**Supporting Document 3-2**

# Noise Effects Assessment Report

Twin Creeks Environmental Centre Landfill Optimization Project Environmental Assessment

WM Canada

*Watford, Ontario*

September 2025

Prepared by:

RWDI AIR Inc.
600 Southgate Drive,
Guelph, Ontario, N1G 4P6

# Executive Summary

RWDI AIR Inc. (RWDI) was contracted by HDR Corporation on behalf of WM Canada (WM) to prepare this Noise Effects Assessment Report as part of the Twin Creeks Environmental Centre (TCEC) Landfill Optimization Project Environmental Assessment (EA). The EA is being carried out in accordance with the requirements of the *Ontario Environmental Assessment Act* (*OEAA*) and the EA Terms of Reference (ToR), which was approved by the Ministry of Environment, Conservation and Parks (MECP) on December 13, 2022. The Noise Effects Assessment considers off-site noise impacts from operation of the landfill, existing and approved ancillary sources, and off-site haul route. The noise impacts are evaluated against noise regulations and guidelines.

The purpose of this Effects Assessment Report is to present the:

- Potential environmental effects of the alternative methods on Noise;
- Comparison of the net effects of each alternative method;
- Selection of a preferred alternative;
- Assessment of the environmental effects of the preferred alternative; and
- Commitments and monitoring.

There are approximately 6 years of approved landfill airspace capacity remaining at the TCEC (i.e., capacity will be reached in approximately 2031). The proposed optimization would provide additional airspace of approximately 14.3 million cubic metres ($m^3$), which could extend the site life by approximately 12 years (from 2031 to 2043) and may be achieved through alternative landfill configurations (alternative methods) within the existing 301-hectare TCEC site area. No changes are proposed to the size of the TCEC site area, approved service area, or annual fill rate.

Three alternative methods for carrying out the optimization were developed to a preliminary conceptual design level in the Conceptual Design Report (CDR). Each of the alternative methods presented for the landfill optimization will reintroduce landfilling equipment along the perimeter of the approved Expansion Landfill footprint, while also elevating sound level sources. This will reintroduce noise at Points of Reception (PORs) located off site and is the primary mechanism for future noise. Landfilling equipment types and quantities will not change; therefore, locations of the landfilling mobile equipment are the main consideration for off-site noise.

Haul route traffic is expected to remain constant with existing conditions as defined in the CDR. Therefore, off-site noise levels from haul traffic are expected to be equal to current existing conditions for each of the alternative methods. The CDR provided conceptual details used in the review of the proposed alternatives, selection of the Preferred Alternative, and the evaluation of the net effects.

Key inputs from the CDR for the alternative methods were:

- Landfilling equipment
- Operational Stages of each alternative
  - Setbacks from the approved landfill limits
  - Elevations and slopes of the Stages
  - On-Site hauling volumes

The study areas for Noise are as follows:

- On-site Study Area: the existing TCEC.
- Off-site Study Area: the lands within the vicinity of the TCEC extending approximately 1 km out from the On-site Study Area.
- Off-site Haul Route Area, within 1 km of the primary haul route from Highway 402 to the site entrance.

A qualitative net effects assessment was carried out for the three alternative methods following the methods outlined in the approved ToR incorporating the information contained in the CDR, and the Noise Existing Conditions Report. The results of the net effects assessment were used in a comparative evaluation of the three alternative methods. Noise impacts from standard landfilling are considered, as well as potential high impact scenarios such as redeveloping the side slopes.

The net effects assessment for the three alternative methods focused on compliance with the MECP Noise Guidelines for Landfill Sites sound level limits. Identified net effects were the potential to exceed sound level limits at Points of Reception (PORs) driven by proximity of the landfilling sources and on-site hauling.

The three alternative methods generally have the same potential net effects, as landfilling equipment, quantities, and on-site hauling traffic will remain the same. Each of the Alternative Methods proposed different elevation profiles which had different setback distances from the approved limit of the landfill. Reducing the setback from the approved landfill limit would potentially increase offsite noise and was a key consideration in the potential off-site impacts.

Alternative Methods 2 and 3 are identified as having “No Substantial Difference”, having the same approximate setback from the approved limit of the landfill. The two Methods will have the same approximate off site noise emission.

Alternative Method 1 is identified as a “Not Preferred” alternative of the three considered alternatives, as it would potentially have the greatest offsite impacts. Cross sectional drawings from the CDR indicate landfilling will occur closest to the approved limit of the landfill.

The effects assessment of the Preferred Alternative indicates that no net effects for noise can be achieved with the implementation of mitigation at identified PORs. Specified mitigation includes:

- Restricting landfilling equipment types and quantities in specific areas of the Preferred Alternative.
- Implementing operational berms for specific landfilling locations.

The net effects assessment indicates that the sound levels at PORs will vary during the life of the Preferred Alternative as the landfilling equipment moved through the various Stages. As the elevations increase off-site sound levels are predicted to be less than at lower elevations as equipment will be further set-back from the landfill limit.

Changes in sound levels from the approved landfill to the preferred alternative are predicted to be rated as insignificant with implemented mitigations, with a change less than or equal to 3 dB. This is supported by the fact that there are no equipment changes from the approved landfill to the Preferred Alternative, and that on-site hauling volumes will not changes.

Changes in off-site haul route volumes are predicted to be the same for the Preferred Alternative, resulting in an insignificant change of noise levels along the haul route.

Comparison of the Preferred Alternative to the ‘Do Nothing’ Alternative predicts that sound levels will be less when landfilling occurs, but that certain periods will result in no difference in sound levels at PORs dependent on the landfilling locations.

Commitments for compliance monitoring have been recommended to ensure the effectiveness of the mitigation and to establish sound levels on a yearly basis:

- Yearly (once per year) acoustic audits at critical identified POR locations.
- When landfilling operations trigger a mitigation requirement an acoustic audit will be conducted. This audit, when completed, will satisfy the yearly requirement.

In addition to EA approval, the Waste ECA and Air ECA will require amendment to address the updated noise monitoring protocols. This will require review and approval from the MECP.

# Acronyms, Units and Glossary

## Acronyms

| Acronym | Definition |
|---|---|
| CDR | Conceptual Design Report |
| D&O | Development & Operations |
| EA | Environmental Assessment |
| $L_{A\ eq,\ 1\text{-}hr}$ | One-hour A-weighted Equivalent Level |
| $L_{LM,\ 1\text{-}hr}$ | One-hour Logarithmic Mean Impulse Level |
| MECP | Ministry of Environment, Conservation and Parks |
| NPC-300 | Noise Pollution Control 300 – Environmental Noise Guideline – Stationary and Transportation Sources |
| OEAA | Ontario Environmental Assessment Act |
| ORNAMENT | Ontario Road Noise Analysis Method for Environment and Transportation |
| POR | Point of Reception |
| PWL | Sound Power Level |
| TCEC | Twin Creeks Environmental Centre |
| ToR | Terms of Reference |
| VLR | Vacant Lot Receptor |
| WM | WM Canada |

## Units

| Unit | Definition |
|---|---|
| dB | Decibel |
| dBA | Decibel, weighted to reflect human sensitivity to sound using the A-weighting scale. |
| ha | Hectare |
| km | Kilometre |
| m | Metre |
| $m^3$ | Cubic metres |

## Glossary

| Term | Definition |
|---|---|
| Approval | Permission granted by an authorized individual or organization for an undertaking to proceed. This may be in the form of program approval, certificate of approval or provisional certificate of approval. |
| Capacity (Disposal Volume) | The total volume of air space available for disposal of waste at a landfill site for a particular design (typically in $m^3$); includes both waste and daily cover materials but excludes the final cover. |

## Acronyms

| Acronym | Definition |
|---|---|
| Composting | The controlled microbial decomposition of organic matter, such as food and yard wastes, in the presence of oxygen, into finished compost (humus), a soil-like material. Humus can be used in vegetable and flower gardens, hedges, etc. |
| Composting facility | A facility designed to compost organic matter either in the presence of oxygen (aerobic) or absence of oxygen (anaerobic). |
| Environment | As defined by the Environmental Assessment Act, environment means:<br>• air, land or water;<br>• plant and animal life, including human life;<br>• the social, economic and cultural conditions that influence the life of humans or a community;<br>• any building, structure, machine or other device or thing made by humans;<br>• any solid, liquid, gas, odour, heat, sound, vibration or radiation resulting directly or indirectly from human activities; or<br>• any part or combination of the foregoing and the interrelationships between any two or more of them (ecosystem approach). |
| Environmental Assessment (EA) | A systematic planning process that is conducted in accordance with applicable laws or regulations aimed at assessing the effects of a proposed undertaking on the environment. |
| Evaluation criteria | Evaluation criteria are considerations or factors taken into account in assessing the advantages and disadvantages of various alternatives being considered. |
| Impulsive Sound | Short-duration sounds can often be described as impulsive. Examples are rail car shunting, metal scrap bin drops, and gun shots. A more technical definition is found in NPC-101 (MOE, 1997a). |
| Indicators | Indicators are specific characteristics of the evaluation criteria that can be measured or determined in some way, as opposed to the actual criteria, which are fairly general. |
| Landfill gas (LFG) | The gases produced from the wastes disposed in a landfill; the main constituents are typically carbon dioxide and methane, with small amounts of other organic and odour-causing compounds. |
| Landfill site | An approved engineered site/facility used for the final disposal of waste. Landfills are waste disposal sites where waste is spread in layers, compacted to the smallest practical volume, and typically covered by soil. |
| Mitigation | Measures taken to reduce adverse impacts on the environment. |
| Point of Reception (POR) | A location where noise from landfill operations, ancillary facilities, pest control devices or haul route is received which is:<br>• on the façade of a dwelling;<br>• on the property of, and within 30 m of a dwelling;<br>• on the façade of a noise-sensitive commercial-purpose building (e.g., hotel, motel); or<br>• on the façade of a noise-sensitive institutional-purpose building (e.g., hospital, day nursery, educational facility, place of worship not on commercially or industrially zoned land);<br>• on a vacant lot zoned for noise-sensitive use that is accessible by road or navigable waterway. |
| Proponent | A person who:<br>• carries out or proposes to carry out an undertaking; or<br>• is the owner or person having charge, management or control of an undertaking. |
| Quasi-steady Impulsive Sound | Occurs when a number of impulsive sounds are emitted in quick succession A more technical definition is found in NPC-101 (MOE, 1997a). |
| Renewable Natural Gas (RNG) | Product of the decomposition of organic matter that is collected from the landfill site, as opposed to traditional natural gas, which is collected from deep wells. |

## Acronyms

| Acronym | Definition |
|---|---|
| Terms of Reference (ToR) | A terms of reference is a document that sets out detailed requirements for the preparation of an Environmental Assessment. |
| Undertaking | Is defined in the Environmental Assessment Act as follows:<br>• An enterprise or activity or a proposal, plan or program in respect of an enterprise or activity by or on behalf of Her Majesty in right of Ontario, by a public body or public bodies or by a municipality or municipalities;<br>• A major commercial or business enterprise or activity or a proposal, plan or program in respect of a major commercial or business enterprise or activity of a person or persons other than a person or persons referred to in clause (1) that is designated by the regulations; or<br>• An enterprise or activity or a proposal, plan or program in respect of an enterprise or activity of a person or persons, other than a person or persons referred to in clause (a), if an agreement is entered into under **Section 3.0.1** in respect of the enterprise, activity, proposal, plan or program ("enterprise"). |
| Waste | Refuse from places of human or animal habitation; unwanted materials left over from a manufacturing process. |

# Contents

Executive Summary ..... i

Acronyms, Units and Glossary ..... iv

1 Introduction ..... 1

1.1 Project and Alternative Methods ..... 2

1.1.1 Alternative Method 1 ..... 2
1.1.2 Alternative Method 2 ..... 4
1.1.3 Alternative Method 3 ..... 6

2 Effects Assessment Methods ..... 8

2.1 Predict Potential Environmental Effects for Alternative Methods ..... 8

2.1.1 Study Areas ..... 9
2.1.2 Noise-Sensitive POR Locations ..... 11
2.1.3 Evaluation Criteria, Indicators, and Data Sources ..... 13
2.1.4 Key Considerations and Assumptions ..... 16

2.2 Comparative Evaluation and Identification of the Preferred Alternative ..... 21

2.3 Effects Assessment of the Preferred Alternative ..... 21

2.4 Comparison of the Preferred Alternative against the 'Do Nothing' Alternative ..... 21

3 Net Effects Assessment ..... 22

3.1 Future Baseline Conditions ..... 22

3.1.1 Noise - Future Background Baseline Conditions Due to Traffic ..... 22
3.1.2 Noise - Ancillary Facilities Contributions ..... 24
3.1.3 Cumulative Future Baseline Conditions ..... 24

3.2 Alternative Method 1 ..... 27

3.2.1 Landfilling Related Off-Site Noise and Change in Sound Levels ..... 27
3.2.2 Summary ..... 28

3.3 Alternative Method 2 ..... 30

3.3.1 Landfilling Related Off-Site Noise and Change in Sound Levels ..... 30
3.3.2 Summary ..... 30

3.4 Alternative Method 3 ..... 32

3.4.1 Landfilling Related Off-Site Noise and Change in Sound Levels ..... 32
3.4.2 Summary ..... 32

4 Comparative Evaluation of Net Effects and Identification of the Preferred Alternative ..... 34

5 Effects Assessment of the Preferred Alternative ..... 36

5.1 Noise – Landfilling ..... 36

5.1.1 Modelling Scenario Considerations ..... 37
5.1.2 Modelling Notes ..... 38
5.1.3 Operational Period - Stage 1 ..... 38
5.1.4 Operational Period - Stage 2 ..... 49
5.1.5 Operational Period - Stage 3 ..... 64
5.1.6 Net Effects Assessment ..... 68

5.2 Noise – Ancillary Facilities ..... 70

5.3 Noise – Pest Control ..... 70

5.3.1 Net Effects Summary ..... 73

5.4 Change in Sound Levels ..... 73

5.4.1 Cumulative Change in Noise Levels ... 73
5.4.2 Change Due to Haul Route Traffic ... 78

6 Comparison of the Preferred Alternative against the 'Do Nothing' Alternative ... 80
6.1 Effects of the 'Do Nothing' Alternative ... 80
6.2 Comparison of the Preferred Alternative against the 'Do Nothing' Alternative ... 81
6.3 Advantages and Disadvantages of the Preferred Alternative ... 83

7 Commitments and Monitoring ... 84
7.1 Noise Commitments ... 84
7.2 Environmental Effects Monitoring for Noise ... 85
7.3 Noise Compliance Monitoring ... 85

8 Noise Approvals ... 86

9 References ... 87

## Tables

Table 1-1. Environmental Aspects, Components, and Evaluation Criteria ... 1
Table 2-1. POR Description and Location ... 13
Table 2-2. Evaluation Criteria, Indicators, and Data Sources for Noise ... 13
Table 2-3. Default Landfill Noise Guidelines Sound Level Limits ... 14
Table 2-4. Default Ancillary Sound Level Limits ... 15
Table 2-5. Landfill Noise Guidelines Noise Level Limits for Pest Control Devices ... 15
Table 2-6. Change in Sound Effects Qualitative Rating ... 16
Table 2-7. Locations of Noise-sensitive Receptors in Audit ... 17
Table 2-8. Summary of Compliance Status in Audit ... 19
Table 3-1. Modelled Quietest Background Sound Level Due to Traffic ... 23
Table 3-2. Applicable Landfilling and Ancillary Facility Sound Level Limits ... 24
Table 3-3. Predicted Future Cumulative Traffic / Landfill Sound Levels for Do Nothing Scenario ... 26
Table 3-4. Net Effects Assessment – Alternative Method 1 ... 29
Table 3-5. Net Effects Assessment – Alternative Method 2 ... 31
Table 3-6. Net Effects Assessment – Alternative Method 3 ... 33
Table 4-1. Comparative Evaluation of the Net Effects of the Alternative Methods for Noise ... 35
Table 5-1. Operational Stage POR Selection and Applicable Landfilling Noise Guideline Sound Level Limit ... 37
Table 5-2. Predicted Noise Levels for Stage 1 - Typical Landfilling Lower Elevation ... 38
Table 5-3. Predicted Noise Levels for Stage 1 - Side Slope Redevelopment ... 42
Table 5-4. Predicted Noise Levels for Stage 1 - Typical Landfilling Upper Elevation ... 46
Table 5-5. Predicted Noise Levels for Stage 2 - Typical Landfilling Lower Elevation ... 49
Table 5-6. Predicted Noise Levels for Stage 2 - Typical Landfilling Upper Elevation with Operational Berm Mitigation ... 52
Table 5-7. Predicted Noise Levels for Stage 2 - Side Slope Redevelopment ... 55
Table 5-8. Predicted Noise Levels for Stage 2 - Side Slope Redevelopment with Equipment Limiting Mitigation ... 58
Table 5-9. Predicted Noise Levels for Stage 2 - Typical Landfilling Upper Elevation ... 61

Table 5-10: Predicted Noise Levels for Stage 3 - Typical Landfilling ..... 64
Table 5-11. Net Effects Assessment – Noise - Landfilling ..... 68
Table 5-12: Predicted Maximum Pest Control Device Sound Levels ..... 71
Table 5-13. Net Effect Assessment – Pest Control Devices ..... 73
Table 5-14. Potential Change in Sound Levels Assessing All Noise Contributing Sources ..... 76
Table 5-15. Net Effect Assessment – Change in Sound Due to Landfilling ..... 77
Table 5-16. Predicted Change in Sound Levels on Nauvoo Road North of Site Entrance Due to Site Traffic at a Representative POR (R22) at a Distance of 40 m ..... 78
Table 5-17. Net Effect Assessment – Change in Sound Due to Haul Route Traffic ..... 80
Table 6-1. Change in Sound Levels between the Preferred Alternative and the “Do Nothing” Alternative. ..... 81
Table 6-2: Change in Haul Route Sound Levels against the “Do Nothing” Alternative at a Representative POR (R22) at a Distance of 40 m. ..... 83
Table 6-3. Advantages and Disadvantages of the Preferred Alternative ..... 83
Table 7-1. Environmental Effects and Compliance Monitoring for the Preferred Alternative ..... 85

## Figures

Figure 1-1. Alternative Method 1 ..... 3
Figure 1-2. Alternative Method 2 ..... 5
Figure 1-3. Alternative Method 3 ..... 7
Figure 2-1. On-site and Off-site Study Areas for Environmental Noise ..... 10
Figure 2-2. Key Representative Noise-Sensitive POR Locations ..... 12
Figure 2-3. Audit Measurement Locations ..... 18
Figure 5-1. Stage 1 - Typical Landfilling Lower Elevation Contour Height 1.5 m ..... 40
Figure 5-2. Stage 1 - Typical Landfilling Lower Elevation Contour Height 4.5 m ..... 41
Figure 5-3. Stage 1 – Side Slope Redevelopment Contour Height 1.5 m ..... 44
Figure 5-4. Stage 1 – Side Slope Redevelopment Contour Height 4.5 m ..... 45
Figure 5-5. Stage 1 - Typical Landfilling Upper Elevation Contour Height 1.5 m ..... 47
Figure 5-6. Stage 1 - Typical Landfilling Upper Elevation Contour Height 4.5 m ..... 48
Figure 5-7. Stage 2 - Typical Landfilling Lower Elevation Contour Height 1.5 m ..... 50
Figure 5-8. Stage 2 - Typical Landfilling Lower Elevation Contour Height 4.5 m ..... 51
Figure 5-9. Stage 2 - Typical Landfilling Lower Elevation with Berm Mitigation Contour Height 1.5 m ..... 53
Figure 5-10. Stage 2 - Typical Landfilling Lower Elevation with Berm Mitigation Contour Height 4.5 m ..... 54
Figure 5-11. Stage 2 – Side Slope Redevelopment Contour Height 1.5 m ..... 56
Figure 5-12. Stage 2 – Side Slope Redevelopment Contour Height 4.5 m ..... 57
Figure 5-13. Stage 2 – Side Slope Redevelopment with Equipment Restriction Mitigation Contour Height 1.5 m ..... 59
Figure 5-14. Stage 2 – Side Slope Redevelopment with Equipment Restriction Mitigation Contour Height 4.5 m ..... 60
Figure 5-15. Stage 2 - Typical Landfilling Upper Elevation Contour Height 1.5 m ..... 62
Figure 5-16. Stage 2 - Typical Landfilling Upper Elevation Contour Height 4.5 m ..... 63
Figure 5-17. Stage 3 - Typical Landfilling Contour Height 1.5 m ..... 66
Figure 5-18. Stage 3 - Typical Landfilling Contour Height 4.5 m ..... 67

Figure 5-19. Stage 1 and 2 - Required Mitigation Areas ..... 69
Figure 5-20. Location of Assessed Pest Control Devices ..... 72
Figure 5-21. Location of Original EA Noise Receptors ..... 75

## Appendices

Appendix A. Traffic Data and Sample Calculations
Appendix B. Landfilling Modeling Data

# 1 Introduction

RWDI AIR Inc. (RWDI) was contracted by HDR Corporation on behalf of WM Canada (WM) to prepare this Noise Effects Assessment Report as part of the Twin Creeks Environmental Centre (TCEC) Landfill Optimization Project Environmental Assessment (EA). The EA is being carried out in accordance with the requirements of the *Ontario Environmental Assessment Act* (*OEAA*) and the EA Terms of Reference (ToR), which was approved by the Ministry of Environment, Conservation and Parks (MECP) on December 13, 2022.

The *OEAA* defines the environment in a broad, general sense that comprises physical, biological, and human considerations. In this EA, the environment has been separated broadly into the natural, socio-economic, cultural, and built aspects, with environmental components and evaluation criteria identified within each aspect as listed in **Table 1-1**, consistent with the approved ToR. The organization of the Effects Assessment Reports is also provided in **Table 1-1**.

**Table 1-1. Environmental Aspects, Components, and Evaluation Criteria**

| Environmental Aspect | Environmental Component | Evaluation Criteria | Effects Assessment Report |
|---|---|---|---|
| Natural Environment | Atmospheric Environment | • Air Quality – Dust<br>• Air Quality – Landfill Gas and Combustion By-Products<br>• Air Quality – Blowing Litter<br>• Odour<br>• Noise | • Air Quality |
| | | | • Noise |
| | Hydrogeology | • Groundwater Quality<br>• Groundwater Quantity | • Hydrogeology |
| | Surface Water Environment | • Surface Water Quality<br>• Surface Water Quantity | • Surface Water Quality |
| | | | • Surface Water Quantity |
| | Ecological Environment | • Terrestrial Ecosystems<br>• Aquatic Ecosystems | • Ecological Environment |
| Socio-Economic Environment | Social Environment | • Human Health<br>• Effects on Local Community | • Human Health |
| | Economic Environment | • Economic Effects on Local Community | • Socio-Economic Environment |
| | Visual Landscape | • Visual Impact of Facility | • Visual Landscape |
| Cultural Environment | Cultural Environment | • Cultural Heritage Resources<br>• Archaeological Resources | • Cultural Heritage Resources |
| | | | • Archaeological Resources |
| Built Environment | Transportation | • Traffic Operations | • Transportation |
| | Current and Planned Future Land Use | • Effects on Current and Future Land Uses | • Land Use |

The Noise Effects Assessment considers unwanted sound contributions from various noise sources attributed to the current landfill, proposed future landfill, and other existing sources such as existing and future traffic through predicted site-related noise levels and changes in off-site sound levels. The purpose of this Effects Assessment Report is to present the potential environmental effects of the alternative methods on Noise, a comparison of the net effects of each alternative method, the selection of a preferred alternative, the assessment of the environmental effects of the preferred alternative, and commitments and monitoring.

This Noise Effects Assessment Report is one component of the EA. The EA Study Report will incorporate the information presented herein as appropriate, and this report will be included with the EA Study Report as a supporting document.

