

APPENDIX

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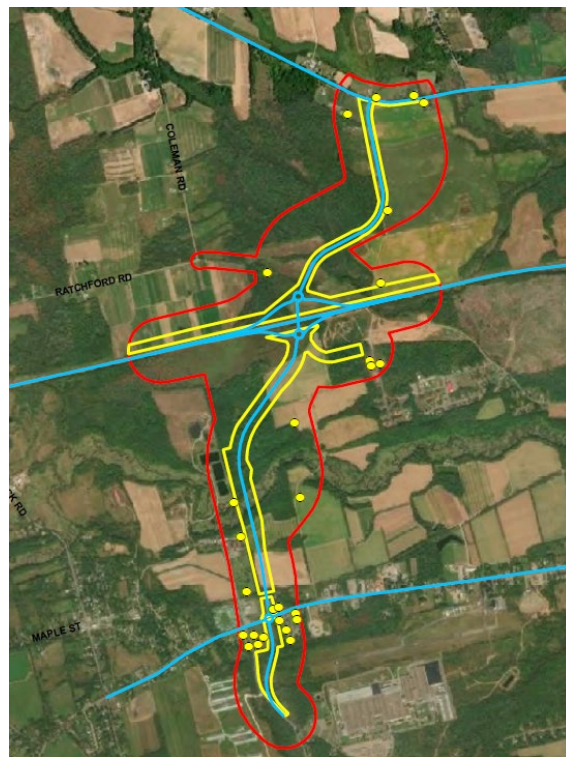
OPERATION AND
CONSTRUCTION
NOISE STUDY

NOVA SCOTIA DEPARTMENT OF PUBLIC WORKS

HIGHWAY 101 CAMBRIDGE INTERCHANGE ENVIRONMENTAL ASSESSMENT

OPERATION AND CONSTRUCTION NOISE STUDY

MARCH 13, 2023





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CAMBRIDGE
INTERCHANGE
ENVIRONMENTAL
ASSESSMENT
OPERATION AND
CONSTRUCTION NOISE
STUDY

NOVA SCOTIA DEPARTMENT OF PUBLIC
WORKS

PROJECT NO.: 211-004152-00
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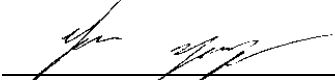
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- A** STUDY AREA
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- C** FUTURE TRAFFIC INFORMATION
- D** CADNA/A OUTPUT

1 PROJECT BACKGROUND

In 1998, the Coldbrook Traffic Study identified the proposed interchange on Highway 101 at Cambridge (the Project) as a long-term project to reduce traffic volumes on Trunk 1 in Coldbrook, Nova Scotia. In 2009, passing lanes were built immediately west of the Annapolis Valley First Nation (AVFN) reserve along Highway 101 to enhance safety. The Nova Scotia Department of Public Works (NSDPW) plans to undertake the Project to provide direct access from Highway 101 to Trunk 1, thus redirecting a significant volume of truck traffic and improving safety. The Project will also provide the AVFN reserve with secondary access into their community, which was originally cut-off by the construction of Highway 101 in the 1970s.

The Project involves the construction, maintenance, and post-construction monitoring of a new interchange along Highway 101, with two new connector roads; one south to Trunk 1 and one north to Brooklyn Street as shown in **Figure 1**. The new interchange is located between Coldbrook (Exit 14) and Berwick (Exit 15), near the AVFN reserve. The south connector road travels 2 km to Trunk 1 near Waterville Mountain Road, and the north connector travels 1.5 km to Brooklyn Street. The connector roads are designed as two-lane roads, with additional turning lanes at high volume accesses as necessary. Roundabouts are being implemented at both ramp terminals, and at the intersection with Trunk 1.

The Project is an active planning priority for NSDPW to preserve the corridor and advance the planning and design work in anticipation of future funding opportunities.

1.1 STUDY SCOPE

The future operation of the proposed interchange improvement on Highway 101 at Cambridge and the associated connector roads have the potential to influence the acoustic environment within the Study Area. Similarly, the Project's construction has the potential to influence the acoustic environment during construction. Therefore, WSP have considered the effects of future road traffic noise and the proposed construction noise in this assessment.

The objectives of this study are as follows:

- Quantify the baseline acoustic conditions within the Study Area (Refer **Figure 1** for Study Area)
- Establish the environmental assessment criteria at noise sensitive areas (NSA) within the Study Area;
- Assess the Project sound levels for road traffic (operational noise) and construction at NSAs against applicable environmental assessment criteria;
- Establish feasible noise control requirements to demonstrate compliance, if required; and
- Establish a construction Noise Management Plan as good acoustical engineering practices to reduce the potential for complaints and/or annoyance.

1.2 STUDY AREA

The Study Area (refer to **Figure 1**) is selected as the extent of the area spanning from Brooklyn Street to the North, across Highway 101 and terminating near Randolph Road to the South. The Study Area encompasses some sections of the village of Waterville. The Study Area is bounded by:

- Brooklyn Street and farmland to the North; and,
- Annapolis Valley First Nations land and Webster Farms, with Cambridge Road beyond to the East; and,
- Michelin Tire Waterville Plant and Randolph Road to the South; and,
- King's County farmland with Black Rock Road beyond.

As part of the EA process, several options were evaluated, and the alignment shown in **Figure 1** is considered as the preferred option by the project team and identified as Option 1 in this report. The proposed connector road shown in

Figure 1 is the Option 1 of the alternatives (Preferred Alignment/Option 1 Alignment). **Appendix A** shows the noise sensitive areas (e.g., AVFN (DEV), AVFN (RES), etc.) and Study Area; these details are based on the Environmental Study Boundary drawing provided by the NSDPW Highway Engineering Services, dated April 2021. Since the April 2021, the Option 1 Alignment has been revised at the north end of the Study Area as shown in **Figure 1**. This assessment considers the revised Preferred Alignment for its future noise impact in the NSAs. The baseline conditions, methodology, findings, recommendations, and conclusions of this noise assessment are presented in the subsequent sections of this report.

2 ASSESSMENT GUIDELINES AND METHODS

2.1 EQUIVALENT SOUND LEVEL

The environmental noise from transportation sources is typically assessed based on daytime, evening, or nighttime equivalent continuous sound level (L_{eq}). The L_{eq} is the steady A-weighted sound level having the same total sound energy over a specified period of time as the time varying sound over the same period. Sound levels in the A-weighted decibel scale (dBA) approximate the average human perception of sound and are therefore considered in the guidelines. It should be noted that although environmental noise in this report is represented by A-weighted decibels (dBA), a difference between two A-weighted sound levels is reported in decibels (dB). In other words, a change (i.e., increase or decrease) in sound level is always reported in decibels (dB).

2.2 NOVA SCOTIA ENVIRONMENT AND LABOUR GUIDELINES

WSP's review indicated that there is no specific guideline in Nova Scotia addressing noise from transportation infrastructure improvement projects. However, the Nova Scotia Environment and Labour provides generic guideline limits for environmental noise assessment (Guidelines for Environmental Noise Measurement and Assessment dated April 1990 - NSEL guideline). The NESL guideline highlight the need to address environmental noise as noise at high levels can cause annoyance, sleep disturbance, impair speech communication, and interfere with working efficiency. The generic limits provided in NSEL guideline are not directly applicable to transportation infrastructure improvement projects; however, it can be used as an indication for the expected outdoor acoustic environment. The NSEL guideline has established the following generic limits:

$L_{eq \text{ Day}} \leq 65$ dBA, where daytime is defined as 12-hour duration between 07:00 to 19:00 hours

$L_{eq \text{ Evening}} \leq 60$ dBA, where evening time is defined as 4-hour duration between 19:00 to 23:00 hours

$L_{eq \text{ Night}} \leq 55$ dBA, where nighttime is defined as 8-hour duration between 23:00 to 07:00 hours

In this assessment, the Equivalent Sound Level, L_{eq} (a value expressed in dBA), is the energy average sound pressure encountered by a receptor from vehicle pass-by, over a specified period of time. In this case, the $L_{eq \text{ Day}}$ would be an energy average daytime sound pressure level due to traffic or construction encountered by a receptor over a 12-hour duration from 07:00 to 19:00 hours. Similarly, $L_{eq \text{ Evening}}$ would be an energy average evening time sound pressure level due to traffic or construction over a 4-hour duration from 19:00 to 23:00 hours, and $L_{eq \text{ Night}}$ would be an energy average sound pressure level due to traffic or construction over an 8-hour duration from 23:00 to 07:00 hours.

2.3 QUALITATIVE CRITERION

For the purposes of this assessment, the qualitative criterion philosophy is also considered; this philosophy is based on the difference in sound level over the applicable assessment criteria. A perceptibility-based criteria is considered in conjunction with the NSEL generic limits as provided in **Section 2.2**.

Table 2-1 summarizes the subjective human perception for differences in sound levels, where a “clearly noticeable” perception or “significant” impact would typically be taken as 5 dB or greater.

Table 2-1: Subjective Human Perception of Differences in Sound Levels

DIFFERENCE IN SOUND LEVEL (dB)	PERCEPTION OF DIFFERENCE	EFFECTS RATING
1 to 3	Imperceptible	Insignificant
3 to 4	Just perceptible	Noticeable
5 to 9	Clearly noticeable	Significant
>10	Twice as loud	Very significant

Notes: Adapted from Bies & Hansen Engineering Noise Control 2003 and MECP Noise Guidelines for Landfill Sites 1998.

2.4 ASSESSMENT METHODS

The assessment methods include the following three components/steps:

- ▶ **Step #1** – Estimate the future overall sound level at the noise sensitive receptors. If the assessment predicts that the daytime, evening, and nighttime sound levels are less than or equal to the applicable criteria or predicts an “insignificant” difference in sound level over the applicable criteria, then no noise mitigation need to be considered. The applicable criteria are considered as the higher of baseline sound level or the acceptable level by NSEL guideline. In other words, if the baseline (i.e., existing sound level) is higher than the NSEL guideline levels, then the acceptable limit will be the baseline sound level.
- ▶ **Step #2** – If the assessment predicts that a “noticeable” difference in sound level or greater than 3 dB over the applicable criteria, then mitigation should be investigated.
- ▶ **Step #3** – As part of mitigation investigation, it is typical to determine the feasibility of noise control. A barrier is considered feasible, if it is considered technically feasible (provide sufficient attenuation), economically feasible (at a reasonable cost) and administratively feasible (there is lands available to install and maintain barrier).

These are discussed further below.

2.5 NOISE CONTROL AND FEASIBILITY

Best practices used to determine the feasibility of noise control requirements are presented in **Table 2-2**.

Table 2-2: Technical, Economic and Administrative Feasibility

Technical Feasibility	Review the constructability of the noise mitigation (i.e., design of wall, roadside safety, shadow effect, topography, ability to provide a continuous barrier, etc.) and provide sufficient attenuation of at least 5 dB.
Economic Feasibility	Carry out a cost/benefit assessment of the noise mitigation (i.e., determine cost per benefited receiver) is reasonable.
Administrative Feasibility	Determine the ability to locate the noise mitigation on lands within public ownership (i.e., provincial, or municipal right-of-way) and maintain it from lands within public ownership.

3 RECEPTORS

The NSEL guidelines require quantifying in areas where people normally live, work or take part in recreation; these areas are considered as areas sensitive to noise or noise sensitive areas (NSAs). From those NSAs, representative locations were considered as receptors, which includes an outdoor living area (recreational areas). An OLA is generally considered as backyard of a residential building or a terrace, or other areas where passive recreation is expected to occur and is considered as most impacted from environmental noise due to less shielding between those locations and the roads. Therefore, in this assessment, Noise Sensitive Areas (NSAs) include specific land uses, provided they have an “Outdoor Living Area” (OLA) associated with them. An OLA is the part of an outdoor area easily accessible from the building and intended for the quiet enjoyment of the outdoor environment.

In general, the following OLAs are considered NSAs: private dwellings; and individual family units having an OLA; educational facilities and daycare centres with OLAs for students; hospitals and nursing homes with OLAs for patients; campgrounds for providing overnight accommodation and hotels and motels with outdoor common OLAs (such as swimming pools) for visitors. Among these, the majority of the NSAs are dwelling units, an assessment was completed at a representative point within the OLA and identified as receptors (i.e., points of reception and points of interest).

A review of the Study Area indicates that the adjacent lands include institutional, residential land uses, and First Nation reserves. **Table 3–1** lists the representative receptors which are shown on **Figure 2A-2C**.

Any property that has been acquired by the Government of Nova Scotia as part of the Project is not considered an NSA. Location POR_16 (refer to **Figure 2C**) is located within the Project right-of-way, and it is understood that it will be acquired and demolished. Therefore, POR_16 is not considered further as a receptor and the building has been confirmed to be demolished. The remainder of the report will continue with the receptor numbering convention but will exclude POR_16 in the tables and figures.

Table 3–1: Noise Sensitive Receptors

RECEPTOR ID	RECEPTOR DESCRIPTION	HEIGHT ¹ (M)	COORDINATES ² (M)	
			EASTING	NORTHING
POR_01	Existing 1 Storey Building	1.5	369501	4993388
POR_02	Existing 2 Storey building	4.5	369682	4993491
POR_03	Existing 2 Storey building	4.5	369918	4993504
POR_04	Existing 2 Storey building	4.5	369981	4993457
POR_05	Existing 1 Storey Building	1.5	369640	4991834
POR_06	Existing 1 Storey Building	1.5	369648	4991800
POR_07	Existing 1 Storey Building	1.5	369705	4991812
POR_08	Existing 1 Storey building	1.5	368784	4990939
POR_09	Existing 2 Storey building – King’s Regional Rehabilitation Centre	4.5	368827	4990727
POR_10	Existing 1 Storey building	1.5	368865	4990378
POR_11	Existing 2 storey building	4.5	368843	4990107
POR_12	Existing 2 Storey Building	4.5	368911	4990108
POR_13	Existing 2 Storey building	4.5	368972	4990095
POR_14	Existing 2 Storey building	4.5	368936	4990050
POR_15	Existing 2 Storey building	4.5	368876	4990034
POR_16 ³	Existing 1 Storey building (within the right-of-way) ³	1.5	369031	4990267
POR_17	Existing 1 Storey building	1.5	369070	4990198
POR_18	Existing 2 Storey building	4.5	369066	4990281

RECEPTOR ID	RECEPTOR DESCRIPTION	HEIGHT ¹ (M)	COORDINATES ² (M)	
			EASTING	NORTHING
POR_19	Existing 1 Storey building	1.5	369172	4990242
POR_20	Existing 2 Storey building	4.5	369182	4990205
POR_21	Existing 1 Storey building	1.5	369115	4990136
POR_22	Existing 2 Storey building	4.5	369140	4990075
AVFN_01	Annapolis Valley First Nation Point of Interest	1.5	369754	4992783
AVFN_02	Annapolis Valley First Nation Point of Interest	1.5	368994	4992390
AVFN_03	Annapolis Valley First Nation Point of Interest	1.5	369709	4992321
AVFN_04	Annapolis Valley First Nation Point of Interest	1.5	369167	4991443
AVFN_05	Annapolis Valley First Nation Point of Interest	1.5	369201	4990974

Notes :

(1) Relative to grade.

(2) NAD 1983, UTM Zone 20T.

(3) Property acquired and located within the Project right-of-way. Therefore, not a receptor and building will also be demolished.

4 BASELINE NOISE

4.1 AMBIENT MEASUREMENTS

The NSEL guidelines defines daytime as 07:00 to 19:00, evening as 19:00 to 23:00, and nighttime as 23:00 to 07:00. WSP conducted continuous ambient noise monitoring from July 28th to August 13th, 2021, using Type 1 precision measurement system suitable for outdoor measurements at three measurement locations. The acoustic environment was dominated by sound from the road traffic near the measurement locations.

The location of the three monitoring stations labelled as M1, M2 and M3 are shown on **Figure 3**. Location M1 is located on the north side of Evangeline Trail, and just east of the Waterville Fire Hall Bay Station. Location M2 is located just south of Highway 101, and approximately 100 meters west of the Annapolis Valley First Nations Reserve boundary. Location M3 is located just south of Brooklyn Street, approximately 0.5 km west of Bligh Road.

4.1.1 INSTRUMENTATION

Noise measurements were performed using a Larson Davis LxT Type 1 precision integrating sound level meter (SLM). The calibration of the SLM was verified using an acoustic calibrator before and after the measurements. The calibration certificates are included in **Appendix B**.

The weather data was obtained from the Environment Canada’s Historical Weather Database collected at the “Kentville CDA CS” weather station and is included in **Appendix B**.

4.1.2 MEASUREMENT RESULTS

Figure 4A-B shows the measured sound level against time at Location M1 from August 4 to August 13 and Location M2 and M3 from July 28 to August 4, 2021, and as well as the calculated $L_{eq\ Day}$, $L_{eq\ Evening}$ and $L_{eq\ Night}$ for each period. As required acoustical engineering guidelines, hours with excessive precipitation were removed from the analysis. **Table 4–1** summarizes the existing sound levels at the measurement location.

Table 4–1: Measured Sound Levels at Location M1 to M3

LOCATION	DATE	TIME OF DAY ⁽¹⁾		MEASURED SOUND LEVELS
				L_{eq} , dBA
M1	August 4 to August 13, 2021	Day	07:00 to 19:00	55
		Evening	19:00 to 23:00	54
		Night	23:00 to 7:00	48
M2	July 28 to August 4, 2021	Day	07:00 to 19:00	71
		Evening	19:00 to 23:00	68
		Night	23:00 to 7:00	64
M3	July 28 to August 4, 2021	Day	07:00 to 19:00	63
		Evening	19:00 to 23:00	60
		Night	23:00 to 7:00	54

Notes:

(1) As per NSEL Guidelines, daytime (07:00 to 19:00 hours); evening (19:00-23:00) nighttime (23:00 to 0700 hours).

4.2 BASELINE CONDITIONS AT THE RECEPTORS

The measured $L_{eq\ Day}$, $L_{eq\ Evening}$ and $L_{eq\ Night}$ obtained from the ambient measurements provide acoustical environment in the vicinity of measurement points and a snapshot of the existing acoustical environment of the Study Area. To fully capture the baseline conditions at each representative receptor and at points of interest, an acoustic model of the area has been created.

4.2.1 BASELINE MODELLING

Since the acoustic environment was dominated by road traffic noise, an acoustic prediction model was created using the commercially available software package CadnaA, a computer implementation of the algorithms ISO Standard 9613-2 “Acoustics – Attenuation of Sound During Propagation Outdoors”, and Traffic Noise Model (TNM) by the Federal Highway Administration.

These algorithms consider the source sound levels, distance attenuation, source-receptor geometry, screening provided by intervening structures, ground and air (atmospheric) attenuation, and temperature and humidity effects on noise propagation. The following parameters were taken into consideration in the model:

- Road alignments and gradients.
- Traffic volumes;
- Commercial vehicle percentages - percentage of medium trucks and heavy trucks;
- Traffic speed - the posted speed limits;
- Shielding - provided by intervening buildings, barriers and/or topographical features; and
- Special details - barrier and receptor locations, elevations, and heights.

The FHWA TNM noise algorithm is based on parametric equations requiring variables such as vehicle volumes, speed, and percentages of heavy trucks and medium trucks or buses. The road traffic volumes and posted vehicle speeds were obtained from the NSDPW. Traffic counts used in the assessment are provided in **Appendix B**. For traffic counts obtained prior to 2021, a nominal traffic growth rate of 1.5% per year was used to calculate the 2021 traffic volumes. Typical heavy truck and medium truck percentages for highways were assumed.

Topographic information of the Study Area was obtained and reviewed. WSP’s review indicated that the elevation changes are minimal within the Study Area and the area is relatively flat.

4.2.2 MODELLING AND RESULTS

Since sound attenuates as it travels from source, establishing baseline sound level included a two-step process:

1. Complete measurements at selected locations; and
2. Establish baseline using a calibrated model.

Therefore, it is important to establish an accurate acoustic prediction model. The sound level monitoring results along with corresponding traffic volume are used to establish a calibrated acoustic prediction model. The acoustic prediction model is considered calibrated when it predicts the measured results within measurement and prediction tolerances. These tolerances are established using road conditions from the measurement year as inputs (i.e. traffic volume and road profiles as inputs for acoustic model). Standards (e.g. ISO 9613, “Acoustics — Attenuation of sound during propagation outdoors”) allow a measurement and/or prediction tolerance up to 3 dB. However, for this assessment a tolerance of less than 2 dB is used.

Table 4–2 summarizes the sound level comparison between the measured and predicted values.

Table 4–2: Sound Level Comparison at Location M1, M2 and M3 (Measured vs. Predicted)

RECEPTOR ID	MEASURED SOUND LEVELS, DBA			PREDICTED SOUND LEVELS, DBA		
	Leq Day	Leq Evening	Leq Night	Leq Day	Leq Evening	Leq Night
M1	55	54	48	55.5	52.0	48.5
M2	71	68	64	71.6	69.3	65.2
M3	63	60	54	61.7	60.0	55.5

As can be seen on **Table 4–2**, the difference in sound levels between measured and predicted values is within the acceptable tolerance and thus, the acoustic model is considered suitable for further investigation.

Table 4–3 summarizes the predicted existing conditions at the representative receptors and points of interest.

Table 4–3: Predicted Baseline Sound Levels at the Representative PORs and Points of Interests

RECEPTOR		PREDICTED BASELINE SOUND LEVELS, DBA		
ID ⁽¹⁾	DESCRIPTION	Leq Day	Leq Evening	Leq Night
POR_01	Existing 1 Storey Building	45	43	39
POR_02	Existing 2 Storey building	60	58	54
POR_03	Existing 2 Storey building	58	56	52
POR_04	Existing 2 Storey building	57	55	51
POR_05	Existing 1 Storey Building	42	39	35
POR_06	Existing 1 Storey Building	41	39	35
POR_07	Existing 1 Storey Building	41	39	34
POR_08	Existing 1 Storey building	38	35	31
POR_09	Existing 2 Storey building – King’s Regional Rehabilitation Centre	39	36	32
POR_10	Existing 1 Storey building	46	43	39
POR_11	Existing 2 storey building	60	56	53
POR_12	Existing 2 Storey Building	56	53	49
POR_13	Existing 2 Storey building	53	50	46
POR_14	Existing 2 Storey building	51	48	44
POR_15	Existing 2 Storey building	52	48	45
POR_17	Existing 1 Storey building	59	55	52
POR_18	Existing 2 Storey building	59	55	52
POR_19	Existing 1 Storey building	59	56	52
POR_20	Existing 2 Storey building	56	52	48
POR_21	Existing 1 Storey building	51	48	44
POR_22	Existing 2 Storey building	49	45	42
AVFN_01	Annapolis Valley First Nation Point of Interest	39	37	32
AVFN_02	Annapolis Valley First Nation Point of Interest	42	39	35
AVFN_03	Annapolis Valley First Nation Point of Interest	50	48	44
AVFN_04	Annapolis Valley First Nation Point of Interest	38	36	32
AVFN_05	Annapolis Valley First Nation Point of Interest	38	35	32

5 ASSESSMENT CRITERIA

Noise assessment guidelines, generic limits, a qualitative criterion and assessment methods were discussed in **Section 2** of this report. As discussed, the generic limits from NSEL are based on the daytime (07:00 to 19:00), evening (19:00 to 23:00) and nighttime (23:00 to 7:00) periods. However, there is a possibility that the existing conditions during this time window could be higher than the generic limits. In such cases (i.e., the baseline is higher than the generic limits), baseline sound level is typically used as the criteria.

The baseline sound levels have been established through measurements and predictions, and the results are presented in **Section 4.2.2**. For this noise effects assessment, the higher of the baseline sound levels or the NSEL generic limits presented in **Section 2.2** is used as assessment criteria. Accordingly, the applicable criteria are summarized in **Table 5-1**.

Table 5-1: Assessment Criteria at Representative Receptors

RECEPTOR ID	RECEPTOR DESCRIPTION	ASSESSMENT CRITERIA ¹ , dBA		
		Leq Day	Leq Evening	Leq Night
POR_01	Existing 1 Storey Building	65	60	55
POR_02	Existing 2 Storey building	65	60	55
POR_03	Existing 2 Storey building	65	60	55
POR_04	Existing 2 Storey building	65	60	55
POR_05	Existing 1 Storey Building	65	60	55
POR_06	Existing 1 Storey Building	65	60	55
POR_07	Existing 1 Storey Building	65	60	55
POR_08	Existing 1 Storey building	65	60	55
POR_09	Existing 2 Storey building – King’s Regional Rehabilitation Centre	65	60	55
POR_10	Existing 1 Storey building	65	60	55
POR_11	Existing 2 storey building	65	60	55
POR_12	Existing 2 Storey Building	65	60	55
POR_13	Existing 2 Storey building	65	60	55
POR_14	Existing 2 Storey building	65	60	55
POR_15	Existing 2 Storey building	65	60	55
POR_17	Existing 1 Storey building	65	60	55
POR_18	Existing 2 Storey building	65	60	55
POR_19	Existing 1 Storey building	65	60	55
POR_20	Existing 2 Storey building	65	60	55
POR_21	Existing 1 Storey building	65	60	55
POR_22	Existing 2 Storey building	65	60	55
AVFN_01	Annapolis Valley First Nation Point of Interest	65	60	55
AVFN_02	Annapolis Valley First Nation Point of Interest	65	60	55
AVFN_03	Annapolis Valley First Nation Point of Interest	65	60	55
AVFN_04	Annapolis Valley First Nation Point of Interest	65	60	55
AVFN_05	Annapolis Valley First Nation Point of Interest	65	60	55

Notes :

(1) Higher of the predicted baseline sound levels or the NSEL criteria presented in **Section 2.2**.

6 OPERATIONAL/ROAD TRAFFIC NOISE

6.1 FUTURE TRAFFIC NOISE MODELLING

The future road traffic sound levels were also predicted using the commercially available software package Cadna/A using the Traffic Noise Model (TNM) algorithm by the Federal Highway Administration.

6.2 ROAD TRAFFIC DATA

The future (2033) road traffic volumes and posted vehicle speeds were obtained from the Highway 101 Cambridge Interchange Traffic Study final report, dated March 29, 2019, for the NSDPW. Excerpts from the report for the future road traffic data are provided in **Appendix C**.

6.3 NOISE IMPACT ASSESSMENT

The predicted sound levels without any noise control measures at the representative receptors are provided in **Table 6-1** and are compared with the assessment criteria.

Table 6-1: Predicted Sound Level at Representative Receptors – Road Traffic Noise, Unmitigated

RECEPTOR ID	ASSESSMENT CRITERIA ¹ (dBA)			PREDICTED SOUND LEVEL (dBA)			BELOW THE CRITERIA? (YES / NO ²)		
	L _{eq} Day	L _{eq} Evening	L _{eq} Night	L _{eq} Day	L _{eq} Evening	L _{eq} Night	L _{eq} Day	L _{eq} Evening	L _{eq} Night
POR_01	65	60	55	47	45	40	Yes	Yes	Yes
POR_02	65	60	55	61	59	54	Yes	Yes	Yes
POR_03	65	60	55	59	57	52	Yes	Yes	Yes
POR_04	65	60	55	58	56	51	Yes	Yes	Yes
POR_05	65	60	55	46	43	39	Yes	Yes	Yes
POR_06	65	60	55	45	43	39	Yes	Yes	Yes
POR_07	65	60	55	45	43	38	Yes	Yes	Yes
POR_08	65	60	55	50	47	43	Yes	Yes	Yes
POR_09	65	60	55	51	48	44	Yes	Yes	Yes
POR_10	65	60	55	51	49	44	Yes	Yes	Yes
POR_11	65	60	55	61	59	53	Yes	Yes	Yes
POR_12	65	60	55	58	56	51	Yes	Yes	Yes
POR_13	65	60	55	58	56	50	Yes	Yes	Yes
POR_14	65	60	55	55	53	47	Yes	Yes	Yes
POR_15	65	60	55	54	52	47	Yes	Yes	Yes
POR_17	65	60	55	63	61	55	Yes	No	Yes
POR_18	65	60	55	62	60	55	Yes	Yes	Yes
POR_19	65	60	55	61	60	54	Yes	Yes	Yes
POR_20	65	60	55	58	56	51	Yes	Yes	Yes
POR_21	65	60	55	55	53	48	Yes	Yes	Yes

RECEPTOR ID	ASSESSMENT CRITERIA ¹ (dBA)			PREDICTED SOUND LEVEL (dBA)			BELOW THE CRITERIA? (YES / NO ²)		
	L _{eq} Day	L _{eq} Evening	L _{eq} Night	L _{eq} Day	L _{eq} Evening	L _{eq} Night	L _{eq} Day	L _{eq} Evening	L _{eq} Night
POR_22	65	60	55	53	51	45	Yes	Yes	Yes
AVFN_01	65	60	55	50	47	43	Yes	Yes	Yes
AVFN_02	65	60	55	47	44	40	Yes	Yes	Yes
AVFN_03	65	60	55	54	51	47	Yes	Yes	Yes
AVFN_04	65	60	55	45	42	38	Yes	Yes	Yes
AVFN_05	65	60	55	43	41	36	Yes	Yes	Yes

Notes :

(2) Assessment criteria presented in **Section 4**.

The results shown in **Table 6-1** indicate that the future road traffic (operational) noise meet the criteria at majority of the receptors, except at POR_17 located at the southeast corner of Trunk 1 roundabout during the evening period (19:00 to 23:00) by 1 dB. This excess is considered an “imperceptible” and therefore, noise control is not considered further.

7 CONSTRUCTION NOISE

7.1 ANALYSIS METHOD

Construction activities are temporary in nature but are necessary operation. However, construction may affect the acoustic environment within the Study Area. The following methodology was used for noise assessment for future operation:

- Determine the typical construction sound levels at the receptors and compare against the assessment criteria;
- Determine the difference in construction sound level over the assessment criteria using the qualitative criterion; and
- Establish a construction Noise Management Plan as a good engineering practice to reduce the potential for annoyance.

7.2 MODELLING

Construction activities were modelled using Cadna/A, a computer implementation of the ISO Standard 9613-2 algorithm. Sample Cadna/A calculations are provided in **Appendix D**.

7.3 ACTIVITIES AND EQUIPMENT

A detailed equipment usage is not yet available. The equipment was conservatively assumed to be operating concurrently and continually. The following predictable worst-case construction activities were assumed and assessed.

Roadway Milling

- Top layer of the existing pavement is milled off using milling machine and two dump trucks follow behind the milling machine to collect the removed pavement.

Roadway Sweeping

- Milled surface is cleaned using sweeper in preparation for pavement.

Roadway Pavement and Rolling

- Asphalt is delivered, paved, and compacted using dump trucks, pavers, and rollers, respectively.

The equipment listed above was assumed to be operating simultaneously to assess the worst-case operating scenario. **Table 7-1** summarizes the reference sound data of the construction equipment used in the assessment. Octave band data are included in **Appendix D**. The construction sources are shown in **Figure 5**.

Table 7-1: Reference Sound Power Level for Construction Equipment

CONSTRUCTION EQUIPMENT	OVERALL SOUND POWER LEVEL ¹ (dBA)
Milling Machine	121
Dump Truck	116
Sweeper	111
Paver	116
Roller	116

Notes :

(1) Sound data from the Federal Highway Administration website.

7.4 NOISE IMPACT ASSESSMENT

The predicted sound levels for the three construction activities considered above are provided in **Table 7–2** and are compared with the assessment criteria.

