)	dB(A)	dB	dB	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	dB(A)
114	17594127.94	4797521.03	112.69	0	D	A	81.5	0.0	0.0	0.0	0.0	51.3	0.5	-2.6	0.0	0.0	19.9	0.0	0.0	12.5
114	17594127.94	4797521.03	112.69	0	N	A	81.5	0.0	-3.0	0.0	0.0	51.3	0.5	-2.6	0.0	0.0	19.9	0.0	0.0	9.5
114	17594127.94	4797521.03	112.69	0	E	A	81.5	0.0	0.0	0.0	0.0	51.3	0.5	-2.6	0.0	0.0	19.9	0.0	0.0	12.5

Point Source, ISO 9613, Name: "5T Rooftop Unit", ID: "KingComm_RTU33"																				
Nr.	X	Y	Z	Refl.	DEN	Freq.	Lw	l/a	Optime	K0	Di	Adiv	Aatm	Agr	Afol	Ahous	Abar	Cmet	RL	Lr
	(m)	(m)	(m)			(Hz)	dB(A)	dB	dB	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	dB(A)
115	17594147.80	4797520.61	112.69	0	D	A	81.5	0.0	0.0	0.0	0.0	51.3	0.5	-2.7	0.0	0.0	18.1	0.0	0.0	14.3
115	17594147.80	4797520.61	112.69	0	N	A	81.5	0.0	-3.0	0.0	0.0	51.3	0.5	-2.7	0.0	0.0	18.1	0.0	0.0	11.3
115	17594147.80	4797520.61	112.69	0	E	A	81.5	0.0	0.0	0.0	0.0	51.3	0.5	-2.7	0.0	0.0	18.1	0.0	0.0	14.3

Point Source, ISO 9613, Name: "5T Rooftop Unit", ID: "KingComm_RTU25"																				
Nr.	X	Y	Z	Refl.	DEN	Freq.	Lw	l/a	Optime	K0	Di	Adiv	Aatm	Agr	Afol	Ahous	Abar	Cmet	RL	Lr
	(m)	(m)	(m)			(Hz)	dB(A)	dB	dB	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	dB(A)
116	17594119.36	4797514.40	112.69	0	D	A	81.5	0.0	0.0	0.0	0.0	51.8	0.5	-2.6	0.0	0.0	20.4	0.0	0.0	11.4
116	17594119.36	4797514.40	112.69	0	N	A	81.5	0.0	-3.0	0.0	0.0	51.8	0.5	-2.6	0.0	0.0	20.4	0.0	0.0	8.4
116	17594119.36	4797514.40	112.69	0	E	A	81.5	0.0	0.0	0.0	0.0	51.8	0.5	-2.6	0.0	0.0	20.4	0.0	0.0	11.4

Point Source, ISO 9613, Name: "5T Rooftop Unit", ID: "KingComm_RTU34"																				
Nr.	X	Y	Z	Refl.	DEN	Freq.	Lw	l/a	Optime	K0	Di	Adiv	Aatm	Agr	Afol	Ahous	Abar	Cmet	RL	Lr
	(m)	(m)	(m)			(Hz)	dB(A)	dB	dB	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	dB(A)
117	17594137.69	4797512.56	112.69	0	D	A	81.5	0.0	0.0	0.0	0.0	51.8	0.5	-2.7	0.0	0.0	19.1	0.0	0.0	12.8
117	17594137.69	4797512.56	112.69	0	N	A	81.5	0.0	-3.0	0.0	0.0	51.8	0.5	-2.7	0.0	0.0	19.1	0.0	0.0	9.8
117	17594137.69	4797512.56	112.69	0	E	A	81.5	0.0	0.0	0.0	0.0	51.8	0.5	-2.7	0.0	0.0	19.1	0.0	0.0	12.8

Point Source, ISO 9613, Name: "5T Rooftop Unit", ID: "KingComm_RTU35"																				
Nr.	X	Y	Z	Refl.	DEN	Freq.	Lw	l/a	Optime	K0	Di	Adiv	Aatm	Agr	Afol	Ahous	Abar	Cmet	RL	Lr
	(m)	(m)	(m)			(Hz)	dB(A)	dB	dB	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	dB(A)
118	17594135.68	4797511.03	112.69	0	D	A	81.5	0.0	0.0	0.0	0.0	51.9	0.5	-2.7	0.0	0.0	19.2	0.0	0.0	12.5
118	17594135.68	4797511.03	112.69	0	N	A	81.5	0.0	-3.0	0.0	0.0	51.9	0.5	-2.7	0.0	0.0	19.2	0.0	0.0	9.5
118	17594135.68	4797511.03	112.69	0	E	A	81.5	0.0	0.0	0.0	0.0	51.9	0.5	-2.7	0.0	0.0	19.2	0.0	0.0	12.5

Point Source, ISO 9613, Name: "5T Rooftop Unit", ID: "KingComm_RTU36"																				
Nr.	X	Y	Z	Refl.	DEN	Freq.	Lw	l/a	Optime	K0	Di	Adiv	Aatm	Agr	Afol	Ahous	Abar	Cmet	RL	Lr
	(m)	(m)	(m)			(Hz)	dB(A)	dB	dB	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	dB(A)
119	17594127.84	4797504.97	112.69	0	D	A	81.5	0.0	0.0	0.0	0.0	52.4	0.5	-2.7	0.0	0.0	19.8	0.0	0.0	11.5
119	17594127.84	4797504.97	112.69	0	N	A	81.5	0.0	-3.0	0.0	0.0	52.4	0.5	-2.7	0.0	0.0	19.8	0.0	0.0	8.5
119	17594127.84	4797504.97	112.69	0	E	A	81.5	0.0	0.0	0.0	0.0	52.4	0.5	-2.7	0.0	0.0	19.8	0.0	0.0	11.5

vert. Area Source, ISO 9613, Name: "Overhead Door", ID: "KingComm_OH3"																				
Nr.	X	Y	Z	Refl.	DEN	Freq.	Lw	l/a	Optime	K0	Di	Adiv	Aatm	Agr	Afol	Ahous	Abar	Cmet	RL	Lr
	(m)	(m)	(m)			(Hz)	dB(A)	dB	dB	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	dB(A)
120	17594134.03	4797500.01	103.94	0	D	A	69.2	9.8	0.0	3.0	0.0	53.0	1.5	-2.9	0.0	0.0	26.0	0.0	0.0	4.4
120	17594134.03	4797500.01	103.94	0	N	A	69.2	9.8	-188.0	3.0	0.0	53.0	1.5	-2.9	0.0	0.0	26.0	0.0	0.0	-183.6
120	17594134.03	4797500.01	103.94	0	E	A	69.2	9.8	0.0	3.0	0.0	53.0	1.5	-2.9	0.0	0.0	26.0	0.0	0.0	4.4
121	17594144.50	4797508.68	103.81	0	D	A	69.2	12.5	0.0	3.0	0.0	52.4	1.4	-2.9	0.0	0.0	26.3	0.0	0.0	7.3
121	17594144.50	4797508.68	103.81	0	N	A	69.2	12.5	-188.0	3.0	0.0	52.4	1.4	-2.9	0.0	0.0	26.3	0.0	0.0	-180.7
121	17594144.50	4797508.68	103.81	0	E	A	69.2	12.5	0.0	3.0	0.0	52.4	1.4	-2.9	0.0	0.0	26.3	0.0	0.0	7.3
122	17594134.03	4797500.01	105.94	0	D	A	69.2	9.8	0.0	3.0	0.0	52.9	1.4	-2.6	0.0	0.0	25.6	0.0	0.0	4.7
122	17594134.03	4797500.01	105.94	0	N	A	69.2	9.8	-188.0	3.0	0.0	52.9	1.4	-2.6	0.0	0.0	25.6	0.0	0.0	-183.3
122	17594134.03	4797500.01	105.94	0	E	A	69.2	9.8	0.0	3.0	0.0	52.9	1.4	-2.6	0.0	0.0	25.6	0.0	0.0	4.7