## 1.1 Project and Alternative Methods

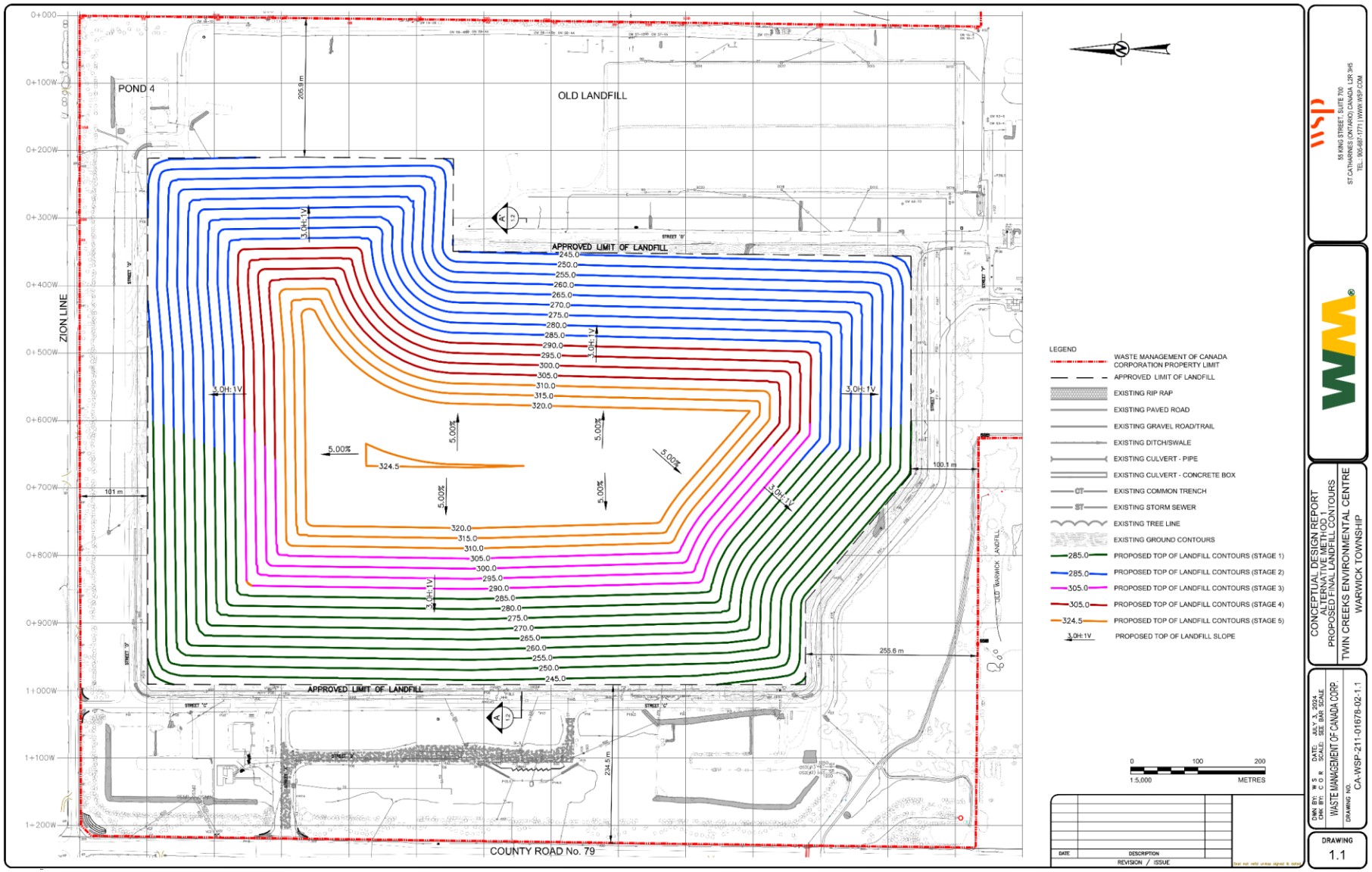
There are approximately 6 years of approved landfill airspace capacity remaining at the TCEC (i.e., capacity will be reached in approximately 2031). The proposed landfill optimization would provide additional airspace of approximately 14.3 million cubic metres ($m^3$), which could extend the site life by approximately 12 years (from 2031 to 2043) and may be achieved through alternative landfill configurations (alternative methods) within the existing 301-hectare TCEC site area. No changes are proposed to the size of the TCEC site area, approved service area, haul route, or annual fill rate.

Three alternative methods for carrying out the landfill optimization were developed to a preliminary conceptual design level in the Conceptual Design Report (CDR) and are described below as they are relevant to Noise.

### 1.1.1 Alternative Method 1

A layout of Alternative Method 1 is shown in Figure 1-1. Alternative Method 1 includes the increase of final landfill side slopes from 4H:1V to 3H:1V between the original grade and elevation 320 Meters Above Sea Level (masl), transitioning to a 20H:1V upper slope and peaking at elevation 324.5 masl over the Expansion Landfill, compared with the current approved peak elevation of 280 masl. The slope will be adjusted to the extents of the approved landfill limit. The landfill optimization will reintroduce landfilling equipment along the perimeter of the approved Expansion Landfill extents, while also elevating sound sources. This will reintroduce noise at Points of Reception (PORs) located off site.

## Figure 1-1. Alternative Method 1



Alternative Method 1 has the potential to generate off-site noise due to landfilling sources as the modifications to the existing side slope extend to the landfill limits in some areas. The CDR shows that the new slope will require modifications up to the existing landfill limit in some areas, which will require construction sources such as dozers and compactors to work the area. This will reduce the separation distance to PORs compared with the existing conditions, resulting in potentially greater off-site sound levels. Off-site noise is expected to be greatest at the beginning of the optimization, and reducing as the height increases, as the landfilling noise sources will move towards the centre of the landfill.

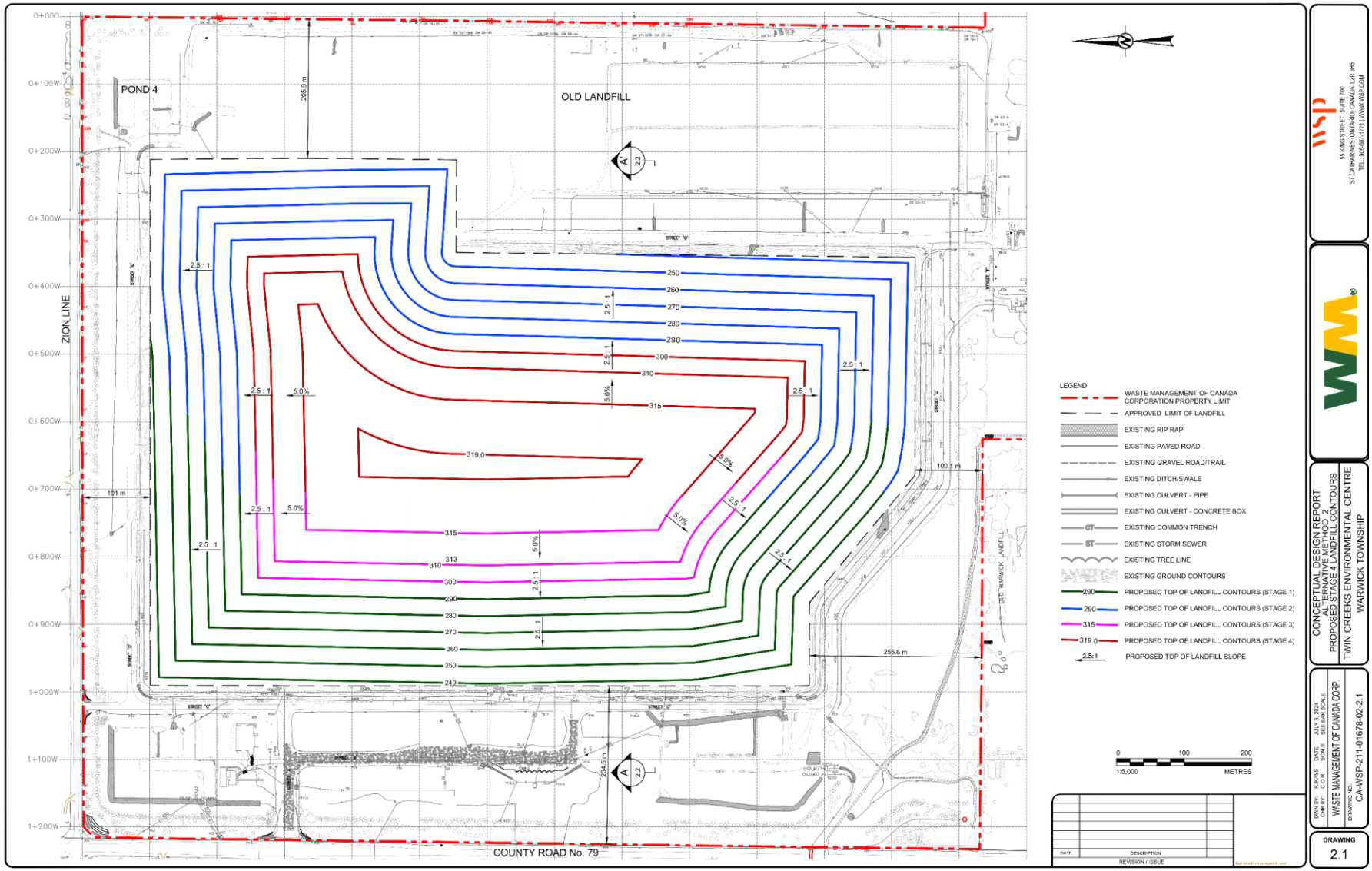
Timeline development of the Alternative Method 1 will not have a significant impact on the assessment of the landfill as the worst-case locations and operating scenarios will be assessed.

Haul route traffic is expected to remain constant with existing conditions as defined in the CDR. Therefore, off-site noise levels from haul traffic are expected to be equal to current existing conditions for Alternative Method 1.

### 1.1.2 Alternative Method 2

A layout of Alternative Method 2 is shown in Figure 1-2. Alternative Method 2 includes the increase of final landfill side slopes from 4H:1V to 2.5H:1V between elevation 250 masl and elevation 310 masl, about 60 m in grade change, transitioning to a 20H:1V upper slope and peaking at elevation 319 masl over the Expansion Landfill, compared with the current approved peak elevation of 280 masl. The change in slope does not extend all of the way to the landfill limit. The landfill optimization will reintroduce landfilling equipment along the perimeter of the approved Expansion Landfill extents, while also elevating sound sources. This will reintroduce noise at Points of Reception (PORs) located off site.

## Figure 1-2. Alternative Method 2



Alternative Method 2 has the potential to generate off-site noise due to landfilling sources as the modifications to the existing side slope extend to the landfill limits in some areas. The CDR shows that the new slope will require modifications set back approximately 50 m from the landfill limit as compared to Alternative Method 1. This will reduce the separation distance to PORs compared with the existing conditions, resulting in potentially greater off-site sound levels. Off-site noise is expected to be greatest at the beginning of the optimization, and reducing as the height increases, as the landfilling noise sources will move towards the centre of the landfill.

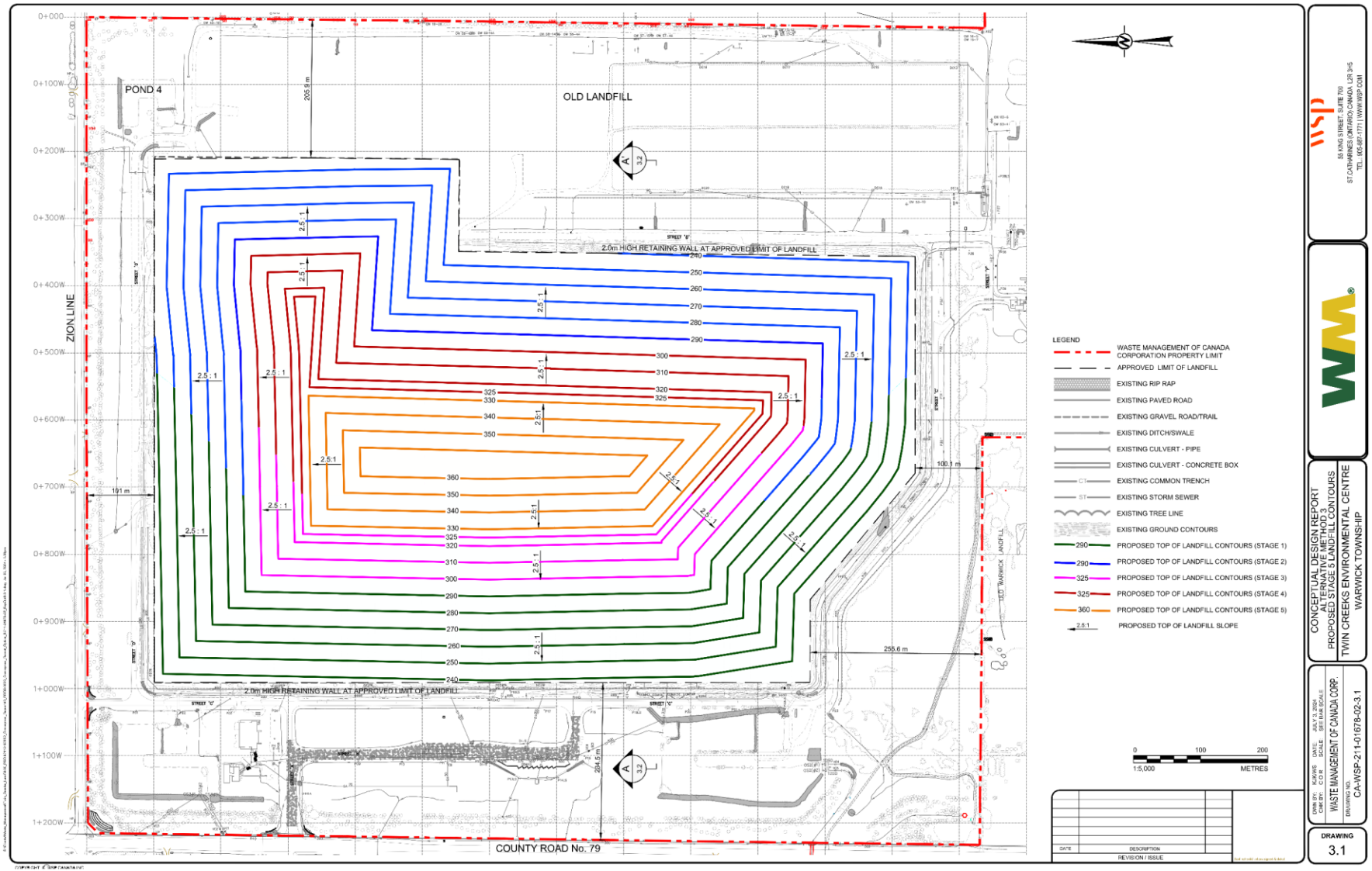
Timeline development of the Alternative Method 2 will not have a significant impact on the assessment of the landfill as the worst-case locations and operating scenarios will be assessed.

Haul route traffic is expected to remain constant with existing conditions as defined in the CDR. Therefore, off-site noise levels from haul traffic are expected to be equal to current existing conditions for Alternative Method 2.

### 1.1.3 Alternative Method 3

A layout of Alternative Method 3 is shown in Figure 1-3. Alternative Method 3 includes the increase of final landfill side slopes from 4H:1V to 2.5H:1V between elevation 260 masl and elevation 360 masl, about 100 m in grade change, peaking at elevation 360 masl over the Expansion Landfill, compared with the current approved peak elevation of 280 masl. As with Alternative Method 2, the change in slope does not extend all of the way to the landfill limit. The landfill optimization will reintroduce landfilling equipment along the perimeter of the approved Expansion Landfill extents, while also elevating sound level sources. This will reintroduce noise at Points of Reception (PORs) located off site.

## Figure 1-3. Alternative Method 3



Alternative Method 3 has the potential to generate off-site noise due to landfilling sources as the modifications to the existing side slope extend to the landfill limits. The CDR shows that the new slope will require modifications set back approximately 50 m from the landfill limit as compared to Alternative Method 1. This will reduce the separation distance to PORs compared with the existing conditions, resulting in potentially greater off-site sound levels. Off-site noise is expected to be greatest at the beginning of the optimization, and reducing as the height increases, as the landfilling noise sources will move towards the centre of the landfill.

Timeline development of the Alternative Method 3 will not have a significant impact on the assessment of the landfill as the worst-case locations and operating scenarios will be assessed.

Haul route traffic is expected to remain constant with existing conditions as defined in the CDR. Therefore, off-site noise levels from haul traffic are expected to be equal to current existing conditions for Alternative Method 3.

# 2 Effects Assessment Methods

Using the evaluation criteria, indicators, rationale and data sources from the approved ToR and the existing conditions from the Noise Existing Conditions Report, the effects assessment is carried out as follows:

- Qualitatively predict the potential environmental effects for each alternative method (**Section 2.1**);
- Identify the preferred alternative based on a comparative evaluation of the potential environmental effects of each alternative method (**Section 2.2**)
- Conduct an effects assessment on the preferred alternative, including the identification of mitigation measures and monitoring programs (**Section 2.3**); and
- Compare the effects of the preferred alternative to those of the ‘do nothing’ alternative (i.e., the Expansion Landfill as approved) (**Section 2.4**).

## 2.1 Predict Potential Environmental Effects for Alternative Methods

The potential environmental effects for each alternative method are identified within the study areas based on the application of the evaluation criteria, indicators and data sources in the approved ToR and based on the maximum allowable waste receipt level for the TCEC landfill. The potential effects can be positive or negative, direct or indirect, and short- or long-term as defined below:

- Direct Noise: This refers to noise generated by activities directly occurring on the project site. This assessment considered all identified direct noise activities such as landfilling and on-site material hauling.

- Indirect Noise: This refers to noise generated by secondary activities connected to the operation of the project but not forming a direct part of it. This assessment considered all identified indirect noise activities, including construction and rehabilitation activities.
- Short-Term Noise: This refers to noise emissions that will cease upon the completion of project operations and are not anticipated to have long-term health impacts. For this project short-term noise activities include land fill activities, and construction and rehabilitation activities, which are all considered in this assessment.
- Long-Term Noise: This refers to a permanent or irreversible increase in the background noise level or noise emissions that could result in long-term health impacts. No long-term noise emissions above the Do-Nothing alternative have been identified for this project since the flare and leachate system is required whether or not the landfill is expanded. These sources have been previously considered in the Existing Conditions report and are included in the results presented in this report.

Mitigation measures are identified to minimize or mitigate the potential effects and then the net effects are evaluated taking into consideration the application of mitigation measures. The study areas, evaluation criteria, indicators, data source, and key design considerations and assumptions for Noise are provided below.

### 2.1.1 Study Areas

The TCEC landfill is located within the Township of Warwick, in the County of Lambton, approximately 1 km north of the Village of Watford. The TCEC is situated south of Highway 402 and southeast of the intersection of Nauvoo Road and Zion Line. The municipal street address of the TCEC is 5768 Nauvoo Road, Watford, Ontario. The area being considered for the landfill optimization is within the approved Expansion Landfill footprint located within the northern portion of the 301 ha TCEC site.

The study areas include the existing TCEC site as well as the potentially affected surrounding areas. The general On-site and Off-site Study Areas identified for the EA in the approved ToR are as follows:

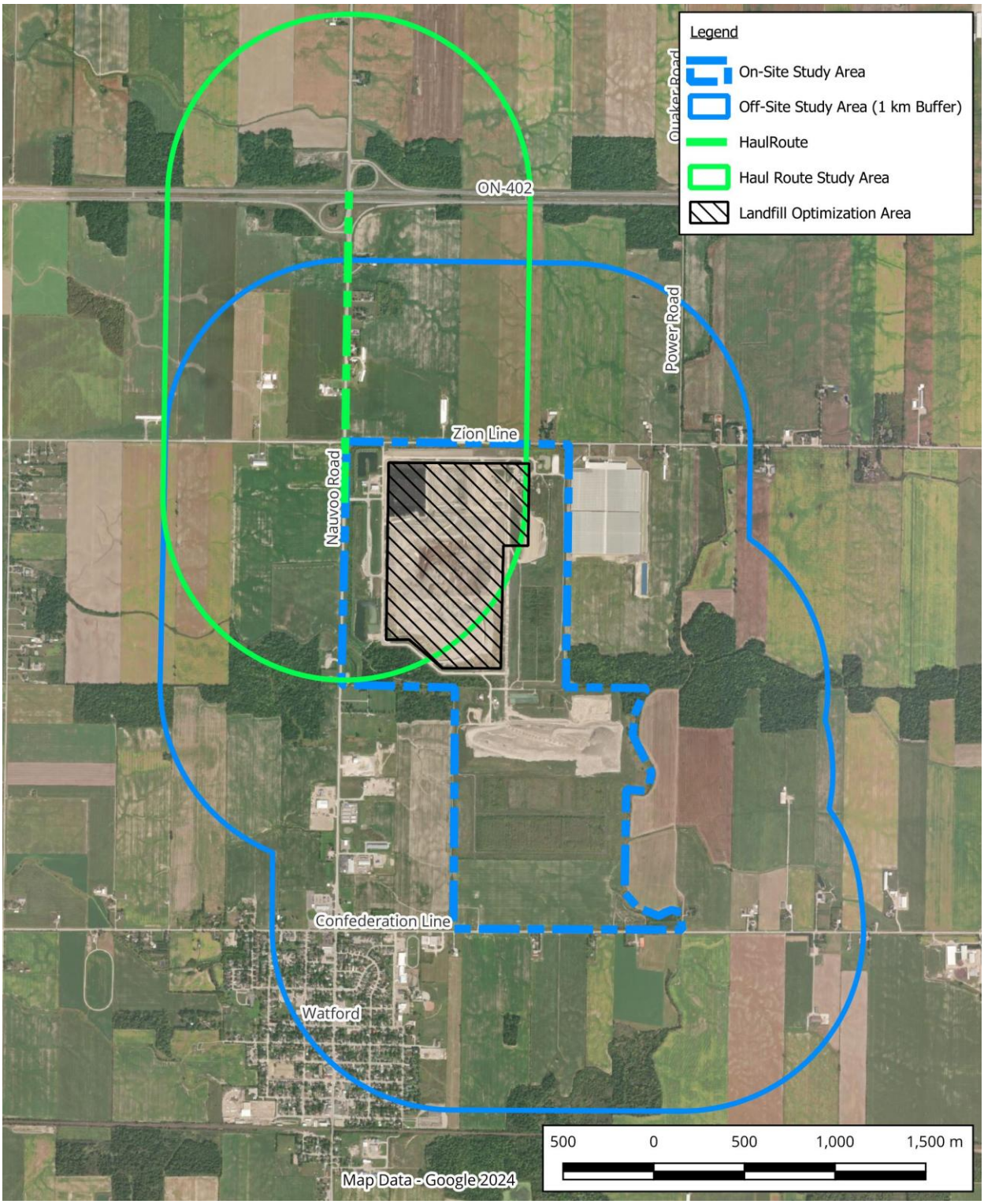
- On-site Study Area: the existing TCEC.
- Off-site Study Area: the lands within the vicinity of the TCEC extending approximately 1 km out from the On-site Study Area.

For the Noise effects assessment, the general Off-site Study Area has been modified to include an additional off-site study area that incorporates haul traffic, with the area specified as:

- Off-site Haul Route Study Area, within 1 km of the primary haul route from Highway 402 to the site entrance.

**Figure 2-1** shows the study areas for Noise, and the location of the landfill optimization area.

## Figure 2-1. On-site and Off-site Study Areas for Environmental Noise



### 2.1.2 Noise-Sensitive POR Locations

As identified in the Noise Existing Conditions Report, critical PORs have been identified for assessment. A POR is defined as a location where noise from landfill operations, ancillary facilities, pest control devices or haul route is received. Guidance for the selection of PORs follows the Ministry of the Environment, Conservation and Parks (MECP) Publication NPC-300: Environmental Noise Guideline — Stationary and Transportation Sources — Approval and Planning (NPC-300) (MOE 2013). Per NPC-300, these are:

- On the façade of a dwelling;
- On the property of, and within 30 m of a dwelling;
- On the façade of a noise-sensitive commercial-purpose building (e.g., hotel, motel);
- On the façade of a noise-sensitive institutional-purpose building (e.g., hospital, day nursery, educational facility, place of worship not on commercially or industrially zoned land); or
- On a vacant lot zoned for noise-sensitive use that is accessible by public road or navigable waterway.

Over 500 POR locations were identified in the Noise Existing Conditions Report for the identified study areas (Off-site study area and haul route study area). Of these POR locations, the locations closest to the landfill site in all cardinal directions were identified as key representative noise-sensitive POR locations. Thirteen POR locations were identified and evaluated. In the interim time since the Noise Existing Conditions Report, an additional receptor-based POR has been constructed (farm worker residence) along Zion Line and is identified as POR R14. As this location could have potential noise impacts from the landfill it has been included. Key representative locations are shown in **Figure 2-2**.

The POR locations have been modelled at two distinct heights; 1.5 m and 4.5 m which represent single and two storey structures respectively. The two heights are not applicable to all PORs considered, such as R1, R7, R11 and R14 which are single storey homes and only have results presented at 1.5 m. A description of the assessed PORs, the identified number of storeys, and the locations are shown in **Table 2-1**. Outdoor living areas are assessed at 1.5 m.

When relevant later in the assessment, the evaluation height is specified for the individual PORs.

In the assessment for the potential change of sound levels from the haul route noise, the individual PORs have been evaluated and the results are presented in **Appendix A**.