Table 7–2: Predicted Sound Level at Representative Receptors – Construction Noise

RECEPTOR ID	ASSESSMENT CRITERIA ¹ (dBA)			PREDICTED SOUND LEVEL (dBA)			BELOW THE CRITERIA? (YES / NO ²)		
	L _{eq} Day	L _{eq} Evening	L _{eq} Night	L _{eq} Day	L _{eq} Evening	L _{eq} Night	L _{eq} Day	L _{eq} Evening	L _{eq} Night
POR_01	65	60	55	57	57	57	Yes	Yes	No
POR_02	65	60	55	61	61	61	Yes	No	No
POR_03	65	60	55	52	52	52	Yes	Yes	Yes
POR_04	65	60	55	51	51	51	Yes	Yes	Yes
POR_05	65	60	55	59	59	59	Yes	Yes	No
POR_06	65	60	55	58	58	58	Yes	Yes	No
POR_07	65	60	55	57	57	57	Yes	Yes	No
POR_08	65	60	55	61	61	61	Yes	No	No
POR_09	65	60	55	61	61	61	Yes	No	No
POR_10	65	60	55	60	60	60	Yes	Yes	No
POR_11	65	60	55	58	58	58	Yes	Yes	No
POR_12	65	60	55	60	60	60	Yes	Yes	No
POR_13	65	60	55	64	64	64	Yes	No	No
POR_14	65	60	55	61	61	61	Yes	No	No
POR_15	65	60	55	58	58	58	Yes	Yes	No
POR_17	65	60	55	65	65	65	Yes	No	No
POR_18	65	60	55	63	63	63	Yes	No	No
POR_19	65	60	55	58	58	58	Yes	Yes	No
POR_20	65	60	55	58	58	58	Yes	Yes	No
POR_21	65	60	55	61	61	61	Yes	No	No
POR_22	65	60	55	59	59	59	Yes	Yes	No
AVFN_01	65	60	55	64	64	64	Yes	No	No
AVFN_02	65	60	55	59	59	59	Yes	Yes	No
AVFN_03	65	60	55	63	63	63	Yes	No	No
AVFN_04	65	60	55	57	57	57	Yes	Yes	No
AVFN_05	65	60	55	54	54	54	Yes	Yes	Yes

Notes :

(1) Assessment criteria presented in **Section 4**.

The results shown in **Table 7–2** indicate that construction noise is predicted at or below the criteria at all locations during the daytime (07:00 – 19:00). During the evening, construction noise is predicted below the criteria or exceed by 1 dB to 3 dB at most locations which is “insignificant”, except a 4 dB excess at POR_13 and AVFN_01, and a 5 dB excess at POR_17. Construction noise at nighttime is predicted to exceed the criteria at most locations.

Since the excess at three receptors are predicted during evening and at several receptors during nighttime hours and a detailed construction schedule is not available at this time, it is recommended to consider administrative controls and a Noise Management Plan to mitigate the effects. A Noise Management Plan is provided in **Section 7.5**.

7.5 NOISE MANAGEMENT PLAN

Based on good acoustical engineering practices, the following measures are recommended.

Since the excess is predicted at evening and nighttime hours and if construction is planned during the evening or nighttime, it is recommended to avoid noisy activities near these receptors (refer to **Table 7.2** for receptors that exceed evening and nighttime and refer **Figures 2A to 2C** for locations).

In addition, it is recommended to implement a complaint management process. Where persistent noise complaints occur, develop noise mitigation measures on construction equipment/activities to minimize/reduce construction noise impacts. The following management plan is suggested:

- Where possible, major construction activities to be scheduled during daytime hours (i.e., 07:00 to 19:00).
- The contractor to keep the idling of construction equipment to a minimum as necessary and to maintain equipment in good working order to reduce noise from construction activities.
- Equipment manufacturer recommended noise mitigation measures (e.g., muffler systems) to be installed on construction equipment and equipment be properly maintained.
- Where possible, the contractor is to implement administrative controls such as maintaining setbacks from the receptors, plan activities considering timing constraints, scheduling of noisy construction activities to minimally disturb the receptors, and plan truck routes such that reversing, and the use of back-up beepers are not required.
- Where required and where practical, the contract documents shall include these best management practice guidelines and identify the receptors in the contract package.
- All reasonable attempts will be made including public notification and mitigation measures to reduce noise.

8 CONCLUSIONS AND RECOMMENDATIONS

WSP Canada Inc. (WSP) was retained by the N.S. Department of Public Works to provide a noise impact assessment of the proposed new interchange along Highway 101, with two new connector roads.

As part of noise impact assessment, WSP established the baseline sound level in the Study Area, reviewed applicable assessment criteria, identified noise sensitive receptors and assessed noise impact from future traffic as well as construction.

The potential environmental noise impact of the future road traffic operation and construction activities at the representative receptors in the vicinity of the proposed interchange are presented within this report.

ROAD TRAFFIC NOISE

The results of the assessment indicated that imperceptible excess (about 1 dB) over the criteria at one representative receptor area noted during evening hours. Since the excess was minor, a noise control was not discussed or considered required for the future traffic noise in the receptor area.

CONSTRUCTION NOISE

The report also assessed potential construction noise and established that sound level could exceed during evening and nighttime period at three representative receptor areas. Since the construction schedule is not finalised yet, it is recommended to manage noise considering administrative control (i.e., avoid scheduling noisy activities during evening and nighttime in the receptor areas) and complaint management processes.

A Noise Management Plan is provided in **Section 7.5**; the representative receptors where exceedances during evening and nighttime are predicted can be found in **Table 7.2** and the locations are shown in **Figures 2A to 2C**.

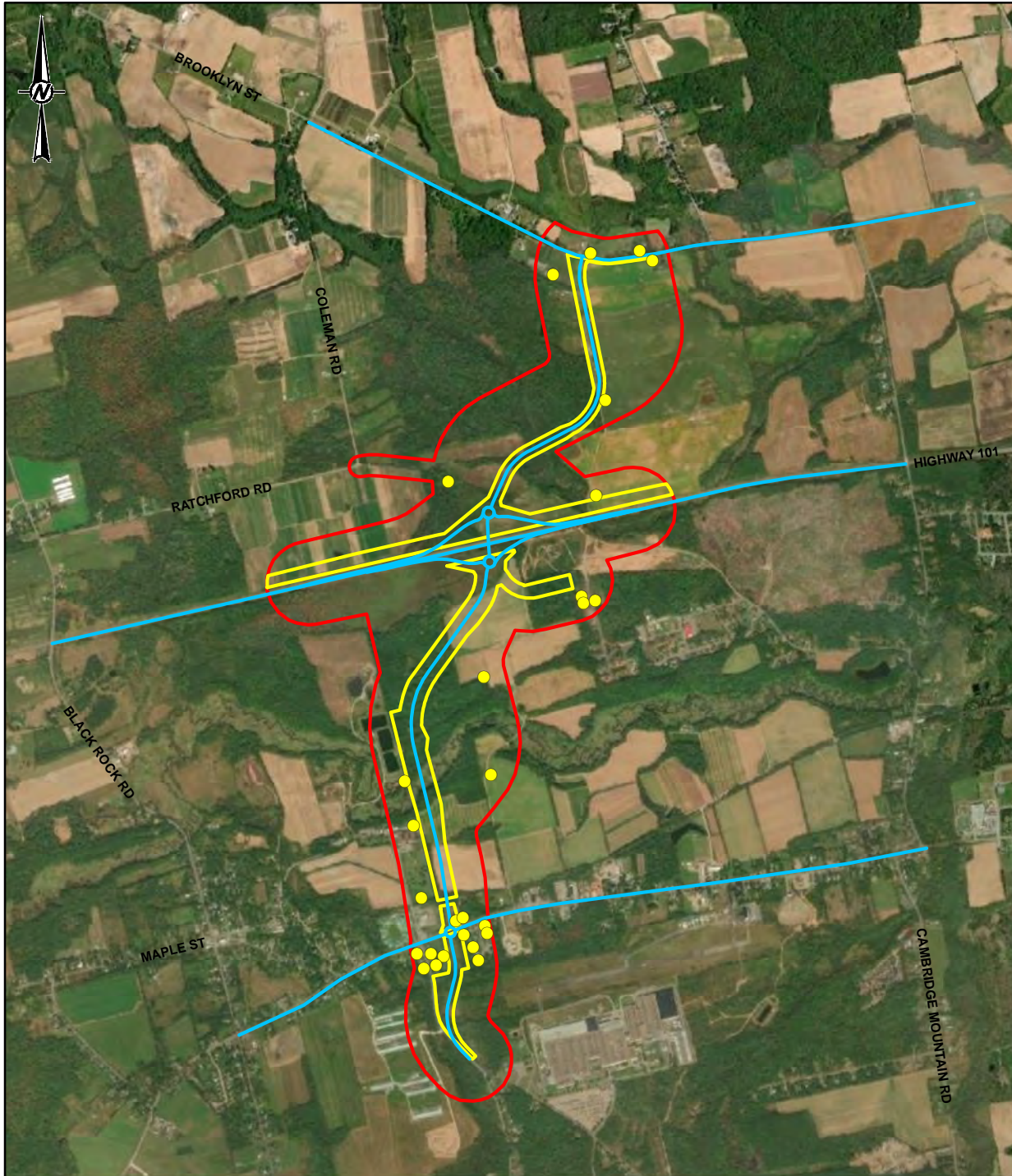
The report concludes that with the recommendations within this report, it is feasible to construct and operate the interchange and associated connector roads with minimal noise impact over the criteria.

BIBLIOGRAPHY

- Nova Scotia Environment and Labour, “Guidelines for Environmental Noise Measurement and Assessment”, April 1990.
- US Department of Transportation, Federal Transit Administration, “Transit Noise and Vibration Impact Assessment Manual”, September 2018.
- ISO Standard 9613.2, “Acoustics – Attenuation of Sound during Propagation Outdoors”, December 1996.

FIGURES

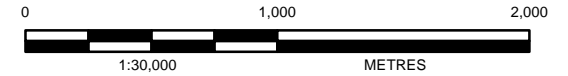




SCALE 1:1,250,000

LEGEND

- RECEPTORS
- ROAD SOURCE
- PROJECT DEVELOPMENT AREA
- STUDY AREA



REFERENCE(S)

1. CONTAINS INFORMATION LICENSED UNDER THE OPEN GOVERNMENT LICENCE - ONTARIO
2. IMAGERY CREDITS: SOURCES: ESRI, HERE, GARMIN, INTERMAP, INCREMENT P CORP., GEBCO, USGS, FAO, NPS, NRCAN, GEOBASE, IGN, KADASTER NL, ORDNANCE SURVEY, ESRI JAPAN, METI, ESRI CHINA (HONG KONG), (C) OPENSTREETMAP CONTRIBUTORS, AND THE GIS USER COMMUNITY
3. COORDINATE SYSTEM: NAD 1983 UTM ZONE 20N

CLIENT

NOVA SCOTIA DEPARTMENT
OF PUBLIC WORKS

PROJECT

HIGHWAY 101 CAMBRIDGE INTERCHANGE
ENVIRONMENTAL ASSESSMENT, NOVA SCOTIA

TITLE

**STUDY AREA SHOWING PROPOSED ROAD SOURCES AND
RECEPTORS**

CONSULTANT



YYYY-MM-DD 2023-03-10

DESIGNED SO

PREPARED SO

REVIEWED NN

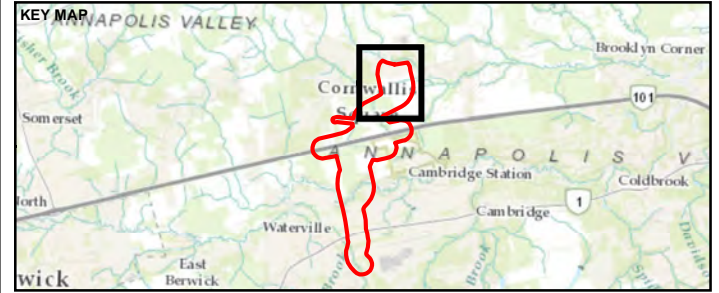
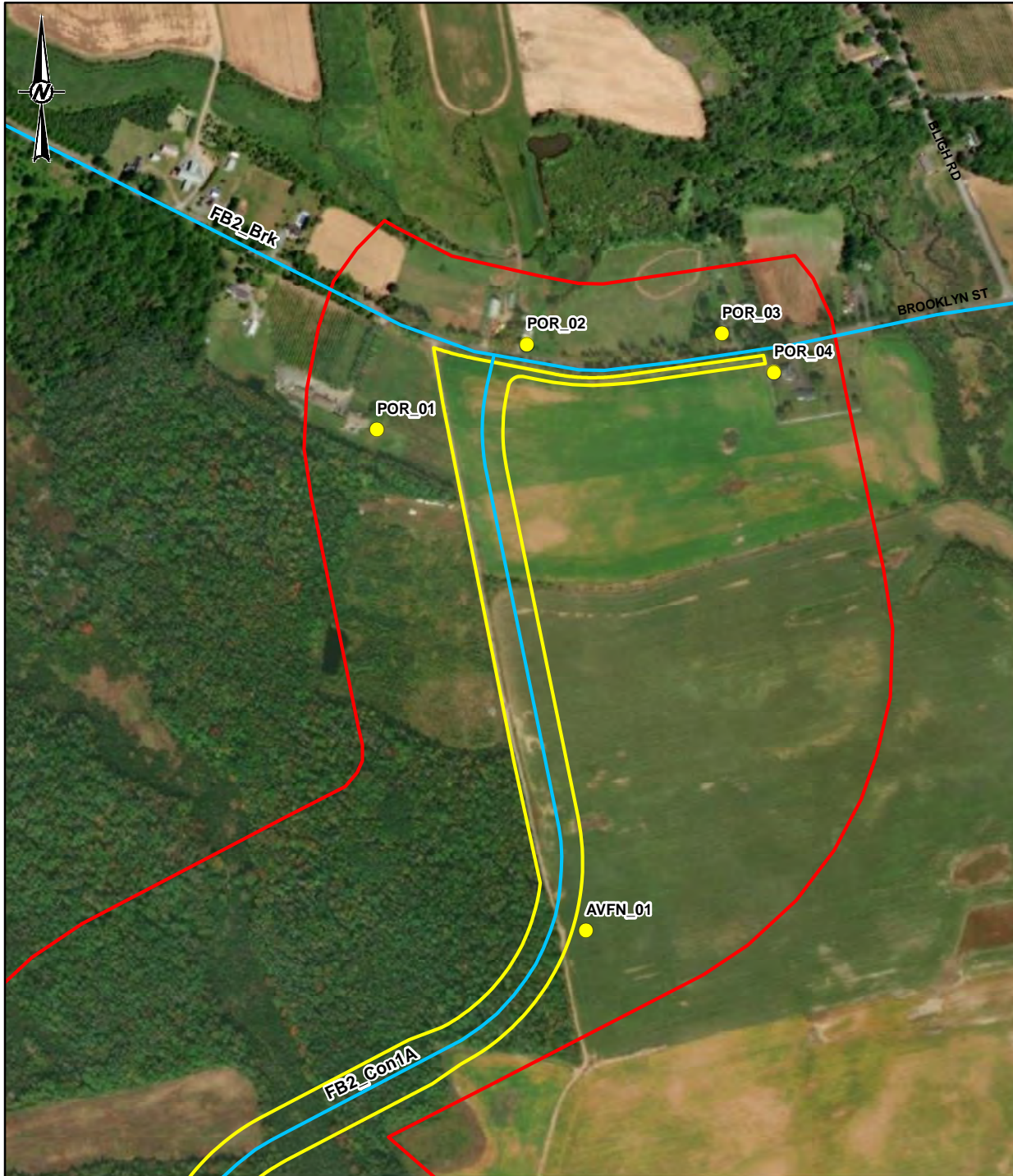
APPROVED ----

PROJECT NO.
211-04152-00

CONTROL
0001

REV.
A

FIGURE
1



SCALE 1:150,000

LEGEND

- RECEPTORS
- ROAD SOURCE
- PROJECT DEVELOPMENT AREA
- STUDY AREA



REFERENCE(S)

1. CONTAINS INFORMATION LICENSED UNDER THE OPEN GOVERNMENT LICENCE - ONTARIO
2. IMAGERY CREDITS: SOURCES: ESRI, HERE, GARMIN, INTERMAP, INCREMENT P CORP., GEBCO, USGS, FAO, NPS, NRCAN, GEOBASE, IGN, KADASTER NL, ORDNANCE SURVEY, ESRI JAPAN, METI, ESRI CHINA (HONG KONG), (C) OPENSTREETMAP CONTRIBUTORS, AND THE GIS USER COMMUNITY
3. SOURCE: ESRI, MAXAR, EARTHSTAR GEOGRAPHICS, AND THE GIS USER COMMUNITY
4. COORDINATE SYSTEM: NAD 1983 UTM ZONE 20N

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HIGHWAY 101 CAMBRIDGE INTERCHANGE
ENVIRONMENTAL ASSESSMENT, NOVA SCOTIA

TITLE

RECEPTOR LOCATIONS - BROOKLYN STREET

CONSULTANT



YYYY-MM-DD	2023-03-10
DESIGNED	SO
PREPARED	SO
REVIEWED	NN
APPROVED	----

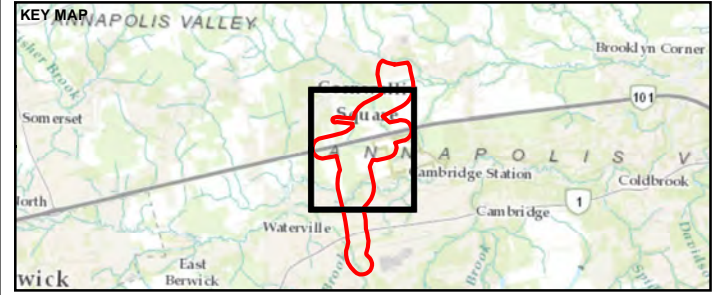
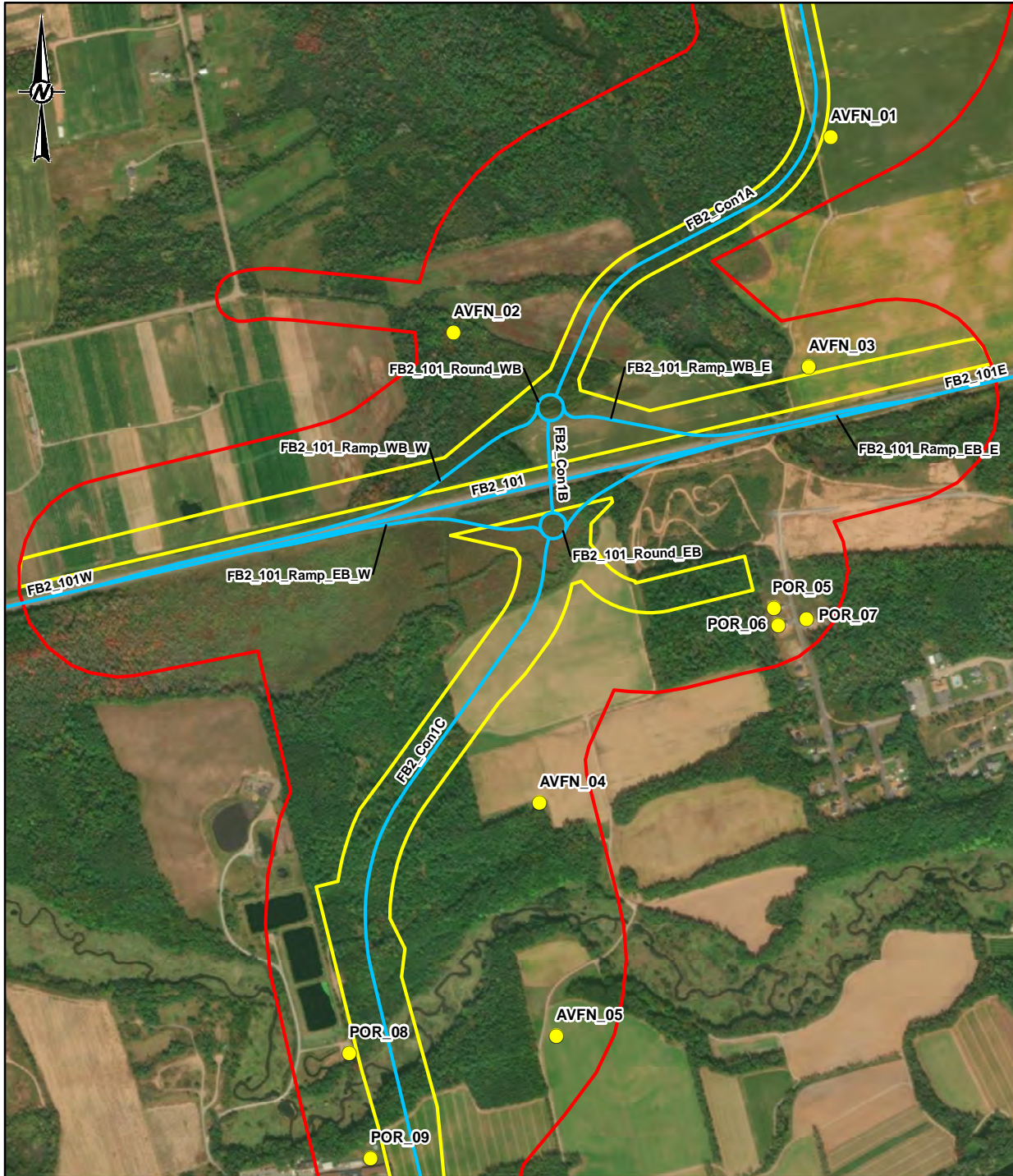
PROJECT NO.
211-04152-00

CONTROL
0001

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A

FIGURE
2A

25mm IF THIS MEASUREMENT DOES NOT MATCH WHAT IS SHOWN, THE SHEET HAS BEEN MODIFIED FROM ANS/A



SCALE 1:150,000

LEGEND

- RECEPTORS
- ROAD SOURCE
- PROJECT DEVELOPMENT AREA
- STUDY AREA



REFERENCE(S)

1. CONTAINS INFORMATION LICENSED UNDER THE OPEN GOVERNMENT LICENCE - ONTARIO
2. IMAGERY CREDITS: SOURCES: ESRI, HERE, GARMIN, INTERMAP, INCREMENT P CORP., GEBCO, USGS, FAO, NPS, NRCAN, GEOBASE, IGN, KADASTER NL, ORDNANCE SURVEY, ESRI JAPAN, METI, ESRI CHINA (HONG KONG), (C) OPENSTREETMAP CONTRIBUTORS, AND THE GIS USER COMMUNITY
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HIGHWAY 101 CAMBRIDGE INTERCHANGE
ENVIRONMENTAL ASSESSMENT, NOVA SCOTIA

TITLE

RECEPTOR LOCATIONS - HIGHWAY 101

CONSULTANT



YYYY-MM-DD	2023-03-10
DESIGNED	SO
PREPARED	SO
REVIEWED	NN
APPROVED	----

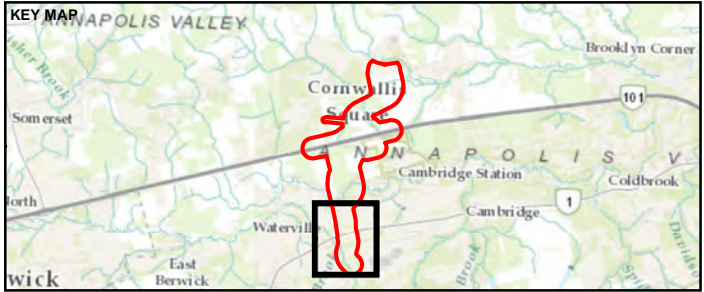
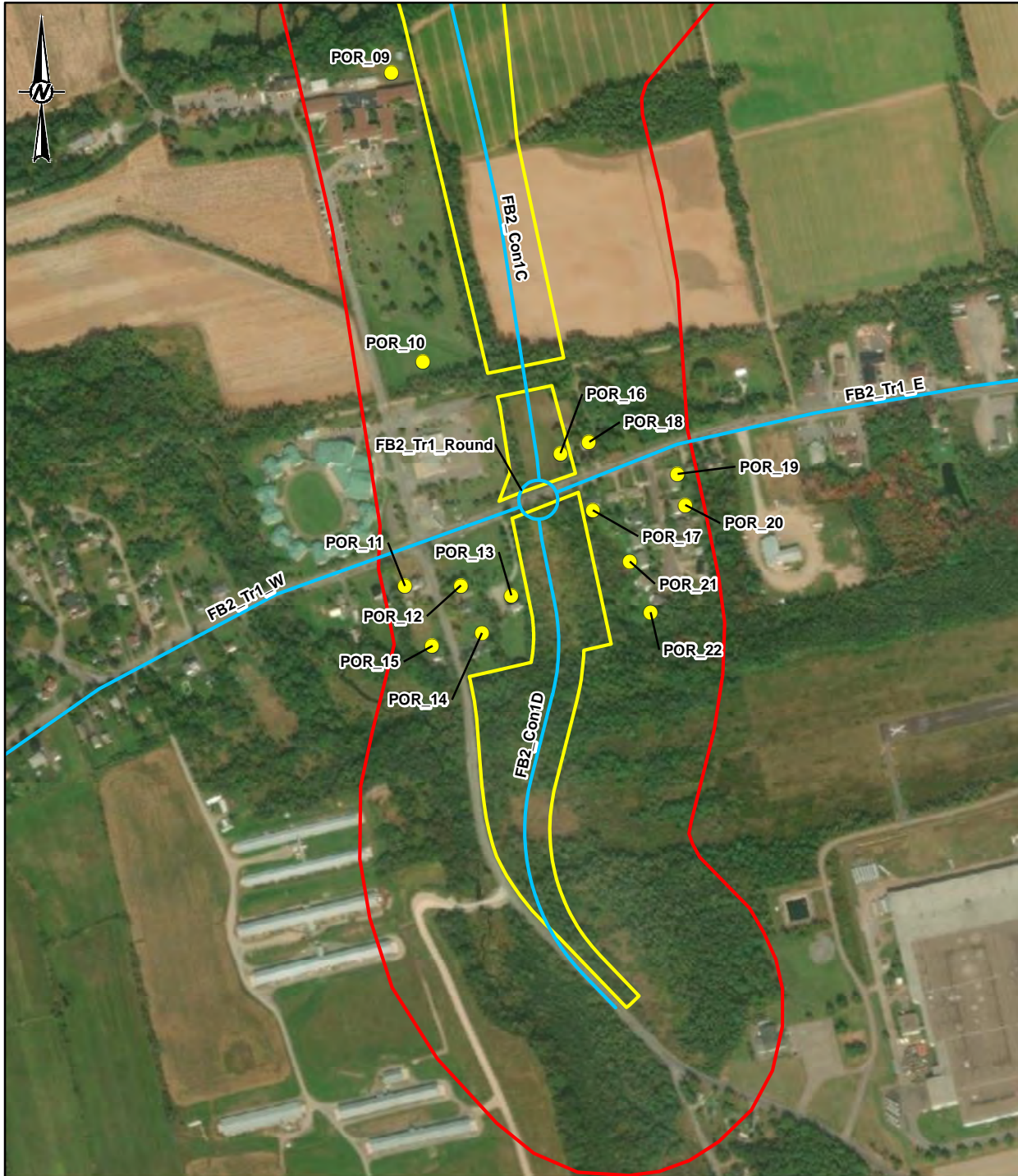
PROJECT NO.
211-04152-00

CONTROL
0001

REV.
A

FIGURE
2B

25mm IF THIS MEASUREMENT DOES NOT MATCH WHAT IS SHOWN, THE SHEET HAS BEEN MODIFIED FROM ANS/A



- LEGEND**
- RECEPTORS
 - ROAD SOURCE
 - PROJECT DEVELOPMENT AREA
 - STUDY AREA



REFERENCE(S)

1. CONTAINS INFORMATION LICENSED UNDER THE OPEN GOVERNMENT LICENCE - ONTARIO
2. IMAGERY CREDITS: SOURCES: ESRI, HERE, GARMIN, INTERMAP, INCREMENT P CORP., GEBCO, USGS, FAO, NPS, NRCAN, GEOBASE, IGN, KADASTER NL, ORDNANCE SURVEY, ESRI JAPAN, METI, ESRI CHINA (HONG KONG), (C) OPENSTREETMAP CONTRIBUTORS, AND THE GIS USER COMMUNITY
3. SOURCE: ESRI, MAXAR, EARTHSTAR GEOGRAPHICS, AND THE GIS USER COMMUNITY
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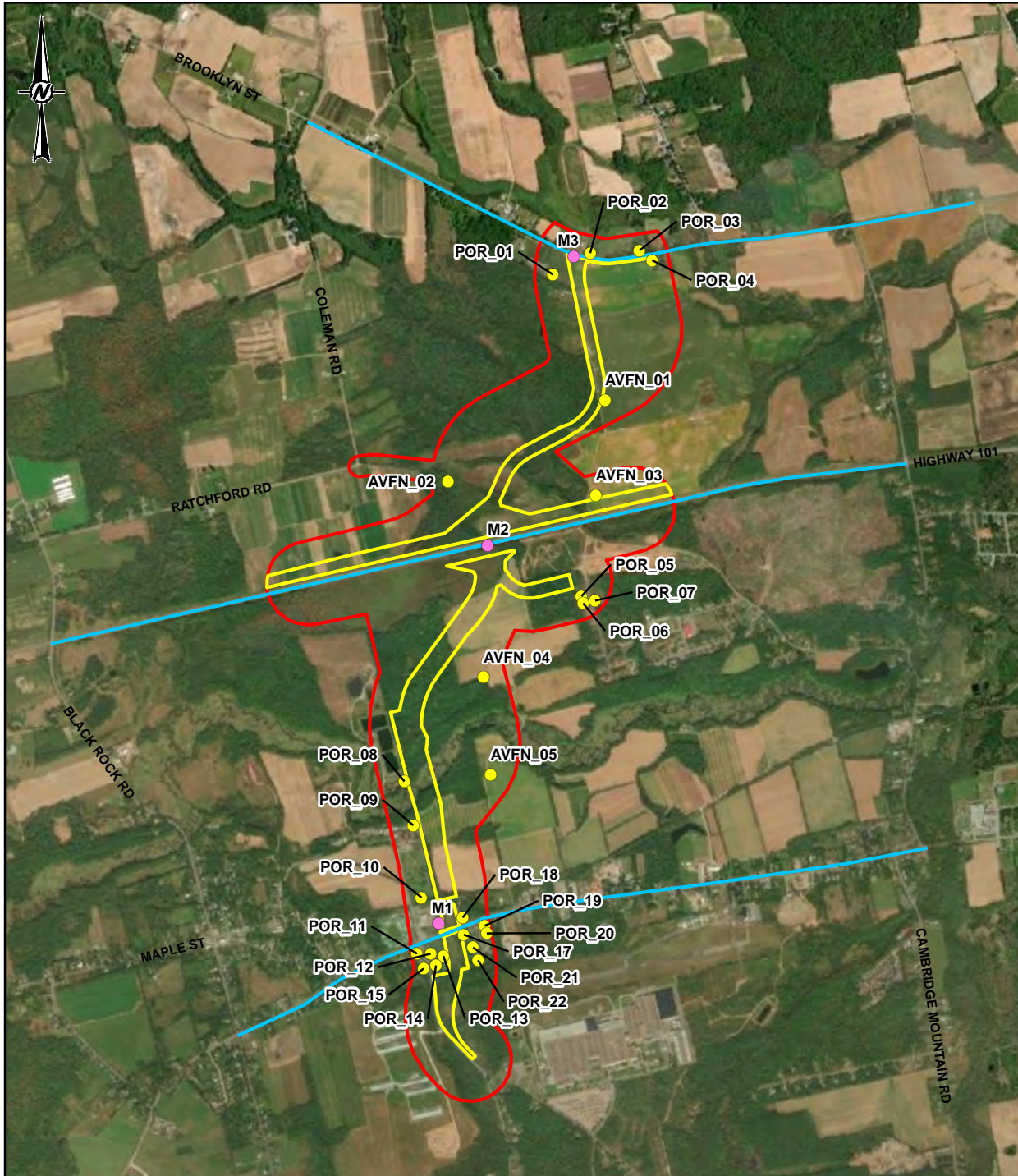
PROJECT
HIGHWAY 101 CAMBRIDGE INTERCHANGE
ENVIRONMENTAL ASSESSMENT, NOVA SCOTIA