vert. Area Source, ISO 9613, Name: "Overhead Door", ID: "KingComm_OH3"																				
Nr.	X	Y	Z	Refl.	DEN	Freq.	Lw	l/a	Optime	K0	Di	Adiv	Aatm	Agr	Afol	Ahous	Abar	Cmet	RL	Lr
	(m)	(m)	(m)			(Hz)	dB(A)	dB	dB	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	dB(A)
123	17594144.50	4797508.68	105.81	0	D	A	69.2	12.5	0.0	3.0	0.0	52.4	1.4	-2.6	0.0	0.0	25.9	0.0	0.0	7.6
123	17594144.50	4797508.68	105.81	0	N	A	69.2	12.5	-188.0	3.0	0.0	52.4	1.4	-2.6	0.0	0.0	25.9	0.0	0.0	-180.4
123	17594144.50	4797508.68	105.81	0	E	A	69.2	12.5	0.0	3.0	0.0	52.4	1.4	-2.6	0.0	0.0	25.9	0.0	0.0	7.6
124	17594134.03	4797500.01	104.94	0	D	A	69.2	9.8	0.0	3.0	0.0	52.9	1.5	-2.9	0.0	0.0	25.9	0.0	0.0	4.6
124	17594134.03	4797500.01	104.94	0	N	A	69.2	9.8	-188.0	3.0	0.0	52.9	1.5	-2.9	0.0	0.0	25.9	0.0	0.0	-183.4
124	17594134.03	4797500.01	104.94	0	E	A	69.2	9.8	0.0	3.0	0.0	52.9	1.5	-2.9	0.0	0.0	25.9	0.0	0.0	4.6
125	17594144.50	4797508.68	104.81	0	D	A	69.2	12.5	0.0	3.0	0.0	52.4	1.4	-2.9	0.0	0.0	26.2	0.0	0.0	7.5
125	17594144.50	4797508.68	104.81	0	N	A	69.2	12.5	-188.0	3.0	0.0	52.4	1.4	-2.9	0.0	0.0	26.2	0.0	0.0	-180.5
125	17594144.50	4797508.68	104.81	0	E	A	69.2	12.5	0.0	3.0	0.0	52.4	1.4	-2.9	0.0	0.0	26.2	0.0	0.0	7.5
126	17594134.03	4797500.01	106.94	0	D	A	69.2	9.8	0.0	3.0	0.0	52.9	1.4	-2.7	0.0	0.0	25.5	0.0	0.0	4.9
126	17594134.03	4797500.01	106.94	0	N	A	69.2	9.8	-188.0	3.0	0.0	52.9	1.4	-2.7	0.0	0.0	25.5	0.0	0.0	-183.1
126	17594134.03	4797500.01	106.94	0	E	A	69.2	9.8	0.0	3.0	0.0	52.9	1.4	-2.7	0.0	0.0	25.5	0.0	0.0	4.9
127	17594144.50	4797508.68	106.81	0	D	A	69.2	12.5	0.0	3.0	0.0	52.3	1.4	-2.7	0.0	0.0	25.8	0.0	0.0	7.9
127	17594144.50	4797508.68	106.81	0	N	A	69.2	12.5	-188.0	3.0	0.0	52.3	1.4	-2.7	0.0	0.0	25.8	0.0	0.0	-180.1
127	17594144.50	4797508.68	106.81	0	E	A	69.2	12.5	0.0	3.0	0.0	52.3	1.4	-2.7	0.0	0.0	25.8	0.0	0.0	7.9

Point Source, ISO 9613, Name: "5T Rooftop Unit", ID: "KingComm_RTU20"																				
Nr.	X	Y	Z	Refl.	DEN	Freq.	Lw	l/a	Optime	K0	Di	Adiv	Aatm	Agr	Afol	Ahous	Abar	Cmet	RL	Lr
	(m)	(m)	(m)			(Hz)	dB(A)	dB	dB	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	dB(A)
128	17594213.63	4797526.72	112.31	0	D	A	81.5	0.0	0.0	0.0	0.0	52.8	0.6	-2.9	0.0	0.0	5.9	0.0	0.0	25.0
128	17594213.63	4797526.72	112.31	0	N	A	81.5	0.0	-3.0	0.0	0.0	52.8	0.6	-2.9	0.0	0.0	5.9	0.0	0.0	22.0
128	17594213.63	4797526.72	112.31	0	E	A	81.5	0.0	0.0	0.0	0.0	52.8	0.6	-2.9	0.0	0.0	5.9	0.0	0.0	25.0

Point Source, ISO 9613, Name: "5T Rooftop Unit", ID: "KingComm_RTU19"																				
Nr.	X	Y	Z	Refl.	DEN	Freq.	Lw	l/a	Optime	K0	Di	Adiv	Aatm	Agr	Afol	Ahous	Abar	Cmet	RL	Lr
	(m)	(m)	(m)			(Hz)	dB(A)	dB	dB	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	dB(A)
129	17594204.92	4797519.54	112.31	0	D	A	81.5	0.0	0.0	0.0	0.0	52.8	0.6	-2.9	0.0	0.0	8.5	0.0	0.0	22.4
129	17594204.92	4797519.54	112.31	0	N	A	81.5	0.0	-3.0	0.0	0.0	52.8	0.6	-2.9	0.0	0.0	8.5	0.0	0.0	19.4
129	17594204.92	4797519.54	112.31	0	E	A	81.5	0.0	0.0	0.0	0.0	52.8	0.6	-2.9	0.0	0.0	8.5	0.0	0.0	22.4

Point Source, ISO 9613, Name: "5T Rooftop Unit", ID: "KingComm_RTU21"																				
Nr.	X	Y	Z	Refl.	DEN	Freq.	Lw	l/a	Optime	K0	Di	Adiv	Aatm	Agr	Afol	Ahous	Abar	Cmet	RL	Lr
	(m)	(m)	(m)			(Hz)	dB(A)	dB	dB	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	dB(A)
130	17594216.18	4797528.93	112.31	0	D	A	81.5	0.0	0.0	0.0	0.0	52.8	0.6	-2.9	0.0	0.0	5.3	0.0	0.0	25.7
130	17594216.18	4797528.93	112.31	0	N	A	81.5	0.0	-3.0	0.0	0.0	52.8	0.6	-2.9	0.0	0.0	5.3	0.0	0.0	22.7
130	17594216.18	4797528.93	112.31	0	E	A	81.5	0.0	0.0	0.0	0.0	52.8	0.6	-2.9	0.0	0.0	5.3	0.0	0.0	25.7

Point Source, ISO 9613, Name: "5T Rooftop Unit", ID: "KingComm_RTU18"																				
Nr.	X	Y	Z	Refl.	DEN	Freq.	Lw	l/a	Optime	K0	Di	Adiv	Aatm	Agr	Afol	Ahous	Abar	Cmet	RL	Lr
	(m)	(m)	(m)			(Hz)	dB(A)	dB	dB	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	dB(A)
131	17594202.08	4797516.99	112.31	0	D	A	81.5	0.0	0.0	0.0	0.0	52.9	0.6	-2.8	0.0	0.0	9.3	0.0	0.0	21.6
131	17594202.08	4797516.99	112.31	0	N	A	81.5	0.0	-3.0	0.0	0.0	52.9	0.6	-2.8	0.0	0.0	9.3	0.0	0.0	18.5
131	17594202.08	4797516.99	112.31	0	E	A	81.5	0.0	0.0	0.0	0.0	52.9	0.6	-2.8	0.0	0.0	9.3	0.0	0.0	21.6

Point Source, ISO 9613, Name: "5T Rooftop Unit", ID: "KingComm_RTU22"																				
Nr.	X	Y	Z	Refl.	DEN	Freq.	Lw	l/a	Optime	K0	Di	Adiv	Aatm	Agr	Afol	Ahous	Abar	Cmet	RL	Lr
	(m)	(m)	(m)			(Hz)	dB(A)	dB	dB	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	dB(A)
132	17594225.62	4797536.50	112.31	0	D	A	81.5	0.0	0.0	0.0	0.0	53.0	0.6	-2.8	0.0	0.0	0.0	0.0	0.0	30.8
132	17594225.62	4797536.50	112.31	0	N	A	81.5	0.0	-3.0	0.0	0.0	53.0	0.6	-2.8	0.0	0.0	0.0	0.0	0.0	27.8
132	17594225.62	4797536.50	112.31	0	E	A	81.5	0.0	0.0	0.0	0.0	53.0	0.6	-2.8	0.0	0.0	0.0	0.0	0.0	30.8

Point Source, ISO 9613, Name: "5T Rooftop Unit", ID: "KingComm_RTU17"																				
Nr.	X	Y	Z	Refl.	DEN	Freq.	Lw	l/a	Optime	K0	Di	Adiv	Aatm	Agr	Afol	Ahous	Abar	Cmet	RL	Lr
	(m)	(m)	(m)			(Hz)	dB(A)	dB	dB	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	dB(A)
133	17594192.63	4797509.21	112.31	0	D	A	81.5	0.0	0.0	0.0	0.0	53.0	0.6	-2.8	0.0	0.0	11.6	0.0	0.0	19.2
133	17594192.63	4797509.21	112.31	0	N	A	81.5	0.0	-3.0	0.0	0.0	53.0	0.6	-2.8	0.0	0.0	11.6	0.0	0.0	16.2
133	17594192.63	4797509.21	112.31	0	E	A	81.5	0.0	0.0	0.0	0.0	53.0	0.6	-2.8	0.0	0.0	11.6	0.0	0.0	19.2

Point Source, ISO 9613, Name: "5T Rooftop Unit", ID: "KingComm_RTU23"																				
Nr.	X	Y	Z	Refl.	DEN	Freq.	Lw	l/a	Optime	K0	Di	Adiv	Aatm	Agr	Afol	Ahous	Abar	Cmet	RL	Lr
	(m)	(m)	(m)			(Hz)	dB(A)	dB	dB	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	dB(A)
134	17594228.01	4797538.71	112.31	0	D	A	81.5	0.0	0.0	0.0	0.0	53.0	0.6	-2.9	0.0	0.0	0.0	0.0	0.0	30.8
134	17594228.01	4797538.71	112.31	0	N	A	81.5	0.0	-3.0	0.0	0.0	53.0	0.6	-2.9	0.0	0.0	0.0	0.0	0.0	27.8
134	17594228.01	4797538.71	112.31	0	E	A	81.5	0.0	0.0	0.0	0.0	53.0	0.6	-2.9	0.0	0.0	0.0	0.0	0.0	30.8