## Figure 2-2. Key Representative Noise-Sensitive POR Locations

**Table 2-1. POR Description and Location**

| POR Location | Description | Number of Storeys | Coordinates NAD 83 UTM 17N | |
|---|---|---|---|---|
| | | | X (m) | Y (m) |
| R1 | Residential Home | Single Storey | 429920 | 4758857 |
| R2 | Residential Home | Two Storey | 429380 | 4758997 |
| R3 | Vacant Lot Receptor (VLR) | - | 429120 | 4759001 |
| R4 | Vacant Lot Receptor (VLR) | - | 428506 | 4759005 |
| R5[2] | Vacant Lot Receptor (VLR) | - | 428317 | 4758975 |
| R6 | Vacant Lot Receptor (VLR) | - | 428209 | 4758884 |
| R7 | Residential Home | Single Storey | 428206 | 4758402 |
| R8 | Vacant Lot Receptor (VLR) | - | 428204 | 4758089 |
| R9[1] | Commercial Building | Two Storey | 428205 | 4757780 |
| R10 | Vacant Lot Receptor (VLR) | - | 428293 | 4757278 |
| R11[2] | Residential Home | Single Storey | 428827 | 4756305 |
| R12 | Residential Home | Two Storey | 429334 | 4756201 |
| R13 | Residential Home | Two Storey | 430146 | 4756372 |
| R14 | Residential Homes (Temporary Workers) | Single Storey | 429609 | 4758996 |

**Notes:**

[1] R9 currently is used for commercial purposes and is retained in this assessment for consistency with the Noise Existing Conditions Report.

[2] Location is under the ownership of Waste Management.

'-' Indicates that VLRs have no associated number of storeys and are evaluated at 4.5 m.

### 2.1.3 Evaluation Criteria, Indicators, and Data Sources

The evaluation criteria, rationale, indicators, and data sources used for the noise environmental assessment as per the approved ToR are provided in **Table 2-2**.

**Table 2-2. Evaluation Criteria, Indicators, and Data Sources for Noise**

| Evaluation Criteria | Rationale | Indicators | Data Sources |
|---|---|---|---|
| ***Natural Environment*** | | | |
| **Atmospheric Environment** | | | |
| Noise | Activities related to construction/ rehabilitation, operation of the landfill and ancillary sources, and the off-site haul route can result in an increase in off-site noise levels | • Predicted site-related noise levels (measured in dBA or dBAI) ·<br>• Change in sound levels (dB) | • Annual on-site noise monitoring data.<br>• Off-site noise monitoring.<br>• Manufacturer noise specifications<br>• Noise measurement of on-site sources.<br>• Applicable MECP guidelines, technical standards, and models<br>• Aerial mapping and field reconnaissance to confirm off-site receptors.<br>• Topographic and land-use mapping<br>• Land use zoning plans.<br>• Proposed facility characteristics.<br>• Landfill design and operations data. |

**Table 2-2. Evaluation Criteria, Indicators, and Data Sources for Noise**

| Evaluation Criteria | Rationale | Indicators | Data Sources |
|---|---|---|---|
| | | | • Traffic counting, characterization, and modelling studies |

### 2.1.3.1 Noise - Landfilling Operations

The applicable sound level limit for existing landfilling activities is provided by the MECP Noise Guidelines for Landfill Sites (Landfill Noise Guidelines) (MOE 1998), as presented in **Table 2-3**. Landfilling Noise Guidelines Landfilling Noise Guidelines defines landfilling operations as construction and rehabilitation as well as conveyance activity. The guideline specifies that the sound level limits do not apply to ancillary facilities and off-site haul roads; therefore, these sources are not included in the assessment of existing conditions of the landfill operations.

When elevated background, or ambient, sound levels are assessed, Landfill Standards: A Guideline on the Regulatory and Approval Requirements for New or Expanding Landfilling Sites (MOE 2012) states that if “the environment [is] dominated by noise sources of man-made activities, such as industry, commerce of road transportation, which produce sound in excess of the above limits, the higher sound levels may be used as the limit, provided that the noise sources are not under consideration for noise abatement by the Municipality or the MECP” (MOE 2012, p. 60). This definition indicates that noise from nearby roadways can be considered as part of the existing background sound levels. An investigation of background sound levels and their implications on the sound level limits in **Table 2-3** can be considered as part of the EA.

**Table 2-3. Default Landfill Noise Guidelines Sound Level Limits**

| Landfill Limit [1] | |
|---|---|
| Day (07:00 – 19:00) | Night (19:00 – 07:00) |
| 55 | 45 |

**Source:** Noise Guidelines for Landfill Sites (Landfill Noise Guidelines) (MOE 1998)
[1] Higher limits may apply when existing background sound levels are above the limits shown.

### 2.1.3.2 Noise - Stationary Sources

The sound level limits that will be applicable for ancillary activities are provided in NPC-300. The default or exclusion limits are based on a description of the acoustic environment at the receptor. The term “Class” is used to describe similar acoustic environments, where Class 3 is a very rural acoustic environment, while Class 2 has the sounds of nature and limited anthropogenic noise. The exclusion, or default, limits that would apply to the receptors are those that correspond to Class 2 or Class 3 limits. These are presented in **Table 2-4**. Where background sound levels are above the exclusion limits, the background sound levels become the limits.

As in the case of landfill operations, for stationary sources, NPC-300 stipulates that the sound level limit at a POR is the higher of the default limit or the minimum background sound level. The most common driver of elevated background sound levels is traffic noise. Consequently, to accurately model background sound levels, an accounting for noise from nearby roadways will be included in the EA.

**Table 2-4. Default Ancillary Sound Level Limits**

| Receptor Class | Ancillary Equipment Exclusion Limit (Outdoor Living Area/Façade) [1][2] | | |
|---|---|---|---|
| | Day (07:00 – 19:00) | Evening (19:00 – 23:00) | Night (23:00 – 07:00) |
| 2 | 50 / 50 | 50 / 45 | - / 45 |
| 3 | 45 / 45 | 40 / 40 | -/ 40 |

Source: NPC-300
[1] Limits presented for outdoor living area and façade of Point of Reception per NPC-300.
[2] Higher limits may apply when existing background sound levels are above the limits shown.
"-" indicates no applicable limits for OLAs during period

### 2.1.3.3 Noise - Pest Control Devices

Pest control devices can include impulsive sources (e.g., propane cannons), and quasi-steady impulsive sources (e.g., whistles). Sound level limits for pest control devices at off-site receptors are defined in Landfilling Noise Guidelines and are presented in **Table 2-5**.

Pest control devices are subject to limits provided in the Landfill Guideline. Pest control devices relevant to noise can include a propane cannon, and pyrotechnics described as bangers, crackers, whistlers, and screamers. The guideline sets the sound level limit for pest control devices at off-site POR locations as a one-hour logarithmic mean impulse level, $L_{LM,\ 1\text{-}hr}$ of 70 dBAI.

**Table 2-5. Landfill Noise Guidelines Noise Level Limits for Pest Control Devices**

| Type of Pest Control Noise | Applicable Guideline Limit |
|---|---|
| Impulsive Noise | 70 dBAI, $L_{LM,\ 1\text{-}hr}$ |
| Quasi-Steady Impulsive Noise | 60 dBA, $L_{EQ,\ 1\text{-}hr}$ |

**Source:** Landfill Noise Guidelines
$L_{LM}$ - Logarithmic Mean Impulse Level
$L_{EQ}$- sound energy over a given time period.

### 2.1.3.4 Change in Sound Levels

Landfilling noise and ancillary facilities noise are first assessed separately, as above, and then cumulatively. The goal of the cumulative approach is to evaluate the magnitude of change in noise levels at PORs due to the on-site noise contributions.

Changes in noise levels are calculated by comparing the environmental noise levels that would exist if the landfill were no longer operating with the expected future noise levels due to the proposed landfill, ancillary sources, and construction activities. The change is then assessed based on the increase in sound level at the point of reception from the existing condition to the proposed condition:

**Table 2-6. Change in Sound Effects Qualitative Rating**

| Sound Level Increase[1] (dB) | Qualitative Rating |
|---|---|
| 1 to 3 | Insignificant |
| 3 to 5 | Noticeable |
| 5 to 10 | Significant |
| >10 and over | Very Significant |

## 2.1.4 Key Considerations and Assumptions

The key existing conditions elements, design considerations, and assumptions for the environmental noise effects assessment are described below.

### 2.1.4.1 Key Elements of Existing Conditions

The existing conditions report identifies fourteen PORs that fit the required assessment locations as specified in the Landfilling Noise Guideline and NPC-300. The PORs are a mixture of homes and vacant lot receptors that will have the greatest potential impact from the landfill, being all located adjacent to the On-Site Study Area within the Off-site Study Area. The selection of these PORs is based on review of the previous Environmental Assessment, site visits, and acoustic audits for the landfill. All POR locations have been evaluated and modelled at 1.5 m and 4.5 m above grade. A height of 4.5 m is used for residences up to two stories in height and for vacant lots. In accordance with NPC-300, all POR locations were identified as having a Class 2 acoustic environment.

Background sound levels from existing non-landfill related traffic were assessed following the requirements of Sound Levels Due to Road Traffic (MOE 1995b) NPC-206. The background sound has been calculated by modelling using the ORNAMENT algorithms (MOE, 1989), following the requirements of Publication NPC-206.

PORs R5 through R10 that are located along Nauvoo Road were found to have elevated sound levels compared to the Landfilling Noise Guideline and NPC-300, resulting in updated sound level limits.

The existing conditions report describes the existing acoustic environment at the PORs and evaluated them against the criteria and indicators identified in **Section 2.1.3**. The results indicated that all sound level limits were being met at the receptors within the study area, resulting in no net effects from current operations.

In summary, the Noise Existing Conditions Report found sound levels from:

- Landfilling operations ranged from 36 – 53 dBA;

- Stationary sources (ancillary facilities) ranged from 29 – 42 dBA;
- Emergency sources were less than 25 dBA; and
- Pest control devices ranged from 20 – 55 dBAI.

Haul route modelling of existing sound levels was completed at the PORs within the haul route study area. The haul route modelled sound levels ranged from 30 – 65 dBA.

The existing acoustic environment surrounding the landfill has also been quantified during an acoustic audit performed by RWDI dated March 20, 2023. The locations of the audit receptors are shown in **Table 2-7** and **Figure 2-3**, while the audit results are shown in **Table 2-8**. The landfill sound levels were predicted to comply with the noise limits at all of the observed locations.

**Table 2-7. Locations of Noise-sensitive Receptors in Audit**

| Receptor ID | Receptor Description |
|---|---|
| R1 | House on east side of Nauvoo Road, north of landfill |
| R2 | House on north side of Zion Line, north of landfill |
| R3 | House on south side of Zion Line, east of landfill |
| R4 | House on north side of Confederation Line, south of landfill |
| R5 | House on north side of Confederation Line, south of landfill |
| R6 | Parking lot on Nauvoo Road, south of landfill |
| R7 | House on west side of Nauvoo Road, west of landfill |
| R8 | House on south side of Zion Line, west of landfill |
| R9 | Cemetery fence line, south of landfill |

## Figure 2-3. Audit Measurement Locations

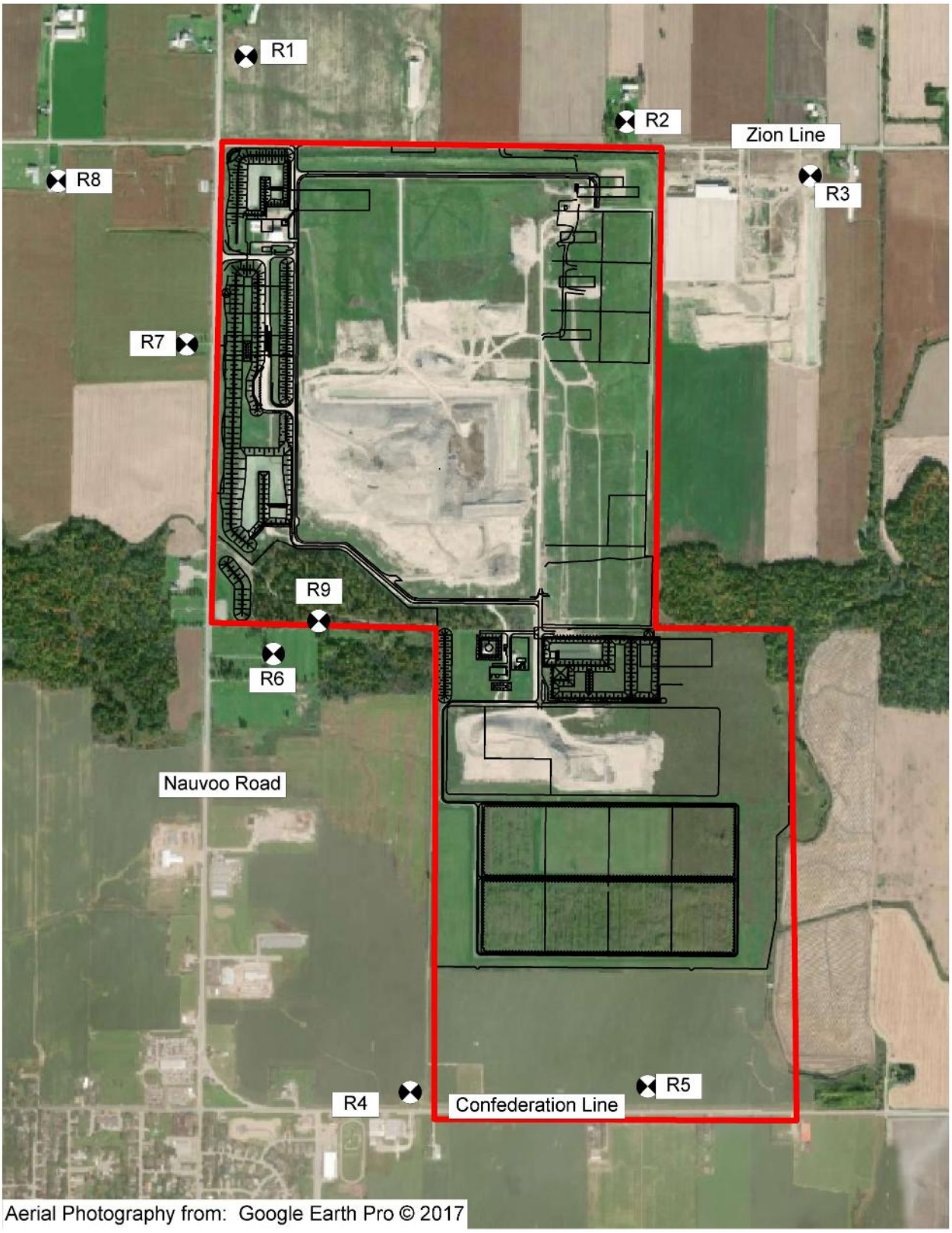


**Table 2-8. Summary of Compliance Status in Audit**

| Receptor | Measured $L_{EQ}$ (20 min) (dBA) | Calculated Background Level (dBA) [1] | Predicted Landfill Level (dBA) | Sound Level Limit (dBA) | Within Limits? |
|---|---|---|---|---|---|
| R1 | 69 | 70 | Less than Background [2] | 55 | Yes |
| R2 | 55 | - | Less than Background [2] | 55 | Yes |
| R3 | 50 | - | Less than Background [2] | 55 | Yes |
| R4 | 54 | 47 | 53 | 55 | Yes |
| R5 | 62 | 62 | Less than Background [2] | 55 | Yes |
| R6 | 52 | 48 | 49 | 55 | Yes |
| R7 | 56 | 55 | 49 | 55 | Yes |
| R8 | 50 | 51 | Less than Background [2] | 55 | Yes |
| R9 | 53 | 44 | 53 | 55 | Yes |

Notes:

[1] Estimated based on road traffic modelling; "-" indicates that the background sound level was not dominated by road traffic.

[2] Estimated to be "Less than Background" based on on-site observations and/or modelled road traffic level higher than measured level. See above receptor-specific descriptions for further details.

#### 2.1.4.2 Key Design Considerations

Key design considerations from the CDR that will impact noise are the landfill optimization footprint and landfill height. Other design considerations such as equipment types and quantities, on-site hauling, and stationary sources are assumed to be the same from existing conditions and are described in **Section 2.1.4.3**.

The expansion of the landfill will reintroduce landfilling equipment close to the perimeter of the approved landfill extents. This will reduce the separation distance to the PORs and has the greatest potential to change and increase off site noise.

The new landfilling heights will potentially affect the propagation of noise as experienced at PORs. These two considerations will be approximately equivalent for the three alternative methods. The assessment will therefore consider the worst-case locations of landfilling equipment with respect to the identified PORs.

Site traffic for the landfill will not change from the current volumes and is valid for both on-site and offsite traffic. From a noise perspective, the off-site haul route noise will not change. Future changes in noise along the off-site haul route are expected to be driven by other sources of local traffic. Origin-destination patterns will not change as well, resulting in no change to the off-site haul route.

On-site traffic is also expected to remain the same, with changes in off-site noise being related to the location of the internal haul routes.

#### 2.1.4.3 Key Assumptions

The following assumptions have been identified for the future development of the TCEC. Each assumption has specific effects with respect to the applicable regulations and guidelines:

1. Landfilling sources:
    a. The type and quantities of mobile landfilling and construction equipment will be the same as those in the existing conditions report and are the same for each alternative method.
    b. The quantity of haul trucks arriving at the Project will remain approximately the same. On-site hauling volumes represent the greatest number of vehicles in any given hour.
    c. The on-site traffic to the working face will follow the same starting route, entering the landfill from Nauvoo Road, proceeding to the scale facility.
    d. On-site hauling of daily cover material and for construction of the final cover will follow the same route from the soil stockpile south of the landfilling area.
    e. Operating hours for the receiving of waste and on-site hauling will not change.
2. Stationary Sources:
    a. Stationary ancillary sources considered in the existing conditions will remain in operation for the life of all three alternative methods as well as the ‘Do Nothing’ Alternative. The stationary ancillary sources include the flares, the Renewable Natural Gas (RNG) Facility, and the leachate treatment facility, which will operate for the remainder of the landfill’s operational life and will be part of future ‘Do Nothing’ Alternative.
    b. Emergency sources considered in the existing conditions will not change including for the life of all three alternative methods as well as the ‘Do Nothing’ alternative. As these sources operate during emergency scenarios only and have been found to meet the noise requirements of NPC-300, no additional assessment of these sources is required.
3. Pest Control:
    a. The types of pest control used at the landfill will remain the same for all three alternative methods while landfilling is active. Impacts from pest control are assumed to be equivalent for all alternative methods.
4. Off-Site Haul Route:
    a. Off-site haul traffic volumes attributed to the landfill will remain the same for the optimization as detailed in the CDR. Origin-destination patterns will not change as well, resulting in no change to the off-site haul route.

Based on the above assumptions, only landfilling sources will have an effect at PORs for the three alternative methods, as the stationary and pest control noise sources will not change. Therefore, only the landfilling sources will be considered in the qualitative

analysis of the Alternative Methods, selection of the Preferred Alternative, and net effects assessment.

## 2.2 Comparative Evaluation and Identification of the Preferred Alternative

The three alternative methods are comparatively assessed and evaluated using the criteria and indicators to determine the Preferred Alternative. The differences in the potential environmental effects remaining following the implementation of potential mitigation/management measures (i.e., net effects) are used to identify and compare each alternative method.

The net environmental effects are used to compare the three alternative methods to one another at the criteria and indicator level for each discipline. The following two step methodology was applied to carry out the comparative evaluation for Noise:

1. Identify the predicted net effect(s) associated with each alternative method for each indicator and assign a preference rating (i.e., Preferred, Not Preferred, No Substantial Difference); and
2. Rate each alternative method at the criteria level (i.e., Preferred, Not Preferred, No Substantial Difference) based on the identified preference rating for each indicator and provide a rationale.

## 2.3 Effects Assessment of the Preferred Alternative

An assessment of the environmental effects of the Preferred Alternative is carried out considering the same criteria, indicators, and data sources, considering potential mitigation/management measures and cumulative effects. The effects assessment of the Preferred Alternative will be compiled and presented in the EA Study Report.

## 2.4 Comparison of the Preferred Alternative against the ‘Do Nothing’ Alternative

The effects of the Preferred Alternative are compared against the predicted effects of the currently approved Expansion Landfill based on similar environmental criteria and indicators, with the understanding that the criteria and indicators used in the current effects assessment may differ from those used for the effects assessment of the Expansion Landfill. The effects are compared against each other in terms of magnitude, extent, and duration. The advantages and disadvantages of the Preferred Alternative compared to the ‘Do Nothing’ alternative are identified. The comparison of the effects of the Preferred Alternative against the ’Do Nothing’ Alternative will be compiled and presented in the EA Study Report.

# 3 Net Effects Assessment

To identify the potential effects of the Project on Noise, the conceptual design of each alternative method for the landfill optimization is qualitatively assessed to determine if it will have an effect on the following indicators:

- Predicted site related noise levels (measured in Dba or dBAI) evaluated off-site at PORs; and
- Change in sound levels (dB) evaluated off-site at PORs.

The above indicators will be evaluated by reviewing the following inputs:

- Noise from landfilling operations, on-site haul traffic, ancillary stationary sources and pest control devices through changes in landfilling locations, and topography.
- Noise from haul route traffic off-site

The results of the qualitative net effects assessment for each alternative method are provided in **Section 3.2** through **3.4**, below.

## 3.1 Future Baseline Conditions

Future baseline noise conditions for identified PORs are determined by examining the surrounding Project area and considering known and quantifiable future noise sources. The two main primary drivers for future baseline noise are as follows:

- Traffic volumes unrelated to the Project (future background traffic); and
- The existing ancillary sources of the landfill which will remain in operation and into the remaining years of the “Do Nothing” alternative.

### 3.1.1 Noise - Future Background Baseline Conditions Due to Traffic

The acoustic environment has road traffic noise that elevates the background sound. The future background sound has been calculated by modelling using the ORNAMENT following the requirements of Publication NPC-206. These sound levels have been predicted at the Noise-sensitive POR Locations as detailed in **Section 2.1.2**.

This road traffic noise includes only the contribution of vehicles from non-landfilling activities. The haul route traffic is not included in the traffic noise modelling for background sound. The modelling took into account the following factors:

- Road traffic parameters including traffic volume and speed limits; and
- Source-receptor characteristics, including heights, distances, and ground type.

Road segments that have the potential to influence POR background levels have been modelled, and only the two closest roads for each POR have been modelled. Therefore, roads that are outside the haul route have been included as the

contributions from these roads can potentially have influence on the background levels.

The following road segments were modelled:

- Nauvoo Road from Highway 402 to Confederation Line;
- Zion Line east and west of Nauvoo Road;
- Confederation Line east of Nauvoo Road.

Future traffic volumes were obtained from the traffic information provided by HDR, and is provided in **Appendix A**. Speed limits were confirmed during the July 18, 2023 site visit. Only daytime hours were considered in the modelling as future landfilling activities will only occur during daytime hours.

The modelled sound levels during the quietest 1-hour periods of daytime traffic noise are tabulated in **Table 3-1**. Traffic volumes provided by HDR and the ORNAMENT calculations are provided in **Appendix A**.

**Table 3-1. Modelled Quietest Background Sound Level Due to Traffic**

| POR Location | Future Daytime (07:00 - 19:00) Background Sound Level Due to Traffic (dBA) | | |
|---|---|---|---|
| | Current (1.5 m / 4.5 m) | 2032 (1.5 m / 4.5 m) | 2043 (1.5 m / 4.5 m) |
| R1[1] | 37 / - | 37 / - | 38 / - |
| R2 | 40 / 41 | 41 / 41 | 42 / 42 |
| R3 | 41 / 41 | 41 / 42 | 42 / 43 |
| R4 | 45 / 46 | 46 / 47 | 47 / 48 |
| R5 | 57 / 57 | 58 / 59 | 59 / 60 |
| R6 | 53 / 54 | 55 / 55 | 56 / 56 |
| R7[1] | 54 / - | 56 / - | 56 / - |
| R8 | 55 / 55 | 56 / 57 | 57 / 58 |
| R9 | 56 / 57 | 57 / 58 | 58 / 59 |
| R10 | 55 / 56 | 57 / 57 | 58 / 58 |
| R11[1] | 47 / - | 48 / - | 48 / - |
| R12 | 46 / 47 | 47 / 47 | 47 / 48 |
| R13 | 40 / 41 | 41 / 42 | 41 / 42 |
| R14[1] | 43 / - | 40 / - | 41 / - |

**Notes:**
[1] POR is a single storey residence. Only the 1.5 m reception point is presented.

#### 3.1.1.1 Applicable Sound Level Limits

Where background ambient sound levels are elevated due to sources such as road traffic, higher limits that match the elevated background sound levels can be used.