TITLE
RECEPTOR LOCATIONS - TRUNK 1 / HIGHWAY 1

CONSULTANT	YYYY-MM-DD	2023-03-10
	DESIGNED	SO
	PREPARED	SO
	REVIEWED	NN
	APPROVED	----

PROJECT NO. 211-04152-00 CONTROL 0001 REV. A FIGURE 2C

25mm IF THIS MEASUREMENT DOES NOT MATCH WHAT IS SHOWN, THE SHEET HAS BEEN MODIFIED FROM ANS/A



SCALE 1:1,250,000

LEGEND

- MEASUREMENT LOCATION
- RECEPTORS
- ROAD SOURCE
- PROJECT DEVELOPMENT AREA
- STUDY AREA



REFERENCE(S)

1. CONTAINS INFORMATION LICENSED UNDER THE OPEN GOVERNMENT LICENCE - ONTARIO
2. IMAGERY CREDITS: SOURCES: ESRI, HERE, GARMIN, INTERMAP, INCREMENT P CORP., GEBCO, USGS, FAO, NPS, NRCAN, GEOBASE, IGN, KADASTER NL, ORDNANCE SURVEY, ESRI JAPAN, METI, ESRI CHINA (HONG KONG), (C) OPENSTREETMAP CONTRIBUTORS, AND THE GIS USER COMMUNITY
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HIGHWAY 101 CAMBRIDGE INTERCHANGE ENVIRONMENTAL ASSESSMENT, NOVA SCOTIA

TITLE

STUDY AREA, RECEPTORS AND MEASUREMENT LOCATIONS

CONSULTANT



YYYY-MM-DD	2023-03-10
DESIGNED	SO
PREPARED	SO
REVIEWED	NN
APPROVED	----

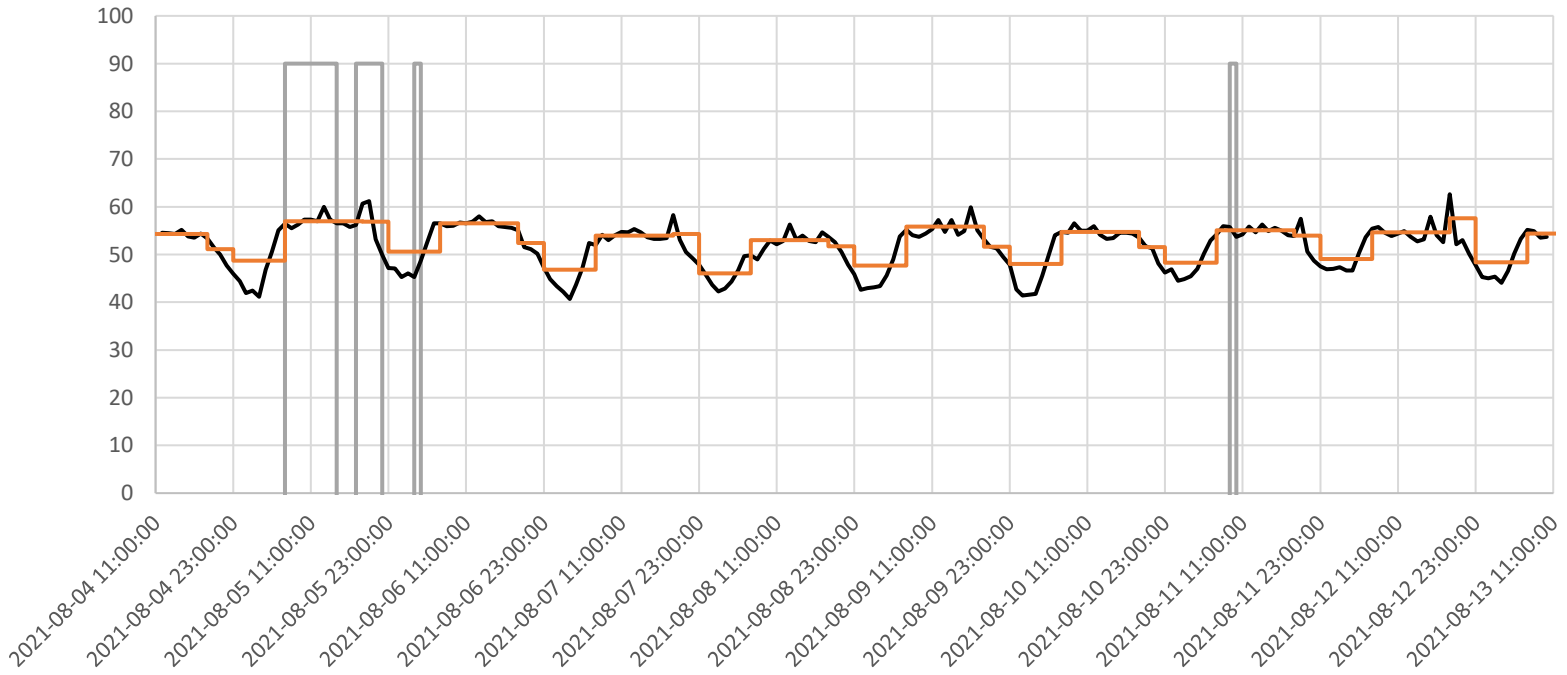
PROJECT NO. 211-04152-00 CONTROL 0001

REV. A

FIGURE 3

25mm IF THIS MEASUREMENT DOES NOT MATCH WHAT IS SHOWN, THE SHEET HAS BEEN MODIFIED FROM ANS/A

Location M1 - August 4, 2021 to August 13, 2021



— Precipitation — Hourly LAeq — LAeq Day, Evening, Night

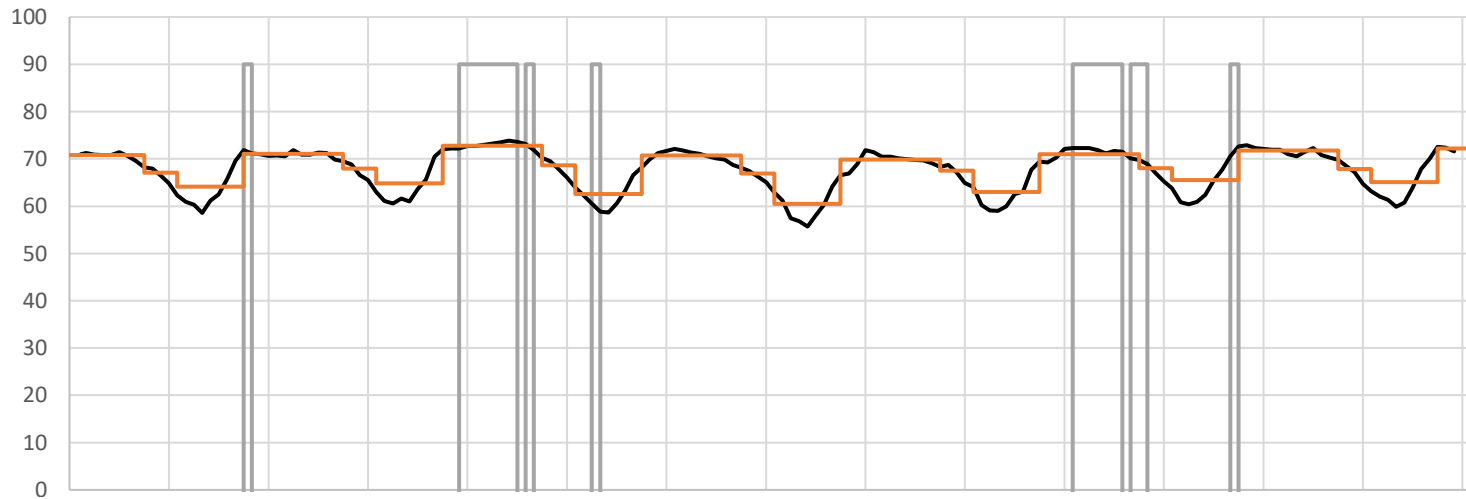
Location	Average LAeq (dBA)		
	Daytime 7:00 - 19:00	Evening 19:00 - 23:00	Nighttime 23:00 - 7:00
1	55	54	48
2	71	68	64
3	63	60	54



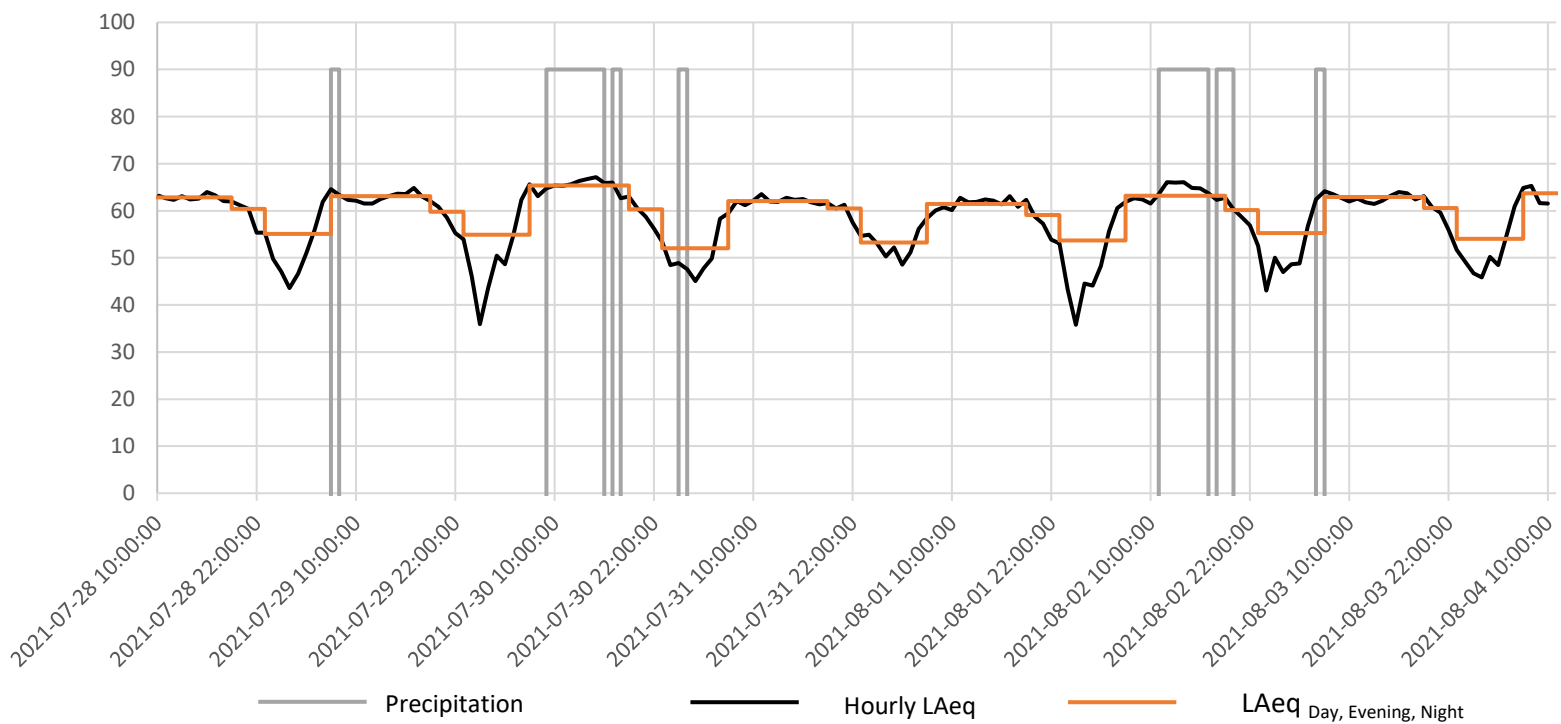
126 DON HILLOCK DRIVE, UNIT 2
AURORA, ONTARIO, CANADA L4G 0G9
TEL: 905-750-3080 | FAX: 905-727-0483 | WWW.WSP.COM

PROJECT HIGHWAY 101 CAMBRIDGE INTERCHANGE EA NOISE BASELINE STUDY	SCALE ---	
	DRAWN BY H.C	CHECKED BY K.G
	PROJECT NO. 211-004152-00	
	DATE SEPTEMBER 2021	
TITLE BASELINE SOUND MEASUREMENTS	FIGURE NO. 4A	REV.
	CLIENT NOVA SCOTIA DEPARTMENT OF PUBLIC WORKS	

Location M2 - July 28, 2021 to August 4, 2021



Location M3 - July 28, 2021 to August 4, 2021

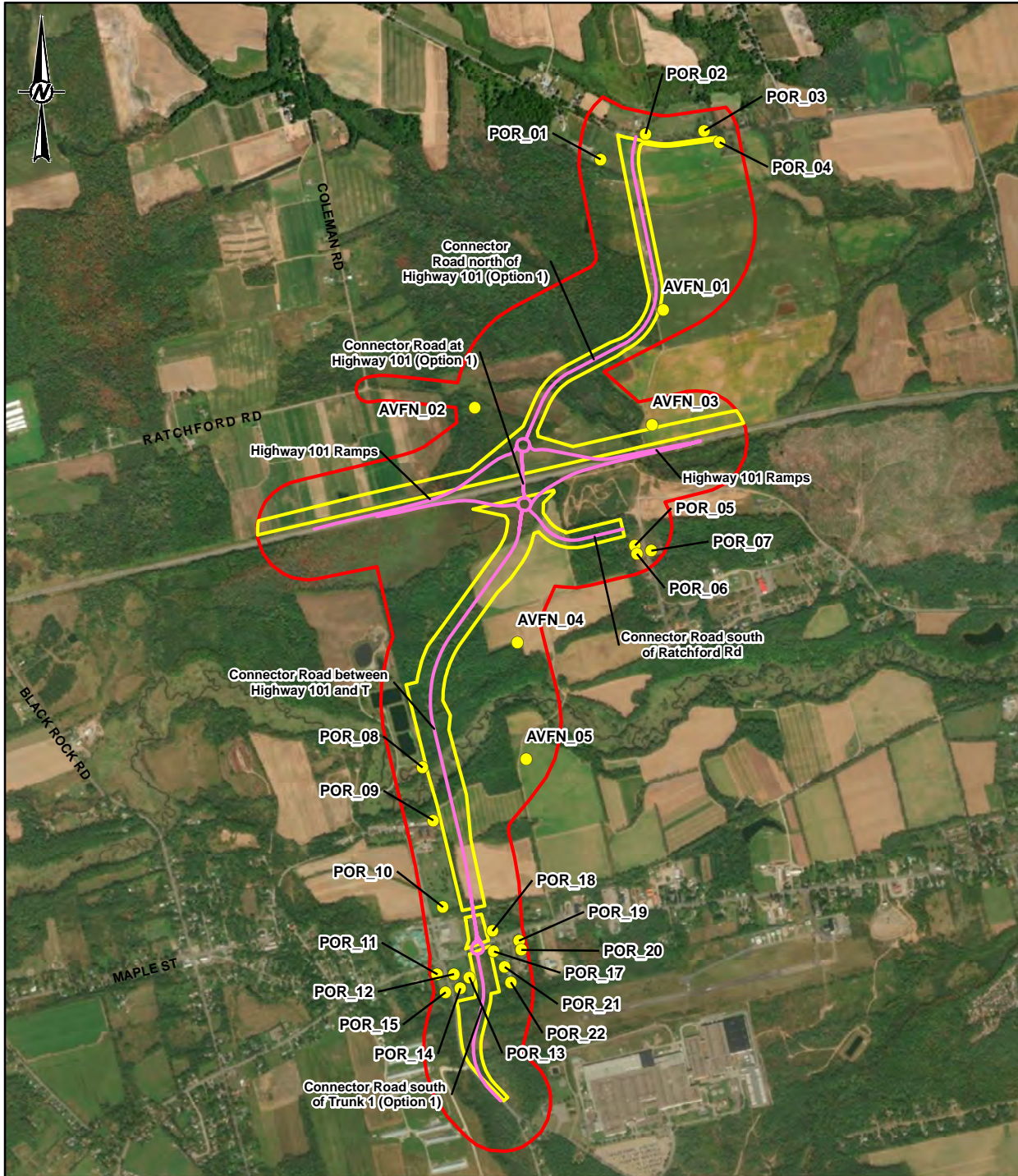


Location	Range of LAeq (dBA)		
	Daytime 7:00 - 19:00	Evening 19:00 - 23:00	Nighttime 23:00 - 7:00
1	55	54	48
2	71	68	64
3	63	60	54

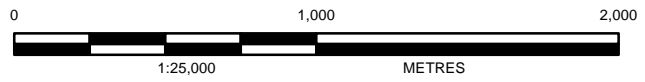


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PROJECT	HIGHWAY 101 CAMBRIDGE INTERCHANGE EA NOISE BASELINE STUDY		SCALE	---
	DRAWN BY	CHECKED BY		
		H.C	K.G	
TITLE	BASELINE SOUND MEASUREMENTS		PROJECT NO.	211-004152-00
			DATE	SEPTEMBER 2021
CLIENT	NOVA SCOTIA DEPARTMENT OF PUBLIC WORKS		FIGURE NO.	4B
			REV.	



- LEGEND**
- RECEPTORS
 - CONSTRUCTION SOURCES
 - PROJECT DEVELOPMENT AREA
 - STUDY AREA



REFERENCE(S)

1. CONTAINS INFORMATION LICENSED UNDER THE OPEN GOVERNMENT LICENCE - ONTARIO
2. IMAGERY CREDITS: SOURCES: ESRI, HERE, GARMIN, INTERMAP, INCREMENT P CORP., GEBCO, USGS, FAO, NPS, NRCAN, GEOBASE, IGN, KADASTER NL, ORDNANCE SURVEY, ESRI JAPAN, METI, ESRI CHINA (HONG KONG), (C) OPENSTREETMAP CONTRIBUTORS, AND THE GIS USER COMMUNITY
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PROJECT
HIGHWAY 101 CAMBRIDGE INTERCHANGE ENVIRONMENTAL ASSESSMENT, NOVA SCOTIA

TITLE
CONSTRUCTION SOURCES

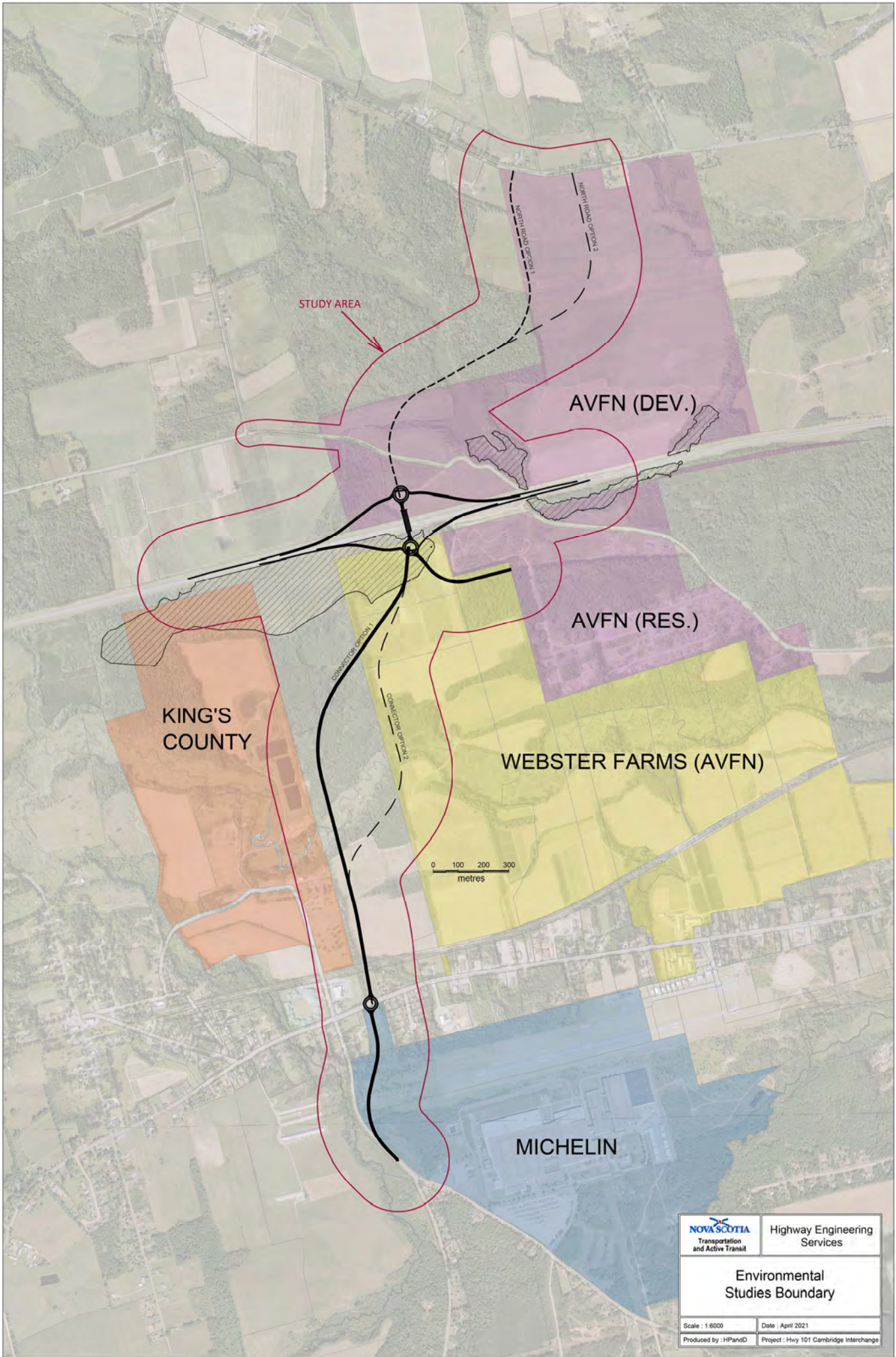
CONSULTANT	YYYY-MM-DD	2023-03-10
	DESIGNED	SO
	PREPARED	SO
	REVIEWED	NN
	APPROVED	----

25mm IF THIS MEASUREMENT DOES NOT MATCH WHAT IS SHOWN, THE SHEET HAS BEEN MODIFIED FROM ANS/A

APPENDIX

A STUDY AREA





STUDY AREA

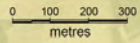
AVFN (DEV.)

AVFN (RES.)

KING'S COUNTY

WEBSTER FARMS (AVFN)


MICHELIN



	Highway Engineering Services
	Environmental Studies Boundary
Scale : 1:6000	Date : April 2021
Produced by : HPandD	Project : Hwy 101 Cambridge Interchange

APPENDIX

B BASELINE SUPPORTING INFORMATION



Calibration Certificates

CERTIFICATE of CALIBRATION

Make : Larson Davis

Reference # : 164140

Model : LXT1

Customer : WSP Canada Inc
Aurora, ON

Descr. : Sound Level Meter Type 1

Serial # : 0005609

P. Order : NC1-GT011-00.162

Asset # : NAN

Cal. status : Received in spec's, no adjustment made.

Navair Technologies certifies that the above listed instrument was calibrated on date noted and was released from this laboratory performing in accordance with the specifications set forth by the manufacturer.

Unless otherwise noted in the calibration report a 4:1 accuracy ratio was maintained for this calibration.

Our calibration system complies with the requirements of ISO-9001-2015 and is registered under certificate CA96/269, working standards used for calibration are certified by or traceable to the National Research Council of Canada or the National Institute of Standards and Technology.

Calibrated : Dec 17, 2020

By :



Cal. Due : Dec 17, 2021

T. Beilin

Temperature : 23 °C ± 2 °C Relative Humidity : 30% to 70%

Standards used : J-216 J-303 J-512

Navair Technologies

REPAIR AND CALIBRATION TRACEABLE TO NRC AND NIST

6375 Dixie Rd. Mississauga, ON, L5T 2E7

Phone : 800-668-7440

Fax: 905 565 8325

<http://www.navair.com>

e-Mail: service@navair.com

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CERTIFICATE of CALIBRATION

Make : Larson Davis

Reference # : 158542

Model : LXT1

Customer : WSP Canada Inc
Aurora, ON

Descr. : Sound Level Meter Type 1

Serial # : 0005684

P. Order : NC1-GT011-00.169

Asset # : NAN

Cal. status : Received in spec's, minor adjustment made.
Level was 0.18dB.

Navair Technologies certifies that the above listed instrument was calibrated on date noted and was released from this laboratory performing in accordance with the specifications set forth by the manufacturer.

Unless otherwise noted in the calibration report a 4:1 accuracy ratio was maintained for this calibration.

Our calibration system complies with the requirements of ISO-17025 standard, working standards used for calibration are certified by or traceable to the National Research Council of Canada or the National Institute of Standards and Technology.

Calibrated : Aug 23, 2019

By : 

Cal. Due : Aug 23, 2020

T. Beilin

Temperature : 23 °C ± 2 °C Relative Humidity : 30% to 70%

Standards used : J-216 J-233 J-512

Navair Technologies

REPAIR AND CALIBRATION TRACEABLE TO NRC AND NIST

6375 Dixie Rd. Mississauga, ON, L5T 2E7
Phone : 800-668-7440

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Weather Data



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Hourly Data Report for July 28, 2021

If selected Local Standard Time (LST), add 1 hour to adjust for Daylight Saving Time where and when it is observed.

KENTVILLE CDA CS NOVA SCOTIA Current Station Operator: ECC - MSC

Latitude:	45°04'00.000" N	Longitude:	64°29'00.000" W
Elevation:	48.70 m	Climate ID:	8202810
WMO ID:	71671	TC ID:	XKT

TIME	Temp	Dew Point	Rel Hum	Precip. Amount	Wind Dir	Wind Spd	Visibility	Stn Press	Hmdx	Wind Chill	Weather
	°C	°C	%	mm	10's deg	km/h	km	kPa			
LST	↕	↕	↕	↕		↕	↕	↕			
00:00	19.1	15.5	80	0.0	29	5		100.52			NA
01:00	18.8	15.5	81	0.0	26	4		100.57			NA
02:00	18.1	15.5	85	0.0	23	5		100.55			NA
03:00	17.6	15.2	86	0.0	23	7		100.55			NA
04:00	16.8	14.9	88	0.0	22	7		100.55			NA
05:00	16.6	14.3	86	0.0	21	5		100.57			NA
06:00	16.4	14.2	87	0.0	23	7		100.63			NA
07:00	16.6	14.2	85	0.0	23	6		100.67			NA
08:00	17.3	12.9	76	0.0	25	6		100.70			NA
09:00	17.9	13.6	76	0.0	25	8		100.67			NA
10:00	19.4	12.9	66	0.0	27	11		100.67			NA
11:00	20.7	12.8	60	0.0	31	13		100.65			NA
12:00	20.8	10.8	53	0.0	27	13		100.63			NA
13:00	21.4	10.2	49	0.0	28	11		100.62			NA
14:00	21.9	10.2	47	0.0	29	10		100.60			NA
15:00	21.8	10.1	48	0.0	29	11		100.60			NA
16:00	21.7	10.2	48	0.0	28	10		100.59			NA
17:00	21.8	11.0	50	0.0	27	9		100.59			NA
18:00	21.4	10.6	50	0.0	27	7		100.60			NA
19:00	19.9	10.5	55	0.0	26	7		100.65			NA
20:00	17.2	11.2	68	0.0	24	5		100.68			NA
21:00	16.1	10.3	69	0.0	23	6		100.75			NA
22:00	15.5	9.4	67	0.0	23	9		100.77			NA
23:00	15.0	9.6	70	0.0	22	10		100.76			NA

Legend

- E = Estimated
- M = Missing
- NA = Not Available±
- [empty] = Indicates an unobserved value

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Hourly Data Report for July 29, 2021

If selected Local Standard Time (LST), add 1 hour to adjust for Daylight Saving Time where and when it is observed.

**KENTVILLE CDA CS
NOVA SCOTIA
Current Station Operator: ECCC - MSC**

Latitude:	45°04'00.000" N	Longitude:	64°29'00.000" W
Elevation:	48.70 m	Climate ID:	8202810
WMO ID:	71671	TC ID:	XKT

TIME	Temp	Dew Point	Rel Hum	Precip. Amount	Wind Dir	Wind Spd	Visibility	Stn Press	Hmdx	Wind Chill	Weather
	°C	°C	%	mm	10's deg	km/h	km	kPa			
LST	↕	↕	↕	↕		↕	↕	↕			
00:00	14.3	9.5	73	0.0	21	11		100.77			NA
01:00	13.6	9.3	75	0.0	22	6		100.77			NA
02:00	13.3	9.0	75	0.0	22	8		100.79			NA
03:00	12.5	8.6	77	0.0	22	9		100.82			NA
04:00	12.3	8.2	76	0.0	21	12		100.82			NA
05:00	11.8	7.7	76	0.0	21	9		100.84			NA
06:00	12.3	8.3	77	0.0	22	4		100.87			NA
07:00	15.5	9.3	67	0.3	24	5		100.91			NA
08:00	17.2	9.7	61	0.0	26	7		100.95			NA
09:00	18.6	9.5	55	0.0	26	11		100.98			NA
10:00	20.1	8.8	48	0.0	23	10		100.97			NA
11:00	20.8	9.3	48	0.0	27	11		100.94			NA
12:00	21.9	10.0	47	0.0	25	11		100.90			NA
13:00	22.7	8.2	39	0.0	26	11		100.84			NA
14:00	22.0	7.9	40	0.0	26	10		100.79			NA
15:00	22.7	7.1	37	0.0	27	16		100.74			NA
16:00	23.0	8.8	40	0.0	29	13		100.72			NA
17:00	22.6	7.7	38	0.0	28	8		100.69			NA
18:00	21.1	7.7	42	0.0	26	7		100.68			NA
19:00	19.1	10.1	56	0.0	19	4		100.66			NA
20:00	17.1	10.2	64	0.0	18	6		100.64			NA
21:00	15.6	10.8	73	0.0	23	5		100.70			NA
22:00	16.9	10.8	67	0.0	23	8		100.71			NA
23:00	17.2	11.8	70	0.0	20	4		100.68			NA

Legend

- E = Estimated
- M = Missing
- NA = Not Available±
- [empty] = Indicates an unobserved value

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Hourly Data Report for July 30, 2021

If selected Local Standard Time (LST), add 1 hour to adjust for Daylight Saving Time where and when it is observed.