Point Source, ISO 9613, Name: "5T Rooftop Unit", ID: "KingComm_RTU16"																				
Nr.	X	Y	Z	Refl.	DEN	Freq.	Lw	l/a	Optime	K0	Di	Adiv	Aatm	Agr	Afol	Ahous	Abar	Cmet	RL	Lr
	(m)	(m)	(m)			(Hz)	dB(A)	dB	dB	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	dB(A)
135	17594190.29	4797506.96	112.31	0	D	A	81.5	0.0	0.0	0.0	0.0	53.0	0.6	-2.8	0.0	0.0	12.1	0.0	0.0	18.6
135	17594190.29	4797506.96	112.31	0	N	A	81.5	0.0	-3.0	0.0	0.0	53.0	0.6	-2.8	0.0	0.0	12.1	0.0	0.0	15.6
135	17594190.29	4797506.96	112.31	0	E	A	81.5	0.0	0.0	0.0	0.0	53.0	0.6	-2.8	0.0	0.0	12.1	0.0	0.0	18.6

Point Source, ISO 9613, Name: "5T Rooftop Unit", ID: "KingComm_RTU24"																				
Nr.	X	Y	Z	Refl.	DEN	Freq.	Lw	l/a	Optime	K0	Di	Adiv	Aatm	Agr	Afol	Ahous	Abar	Cmet	RL	Lr
	(m)	(m)	(m)			(Hz)	dB(A)	dB	dB	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	dB(A)
136	17594235.36	4797544.65	112.31	0	D	A	81.5	0.0	0.0	0.0	0.0	53.1	0.6	-2.8	0.0	0.0	0.0	0.0	0.0	30.6
136	17594235.36	4797544.65	112.31	0	N	A	81.5	0.0	-3.0	0.0	0.0	53.1	0.6	-2.8	0.0	0.0	0.0	0.0	0.0	27.6
136	17594235.36	4797544.65	112.31	0	E	A	81.5	0.0	0.0	0.0	0.0	53.1	0.6	-2.8	0.0	0.0	0.0	0.0	0.0	30.6

Point Source, ISO 9613, Name: "5T Rooftop Unit", ID: "KingComm_RTU15"																				
Nr.	X	Y	Z	Refl.	DEN	Freq.	Lw	l/a	Optime	K0	Di	Adiv	Aatm	Agr	Afol	Ahous	Abar	Cmet	RL	Lr
	(m)	(m)	(m)			(Hz)	dB(A)	dB	dB	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	dB(A)
137	17594180.17	4797499.02	112.31	0	D	A	81.5	0.0	0.0	0.0	0.0	53.2	0.6	-2.8	0.0	0.0	13.8	0.0	0.0	16.7
137	17594180.17	4797499.02	112.31	0	N	A	81.5	0.0	-3.0	0.0	0.0	53.2	0.6	-2.8	0.0	0.0	13.8	0.0	0.0	13.7
137	17594180.17	4797499.02	112.31	0	E	A	81.5	0.0	0.0	0.0	0.0	53.2	0.6	-2.8	0.0	0.0	13.8	0.0	0.0	16.7

Point Source, ISO 9613, Name: "5T Rooftop Unit", ID: "KingComm_RTU14"																				
Nr.	X	Y	Z	Refl.	DEN	Freq.	Lw	l/a	Optime	K0	Di	Adiv	Aatm	Agr	Afol	Ahous	Abar	Cmet	RL	Lr
	(m)	(m)	(m)			(Hz)	dB(A)	dB	dB	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	dB(A)
138	17594178.80	4797497.68	112.31	0	D	A	81.5	0.0	0.0	0.0	0.0	53.3	0.6	-2.9	0.0	0.0	14.0	0.0	0.0	16.5
138	17594178.80	4797497.68	112.31	0	N	A	81.5	0.0	-3.0	0.0	0.0	53.3	0.6	-2.9	0.0	0.0	14.0	0.0	0.0	13.5
138	17594178.80	4797497.68	112.31	0	E	A	81.5	0.0	0.0	0.0	0.0	53.3	0.6	-2.9	0.0	0.0	14.0	0.0	0.0	16.5

Point Source, ISO 9613, Name: "5T Rooftop Unit", ID: "KingComm_RTU13"																				
Nr.	X	Y	Z	Refl.	DEN	Freq.	Lw	l/a	Optime	K0	Di	Adiv	Aatm	Agr	Afol	Ahous	Abar	Cmet	RL	Lr
	(m)	(m)	(m)			(Hz)	dB(A)	dB	dB	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	dB(A)
139	17594169.48	4797489.69	112.31	0	D	A	81.5	0.0	0.0	0.0	0.0	53.6	0.6	-2.8	0.0	0.0	15.2	0.0	0.0	14.9
139	17594169.48	4797489.69	112.31	0	N	A	81.5	0.0	-3.0	0.0	0.0	53.6	0.6	-2.8	0.0	0.0	15.2	0.0	0.0	11.9
139	17594169.48	4797489.69	112.31	0	E	A	81.5	0.0	0.0	0.0	0.0	53.6	0.6	-2.8	0.0	0.0	15.2	0.0	0.0	14.9

Point Source, ISO 9613, Name: "5T Rooftop Unit", ID: "KingComm_RTU12"																				
Nr.	X	Y	Z	Refl.	DEN	Freq.	Lw	l/a	Optime	K0	Di	Adiv	Aatm	Agr	Afol	Ahous	Abar	Cmet	RL	Lr
	(m)	(m)	(m)			(Hz)	dB(A)	dB	dB	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	dB(A)
140	17594167.29	4797487.93	112.31	0	D	A	81.5	0.0	0.0	0.0	0.0	53.7	0.6	-2.8	0.0	0.0	15.4	0.0	0.0	14.6
140	17594167.29	4797487.93	112.31	0	N	A	81.5	0.0	-3.0	0.0	0.0	53.7	0.6	-2.8	0.0	0.0	15.4	0.0	0.0	11.6
140	17594167.29	4797487.93	112.31	0	E	A	81.5	0.0	0.0	0.0	0.0	53.7	0.6	-2.8	0.0	0.0	15.4	0.0	0.0	14.6

Point Source, ISO 9613, Name: "5T Rooftop Unit", ID: "KingComm_RTU01"																				
Nr.	X	Y	Z	Refl.	DEN	Freq.	Lw	l/a	Optime	K0	Di	Adiv	Aatm	Agr	Afol	Ahous	Abar	Cmet	RL	Lr
	(m)	(m)	(m)			(Hz)	dB(A)	dB	dB	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	dB(A)
141	17594084.24	4797495.04	112.34	0	D	A	81.5	0.0	0.0	0.0	0.0	53.7	0.6	-2.4	0.0	0.0	21.4	0.0	0.0	8.2
141	17594084.24	4797495.04	112.34	0	N	A	81.5	0.0	-3.0	0.0	0.0	53.7	0.6	-2.4	0.0	0.0	21.4	0.0	0.0	5.2
141	17594084.24	4797495.04	112.34	0	E	A	81.5	0.0	0.0	0.0	0.0	53.7	0.6	-2.4	0.0	0.0	21.4	0.0	0.0	8.2