The quietest hours of background ambient sound level unrelated to landfilling or ancillary sources were modelled, as presented in **Section 3.1.1**. The updated

applicable landfilling and ancillary facility sound level limits are provided in **Table 3-2**. Modified limits are bolded for ease of review.

**Table 3-2. Applicable Landfilling and Ancillary Facility Sound Level Limits**

| POR | Applicable Daytime (07:00 - 19:00) Landfilling Sound Level Limits (dBA) | | | Applicable Daytime (07:00 - 19:00) Ancillary Facility Sound Level Limits (dBA) | | |
|---|---|---|---|---|---|---|
| | Current (1.5 m / 4.5 m) | 2032 (1.5 m / 4.5 m) | 2043 (1.5 m / 4.5 m) | Current (1.5 m / 4.5 m) | 2032 (1.5 m / 4.5 m) | 2043 (1.5 m / 4.5 m) |
| R1[2] | 55 / - | 55 / - | 55 / - | 50 / - | 50 / - | 50 / - |
| R2 | 55 / 55 | 55 / 55 | 55 / 55 | 50 / 50 | 50 / 50 | 50 / 50 |
| R3 | 55 / 55 | 55 / 55 | 55 / 55 | 50 / 50 | 50 / 50 | 50 / 50 |
| R4 | 55 / 55 | 55 / 55 | 55 / 55 | 50 / 50 | 50 / 50 | 50 / 50 |
| R5[1] | 57 / 57 | 58 / 59 | 59 / 60 | 57 / 57 | 58 / 59 | 59 / 60 |
| R6[1] | 55 / 55 | 55 / 55 | 56 / 56 | 53 / 54 | 55 / 55 | 56 / 56 |
| R7[1] [2] | 55 / - | 56 / - | 56 / - | 54 / - | 56 / - | 56 / - |
| R8[1] | 55 / 55 | 56 / 57 | 57 / 58 | 55 / 55 | 56 / 57 | 57 / 58 |
| R9[1] | 56 / 57 | 57 / 58 | 58 / 59 | 56 / 57 | 57 / 58 | 58 / 59 |
| R10[1] | 55 / 56 | 57 / 57 | 58 / 58 | 55 / 56 | 57 / 57 | 58 / 58 |
| R11[2] | 55 / - | 55 / - | 55 / - | 50 / - | 50 / - | 50 / - |
| R12 | 55 / 55 | 55 / 55 | 55 / 55 | 50 / 50 | 50 / 50 | 50 / 50 |
| R13 | 55 / 55 | 55 / 55 | 55 / 55 | 50 / 50 | 50 / 50 | 50 / 50 |
| R14[2] | 55 / - | 55 / - | 55 / - | 50 / - | 50 / - | 50 / - |

Notes:
[1] Indicates sound level limits have been adjusted based on predicted background sound levels due to traffic.
[2] POR is a single storey residence. Only the 1.5 m reception point is presented.

### 3.1.2 Noise - Ancillary Facilities Contributions

Future baseline noise conditions will include contributions from the ancillary sources at the landfill which will operate into the years of the 'Do Nothing' alternative. These include the approved RNG facility and existing flares that are used to control landfill gases from existing waste (RWDI 2023b), along with the leachate treatment facility.

Noise impacts from the ancillary sources have been previously assessed in the Noise Existing Conditions Report. Noise from the ancillary sources have all been found to comply with NPC-300 stationary sound level limits at all identified PORs for the standard Class 2 limits. A sample calculation is included in **Appendix B**.

### 3.1.3 Cumulative Future Baseline Conditions

**Table 3-3** shows the predicted cumulative sound level, which is the logarithmic addition of the predicted future baseline sound levels and the contributions from the existing and approved ancillary sources which will operate into the future years.

All predicted future ambient sound levels meet landfilling and stationary source noise guidelines. Ancillary noise levels are generally also compliant with the Class 3 nighttime exclusion limits, with the exception of receptor R10, located east of Nauvoo Road, where the predicted levels exceed the applicable limit by 2 dB. Accordingly, it is anticipated that ancillary noise would meet Class 3 exclusion limits at all receptors situated west of Nauvoo Road, where ambient sound levels drop below the exclusion criteria.

**Table 3-3. Predicted Future Cumulative Traffic / Landfill Sound Levels for Do Nothing Scenario**

| POR | Future Daytime (07:00 - 19:00) Background Sound Level Due to Traffic [1] (dBA) | | | Existing Ancillary Sources [2] (1.5 m / 4.5 m) | Future Daytime (07:00 - 19:00) Cumulative Sound Level Due to Traffic and TCEC Ancillary Sources [3] (dBA) | | |
|---|---|---|---|---|---|---|---|
| | Current (1.5 m / 4.5 m) | 2032 (1.5 m / 4.5 m) | 2043 (1.5 m / 4.5 m) | | Current (1.5 m / 4.5 m) | 2032 (1.5 m / 4.5 m) | 2043 (1.5 m / 4.5 m) |
| R1[4] | 37 / - | 37 / - | 38 / - | 31 / - | 38 / - | 38 / - | 39 / - |
| R2 | 40 / 41 | 41 / 41 | 42 / 42 | 32 / 33 | 41 / 42 | 41 / 42 | 42 / 43 |
| R3 | 41 / 41 | 41 / 42 | 42 / 43 | 30 / 32 | 41 / 42 | 41 / 42 | 42 / 43 |
| R4 | 45 / 46 | 46 / 47 | 47 / 48 | 31 / 33 | 46 / 47 | 47 / 48 | 48 / 49 |
| R5 | 57 / 57 | 58 / 59 | 59 / 60 | 29 / 34 | 57 / 58 | 58 / 59 | 59 / 60 |
| R6 | 53 / 54 | 55 / 55 | 56 / 56 | 32 / 34 | 53 / 54 | 55 / 56 | 56 / 56 |
| R7[4] | 54 / - | 56 / - | 56 / - | 35 / - | 54 / - | 56 / - | 57 / - |
| R8 | 55 / 55 | 56 / 57 | 57 / 58 | 37 / 39 | 55 / 56 | 56 / 57 | 57 / 58 |
| R9 | 56 / 57 | 57 / 58 | 58 / 59 | 38 / 39 | 56 / 57 | 57 / 58 | 58 / 59 |
| R10 | 55 / 56 | 57 / 57 | 58 / 58 | 40 / 42 | 55 / 56 | 57 / 57 | 58 / 58 |
| R11[4] | 47 / - | 48 / - | 48 / - | 32 / - | 47 / - | 48 / - | 48 / - |
| R12 | 46 / 47 | 47 / 47 | 47 / 48 | 32 / 32 | 46 / 47 | 47 / 47 | 47 / 48 |
| R13 | 40 / 41 | 41 / 42 | 41 / 42 | 30 / 31 | 41 / 41 | 41 / 42 | 42 / 42 |
| R14[4] | 43 / - | 40 / - | 41 / - | 32 / - | 43 / - | 41 / - | 42 / - |

**Notes:**

[1] Based on lowest hour non-landfill related traffic provided by HDR. Modelled in ORNAMENT.

[2] The Project Stationary sources including flares and RNG facility along with the leachate treatment facility which will remain in operation for each alternative and the 'Do Nothing' alternative.

[3] Future baseline conditions are the logarithmic sum of the calculated background ambient sound levels from non-landfill related road traffic and landfill stationary source contributions. Representative of the future 'Do Nothing' alternative.

[4] POR is a single storey residence. Only the 1.5 m reception point is presented

## 3.2 Alternative Method 1

The assessment of effects for Alternative Method 1 is described below for the environmental criteria and indicators of noise and is summarized in **Table 3-4**.

### 3.2.1 Landfilling Related Off-Site Noise and Change in Sound Levels

As discussed in the Key Design Considerations (**Section 2.1.4.2**) the greatest potential change in off-site noise levels is the reintroduction of landfilling equipment along the perimeter of the approved landfill extents. Noise levels at PORs will potentially exceed the daytime landfilling guideline noise levels along the west and north portions of the landfill, when landfilling equipment is closest.

Alternative Method 1 has the greatest potential for increased off-site noise due to landfilling sources as the modifications to the existing side slope extend to the landfill limits. Cross sectional drawings of the proposed Alternative Method 1 from the CDR indicate that the new slope will require modifications up to the existing landfill limit. Therefore, Alternative Method 1 has the least amount of potential separation distance from landfilling noise sources to PORs, resulting in potentially greater off-site sound levels when compared to the Alternative Methods 2 and 3 which show an additional 50 m setback on cross sectional drawings. Although Alternative Method 1 has a more gradual slope (3H:1V) than Alternative Methods 2 and 3 (2.5H:1V), its slope redevelopment begins at the landfill limit. As a result, Method 1 maintains a higher ground elevation for at least the first 100 m from the perimeter. This relatively higher elevation near the perimeter makes mitigating any potential noise exceedance more challenging.

Mitigation measures are to either construct temporary operational berms or limit the amount of equipment near the perimeter of the landfill. Temporary operational berms were proposed in the original EA (AEL, 2007), and are discussed in the CDR Section 2.10.5.4.

The operational berms from the previous EA were recommended to be 4 m in height and were required when working along the perimeter of the landfill. Similar berm mitigations would be required for Alternative Method 1 to result in no net effects by meeting daytime landfilling guideline limits.

Limiting the number of equipment will be required for the change in slope for Alternative Method 1. The CDR indicates that the increased slope will require additional waste be placed along the existing landfill perimeter profile. This will put equipment near PORs, potentially exceeding daytime landfilling guideline limits. Limiting the number of equipment (compactors and dozers) filling in the new slope would be required for Alternative Method 1 to result in no net effects by meeting daytime landfilling guideline limits.

Changes in sound levels will be driven proportionally by the impacts of off-site noise levels for Alternative Method 1.

### 3.2.2 Summary

A summary of the effects assessment of Alternative Method 1 is summarized below in **Table 3-4**. Following the implementation of mitigation measures the sound level limits are achieved for the receptors within the study area.

**Table 3-4. Net Effects Assessment – Alternative Method 1**

| Evaluation Criteria | Indicator | Key Design Considerations and Assumptions | Potential Effects | Mitigation Measures | Net Effects |
|---|---|---|---|---|---|
| Noise | • Predicted site-related noise levels (measured in dBA or dBAI)<br>• Changes in sound levels (dB) | • Landfilling equipment working the perimeter of the landfill potentially increasing off site noise levels.<br>• The quantity of haul trucks arriving at the Project will remain approximately the same. On-site hauling volumes represent the greatest number of vehicles in any given hour.<br>• The on-site traffic to the working face will follow the same starting route, entering the landfill from Nauvoo Road, proceeding to the scale facility.<br>• Operating hours for the receiving of waste and on-site hauling will not change. | • Noise level may exceed applicable landfilling noise guidelines during daytime hours<br>• Changes in Sound Levels may be rated as significant | • Construction of localized berms along the perimeter of the landfill.<br>• Limit the number of active equipment near the perimeter of the landfill | • Landfill and construction equipment will be positioned significantly closer to the site perimeter and at marginally higher ground elevations compared to the other Alternative Methods, resulting in a comparatively greater impact at the nearest POR. Noise levels to meet applicable landfilling noise guidelines during daytime hours, with considerable mitigation measures. |

## 3.3 Alternative Method 2

The assessment of effects for Alternative Method 2 is described below for the environmental criteria and indicators of Noise and is summarized in **Table 3-5**.

### 3.3.1 Landfilling Related Off-Site Noise and Change in Sound Levels

As discussed in the Key Design Considerations (**Section 2.1.4.2**) the greatest potential change in offsite noise levels is the reintroduction of landfilling equipment along the perimeter of the approved landfill extents, specifically to the north and west. Noise levels at PORs will potentially exceed the daytime landfilling guideline noise levels along the west and north portions of the landfill, when landfilling equipment is closest.

Alternative Method 2 has the potential for increased off-site noise due to landfilling sources as the modifications to the existing side slope extend to the landfill limits. Cross sectional drawings of the proposed Alternative Method 2 from the CDR indicate that the new slope will require modifications set back approximately 50 m from the existing landfill limit. Although Alternative Method 2 has a steeper slope (2.5H:1V) than Alternative Method 1 (3H:1V), its slope redevelopment begins farther from the landfill limit. As a result, Method 2 maintains a marginally lower ground elevation than Method 1 for at least the first 100 m from the perimeter, making noise mitigation less challenging than in Method 1.

Mitigation measures are to either construct temporary working berms or limit the amount of equipment near the perimeter of the landfill. Temporary working berms were proposed in landfills original EA (AEL, 2007). The berms were recommended to be 4 m in height and were required when working along the perimeter of the landfill. Similar berm mitigations would be required for Alternative Method 2 to result in no net effects by meeting daytime landfilling guideline limits.

Limiting the number of equipment will be required for the change in slope for Alternative Method 2. Drawing 2.2 from the CDR indicates that the increased slope will require additional waste be placed along the existing landfill perimeter profile. This will put equipment near PORs, potentially exceeding daytime Landfilling Noise Guideline limits. Limiting the number of equipment (compactors and dozers) filling in the new slope would be required for Alternative Method 2 to result in no net effects by meeting daytime landfilling guideline limits.

Changes in sound levels will be driven proportionally by the impacts of off-site noise levels for Alternative Method 2.

### 3.3.2 Summary

A summary of the effects assessment of Alternative Method 2 is summarized below in **Table 3-5**. Following the implementation of mitigation measures the sound level limits are achieved for the receptors within the study area.

**Table 3-5. Net Effects Assessment – Alternative Method 2**

| Evaluation Criteria | Indicator | Key Design Considerations and Assumptions | Potential Effects | Mitigation Measures | Net Effects |
|---|---|---|---|---|---|
| Noise | • Predicted site-related noise levels (measured in dBA or dBAI)<br>• Changes in sound levels (dB) | • Landfilling equipment working within 50m of the perimeter of the landfill potentially increasing off site noise levels.<br>• The quantity of haul trucks arriving at the Project will remain approximately the same. On-site hauling volumes represent the greatest number of vehicles in any given hour.<br>• The on-site traffic to the working face will follow the same starting route, entering the landfill from Nauvoo Road, proceeding to the scale facility.<br>• Operating hours for the receiving of waste and on-site hauling will not change. | • Noise level may exceed applicable landfilling noise guidelines during daytime hours<br>• Changes in Sound Levels may be rated as significant | • Construction of localized berms along the perimeter of the landfill.<br>• Limit the number of active equipment near the perimeter of the landfill | • Noise levels meeting applicable landfilling noise guidelines during daytime hours, with some mitigation measures. |

## 3.4 Alternative Method 3

The assessment of effects for Alternative Method 3 is described below for the environmental criteria and indicators of Noise and is summarized in **Table 3-6**.

### 3.4.1 Landfilling Related Off-Site Noise and Change in Sound Levels

As discussed in the Key Design Considerations (**Section 2.1.4.2**) the greatest potential change in offsite noise levels is the reintroduction of landfilling equipment along the perimeter of the approved landfill extents. Noise levels at PORs will potentially exceed the daytime landfilling guideline noise levels along the west and north portions of the landfill, when landfilling equipment is closest.

Alternative Method 3 has the potential for increased off-site noise due to landfilling sources as the modifications to the existing side slope extend to the landfill limits. Cross sectional drawings of the proposed Alternative Method 3 from the CDR indicate that the new slope will require modifications set back approximately 50 m from the existing landfill limit. Although Alternative Method 3 has a steeper slope (2.5H:1V) than Alternative Method 1 (3H:1V), its slope redevelopment begins farther from the landfill limit. As a result, Method 3 maintains a marginally lower ground elevation than Method 1 for at least the first 100 m from the perimeter, making noise mitigation less challenging than in Method 1.

Mitigation measures are to either construct temporary working berms or limit the amount of equipment near the perimeter of the landfill. Temporary working berms were proposed in landfills original EA (AEL, 2007). The berms were recommended to be 4 m in height and were required when working along the perimeter of the landfill. Similar berm mitigations would be required for Alternative Method 3 to result in no net effects by meeting daytime landfilling guideline limits.

Limiting the number of equipment will be required for the change in slope for Alternative Method 3. Drawing 3.2 from the CDR indicates that the increased slope will require additional waste be placed along the existing landfill perimeter profile. This will put equipment near PORs, potentially exceeding daytime Landfilling Noise Guideline limits. Limiting the number of equipment (compactors and dozers) filling in the new slope would be required for Alternative Method 3 to result in no net effects by meeting daytime landfilling guideline limits.

Changes in sound levels will be driven proportionally by the impacts of off-site noise levels for Alternative Method 3.

### 3.4.2 Summary

A summary of the effects assessment of Alternative Method 3 is summarized below in **Table 3-6**. Following the implementation of mitigation measures the sound level limits are achieved for the receptors within the study area.

**Table 3-6. Net Effects Assessment – Alternative Method 3**

| Evaluation Criteria | Indicator | Key Design Considerations and Assumptions | Potential Effects | Mitigation Measures | Net Effects |
|---|---|---|---|---|---|
| Noise | • Predicted site-related noise levels (measured in dBA or dBAI)<br>• Changes in sound levels (dB) | • Landfilling equipment working within 50m of the perimeter of the landfill potentially increasing off site noise levels.<br>• The quantity of haul trucks arriving at the Project will remain approximately the same. On-site hauling volumes represent the greatest number of vehicles in any given hour.<br>• The on-site traffic to the working face will follow the same starting route, entering the landfill from Nauvoo Road, proceeding to the scale facility.<br>• Operating hours for the receiving of waste and on-site hauling will not change. | • Noise level may exceed applicable landfilling noise guidelines during daytime hours<br>• Changes in Sound Levels may be rated as significant | • Construction of localized berms along the perimeter of the landfill.<br>• Limit the number of active equipment near the perimeter of the landfill | • Noise levels meeting applicable landfilling noise guidelines during daytime hours, with some mitigation measures. |

# 4 Comparative Evaluation of Net Effects and Identification of the Preferred Alternative

The comparative evaluation of the net effects of each alternative method and the identification of a Preferred Alternative are carried out in accordance with the methods described in **Section 2.2**. The three alternative methods are comparatively assessed and evaluated using the criteria and indicators to determine the Preferred Alternative. The differences in the potential environmental effects remaining following the implementation of potential mitigation/management measures (i.e., net effects) are used to identify and compare each alternative method. The comparative evaluation of the alternative methods for Noise is provided in **Table 4-1**, below.

**Table 4-1. Comparative Evaluation of the Net Effects of the Alternative Methods for Noise**

| Evaluation Criteria | Indicator | Net Effects of Alternative Methods | | |
|---|---|---|---|---|
| | | **Alternative Method 1** | **Alternative Method 2** | **Alternative Method 3** |
| Noise | • Predicted site-related noise levels (due to change in location and height of landfilling noise sources)<br>• Change in sound levels (dB) | Landfill and construction equipment will be positioned significantly closer to the site perimeter and at marginally higher ground elevations compared to other alternatives, resulting in a comparatively greater impact at the nearest POR. Noise levels to meet applicable landfilling noise guidelines during daytime hours, with considerable mitigation measures. | Noise levels to meet applicable landfilling noise guidelines during daytime hours, with some mitigation measures | Noise levels to meet applicable landfilling noise guidelines during daytime hours, with some mitigation measures. |
| | | **Not Preferred** | **No Substantial Difference** | **No Substantial Difference** |
| | ***Criteria Rating & Rationale*** | ***There is no substantial difference between the Alternative Methods 2 and 3 for Environmental Noise. Alternative Method 1 may have greater potential offsite noise impacts as landfill operations will be nearer PORs, with new side slope and increased ground elevation extending to the landfill limit. Alternative Methods 2 and 3 show a greater setback of approximately 50 m.*** | | |
| | | Each alternative will require the same landfilling equipment and quantities at critical locations in the landfill that will result in equivalent sound levels. Any proposed mitigation to meet landfilling guidelines will be equivalent, with the requirements for Alternative Method 1 requiring more. While noise levels are predicted to remain within applicable limits at all PORs, Alternative Method 1 would require additional mitigation compared to Alternative Methods 2 and 3. Any residual effects would be managed through continued implementation of the site's nuisance impact payment framework. | | |
| **Preferred Alternative:** Alternative Methods 2 and 3. Each Alternative Method results in the same mitigations and net effects with the exception of Alternative Method 1 which potentially will have greater net effects due to proximity. | | | | |

Proximity of landfilling noise sources to identified PORs is the primary driver of off-site noise and is the primary net effect in determining the Preferred Alternative. From a qualitative noise perspective, Alternative Method 1 would potentially result in greater off-site impacts as landfilling will be closer to PORs, whereas Alternative Methods 2 and 3 have the same equivalent setbacks which are less than that of Alternative Method 1. Consequently, Alternative Methods 2 and 3 are considered to be preferred.

# 5 Effects Assessment of the Preferred Alternative

Alternative Methods 2 and 3 are considered to the Preferred Alternative for Noise; however, Alternative Method 2 has been chosen as the overall Preferred Alternative for the EA based on the results of the other discipline assessments. Consequently, the effects assessment of the Preferred Alternative presented below is based on Alternative Method 2.

## 5.1 Noise – Landfilling

The future noise impacts from landfilling are assessed and characterized by modelling three operational periods, as defined in the Noise Work Plan in the approved ToR. The selection of the operational periods is based primarily on the stages of the Preferred Alternative (Alternative Method 2) as presented in the CDR, and considering the potential offsite noise impacts per the stage.

The Preferred Alternative, Alternative Method 2, has four (4) primary stages indicated. These stages determine where landfilling and construction equipment will be present, and at which elevations the stages begin and end.

Landfilling at the TCEC is generally confined to a region for a given amount of time, working in small areas to complete a cell in lifts of 2 – 3 m. As such the landfilling equipment will have the greatest impact when working in a cell near a POR.

Of the fourteen PORs considered, two of the existing residences (R2 and R7) were found to have the greatest potential for impacts from noise and warrant mitigation. Therefore, construction and landfill activities are modeled at the closest locations to these two POR (R2 and R7) to maximize the predicted noise impact from the Preferred Alternative. Modeling locations for each stage are described below in **Table 5-1**, which highlights the closest residential POR.

**Table 5-1. Operational Stage POR Selection and Applicable Landfilling Noise Guideline Sound Level Limit**

| Operational Stage | Closest Resident POR | Applicable Sound Level Limit for Operational Stage (dBA) | Descriptive Location |
|---|---|---|---|
| 1 | R7 | 55 | Western Edge in the Middle of Landfill Footprint |
| 2 | R2 | 55 | Northeast Corner of Landfill Footprint |
| 3 | R7 | 55 | Western Edge in the Middle of Landfill Footprint |

Stage 4 is not assessed in this effects assessment. RWDI conducted sensitivity studies at the higher elevations for Stage 4 and found no mitigation requirements, with results less than the Stage 3 analysis, meeting the Landfilling Noise Guidelines sound level limits. Sound Powers used in the modelling are provided in **Appendix B**.

### 5.1.1 Modelling Scenario Considerations

As discussed, proximity to PORs is the primary mechanism for elevated off-site landfilling noise as equipment, equipment quantities, and hauling volumes will remain constant for the entirety of the Preferred Alternative and remain consistent with the current operations.

The figures for Alternative Method 2 provided in the CDR are used to define the locations of future landfilling activities in the various stages.

WM has indicated that the approximate current height of the landfill is 270 m, which will be assumed to be the starting elevation of the stages. This elevation defines the boundary where typical landfilling operations will occur for the Preferred Alternative. As detailed in the CDR, landfilling will occur west to east.

For operational Stages 1 and 2 of the Preferred Alternative, two elevations are considered for the assessment:

- 270 m elevation (Current landfill height); and
- 290 m elevation (Elevation at the end of the Stages 1 and 2).

Therefore the 270 m elevation contour defines a bounding area where typical landfilling operations will occur within and operate on flat ground for the stages, while also being the closest to the assessed PORs.

Additionally, for Stages 1 and 2 of the Preferred Alternative, construction work will be done along the perimeter to increase the landfill side slopes.

This will require the existing cover to be removed prior to waste placement for the redevelopment of the side slopes. This will place equipment at the closest proximity to PORs. Side slope redevelopment will require dozers (Assumed D8R) and compactors

(Assumed 836G) to modify the existing ground. As landfilling progresses, the final cover will need to be constructed over the area where landfilling occurs.

Stage 3 has been considered to demonstrate the effects of sound propagation at a significantly higher elevation in later stages of the landfill development.

### 5.1.2 Modelling Notes

Sound from landfilling will not always be at the predicted sound levels but will be quieter at times due to the temporal and spatial variability of landfilling. Nighttime landfilling is not allowed, and only daytime levels are assessed.

The landfill equipment quantities, types, hours of operation and overall sound level were provided in Noise Impact Assessment (AEL, 2007). On-site truck traffic was also modelled in expected worst-case routes with respect to the assessed stages. Construction of the final cover and the redevelopment of the side slopes is included in the model of the landfilling activities. A sample calculation is included in **Appendix B**.