**KENTVILLE CDA CS
NOVA SCOTIA
Current Station Operator: ECCC - MSC**

Latitude:	45°04'00.000" N	Longitude:	64°29'00.000" W
Elevation:	48.70 m	Climate ID:	8202810
WMO ID:	71671	TC ID:	XKT

TIME LST	Temp	Dew Point	Rel Hum	Precip. Amount	Wind Dir	Wind Spd	Visibility	Stn Press	Hmdx	Wind Chill	Weather
	°C	°C	%	mm	10's deg	km/h	km	kPa			
00:00	16.9	12.0	73	0.0	26	2		100.62			NA
01:00	17.2	11.9	71	0.0	23	8		100.57			NA
02:00	16.8	11.6	71	0.0	21	7		100.50			NA
03:00	16.5	11.9	74	0.0	21	5		100.46			NA
04:00	15.4	12.3	82	0.0	20	2		100.38			NA
05:00	14.8	12.8	88	0.0	11	1		100.37			NA
06:00	14.4	13.0	91	0.0	11	1		100.28			NA
07:00	14.5	13.4	93	0.0	7	3		100.16			NA
08:00	15.2	14.1	93	0.0	8	4		100.11			NA
09:00	16.0	15.0	94	0.2	8	5		99.98			NA
10:00	15.6	14.7	94	1.9	9	4		99.92			NA
11:00	16.0	15.5	97	3.3	9	6		99.75			NA
12:00	16.7	15.9	95	1.3	10	8		99.60			NA
13:00	17.2	16.4	96	0.3	9	6		99.40			NA
14:00	17.9	17.2	96	1.1	8	3		99.28			NA
15:00	17.9	17.5	97	5.4	32	5		99.22			NA
16:00	18.6	18.2	97	0.0	31	7		99.16			NA
17:00	18.9	18.1	95	1.0	26	11		99.19			NA
18:00	16.6	16.0	96	0.0	28	11		99.34			NA
19:00	16.4	15.4	94	0.0	26	12		99.43			NA
20:00	15.9	14.6	92	0.0	26	10		99.48			NA
21:00	15.4	14.4	94	0.0	24	6		99.57			NA
22:00	14.8	14.0	95	0.0	25	10		99.57			NA
23:00	15.2	14.4	95	0.0	25	11		99.63			NA

Legend

- E = Estimated
- M = Missing
- NA = Not Available±
- [empty] = Indicates an unobserved value

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Hourly Data Report for July 31, 2021

If selected Local Standard Time (LST), add 1 hour to adjust for Daylight Saving Time where and when it is observed.

KENTVILLE CDA CS NOVA SCOTIA Current Station Operator: ECCC - MSC

Latitude:	45°04'00.000" N	Longitude:	64°29'00.000" W
Elevation:	48.70 m	Climate ID:	8202810
WMO ID:	71671	TC ID:	XKT

TIME LST	Temp	Dew Point	Rel Hum	Precip. Amount	Wind Dir	Wind Spd	Visibility	Stn Press	Hmdx	Wind Chill	Weather
	°C	°C	%	mm	10's deg	km/h	km	kPa			
00:00	15.7	14.9	95	0.0	25	12		99.62			NA
01:00	15.7	15.0	96	0.8	25	13		99.61			NA
02:00	15.4	14.6	95	0.0	25	13		99.63			NA
03:00	15.4	14.7	95	0.0	25	12		99.68			NA
04:00	14.7	13.6	93	0.0	25	13		99.71			NA
05:00	14.1	12.7	91	0.0	25	15		99.76			NA
06:00	13.9	12.3	90	0.0	25	15		99.77			NA
07:00	14.0	11.8	87	0.0	25	18		99.86			NA
08:00	14.5	11.7	84	0.0	24	17		99.92			NA
09:00	15.3	11.6	78	0.0	25	19		99.95			NA
10:00	15.5	11.1	75	0.0	25	21		100.00			NA
11:00	17.2	12.1	72	0.0	26	19		100.01			NA
12:00	17.8	12.5	71	0.0	26	18		100.05			NA
13:00	18.6	13.0	70	0.0	24	14		100.05			NA
14:00	19.9	13.2	65	0.0	24	18		100.07			NA
15:00	20.5	12.0	58	0.0	25	17		100.10			NA
16:00	19.8	12.5	63	0.0	25	20		100.17			NA
17:00	19.6	12.1	62	0.0	27	11		100.23			NA
18:00	19.1	11.7	62	0.0	26	13		100.29			NA
19:00	18.2	11.9	67	0.0	24	12		100.33			NA
20:00	15.9	11.4	75	0.0	23	8		100.37			NA
21:00	15.1	11.4	79	0.0	23	10		100.43			NA
22:00	15.0	11.2	78	0.0	23	13		100.46			NA
23:00	14.6	11.1	79	0.0	23	10		100.48			NA

Legend

- E = Estimated
- M = Missing
- NA = Not Available±
- [empty] = Indicates an unobserved value

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Hourly Data Report for August 01, 2021

If selected Local Standard Time (LST), add 1 hour to adjust for Daylight Saving Time where and when it is observed.

**KENTVILLE CDA CS
NOVA SCOTIA
Current Station Operator: ECCC - MSC**

Latitude:	45°04'00.000" N	Longitude:	64°29'00.000" W
Elevation:	48.70 m	Climate ID:	8202810
WMO ID:	71671	TC ID:	XKT

TIME	Temp	Dew Point	Rel Hum	Precip. Amount	Wind Dir	Wind Spd	Visibility	Stn Press	Hmdx	Wind Chill	Weather
	°C	°C	%	mm	10's deg	km/h	km	kPa			
LST	↕	↕	↕	↕		↕	↕	↕			
00:00	14.0	11.1	82	0.0	23	6		100.46			NA
01:00	12.2	10.6	90	0.0	36	3		100.49			NA
02:00	11.0	10.2	94	0.0	1	2		100.53			NA
03:00	10.9	10.4	97	0.0	25	2		100.53			NA
04:00	10.4	9.9	96	0.0	26	4		100.55			NA
05:00	10.6	10.0	96	0.0	21	2		100.58			NA
06:00	11.1	10.5	96	0.0	24	3		100.63			NA
07:00	12.8	11.1	89	0.0	31	3		100.68			NA
08:00	15.9	13.3	84	0.0	34	3		100.74			NA
09:00	17.9	13.7	77	0.0	33	5		100.73			NA
10:00	19.7	14.5	72	0.0	33	5		100.74			NA
11:00	21.5	10.3	49	0.0	23	15		100.72			NA
12:00	22.3	12.2	53	0.0	26	10		100.71	25		NA
13:00	22.2	8.3	41	0.0	29	15		100.69			NA
14:00	22.9	8.2	39	0.0	25	10		100.67			NA
15:00	23.2	7.7	37	0.0	28	10		100.67			NA
16:00	23.7	9.4	40	0.0	25	9		100.68	25		NA
17:00	23.2	8.7	40	0.0	29	11		100.68			NA
18:00	22.8	9.1	42	0.0	28	7		100.69			NA
19:00	20.9	9.7	49	0.0	27	4		100.71			NA
20:00	16.8	10.4	66	0.0	20	5		100.74			NA
21:00	15.4	9.5	68	0.0	20	8		100.83			NA
22:00	14.9	9.5	70	0.0	14	5		100.86			NA
23:00	12.9	9.8	82	0.0	19	6		100.85			NA

Legend

- E = Estimated
- M = Missing
- NA = Not Available±
- [empty] = Indicates an unobserved value

Date modified:

2021-07-09

Existing Road Traffic Data

START DATE	LOCATION DESCRIPTION FOR COUNT	G R P	T Y P E	% T R K	85 %	ADT	AADT
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COUNTY: KINGS

AUTHORITY NUMBER: 610

Town

05-30-2011	BROOKLYN ST-1.5 KM WEST OF BLACK ROCK RD	B	TC			928	870
05-16-2012	BROOKLYN ST-JUST EAST OF RTE 360	B	TC			809	780
05-17-2012	BROOKLYN ST-JUST EAST OF VICTORIA RD	B	TC			476	460
05-21-2012	BROOKLYN ST-JUST EAST OF CLAIRMONT RD	B	TC			94	90
05-21-2012	BROOKLYN ST-JUST EAST OF MORDEN RD	B	TC			195	190
05-22-2012	BROOKLYN ST-JUST EAST OF BISHOP MOUNTAIN RD	B	TC			402	380
05-22-2012	BROOKLYN ST-JUST WEST OF MARSHALL RD	B	TC			402	380
10-21-2014	BROOKLYN ST-JUST WEST OF HOSPITAL ENTRANCE	B	TC			2366	2270

COUNTY: KINGS

AUTHORITY NUMBER: 612

Town

05-30-2011	LOVETT RD-JUST NORTH OF LOVETT GATE RD	B	TC			4240	3990
05-15-2012	LOVETT RD-JUST NORTH OF SCOTIAN GOLD	B	TC			3974	3840
05-15-2012	LOVETT RD-JUST SOUTH OF BROOKLYN ST	B	TC			2854	2760

COUNTY: KINGS

AUTHORITY NUMBER: 617

Town

06-05-2013	CAMBRIDGE RD-250 M NORTH OF TK 1 (NORTHBOUND)	B	VC	6	71	1186	1110
06-05-2013	CAMBRIDGE RD-250 M NORTH OF TK 1 (SOUTHBOUND)	B	VC	6	68	1184	1110

COUNTY: KINGS

AUTHORITY NUMBER: 620

Town

06-03-2010	BLACK ROCK RD-JUST SOUTH OF BLAIR RD	B	TC			1163	1100
05-18-2011	BLACK ROCK RD-100 M NORTH OF TK 1	B	TC			734	700
05-30-2011	BLACK ROCK RD-100 M NORTH OF BROOKLYN ST	B	TC			1602	1510
05-30-2011	BLACK ROCK RD-100 M NORTH OF WEST BLACK ROCK RD	B	TC			751	710

COUNTY: KINGS

AUTHORITY NUMBER: 622

Town

06-27-2013	WEST STEADMAN RD-JUST EAST OF SHAW RD	B	TC			407	360
06-27-2013	WEST STEADMAN RD-JUST WEST OF BLACK ROCK RD	B	TC			349	310

COUNTY: KINGS

AUTHORITY NUMBER: 623

Town

06-27-2013	PARKER CONDON RD-JUST WEST OF SHAW RD	B	TC			179	160
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START DATE	LOCATION DESCRIPTION FOR COUNT	C R P	T Y P E	C N T Y	S S %	P. P.	% T R K	ADT	AADT	D I R
------------	--------------------------------	-------------	------------------	------------------	-------------	----------	------------------	-----	------	-------------

HIGHWAY: 101 SECTION: 135 LENGTH: 3.71
EXIT 13 (KENTVILLE TK 12) TO EXIT 14 (COLDBROOK INTER/C)

15-06-2009	0.7 KM WEST OF EXIT 13 (WB) (LOOPS)	B	TC	KIN				6436	5900	W
15-06-2009	0.7 KM WEST OF EXIT 13 (EB) (LOOPS)	B	TC	KIN				6723	6160	E
25-07-2012	0.7 KM WEST OF EXIT 13 (WB) (LOOPS)	B	TC	KIN				7527	6300	W
23-07-2012	0.7 KM WEST OF EXIT 13 (EB) (LOOPS)	B	TC	KIN				7361	6160	E
18-11-2015	0.7 KM WEST OF EXIT 13 (EB) (LOOPS)	B	TC	KIN				6634	6800	E
18-11-2015	0.7 KM WEST OF EXIT 13 (WB) (LOOPS)	B	TC	KIN				6977	7150	W
09-05-2018	0.7 KM WEST OF EXIT 13 (WB) (LOOPS)	B	TC	KIN				7771	7630	W
09-05-2018	0.7 KM WEST OF EXIT 13 (EB) (LOOPS)	B	TC	KIN				8076	7930	E

HIGHWAY: 101 SECTION: 140 LENGTH: 14.64
EXIT 14 (COLDBROOK INTER/C) TO EXIT 15 (RTE 360-BERWICK)

01-01-2009	PERMANENT COUNTER (COLDBROOK)	B	VC	KIN			8		8250	
01-01-2010	PERMANENT COUNTER (COLDBROOK)	B	VC	KIN			8		8310	
01-01-2011	PERMANENT COUNTER (COLDBROOK)	B	VC	KIN	110		8		8270	
01-01-2012	PERMANENT COUNTER (COLDBROOK)	B	VC	KIN	111		8		8550	
01-01-2013	PERMANENT COUNTER (COLDBROOK)	B	VC	KIN			8		8410	
01-01-2014	PERMANENT COUNTER (COLDBROOK)	B	VC	KIN	111		8		8720	
01-01-2015	PERMANENT COUNTER (COLDBROOK)	B	VC	KIN	111		8		8740	
01-01-2016	PERMANENT COUNTER (COLDBROOK)	B	VC	KIN	112		7		9220	
01-01-2017	PERMANENT COUNTER (COLDBROOK)	B	VC	KIN	112		9		9710	
01-01-2018	PERMANENT COUNTER (COLDBROOK)	B	VC	KIN	106		9		9480	

HIGHWAY: 101 SECTION: 150 LENGTH: 8.31
EXIT 15 (RTE 360-BERWICK) TO EXIT 16 (AYLESFORD INTER/C)

15-06-2009	4 KM WEST OF EXIT 15 (WB)	B	VC	KIN			11	3750	3430	W
15-06-2009	4 KM WEST OF EXIT 15 (EB)	B	VC	KIN			11	3811	3490	E
17-05-2012	4 KM WEST OF EXIT 15	B	TC	KIN				8244	7960	
05-05-2016	4 KM WEST OF EXIT 15 (WB)	B	VC	KIN			8	4342	4220	W
05-05-2016	4 KM WEST OF EXIT 15 (EB)	B	VC	KIN			9	4290	4170	E
16-07-2018	4 KM WEST OF EXIT 15	B	TC	KIN				11164	9530	



Transportation and Infrastructure Renewal

Diamond Hourly Volume Summary for : Wed, May 5 2021 to Wed, May 12 2021

Name: 0001-160-01-2 Start Date: 2021-05-05 End Date: 2021-05-12 Counter: 141 Lane: 1
 County: KIN Location: JUST EAST OF RANDOLPH RD

Hour Periods for 24 Hour Clock

Day	0	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	Total
5W												497	564	571	623	736	681	494	454	324	171	126	66	38	5369
6T	24	6	12	12	50	157	527	535	433	363	434	484	552	528	631	701	690	542	437	356	217	113	73	49	7918
7F	16	12	14	23	47	155	502	556	465	421	473	552	646	612	695	773	701	603	533	457	215	166	77	55	8772
8S	19	17	7	5	22	56	277	247	203	299	405	434	478	405	410	371	328	270	401	293	146	85	70	41	5291
9S	21	7	7	6	16	61	224	162	116	169	226	311	411	463	510	468	441	330	452	341	160	100	64	32	5093
Week Total:	32443		5 Day Average: 6489																						
10M	16	13	16	26	37	149	465	521	433	364	442	467	506	444	618	680	672	524	489	384	197	140	81	56	7751
11T	27	9	20	6	50	172	491	559	456	362	419	473	552	506	565	683	650	513	494	329	156	102	59	51	7697
12W	20	13	18	13	45	185	529	604	426	373	433	462	543	532											4176
Week Total:	19624		3 Day Average: 6541																						

Group: A Week Total: 50530/7 = ADT 7218.57 x Factor 0.9638333333333333 = AADT 6960* Total for Count: 52067

APPENDIX

C FUTURE TRAFFIC INFORMATION



Highway 101 Cambridge Interchange Traffic Study

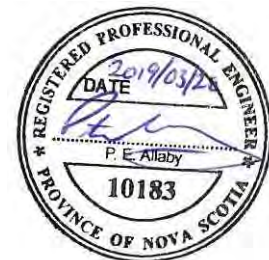
Final Report

Prepared for:

Nova Scotia Transportation and Infrastructure Renewal



Prepared by:



Crandall Engineering Ltd., a Division of Englobe Corporation
133 Prince William Street
Saint John, NB
E2L 2B5

March 29, 2019
Project No. 18367

Figure 12 - 2033 Peak Hour Volumes at Interchange and Connector Road

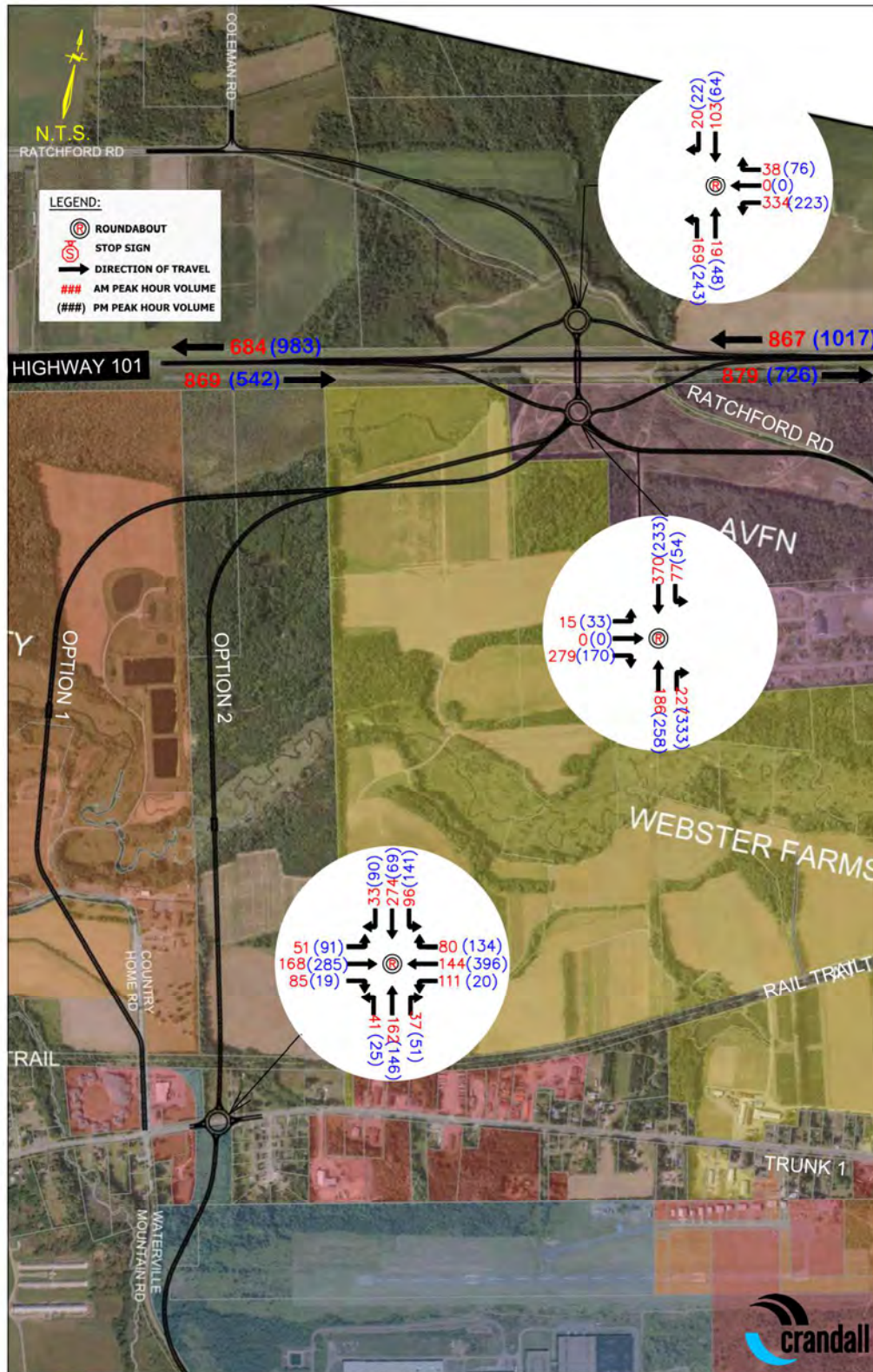
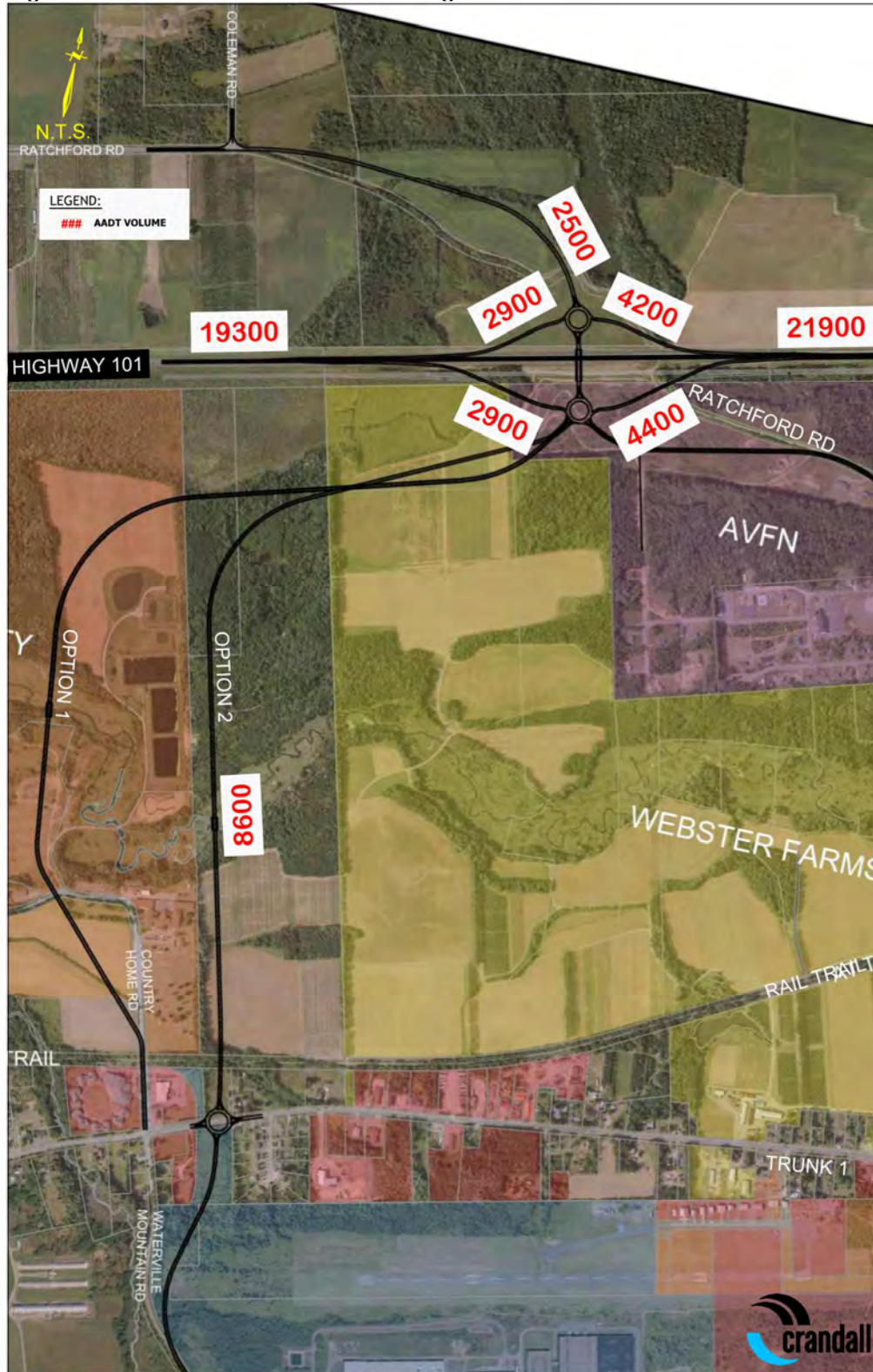


Figure 14 - 2033 AADT Volumes along the Connector Road near the Interchange



APPENDIX

D CADNA/A OUTPUT



Name	ID	Octave Band Sound Power Level (dB)								Overall (dBA)
		63	125	250	500	1000	2000	4000	8000	
Milling Machine	cons_mill	120.6	123.6	119.6	118.6	115.6	113.6	108.6	100.6	121
Dump Truck	cons_dmp_trck	120.6	118.6	114.6	114.6	109.6	107.6	102.6	98.6	116
Sweeper	cons_sweep	103.6	106.6	112.6	109.6	105.6	101.6	94.6	86.6	111
Paver	cons_paver	115.6	123.6	108.6	109.6	110.6	109.6	106.6	104.6	116
Roller	cons_roll	108.6	111.6	117.6	114.6	110.6	106.6	99.6	91.6	116

Line Source, ISO 9613, Name: "Highway 101 Ramps", ID: "CS_101_Ramp_WB"																					
Nr.	X	Y	Z	Ref.	DEN	Freq.	Lw	I/a	Optime	K0	Di	Activ	Aatm	Agr	Afol	Ahous	Abar	Cmet	RL	Lr	
	(m)	(m)	(m)			(Hz)	dB(A)	dB	dB	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)
0249	369163.97	4992245.36	12.50	0	DEN	A	74.1	7.9	0.0	0.0	0.0	65.8	1.8	2.0	0.0	0.0	0.0	0.0	0.0	0.0	12.4
0259	369222.54	4992224.52	12.50	0	DEN	A	74.1	6.9	0.0	0.0	0.0	64.9	1.6	2.0	0.0	0.0	0.0	0.0	0.0	0.0	12.5
0294	369153.60	4992215.94	12.50	0	DEN	A	74.1	8.0	0.0	0.0	0.0	66.1	1.8	2.1	0.0	0.0	0.0	0.0	0.0	0.0	12.1
0339	369216.73	4992232.49	12.50	0	DEN	A	74.1	6.8	0.0	0.0	0.0	65.0	1.6	2.0	0.0	0.0	0.0	0.0	0.0	0.0	12.3
0389	369236.17	4992218.13	12.50	0	DEN	A	74.1	6.2	0.0	0.0	0.0	64.7	1.6	1.9	0.0	0.0	0.0	0.0	0.0	0.0	12.0
0439	369138.84	4992203.24	12.50	0	DEN	A	74.1	7.5	0.0	0.0	0.0	66.3	1.9	2.1	0.0	0.0	0.0	0.0	0.0	0.0	11.4
0444	369211.68	4992249.90	12.50	0	DEN	A	74.1	6.2	0.0	0.0	0.0	65.0	1.7	2.0	0.0	0.0	0.0	0.0	0.0	0.0	11.7
0449	369204.96	4992258.12	12.50	0	DEN	A	74.1	6.3	0.0	0.0	0.0	65.1	1.7	2.0	0.0	0.0	0.0	0.0	0.0	0.0	11.7
0474	369174.49	4992259.29	12.50	0	DEN	A	74.1	6.7	0.0	0.0	0.0	65.6	1.7	2.0	0.0	0.0	0.0	0.0	0.0	0.0	11.4
0499	369240.04	4992217.90	12.50	0	DEN	A	74.1	5.6	0.0	0.0	0.0	64.6	1.6	1.9	0.0	0.0	0.0	0.0	0.0	0.0	11.6
0529	369215.25	4992236.57	12.50	0	DEN	A	74.1	5.9	0.0	0.0	0.0	65.0	1.6	2.0	0.0	0.0	0.0	0.0	0.0	0.0	11.4
0549	369184.08	4992263.26	12.50	0	DEN	A	74.1	6.3	0.0	0.0	0.0	65.5	1.7	2.0	0.0	0.0	0.0	0.0	0.0	0.0	11.3
0584	369133.95	4992200.97	12.50	0	DEN	A	74.1	7.2	0.0	0.0	0.0	66.4	1.9	2.1	0.0	0.0	0.0	0.0	0.0	0.0	10.9
0644	369162.89	4992240.20	12.50	0	DEN	A	74.1	6.5	0.0	0.0	0.0	65.8	1.8	2.0	0.0	0.0	0.0	0.0	0.0	0.0	10.8
0739	369214.65	4992240.18	12.50	0	DEN	A	74.1	5.3	0.0	0.0	0.0	65.0	1.6	2.0	0.0	0.0	0.0	0.0	0.0	0.0	10.9
1129	368823.58	4992019.42	12.50	0	DEN	A	74.1	8.9	0.0	0.0	0.0	70.4	2.7	2.5	0.0	0.0	0.0	0.0	0.0	0.0	7.3

Line Source, ISO 9613, Name: "Highway 101 Ramps", ID: "CS_101_Ramp_EB"																						
Nr.	X	Y	Z	Ref.	DEN	Freq.	Lw	I/a	Optime	K0	Di	Activ	Aatm	Agr	Afol	Ahous	Abar	Cmet	RL	Lr		
	(m)	(m)	(m)			(Hz)	dB(A)	dB	dB	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	
2461	369661.22	4992195.66	12.50	0	DEN	A	74.1	16.5	0.0	0.0	0.0	53.6	0.5	1.5	0.0	0.0	0.0	0.0	0.0	0.0	35.0	
2466	369705.06	4992205.75	12.50	0	DEN	A	74.1	16.5	0.0	0.0	0.0	52.2	0.5	1.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	36.5
2471	369748.90	4992215.85	12.50	0	DEN	A	74.1	16.5	0.0	0.0	0.0	52.0	0.4	1.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	36.7
2476	369792.74	4992225.95	12.50	0	DEN	A	74.1	16.5	0.0	0.0	0.0	53.0	0.5	1.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	35.6
2626	369836.48	4992236.67	12.50	0	DEN	A	74.1	16.5	0.0	0.0	0.0	54.7	0.6	1.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	33.9
2631	369880.13	4992248.02	12.50	0	DEN	A	74.1	16.5	0.0	0.0	0.0	56.4	0.7	1.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	32.0
2761	369573.74	4992174.70	12.50	0	DEN	A	74.1	17.9	0.0	0.0	0.0	57.0	0.8	1.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	32.6
2781	369621.34	4992186.37	12.50	0	DEN	A	74.1	15.7	0.0	0.0	0.0	55.1	0.6	1.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	32.5
2891	369514.58	4992159.32	12.50	0	DEN	A	74.1	17.9	0.0	0.0	0.0	59.1	0.9	1.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	30.3
3026	369455.70	4992142.91	12.50	0	DEN	A	74.1	17.9	0.0	0.0	0.0	60.8	1.1	1.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	28.3
5066	369328.25	4992088.97	12.50	0	DEN	A	74.1	15.4	0.0	0.0	0.0	64.0	1.5	1.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	22.1
5454	369298.51	4992071.13	12.50	0	DEN	A	74.1	15.4	0.0	0.0	0.0	64.6	1.6	1.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	21.4
6009	369409.19	4992128.76	12.50	0	DEN	A	74.1	12.3	0.0	0.0	0.0	62.0	1.2	1.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	21.3
6304	369393.45	4992122.76	12.50	0	DEN	A	74.1	12.3	0.0	0.0	0.0	62.4	1.3	1.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	20.9
6449	369036.38	4992003.08	12.50	0	DEN	A	74.1	17.8	0.0	0.0	0.0	68.4	2.3	2.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	19.0
6469	369378.02	4992116.01	12.50	0	DEN	A	74.1	12.3	0.0	0.0	0.0	62.8	1.3	1.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	20.4
6604	369362.93	4992108.53	12.50	0	DEN	A	74.1	12.3	0.0	0.0	0.0	63.2	1.4	1.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	20.0
7329	369421.72	4992133.01	12.50	0	DEN	A	74.1	9.8	0.0	0.0	0.0	61.7	1.2	1.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	19.3
7399	369349.36	4992101.17	12.50	0	DEN	A	74.1	11.5	0.0	0.0	0.0	63.5	1.4	1.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	18.8
7539	368644.47	4991958.44	12.50	0	DEN	A	74.1	19.5	0.0	0.0	0.0	72.0	3.2	2.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	15.8
7954	368722.78	4991974.68	12.50	0	DEN	A	74.1	18.4	0.0	0.0	0.0	71.4	3.0	2.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	15.6
8619	369276.88	4992057.39	12.50	0	DEN	A	74.1	11.1	0.0	0.0	0.0	65.1	1.7	2.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	16.5
8734	368883.81	4992006.64	12.50	0	DEN	A	74.1	15.7	0.0	0.0	0.0	69.9	2.6	2.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	14.8
8774	369266.59	4992049.80	12.50	0	DEN	A	74.1	11.1	0.0	0.0	0.0	65.3	1.7	2.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	16.2
8954	369256.80	4992041.56	12.50	0	DEN	A	74.1	11.1	0.0	0.0	0.0	65.5	1.7	2.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	15.9
9054	368847.36	4992000.71	12.50	0	DEN	A	74.1	15.7	0.0	0.0	0.0	70.3	2.7	2.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	14.3
9094	369247.54	4992032.72	12.50	0	DEN	A	74.1	11.1	0.0	0.0	0.0	65.7	1.8	2.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	15.7
9159	369238.86	4992023.32	12.50	0	DEN	A	74.1	11.1	0.0	0.0	0.0	65.9	1.8	2.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	15.4
9164	368811.05	4991993.99	12.50	0	DEN	A	74.1	15.7	0.0	0.0	0.0	70.6	2.8	2.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	13.9
9199	369230.78	4992013.37	12.50	0	DEN	A	74.1	11.1	0.0	0.0	0.0	66.1	1.8	2.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	15.2
9244	368774.90	4991986.48	12.50	0	DEN	A	74.1	15.7	0.0	0.0	0.0	70.9	2.9	2.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	13.4
9469	368913.22	4992010.90	12.50	0	DEN	A	74.1	13.5	0.0	0.0	0.0	69.6	2.5	2.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	13.0
9599	369134.98	4991995.04	12.50	0	DEN	A	74.1	11.0	0.0	0.0	0.0	67.4	2.1	2.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	13.4
9664	369122.57	4991993.63	12.50	0	DEN	A	74.1	11.0	0.0	0.0	0.0	67.5	2.1	2.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	13.2
9719	369110.10	4991993.01	12.50	0	DEN	A	74.1	11.0	0.0	0.0	0.0	67.7	2.1	2.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	13.1
9759	369097.62	4991993.18	12.50	0	DEN	A	74.1	11.0	0.0	0.0	0.0	67.8	2.2	2.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	12.9
9819	369085.17	4991994.13	12.50	0	DEN	A	74.1	11.0	0.0	0.0	0.0	68.0	2.2	2.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	12.7
9894	369072.79	4991995.88	12.50	0	DEN	A	74.1	11.0	0.0	0.0	0.0	68.1	2.2	2.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	12.6
0004	368988.43	4992012.23	12.50	0	DEN	A	74.1	11.5	0.0	0.0	0.0	68.9	2.4	2.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	12.1
0044	368974.23	4992013.66	12.50	0	DEN	A	74.1	11.5	0.0	0.0	0.0	69.0	2.4	2.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	11.9
0069	368959.97	4992014.27	12.50	0	DEN	A	74.1	11.5	0.0	0.0	0.0	69.2	2.4	2.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	11.7
0074	369186.63	4991975.41	12.50	0	DEN	A	74.1	9.3	0.0	0.0	0.0	66.9	2.0	2.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	12.4