Line Source, ISO 9613, Name: "Medium Truck Movement", ID: "KingComm_MTrkMov"																				
Nr.	X	Y	Z	Refl.	DEN	Freq.	Lw	l/a	Optime	K0	Di	Adiv	Aatm	Agr	Afol	Ahous	Abar	Cmet	RL	Lr
	(m)	(m)	(m)			(Hz)	dB(A)	dB	dB	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	dB(A)
142	17594160.49	4797581.91	105.39	0	D	A	59.9	8.8	0.0	0.0	0.0	47.7	0.4	-2.5	0.0	0.0	7.2	0.0	0.0	15.9
142	17594160.49	4797581.91	105.39	0	N	A	-43.1	8.8	0.0	0.0	0.0	47.7	0.4	-2.5	0.0	0.0	7.2	0.0	0.0	-87.1
142	17594160.49	4797581.91	105.39	0	E	A	-43.1	8.8	0.0	0.0	0.0	47.7	0.4	-2.5	0.0	0.0	7.2	0.0	0.0	-87.1
143	17594147.94	4797568.80	105.56	0	D	A	59.9	14.6	0.0	0.0	0.0	48.1	0.4	-2.3	0.0	0.0	14.1	0.0	0.0	14.2
143	17594147.94	4797568.80	105.56	0	N	A	-43.1	14.6	0.0	0.0	0.0	48.1	0.4	-2.3	0.0	0.0	14.1	0.0	0.0	-88.8
143	17594147.94	4797568.80	105.56	0	E	A	-43.1	14.6	0.0	0.0	0.0	48.1	0.4	-2.3	0.0	0.0	14.1	0.0	0.0	-88.8
144	17594128.29	4797548.26	105.84	0	D	A	59.9	14.5	0.0	0.0	0.0	49.6	0.5	-2.3	0.0	0.0	19.0	0.0	0.0	7.6
144	17594128.29	4797548.26	105.84	0	N	A	-43.1	14.5	0.0	0.0	0.0	49.6	0.5	-2.3	0.0	0.0	19.0	0.0	0.0	-95.4
144	17594128.29	4797548.26	105.84	0	E	A	-43.1	14.5	0.0	0.0	0.0	49.6	0.5	-2.3	0.0	0.0	19.0	0.0	0.0	-95.4
145	17594108.86	4797527.96	106.11	0	D	A	59.9	14.5	0.0	0.0	0.0	51.4	0.6	-2.0	0.0	0.0	20.0	0.0	0.0	4.5
145	17594108.86	4797527.96	106.11	0	N	A	-43.1	14.5	0.0	0.0	0.0	51.4	0.6	-2.0	0.0	0.0	20.0	0.0	0.0	-98.5
145	17594108.86	4797527.96	106.11	0	E	A	-43.1	14.5	0.0	0.0	0.0	51.4	0.6	-2.0	0.0	0.0	20.0	0.0	0.0	-98.5
146	17594098.53	4797517.17	106.25	0	D	A	59.9	2.5	0.0	0.0	0.0	52.3	0.6	-1.9	0.0	0.0	20.2	0.0	0.0	-8.8
146	17594098.53	4797517.17	106.25	0	N	A	-43.1	2.5	0.0	0.0	0.0	52.3	0.6	-1.9	0.0	0.0	20.2	0.0	0.0	-111.8
146	17594098.53	4797517.17	106.25	0	E	A	-43.1	2.5	0.0	0.0	0.0	52.3	0.6	-1.9	0.0	0.0	20.2	0.0	0.0	-111.8

Line Source, ISO 9613, Name: "Medium Truck Movement", ID: "KingComm_MTrkMov"																				
Nr.	X	Y	Z	Refl.	DEN	Freq.	Lw	l/a	Optime	K0	Di	Adiv	Aatm	Agr	Afol	Ahous	Abar	Cmet	RL	Lr
	(m)	(m)	(m)			(Hz)	dB(A)	dB	dB	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	dB(A)
157	17594152.80	4797573.58	105.49	0	D	A	59.9	11.8	0.0	0.0	0.0	47.9	0.4	-2.4	0.0	0.0	12.2	0.0	0.0	13.6
157	17594152.80	4797573.58	105.49	0	N	A	-43.1	11.8	0.0	0.0	0.0	47.9	0.4	-2.4	0.0	0.0	12.2	0.0	0.0	-89.4
157	17594152.80	4797573.58	105.49	0	E	A	-43.1	11.8	0.0	0.0	0.0	47.9	0.4	-2.4	0.0	0.0	12.2	0.0	0.0	-89.4
158	17594160.65	4797581.83	105.39	0	D	A	59.9	8.9	0.0	0.0	0.0	47.7	0.4	-2.5	0.0	0.0	7.2	0.0	0.0	16.0
158	17594160.65	4797581.83	105.39	0	N	A	-43.1	8.9	0.0	0.0	0.0	47.7	0.4	-2.5	0.0	0.0	7.2	0.0	0.0	-87.0
158	17594160.65	4797581.83	105.39	0	E	A	-43.1	8.9	0.0	0.0	0.0	47.7	0.4	-2.5	0.0	0.0	7.2	0.0	0.0	-87.0
159	17594156.94	4797556.86	105.43	0	D	A	59.9	14.7	0.0	0.0	0.0	49.2	0.5	-2.6	0.0	0.0	13.1	0.0	0.0	14.4
159	17594156.94	4797556.86	105.43	0	N	A	-43.1	14.7	0.0	0.0	0.0	49.2	0.5	-2.6	0.0	0.0	13.1	0.0	0.0	-88.6
159	17594156.94	4797556.86	105.43	0	E	A	-43.1	14.7	0.0	0.0	0.0	49.2	0.5	-2.6	0.0	0.0	13.1	0.0	0.0	-88.6
160	17594188.59	4797611.28	104.77	0	D	A	59.9	12.3	0.0	0.0	0.0	48.7	0.5	-2.4	0.0	0.0	0.0	0.0	0.0	25.4
160	17594188.59	4797611.28	104.77	0	N	A	-43.1	12.3	0.0	0.0	0.0	48.7	0.5	-2.4	0.0	0.0	0.0	0.0	0.0	-77.6
160	17594188.59	4797611.28	104.77	0	E	A	-43.1	12.3	0.0	0.0	0.0	48.7	0.5	-2.4	0.0	0.0	0.0	0.0	0.0	-77.6
161	17594190.82	4797613.61	104.70	1	D	A	59.9	10.2	0.0	0.0	0.0	54.7	0.8	-2.6	0.0	0.0	16.5	0.0	2.0	-1.3
161	17594190.82	4797613.61	104.70	1	N	A	-43.1	10.2	0.0	0.0	0.0	54.7	0.8	-2.6	0.0	0.0	16.5	0.0	2.0	-104.3
161	17594190.82	4797613.61	104.70	1	E	A	-43.1	10.2	0.0	0.0	0.0	54.7	0.8	-2.6	0.0	0.0	16.5	0.0	2.0	-104.3
162	17594185.20	4797607.73	104.87	1	D	A	59.9	7.6	0.0	0.0	0.0	54.5	0.8	-2.8	0.0	0.0	16.7	0.0	2.0	-3.7
162	17594185.20	4797607.73	104.87	1	N	A	-43.1	7.6	0.0	0.0	0.0	54.5	0.8	-2.8	0.0	0.0	16.7	0.0	2.0	-106.8
162	17594185.20	4797607.73	104.87	1	E	A	-43.1	7.6	0.0	0.0	0.0	54.5	0.8	-2.8	0.0	0.0	16.7	0.0	2.0	-106.8
163	17594182.97	4797605.40	104.93	1	D	A	59.9	-1.6	0.0	0.0	0.0	54.5	0.8	-2.8	0.0	0.0	16.7	0.0	2.0	-12.9
163	17594182.97	4797605.40	104.93	1	N	A	-43.1	-1.6	0.0	0.0	0.0	54.5	0.8	-2.8	0.0	0.0	16.7	0.0	2.0	-115.9
163	17594182.97	4797605.40	104.93	1	E	A	-43.1	-1.6	0.0	0.0	0.0	54.5	0.8	-2.8	0.0	0.0	16.7	0.0	2.0	-115.9