### 5.1.3 Operational Period - Stage 1

#### 5.1.3.1 Stage 1 - Typical Landfilling Lower Elevation

The typical landfilling noise model assesses a southern haul route consistent with what was modelled in the Noise Existing Conditions Report and includes on-site hauling of daily cover. Landfilling is assessed as a single area source, incorporating all of the landfilling equipment in a single area. This accounts for some variation in the movements of the equipment within the area. The area source is 125 m x 125 m and was modelled at 270 m elevation and directly east of POR R7. Construction of the final cover is assessed as a single area source, incorporating a D8R and D6R dozer, along with on-site hauling of the final cover. The area source is 250 m x 125 m beside the landfilling area, and is assumed to operate at the same time as the landfilling activity.

**Table 5-2** shows the predicted levels for the fourteen PORs against the Landfilling Noise Guidelines limits. Figures showing the modelled noise sources and predicted noise isopleths at the modelled heights of 1.5 m and 4.5 m are provided in **Figure 5-1** and **Figure 5-2**.

**Table 5-2. Predicted Noise Levels for Stage 1 - Typical Landfilling Lower Elevation**

| POR Location | Predicted Landfilling Noise Levels (dBA) | Applicable Daytime (07:00 - 19:00) Landfilling Sound Level Limits (dBA) | Meets Sound Level Limits? (Y / N) |
|---|---|---|---|
| | 1.5 m / 4.5 m | 1.5 m / 4.5 m | |
| R1[1] | 41 / - | 55 / - | Y / - |
| R2[2] | 45 / 46 | 55 / 55 | Y / Y |
| R3 | 47 / 48 | 55 / 55 | Y / Y |

**Table 5-2. Predicted Noise Levels for Stage 1 - Typical Landfilling Lower Elevation**

| POR Location | Predicted Landfilling Noise Levels (dBA) | Applicable Daytime (07:00 - 19:00) Landfilling Sound Level Limits (dBA) | Meets Sound Level Limits? (Y / N) |
|---|---|---|---|
| | 1.5 m / 4.5 m | 1.5 m / 4.5 m | |
| R4 | 49 / 50 | 55 / 55 | Y / Y |
| R5 | 49 / 50 | 58 / 59 | Y / Y |
| R6 | 49 / 50 | 55 / 55 | Y / Y |
| R7[1] | 53 / - | 56 / - | Y / - |
| R8 | 52 / 53 | 56 / 57 | Y / Y |
| R9 | 49 / 50 | 57 / 58 | Y / Y |
| R10 | 44 / 46 | 57 / 57 | Y / Y |
| R11[1] | 37 / - | 55 / - | Y / - |
| R12[2] | 36 / 38 | 55 / 55 | Y / Y |
| R13[2] | 35 / 36 | 55 / 55 | Y / Y |
| R14[1] | 43 / - | 55 / - | Y / - |

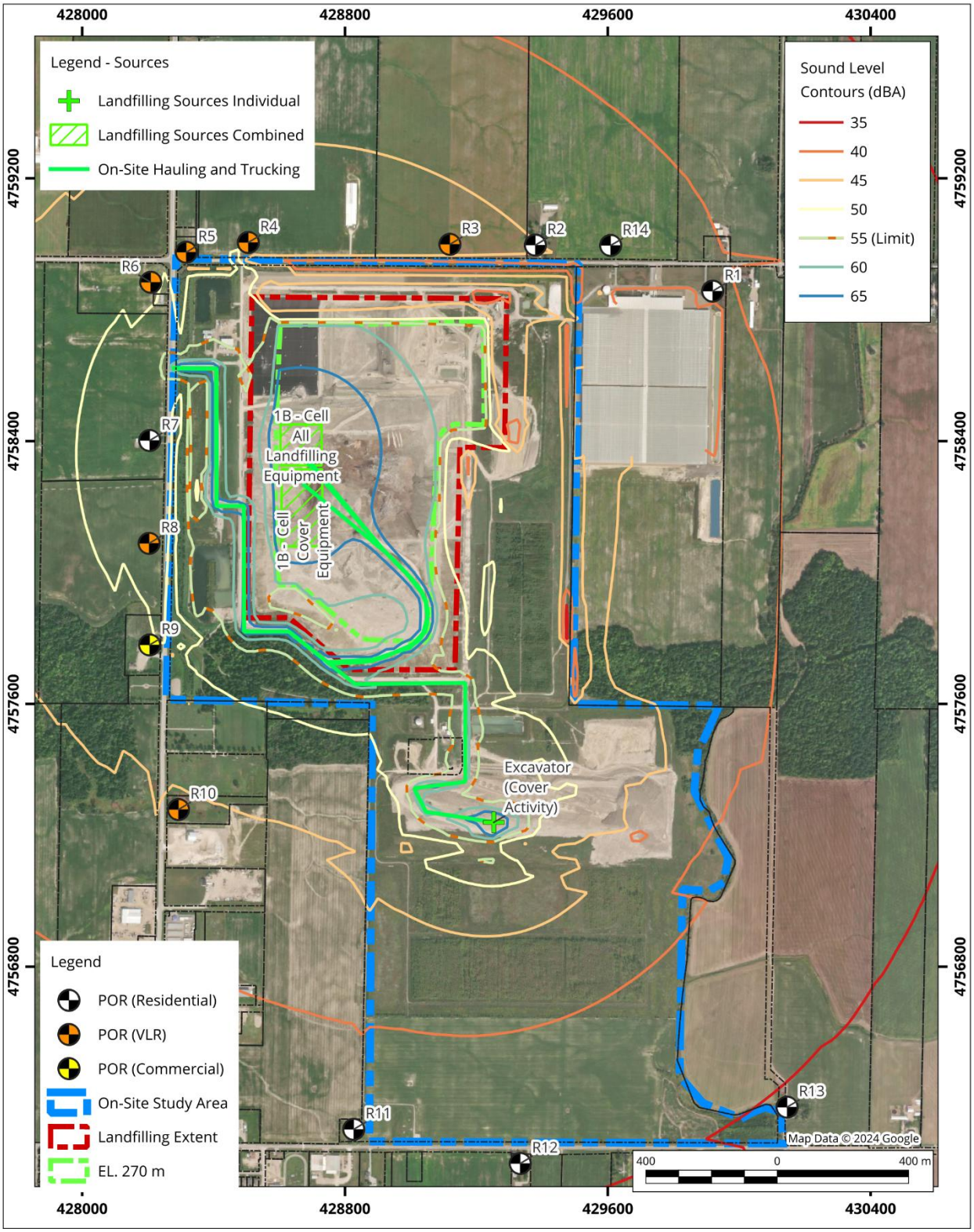
**Notes:**

[1] POR is a single storey residence. Only the 1.5 m reception point is applicable.

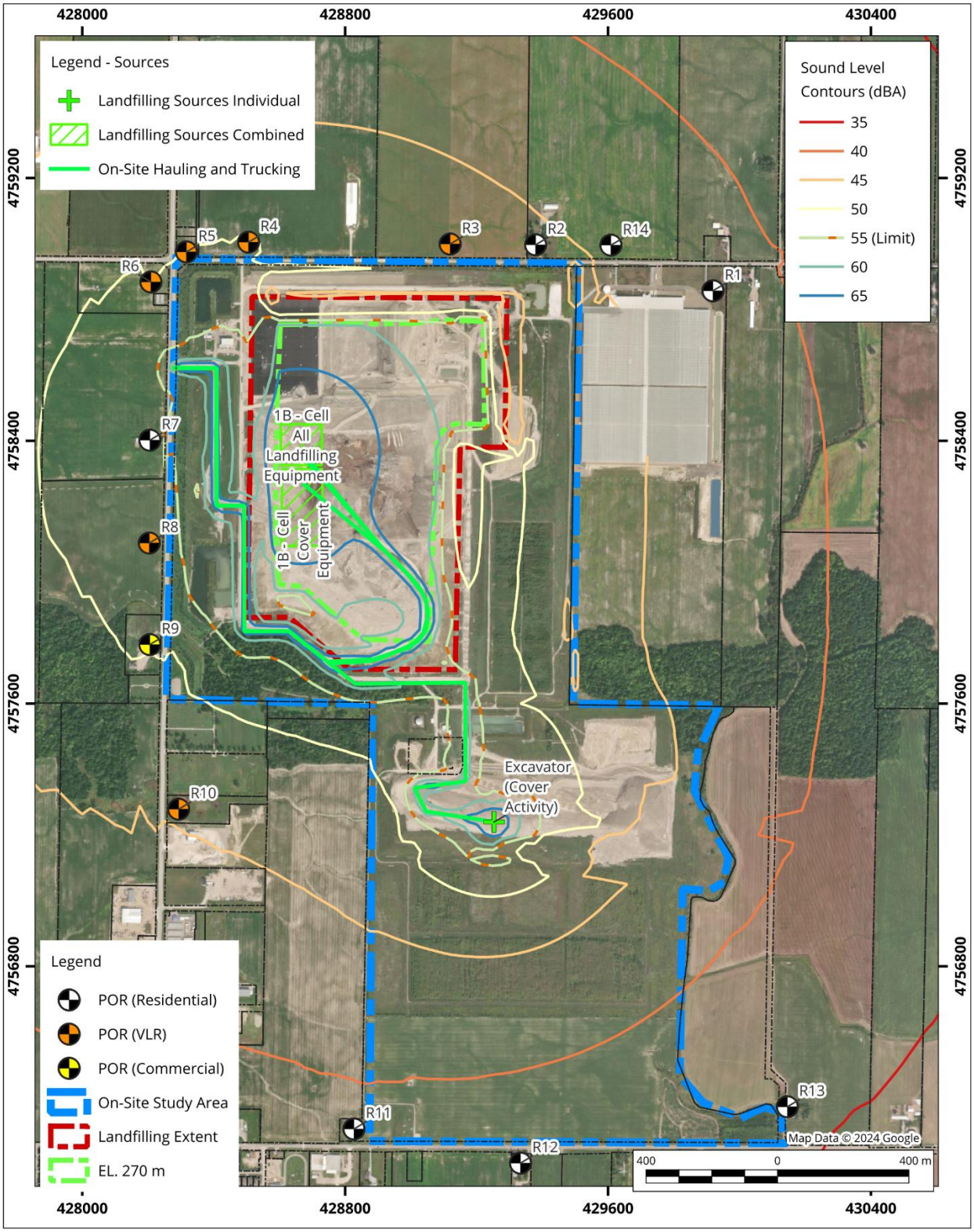
[2] POR is a two-storey residence. Only the 4.5 m reception point is applicable. Results at 1.5 m are presented for consistency with the Existing Conditions report.

The results indicate that at this elevation and setback all PORs will have landfilling noise contributions less than the guideline sound level limits.

## Figure 5-1. Stage 1 - Typical Landfilling Lower Elevation Contour Height 1.5 m



## Figure 5-2. Stage 1 - Typical Landfilling Lower Elevation Contour Height 4.5 m



#### 5.1.3.2 Stage 1 – Side Slope Redevelopment

The side slope noise model considers the same haul route as that in **Section 5.1.3.1**. Two landfilling point sources have been added to the side slope in the direction of the POR R7; a CAT D8R dozer and a CAT 836G. The landfilling area source has been modified to omit the contributions of the above point sources. Construction of the final cover is assessed as a single area source, incorporating a D8R and D6R dozer, along with on-site hauling of the final cover. The area source is 250 m x 125 m beside the landfilling area, and is assumed to operate at the same time as the landfilling activity.

**Table 5-3** shows the predicted levels for the fourteen most impacted PORs against the Landfilling Noise Guidelines limits. Figures showing the predicted noise isopleths at the modelled heights of 1.5 m and 4.5 m are provided in **Figure 5-3** and **Figure 5-4**.

**Table 5-3. Predicted Noise Levels for Stage 1 - Side Slope Redevelopment**

| POR Location | Predicted Landfilling Noise Levels (dBA) | Applicable Daytime (07:00 - 19:00) Landfilling Sound Level Limits (dBA) | Meets Sound Level Limits? (Y / N) |
|---|---|---|---|
| | (1.5 m / 4.5 m) | (1.5 m / 4.5 m) | |
| R1[1] | 39 / - | 55 / - | Y / - |
| R2[2] | 43 / 44 | 55 / 55 | Y / Y |
| R3 | 45 / 46 | 55 / 55 | Y / Y |
| R4 | 49 / 52 | 55 / 55 | Y / Y |
| R5 | 49 / 52 | 58 / 59 | Y / Y |
| R6 | 50 / 53 | 55 / 55 | Y / Y |
| R7[1] | 55 / - | 56 / - | Y / - |
| R8 | 53 / 56 | 56 / 57 | Y / Y |
| R9 | 50 / 52 | 57 / 58 | Y / Y |
| R10 | 45 / 47 | 57 / 57 | Y / Y |
| R11[1] | 37 / - | 55 / - | Y / - |
| R12[2] | 36 / 38 | 55 / 55 | Y / Y |
| R13[2] | 34 / 36 | 55 / 55 | Y / Y |
| R14[1] | 42 / - | 55 / - | Y / - |

**Notes:**

[1] POR is a single storey residence. Only the 1.5 m reception point is applicable.

[2] POR is a two-storey residence. Only the 4.5 m reception point is applicable. Results at 1.5 m are presented for consistency with the Existing Conditions report.

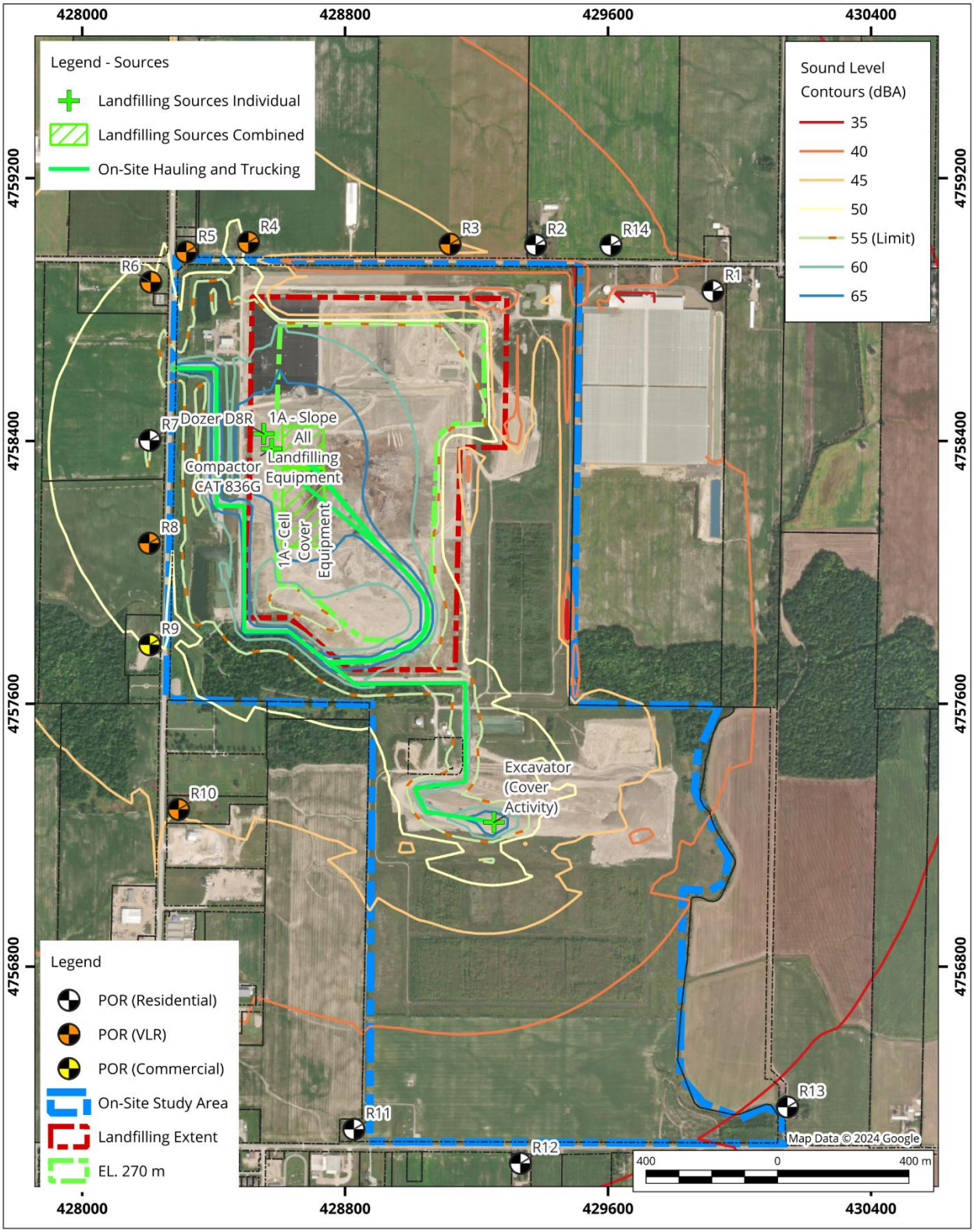
The results indicate that at this elevation and setback all PORs will have landfilling noise contributions less than or equal to the guideline sound level limits. An exceedance at the 4.5 m elevation for POR R7 is predicted but is not applicable as the residence is a single storey residence as is evaluated at 1.5 m.

It is noted that the predicted sound level for R7 (at the evaluation height of 1.5 m) is at the landfilling limit of 55 dBA. Any additional equipment working on the face would potentially result in exceeding the Landfilling Noise Guidelines sound level limits. Therefore, a required mitigation is to limit the amount of equipment on the western slope in proximity to PORs to the following:

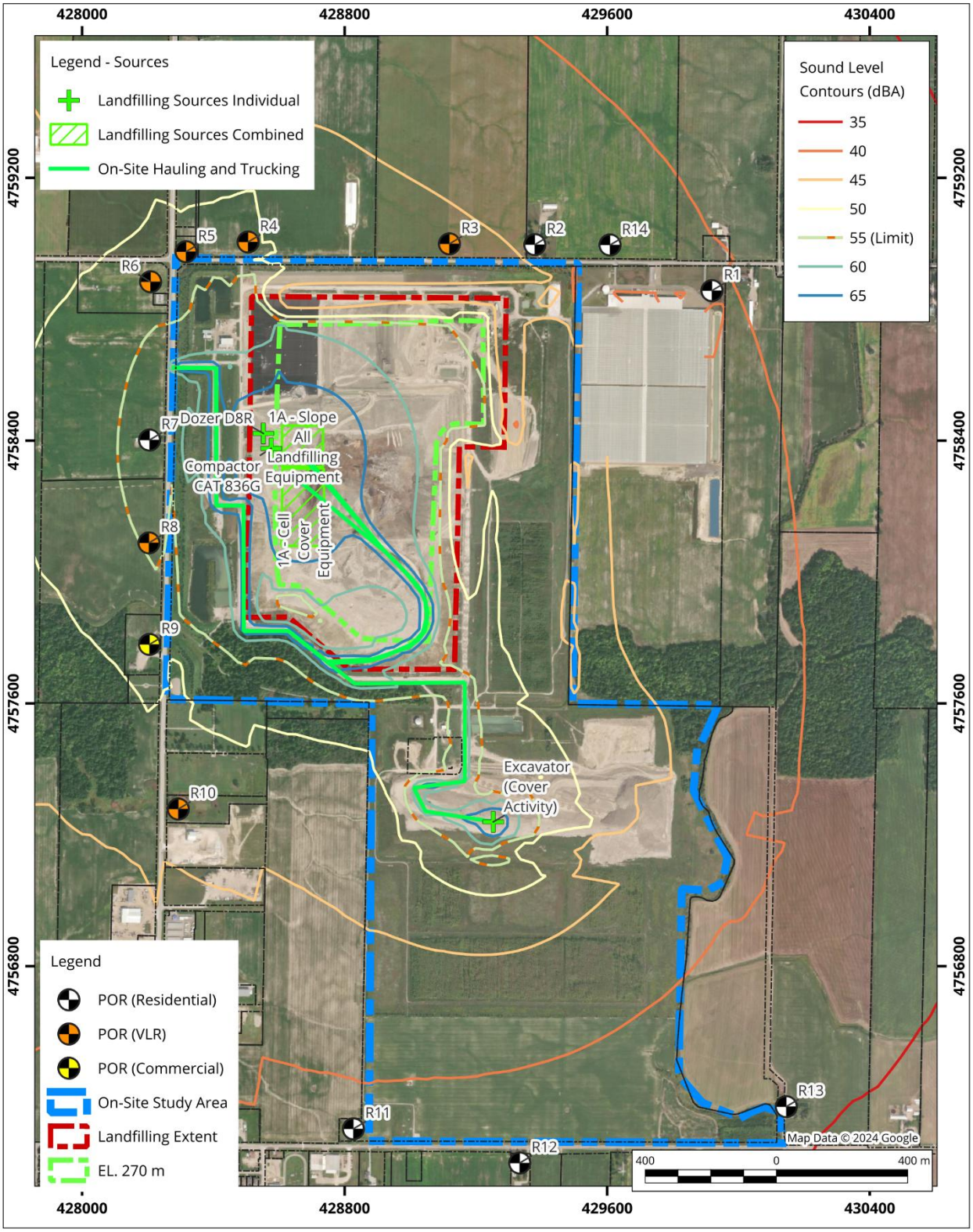
- A CAT 836G compactor; and
- A CAT D8R dozer.

RWDI conducted a sensitivity study on the west side of the landfill perimeter to determine the areas where equipment quantities are required to be limited and are detailed in **Section 5.1.6**.

## Figure 5-3. Stage 1 – Side Slope Redevelopment Contour Height 1.5 m



## Figure 5-4. Stage 1 – Side Slope Redevelopment Contour Height 4.5 m



#### 5.1.3.3 Stage 1 - Typical Landfilling Upper Elevation

The upper elevation noise model considers the same haul route as that in **Section 5.1.3.1**. Landfilling is assessed as a single area source. The Area source was modelled at 290 m elevation and directly east of POR R7. The 290 m elevation marks the top of the Stage 1 development. Construction of the final cover is assessed as a single area source, incorporating a D8R and D6R dozer, along with on-site hauling of the final cover. The area source is 250 m x 125 m beside the landfilling area, and is assumed to operate at the same time as the landfilling activity.

**Table 5-4** shows the predicted levels for the fourteen most impacted PORs against the Landfilling Noise Guidelines limits. Figures showing the predicted noise isopleths at the modelled heights of 1.5 m and 4.5 m are provided in **Figure 5-5** and **Figure 5-6**.