Line Source, ISO 9613, Name: "Connector Road north of Highway 101 (Option 1)", ID: "CS_Con1A"																				
Nr.	X (m)	Y (m)	Z (m)	Refl.	DEN	Freq. (Hz)	Lw dB(A)	I/a dB	Optime dB	K0 (dB)	Di (dB)	Activ (dB)	Aatm (dB)	Agr (dB)	Afol (dB)	Ahous (dB)	Abar (dB)	Cmet (dB)	RL (dB)	Lr dB(A)
4190	369296.45	4992464.72	12.50	0	DEN	A	82.0	9.3	0.0	0.0	63.8	1.8	1.3	0.0	0.0	0.0	0.0	0.0	0.0	24.4
4214	369291.34	4992458.00	12.50	0	DEN	A	82.0	9.3	0.0	0.0	63.9	1.8	1.3	0.0	0.0	0.0	0.0	0.0	0.0	24.3
4232	369286.47	4992451.11	12.50	0	DEN	A	82.0	9.3	0.0	0.0	63.9	1.8	1.3	0.0	0.0	0.0	0.0	0.0	0.0	24.2
4244	369707.02	4992773.54	12.50	0	DEN	A	82.0	9.4	0.0	0.0	64.1	1.8	1.3	0.0	0.0	0.0	0.0	0.0	0.0	24.1
4256	369281.83	4992444.06	12.50	0	DEN	A	82.0	9.3	0.0	0.0	64.0	1.8	1.3	0.0	0.0	0.0	0.0	0.0	0.0	24.2
4274	369277.43	4992436.85	12.50	0	DEN	A	82.0	9.3	0.0	0.0	64.0	1.8	1.3	0.0	0.0	0.0	0.0	0.0	0.0	24.1
4322	369273.27	4992429.50	12.50	0	DEN	A	82.0	9.3	0.0	0.0	64.1	1.8	1.3	0.0	0.0	0.0	0.0	0.0	0.0	24.1
4340	369710.06	4992781.71	12.50	0	DEN	A	82.0	9.4	0.0	0.0	64.3	1.8	1.3	0.0	0.0	0.0	0.0	0.0	0.0	23.9
4364	369269.37	4992422.02	12.50	0	DEN	A	82.0	9.3	0.0	0.0	64.1	1.8	1.3	0.0	0.0	0.0	0.0	0.0	0.0	24.0
4370	369265.72	4992414.41	12.50	0	DEN	A	82.0	9.3	0.0	0.0	64.1	1.8	1.3	0.0	0.0	0.0	0.0	0.0	0.0	24.0
4412	369712.81	4992789.98	12.50	0	DEN	A	82.0	9.4	0.0	0.0	64.4	1.9	1.3	0.0	0.0	0.0	0.0	0.0	0.0	23.7
4490	369715.27	4992798.34	12.50	0	DEN	A	82.0	9.4	0.0	0.0	64.6	1.9	1.4	0.0	0.0	0.0	0.0	0.0	0.0	23.5
4562	369717.44	4992806.78	12.50	0	DEN	A	82.0	9.4	0.0	0.0	64.7	1.9	1.4	0.0	0.0	0.0	0.0	0.0	0.0	23.4
4634	369719.32	4992815.30	12.50	0	DEN	A	82.0	9.4	0.0	0.0	64.9	1.9	1.4	0.0	0.0	0.0	0.0	0.0	0.0	23.2
4784	369720.89	4992823.87	12.50	0	DEN	A	82.0	9.4	0.0	0.0	65.0	2.0	1.4	0.0	0.0	0.0	0.0	0.0	0.0	23.0
4856	369722.17	4992832.49	12.50	0	DEN	A	82.0	9.4	0.0	0.0	65.2	2.0	1.4	0.0	0.0	0.0	0.0	0.0	0.0	22.8
4928	369723.14	4992841.15	12.50	0	DEN	A	82.0	9.4	0.0	0.0	65.3	2.0	1.4	0.0	0.0	0.0	0.0	0.0	0.0	22.6
4988	369638.18	4993459.43	12.50	0	DEN	A	82.0	16.0	0.0	0.0	72.1	3.6	2.3	0.0	0.0	0.0	0.0	0.0	0.0	20.0
5024	369723.82	4992849.85	12.50	0	DEN	A	82.0	9.4	0.0	0.0	65.5	2.0	1.5	0.0	0.0	0.0	0.0	0.0	0.0	22.4
5096	369724.18	4992858.55	12.50	0	DEN	A	82.0	9.4	0.0	0.0	65.6	2.1	1.5	0.0	0.0	0.0	0.0	0.0	0.0	22.2
5154	369724.25	4992867.27	12.50	0	DEN	A	82.0	9.4	0.0	0.0	65.8	2.1	1.5	0.0	0.0	0.0	0.0	0.0	0.0	22.0
5214	369724.01	4992875.98	12.50	0	DEN	A	82.0	9.4	0.0	0.0	65.9	2.1	1.5	0.0	0.0	0.0	0.0	0.0	0.0	21.9
5304	369723.47	4992884.68	12.50	0	DEN	A	82.0	9.4	0.0	0.0	66.0	2.1	1.5	0.0	0.0	0.0	0.0	0.0	0.0	21.7
5399	369722.62	4992893.36	12.50	0	DEN	A	82.0	9.4	0.0	0.0	66.2	2.2	1.5	0.0	0.0	0.0	0.0	0.0	0.0	21.5
5499	369721.47	4992902.00	12.50	0	DEN	A	82.0	9.4	0.0	0.0	66.3	2.2	1.5	0.0	0.0	0.0	0.0	0.0	0.0	21.4
5619	369720.02	4992910.60	12.50	0	DEN	A	82.0	9.4	0.0	0.0	66.4	2.2	1.6	0.0	0.0	0.0	0.0	0.0	0.0	21.2
8609	369632.27	4993340.21	12.50	0	DEN	A	82.0	9.4	0.0	0.0	71.2	3.3	2.1	0.0	0.0	0.0	0.0	0.0	0.0	14.7
8664	369630.83	4993348.81	12.50	0	DEN	A	82.0	9.4	0.0	0.0	71.3	3.3	2.2	0.0	0.0	0.0	0.0	0.0	0.0	14.6
8714	369629.68	4993357.45	12.50	0	DEN	A	82.0	9.4	0.0	0.0	71.3	3.3	2.2	0.0	0.0	0.0	0.0	0.0	0.0	14.5
8769	369628.83	4993366.12	12.50	0	DEN	A	82.0	9.4	0.0	0.0	71.4	3.4	2.2	0.0	0.0	0.0	0.0	0.0	0.0	14.4
8824	369628.29	4993374.82	12.50	0	DEN	A	82.0	9.4	0.0	0.0	71.5	3.4	2.2	0.0	0.0	0.0	0.0	0.0	0.0	14.3
8909	369628.05	4993383.53	12.50	0	DEN	A	82.0	9.4	0.0	0.0	71.6	3.4	2.2	0.0	0.0	0.0	0.0	0.0	0.0	14.2
8949	369628.11	4993392.25	12.50	0	DEN	A	82.0	9.4	0.0	0.0	71.6	3.4	2.2	0.0	0.0	0.0	0.0	0.0	0.0	14.1
9029	369628.48	4993400.96	12.50	0	DEN	A	82.0	9.4	0.0	0.0	71.7	3.4	2.2	0.0	0.0	0.0	0.0	0.0	0.0	14.0
9069	369629.15	4993409.64	12.50	0	DEN	A	82.0	9.4	0.0	0.0	71.8	3.5	2.2	0.0	0.0	0.0	0.0	0.0	0.0	13.9
9089	369630.13	4993418.31	12.50	0	DEN	A	82.0	9.4	0.0	0.0	71.8	3.5	2.2	0.0	0.0	0.0	0.0	0.0	0.0	13.8
9114	369631.40	4993426.93	12.50	0	DEN	A	82.0	9.4	0.0	0.0	71.9	3.5	2.2	0.0	0.0	0.0	0.0	0.0	0.0	13.7
9134	369632.98	4993435.50	12.50	0	DEN	A	82.0	9.4	0.0	0.0	72.0	3.5	2.2	0.0	0.0	0.0	0.0	0.0	0.0	13.7

Line Source, ISO 9613, Name: "Connector Road south of Ratchford Rd", ID: "CS_RFR"																				
Nr.	X (m)	Y (m)	Z (m)	Refl.	DEN	Freq. (Hz)	Lw dB(A)	I/a dB	Optime dB	K0 (dB)	Di (dB)	Activ (dB)	Aatm (dB)	Agr (dB)	Afol (dB)	Ahous (dB)	Abar (dB)	Cmet (dB)	RL (dB)	Lr dB(A)
2521	369506.93	4991879.38	12.50	0	DEN	A	84.1	22.3	0.0	0.0	64.7	2.1	0.9	0.0	0.0	0.0	0.0	0.0	0.0	38.6
3061	369219.81	4991970.70	12.50	0	DEN	A	84.1	14.1	0.0	0.0	66.6	2.5	1.2	0.0	0.0	0.0	0.0	0.0	0.0	28.0
4658	369248.09	4991942.01	12.50	0	DEN	A	84.1	8.9	0.0	0.0	66.5	2.5	1.1	0.0	0.0	0.0	0.0	0.0	0.0	22.9
4664	369253.08	4991935.98	12.50	0	DEN	A	84.1	8.9	0.0	0.0	66.5	2.5	1.1	0.0	0.0	0.0	0.0	0.0	0.0	22.9
4670	369242.91	4991947.87	12.50	0	DEN	A	84.1	8.9	0.0	0.0	66.5	2.5	1.1	0.0	0.0	0.0	0.0	0.0	0.0	22.9
4676	369257.88	4991929.81	12.50	0	DEN	A	84.1	8.9	0.0	0.0	66.5	2.5	1.1	0.0	0.0	0.0	0.0	0.0	0.0	22.9
4682	369237.54	4991953.57	12.50	0	DEN	A	84.1	8.9	0.0	0.0	66.5	2.5	1.1	0.0	0.0	0.0	0.0	0.0	0.0	22.9
4688	369262.49	4991923.48	12.50	0	DEN	A	84.1	8.9	0.0	0.0	66.5	2.5	1.1	0.0	0.0	0.0	0.0	0.0	0.0	22.9
4700	369232.01	4991959.10	12.50	0	DEN	A	84.1	8.9	0.0	0.0	66.5	2.5	1.2	0.0	0.0	0.0	0.0	0.0	0.0	22.9
5184	369421.91	4991858.54	12.50	0	DEN	A	84.1	7.2	0.0	0.0	65.7	2.3	1.0	0.0	0.0	0.0	0.0	0.0	0.0	22.2
5224	369416.83	4991857.48	12.50	0	DEN	A	84.1	7.2	0.0	0.0	65.8	2.3	1.1	0.0	0.0	0.0	0.0	0.0	0.0	22.1
5244	369411.70	4991856.59	12.50	0	DEN	A	84.1	7.2	0.0	0.0	65.8	2.3	1.1	0.0	0.0	0.0	0.0	0.0	0.0	22.1
5289	369406.55	4991855.88	12.50	0	DEN	A	84.1	7.2	0.0	0.0	65.9	2.4	1.1	0.0	0.0	0.0	0.0	0.0	0.0	22.0
5329	369401.38	4991855.35	12.50	0	DEN	A	84.1	7.2	0.0	0.0	65.9	2.4	1.1	0.0	0.0	0.0	0.0	0.0	0.0	21.9
5359	369396.20	4991855.00	12.50	0	DEN	A	84.1	7.2	0.0	0.0	66.0	2.4	1.1	0.0	0.0	0.0	0.0	0.0	0.0	21.9
5404	369391.00	4991854.83	12.50	0	DEN	A	84.1	7.2	0.0	0.0	66.0	2.4	1.1	0.0	0.0	0.0	0.0	0.0	0.0	21.8
5434	369385.80	4991854.84	12.50	0	DEN	A	84.1	7.2	0.0	0.0	66.1	2.4	1.1	0.0	0.0	0.0	0.0	0.0	0.0	21.7
5459	369380.61	4991855.03	12.50	0	DEN	A	84.1	7.2	0.0	0.0	66.1	2.4	1.1	0.0	0.0	0.0	0.0	0.0	0.0	21.7
5504	369375.42	4991855.40	12.50	0	DEN	A	84.1	7.2	0.0	0.0	66.2	2.4	1.1	0.0	0.0	0.0	0.0	0.0	0.0	21.6
5544	369370.25	4991855.95	12.50	0	DEN	A	84.1	7.2	0.0	0.0	66.2	2.4	1.1	0.0	0.0	0.0	0.0	0.0	0.0	21.6
5559	369365.11	4991856.67	12.50	0	DEN	A	84.1	7.2	0.0	0.0	66.2	2.4	1.1	0.0	0.0	0.0	0.0	0.0	0.0	21.5

Line Source, ISO 9613, Name: "Connector Road south of Ratchford Rd", ID: "CS_RFR"																				
Nr.	X (m)	Y (m)	Z (m)	Refl.	DEN	Freq. (Hz)	Lw dB(A)	I/a dB	Optime dB	K0 (dB)	Di (dB)	Activ (dB)	Aatm (dB)	Agr (dB)	Afol (dB)	Ahous (dB)	Abar (dB)	Cmet (dB)	RL (dB)	Lr dB(A)
5604	369359.99	4991857.58	12.50	0	DEN	A	84.1	7.2	0.0	0.0	66.3	2.4	1.1	0.0	0.0	0.0	0.0	0.0	0.0	21.5
5649	369354.90	4991858.66	12.50	0	DEN	A	84.1	7.2	0.0	0.0	66.3	2.4	1.1	0.0	0.0	0.0	0.0	0.0	0.0	21.4
5669	369349.86	4991859.92	12.50	0	DEN	A	84.1	7.2	0.0	0.0	66.3	2.4								

Line Source, ISO 9613, Name: "Connector Road north of Highway 101 (Option 1)", ID: "CS_Con1A"																				
Nr.	X	Y	Z	Refl.	DEN	Freq.	Lw	I/a	Optime	K0	Di	Adiv	Aatm	Agr	Afol	Ahou	Abar	Cmet	RL	Lr
	(m)	(m)	(m)			(Hz)	dB(A)	dB	dB	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB(A))
5774	369301.78	4992471.27	12.50	0	DEN	A	79.3	9.3	0.0	0.0	0.0	63.8	2.7	-0.4	0.0	0.0	0.0	0.0	0.0	22.5
5779	369703.69	4992765.48	12.50	0	DEN	A	79.3	9.4	0.0	0.0	0.0	64.0	2.8	-0.4	0.0	0.0	0.0	0.0	0.0	22.4
5829	369296.45	4992464.72	12.50	0	DEN	A	79.3	9.3	0.0	0.0	0.0	63.8	2.7	-0.4	0.0	0.0	0.0	0.0	0.0	22.5
5919	369291.34	4992458.00	12.50	0	DEN	A	79.3	9.3	0.0	0.0	0.0	63.9	2.7	-0.4	0.0	0.0	0.0	0.0	0.0	22.4
5944	369286.47	4992451.11	12.50	0	DEN	A	79.3	9.3	0.0	0.0	0.0	63.9	2.8	-0.4	0.0	0.0	0.0	0.0	0.0	22.3
5954	369707.02	4992773.54	12.50	0	DEN	A	79.3	9.4	0.0	0.0	0.0	64.1	2.8	-0.4	0.0	0.0	0.0	0.0	0.0	22.2
5974	369281.83	4992444.06	12.50	0	DEN	A	79.3	9.3	0.0	0.0	0.0	64.0	2.8	-0.4	0.0	0.0	0.0	0.0	0.0	22.3
5989	369277.43	4992436.85	12.50	0	DEN	A	79.3	9.3	0.0	0.0	0.0	64.0	2.8	-0.4	0.0	0.0	0.0	0.0	0.0	22.2
6034	369273.27	4992429.50	12.50	0	DEN	A	79.3	9.3	0.0	0.0	0.0	64.1	2.8	-0.4	0.0	0.0	0.0	0.0	0.0	22.1
6039	369710.06	4992781.71	12.50	0	DEN	A	79.3	9.4	0.0	0.0	0.0	64.3	2.8	-0.4	0.0	0.0	0.0	0.0	0.0	22.0
6059	369269.37	4992422.02	12.50	0	DEN	A	79.3	9.3	0.0	0.0	0.0	64.1	2.8	-0.4	0.0	0.0	0.0	0.0	0.0	22.1
6069	369265.72	4992414.41	12.50	0	DEN	A	79.3	9.3	0.0	0.0	0.0	64.1	2.8	-0.4	0.0	0.0	0.0	0.0	0.0	22.0
6164	369712.81	4992789.98	12.50	0	DEN	A	79.3	9.4	0.0	0.0	0.0	64.4	2.9	-0.4	0.0	0.0	0.0	0.0	0.0	21.8
6274	369715.27	4992798.34	12.50	0	DEN	A	79.3	9.4	0.0	0.0	0.0	64.6	2.9	-0.3	0.0	0.0	0.0	0.0	0.0	21.6
6334	369717.44	4992806.78	12.50	0	DEN	A	79.3	9.4	0.0	0.0	0.0	64.7	2.9	-0.3	0.0	0.0	0.0	0.0	0.0	21.4
6409	369719.32	4992815.30	12.50	0	DEN	A	79.3	9.4	0.0	0.0	0.0	64.9	3.0	-0.3	0.0	0.0	0.0	0.0	0.0	21.2
6479	369720.89	4992823.87	12.50	0	DEN	A	79.3	9.4	0.0	0.0	0.0	65.0	3.0	-0.3	0.0	0.0	0.0	0.0	0.0	21.0
6529	369722.17	4992832.49	12.50	0	DEN	A	79.3	9.4	0.0	0.0	0.0	65.2	3.0	-0.2	0.0	0.0	0.0	0.0	0.0	20.7
6574	369723.14	4992841.15	12.50	0	DEN	A	79.3	9.4	0.0	0.0	0.0	65.3	3.1	-0.2	0.0	0.0	0.0	0.0	0.0	20.5
6614	369638.18	4993459.43	12.50	0	DEN	A	79.3	16.0	0.0	0.0	0.0	72.1	4.9	1.0	0.0	0.0	0.0	0.0	0.0	17.3
6644	369723.82	4992849.85	12.50	0	DEN	A	79.3	9.4	0.0	0.0	0.0	65.5	3.1	-0.2	0.0	0.0	0.0	0.0	0.0	20.3
6724	369724.18	4992858.55	12.50	0	DEN	A	79.3	9.4	0.0	0.0	0.0	65.6	3.1	-0.2	0.0	0.0	0.0	0.0	0.0	20.2
6819	369724.25	4992867.27	12.50	0	DEN	A	79.3	9.4	0.0	0.0	0.0	65.8	3.1	-0.2	0.0	0.0	0.0	0.0	0.0	20.0
6909	369724.01	4992875.98	12.50	0	DEN	A	79.3	9.4	0.0	0.0	0.0	65.9	3.2	-0.1	0.0	0.0	0.0	0.0	0.0	19.8
7024	369723.47	4992884.68	12.50	0	DEN	A	79.3	9.4	0.0	0.0	0.0	66.0	3.2	-0.1	0.0	0.0	0.0	0.0	0.0	19.6
7144	369722.62	4992893.36	12.50	0	DEN	A	79.3	9.4	0.0	0.0	0.0	66.2	3.2	-0.1	0.0	0.0	0.0	0.0	0.0	19.4
7254	369721.47	4992902.00	12.50	0	DEN	A	79.3	9.4	0.0	0.0	0.0	66.3	3.3	-0.1	0.0	0.0	0.0	0.0	0.0	19.2
7334	369720.02	4992910.60	12.50	0	DEN	A	79.3	9.4	0.0	0.0	0.0	66.4	3.3	-0.0	0.0	0.0	0.0	0.0	0.0	19.0
9694	369632.27	4993340.21	12.50	0	DEN	A	79.3	9.4	0.0	0.0	0.0	71.2	4.6	0.8	0.0	0.0	0.0	0.0	0.0	12.1
9709	369630.83	4993348.81	12.50	0	DEN	A	79.3	9.4	0.0	0.0	0.0	71.3	4.6	0.9	0.0	0.0	0.0	0.0	0.0	12.0
9739	369629.68	4993357.45	12.50	0	DEN	A	79.3	9.4	0.0	0.0	0.0	71.3	4.6	0.9	0.0	0.0	0.0	0.0	0.0	11.9
9754	369628.28	4993366.12	12.50	0	DEN	A	79.3	9.4	0.0	0.0	0.0	71.4	4.6	0.9	0.0	0.0	0.0	0.0	0.0	11.8
9789	369628.29	4993374.82	12.50	0	DEN	A	79.3	9.4	0.0	0.0	0.0	71.5	4.7	0.9	0.0	0.0	0.0	0.0	0.0	11.7
9829	369628.05	4993383.53	12.50	0	DEN	A	79.3	9.4	0.0	0.0	0.0	71.6	4.7	0.9	0.0	0.0	0.0	0.0	0.0	11.6
9869	369628.11	4993392.25	12.50	0	DEN	A	79.3	9.4	0.0	0.0	0.0	71.6	4.7	0.9	0.0	0.0	0.0	0.0	0.0	11.5
9909	369628.48	4993400.96	12.50	0	DEN	A	79.3	9.4	0.0	0.0	0.0	71.7	4.7	0.9	0.0	0.0	0.0	0.0	0.0	11.3
9939	369629.15	4993409.64	12.50	0	DEN	A	79.3	9.4	0.0	0.0	0.0	71.8	4.8	0.9	0.0	0.0	0.0	0.0	0.0	11.2
9979	369630.13	4993418.31	12.50	0	DEN	A	79.3	9.4	0.0	0.0	0.0	71.8	4.8	1.0	0.0	0.0	0.0	0.0	0.0	11.1
10014	369631.40	4993426.93	12.50	0	DEN	A	79.3	9.4	0.0	0.0	0.0	71.9	4.8	1.0	0.0	0.0	0.0	0.0	0.0	11.0
10029	369632.98	4993435.50	12.50	0	DEN	A	79.3	9.4	0.0	0.0	0.0	72.0	4.8	1.0	0.0	0.0	0.0	0.0	0.0	10.9

Line Source, ISO 9613, Name: "Connector Road between Highway 101 and Trunk 1 (Option 1)", ID: "CS_Con1C"																				
Nr.	X	Y	Z	Refl.	DEN	Freq.	Lw	I/a	Optime	K0	Di	Adiv	Aatm	Agr	Afol	Ahou	Abar	Cmet	RL	Lr
	(m)	(m)	(m)			(Hz)	dB(A)	dB	dB	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB(A))
2576	369018.08	4991638.28	12.50	0	DEN	A	84.1	26.1	0.0	0.0	0.0	70.7	3.5	1.8	0.0	0.0	0.0	0.0	0.0	34.2
2746	368881.40	4990878.99	12.50	0	DEN	A	84.1	26.7	0.0	0.0	0.0	75.4	5.1	2.5	0.0	0.0	0.0	0.0	0.0	27.8
2856	369176.54	4991925.07	12.50	0	DEN	A	84.1	17.4	0.0	0.0	0.0	67.4	2.7	1.3	0.0	0.0	0.0	0.0	0.0	30.2
3171	368985.10	4990374.95	12.50	0	DEN	A	84.1	23.7	0.0	0.0	0.0	77.3	6.0	2.7	0.0	0.0	0.0	0.0	0.0	21.8
3181	369182.52	4991963.93	12.50	0	DEN	A	84.1	13.7	0.0	0.0	0.0	67.1	2.6	1.2	0.0	0.0	0.0	0.0	0.0	26.9
4184	369172.14	4991891.39	12.50	0	DEN	A	84.1	11.0	0.0	0.0	0.0	67.7	2.8	1.3	0.0	0.0	0.0	0.0	0.0	23.3
4226	369169.98	4991878.94	12.50	0	DEN	A	84.1	11.0	0.0	0.0	0.0	67.9	2.8	1.3	0.0	0.0	0.0	0.0	0.0	23.2
4292	369167.03	4991866.65	12.50	0	DEN	A	84.1	11.0	0.0	0.0	0.0	68.0	2.8	1.3	0.0	0.0	0.0	0.0	0.0	23.0
4382	369163.32	4991854.56	12.50	0	DEN	A	84.1	11.0	0.0	0.0	0.0	68.1	2.8	1.4	0.0	0.0	0.0	0.0	0.0	22.8
4442	369158.84	4991842.74	12.50	0	DEN	A	84.1	11.0	0.0	0.0	0.0	68.3	2.9	1.4	0.0	0.0	0.0	0.0	0.0	22.6
4520	369153.63	4991831.22	12.50	0	DEN	A	84.1	11.0	0.0	0.0	0.0	68.4	2.9	1.4	0.0	0.0	0.0	0.0	0.0	22.5
4574	369147.70	4991820.06	12.50	0	DEN	A	84.1	11.0	0.0	0.0	0.0	68.5	2.9	1.4	0.0	0.0	0.0	0.0	0.0	22.3
4646	369141.08	4991809.29	12.50	0	DEN	A	84.1	11.0	0.0	0.0	0.0	68.7	3.0	1.4	0.0	0.0	0.0	0.0	0.0	22.1
6019	368894.35	4991466.40	12.50	0	DEN	A	84.1	12.8	0.0	0.0	0.0	72.4	4.1	2.0	0.0	0.0	0.0	0.0	0.0	18.4
6089	368883.91	4991450.56	12.50	0	DEN	A	84.1	12.8	0.0	0.0	0.0	72.6	4.1	2.0	0.0	0.0	0.0	0.0	0.0	18.2
6229	368874.15	4991434.30	12.50	0	DEN	A	84.1	12.8	0.0	0.0	0.0	72.7	4.1	2.1	0.0	0.0	0.0	0.0	0.0	18.0
6309	368865.08	4991417.64	12.50	0	DEN	A	84.1	12.8	0.0	0.0	0.0	72.8	4.2	2.1	0.0	0.0	0.0	0.0	0.0	17.8
6364	368856.73	4991400.61	12.50	0	DEN	A	84.1	12.8	0.0	0.0	0.0	73.0	4.2	2.1	0.0	0.0	0.0	0.0	0.0	17.6
6419	368849.10	4991383.24	12.50	0	DEN	A	84.1	12.8	0.0	0.0	0.0	73.1	4.3	2.1	0.0	0.0	0.0	0.0	0.0	17.4

Line Source, ISO 9613, Name: "Connector Road between Highway 101 and Trunk 1 (Option 1)", ID: "CS_Con1C"																				
Nr.	X	Y	Z	Refl.	DEN	Freq.	Lw	I/a	Optime	K0	Di	Adiv	Aatm	Agr	Afol	Ahou	Abar	Cmet	RL	Lr
	(m)	(m)	(m)			(Hz)	dB(A)	dB	dB	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB(A))
6434	368940.21	4990632.14	12.50	0	DEN	A	84.1	16.0	0.0	0.0	0.0	76.4	5.5	2.6	0.0	0.0	0.0	0.0	0.0	15.7
6474	368842.20																			