164	17594188.67	4797611.28	104.77	0	D	A	59.9	12.3	0.0	0.0	0.0	48.7	0.5	-2.4	0.0	0.0	0.0	0.0	0.0	25.4
164	17594188.67	4797611.28	104.77	0	N	A	-43.1	12.3	0.0	0.0	0.0	48.7	0.5	-2.4	0.0	0.0	0.0	0.0	0.0	-77.6
164	17594188.67	4797611.28	104.77	0	E	A	-43.1	12.3	0.0	0.0	0.0	48.7	0.5	-2.4	0.0	0.0	0.0	0.0	0.0	-77.6
165	17594185.04	4797607.47	104.87	1	D	A	59.9	8.0	0.0	0.0	0.0	54.5	0.8	-2.8	0.0	0.0	16.7	0.0	2.0	-3.3
165	17594185.04	4797607.47	104.87	1	N	A	-43.1	8.0	0.0	0.0	0.0	54.5	0.8	-2.8	0.0	0.0	16.7	0.0	2.0	-106.3
165	17594185.04	4797607.47	104.87	1	E	A	-43.1	8.0	0.0	0.0	0.0	54.5	0.8	-2.8	0.0	0.0	16.7	0.0	2.0	-106.3
166	17594190.87	4797613.60	104.70	1	D	A	59.9	10.2	0.0	0.0	0.0	54.7	0.8	-2.6	0.0	0.0	16.5	0.0	2.0	-1.3
166	17594190.87	4797613.60	104.70	1	N	A	-43.1	10.2	0.0	0.0	0.0	54.7	0.8	-2.6	0.0	0.0	16.5	0.0	2.0	-104.3
166	17594190.87	4797613.60	104.70	1	E	A	-43.1	10.2	0.0	0.0	0.0	54.7	0.8	-2.6	0.0	0.0	16.5	0.0	2.0	-104.3
167	17594133.58	4797484.54	105.84	0	D	A	59.9	10.4	0.0	0.0	0.0	53.8	0.7	-2.9	0.0	0.0	18.1	0.0	0.0	0.5
167	17594133.58	4797484.54	105.84	0	N	A	-43.1	10.4	0.0	0.0	0.0	53.8	0.7	-2.9	0.0	0.0	18.1	0.0	0.0	-102.5
167	17594133.58	4797484.54	105.84	0	E	A	-43.1	10.4	0.0	0.0	0.0	53.8	0.7	-2.9	0.0	0.0	18.1	0.0	0.0	-102.5
168	17594153.57	4797502.26	105.58	0	D	A	59.9	16.3	0.0	0.0	0.0	52.8	0.7	-2.9	0.0	0.0	15.7	0.0	0.0	9.9
168	17594153.57	4797502.26	105.58	0	N	A	-43.1	16.3	0.0	0.0	0.0	52.8	0.7	-2.9	0.0	0.0	15.7	0.0	0.0	-93.1
168	17594153.57	4797502.26	105.58	0	E	A	-43.1	16.3	0.0	0.0	0.0	52.8	0.7	-2.9	0.0	0.0	15.7	0.0	0.0	-93.1
169	17594175.51	4797521.72	105.30	0	D	A	59.9	12.1	0.0	0.0	0.0	52.0	0.6	-2.7	0.0	0.0	12.6	0.0	0.0	9.5
169	17594175.51	4797521.72	105.30	0	N	A	-43.1	12.1	0.0	0.0	0.0	52.0	0.6	-2.7	0.0	0.0	12.6	0.0	0.0	-93.5
169	17594175.51	4797521.72	105.30	0	E	A	-43.1	12.1	0.0	0.0	0.0	52.0	0.6	-2.7	0.0	0.0	12.6	0.0	0.0	-93.5
170	17594166.60	4797588.29	105.27	0	D	A	59.9	8.5	0.0	0.0	0.0	47.7	0.4	-2.5	0.0	0.0	0.0	0.0	0.0	22.9
170	17594166.60	4797588.29	105.27	0	N	A	-43.1	8.5	0.0	0.0	0.0	47.7	0.4	-2.5	0.0	0.0	0.0	0.0	0.0	-80.1
170	17594166.60	4797588.29	105.27	0	E	A	-43.1	8.5	0.0	0.0	0.0	47.7	0.4	-2.5	0.0	0.0	0.0	0.0	0.0	-80.1
171	17594163.61	4797585.18	105.34	0	D	A	59.9	1.8	0.0	0.0	0.0	47.6	0.4	-2.5	0.0	0.0	4.8	0.0	0.0	11.3
171	17594163.61	4797585.18	105.34	0	N	A	-43.1	1.8	0.0	0.0	0.0	47.6	0.4	-2.5	0.0	0.0	4.8	0.0	0.0	-91.7
171	17594163.61	4797585.18	105.34	0	E	A	-43.1	1.8	0.0	0.0	0.0	47.6	0.4	-2.5	0.0	0.0	4.8	0.0	0.0	-91.7
172	17594163.78	4797585.12	105.34	0	D	A	59.9	1.3	0.0	0.0	0.0	47.7	0.4	-2.5	0.0	0.0	4.8	0.0	0.0	10.8
172	17594163.78	4797585.12	105.34	0	N	A	-43.1	1.3	0.0	0.0	0.0	47.7	0.4	-2.5	0.0	0.0	4.8	0.0	0.0	-92.2
172	17594163.78	4797585.12	105.34	0	E	A	-43.1	1.3	0.0	0.0	0.0	47.7	0.4	-2.5	0.0	0.0	4.8	0.0	0.0	-92.2
173	17594166.76	4797588.25	105.27	0	D	A	59.9	8.6	0.0	0.0	0.0	47.7	0.4	-2.5	0.0	0.0	0.0	0.0	0.0	23.0
173	17594166.76	4797588.25	105.27	0	N	A	-43.1	8.6	0.0	0.0	0.0	47.7	0.4	-2.5	0.0	0.0	0.0	0.0	0.0	-80.0
173	17594166.76	4797588.25	105.27	0	E	A	-43.1	8.6	0.0	0.0	0.0	47.7	0.4	-2.5	0.0	0.0	0.0	0.0	0.0	-80.0
174	17594173.91	4797595.94	105.09	0	D	A	59.9	9.0	0.0	0.0	0.0	47.9	0.4	-2.5	0.0	0.0	0.0	0.0	0.0	23.1
174	17594173.91	4797595.94	105.09	0	N	A	-43.1	9.0	0.0	0.0	0.0	47.9	0.4	-2.5	0.0	0.0	0.0	0.0	0.0	-79.9
174	17594173.91	4797595.94	105.09	0	E	A	-43.1	9.0	0.0	0.0	0.0	47.9	0.4	-2.5	0.0	0.0	0.0	0.0	0.0	-79.9
175	17594174.09	4797595.96	105.09	0	D	A	59.9	9.0	0.0	0.0	0.0	47.9	0.4	-2.5	0.0	0.0	0.0	0.0	0.0	23.1
175	17594174.09	4797595.96	105.09	0	N	A	-43.1	9.0	0.0	0.0	0.0	47.9	0.4	-2.5	0.0	0.0	0.0	0.0	0.0	-79.9
175	17594174.09	4797595.96	105.09	0	E	A	-43.1	9.0	0.0	0.0	0.0	47.9	0.4	-2.5	0.0	0.0	0.0	0.0	0.0	-79.9
176	17594180.41	4797602.73	104.97	0	D	A	59.9	8.3	0.0	0.0	0.0	48.2	0.4	-2.5	0.0	0.0	0.0	0.0	0.0	22.1
176	17594180.41	4797602.73	104.97	0	N	A	-43.1	8.3	0.0	0.0	0.0	48.2	0.4	-2.5	0.0	0.0	0.0	0.0	0.0	-80.9
176	17594180.41	4797602.73	104.97	0	E	A	-43.1	8.3	0.0	0.0	0.0	48.2	0.4	-2.5	0.0	0.0	0.0	0.0	0.0	-80.9
177	17594181.33	4797603.68	104.96	1	D	A	59.9	6.1	0.0	0.0	0.0	54.5	0.8	-2.8	0.0	0.0	16.7	0.0	2.0	-5.2
177	17594181.33	4797603.68	104.96	1	N	A	-43.1	6.1	0.0	0.0	0.0	54.5	0.8	-2.8	0.0	0.0	16.7	0.0	2.0	-108.2
177	17594181.33	4797603.68	104.96	1	E	A	-43.1	6.1	0.0	0.0	0.0	54.5	0.8	-2.8	0.0	0.0	16.7	0.0	2.0	-108.2