**Table 5-4. Predicted Noise Levels for Stage 1 - Typical Landfilling Upper Elevation**

| POR Location | Predicted Landfilling Noise Levels (dBA) | Applicable Daytime (07:00 - 19:00) Landfilling Sound Level Limits (dBA) | Meets Sound Level Limits? (Y / N) |
|---|---|---|---|
| | (1.5 m / 4.5 m) | (1.5 m / 4.5 m) | |
| R1[1] | 41 / - | 55 / - | Y / - |
| R2[2] | 45 / 46 | 55 / 55 | Y / Y |
| R3 | 47 / 48 | 55 / 55 | Y / Y |
| R4 | 48 / 49 | 55 / 55 | Y / Y |
| R5 | 50 / 50 | 58 / 59 | Y / Y |
| R6 | 49 / 50 | 55 / 55 | Y / Y |
| R7[1] | 53 / - | 56 / - | Y / - |
| R8 | 51 / 53 | 56 / 57 | Y / Y |
| R9 | 49 / 50 | 57 / 58 | Y / Y |
| R10 | 44 / 46 | 57 / 57 | Y / Y |
| R11[1] | 37 / - | 55 / - | Y / - |
| R12[2] | 36 / 38 | 55 / 55 | Y / Y |
| R13[2] | 36 / 37 | 55 / 55 | Y / Y |
| R14[1] | 43 / - | 55 / - | Y / - |

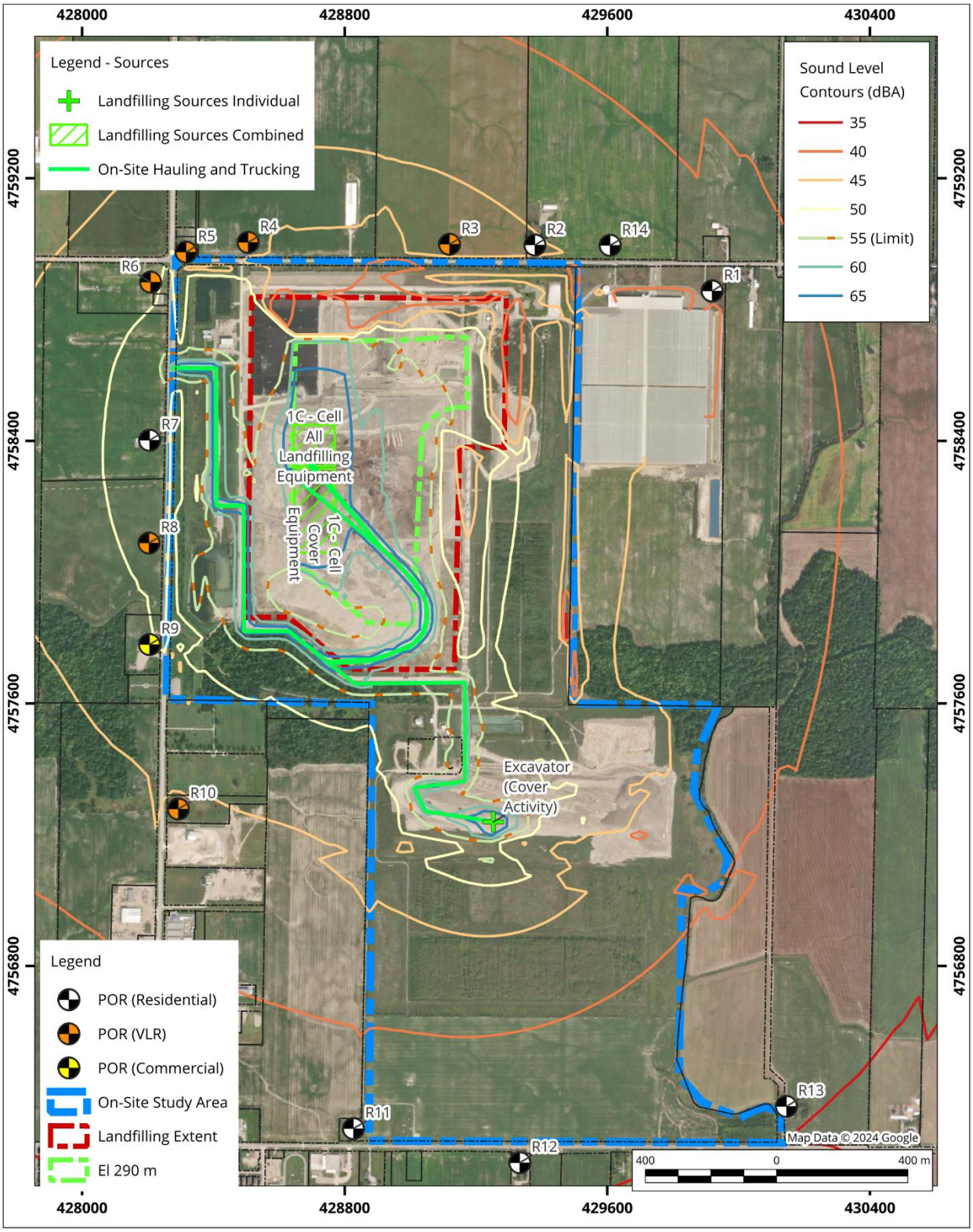
**Notes:**

[1] POR is a single storey residence. Only the 1.5 m reception point is applicable. Results at 4.5 m are presented for consistency with the Existing Conditions report.

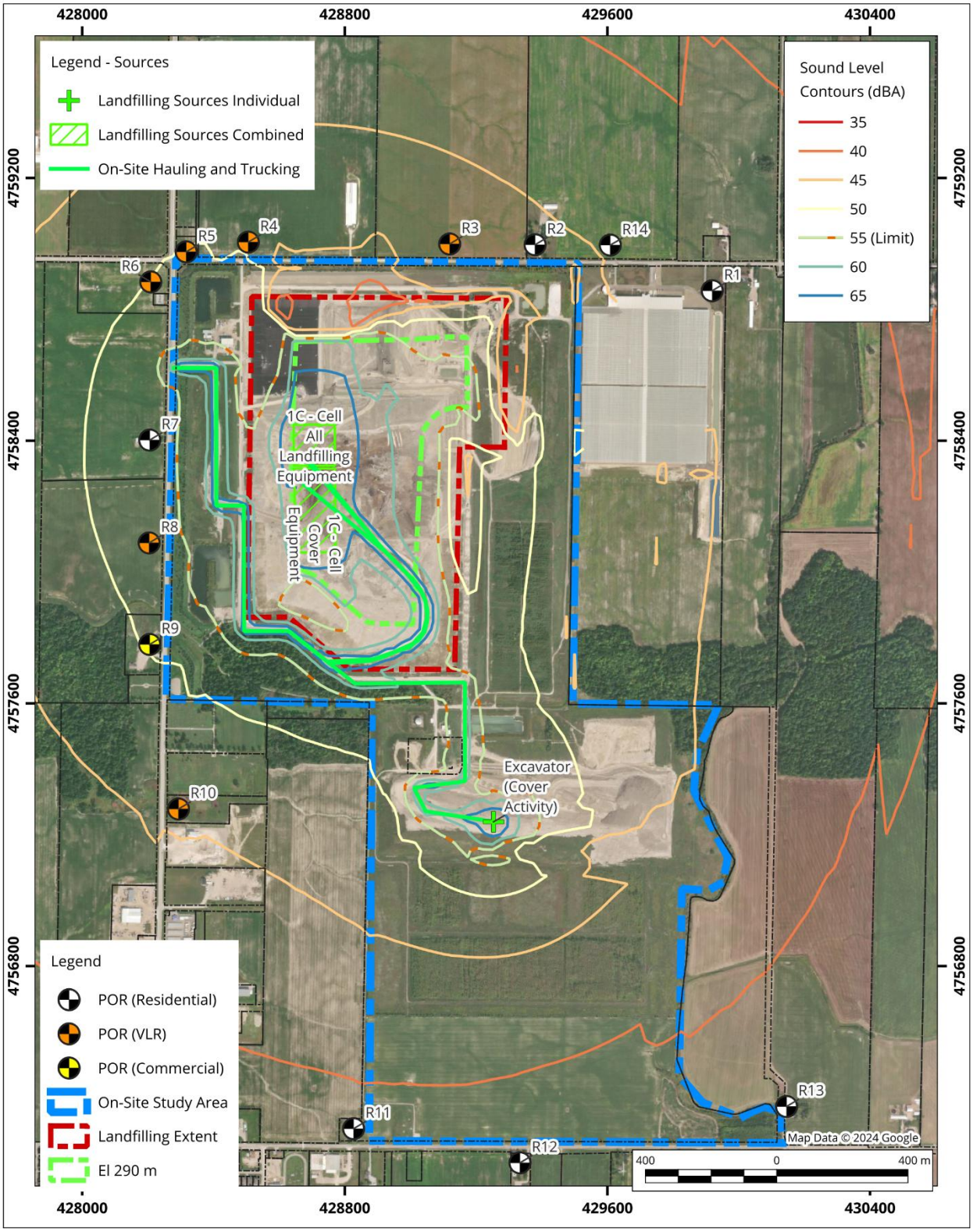
[2] POR is a two-storey residence. Only the 4.5 m reception point is applicable. Results at 1.5 m are presented for consistency with the Existing Conditions report.

The results indicate that at this elevation and setback all PORs will have landfilling noise contributions less than the guideline sound level limits, requiring no mitigation.

## Figure 5-5. Stage 1 - Typical Landfilling Upper Elevation Contour Height 1.5 m



## Figure 5-6. Stage 1 - Typical Landfilling Upper Elevation Contour Height 4.5 m



## 5.1.4 Operational Period - Stage 2

### 5.1.4.1 Stage 2 - Typical Landfilling Lower Elevation

The typical landfilling noise model assesses a northern haul route consistent with what was considered in the original EA (AEL 2007) and includes onsite hauling of daily cover. Landfilling is assessed as a single area source. The Area source was modelled at the 270 m elevation and directly southwest of POR R2. Construction of the final cover is assessed as a single area source, incorporating a D8R and D6R dozer, along with on-site hauling of the final cover. The area source is 250 m x 125 m beside the landfilling area, and is assumed to operate at the same time as the landfilling activity.

**Table 5-5** shows the predicted levels for the fourteen most impacted PORs against the Landfilling Noise Guidelines limits. Figures showing the predicted noise isopleths at the modelled heights of 1.5 m and 4.5 m are provided in **Figure 5-7** and **Figure 5-8**.

**Table 5-5. Predicted Noise Levels for Stage 2 - Typical Landfilling Lower Elevation**

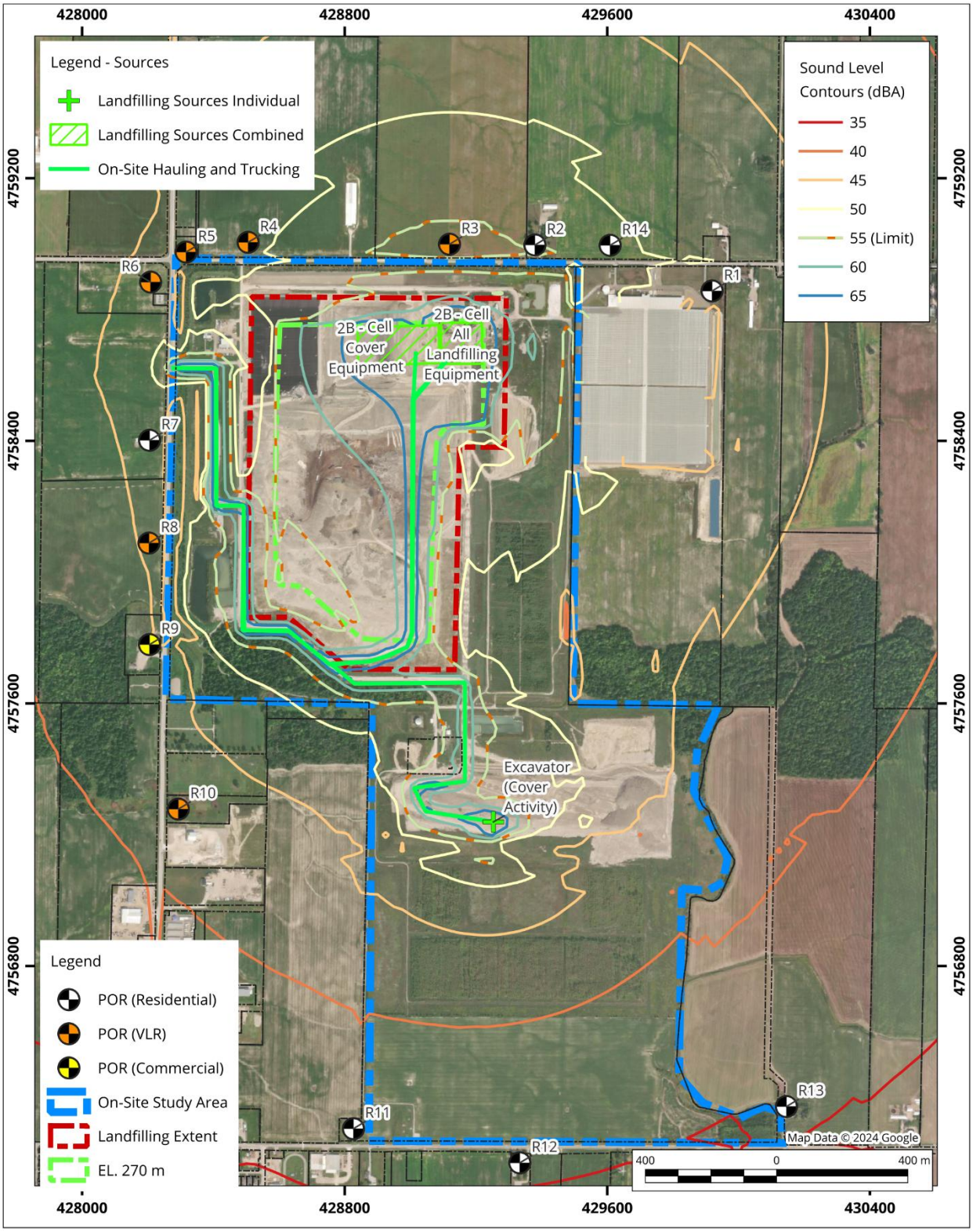
| POR Location | Predicted Landfilling Noise Levels (dBA) | Applicable Daytime (07:00 - 19:00) Landfilling Sound Level Limits (dBA) | Meets Sound Level Limits? (Y / N) |
|---|---|---|---|
| | (1.5 m / 4.5 m) | (1.5 m / 4.5 m) | |
| R1[1] | 46 / - | 55 / - | Y / - |
| R2[2] | 55 / 56 | 55 / 55 | Y / N |
| R3 | 56 / 59 | 55 / 55 | N / N |
| R4 | 49 / 50 | 55 / 55 | Y / Y |
| R5 | 47 / 48 | 58 / 59 | Y / Y |
| R6 | 46 / 47 | 55 / 55 | Y / Y |
| R7[1] | 46 / - | 56 / - | Y / - |
| R8 | 45 / 47 | 56 / 57 | Y / Y |
| R9 | 44 / 46 | 57 / 58 | Y / Y |
| R10 | 42 / 44 | 57 / 57 | Y / Y |
| R11[1] | 37 / - | 55 / - | Y / - |
| R12[2] | 36 / 37 | 55 / 55 | Y / Y |
| R13[2] | 36 / 38 | 55 / 55 | Y / Y |
| R14[1] | 52 / - | 55 / - | Y / - |

**Notes:**

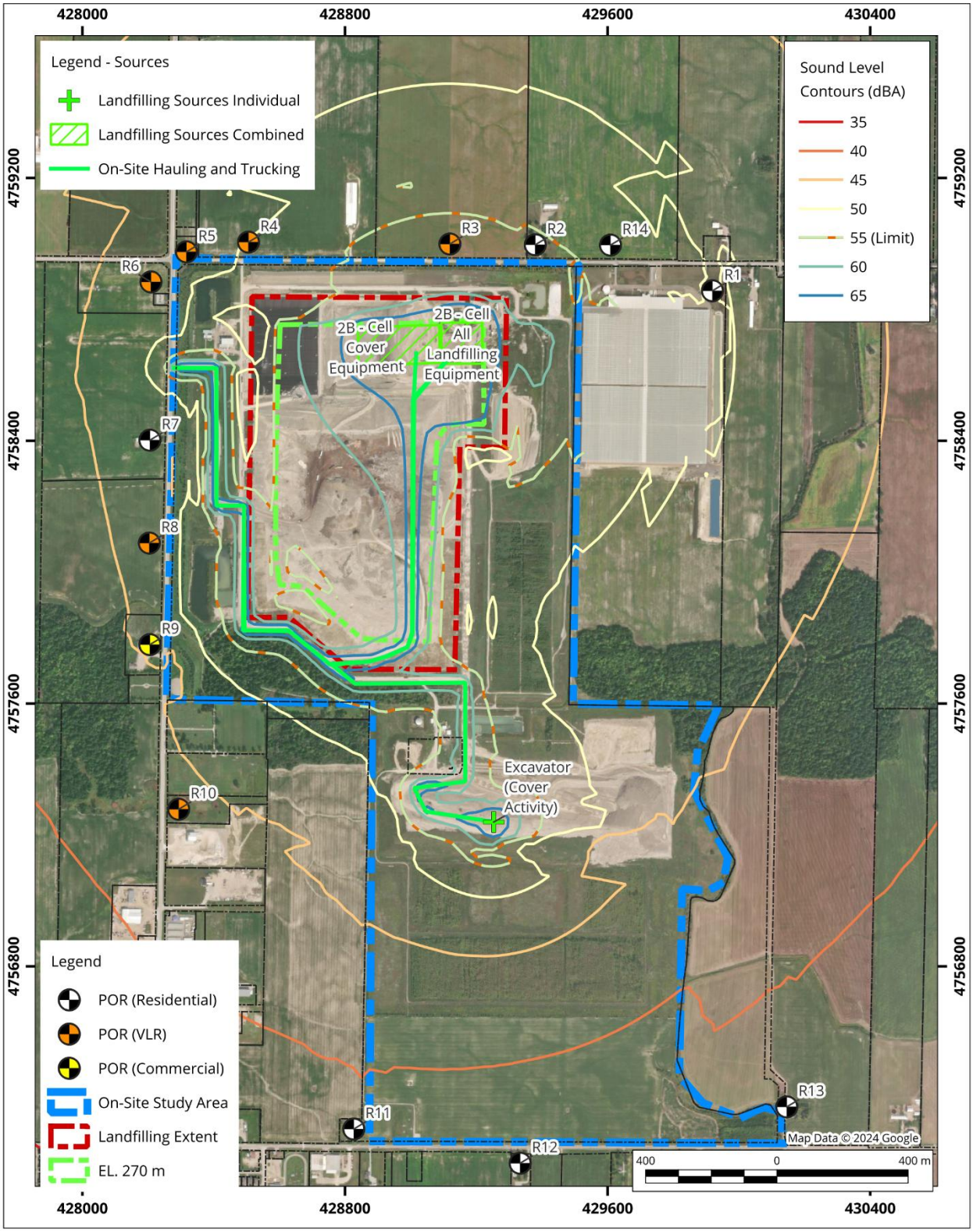
[1] POR is a single storey residence. Only the 1.5 m reception point is applicable.

[2] POR is a two-storey residence. Only the 4.5 m reception point is applicable. Results at 1.5 m are presented for consistency with the Existing Conditions report.

## Figure 5-7. Stage 2 - Typical Landfilling Lower Elevation Contour Height 1.5 m



## Figure 5-8. Stage 2 - Typical Landfilling Lower Elevation Contour Height 4.5 m



The results indicate that at this elevation and setback PORs R2 and R3 will exceed the Landfilling Noise Guidelines sound level limits and will require mitigation.

Recommended mitigation is the use of operational berms when landfilling occurs in this portion of the landfill. The use of operational berms was proposed in the original EA for noise (AEL, 2007), and is consistent with current operation, specifically to address noise near receptors. The CDR report indicates that temporary berms between lateral phases will be constructed to control surface water (CDR Section 2.4.1), the design of which could be used to incorporate reduction in noise impacts.

The model was re-run with a 3.0 m operational berm placed at the edge of the Stage 2 270 m elevation perimeter, such that it had the same slope as the Preferred Alternative side slopes. **Table 5-6** shows the predicted noise results at the effected PORs.

**Table 5-6. Predicted Noise Levels for Stage 2 - Typical Landfilling Upper Elevation with Operational Berm Mitigation**

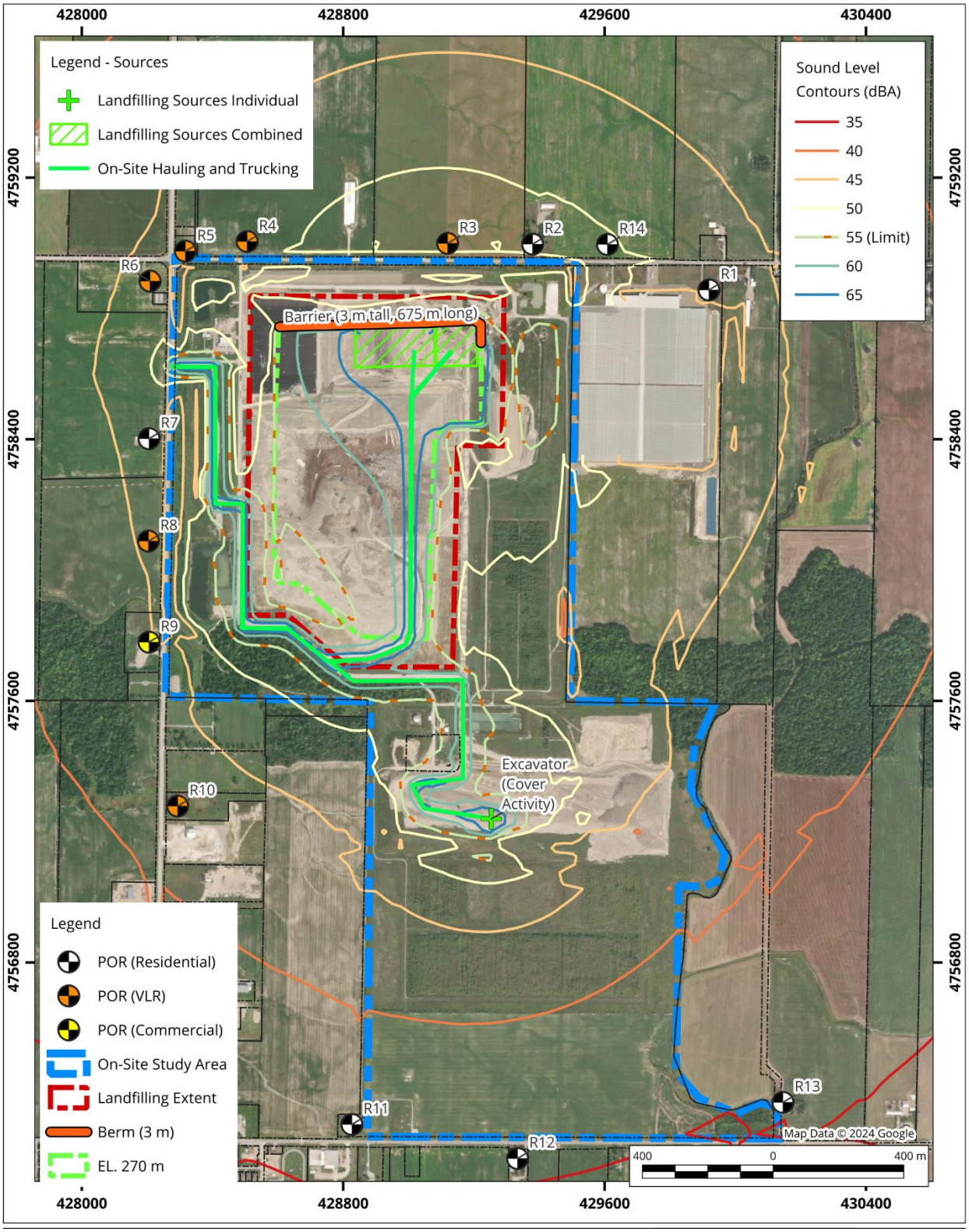
| POR Location | Predicted Landfilling Noise Levels (dBA) | Applicable Daytime (07:00 - 19:00) Landfilling Sound Level Limits (dBA) | Meets Sound Level Limits? (Y / N) |
|---|---|---|---|
| | (1.5 m / 4.5 m) | (1.5 m / 4.5 m) | |
| R2[1] | 51 / 52 | 55 / 55 | Y / Y |
| R3 | 51 / 52 | 55 / 55 | Y / Y |

Notes:
[1] POR R2 is a two-storey residence. Only the 4.5 m reception point is applicable. Results at 1.5 m are presented for consistency with the Existing Conditions report.

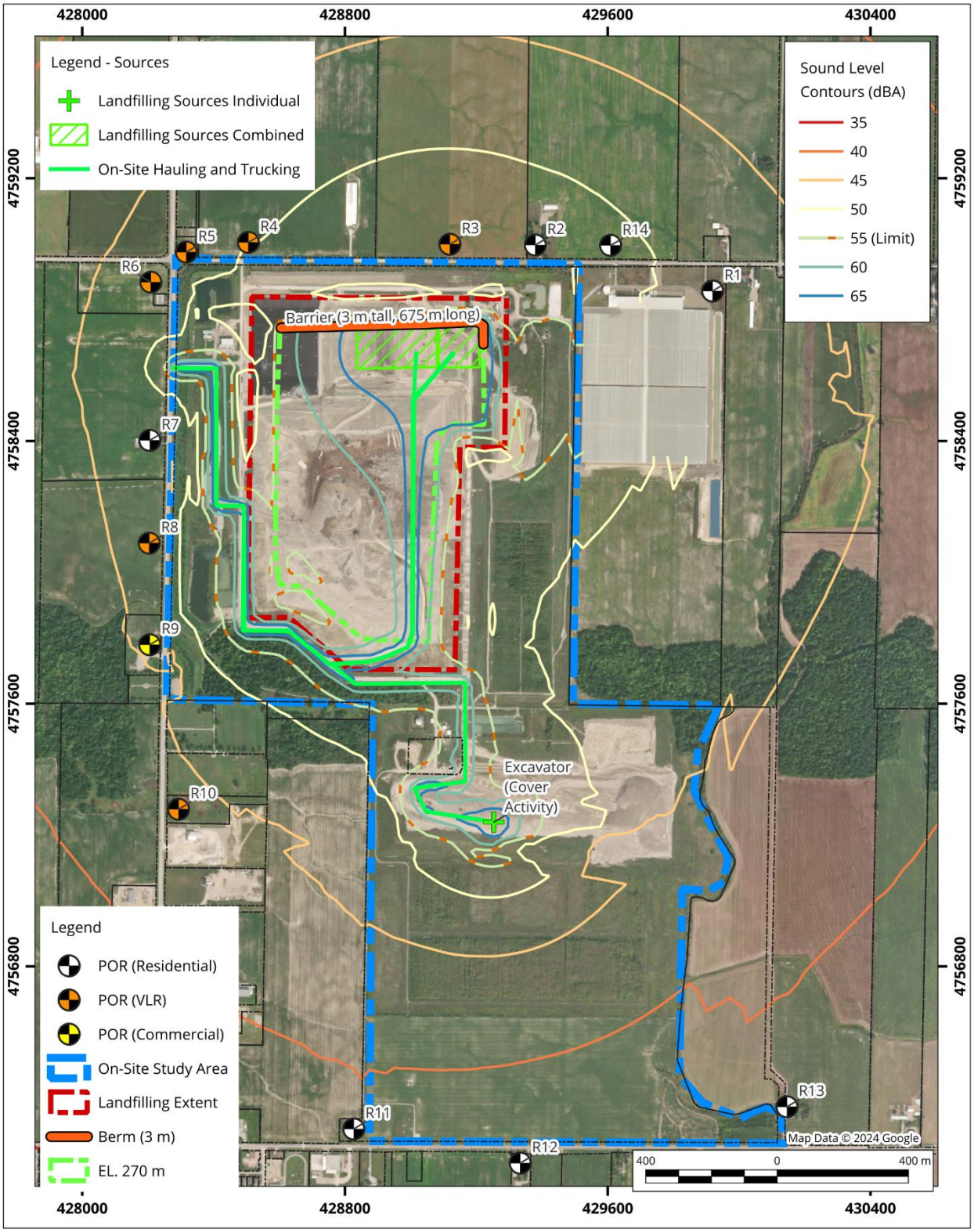
The results indicate that with the implementation of operational berms landfilling noises off-site can be mitigated to be below landfilling sound level limits. RWDI conducted a sensitivity study in the northwest corner of the landfill to determine the areas where operational berms are required and are detailed in **Section 5.1.6**. Applying the berms along the entire north edge of the 270 m elevation during Stage 2 is predicted to mitigate sound levels at VLR PORs.