Line Source, ISO 9613, Name: "Connector Road north of Highway 101 (Option 1)", ID: "CS_Con1A"																					
Nr.	X (m)	Y (m)	Z (m)	Refl.	DEN	Freq. (Hz)	Lw dB(A)	I/a dB	Optime dB	K0 (dB)	Di (dB)	Activ (dB)	Aatm (dB)	Agr (dB)	Afol (dB)	Ahous (dB)	Abar (dB)	Cmet (dB)	RL (dB)	Lr dB(A)	
4556	369609.06	4992654.26	12.50	0	DEN	A	79.1	9.4	0.0	0.0	0.0	61.8	1.2	1.8	0.0	0.0	0.0	0.0	0.0	0.0	23.7
4592	369616.32	4992659.09	12.50	0	DEN	A	79.1	9.4	0.0	0.0	0.0	61.9	1.2	1.8	0.0	0.0	0.0	0.0	0.0	0.0	23.6
4622	369623.41	4992664.16	12.50	0	DEN	A	79.1	9.4	0.0	0.0	0.0	62.0	1.2	1.8	0.0	0.0	0.0	0.0	0.0	0.0	23.6
4718	369630.31	4992669.48	12.50	0	DEN	A	79.1	9.4	0.0	0.0	0.0	62.1	1.2	1.8	0.0	0.0	0.0	0.0	0.0	0.0	23.4
4790	369637.03	4992675.04	12.50	0	DEN	A	79.1	9.4	0.0	0.0	0.0	62.2	1.3	1.8	0.0	0.0	0.0	0.0	0.0	0.0	23.3
4832	369643.54	4992680.83	12.50	0	DEN	A	79.1	9.4	0.0	0.0	0.0	62.3	1.3	1.8	0.0	0.0	0.0	0.0	0.0	0.0	23.2
4874	369649.86	4992686.84	12.50	0	DEN	A	79.1	9.4	0.0	0.0	0.0	62.4	1.3	1.8	0.0	0.0	0.0	0.0	0.0	0.0	23.1
4946	369656.95	4992693.07	12.50	0	DEN	A	79.1	9.4	0.0	0.0	0.0	62.5	1.3	1.8	0.0	0.0	0.0	0.0	0.0	0.0	22.9
5042	369661.83	4992699.51	12.50	0	DEN	A	79.1	9.4	0.0	0.0	0.0	62.6	1.3	1.8	0.0	0.0	0.0	0.0	0.0	0.0	22.8
5102	369667.48	4992706.15	12.50	0	DEN	A	79.1	9.4	0.0	0.0	0.0	62.8	1.3	1.8	0.0	0.0	0.0	0.0	0.0	0.0	22.6
5149	369672.89	4992712.98	12.50	0	DEN	A	79.1	9.4	0.0	0.0	0.0	62.9	1.3	1.8	0.0	0.0	0.0	0.0	0.0	0.0	22.5
5219	369678.06	4992720.00	12.50	0	DEN	A	79.1	9.4	0.0	0.0	0.0	63.0	1.4	1.8	0.0	0.0	0.0	0.0	0.0	0.0	22.3
5249	369373.28	4992529.66	12.50	0	DEN	A	79.1	9.3	0.0	0.0	0.0	62.9	1.4	1.8	0.0	0.0	0.0	0.0	0.0	0.0	22.3
5309	369682.99	4992727.19	12.50	0	DEN	A	79.1	9.4	0.0	0.0	0.0	63.2	1.4	1.8	0.0	0.0	0.0	0.0	0.0	0.0	22.1
5319	369365.94	4992525.50	12.50	0	DEN	A	79.1	9.3	0.0	0.0	0.0	63.0	1.4	1.8	0.0	0.0	0.0	0.0	0.0	0.0	22.2
5389	369358.74	4992521.09	12.50	0	DEN	A	79.1	9.3	0.0	0.0	0.0	63.1	1.4	1.8	0.0	0.0	0.0	0.0	0.0	0.0	22.1
5414	369687.66	4992734.55	12.50	0	DEN	A	79.1	9.4	0.0	0.0	0.0	63.3	1.4	1.9	0.0	0.0	0.0	0.0	0.0	0.0	21.9
5444	369351.70	4992516.44	12.50	0	DEN	A	79.1	9.3	0.0	0.0	0.0	63.2	1.4	1.8	0.0	0.0	0.0	0.0	0.0	0.0	22.0
5514	369344.82	4992511.55	12.50	0	DEN	A	79.1	9.3	0.0	0.0	0.0	63.3	1.4	1.8	0.0	0.0	0.0	0.0	0.0	0.0	21.9
5549	369692.07	4992742.07	12.50	0	DEN	A	79.1	9.4	0.0	0.0	0.0	63.5	1.4	1.9	0.0	0.0	0.0	0.0	0.0	0.0	21.7
5569	369338.10	4992506.44	12.50	0	DEN	A	79.1	9.3	0.0	0.0	0.0	63.4	1.4	1.9	0.0	0.0	0.0	0.0	0.0	0.0	21.8
5659	369331.56	4992501.10	12.50	0	DEN	A	79.1	9.3	0.0	0.0	0.0	63.4	1.4	1.9	0.0	0.0	0.0	0.0	0.0	0.0	21.7
5689	369696.22	4992749.74	12.50	0	DEN	A	79.1	9.4	0.0	0.0	0.0	63.6	1.4	1.9	0.0	0.0	0.0	0.0	0.0	0.0	21.6
5724	369325.21	4992495.54	12.50	0	DEN	A	79.1	9.3	0.0	0.0	0.0	63.5	1.4	1.9	0.0	0.0	0.0	0.0	0.0	0.0	21.6
5759	369319.05	4992489.77	12.50	0	DEN	A	79.1	9.3	0.0	0.0	0.0	63.6	1.4	1.9	0.0	0.0	0.0	0.0	0.0	0.0	21.5
5804	369700.05	4992757.54	12.50	0	DEN	A	79.1	9.4	0.0	0.0	0.0	63.8	1.5	1.9	0.0	0.0	0.0	0.0	0.0	0.0	21.4
5824	369313.08	4992483.80	12.50	0	DEN	A	79.1	9.3	0.0	0.0	0.0	63.6	1.4	1.9	0.0	0.0	0.0	0.0	0.0	0.0	21.4
5929	369307.32	4992477.63	12.50	0	DEN	A	79.1	9.3	0.0	0.0	0.0	63.7	1.5	1.9	0.0	0.0	0.0	0.0	0.0	0.0	21.4
5959	369301.78	4992471.27	12.50	0	DEN	A	79.1	9.3	0.0	0.0	0.0	63.8	1.5	1.9	0.0	0.0	0.0	0.0	0.0	0.0	21.3
5969	369703.69	4992765.48	12.50	0	DEN	A	79.1	9.4	0.0	0.0	0.0	64.0	1.5	1.9	0.0	0.0	0.0	0.0	0.0	0.0	21.2
5979	369296.45	4992464.72	12.50	0	DEN	A	79.1	9.3	0.0	0.0	0.0	63.8	1.5	1.9	0.0	0.0	0.0	0.0	0.0	0.0	21.2
6014	369291.34	4992458.00	12.50	0	DEN	A	79.1	9.3	0.0	0.0	0.0	63.9	1.5	1.9	0.0	0.0	0.0	0.0	0.0	0.0	21.1
6044	369286.47	4992451.11	12.50	0	DEN	A	79.1	9.3	0.0	0.0	0.0	63.9	1.5	1.9	0.0	0.0	0.0	0.0	0.0	0.0	21.2
6054	369707.02	4992773.54	12.50	0	DEN	A	79.1	9.4	0.0	0.0	0.0	64.1	1.5	1.9	0.0	0.0	0.0	0.0	0.0	0.0	21.0
6074	369281.83	4992444.06	12.50	0	DEN	A	79.1	9.3	0.0	0.0	0.0	64.0	1.5	1.9	0.0	0.0	0.0	0.0	0.0	0.0	21.0
6099	369277.43	4992436.85	12.50	0	DEN	A	79.1	9.3	0.0	0.0	0.0	64.0	1.5	1.9	0.0	0.0	0.0	0.0	0.0	0.0	21.0
6174	369273.27	4992429.50	12.50	0	DEN	A	79.1	9.3	0.0	0.0	0.0	64.1	1.5	1.9	0.0	0.0	0.0	0.0	0.0	0.0	20.9
6184	369710.06	4992781.71	12.50	0	DEN	A	79.1	9.4	0.0	0.0	0.0	64.3	1.5	1.9	0.0	0.0	0.0	0.0	0.0	0.0	20.8
6199	369269.37	4992422.02	12.50	0	DEN	A	79.1	9.3	0.0	0.0	0.0	64.1	1.5	1.9	0.0	0.0	0.0	0.0	0.0	0.0	20.9
6224	369265.72	4992414.41	12.50	0	DEN	A	79.1	9.3	0.0	0.0	0.0	64.1	1.5	1.9	0.0	0.0	0.0	0.0	0.0	0.0	20.8
6294	369712.81	4992789.98	12.50	0	DEN	A	79.1	9.4	0.0	0.0	0.0	64.4	1.6	1.9	0.0	0.0	0.0	0.0	0.0	0.0	20.6
6354	369715.27	4992798.34	12.50	0	DEN	A	79.1	9.4	0.0	0.0	0.0	64.6	1.6	1.9	0.0	0.0	0.0	0.0	0.0	0.0	20.4
6429	369717.44	4992806.78	12.50	0	DEN	A	79.1	9.4	0.0	0.0	0.0	64.7	1.6	2.0	0.0	0.0	0.0	0.0	0.0	0.0	20.2
6484	369719.32	4992815.30	12.50	0	DEN	A	79.1	9.4	0.0	0.0	0.0	64.9	1.6	2.0	0.0	0.0	0.0	0.0	0.0	0.0	20.1
6539	369720.89	4992823.87	12.50	0	DEN	A	79.1	9.4	0.0	0.0	0.0	65.0	1.7	2.0	0.0	0.0	0.0	0.0	0.0	0.0	19.9
6589	369722.17	4992832.49	12.50	0	DEN	A	79.1	9.4	0.0	0.0	0.0	65.2	1.7	2.0	0.0	0.0	0.0	0.0	0.0	0.0	19.7
6659	369723.14	4992841.15	12.50	0	DEN	A	79.1	9.4	0.0	0.0	0.0	65.3	1.7	2.0	0.0	0.0	0.0	0.0	0.0	0.0	19.5
6714	369638.18	4993459.43	12.50	0	DEN	A	79.1	16.0	0.0	0.0	0.0	72.1	3.2	2.7	0.0	0.0	0.0	0.0	0.0	0.0	17.1
6744	369723.82	4992849.85	12.50	0	DEN	A	79.1	9.4	0.0	0.0	0.0	65.5	1.7	2.0	0.0	0.0	0.0	0.0	0.0	0.0	19.3
6844	369724.18	4992858.55	12.50	0	DEN	A	79.1	9.4	0.0	0.0	0.0	65.6	1.7	2.0	0.0	0.0	0.0	0.0	0.0	0.0	19.1
6954	369724.25	4992867.27	12.50	0	DEN	A	79.1	9.4	0.0	0.0	0.0	65.8	1.8	2.0	0.0	0.0	0.0	0.0	0.0	0.0	19.0
7049	369724.01	4992875.98	12.50	0	DEN	A	79.1	9.4	0.0	0.0	0.0	65.9	1.8	2.0	0.0	0.0	0.0	0.0	0.0	0.0	18.8
7204	369723.47	4992884.68	12.50	0	DEN	A	79.1	9.4	0.0	0.0	0.0	66.0	1.8	2.1	0.0	0.0	0.0	0.0	0.0	0.0	18.6
7289	369722.62	4992893.36	12.50	0	DEN	A	79.1	9.4	0.0	0.0	0.0	66.2	1.8	2.1	0.0	0.0	0.0	0.0	0.0	0.0	18.5
7369	369721.47	4992902.00	12.50	0	DEN	A	79.1	9.4	0.0	0.0	0.0	66.3	1.9	2.1	0.0	0.0	0.0	0.0	0.0	0.0	18.3
7444	369720.02	4992910.60	12.50	0	DEN	A	79.1	9.4	0.0	0.0	0.0	66.4	1.9	2.1	0.0	0.0	0.0	0.0	0.0	0.0	18.1
9744	369632.27	4993340.21	12.50	0	DEN	A	79.1	9.4	0.0	0.0	0.0	71.2	2.9	2.6	0.0	0.0	0.0	0.0	0.0	0.0	11.8
9769	369630.83	4993348.81	12.50	0	DEN	A	79.1	9.4	0.0	0.0	0.0	71.3	3.0	2.6	0.0	0.0	0.0	0.0	0.0	0.0	11.7
9794	369629.68	4993357.45	12.50	0	DEN	A	79.1	9.4	0.0	0.0	0.0	71.3	3.0	2.6	0.0	0.0	0.0	0.0	0.0	0.0	11.6
9854	369628.83	4993366.12	12.50	0	DEN	A	79.1	9.4	0.0	0.0	0.0	71.4	3.0	2.6	0.0	0.0	0.0	0.0	0.0	0.0	11.5
9889	369628.29	4993374.82	12.50	0	DEN	A	79.1	9.4	0.0	0.0	0.0	71.5	3.0	2.7	0.0	0.0	0.0	0.0	0.0	0.0	11.4
9924	369628.05	4993383.53	12.50	0	DEN	A	79.1	9.4	0.0	0.0	0.0	71.6	3.0	2.7	0.0	0.0	0.0	0.0	0.0	0.0	11.3
9959	369628.11	4993392.25	12.50	0	DEN	A	79.1	9.4	0.0												

Line Source, ISO 9613, Name: "Connector Road between Highway 101 and Trunk 1 (Option 1)", ID: "CS_Con1C"																					
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)
2641	369018.08	4991638.28	12.50	0	DEN	A	82.0	26.1	0.0	0.0	0.0	70.7	3.2	2.1	0.0	0.0	0.0	0.0	0.0	0.0	32.0
2871	368881.40	4990878.99	12.50	0	DEN	A	82.0	26.7	0.0	0.0	0.0	75.4	4.7	2.6	0.0	0.0	0.0	0.0	0.0	0.0	26.0
3001	369176.49	4991925.12	12.50	0	DEN	A	82.0	17.4	0.0	0.0	0.0	67.4	2.4	1.7	0.0	0.0	0.0	0.0	0.0	0.0	27.9
3740	368985.13	4990374.85	12.50	0	DEN	A	82.0	23.7	0.0	0.0	0.0	77.3	5.4	2.7	0.0	0.0	0.0	0.0	0.0	0.0	20.2
3752	369182.46	4991963.98	12.50	0	DEN	A	82.0	13.7	0.0	0.0	0.0	67.1	2.3	1.6	0.0	0.0	0.0	0.0	0.0	0.0	24.6
5394	369172.14	4991891.39	12.50	0	DEN	A	82.0	11.0	0.0	0.0	0.0	67.7	2.5	1.7	0.0	0.0	0.0	0.0	0.0	0.0	21.0
5474	369169.98	4991878.94	12.50	0	DEN	A	82.0	11.0	0.0	0.0	0.0	67.9	2.5	1.7	0.0	0.0	0.0	0.0	0.0	0.0	20.9
5574	369167.03	4991866.65	12.50	0	DEN	A	82.0	11.0	0.0	0.0	0.0	68.0	2.5	1.8	0.0	0.0	0.0	0.0	0.0	0.0	20.7
5709	369163.32	4991854.56	12.50	0	DEN	A	82.0	11.0	0.0	0.0	0.0	68.1	2.6	1.8	0.0	0.0	0.0	0.0	0.0	0.0	20.5
5799	369158.84	4991842.74	12.50	0	DEN	A	82.0	11.0	0.0	0.0	0.0	68.3	2.6	1.8	0.0	0.0	0.0	0.0	0.0	0.0	20.4
5949	369153.63	4991831.22	12.50	0	DEN	A	82.0	11.0	0.0	0.0	0.0	68.4	2.6	1.8	0.0	0.0	0.0	0.0	0.0	0.0	20.2
6029	369147.70	4991820.06	12.50	0	DEN	A	82.0	11.0	0.0	0.0	0.0	68.5	2.7	1.8	0.0	0.0	0.0	0.0	0.0	0.0	20.0
6104	369141.08	4991809.29	12.50	0	DEN	A	82.0	11.0	0.0	0.0	0.0	68.7	2.7	1.8	0.0	0.0	0.0	0.0	0.0	0.0	19.8
7314	368894.35	4991466.40	12.50	0	DEN	A	82.0	12.8	0.0	0.0	0.0	72.4	3.7	2.3	0.0	0.0	0.0	0.0	0.0	0.0	16.4
7404	368883.91	4991450.56	12.50	0	DEN	A	82.0	12.8	0.0	0.0	0.0	72.6	3.7	2.3	0.0	0.0	0.0	0.0	0.0	0.0	16.2
7479	368874.15	4991434.30	12.50	0	DEN	A	82.0	12.8	0.0	0.0	0.0	72.7	3.7	2.3	0.0	0.0	0.0	0.0	0.0	0.0	16.0
7559	368865.08	4991417.64	12.50	0	DEN	A	82.0	12.8	0.0	0.0	0.0	72.8	3.8	2.3	0.0	0.0	0.0	0.0	0.0	0.0	15.8
7634	368856.73	4991400.61	12.50	0	DEN	A	82.0	12.8	0.0	0.0	0.0	73.0	3.8	2.4	0.0	0.0	0.0	0.0	0.0	0.0	15.6
7689	368849.10	4991383.24	12.50	0	DEN	A	82.0	12.8	0.0	0.0	0.0	73.1	3.9	2.4	0.0	0.0	0.0	0.0	0.0	0.0	15.4
7744	368940.21	4990632.14	12.50	0	DEN	A	82.0	16.0	0.0	0.0	0.0	76.4	5.0	2.7	0.0	0.0	0.0	0.0	0.0	0.0	14.0
7824	368842.20	4991365.57	12.50	0	DEN	A	82.0	12.8	0.0	0.0	0.0	73.2	3.9	2.4	0.0	0.0	0.0	0.0	0.0	0.0	15.3
7864	368948.73	4990593.06	12.50	0	DEN	A	82.0	16.0	0.0	0.0	0.0	76.5	5.1	2.7	0.0	0.0	0.0	0.0	0.0	0.0	13.7
7949	368836.06	4991347.62	12.50	0	DEN	A	82.0	12.8	0.0	0.0	0.0	73.3	3.9	2.4	0.0	0.0	0.0	0.0	0.0	0.0	15.1
8004	368956.46	4990553.82	12.50	0	DEN	A	82.0	16.0	0.0	0.0	0.0	76.7	5.1	2.7	0.0	0.0	0.0	0.0	0.0	0.0	13.5
8024	368830.68	4991329.43	12.50	0	DEN	A	82.0	12.8	0.0	0.0	0.0	73.4	4.0	2.4	0.0	0.0	0.0	0.0	0.0	0.0	14.9
8074	368826.08	4991311.03	12.50	0	DEN	A	82.0	12.8	0.0	0.0	0.0	73.6	4.0	2.4	0.0	0.0	0.0	0.0	0.0	0.0	14.8
8079	368963.42	4990514.43	12.50	0	DEN	A	82.0	16.0	0.0	0.0	0.0	76.8	5.2	2.7	0.0	0.0	0.0	0.0	0.0	0.0	13.3
8139	368822.25	4991292.46	12.50	0	DEN	A	82.0	12.8	0.0	0.0	0.0	73.7	4.0	2.4	0.0	0.0	0.0	0.0	0.0	0.0	14.6
8184	368819.21	4991273.73	12.50	0	DEN	A	82.0	12.8	0.0	0.0	0.0	73.8	4.1	2.4	0.0	0.0	0.0	0.0	0.0	0.0	14.5
8239	368816.96	4991254.90	12.50	0	DEN	A	82.0	12.8	0.0	0.0	0.0	73.9	4.1	2.4	0.0	0.0	0.0	0.0	0.0	0.0	14.3
8264	368815.50	4991235.99	12.50	0	DEN	A	82.0	12.8	0.0	0.0	0.0	74.0	4.1	2.5	0.0	0.0	0.0	0.0	0.0	0.0	14.2
8314	368814.85	4991217.03	12.50	0	DEN	A	82.0	12.8	0.0	0.0	0.0	74.1	4.2	2.5	0.0	0.0	0.0	0.0	0.0	0.0	14.1
8339	368814.99	4991198.06	12.50	0	DEN	A	82.0	12.8	0.0	0.0	0.0	74.1	4.2	2.5	0.0	0.0	0.0	0.0	0.0	0.0	13.9
8374	368815.94	4991179.12	12.50	0	DEN	A	82.0	12.8	0.0	0.0	0.0	74.2	4.2	2.5	0.0	0.0	0.0	0.0	0.0	0.0	13.8
8434	368817.68	4991160.23	12.50	0	DEN	A	82.0	12.8	0.0	0.0	0.0	74.3	4.3	2.5	0.0	0.0	0.0	0.0	0.0	0.0	13.7
8474	368820.21	4991141.43	12.50	0	DEN	A	82.0	12.8	0.0	0.0	0.0	74.4	4.3	2.5	0.0	0.0	0.0	0.0	0.0	0.0	13.6
8539	368823.54	4991122.75	12.50	0	DEN	A	82.0	12.8	0.0	0.0	0.0	74.5	4.3	2.5	0.0	0.0	0.0	0.0	0.0	0.0	13.5
10209	369137.01	4991803.19	12.50	0	DEN	A	82.0	3.1	0.0	0.0	0.0	68.8	2.7	1.8	0.0	0.0	0.0	0.0	0.0	0.0	11.8
10269	368826.22	4991109.89	12.50	0	DEN	A	82.0	8.6	0.0	0.0	0.0	74.5	4.3	2.5	0.0	0.0	0.0	0.0	0.0	0.0	9.3
10954	369008.68	4990188.83	12.50	0	DEN	A	82.0	9.6	0.0	0.0	0.0	78.0	5.7	2.7	0.0	0.0	0.0	0.0	0.0	0.0	5.1
11029	368981.37	4990214.89	12.50	0	DEN	A	82.0	9.1	0.0	0.0	0.0	78.0	5.7	2.7	0.0	0.0	0.0	0.0	0.0	0.0	4.7
11089	368985.80	4990196.67	12.50	0	DEN	A	82.0	8.9	0.0	0.0	0.0	78.0	5.7	2.7	0.0	0.0	0.0	0.0	0.0	0.0	4.4
11129	369016.74	4990232.43	12.50	0	DEN	A	82.0	8.6	0.0	0.0	0.0	77.8	5.6	2.7	0.0	0.0	0.0	0.0	0.0	0.0	4.3
11124	369021.61	4990195.93	12.50	0	DEN	A	82.0	8.7	0.0	0.0	0.0	78.0	5.7	2.7	0.0	0.0	0.0	0.0	0.0	0.0	4.2
11144	368983.49	4990222.04	12.50	0	DEN	A	82.0	8.5	0.0	0.0	0.0	77.9	5.7	2.7	0.0	0.0	0.0	0.0	0.0	0.0	4.1
11149	369026.16	4990219.45	12.50	0	DEN	A	82.0	8.4	0.0	0.0	0.0	77.9	5.7	2.7	0.0	0.0	0.0	0.0	0.0	0.0	4.1
11159	368987.67	4990227.50	12.50	0	DEN	A	82.0	8.4	0.0	0.0	0.0	77.9	5.7	2.7	0.0	0.0	0.0	0.0	0.0	0.0	4.1
11169	369012.83	4990238.18	12.50	0	DEN	A	82.0	8.3	0.0	0.0	0.0	77.8	5.6	2.7	0.0	0.0	0.0	0.0	0.0	0.0	4.0
11194	369016.10	4990191.59	12.50	0	DEN	A	82.0	8.3	0.0	0.0	0.0	78.0	5.7	2.7	0.0	0.0	0.0	0.0	0.0	0.0	3.9
11249	369004.61	4990254.85	12.50	0	DEN	A	82.0	7.9	0.0	0.0	0.0	77.8	5.6	2.7	0.0	0.0	0.0	0.0	0.0	0.0	3.8
11254	369027.54	4990212.99	12.50	0	DEN	A	82.0	8.0	0.0	0.0	0.0	77.9	5.7	2.7	0.0	0.0	0.0	0.0	0.0	0.0	3.7
11264	369027.54	4990206.63	12.50	0	DEN	A	82.0	8.0	0.0	0.0	0.0	77.9	5.7	2.7	0.0	0.0	0.0	0.0	0.0	0.0	3.7
11284	368990.73	4990191.69	12.50	0	DEN	A	82.0	8.1	0.0	0.0	0.0	78.0	5.7	2.7	0.0	0.0	0.0	0.0	0.0	0.0	3.6
11289	369009.62	4990243.72	12.50	0	DEN	A	82.0	7.9	0.0	0.0	0.0	77.8	5.6	2.7	0.0	0.0	0.0	0.0	0.0	0.0	3.7
11294	369006.91	4990249.17	12.50	0	DEN	A	82.0	7.8	0.0	0.0	0.0	77.8	5.6	2.7	0.0	0.0	0.0	0.0	0.0	0.0	3.7
11309	368967.07	4990492.28	12.50	0	DEN	A	82.0	6.9	0.0	0.0	0.0	76.9	5.2	2.7	0.0	0.0	0.0	0.0	0.0	0.0	4.1
11359	368982.41	4990202.55	12.50	0	DEN	A	82.0	7.7	0.0	0.0	0.0	78.0	5.7	2.7	0.0	0.0	0.0	0.0	0.0	0.0	3.3
11364	369025.74	4990201.02	12.50	0	DEN	A	82.0	7.6	0.0	0.0	0.0	78.0	5.7	2.7	0.0	0.0	0.0	0.0	0.0	0.0	3.2
11389	368998.06	4990239.44	12.50	0	DEN	A	82.0	7.5	0.0	0.0	0.0	77.8	5.6	2.7	0.0	0.0	0.0	0.0	0.0	0.0	3.2
11399	368996.19	4990189.10	12.50	0	DEN	A	82.0	7.6	0.0	0.0	0.0	78.0	5.7	2.7	0.0	0.0	0.0	0.0	0.0	0.0	3.1
11419	368981.10	4990208.09	12.50	0	DEN	A	82.0	7.5	0.0	0.0	0.0	78.0	5.7	2.7	0.0	0.0	0.0	0.0	0.0	0.0	3.0
11444	368992.07	4990231.76	12.50	0	DEN	A	82.0	7.3	0.0	0.0	0.0	77.9	5.7	2.7	0.0	0.0	0.0	0.			

Line Source, ISO 9613, Name: "Connector Road south of Ratchford Rd", ID: "CS_RFR"																				
Nr.	X (m)	Y (m)	Z (m)	Ref.	DEN	Freq. (Hz)	Lw dB(A)	I/a dB	Optime dB	K0 (dB)	Di (dB)	Adiv (dB)	Aatm (dB)	Agr (dB)	Afol (dB)	Ahours (dB)	Abar (dB)	Cmet (dB)	RL (dB)	Lr dB(A)
7884	369242.91	4991947.87	12.50	0	DEN	A	79.1	8.9	0.0	0.0	0.0	66.5	1.9	2.1	0.0	0.0	0.0	0.0	0.0	17.5
7889	369257.88	4991929.81	12.50	0	DEN	A	79.1	8.9	0.0	0.0	0.0	66.5	1.9	2.1	0.0	0.0	0.0	0.0	0.0	17.5
7894	369237.54	4991953.57	12.50	0	DEN	A	79.1	8.9	0.0	0.0	0.0	66.5	1.9	2.1	0.0	0.0	0.0	0.0	0.0	17.5
7899	369262.49	4991923.48	12.50	0	DEN	A	79.1	8.9	0.0	0.0	0.0	66.5	1.9	2.1	0.0	0.0	0.0	0.0	0.0	17.5
7914	369232.01	4991959.10	12.50	0	DEN	A	79.1	8.9	0.0	0.0	0.0	66.5	1.9	2.1	0.0	0.0	0.0	0.0	0.0	17.5
8364	369421.91	4991858.54	12.50	0	DEN	A	79.1	7.2	0.0	0.0	0.0	65.7	1.8	2.0	0.0	0.0	0.0	0.0	0.0	16.8
8404	369416.83	4991857.48	12.50	0	DEN	A	79.1	7.2	0.0	0.0	0.0	65.8	1.8	2.0	0.0	0.0	0.0	0.0	0.0	16.7
8439	369411.70	4991856.59	12.50	0	DEN	A	79.1	7.2	0.0	0.0	0.0	65.8	1.8	2.0	0.0	0.0	0.0	0.0	0.0	16.6
8459	369406.55	4991855.88	12.50	0	DEN	A	79.1	7.2	0.0	0.0	0.0	65.9	1.8	2.0	0.0	0.0	0.0	0.0	0.0	16.6
8499	369401.38	4991855.35	12.50	0	DEN	A	79.1	7.2	0.0	0.0	0.0	65.9	1.8	2.1	0.0	0.0	0.0	0.0	0.0	16.5
8544	369396.20	4991855.00	12.50	0	DEN	A	79.1	7.2	0.0	0.0	0.0	66.0	1.8	2.1	0.0	0.0	0.0	0.0	0.0	16.4
8569	369391.00	4991854.83	12.50	0	DEN	A	79.1	7.2	0.0	0.0	0.0	66.0	1.8	2.1	0.0	0.0	0.0	0.0	0.0	16.4
8599	369385.80	4991854.84	12.50	0	DEN	A	79.1	7.2	0.0	0.0	0.0	66.1	1.8	2.1	0.0	0.0	0.0	0.0	0.0	16.3
8634	369380.61	4991855.03	12.50	0	DEN	A	79.1	7.2	0.0	0.0	0.0	66.1	1.8	2.1	0.0	0.0	0.0	0.0	0.0	16.3
8674	369375.42	4991855.40	12.50	0	DEN	A	79.1	7.2	0.0	0.0	0.0	66.2	1.8	2.1	0.0	0.0	0.0	0.0	0.0	16.2
8704	369370.25	4991855.95	12.50	0	DEN	A	79.1	7.2	0.0	0.0	0.0	66.2	1.8	2.1	0.0	0.0	0.0	0.0	0.0	16.2
8724	369365.11	4991856.67	12.50	0	DEN	A	79.1	7.2	0.0	0.0	0.0	66.2	1.9	2.1	0.0	0.0	0.0	0.0	0.0	16.1
8754	369359.99	4991857.58	12.50	0	DEN	A	79.1	7.2	0.0	0.0	0.0	66.3	1.9	2.1	0.0	0.0	0.0	0.0	0.0	16.1
8779	369354.90	4991858.66	12.50	0	DEN	A	79.1	7.2	0.0	0.0	0.0	66.3	1.9	2.1	0.0	0.0	0.0	0.0	0.0	16.0
8799	369349.86	4991859.92	12.50	0	DEN	A	79.1	7.2	0.0	0.0	0.0	66.3	1.9	2.1	0.0	0.0	0.0	0.0	0.0	16.0
8829	369344.86	4991861.35	12.50	0	DEN	A	79.1	7.2	0.0	0.0	0.0	66.4	1.9	2.1	0.0	0.0	0.0	0.0	0.0	16.0
8869	369339.92	4991862.96	12.50	0	DEN	A	79.1	7.2	0.0	0.0	0.0	66.4	1.9	2.1	0.0	0.0	0.0	0.0	0.0	15.9
8904	369335.03	4991864.73	12.50	0	DEN	A	79.1	7.2	0.0	0.0	0.0	66.4	1.9	2.1	0.0	0.0	0.0	0.0	0.0	15.9
8914	369330.21	4991866.67	12.50	0	DEN	A	79.1	7.2	0.0	0.0	0.0	66.4	1.9	2.1	0.0	0.0	0.0	0.0	0.0	15.9
8924	369325.46	4991868.78	12.50	0	DEN	A	79.1	7.2	0.0	0.0	0.0	66.5	1.9	2.1	0.0	0.0	0.0	0.0	0.0	15.8
8934	369320.79	4991871.06	12.50	0	DEN	A	79.1	7.2	0.0	0.0	0.0	66.5	1.9	2.1	0.0	0.0	0.0	0.0	0.0	15.8
8944	369316.19	4991873.49	12.50	0	DEN	A	79.1	7.2	0.0	0.0	0.0	66.5	1.9	2.1	0.0	0.0	0.0	0.0	0.0	15.8
8964	369311.69	4991876.08	12.50	0	DEN	A	79.1	7.2	0.0	0.0	0.0	66.5	1.9	2.1	0.0	0.0	0.0	0.0	0.0	15.8
8979	369307.27	4991878.83	12.50	0	DEN	A	79.1	7.2	0.0	0.0	0.0	66.5	1.9	2.1	0.0	0.0	0.0	0.0	0.0	15.7
8984	369302.96	4991881.72	12.50	0	DEN	A	79.1	7.2	0.0	0.0	0.0	66.5	1.9	2.1	0.0	0.0	0.0	0.0	0.0	15.7
8989	369296.25	4991918.16	12.50	0	DEN	A	79.1	7.2	0.0	0.0	0.0	66.5	1.9	2.1	0.0	0.0	0.0	0.0	0.0	15.7
8994	369298.74	4991884.77	12.50	0	DEN	A	79.1	7.2	0.0	0.0	0.0	66.5	1.9	2.1	0.0	0.0	0.0	0.0	0.0	15.7
8999	369289.32	4991913.97	12.50	0	DEN	A	79.1	7.2	0.0	0.0	0.0	66.6	1.9	2.1	0.0	0.0	0.0	0.0	0.0	15.7
9004	369294.64	4991887.96	12.50	0	DEN	A	79.1	7.2	0.0	0.0	0.0	66.6	1.9	2.1	0.0	0.0	0.0	0.0	0.0	15.7
9009	369272.54	4991909.89	12.50	0	DEN	A	79.1	7.2	0.0	0.0	0.0	66.6	1.9	2.1	0.0	0.0	0.0	0.0	0.0	15.7
9014	369290.64	4991891.28	12.50	0	DEN	A	79.1	7.2	0.0	0.0	0.0	66.6	1.9	2.1	0.0	0.0	0.0	0.0	0.0	15.7
9019	369275.90	4991905.92	12.50	0	DEN	A	79.1	7.2	0.0	0.0	0.0	66.6	1.9	2.1	0.0	0.0	0.0	0.0	0.0	15.7
9034	369286.77	4991894.75	12.50	0	DEN	A	79.1	7.2	0.0	0.0	0.0	66.6	1.9	2.1	0.0	0.0	0.0	0.0	0.0	15.7
9039	369279.39	4991902.07	12.50	0	DEN	A	79.1	7.2	0.0	0.0	0.0	66.6	1.9	2.1	0.0	0.0	0.0	0.0	0.0	15.7
9044	369283.02	4991898.35	12.50	0	DEN	A	79.1	7.2	0.0	0.0	0.0	66.6	1.9	2.1	0.0	0.0	0.0	0.0	0.0	15.7