Line Source, ISO 9613, Name: "Medium Truck Movement", ID: "KingComm_MTrkMov"																				
Nr.	X	Y	Z	Refl.	DEN	Freq.	Lw	l/a	Optime	K0	Di	Adiv	Aatm	Agr	Afol	Ahous	Abar	Cmet	RL	Lr
	(m)	(m)	(m)			(Hz)	dB(A)	dB	dB	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	dB(A)
178	17594180.55	4797602.75	104.96	0	D	A	59.9	8.2	0.0	0.0	0.0	48.2	0.4	-2.5	0.0	0.0	0.0	0.0	0.0	22.0
178	17594180.55	4797602.75	104.96	0	N	A	-43.1	8.2	0.0	0.0	0.0	48.2	0.4	-2.5	0.0	0.0	0.0	0.0	0.0	-81.0
178	17594180.55	4797602.75	104.96	0	E	A	-43.1	8.2	0.0	0.0	0.0	48.2	0.4	-2.5	0.0	0.0	0.0	0.0	0.0	-81.0
179	17594181.42	4797603.66	104.95	1	D	A	59.9	6.2	0.0	0.0	0.0	54.5	0.8	-2.8	0.0	0.0	16.7	0.0	2.0	-5.1
179	17594181.42	4797603.66	104.95	1	N	A	-43.1	6.2	0.0	0.0	0.0	54.5	0.8	-2.8	0.0	0.0	16.7	0.0	2.0	-108.1
179	17594181.42	4797603.66	104.95	1	E	A	-43.1	6.2	0.0	0.0	0.0	54.5	0.8	-2.8	0.0	0.0	16.7	0.0	2.0	-108.1
180	17594197.79	4797620.89	104.50	0	D	A	59.9	9.8	0.0	0.0	0.0	49.5	0.5	-2.2	0.0	0.0	0.0	0.0	0.0	21.9
180	17594197.79	4797620.89	104.50	0	N	A	-43.1	9.8	0.0	0.0	0.0	49.5	0.5	-2.2	0.0	0.0	0.0	0.0	0.0	-81.1
180	17594197.79	4797620.89	104.50	0	E	A	-43.1	9.8	0.0	0.0	0.0	49.5	0.5	-2.2	0.0	0.0	0.0	0.0	0.0	-81.1
181	17594200.20	4797623.40	104.43	1	D	A	59.9	4.3	0.0	0.0	0.0	54.9	0.8	-2.6	0.0	0.0	13.7	0.0	2.0	-4.6
181	17594200.20	4797623.40	104.43	1	N	A	-43.1	4.3	0.0	0.0	0.0	54.9	0.8	-2.6	0.0	0.0	13.7	0.0	2.0	-107.6
181	17594200.20	4797623.40	104.43	1	E	A	-43.1	4.3	0.0	0.0	0.0	54.9	0.8	-2.6	0.0	0.0	13.7	0.0	2.0	-107.6
182	17594198.35	4797621.48	104.48	1	D	A	59.9	4.2	0.0	0.0	0.0	54.8	0.8	-2.6	0.0	0.0	15.5	0.0	2.0	-6.5
182	17594198.35	4797621.48	104.48	1	N	A	-43.1	4.2	0.0	0.0	0.0	54.8	0.8	-2.6	0.0	0.0	15.5	0.0	2.0	-109.5
182	17594198.35	4797621.48	104.48	1	E	A	-43.1	4.2	0.0	0.0	0.0	54.8	0.8	-2.6	0.0	0.0	15.5	0.0	2.0	-109.5
183	17594196.59	4797619.64	104.53	1	D	A	59.9	3.9	0.0	0.0	0.0	54.8	0.8	-2.6	0.0	0.0	16.2	0.0	2.0	-7.4
183	17594196.59	4797619.64	104.53	1	N	A	-43.1	3.9	0.0	0.0	0.0	54.8	0.8	-2.6	0.0	0.0	16.2	0.0	2.0	-110.4
183	17594196.59	4797619.64	104.53	1	E	A	-43.1	3.9	0.0	0.0	0.0	54.8	0.8	-2.6	0.0	0.0	16.2	0.0	2.0	-110.4
184	17594195.10	4797618.07	104.57	1	D	A	59.9	2.7	0.0	0.0	0.0	54.8	0.8	-2.6	0.0	0.0	16.6	0.0	2.0	-8.9
184	17594195.10	4797618.07	104.57	1	N	A	-43.1	2.7	0.0	0.0	0.0	54.8	0.8	-2.6	0.0	0.0	16.6	0.0	2.0	-112.0
184	17594195.10	4797618.07	104.57	1	E	A	-43.1	2.7	0.0	0.0	0.0	54.8	0.8	-2.6	0.0	0.0	16.6	0.0	2.0	-112.0
185	17594197.82	4797620.90	104.50	0	D	A	59.9	9.8	0.0	0.0	0.0	49.5	0.5	-2.2	0.0	0.0	0.0	0.0	0.0	21.9
185	17594197.82	4797620.90	104.50	0	N	A	-43.1	9.8	0.0	0.0	0.0	49.5	0.5	-2.2	0.0	0.0	0.0	0.0	0.0	-81.1
185	17594197.82	4797620.90	104.50	0	E	A	-43.1	9.8	0.0	0.0	0.0	49.5	0.5	-2.2	0.0	0.0	0.0	0.0	0.0	-81.1
186	17594195.13	4797618.07	104.57	1	D	A	59.9	2.6	0.0	0.0	0.0	54.8	0.8	-2.6	0.0	0.0	16.6	0.0	2.0	-9.0
186	17594195.13	4797618.07	104.57	1	N	A	-43.1	2.6	0.0	0.0	0.0	54.8	0.8	-2.6	0.0	0.0	16.6	0.0	2.0	-112.0
186	17594195.13	4797618.07	104.57	1	E	A	-43.1	2.6	0.0	0.0	0.0	54.8	0.8	-2.6	0.0	0.0	16.6	0.0	2.0	-112.0
187	17594196.61	4797619.63	104.53	1	D	A	59.9	3.9	0.0	0.0	0.0	54.8	0.8	-2.6	0.0	0.0	16.2	0.0	2.0	-7.4
187	17594196.61	4797619.63	104.53	1	N	A	-43.1	3.9	0.0	0.0	0.0	54.8	0.8	-2.6	0.0	0.0	16.2	0.0	2.0	-110.4
187	17594196.61	4797619.63	104.53	1	E	A	-43.1	3.9	0.0	0.0	0.0	54.8	0.8	-2.6	0.0	0.0	16.2	0.0	2.0	-110.4
188	17594198.36	4797621.47	104.48	1	D	A	59.9	4.2	0.0	0.0	0.0	54.8	0.8	-2.6	0.0	0.0	15.5	0.0	2.0	-6.5
188	17594198.36	4797621.47	104.48	1	N	A	-43.1	4.2	0.0	0.0	0.0	54.8	0.8	-2.6	0.0	0.0	15.5	0.0	2.0	-109.5
188	17594198.36	4797621.47	104.48	1	E	A	-43.1	4.2	0.0	0.0	0.0	54.8	0.8	-2.6	0.0	0.0	15.5	0.0	2.0	-109.5
189	17594200.06	4797623.26	104.43	1	D	A	59.9	3.6	0.0	0.0	0.0	54.9	0.8	-2.6	0.0	0.0	13.9	0.0	2.0	-5.5
189	17594200.06	4797623.26	104.43	1	N	A	-43.1	3.6	0.0	0.0	0.0	54.9	0.8	-2.6	0.0	0.0	13.9	0.0	2.0	-108.5
189	17594200.06	4797623.26	104.43	1	E	A	-43.1	3.6	0.0	0.0	0.0	54.9	0.8	-2.6	0.0	0.0	13.9	0.0	2.0	-108.5
190	17594201.00	4797624.24	104.40	1	D	A	59.9	-3.9	0.0	0.0	0.0	54.9	0.8	-2.5	0.0	0.0	12.3	0.0	2.0	-11.5
190	17594201.00	4797624.24	104.40	1	N	A	-43.1	-3.9	0.0	0.0	0.0	54.9	0.8	-2.5	0.0	0.0	12.3	0.0	2.0	-114.6
190	17594201.00	4797624.24	104.40	1	E	A	-43.1	-3.9	0.0	0.0	0.0	54.9	0.8	-2.5	0.0	0.0	12.3	0.0	2.0	-114.6
191	17594170.10	4797591.95	105.18	0	D	A	59.9	4.8	0.0	0.0	0.0	47.7	0.4	-2.4	0.0	0.0	0.0	0.0	0.0	18.9
191	17594170.10	4797591.95	105.18	0	N	A	-43.1	4.8	0.0	0.0	0.0	47.7	0.4	-2.4	0.0	0.0	0.0	0.0	0.0	-84.1
191	17594170.10	4797591.95	105.18	0	E	A	-43.1	4.8	0.0	0.0	0.0	47.7	0.4	-2.4	0.0	0.0	0.0	0.0	0.0	-84.1
192	17594170.30	4797591.97	105.18	0	D	A	59.9	4.8	0.0	0.0	0.0	47.7	0.4	-2.4	0.0	0.0	0.0	0.0	0.0	18.9
192	17594170.30	4797591.97	105.18	0	N	A	-43.1	4.8	0.0	0.0	0.0	47.7	0.4	-2.4	0.0	0.0	0.0	0.0	0.0	-84.1
192	17594170.30	4797591.97	105.18	0	E	A	-43.1	4.8	0.0	0.0	0.0	47.7	0.4	-2.4	0.0	0.0	0.0	0.0	0.0	-84.1
193	17594120.57	4797491.01	106.02	0	D	A	59.9	14.3	0.0	0.0	0.0	53.5	0.7	-2.7	0.0	0.0	18.9	0.0	0.0	3.9
193	17594120.57	4797491.01	106.02	0	N	A	-43.1	14.3	0.0	0.0	0.0	53.5	0.7	-2.7	0.0	0.0	18.9	0.0	0.0	-99.1
193	17594120.57	4797491.01	106.02	0	E	A	-43.1	14.3	0.0	0.0	0.0	53.5	0.7	-2.7	0.0	0.0	18.9	0.0	0.0	-99.1
194	17594172.94	4797537.48	105.29	0	D	A	59.9	10.0	0.0	0.0	0.0	50.9	0.6	-2.7	0.0	0.0	11.8	0.0	0.0	9.3
194	17594172.94	4797537.48	105.29	0	N	A	-43.1	10.0	0.0	0.0	0.0	50.9	0.6	-2.7	0.0	0.0	11.8	0.0	0.0	-93.7
194	17594172.94	4797537.48	105.29	0	E	A	-43.1	10.0	0.0	0.0	0.0	50.9	0.6	-2.7	0.0	0.0	11.8	0.0	0.0	-93.7
195	17594177.39	4797599.57	105.01	0	D	A	59.9	3.1	0.0	0.0	0.0	48.0	0.4	-2.5	0.0	0.0	0.0	0.0	0.0	17.0
195	17594177.39	4797599.57	105.01	0	N	A	-43.1	3.1	0.0	0.0	0.0	48.0	0.4	-2.5	0.0	0.0	0.0	0.0	0.0	-86.0
195	17594177.39	4797599.57	105.01	0	E	A	-43.1	3.1	0.0	0.0	0.0	48.0	0.4	-2.5	0.0	0.0	0.0	0.0	0.0	-86.0
196	17594177.55	4797599.59	105.00	0	D	A	59.9	3.1	0.0	0.0	0.0	48.0	0.4	-2.5	0.0	0.0	0.0	0.0	0.0	17.0
196	17594177.55	4797599.59	105.00	0	N	A	-43.1	3.1	0.0	0.0	0.0	48.0	0.4	-2.5	0.0	0.0	0.0	0.0	0.0	-86.0
196	17594177.55	4797599.59	105.00	0	E	A	-43.1	3.1	0.0	0.0	0.0	48.0	0.4	-2.5	0.0	0.0	0.0	0.0	0.0	-86.0
197	17594179.03	4797530.10	105.26	0	D	A	59.9	9.0	0.0	0.0	0.0	51.6	0.6	-2.7	0.0	0.0	11.5	0.0	0.0	7.9
197	17594179.03	4797530.10	105.26	0	N	A	-43.1	9.0	0.0	0.0	0.0	51.6	0.6	-2.7	0.0	0.0	11.5	0.0	0.0	-95.1
197	17594179.03	4797530.10	105.26	0	E	A	-43.1	9.0	0.0	0.0	0.0	51.6	0.6	-2.7	0.0	0.0	11.5	0.0	0.0	-95.1
198	17594101.30	4797512.72	106.21	0	D	A	59.9	10.1	0.0	0.0	0.0	52.5	0.6	-2.0	0.0	0.0	20.0	0.0	0.0	-1.1
198	17594101.30	4797512.72	106.21	0	N	A	-43.1	10.1	0.0	0.0	0.0	52.5	0.6	-2.0	0.0	0.0	20.0	0.0	0.0	-104.1
198	17594101.30	4797512.72	106.21	0	E	A	-43.1	10.1	0.0	0.0	0.0	52.5	0.6	-2.0	0.0	0.0	20.0	0.0	0.0	-104.1