Figures showing the predicted noise isopleths with the application of the mitigation at the modelled heights of 1.5 m and 4.5 m are provided in **Figure 5-9** and **Figure 5-10**.

**Figure 5-9. Stage 2 - Typical Landfilling Lower Elevation with Berm Mitigation Contour Height 1.5 m**



## Figure 5-10. Stage 2 - Typical Landfilling Lower Elevation with Berm Mitigation Contour Height 4.5 m



#### 5.1.4.2 Stage 2 – Side Slope Redevelopment

The side slope noise model considers the same haul route as that in **Section 5.1.4.1**. Two landfilling point sources have been added to the side slope in the direction of the POR R2; a CAT D8R dozer and a CAT 836G. The landfilling area source has been modified to omit the contributions of the above point sources. Construction of the final cover is assessed as a single area source, incorporating a D8R and D6R dozer, along with on-site hauling of the final cover. The area source is 250 m x 125 m beside the landfilling area, and is assumed to operate at the same time as the landfilling activity.

**Table 5-3** shows the predicted levels for the fourteen most impacted PORs against the landfilling guideline limits. Figures showing the predicted noise isopleths at the modelled heights of 1.5 m and 4.5 m are provided in **Figure 5-11** and **Figure 5-12**.

**Table 5-7. Predicted Noise Levels for Stage 2 - Side Slope Redevelopment**

| POR Location | Predicted Landfilling Noise Levels (dBA) | Applicable Daytime (07:00 - 19:00) Landfilling Sound Level Limits (dBA) | Meets Sound Level Limits? (Y / N) |
|---|---|---|---|
| | (1.5 m / 4.5 m) | (1.5 m / 4.5 m) | |
| R1[1] | 48 / - | 55 / - | Y / - |
| R2[2] | **59 / 60** | 55 / 55 | **N / N** |
| R3 | **58 / 59** | 55 / 55 | **N / N** |
| R4 | 50 / 51 | 55 / 55 | Y / Y |
| R5 | 47 / 49 | 58 / 59 | Y / Y |
| R6 | 46 / 48 | 55 / 55 | Y / Y |
| R7[1] | 46 / - | 56 / - | Y / - |
| R8 | 45 / 47 | 56 / 57 | Y / Y |
| R9 | 44 / 46 | 57 / 58 | Y / Y |
| R10 | 42 / 44 | 57 / 57 | Y / Y |
| R11[1] | 37 / - | 55 / - | Y / - |
| R12[2] | 36 / 38 | 55 / 55 | Y / Y |
| R13[2] | 36 / 38 | 55 / 55 | Y / Y |
| R14[1] | 55 / - | 55 / - | Y / - |

Notes:

[1] POR is a single storey residence. Only the 1.5 m reception point is applicable.

[2] POR is a two-storey residence. Only the 4.5 m reception point is applicable. Results at 1.5 m are presented for consistency with the Existing Conditions report.

## Figure 5-11. Stage 2 – Side Slope Redevelopment Contour Height 1.5 m

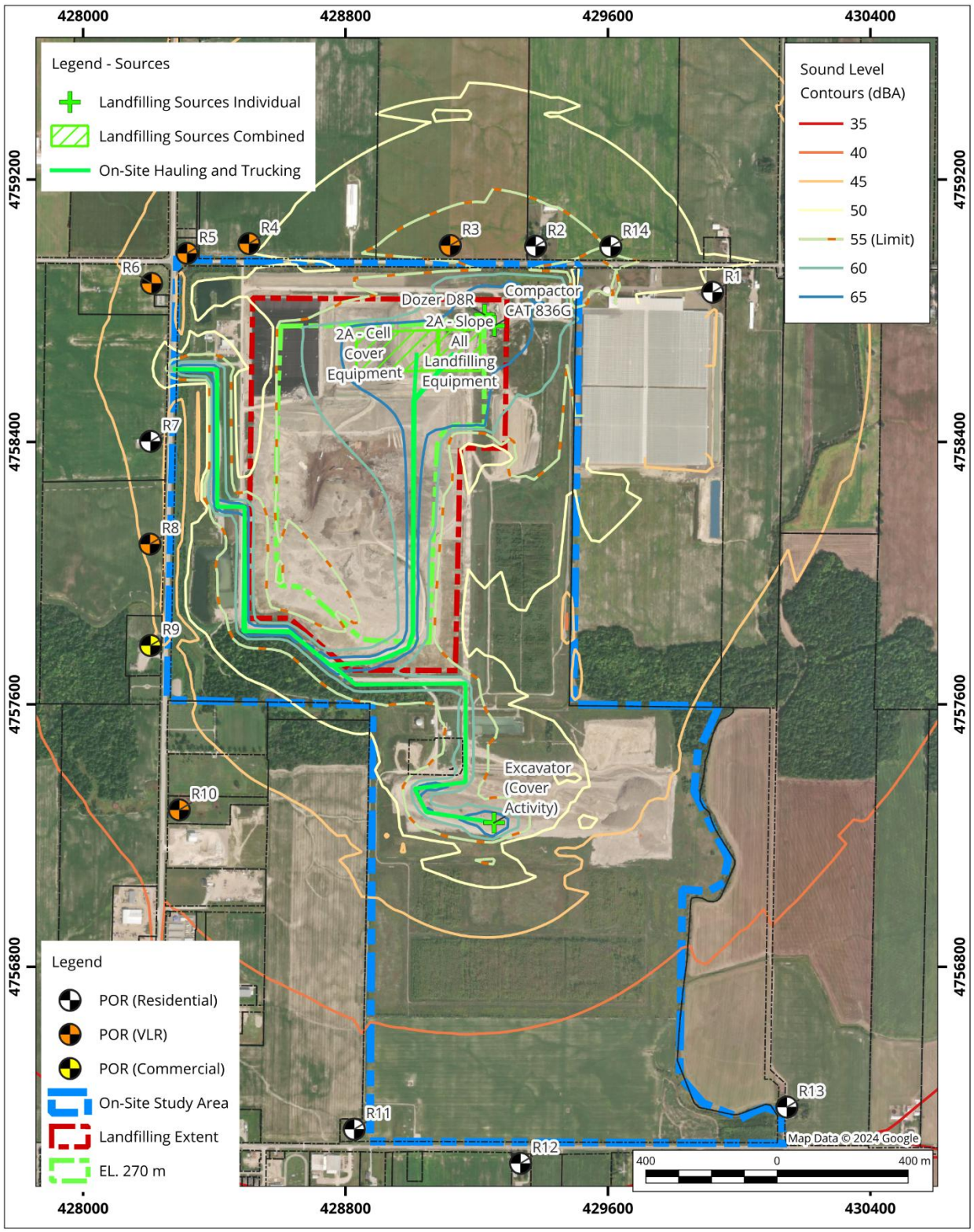
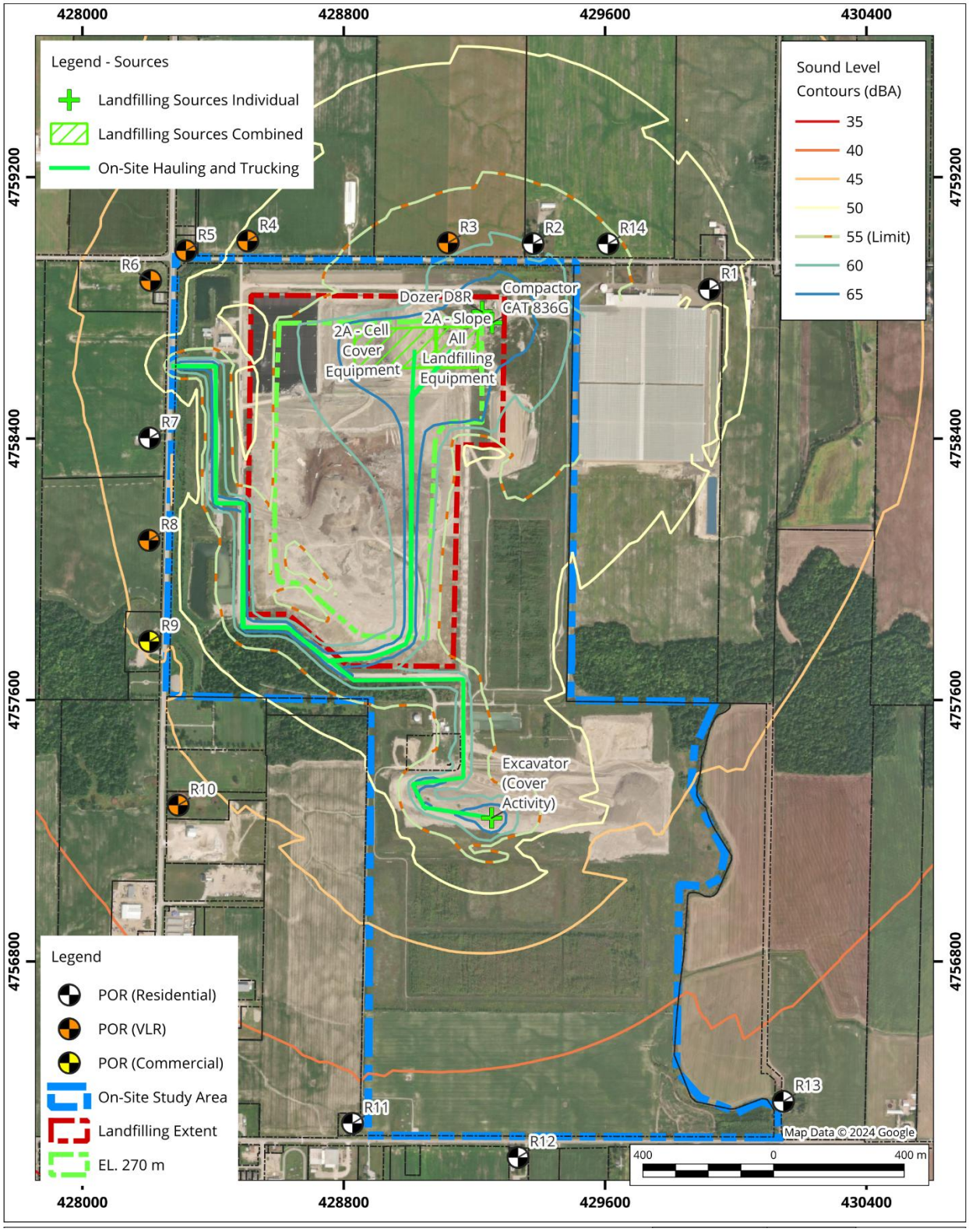


**Figure 5-12. Stage 2 – Side Slope Redevelopment Contour Height 4.5 m**



The results indicate that at this elevation and setback PORs R2 and R3 will potentially exceed the Landfilling Noise Guidelines sound level limits and will require mitigation. An exceedance at the 4.5 m elevation for POR R14 is predicted but is not applicable as the residence is a single storey residence and is evaluated at 1.5 m.

As the work here is on a slope, the construction of temporary berms may not be achievable and will require limiting the equipment that can work in this area. Compliance can be achieved with the combination of a barrier as recommended in **Section 5.1.4.1** and by limiting side slope operations to specific equipment.

RWDI reviewed the various equipment used and has identified one piece of equipment that can work in this area while being compliant with the landfilling guidelines:

- A CAT D6R dozer.

RWDI conducted a sensitivity study on the northeast landfill perimeter to determine the areas where equipment quantities are required to be limited and are detailed in **Section 5.1.6**.

**Table 5-8** shows the predicted landfilling noise levels at PORs R2 and R3 with an operational 3 m berm and limiting the equipment to a single D6R operating on the side slopes. The results indicate that Landfilling Noise Guidelines sound level limits can be met at the critical POR receptor locations.

Figures showing the predicted noise isopleths with the application of the mitigations at the modelled heights of 1.5 m and 4.5 m are provided in **Figure 5-13** and **Figure 5-14**.

**Table 5-8. Predicted Noise Levels for Stage 2 - Side Slope Redevelopment with Equipment Limiting Mitigation**

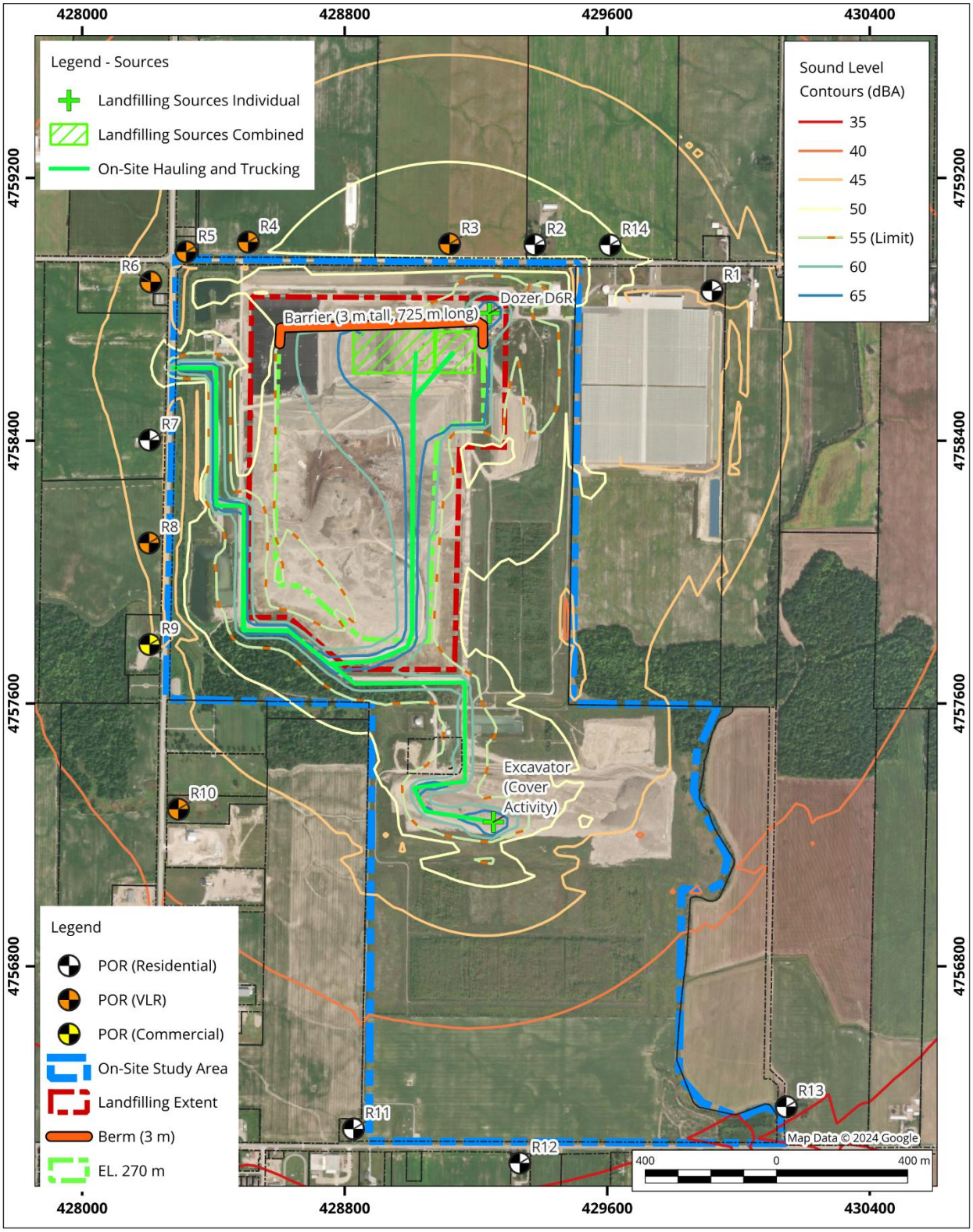
| POR Location | Predicted Landfilling Noise Levels (dBA) | Applicable Daytime (07:00 - 19:00) Landfilling Sound Level Limits (dBA) | Meets Sound Level Limits? (Y / N) |
|---|---|---|---|
| | (1.5 m / 4.5 m) | (1.5 m / 4.5 m) | |
| R2[2] | 52 / 54 | 55 / 55 | Y / Y |
| R3 | 53 / 54 | 55 / 55 | Y / Y |
| R14[1] | 51 / - | 55 / - | Y / - |

Notes:

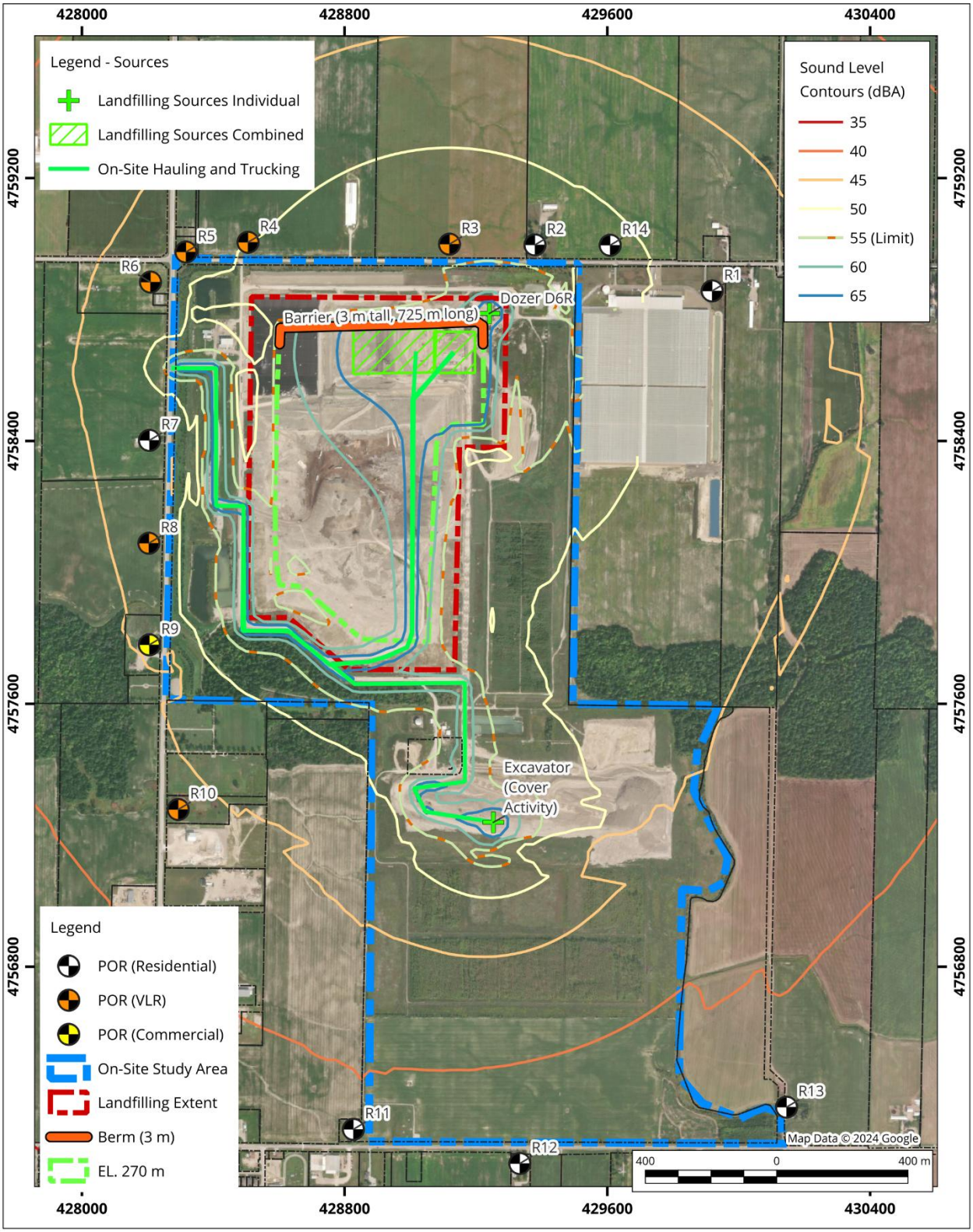
[1] POR is a single storey residence. Only the 1.5 m reception point is applicable.

[2] POR is a two-storey residence. Only the 4.5 m reception point is applicable. Results at 1.5 m are presented for consistency with the Existing Conditions report.

**Figure 5-13. Stage 2 – Side Slope Redevelopment with Equipment Restriction Mitigation Contour Height 1.5 m**



## Figure 5-14. Stage 2 – Side Slope Redevelopment with Equipment Restriction Mitigation Contour Height 4.5 m



#### 5.1.4.3 Stage 2 - Typical Landfilling Upper Elevation

The upper elevation noise model considers the same haul route as that in **Section 5.1.4.1**. Landfilling is assessed as a single area source. The Area source was modelled at 290 m elevation and directly southwest of POR R2. The 290 m elevation marks the top of the Stage 2 development. Construction of the final cover is assessed as a single area source, incorporating a D8R and D6R dozer, along with on-site hauling of the final cover. The area source is 250 m x 125 m beside the landfilling area, and is assumed to operate at the same time as the landfilling activity.

**Table 5-9** shows the predicted levels for the fourteen most impacted PORs against the Landfilling Noise Guidelines limits.

Figures showing the predicted noise isopleths at the modelled heights of 1.5 m and 4.5 m are provided in **Figure 5-15** and **Figure 5-16**.