Line Source, ISO 9613, Name: "Connector Road @ Highway 101 (Option 1)", ID: "CS_Con1B"																				
Nr.	X (m)	Y (m)	Z (m)	Ref.	DEN	Freq. (Hz)	Lw dB(A)	I/a dB	Optime dB	K0 (dB)	Di (dB)	Adiv (dB)	Aatm (dB)	Agr (dB)	Afol (dB)	Ahours (dB)	Abar (dB)	Cmet (dB)	RL (dB)	Lr dB(A)
2701	369186.63	4992123.08	12.50	0	DEN	A	82.0	21.0	0.0	0.0	0.0	65.9	2.1	1.5	0.0	0.0	0.0	0.0	0.0	33.4
3146	369191.67	4992043.28	12.50	0	DEN	A	82.0	15.4	0.0	0.0	0.0	66.4	2.2	1.6	0.0	0.0	0.0	0.0	0.0	27.3
3196	369183.69	4992198.67	12.50	0	DEN	A	82.0	14.2	0.0	0.0	0.0	65.6	2.1	1.5	0.0	0.0	0.0	0.0	0.0	27.0

Line Source, ISO 9613, Name: "Connector Road between Highway 101 and Trunk 1 (Option 1)", ID: "CS_Con1C"																				
Nr.	X (m)	Y (m)	Z (m)	Ref.	DEN	Freq. (Hz)	Lw dB(A)	I/a dB	Optime dB	K0 (dB)	Di (dB)	Adiv (dB)	Aatm (dB)	Agr (dB)	Afol (dB)	Ahours (dB)	Abar (dB)	Cmet (dB)	RL (dB)	Lr dB(A)
2726	369018.08	4991638.28	12.50	0	DEN	A	79.3	26.1	0.0	0.0	0.0	70.7	4.4	0.8	0.0	0.0	0.0	0.0	0.0	29.4
3106	368881.40	4990878.99	12.50	0	DEN	A	79.3	26.7	0.0	0.0	0.0	75.4	6.0	1.5	0.0	0.0	0.0	0.0	0.0	23.1
3494	369176.43	4991924.96	12.50	0	DEN	A	79.3	17.4	0.0	0.0	0.0	67.4	3.5	0.1	0.0	0.0	0.0	0.0	0.0	25.6
4970	369182.41	4991963.77	12.50	0	DEN	A	79.3	13.7	0.0	0.0	0.0	67.1	3.5	0.1	0.0	0.0	0.0	0.0	0.0	22.4
4976	368985.10	4990374.91	12.50	0	DEN	A	79.3	23.7	0.0	0.0	0.0	77.3	6.7	1.8	0.0	0.0	0.0	0.0	0.0	17.1
7119	369172.14	4991891.39	12.50	0	DEN	A	79.3	11.0	0.0	0.0	0.0	67.7	3.6	0.2	0.0	0.0	0.0	0.0	0.0	18.8
7239	369169.98	4991878.94	12.50	0	DEN	A	79.3	11.0	0.0	0.0	0.0	67.9	3.7	0.2	0.0	0.0	0.0	0.0	0.0	18.6
7294	369167.03	4991866.65	12.50	0	DEN	A	79.3	11.0	0.0	0.0	0.0	68.0	3.7	0.2	0.0	0.0	0.0	0.0	0.0	18.4
7389	369163.32	4991854.56	12.50	0	DEN	A	79.3	11.0	0.0	0.0	0.0	68.1	3.7	0.3	0.0	0.0	0.0	0.0	0.0	18.2
7474	369158.84	4991842.74	12.50	0	DEN	A	79.3	11.0	0.0	0.0	0.0	68.3	3.8	0.3	0.0	0.0	0.0	0.0	0.0	18.0
7544	369153.63	4991831.22	12.50	0	DEN	A	79.3	11.0	0.0	0.0	0.0	68.4	3.8	0.3	0.0	0.0	0.0	0.0	0.0	17.8
7619	369147.70	4991820.06	12.50	0	DEN	A	79.3	11.0	0.0	0.0	0.0	68.5	3.8	0.3	0.0	0.0	0.0	0.0	0.0	17.6

Line Source, ISO 9613, Name: "Connector Road between Highway 101 and Trunk 1 (Option 1)", ID: "CS_Con1C"																				
Nr.	X (m)	Y (m)	Z (m)	Ref.	DEN	Freq. (Hz)	Lw dB(A)	I/a dB	Optime dB	K0 (dB)	Di (dB)	Adiv (dB)	Aatm (dB)	Agr (dB)	Afol (dB)	Ahours (dB)	Abar (dB)	Cmet (dB)	RL (dB)	Lr dB(A)
7694	369141.08	4991809.29	12.50	0	DEN	A	79.3	11.0	0.0	0.0	0.0	68.7	3.9	0.4	0.0	0.0	0.0	0.0	0.0	17.4
9049	368894.35	4991466.40	12.50	0	DEN	A	79.3	12.8	0.0	0.0	0.0	72.4	5.0	1.1	0.0	0.0	0.0	0.0	0.0	13.6
9099	368883.91	4991450.56	12.50	0	DEN	A	79.3	12.8	0.0	0.0	0.0	72.6	5.0	1.1	0.0	0.0	0.0	0.0	0.0	13.4
9144	368874.15	4991434.30	12.50	0	DEN	A	79.3	12.8	0.0	0.0	0.0	72.7	5.1	1.1	0.0	0.0	0.0	0.0	0.0	13.2
9184	368865.08	4991417.64	12.50	0	DEN	A	79.3	12.8	0.0	0.0	0.0	72.8	5.1	1.1						

Line Source, ISO 9613, Name: "Connector Road between Highway 101 and Trunk 1 (Option 1)", ID: "CS_Con1C"

Nr.	X (m)	Y (m)	Z (m)	Refl.	DEN	Freq. (Hz)	Lw dB(A)	I/a dB	Optime dB	K0 (dB)	Di (dB)	Activ (dB)	Aatm (dB)	Agr (dB)	Afol (dB)	Ahouses (dB)	Abar (dB)	Cmet (dB)	RL (dB)	Lr dB(A)
3126	368881.40	4990878.99	12.50	0	DEN	A	79.1	26.7	0.0	0.0	0.0	75.4	4.3	3.2	0.0	0.0	0.0	0.0	0.0	22.9
3602	369176.46	4991924.85	12.50	0	DEN	A	79.1	17.4	0.0	0.0	0.0	67.4	2.1	2.2	0.0	0.0	0.0	0.0	0.0	24.8
5048	369182.46	4991963.61	12.50	0	DEN	A	79.1	13.7	0.0	0.0	0.0	67.1	2.0	2.2	0.0	0.0	0.0	0.0	0.0	21.6
5072	368985.10	4990374.91	12.50	0	DEN	A	79.1	23.7	0.0	0.0	0.0	77.3	5.1	3.5	0.0	0.0	0.0	0.0	0.0	16.9
7279	369172.14	4991891.39	12.50	0	DEN	A	79.1	11.0	0.0	0.0	0.0	67.7	2.1	2.2	0.0	0.0	0.0	0.0	0.0	18.0
7344	369169.98	4991878.94	12.50	0	DEN	A	79.1	11.0	0.0	0.0	0.0	67.9	2.2	2.2	0.0	0.0	0.0	0.0	0.0	17.9
7419	369167.03	4991866.65	12.50	0	DEN	A	79.1	11.0	0.0	0.0	0.0	68.0	2.2	2.2	0.0	0.0	0.0	0.0	0.0	17.7
7499	369163.32	4991854.56	12.50	0	DEN	A	79.1	11.0	0.0	0.0	0.0	68.1	2.2	2.3	0.0	0.0	0.0	0.0	0.0	17.5
7569	369158.84	4991842.74	12.50	0	DEN	A	79.1	11.0	0.0	0.0	0.0	68.3	2.2	2.3	0.0	0.0	0.0	0.0	0.0	17.4
7644	369153.63	4991831.22	12.50	0	DEN	A	79.1	11.0	0.0	0.0	0.0	68.4	2.3	2.3	0.0	0.0	0.0	0.0	0.0	17.2
7764	369147.70	4991820.06	12.50	0	DEN	A	79.1	11.0	0.0	0.0	0.0	68.5	2.3	2.3	0.0	0.0	0.0	0.0	0.0	17.0
7869	369141.08	4991809.29	12.50	0	DEN	A	79.1	11.0	0.0	0.0	0.0	68.7	2.3	2.3	0.0	0.0	0.0	0.0	0.0	16.8
9109	368894.35	4991466.40	12.50	0	DEN	A	79.1	12.8	0.0	0.0	0.0	72.4	3.3	2.8	0.0	0.0	0.0	0.0	0.0	13.4
9154	368883.91	4991450.56	12.50	0	DEN	A	79.1	12.8	0.0	0.0	0.0	72.6	3.3	2.8	0.0	0.0	0.0	0.0	0.0	13.2
9194	368874.15	4991434.30	12.50	0	DEN	A	79.1	12.8	0.0	0.0	0.0	72.7	3.4	2.8	0.0	0.0	0.0	0.0	0.0	13.0
9214	368865.08	4991417.64	12.50	0	DEN	A	79.1	12.8	0.0	0.0	0.0	72.8	3.4	2.8	0.0	0.0	0.0	0.0	0.0	12.8
9249	368856.73	4991400.61	12.50	0	DEN	A	79.1	12.8	0.0	0.0	0.0	73.0	3.4	2.9	0.0	0.0	0.0	0.0	0.0	12.6
9279	368849.10	4991383.24	12.50	0	DEN	A	79.1	12.8	0.0	0.0	0.0	73.1	3.5	2.9	0.0	0.0	0.0	0.0	0.0	12.5
9284	368940.21	4990632.14	12.50	0	DEN	A	79.1	16.0	0.0	0.0	0.0	76.4	4.7	3.3	0.0	0.0	0.0	0.0	0.0	10.8
9299	368842.20	4991385.57	12.50	0	DEN	A	79.1	12.8	0.0	0.0	0.0	73.2	3.5	2.9	0.0	0.0	0.0	0.0	0.0	12.3
9319	368948.73	4990593.06	12.50	0	DEN	A	79.1	16.0	0.0	0.0	0.0	76.5	4.7	3.3	0.0	0.0	0.0	0.0	0.0	10.6
9329	368836.06	4991347.62	12.50	0	DEN	A	79.1	12.8	0.0	0.0	0.0	73.3	3.6	2.9	0.0	0.0	0.0	0.0	0.0	12.1
9354	368956.46	4990553.82	12.50	0	DEN	A	79.1	16.0	0.0	0.0	0.0	76.7	4.8	3.4	0.0	0.0	0.0	0.0	0.0	10.3
9359	368830.68	4991329.43	12.50	0	DEN	A	79.1	12.8	0.0	0.0	0.0	73.4	3.6	2.9	0.0	0.0	0.0	0.0	0.0	11.9
9384	368826.08	4991311.03	12.50	0	DEN	A	79.1	12.8	0.0	0.0	0.0	73.6	3.6	2.9	0.0	0.0	0.0	0.0	0.0	11.8
9389	368963.42	4990514.43	12.50	0	DEN	A	79.1	16.0	0.0	0.0	0.0	76.8	4.9	3.4	0.0	0.0	0.0	0.0	0.0	10.1
9409	368822.25	4991292.46	12.50	0	DEN	A	79.1	12.8	0.0	0.0	0.0	73.7	3.7	2.9	0.0	0.0	0.0	0.0	0.0	11.6
9434	368819.21	4991273.73	12.50	0	DEN	A	79.1	12.8	0.0	0.0	0.0	73.8	3.7	3.0	0.0	0.0	0.0	0.0	0.0	11.5
9479	368816.96	4991254.90	12.50	0	DEN	A	79.1	12.8	0.0	0.0	0.0	73.9	3.7	3.0	0.0	0.0	0.0	0.0	0.0	11.3
9509	368815.50	4991235.99	12.50	0	DEN	A	79.1	12.8	0.0	0.0	0.0	74.0	3.8	3.0	0.0	0.0	0.0	0.0	0.0	11.1
9549	368814.85	4991217.03	12.50	0	DEN	A	79.1	12.8	0.0	0.0	0.0	74.1	3.8	3.0	0.0	0.0	0.0	0.0	0.0	11.2
9594	368814.99	4991198.06	12.50	0	DEN	A	79.1	12.8	0.0	0.0	0.0	74.1	3.8	3.0	0.0	0.0	0.0	0.0	0.0	10.9
9609	368815.94	4991179.12	12.50	0	DEN	A	79.1	12.8	0.0	0.0	0.0	74.2	3.9	3.0	0.0	0.0	0.0	0.0	0.0	10.8
9654	368817.68	4991160.23	12.50	0	DEN	A	79.1	12.8	0.0	0.0	0.0	74.3	3.9	3.0	0.0	0.0	0.0	0.0	0.0	10.7
9689	368820.21	4991141.43	12.50	0	DEN	A	79.1	12.8	0.0	0.0	0.0	74.4	3.9	3.0	0.0	0.0	0.0	0.0	0.0	10.6
9704	368823.54	4991122.75	12.50	0	DEN	A	79.1	12.8	0.0	0.0	0.0	74.5	3.9	3.1	0.0	0.0	0.0	0.0	0.0	10.4
9974	369137.01	4991803.19	12.50	0	DEN	A	79.1	3.1	0.0	0.0	0.0	68.8	2.3	2.3	0.0	0.0	0.0	0.0	0.0	8.8
1009	368826.22	4991109.89	12.50	0	DEN	A	79.1	8.6	0.0	0.0	0.0	74.5	4.0	3.1	0.0	0.0	0.0	0.0	0.0	6.2
1169	369008.68	4990188.83	12.50	0	DEN	A	79.1	9.6	0.0	0.0	0.0	78.0	5.4	3.6	0.0	0.0	0.0	0.0	0.0	1.8
11639	369016.17	4990233.10	12.50	0	DEN	A	79.1	9.0	0.0	0.0	0.0	77.8	5.3	3.5	0.0	0.0	0.0	0.0	0.0	1.4
11644	368981.37	4990214.89	12.50	0	DEN	A	79.1	9.1	0.0	0.0	0.0	78.0	5.4	3.5	0.0	0.0	0.0	0.0	0.0	1.3
11659	368985.80	4990196.67	12.50	0	DEN	A	79.1	8.9	0.0	0.0	0.0	78.0	5.4	3.6	0.0	0.0	0.0	0.0	0.0	1.0
11684	369021.61	4990195.93	12.50	0	DEN	A	79.1	8.7	0.0	0.0	0.0	78.0	5.4	3.5	0.0	0.0	0.0	0.0	0.0	0.9
11694	369004.78	4990254.49	12.50	0	DEN	A	79.1	8.4	0.0	0.0	0.0	77.8	5.3	3.5	0.0	0.0	0.0	0.0	0.0	0.9
11699	368983.49	4990222.04	12.50	0	DEN	A	79.1	8.5	0.0	0.0	0.0	77.9	5.4	3.5	0.0	0.0	0.0	0.0	0.0	0.8
11704	369026.16	4990219.45	12.50	0	DEN	A	79.1	8.4	0.0	0.0	0.0	77.9	5.3	3.5	0.0	0.0	0.0	0.0	0.0	0.8
11714	368987.67	4990227.50	12.50	0	DEN	A	79.1	8.4	0.0	0.0	0.0	77.9	5.3	3.5	0.0	0.0	0.0	0.0	0.0	0.7
11724	369016.10	4990191.59	12.50	0	DEN	A	79.1	8.3	0.0	0.0	0.0	78.0	5.4	3.6	0.0	0.0	0.0	0.0	0.0	0.5
11729	369012.19	4990239.14	12.50	0	DEN	A	79.1	8.2	0.0	0.0	0.0	77.8	5.3	3.5	0.0	0.0	0.0	0.0	0.0	0.6
11759	369027.54	4990212.99	12.50	0	DEN	A	79.1	8.0	0.0	0.0	0.0	77.9	5.3	3.5	0.0	0.0	0.0	0.0	0.0	0.4
11764	369027.54	4990206.63	12.50	0	DEN	A	79.1	8.0	0.0	0.0	0.0	77.9	5.4	3.5	0.0	0.0	0.0	0.0	0.0	0.3
11769	368992.33	4990232.13	12.50	0	DEN	A	79.1	8.0	0.0	0.0	0.0	77.9	5.3	3.5	0.0	0.0	0.0	0.0	0.0	0.3
11774	368990.73	4990191.69	12.50	0	DEN	A	79.1	8.1	0.0	0.0	0.0	78.0	5.4	3.6	0.0	0.0	0.0	0.0	0.0	0.2
11784	368967.07	4990492.28	12.50	0	DEN	A	79.1	6.9	0.0	0.0	0.0	76.9	4.9	3.4	0.0	0.0	0.0	0.0	0.0	0.8
11804	369000.47	4990244.49	12.50	0	DEN	A	79.1	7.6	0.0	0.0	0.0	77.8	5.3	3.5	0.0	0.0	0.0	0.0	0.0	0.1
11809	368982.41	4990202.55	12.50	0	DEN	A	79.1	7.7	0.0	0.0	0.0	78.0	5.4	3.6	0.0	0.0	0.0	0.0	0.0	-0.1
11814	369025.74	4990201.02	12.50	0	DEN	A	79.1	7.6	0.0	0.0	0.0	78.0	5.4	3.5	0.0	0.0	0.0	0.0	0.0	-0.1
11819	368998.03	4990239.38	12.50	0	DEN	A	79.1	7.5	0.0	0.0	0.0	77.8	5.3	3.5	0.0	0.0	0.0	0.0	0.0	-0.0
11829	369007.11	4990248.73	12.50	0	DEN	A	79.1	7.4	0.0	0.0	0.0	77.8	5.3	3.5	0.0	0.0	0.0	0.0	0.0	-0.1
11834	368996.19	4990189.10	12.50	0	DEN	A	79.1	7.6	0.0	0.0	0.0	78.0	5.4	3.6	0.0	0.0	0.0	0.0	0.0	-0.2
11844	368981.10	4990208.09	12.50	0	DEN	A	79.1	7.5	0.0	0.0	0.0	78.0	5.4	3.5	0.0	0.0	0.0	0.0	0.0	-0.3
11849	369020.48	4990228.12	12.50	0	DEN	A	79.1	7.3	0.0	0.0	0.0	77.9	5.3	3.5	0.0	0.0	0.0	0.0	0.0	-0.3
11869	369001.61	4990188.07	12.50	0	DEN	A	79.1	7.2	0.0	0.0	0.0	78.0	5.4	3.6	0.0	0.0	0.0	0.0	0.0	-0.6

Line Source, ISO 9613, Name: "Connector Road between Highway 101 and Trunk 1 (Option 1)", ID: "CS_Con1C"

Nr.	X (m)	Y (m)	Z (m)	Refl.	DEN	Freq. (Hz)	Lw dB(A)	I/a dB	Optime dB	K0 (dB)	Di (dB)	Activ (dB)	Aatm (dB)	Agr (dB)	Afol (dB)	Ahouses (dB)	Abar (dB)	Cmet (dB)	RL (dB)	Lr dB(A)
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Line Source, ISO 9613, Name: "Connector Road north of Highway 101 (Option 1)", ID: "CS_Con1A"																				
Nr.	X	Y	Z	Ref.	DEN	Freq.	Lw	I/a	Optime	K0	Di	Activ	Aatm	Agr	Afol	Ahours	Abar	Cmet	RL	Lr
	(m)	(m)	(m)			(Hz)	dB(A)	dB	dB	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)
9379	369722.17	4992832.49	12.50	0	DEN	A	74.1	9.4	0.0	0.0	0.0	65.2	1.7	2.0	0.0	0.0	0.0	0.0	0.0	14.7
9414	369723.14	4992841.15	12.50	0	DEN	A	74.1	9.4	0.0	0.0	0.0	65.3	1.7	2.0	0.0	0.0	0.0	0.0	0.0	14.5
9439	369638.18	4993459.43	12.50	0	DEN	A	74.1	16.0	0.0	0.0	0.0	72.1	3.2	2.7	0.0	0.0	0.0	0.0	0.0	12.1
9464	369723.82	4992849.85	12.50	0	DEN	A	74.1	9.4	0.0	0.0	0.0	65.5	1.7	2.0	0.0	0.0	0.0	0.0	0.0	14.3
9514	369724.18	4992858.55	12.50	0	DEN	A	74.1	9.4	0.0	0.0	0.0	65.6	1.7	2.0	0.0	0.0	0.0	0.0	0.0	14.1
9579	369724.25	4992867.27	12.50	0	DEN	A	74.1	9.4	0.0	0.0	0.0	65.8	1.8	2.0	0.0	0.0	0.0	0.0	0.0	14.0
9624	369724.01	4992875.98	12.50	0	DEN	A	74.1	9.4	0.0	0.0	0.0	65.9	1.8	2.0	0.0	0.0	0.0	0.0	0.0	13.8
9684	369723.47	4992884.68	12.50	0	DEN	A	74.1	9.4	0.0	0.0	0.0	66.0	1.8	2.1	0.0	0.0	0.0	0.0	0.0	13.6
9734	369722.62	4992893.36	12.50	0	DEN	A	74.1	9.4	0.0	0.0	0.0	66.2	1.8	2.1	0.0	0.0	0.0	0.0	0.0	13.5
9764	369721.47	4992902.00	12.50	0	DEN	A	74.1	9.4	0.0	0.0	0.0	66.3	1.9	2.1	0.0	0.0	0.0	0.0	0.0	13.3
9834	369720.02	4992910.60	12.50	0	DEN	A	74.1	9.4	0.0	0.0	0.0	66.4	1.9	2.1	0.0	0.0	0.0	0.0	0.0	13.1
1184	369632.27	4993340.21	12.50	0	DEN	A	74.1	9.4	0.0	0.0	0.0	71.2	2.9	2.6	0.0	0.0	0.0	0.0	0.0	6.8
1199	369630.83	4993348.81	12.50	0	DEN	A	74.1	9.4	0.0	0.0	0.0	71.3	3.0	2.6	0.0	0.0	0.0	0.0	0.0	6.7
1219	369629.68	4993357.45	12.50	0	DEN	A	74.1	9.4	0.0	0.0	0.0	71.3	3.0	2.6	0.0	0.0	0.0	0.0	0.0	6.6
1239	369628.83	4993366.12	12.50	0	DEN	A	74.1	9.4	0.0	0.0	0.0	71.4	3.0	2.6	0.0	0.0	0.0	0.0	0.0	6.5
1274	369628.29	4993374.82	12.50	0	DEN	A	74.1	9.4	0.0	0.0	0.0	71.5	3.0	2.7	0.0	0.0	0.0	0.0	0.0	6.4
1304	369628.05	4993383.53	12.50	0	DEN	A	74.1	9.4	0.0	0.0	0.0	71.6	3.0	2.7	0.0	0.0	0.0	0.0	0.0	6.3
1324	369628.11	4993392.25	12.50	0	DEN	A	74.1	9.4	0.0	0.0	0.0	71.6	3.1	2.7	0.0	0.0	0.0	0.0	0.0	6.2
1339	369628.48	4993400.96	12.50	0	DEN	A	74.1	9.4	0.0	0.0	0.0	71.7	3.1	2.7	0.0	0.0	0.0	0.0	0.0	6.1
1349	369629.15	4993409.64	12.50	0	DEN	A	74.1	9.4	0.0	0.0	0.0	71.8	3.1	2.7	0.0	0.0	0.0	0.0	0.0	6.0
1354	369630.13	4993418.31	12.50	0	DEN	A	74.1	9.4	0.0	0.0	0.0	71.8	3.1	2.7	0.0	0.0	0.0	0.0	0.0	5.9
1374	369631.40	4993426.93	12.50	0	DEN	A	74.1	9.4	0.0	0.0	0.0	71.9	3.1	2.7	0.0	0.0	0.0	0.0	0.0	5.8
1384	369632.98	4993435.50	12.50	0	DEN	A	74.1	9.4	0.0	0.0	0.0	72.0	3.1	2.7	0.0	0.0	0.0	0.0	0.0	5.7

Line Source, ISO 9613, Name: "Connector Road @ Highway 101 (Option 1)", ID: "CS_Con1B"																				
Nr.	X	Y	Z	Ref.	DEN	Freq.	Lw	I/a	Optime	K0	Di	Activ	Aatm	Agr	Afol	Ahours	Abar	Cmet	RL	Lr
	(m)	(m)	(m)			(Hz)	dB(A)	dB	dB	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)
2831	369186.60	4992123.09	12.50	0	DEN	A	79.3	21.0	0.0	0.0	0.0	65.9	3.2	-0.1	0.0	0.0	0.0	0.0	0.0	31.3
3800	369191.59	4992042.94	12.50	0	DEN	A	79.3	15.4	0.0	0.0	0.0	66.4	3.3	-0.0	0.0	0.0	0.0	0.0	0.0	25.1
3974	369183.80	4992199.04	12.50	0	DEN	A	79.3	14.2	0.0	0.0	0.0	65.6	3.1	-0.2	0.0	0.0	0.0	0.0	0.0	24.9

Line Source, ISO 9613, Name: "Connector Road @ Highway 101 (Option 1)", ID: "CS_Con1B"																				
Nr.	X	Y	Z	Ref.	DEN	Freq.	Lw	I/a	Optime	K0	Di	Activ	Aatm	Agr	Afol	Ahours	Abar	Cmet	RL	Lr
	(m)	(m)	(m)			(Hz)	dB(A)	dB	dB	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)
2851	369186.49	4992123.23	12.50	0	DEN	A	79.1	21.0	0.0	0.0	0.0	65.9	1.8	2.1	0.0	0.0	0.0	0.0	0.0	30.3
3848	369191.60	4992043.18	12.50	0	DEN	A	79.1	15.4	0.0	0.0	0.0	66.4	1.9	2.1	0.0	0.0	0.0	0.0	0.0	24.2
4064	369183.63	4992198.87	12.50	0	DEN	A	79.1	14.1	0.0	0.0	0.0	65.6	1.8	2.0	0.0	0.0	0.0	0.0	0.0	23.8

Line Source, ISO 9613, Name: "Connector Road south of Ratchford Rd", ID: "CS_RFR"																				
Nr.	X	Y	Z	Ref.	DEN	Freq.	Lw	I/a	Optime	K0	Di	Activ	Aatm	Agr	Afol	Ahours	Abar	Cmet	RL	Lr
	(m)	(m)	(m)			(Hz)	dB(A)	dB	dB	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)
2966	369506.93	4991879.38	12.50	0	DEN	A	74.1	22.3	0.0	0.0	0.0	64.7	1.6	2.0	0.0	0.0	0.0	0.0	0.0	28.1
1754	369219.81	4991970.70	12.50	0	DEN	A	74.1	14.1	0.0	0.0	0.0	66.6	1.9	2.1	0.0	0.0	0.0	0.0	0.0	17.6
10084	369248.09	4991942.01	12.50	0	DEN	A	74.1	8.9	0.0	0.0	0.0	66.5	1.9	2.1	0.0	0.0	0.0	0.0	0.0	12.5
10089	369253.08	4991935.98	12.50	0	DEN	A	74.1	8.9	0.0	0.0	0.0	66.5	1.9	2.1	0.0	0.0	0.0	0.0	0.0	12.5
10094	369242.91	4991947.87	12.50	0	DEN	A	74.1	8.9	0.0	0.0	0.0	66.5	1.9	2.1	0.0	0.0	0.0	0.0	0.0	12.5
10099	369257.88	4991929.81	12.50	0	DEN	A	74.1	8.9	0.0	0.0	0.0	66.5	1.9	2.1	0.0	0.0	0.0	0.0	0.0	12.5
10104	369237.54	4991953.57	12.50	0	DEN	A	74.1	8.9	0.0	0.0	0.0	66.5	1.9	2.1	0.0	0.0	0.0	0.0	0.0	12.5
10109	369262.49	4991923.48	12.50	0	DEN	A	74.1	8.9	0.0	0.0	0.0	66.5	1.9	2.1	0.0	0.0	0.0	0.0	0.0	12.5
10119	369232.01	4991959.10	12.50	0	DEN	A	74.1	8.9	0.0	0.0	0.0	66.5	1.9	2.1	0.0	0.0	0.0	0.0	0.0	12.5
10394	369421.91	4991858.54	12.50	0	DEN	A	74.1	7.2	0.0	0.0	0.0	65.7	1.8	2.0	0.0	0.0	0.0	0.0	0.0	11.8
10404	369416.83	4991857.48	12.50	0	DEN	A	74.1	7.2	0.0	0.0	0.0	65.8	1.8	2.0	0.0	0.0	0.0	0.0	0.0	11.7
10414	369411.70	4991856.59	12.50	0	DEN	A	74.1	7.2	0.0	0.0	0.0	65.8	1.8	2.0	0.0	0.0	0.0	0.0	0.0	11.6
10424	369406.55	4991855.88	12.50	0	DEN	A	74.1	7.2	0.0	0.0	0.0	65.9	1.8	2.0	0.0	0.0	0.0	0.0	0.0	11.6
10434	369401.38	4991855.35	12.50	0	DEN	A	74.1	7.2	0.0	0.0	0.0	65.9	1.8	2.1	0.0	0.0	0.0	0.0	0.0	11.5
10454	369396.20	4991855.00	12.50	0	DEN	A	74.1	7.2	0.0	0.0	0.0	66.0	1.8	2.1	0.0	0.0	0.0	0.0	0.0	11.4
10464	369391.00	4991854.83	12.50	0	DEN	A	74.1	7.2	0.0	0.0	0.0	66.0	1.8	2.1	0.0	0.0	0.0	0.0	0.0	11.4
10479	369385.80	4991854.84	12.50	0	DEN	A	74.1	7.2	0.0	0.0	0.0	66.1	1.8	2.1	0.0	0.0	0.0	0.0	0.0	11.3
10484	369380.61	4991855.03	12.50	0	DEN	A	74.1	7.2	0.0	0.0	0.0	66.1	1.8	2.1	0.0	0.0	0.0	0.0	0.0	11.3
10504	369375.42	4991855.40	12.50	0	DEN	A	74.1	7.2	0.0	0.0	0.0	66.2	1.8	2.1	0.0	0.0	0.0	0.0	0.0	11.2
10519	369370.25	4991855.95	12.50	0	DEN	A	74.1	7.2	0.0	0.0	0.0	66.2	1.8	2.1	0.0	0.0	0.0	0.0	0.0	11.2
10524	369365.11	4991856.67	12.50	0	DEN	A	74.1	7.2	0.0	0.0	0.0	66.2	1.9	2.1	0.0	0.0	0.0	0.0	0.0	11.1
10544	369359.99	4991857.58	12.50	0	DEN	A	74.1	7.2	0.0	0.0	0.0	66.3	1.9	2.1	0.0	0.0	0.0	0.0	0.0	11.1