Line Source, ISO 9613, Name: "Medium Truck Movement", ID: "KingComm_MTrkMov"																				
Nr.	X	Y	Z	Refl.	DEN	Freq.	Lw	l/a	Optime	K0	Di	Adiv	Aatm	Agr	Afol	Ahous	Abar	Cmet	RL	Lr
	(m)	(m)	(m)			(Hz)	dB(A)	dB	dB	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	dB(A)
199	17594168.30	4797543.09	105.30	0	D	A	59.9	5.9	0.0	0.0	0.0	50.4	0.5	-2.7	0.0	0.0	12.1	0.0	0.0	5.4
199	17594168.30	4797543.09	105.30	0	N	A	-43.1	5.9	0.0	0.0	0.0	50.4	0.5	-2.7	0.0	0.0	12.1	0.0	0.0	-97.6
199	17594168.30	4797543.09	105.30	0	E	A	-43.1	5.9	0.0	0.0	0.0	50.4	0.5	-2.7	0.0	0.0	12.1	0.0	0.0	-97.6
200	17594106.80	4797506.52	106.15	0	D	A	59.9	7.7	0.0	0.0	0.0	52.8	0.7	-2.1	0.0	0.0	19.7	0.0	0.0	-3.4
200	17594106.80	4797506.52	106.15	0	N	A	-43.1	7.7	0.0	0.0	0.0	52.8	0.7	-2.1	0.0	0.0	19.7	0.0	0.0	-106.4
200	17594106.80	4797506.52	106.15	0	E	A	-43.1	7.7	0.0	0.0	0.0	52.8	0.7	-2.1	0.0	0.0	19.7	0.0	0.0	-106.4
201	17594109.32	4797503.68	106.14	0	D	A	59.9	2.5	0.0	0.0	0.0	52.9	0.7	-2.2	0.0	0.0	19.5	0.0	0.0	-8.5
201	17594109.32	4797503.68	106.14	0	N	A	-43.1	2.5	0.0	0.0	0.0	52.9	0.7	-2.2	0.0	0.0	19.5	0.0	0.0	-111.5
201	17594109.32	4797503.68	106.14	0	E	A	-43.1	2.5	0.0	0.0	0.0	52.9	0.7	-2.2	0.0	0.0	19.5	0.0	0.0	-111.5
202	17594166.66	4797545.08	105.30	0	D	A	59.9	1.1	0.0	0.0	0.0	50.3	0.5	-2.7	0.0	0.0	12.3	0.0	0.0	0.7
202	17594166.66	4797545.08	105.30	0	N	A	-43.1	1.1	0.0	0.0	0.0	50.3	0.5	-2.7	0.0	0.0	12.3	0.0	0.0	-102.3
202	17594166.66	4797545.08	105.30	0	E	A	-43.1	1.1	0.0	0.0	0.0	50.3	0.5	-2.7	0.0	0.0	12.3	0.0	0.0	-102.3
203	17594110.74	4797502.07	106.14	0	D	A	59.9	3.7	0.0	0.0	0.0	53.0	0.7	-2.3	0.0	0.0	19.4	0.0	0.0	-7.2
203	17594110.74	4797502.07	106.14	0	N	A	-43.1	3.7	0.0	0.0	0.0	53.0	0.7	-2.3	0.0	0.0	19.4	0.0	0.0	-110.2
203	17594110.74	4797502.07	106.14	0	E	A	-43.1	3.7	0.0	0.0	0.0	53.0	0.7	-2.3	0.0	0.0	19.4	0.0	0.0	-110.2
204	17594176.31	4797533.39	105.30	0	D	A	59.9	-1.7	0.0	0.0	0.0	51.3	0.6	-2.7	0.0	0.0	11.6	0.0	0.0	-2.6
204	17594176.31	4797533.39	105.30	0	N	A	-43.1	-1.7	0.0	0.0	0.0	51.3	0.6	-2.7	0.0	0.0	11.6	0.0	0.0	-105.6
204	17594176.31	4797533.39	105.30	0	E	A	-43.1	-1.7	0.0	0.0	0.0	51.3	0.6	-2.7	0.0	0.0	11.6	0.0	0.0	-105.6
205	17594169.66	4797541.46	105.29	0	D	A	59.9	-4.2	0.0	0.0	0.0	50.6	0.5	-2.7	0.0	0.0	12.0	0.0	0.0	-4.7
205	17594169.66	4797541.46	105.29	0	N	A	-43.1	-4.2	0.0	0.0	0.0	50.6	0.5	-2.7	0.0	0.0	12.0	0.0	0.0	-107.7
205	17594169.66	4797541.46	105.29	0	E	A	-43.1	-4.2	0.0	0.0	0.0	50.6	0.5	-2.7	0.0	0.0	12.0	0.0	0.0	-107.7
206	17594104.77	4797508.80	106.16	0	D	A	59.9	-5.5	0.0	0.0	0.0	52.7	0.7	-2.1	0.0	0.0	19.8	0.0	0.0	-16.5
206	17594104.77	4797508.80	106.16	0	N	A	-43.1	-5.5	0.0	0.0	0.0	52.7	0.7	-2.1	0.0	0.0	19.8	0.0	0.0	-119.6
206	17594104.77	4797508.80	106.16	0	E	A	-43.1	-5.5	0.0	0.0	0.0	52.7	0.7	-2.1	0.0	0.0	19.8	0.0	0.0	-119.6
207	17594111.58	4797501.14	106.14	0	D	A	59.9	-8.0	0.0	0.0	0.0	53.0	0.7	-2.3	0.0	0.0	19.4	0.0	0.0	-18.8
207	17594111.58	4797501.14	106.14	0	N	A	-43.1	-8.0	0.0	0.0	0.0	53.0	0.7	-2.3	0.0	0.0	19.4	0.0	0.0	-121.8
207	17594111.58	4797501.14	106.14	0	E	A	-43.1	-8.0	0.0	0.0	0.0	53.0	0.7	-2.3	0.0	0.0	19.4	0.0	0.0	-121.8
208	17594109.94	4797502.99	106.14	0	D	A	59.9	-10.5	0.0	0.0	0.0	52.9	0.7	-2.3	0.0	0.0	19.5	0.0	0.0	-21.4
208	17594109.94	4797502.99	106.14	0	N	A	-43.1	-10.5	0.0	0.0	0.0	52.9	0.7	-2.3	0.0	0.0	19.5	0.0	0.0	-124.4
208	17594109.94	4797502.99	106.14	0	E	A	-43.1	-10.5	0.0	0.0	0.0	52.9	0.7	-2.3	0.0	0.0	19.5	0.0	0.0	-124.4

Point Source, ISO 9613, Name: "5T Rooftop Unit", ID: "KingComm_RTU02"																				
Nr.	X	Y	Z	Refl.	DEN	Freq.	Lw	l/a	Optime	K0	Di	Adiv	Aatm	Agr	Afol	Ahous	Abar	Cmet	RL	Lr
	(m)	(m)	(m)			(Hz)	dB(A)	dB	dB	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	dB(A)
147	17594091.73	4797487.17	112.34	0	D	A	81.5	0.0	0.0	0.0	0.0	54.0	0.6	-2.5	0.0	0.0	21.1	0.0	0.0	8.3
147	17594091.73	4797487.17	112.34	0	N	A	81.5	0.0	-3.0	0.0	0.0	54.0	0.6	-2.5	0.0	0.0	21.1	0.0	0.0	5.3
147	17594091.73	4797487.17	112.34	0	E	A	81.5	0.0	0.0	0.0	0.0	54.0	0.6	-2.5	0.0	0.0	21.1	0.0	0.0	8.3

Point Source, ISO 9613, Name: "5T Rooftop Unit", ID: "KingComm_RTU11"																				
Nr.	X	Y	Z	Refl.	DEN	Freq.	Lw	l/a	Optime	K0	Di	Adiv	Aatm	Agr	Afol	Ahous	Abar	Cmet	RL	Lr
	(m)	(m)	(m)			(Hz)	dB(A)	dB	dB	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	dB(A)
148	17594157.82	4797480.06	112.31	0	D	A	81.5	0.0	0.0	0.0	0.0	54.0	0.6	-2.8	0.0	0.0	16.3	0.0	0.0	13.3
148	17594157.82	4797480.06	112.31	0	N	A	81.5	0.0	-3.0	0.0	0.0	54.0	0.6	-2.8	0.0	0.0	16.3	0.0	0.0	10.3
148	17594157.82	4797480.06	112.31	0	E	A	81.5	0.0	0.0	0.0	0.0	54.0	0.6	-2.8	0.0	0.0	16.3	0.0	0.0	13.3

Point Source, ISO 9613, Name: "5T Rooftop Unit", ID: "KingComm_RTU10"																				
Nr.	X	Y	Z	Refl.	DEN	Freq.	Lw	l/a	Optime	K0	Di	Adiv	Aatm	Agr	Afol	Ahous	Abar	Cmet	RL	Lr
	(m)	(m)	(m)			(Hz)	dB(A)	dB	dB	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	dB(A)
149	17594153.84	4797476.21	112.31	0	D	A	81.5	0.0	0.0	0.0	0.0	54.2	0.6	-2.8	0.0	0.0	16.7	0.0	0.0	12.8
149	17594153.84	4797476.21	112.31	0	N	A	81.5	0.0	-3.0	0.0	0.0	54.2	0.6	-2.8	0.0	0.0	16.7	0.0	0.0	9.8
149	17594153.84	4797476.21	112.31	0	E	A	81.5	0.0	0.0	0.0	0.0	54.2	0.6	-2.8	0.0	0.0	16.7	0.0	0.0	12.8

Point Source, ISO 9613, Name: "5T Rooftop Unit", ID: "KingComm_RTU03"																				
Nr.	X	Y	Z	Refl.	DEN	Freq.	Lw	l/a	Optime	K0	Di	Adiv	Aatm	Agr	Afol	Ahous	Abar	Cmet	RL	Lr
	(m)	(m)	(m)			(Hz)	dB(A)	dB	dB	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	dB(A)
150	17594101.11	4797478.49	112.34	0	D	A	81.5	0.0	0.0	0.0	0.0	54.3	0.6	-2.6	0.0	0.0	20.7	0.0	0.0	8.5
150	17594101.11	4797478.49	112.34	0	N	A	81.5	0.0	-3.0	0.0	0.0	54.3	0.6	-2.6	0.0	0.0	20.7	0.0	0.0	5.5
150	17594101.11	4797478.49	112.34	0	E	A	81.5	0.0	0.0	0.0	0.0	54.3	0.6	-2.6	0.0	0.0	20.7	0.0	0.0	8.5

Point Source, ISO 9613, Name: "5T Rooftop Unit", ID: "KingComm_RTU04"																				
Nr.	X	Y	Z	Refl.	DEN	Freq.	Lw	l/a	Optime	K0	Di	Adiv	Aatm	Agr	Afol	Ahous	Abar	Cmet	RL	Lr
	(m)	(m)	(m)			(Hz)	dB(A)	dB	dB	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	dB(A)
151	17594103.11	4797476.59	112.34	0	D	A	81.5	0.0	0.0	0.0	0.0	54.4	0.6	-2.7	0.0	0.0	20.6	0.0	0.0	8.5

Point Source, ISO 9613, Name: "5T Rooftop Unit", ID: "KingComm_RTU04"																				
Nr.	X	Y	Z	Refl.	DEN	Freq.	Lw	l/a	Optime	K0	Di	Adiv	Aatm	Agr	Afol	Ahous	Abar	Cmet	RL	Lr
	(m)	(m)	(m)			(Hz)	dB(A)	dB	dB	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	dB(A)
151	17594103.11	4797476.59	112.34	0	N	A	81.5	0.0	-3.0	0.0	0.0	54.4	0.6	-2.7	0.0	0.0	20.6	0.0	0.0	5.5
151	17594103.11	4797476.59	112.34	0	E	A	81.5	0.0	0.0	0.0	0.0	54.4	0.6	-2.7	0.0	0.0	20.6	0.0	0.0	8.5

Point Source, ISO 9613, Name: "5T Rooftop Unit", ID: "KingComm_RTU09"																				
Nr.	X	Y	Z	Refl.	DEN	Freq.	Lw	l/a	Optime	K0	Di	Adiv	Aatm	Agr	Afol	Ahous	Abar	Cmet	RL	Lr
	(m)	(m)	(m)			(Hz)	dB(A)	dB	dB	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	dB(A)
152	17594147.50	4797471.67	112.31	0	D	A	81.5	0.0	0.0	0.0	0.0	54.4	0.6	-2.8	0.0	0.0	18.4	0.0	0.0	10.8
152	17594147.50	4797471.67	112.31	0	N	A	81.5	0.0	-3.0	0.0	0.0	54.4	0.6	-2.8	0.0	0.0	18.4	0.0	0.0	7.8
152	17594147.50	4797471.67	112.31	0	E	A	81.5	0.0	0.0	0.0	0.0	54.4	0.6	-2.8	0.0	0.0	18.4	0.0	0.0	10.8

Point Source, ISO 9613, Name: "5T Rooftop Unit", ID: "KingComm_RTU05"																				
Nr.	X	Y	Z	Refl.	DEN	Freq.	Lw	l/a	Optime	K0	Di	Adiv	Aatm	Agr	Afol	Ahous	Abar	Cmet	RL	Lr
	(m)	(m)	(m)			(Hz)	dB(A)	dB	dB	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	dB(A)
153	17594112.12	4797467.67	112.34	0	D	A	81.5	0.0	0.0	0.0	0.0	54.7	0.7	-2.7	0.0	0.0	20.2	0.0	0.0	8.7
153	17594112.12	4797467.67	112.34	0	N	A	81.5	0.0	-3.0	0.0	0.0	54.7	0.7	-2.7	0.0	0.0	20.2	0.0	0.0	5.7
153	17594112.12	4797467.67	112.34	0	E	A	81.5	0.0	0.0	0.0	0.0	54.7	0.7	-2.7	0.0	0.0	20.2	0.0	0.0	8.7

Point Source, ISO 9613, Name: "5T Rooftop Unit", ID: "KingComm_RTU06"																				
Nr.	X	Y	Z	Refl.	DEN	Freq.	Lw	l/a	Optime	K0	Di	Adiv	Aatm	Agr	Afol	Ahous	Abar	Cmet	RL	Lr
	(m)	(m)	(m)			(Hz)	dB(A)	dB	dB	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	dB(A)
154	17594114.39	4797465.25	112.34	0	D	A	81.5	0.0	0.0	0.0	0.0	54.8	0.7	-2.8	0.0	0.0	20.0	0.0	0.0	8.7
154	17594114.39	4797465.25	112.34	0	N	A	81.5	0.0	-3.0	0.0	0.0	54.8	0.7	-2.8	0.0	0.0	20.0	0.0	0.0	5.7
154	17594114.39	4797465.25	112.34	0	E	A	81.5	0.0	0.0	0.0	0.0	54.8	0.7	-2.8	0.0	0.0	20.0	0.0	0.0	8.7

Point Source, ISO 9613, Name: "5T Rooftop Unit", ID: "KingComm_RTU07"																				
Nr.	X	Y	Z	Refl.	DEN	Freq.	Lw	l/a	Optime	K0	Di	Adiv	Aatm	Agr	Afol	Ahous	Abar	Cmet	RL	Lr
	(m)	(m)	(m)			(Hz)	dB(A)	dB	dB	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	dB(A)
155	17594123.60	4797456.35	112.34	0	D	A	81.5	0.0	0.0	0.0	0.0	55.2	0.7	-2.8	0.0	0.0	19.6	0.0	0.0	8.8
155	17594123.60	4797456.35	112.34	0	N	A	81.5	0.0	-3.0	0.0	0.0	55.2	0.7	-2.8	0.0	0.0	19.6	0.0	0.0	5.8
155	17594123.60	4797456.35	112.34	0	E	A	81.5	0.0	0.0	0.0	0.0	55.2	0.7	-2.8	0.0	0.0	19.6	0.0	0.0	8.8

Point Source, ISO 9613, Name: "5T Rooftop Unit", ID: "KingComm_RTU08"																				
Nr.	X	Y	Z	Refl.	DEN	Freq.	Lw	l/a	Optime	K0	Di	Adiv	Aatm	Agr	Afol	Ahous	Abar	Cmet	RL	Lr
	(m)	(m)	(m)			(Hz)	dB(A)	dB	dB	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	dB(A)
156	17594127.66	4797452.67	112.34	0	D	A	81.5	0.0	0.0	0.0	0.0	55.4	0.7	-2.8	0.0	0.0	19.4	0.0	0.0	8.8
156	17594127.66	4797452.67	112.34	0	N	A	81.5	0.0	-3.0	0.0	0.0	55.4	0.7	-2.8	0.0	0.0	19.4	0.0	0.0	5.8
156	17594127.66	4797452.67	112.34	0	E	A	81.5	0.0	0.0	0.0	0.0	55.4	0.7	-2.8	0.0	0.0	19.4	0.0	0.0	8.8