Line Source, ISO 9613, Name: "Connector Road south of Ratchford Rd", ID: "CS_RFR"																				
Nr.	X	Y	Z	Ref.	DEN	Freq.	Lw	I/a	Optime	K0	Di	Activ	Aatm	Agr	Afol	Ahours	Abar	Cmet	RL	Lr
	(m)	(m)	(m)			(Hz)	dB(A)	dB	dB	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)
0564	369354.90	4991858.66	12.50	0	DEN	A	74.1	7.2	0.0	0.0	0.0	66.3	1.9	2.1	0.0	0.0	0.0	0.0	0.0	11.0
0574	369349.86	4991859.92	12.50	0	DEN	A	74.1	7.2	0.0	0.0	0.0	66.3	1.9	2.1	0.0	0.0	0.0	0.0	0.0	11.0
0579	369344.86	4991861.35	12.50	0	DEN	A	74.1	7.2	0.0	0.0	0.0	66.4	1.9	2.1	0.0	0.0	0.0	0.0	0.0	11.0
0584	369339.92	4991862.96	12.50	0	DEN	A	74.1	7.2	0.0	0.0	0.0	66.4	1.9	2.1	0.0	0.0	0.0	0.0	0.0	10.9
0599	369335.03	4991864.73	12.50	0	DEN	A	74.1	7.2	0.0	0.0	0.0	66.4	1.9	2.1	0.0	0.0	0.0	0.0	0.0	10.9
0609	369330.21	4991866.67	12.50	0	DEN	A	74.1	7.2	0.0	0.0	0.0	66.4	1.9	2.1	0.0	0.0	0.0	0.0	0.0	10.9
0614	369325.46	4991868.78	12.50	0	DEN	A	74.1	7.2	0.0	0.0	0.0	66.5	1.9	2.1	0.0	0.0	0.0	0.0	0.0	

Line Source, ISO 9613, Name: "Connector Road between Highway 101 and Trunk 1 (Option 1)", ID: "CS_Con1C"

Nr.	X (m)	Y (m)	Z (m)	Ref.	DEN	Freq. (Hz)	Lw dB(A)	I/a dB	Optime dB	K0 dB	Di dB	Adiv dB	Aatm dB	Agr dB	Afol dB	Ahous dB	Abar dB	Cmet dB	RL dB	Lr dB(A)
1864	369137.01	4991803.19	12.50	0	DEN	A	74.1	3.1	0.0	0.0	0.0	68.8	2.3	2.3	0.0	0.0	0.0	0.0	0.0	3.8
1879	368826.22	4991109.89	12.50	0	DEN	A	74.1	8.6	0.0	0.0	0.0	74.5	4.0	3.1	0.0	0.0	0.0	0.0	0.0	1.2
2056	369008.68	4990188.83	12.50	0	DEN	A	74.1	9.6	0.0	0.0	0.0	78.0	5.4	3.6	0.0	0.0	0.0	0.0	0.0	-3.2
2059	369016.23	4990233.10	12.50	0	DEN	A	74.1	9.0	0.0	0.0	0.0	77.8	5.3	3.5	0.0	0.0	0.0	0.0	0.0	-3.6
2062	368981.37	4990214.89	12.50	0	DEN	A	74.1	9.1	0.0	0.0	0.0	78.0	5.4	3.5	0.0	0.0	0.0	0.0	0.0	-3.7
2065	368985.80	4990196.67	12.50	0	DEN	A	74.1	8.9	0.0	0.0	0.0	78.0	5.4	3.6	0.0	0.0	0.0	0.0	0.0	-4.0
2068	369021.61	4990195.93	12.50	0	DEN	A	74.1	8.7	0.0	0.0	0.0	78.0	5.4	3.5	0.0	0.0	0.0	0.0	0.0	-4.1
2071	368983.49	4990222.04	12.50	0	DEN	A	74.1	8.5	0.0	0.0	0.0	77.9	5.4	3.5	0.0	0.0	0.0	0.0	0.0	-4.2
2074	369026.16	4990219.45	12.50	0	DEN	A	74.1	8.4	0.0	0.0	0.0	77.9	5.3	3.5	0.0	0.0	0.0	0.0	0.0	-4.2
2076	368987.67	4990227.50	12.50	0	DEN	A	74.1	8.4	0.0	0.0	0.0	77.9	5.3	3.5	0.0	0.0	0.0	0.0	0.0	-4.3
2077	369007.11	4990248.83	12.50	0	DEN	A	74.1	8.2	0.0	0.0	0.0	77.8	5.3	3.5	0.0	0.0	0.0	0.0	0.0	-4.3
2078	369016.10	4990191.59	12.50	0	DEN	A	74.1	8.3	0.0	0.0	0.0	78.0	5.4	3.6	0.0	0.0	0.0	0.0	0.0	-4.5
2079	369004.61	4990254.79	12.50	0	DEN	A	74.1	8.0	0.0	0.0	0.0	77.8	5.3	3.5	0.0	0.0	0.0	0.0	0.0	-4.4
2080	369027.54	4990212.99	12.50	0	DEN	A	74.1	8.0	0.0	0.0	0.0	77.9	5.3	3.5	0.0	0.0	0.0	0.0	0.0	-4.6
2081	369027.54	4990206.63	12.50	0	DEN	A	74.1	8.0	0.0	0.0	0.0	77.9	5.4	3.5	0.0	0.0	0.0	0.0	0.0	-4.7
2082	368990.73	4990191.69	12.50	0	DEN	A	74.1	8.1	0.0	0.0	0.0	78.0	5.4	3.6	0.0	0.0	0.0	0.0	0.0	-4.8
2083	369000.47	4990244.69	12.50	0	DEN	A	74.1	7.8	0.0	0.0	0.0	77.8	5.3	3.5	0.0	0.0	0.0	0.0	0.0	-4.7
2084	368967.07	4990492.28	12.50	0	DEN	A	74.1	6.9	0.0	0.0	0.0	76.9	4.9	3.4	0.0	0.0	0.0	0.0	0.0	-4.2
2085	369012.36	4990238.91	12.50	0	DEN	A	74.1	7.8	0.0	0.0	0.0	77.8	5.3	3.5	0.0	0.0	0.0	0.0	0.0	-4.7
2086	368997.93	4990239.31	12.50	0	DEN	A	74.1	7.7	0.0	0.0	0.0	77.8	5.3	3.5	0.0	0.0	0.0	0.0	0.0	-4.9
2087	368982.41	4990202.55	12.50	0	DEN	A	74.1	7.7	0.0	0.0	0.0	78.0	5.4	3.6	0.0	0.0	0.0	0.0	0.0	-5.1
2088	369025.74	4990201.02	12.50	0	DEN	A	74.1	7.6	0.0	0.0	0.0	78.0	5.4	3.5	0.0	0.0	0.0	0.0	0.0	-5.1
2089	368996.19	4990189.10	12.50	0	DEN	A	74.1	7.6	0.0	0.0	0.0	78.0	5.4	3.6	0.0	0.0	0.0	0.0	0.0	-5.2
2090	368981.10	4990208.09	12.50	0	DEN	A	74.1	7.5	0.0	0.0	0.0	78.0	5.4	3.5	0.0	0.0	0.0	0.0	0.0	-5.3
2091	369020.51	4990228.12	12.50	0	DEN	A	74.1	7.2	0.0	0.0	0.0	77.9	5.3	3.5	0.0	0.0	0.0	0.0	0.0	-5.4
2092	368994.82	4990234.83	12.50	0	DEN	A	74.1	7.1	0.0	0.0	0.0	77.9	5.3	3.5	0.0	0.0	0.0	0.0	0.0	-5.5
2093	369001.61	4990188.07	12.50	0	DEN	A	74.1	7.2	0.0	0.0	0.0	78.0	5.4	3.6	0.0	0.0	0.0	0.0	0.0	-5.6
2094	369009.65	4990243.69	12.50	0	DEN	A	74.1	6.9	0.0	0.0	0.0	77.8	5.3	3.5	0.0	0.0	0.0	0.0	0.0	-5.6
2095	369002.04	4990249.83	12.50	0	DEN	A	74.1	6.7	0.0	0.0	0.0	77.8	5.3	3.5	0.0	0.0	0.0	0.0	0.0	-5.8
2096	369002.78	4990257.76	12.50	0	DEN	A	74.1	6.5	0.0	0.0	0.0	77.8	5.3	3.5	0.0	0.0	0.0	0.0	0.0	-6.0
2097	369023.73	4990224.54	12.50	0	DEN	A	74.1	6.4	0.0	0.0	0.0	77.9	5.3	3.5	0.0	0.0	0.0	0.0	0.0	-6.2
2098	368991.70	4990231.36	12.50	0	DEN	A	74.1	6.3	0.0	0.0	0.0	77.9	5.3	3.5	0.0	0.0	0.0	0.0	0.0	-6.3
2100	369002.67	4990253.84	12.50	0	DEN	A	74.1	5.3	0.0	0.0	0.0	77.8	5.3	3.5	0.0	0.0	0.0	0.0	0.0	-7.1

Line Source, ISO 9613, Name: "Connector Road @ Highway 101 (Option 1)", ID: "CS_Con1B"

Nr.	X (m)	Y (m)	Z (m)	Ref.	DEN	Freq. (Hz)	Lw dB(A)	I/a dB	Optime dB	K0 dB	Di dB	Adiv dB	Aatm dB	Agr dB	Afol dB	Ahous dB	Abar dB	Cmet dB	RL dB	Lr dB(A)
3542	369186.67	4992122.65	12.50	0	DEN	A	74.1	21.0	0.0	0.0	0.0	65.9	1.8	2.1	0.0	0.0	0.0	0.0	0.0	25.3
6679	369191.64	4992043.18	12.50	0	DEN	A	74.1	15.4	0.0	0.0	0.0	66.4	1.9	2.1	0.0	0.0	0.0	0.0	0.0	19.2
6939	369183.74	4992198.44	12.50	0	DEN	A	74.1	14.3	0.0	0.0	0.0	65.6	1.8	2.0	0.0	0.0	0.0	0.0	0.0	19.0

Line Source, ISO 9613, Name: "Highway 101 Ramps", ID: "CS_101_Ramp_WB"

Nr.	X (m)	Y (m)	Z (m)	Ref.	DEN	Freq. (Hz)	Lw dB(A)	I/a dB	Optime dB	K0 dB	Di dB	Adiv dB	Aatm dB	Agr dB	Afol dB	Ahous dB	Abar dB	Cmet dB	RL dB	Lr dB(A)
3764	369213.33	4992231.20	12.50	0	DEN	A	84.1	9.5	0.0	0.0	0.0	65.1	2.2	1.0	0.0	0.0	0.0	0.0	0.0	25.4
3830	369192.29	4992211.97	12.50	0	DEN	A	84.1	9.6	0.0	0.0	0.0	65.5	2.3	1.0	0.0	0.0	0.0	0.0	0.0	25.0
3950	369166.60	4992225.48	12.50	0	DEN	A	84.1	9.6	0.0	0.0	0.0	65.8	2.3	1.1	0.0	0.0	0.0	0.0	0.0	24.5
4034	369206.28	4992217.90	12.50	0	DEN	A	84.1	8.7	0.0	0.0	0.0	65.2	2.2	1.0	0.0	0.0	0.0	0.0	0.0	24.5
4088	369210.68	4992223.68	12.50	0	DEN	A	84.1	8.6	0.0	0.0	0.0	65.1	2.2	1.0	0.0	0.0	0.0	0.0	0.0	24.4
4112	369171.84	4992218.59	12.50	0	DEN	A	84.1	9.2	0.0	0.0	0.0	65.8	2.3	1.1	0.0	0.0	0.0	0.0	0.0	24.2
4142	369200.19	4992213.88	12.50	0	DEN	A	84.1	8.7	0.0	0.0	0.0	65.3	2.2	1.0	0.0	0.0	0.0	0.0	0.0	24.2
4268	369178.25	4992214.09	12.50	0	DEN	A	84.1	8.8	0.0	0.0	0.0	65.7	2.3	1.0	0.0	0.0	0.0	0.0	0.0	23.9
4358	369214.33	4992238.72	12.50	0	DEN	A	84.1	8.0	0.0	0.0	0.0	65.0	2.2	1.0	0.0	0.0	0.0	0.0	0.0	24.0
4418	369163.42	4992233.10	12.50	0	DEN	A	84.1	8.7	0.0	0.0	0.0	65.9	2.3	1.1	0.0	0.0	0.0	0.0	0.0	23.6
4694	369184.72	4992211.97	12.50	0	DEN	A	84.1	7.9	0.0	0.0	0.0	65.6	2.3	1.0	0.0	0.0	0.0	0.0	0.0	23.2

Line Source, ISO 9613, Name: "Highway 101 Ramps", ID: "CS_101_Ramp_EB"

Nr.	X (m)	Y (m)	Z (m)	Ref.	DEN	Freq. (Hz)	Lw dB(A)	I/a dB	Optime dB	K0 dB	Di dB	Adiv dB	Aatm dB	Agr dB	Afol dB	Ahous dB	Abar dB	Cmet dB	RL dB	Lr dB(A)
4070	369184.90	4992023.96	12.50	0	DEN	A	84.1	10.1	0.0	0.0	0.0	66.6	2.5	1.2	0.0	0.0	0.0	0.0	0.0	23.9
4430	369211.39	4992018.58	12.50	0	DEN	A	84.1	9.1	0.0	0.0	0.0	66.3	2.4	1.1	0.0	0.0	0.0	0.0	0.0	23.4
4802	369193.47	4992025.47	12.50	0	DEN	A	84.1	8.7	0.0	0.0	0.0	66.5	2.5	1.1	0.0	0.0	0.0	0.0	0.0	22.7
4838	369172.13	4992014.86	12.50	0	DEN	A	84.1	8.9	0.0	0.0	0.0	66.8	2.6	1.2	0.0	0.0	0.0	0.0	0.0	22.5

Line Source, ISO 9613, Name: "Highway 101 Ramps", ID: "CS_101_Ramp_EB"

Nr.	X (m)	Y (m)	Z (m)	Ref.	DEN	Freq. (Hz)	Lw dB(A)	I/a dB	Optime dB	K0 dB	Di dB	Adiv dB	Aatm dB	Agr dB	Afol dB	Ahous dB	Abar dB	Cmet dB	RL dB	Lr dB(A)
4934	369177.09	4992020.41	12.50	0	DEN	A	84.1	8.6	0.0	0.0	0.0	66.7	2.5	1.2	0.0	0.0	0.0	0.0	0.0	22.4
4964	369218.45	4992007.14	12.50	0	DEN	A	84.1	8.2	0.0	0.0	0.0	66.3	2.4	1.1	0.0	0.0	0.0	0.0	0.0	22.5
5006	369169.17	4992007.90	12.50	0	DEN	A	84.1	8.7	0.0	0.0	0.0	66.9	2.6	1.2	0.0	0.0	0.0	0.0	0.0	22.2
5114	369215.93	4992013.03	12.50	0	DEN	A	84.1	8.0	0.0	0.0	0.0	66.3	2.4	1.1	0.0	0.0	0.0	0.0	0.0	22.3
5126	369205.58	4992022.70	12.50	0	DEN	A	84.1	8.0	0.0	0.0	0.0	66.3	2.5	1.1	0.0	0.0	0.0	0.0	0.0	22.2
5324	369199.95	4992024.80	12.50	0	DEN	A	84.1	7.6	0.0	0.0	0.0	66.4	2.5	1.1	0.0	0.0	0.0	0.0	0.0	21.8
5419	369168.24	4992001.08	12.50	0	DEN	A	84.1	8.1	0.0	0.0	0.0	67.0	2.6	1.2	0.0	0.0	0.0	0.0	0.0	21.4
5469	369168.92	4991994.78	12.50	0	DEN	A	84.1	8.0	0.0	0.0	0.0	67.0	2.6	1.2	0.0	0.0	0.0	0.0	0.0	21.4
6384	369																			

Line Source, ISO 9613, Name: "Connector Road south of Trunk 1 (Option 1)", ID: "CS_Con1D"																				
Nr.	X (m)	Y (m)	Z (m)	Ref.	DEN	Freq. (Hz)	Lw dB(A)	I/a dB	Optime dB	K0 (dB)	Di (dB)	Adiv (dB)	Aatm (dB)	Agr (dB)	Afol (dB)	Ahours (dB)	Abar (dB)	Cmet (dB)	RL (dB)	Lr dB(A)
1229	369027.71	4990009.80	12.50	0	DEN	A	79.3	11.5	0.0	0.0	0.0	78.6	7.2	2.0	0.0	0.0	0.0	0.0	0.0	3.0
1244	369025.80	4989995.80	12.50	0	DEN	A	79.3	11.5	0.0	0.0	0.0	78.7	7.2	2.0	0.0	0.0	0.0	0.0	0.0	3.0
1269	369023.11	4989981.92	12.50	0	DEN	A	79.3	11.5	0.0	0.0	0.0	78.7	7.2	2.0	0.0	0.0	0.0	0.0	0.0	2.9
1369	368994.13	4989866.22	12.50	0	DEN	A	79.3	11.5	0.0	0.0	0.0	79.2	7.4	2.0	0.0	0.0	0.0	0.0	0.0	2.3
1379	368991.43	4989852.34	12.50	0	DEN	A	79.3	11.5	0.0	0.0	0.0	79.2	7.4	2.0	0.0	0.0	0.0	0.0	0.0	2.2
1394	368989.52	4989838.34	12.50	0	DEN	A	79.3	11.5	0.0	0.0	0.0	79.2	7.4	2.0	0.0	0.0	0.0	0.0	0.0	2.1
1404	368988.40	4989824.25	12.50	0	DEN	A	79.3	11.5	0.0	0.0	0.0	79.3	7.4	2.0	0.0	0.0	0.0	0.0	0.0	2.1
1414	368988.09	4989810.12	12.50	0	DEN	A	79.3	11.5	0.0	0.0	0.0	79.3	7.4	2.0	0.0	0.0	0.0	0.0	0.0	2.0
1429	368988.57	4989795.99	12.50	0	DEN	A	79.3	11.5	0.0	0.0	0.0	79.4	7.5	2.0	0.0	0.0	0.0	0.0	0.0	1.9
1439	368989.85	4989781.91	12.50	0	DEN	A	79.3	11.5	0.0	0.0	0.0	79.4	7.5	2.0	0.0	0.0	0.0	0.0	0.0	1.9
1454	368991.92	4989767.93	12.50	0	DEN	A	79.3	11.5	0.0	0.0	0.0	79.5	7.5	2.1	0.0	0.0	0.0	0.0	0.0	1.8
1459	368994.78	4989754.09	12.50	0	DEN	A	79.3	11.5	0.0	0.0	0.0	79.5	7.5	2.1	0.0	0.0	0.0	0.0	0.0	1.7
1469	368998.42	4989740.43	12.50	0	DEN	A	79.3	11.5	0.0	0.0	0.0	79.6	7.5	2.1	0.0	0.0	0.0	0.0	0.0	1.7
1479	369002.83	4989727.00	12.50	0	DEN	A	79.3	11.5	0.0	0.0	0.0	79.6	7.5	2.1	0.0	0.0	0.0	0.0	0.0	1.6
1494	369007.99	4989713.84	12.50	0	DEN	A	79.3	11.5	0.0	0.0	0.0	79.6	7.5	2.1	0.0	0.0	0.0	0.0	0.0	1.6
1514	369013.88	4989700.99	12.50	0	DEN	A	79.3	11.5	0.0	0.0	0.0	79.7	7.6	2.1	0.0	0.0	0.0	0.0	0.0	1.5
1524	369020.64	4989688.50	12.50	0	DEN	A	79.3	11.5	0.0	0.0	0.0	79.7	7.6	2.1	0.0	0.0	0.0	0.0	0.0	1.5
1534	369027.70	4989676.40	12.50	0	DEN	A	79.3	11.5	0.0	0.0	0.0	79.7	7.6	2.1	0.0	0.0	0.0	0.0	0.0	1.4
1539	369035.77	4989664.73	12.50	0	DEN	A	79.3	11.5	0.0	0.0	0.0	79.8	7.6	2.1	0.0	0.0	0.0	0.0	0.0	1.4
1549	369044.40	4989653.53	12.50	0	DEN	A	79.3	11.5	0.0	0.0	0.0	79.8	7.6	2.1	0.0	0.0	0.0	0.0	0.0	1.3
1559	369053.62	4989642.86	12.50	0	DEN	A	79.3	11.5	0.0	0.0	0.0	79.8	7.6	2.1	0.0	0.0	0.0	0.0	0.0	1.3
1919	369004.17	4990185.52	12.50	0	DEN	A	79.3	6.4	0.0	0.0	0.0	78.0	6.9	1.9	0.0	0.0	0.0	0.0	0.0	-1.1
2103	369021.55	4989974.97	12.50	0	DEN	A	79.3	-10.1	0.0	0.0	0.0	78.8	7.2	2.0	0.0	0.0	0.0	0.0	0.0	-18.7

Line Source, ISO 9613, Name: "Connector Road south of Trunk 1 (Option 1)", ID: "CS_Con1D"																				
Nr.	X (m)	Y (m)	Z (m)	Ref.	DEN	Freq. (Hz)	Lw dB(A)	I/a dB	Optime dB	K0 (dB)	Di (dB)	Adiv (dB)	Aatm (dB)	Agr (dB)	Afol (dB)	Ahours (dB)	Abar (dB)	Cmet (dB)	RL (dB)	Lr dB(A)
8204	369014.23	4990135.26	12.50	0	DEN	A	79.1	19.9	0.0	0.0	0.0	78.2	5.5	3.6	0.0	0.0	0.0	0.0	0.0	11.8
8369	369008.61	4989924.02	12.50	0	DEN	A	79.1	20.2	0.0	0.0	0.0	78.9	5.8	3.7	0.0	0.0	0.0	0.0	0.0	10.9
9009	369078.11	4989617.29	12.50	0	DEN	A	79.1	17.5	0.0	0.0	0.0	79.9	6.3	3.8	0.0	0.0	0.0	0.0	0.0	6.7
1209	369025.28	4990080.21	12.50	0	DEN	A	79.1	11.5	0.0	0.0	0.0	78.4	5.6	3.6	0.0	0.0	0.0	0.0	0.0	3.1
1224	369027.36	4990066.23	12.50	0	DEN	A	79.1	11.5	0.0	0.0	0.0	78.4	5.6	3.6	0.0	0.0	0.0	0.0	0.0	3.0
1234	369028.64	4990052.15	12.50	0	DEN	A	79.1	11.5	0.0	0.0	0.0	78.5	5.6	3.6	0.0	0.0	0.0	0.0	0.0	2.9
1259	369029.13	4990038.03	12.50	0	DEN	A	79.1	11.5	0.0	0.0	0.0	78.5	5.6	3.6	0.0	0.0	0.0	0.0	0.0	2.8
1279	369028.82	4990023.90	12.50	0	DEN	A	79.1	11.5	0.0	0.0	0.0	78.6	5.7	3.6	0.0	0.0	0.0	0.0	0.0	2.7
1299	369027.71	4990009.80	12.50	0	DEN	A	79.1	11.5	0.0	0.0	0.0	78.6	5.7	3.6	0.0	0.0	0.0	0.0	0.0	2.7
1319	369025.80	4989995.80	12.50	0	DEN	A	79.1	11.5	0.0	0.0	0.0	78.7	5.7	3.6	0.0	0.0	0.0	0.0	0.0	2.6
1334	369023.11	4989981.92	12.50	0	DEN	A	79.1	11.5	0.0	0.0	0.0	78.7	5.7	3.7	0.0	0.0	0.0	0.0	0.0	2.5
1409	368994.13	4989866.22	12.50	0	DEN	A	79.1	11.5	0.0	0.0	0.0	79.2	6.0	3.7	0.0	0.0	0.0	0.0	0.0	1.8
1424	368991.43	4989852.34	12.50	0	DEN	A	79.1	11.5	0.0	0.0	0.0	79.2	6.0	3.7	0.0	0.0	0.0	0.0	0.0	1.7
1434	368989.52	4989838.34	12.50	0	DEN	A	79.1	11.5	0.0	0.0	0.0	79.2	6.0	3.7	0.0	0.0	0.0	0.0	0.0	1.7
1449	368988.40	4989824.25	12.50	0	DEN	A	79.1	11.5	0.0	0.0	0.0	79.3	6.0	3.7	0.0	0.0	0.0	0.0	0.0	1.6
1464	368988.09	4989810.12	12.50	0	DEN	A	79.1	11.5	0.0	0.0	0.0	79.3	6.1	3.7	0.0	0.0	0.0	0.0	0.0	1.5
1474	368988.57	4989795.99	12.50	0	DEN	A	79.1	11.5	0.0	0.0	0.0	79.4	6.1	3.7	0.0	0.0	0.0	0.0	0.0	1.4
1489	368989.85	4989781.91	12.50	0	DEN	A	79.1	11.5	0.0	0.0	0.0	79.4	6.1	3.7	0.0	0.0	0.0	0.0	0.0	1.4
1504	368991.92	4989767.93	12.50	0	DEN	A	79.1	11.5	0.0	0.0	0.0	79.5	6.1	3.8	0.0	0.0	0.0	0.0	0.0	1.3
1519	368994.78	4989754.09	12.50	0	DEN	A	79.1	11.5	0.0	0.0	0.0	79.5	6.1	3.8	0.0	0.0	0.0	0.0	0.0	1.2
1529	368998.42	4989740.43	12.50	0	DEN	A	79.1	11.5	0.0	0.0	0.0	79.6	6.2	3.8	0.0	0.0	0.0	0.0	0.0	1.2
1544	369002.83	4989727.00	12.50	0	DEN	A	79.1	11.5	0.0	0.0	0.0	79.6	6.2	3.8	0.0	0.0	0.0	0.0	0.0	1.1
1554	369007.99	4989713.84	12.50	0	DEN	A	79.1	11.5	0.0	0.0	0.0	79.6	6.2	3.8	0.0	0.0	0.0	0.0	0.0	1.0
1564	369013.88	4989700.99	12.50	0	DEN	A	79.1	11.5	0.0	0.0	0.0	79.7	6.2	3.8	0.0	0.0	0.0	0.0	0.0	1.0
1569	369020.49	4989688.50	12.50	0	DEN	A	79.1	11.5	0.0	0.0	0.0	79.7	6.2	3.8	0.0	0.0	0.0	0.0	0.0	0.9
1574	369027.80	4989676.40	12.50	0	DEN	A	79.1	11.5	0.0	0.0	0.0	79.7	6.3	3.8	0.0	0.0	0.0	0.0	0.0	0.9
1594	369035.77	4989664.73	12.50	0	DEN	A	79.1	11.5	0.0	0.0	0.0	79.8	6.3	3.8	0.0	0.0	0.0	0.0	0.0	0.8
1599	369044.40	4989653.53	12.50	0	DEN	A	79.1	11.5	0.0	0.0	0.0	79.8	6.3	3.8	0.0	0.0	0.0	0.0	0.0	0.8
1604	369053.62	4989642.86	12.50	0	DEN	A	79.1	11.5	0.0	0.0	0.0	79.8	6.3	3.8	0.0	0.0	0.0	0.0	0.0	0.7
1939	369004.17	4990185.52	12.50	0	DEN	A	79.1	6.4	0.0	0.0	0.0	78.0	5.4	3.6	0.0	0.0	0.0	0.0	0.0	-1.4
2104	369021.55	4989974.97	12.50	0	DEN	A	79.1	-10.1	0.0	0.0	0.0	78.8	5.8	3.7	0.0	0.0	0.0	0.0	0.0	-19.1

Line Source, ISO 9613, Name: "Highway 101 Ramps", ID: "CS_101_Ramp_WB"																				
Nr.	X (m)	Y (m)	Z (m)	Ref.	DEN	Freq. (Hz)	Lw dB(A)	I/a dB	Optime dB	K0 (dB)	Di (dB)	Adiv (dB)	Aatm (dB)	Agr (dB)	Afol (dB)	Ahours (dB)	Abar (dB)	Cmet (dB)	RL (dB)	Lr dB(A)
9334	369213.83	4992231.20	12.50	0	DEN	A	74.1	9.5	0.0	0.0	0.0	65.1	1.7	2.0	0.0	0.0	0.0	0.0	0.0	14.9

Line Source, ISO 9613, Name: "Highway 101 Ramps", ID: "CS_101_Ramp_WB"																				
Nr.	X (m)	Y (m)	Z (m)	Ref.	DEN	Freq. (Hz)	Lw dB(A)	I/a dB	Optime dB	K0 (dB)	Di (dB)	Adiv (dB)	Aatm (dB)	Agr (dB)	Afol (dB)	Ahours (dB)	Abar (dB)	Cmet (dB)	RL (dB)	Lr dB(A)
9404	369192.29	4992211.97	12.50	0	DEN	A	74.1	9.6	0.0	0.0	0.0	65.5	1.7	2.0	0.0	0.0	0.0	0.0	0.0	14.5
9539	369166.60	4992225.48	12.50	0	DEN	A	74.1	9.6	0.0	0.0	0.0	65.8	1.8	2.0	0.0	0.0	0.0	0.0	0.0	14.1
9614	369206.28	4992217.90	12.50	0	DEN	A	74.1	8.7	0.0	0.0	0.0	65.2	1.7	2.0	0.0	0.0	0.0	0.0	0.0	14.0
9659	369210.68	4992223.68	12.50	0	DEN	A	74.1	8.6	0.0	0.0	0.0	65.5	1.7	2.0	0.0	0.0	0.0	0.0	0.0	13.9
9674	369171.84	4992218.59	12.50	0	DEN	A	74.1	9.2	0.0	0.0	0.0	65.8	1.8	2.0	0.0	0.0	0.0	0.0	0.0	13.8
9699	369200.19	4992213.88	12.50	0	DEN	A	74.1	8.7	0.0	0.0	0.0	65.3</								