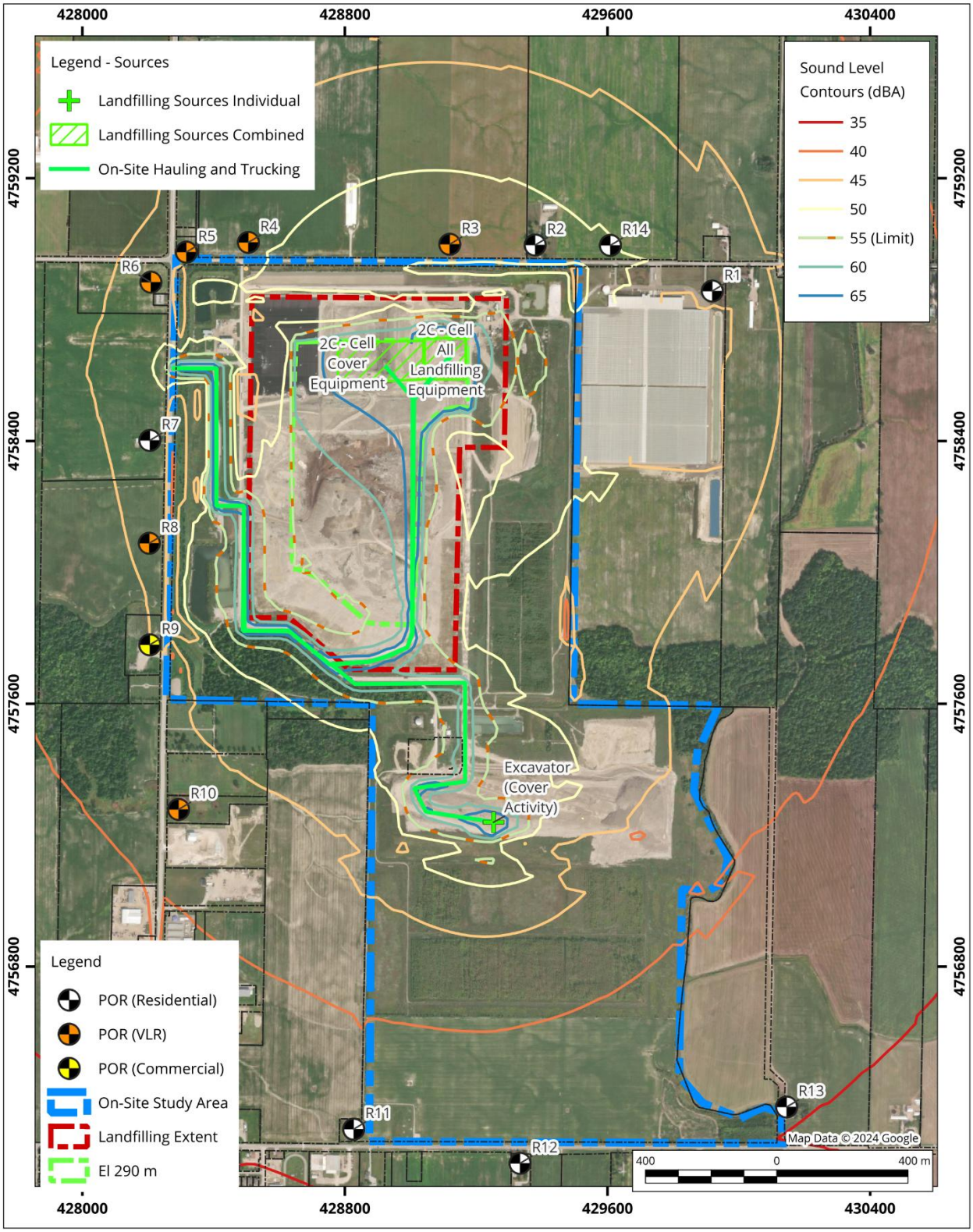
**Table 5-9. Predicted Noise Levels for Stage 2 - Typical Landfilling Upper Elevation**

| POR Location | Predicted Landfilling Noise Levels (dBA) | Applicable Daytime (07:00 - 19:00) Landfilling Sound Level Limits (dBA) | Meets Sound Level Limits? (Y / N) |
|---|---|---|---|
| | (1.5 m / 4.5 m) | (1.5 m / 4.5 m) | |
| R1[1] | 47 / - | 55 / - | Y / - |
| R2[2] | 52 / 53 | 55 / 55 | Y / Y |
| R3 | 52 / 53 | 55 / 55 | Y / Y |
| R4 | 49 / 50 | 55 / 55 | Y / Y |
| R5 | 47 / 48 | 58 / 59 | Y / Y |
| R6 | 47 / 48 | 55 / 55 | Y / Y |
| R7[1] | 46 / - | 56 / - | Y / - |
| R8 | 46 / 47 | 56 / 57 | Y / Y |
| R9 | 45 / 46 | 57 / 58 | Y / Y |
| R10 | 42 / 44 | 57 / 57 | Y / Y |
| R11[1] | 37 / - | 55 / - | Y / - |
| R12[2] | 36 / 38 | 55 / 55 | Y / Y |
| R13[2] | 35 / 37 | 55 / 55 | Y / Y |
| R14[1] | 50 / - | 55 / - | Y / - |

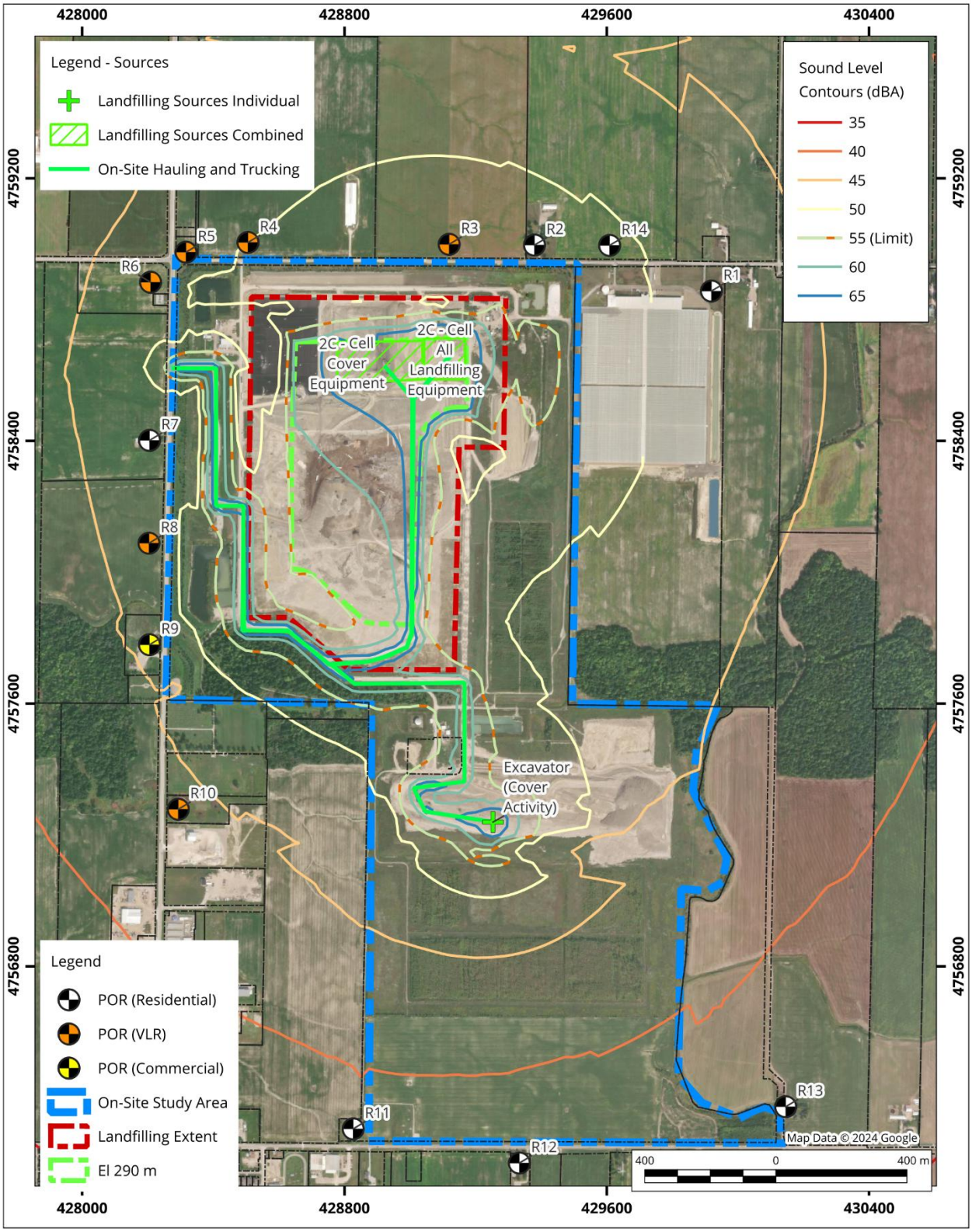
Notes:
[1] POR is a single storey residence. Only the 1.5 m reception point is applicable.
[2] POR is a two-storey residence. Only the 4.5 m reception point is applicable. Results at 1.5 m are presented for consistency with the Existing Conditions report.

The results indicate that at this elevation and setback all PORs will have landfilling noise contributions less than the guideline sound level limits requiring no mitigation.

## Figure 5-15. Stage 2 - Typical Landfilling Upper Elevation Contour Height 1.5 m



## Figure 5-16. Stage 2 - Typical Landfilling Upper Elevation Contour Height 4.5 m



## 5.1.5 Operational Period - Stage 3

### 5.1.5.1 Stage 3 - Typical Landfilling

The typical landfilling noise model assesses a northern haul route consistent with what was considered in the original EA (AEL 2007) and includes onsite hauling of daily cover. Landfilling is assessed as a single area source. The Area source was modelled at the 315 m elevation and east of POR R7. Construction of the final cover is assessed as a single area source, incorporating a D8R and D6R dozer, along with on-site hauling of the final cover. The area source is 250 m x 125 m beside the landfilling area, and is assumed to operate at the same time as the landfilling activity.

This location marks the most western elevated location nearest to R7 and was selected to determine if the elevated landfilling would result in greater offsite noise levels. Due to the slope of the landfill, the greater the elevation the further setback from the perimeter the landfilling activities are.

**Table 5-10** shows the predicted levels for the fourteen most impacted PORs against the Landfilling Noise Guidelines limits. Figures showing the predicted noise isopleths at the modelled heights of 1.5 m and 4.5 m are provided in **Figure 5-17** and **Figure 5-18**.

**Table 5-10: Predicted Noise Levels for Stage 3 - Typical Landfilling**

| POR Location | Predicted Landfilling Noise Levels (dBA) | Applicable Daytime (07:00 - 19:00) Landfilling Sound Level Limits (dBA) | Meets Sound Level Limits? (Y / N) |
|---|---|---|---|
| | (1.5 m / 4.5 m) | (1.5 m / 4.5 m) | |
| R1[1] | 42 / - | 55 / - | Y / - |
| R2[2] | 42 / 44 | 55 / 55 | Y / Y |
| R3 | 41 / 43 | 55 / 55 | Y / Y |
| R4 | 43 / 45 | 55 / 55 | Y / Y |
| R5 | 47 / 48 | 58 / 59 | Y / Y |
| R6 | 47 / 48 | 55 / 55 | Y / Y |
| R7[1] | 49 / - | 56 / - | Y / - |
| R8 | 49 / 50 | 56 / 57 | Y / Y |
| R9 | 48 / 49 | 57 / 58 | Y / Y |
| R10 | 44 / 45 | 57 / 57 | Y / Y |
| R11[1] | 37 / - | 55 / - | Y / - |
| R12[2] | 37 / 38 | 55 / 55 | Y / Y |
| R13[2] | 35 / 37 | 55 / 55 | Y / Y |
| R14[1] | 44 / - | 55 / - | Y / - |

**Notes:**

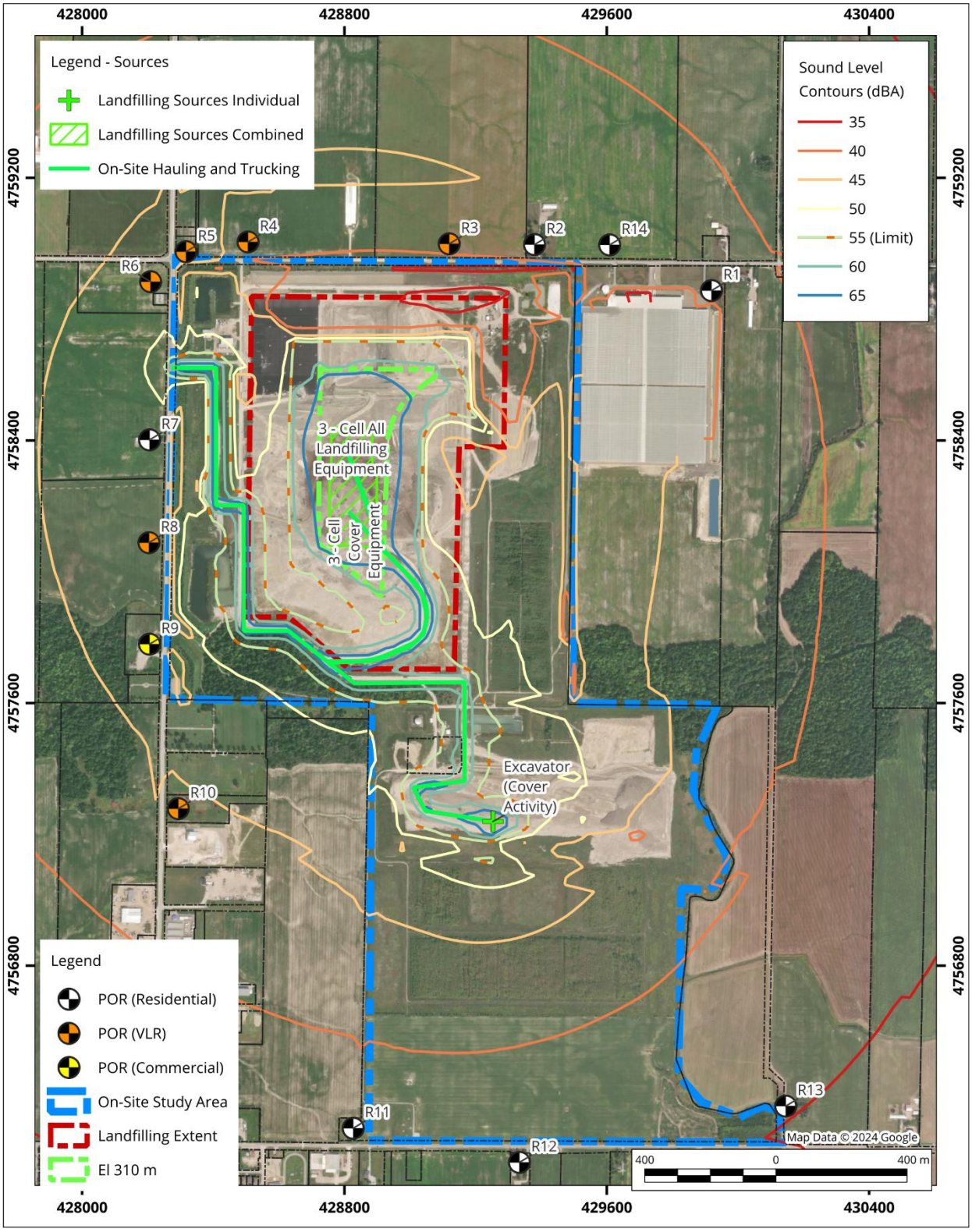
[1] POR is a single storey residence. Only the 1.5 m reception point is applicable.

[2] POR is a two-storey residence. Only the 4.5 m reception point is applicable. Results at 1.5 m are presented for consistency with the Existing Conditions report.

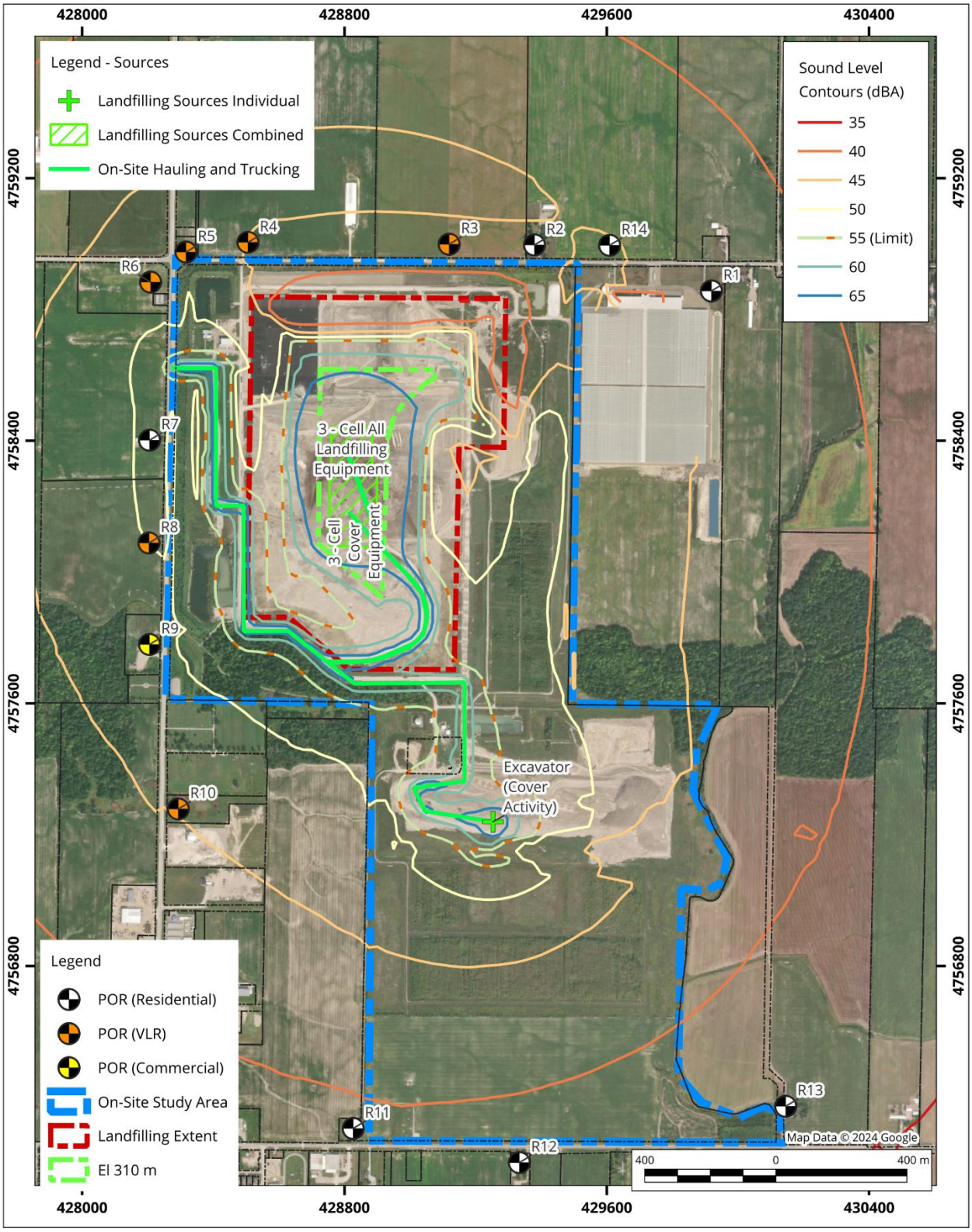
The results indicate that at this elevation and setback all PORs will have landfilling noise contributions less than the guideline sound level limits. RWDI concludes that as previously discussed, landfilling at the outer proximity of the landfill is the primary driver for offsite noise levels.

As noted previously, Stage 4 is not assessed in this effects assessment as the higher elevations would constrain the landfilling equipment to the centre of the landfill. The results presented for Stage 3 demonstrate that this assumption is supported.

## Figure 5-17. Stage 3 - Typical Landfilling Contour Height 1.5 m



## Figure 5-18. Stage 3 - Typical Landfilling Contour Height 4.5 m



### 5.1.6 Net Effects Assessment

Noise modelling of various landfilling scenarios for all of the operational periods has been assessed, incorporating changes in location, equipment, and heights for the Preferred Alternative.

The analysis indicates a potential for Landfilling Noise Guidelines sound level limits may be exceeded. Mitigation has been suggested such that landfilling sound level limits can be met and are summarized below:

- Restricting equipment and quantities in specific critical locations with respect to residential PORs.
- Construction operational berms for typical landfilling activities to block offsite sound.

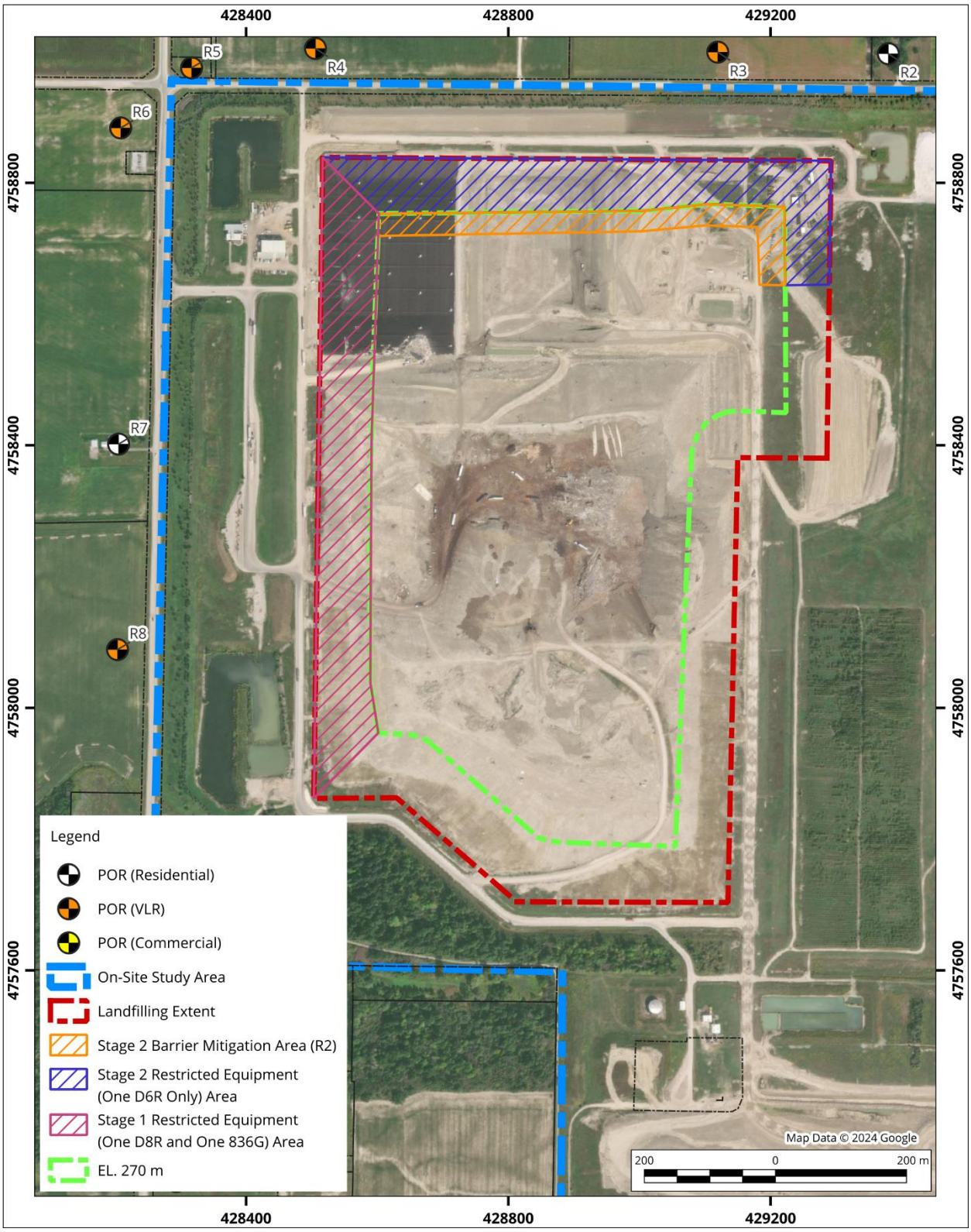
RWDI conducted area-specific sensitivity studies for the above two mitigative approaches. The sensitivity study identifies the critical areas that the mitigations are required. **Figure 5-19** shows the specific areas where equipment restrictions or operational berms are required to meet Landfilling Noise Guidelines sound level limits.

**Table 5-11** lists the net effects assessment for landfilling, considering the above mitigative strategies. Following the implementation of mitigation measures the sound level limits are achieved for the receptors within the study area.

**Table 5-11. Net Effects Assessment – Noise - Landfilling**

| Evaluation Criteria | Indicator | Key Design Considerations and Assumptions | Potential Effects | Mitigation Measures | Net Effects |
|---|---|---|---|---|---|
| Noise | Predicted site-related noise levels (due to change in location and height of landfilling noise sources)(measured in dBA) | • Potential locations of landfilling equipment near to critical PORs<br>• Consideration on the existing geometry of the existing landfill and required.<br>• Consideration of the noise propagation effects of height for the preferred alternative. | Noise level may exceed applicable landfilling noise guidelines during daytime hours (55 – 60 dBA. | • Limiting the types and quantities of landfilling equipment at key locations along the perimeter of the landfill limits.<br>• Construction of operational berms at key locations for general landfilling activities along the perimeter of the landfill. | With the application of mitigation strategies noise levels are predicted to meet applicable landfilling noise guidelines during daytime hours |

## Figure 5-19. Stage 1 and 2 - Required Mitigation Areas



## 5.2 Noise – Ancillary Facilities

No changes in ancillary sources or levels are indicated and off-site sound levels are expected to meet the applicable sound levels as presented in **Table 3-3** for the Preferred Alternative. The sound level limits are achieved and no further net effects assessment is required. A sample calculation is included in **Appendix B**.

Ancillary noise levels are generally compliant with the Class 3 nighttime exclusion limits, with the exception of receptor R10, located east of Nauvoo Road, where the predicted levels exceed the applicable limit by 2 dB. Accordingly, it is anticipated that ancillary noise would meet Class 3 exclusion limits at all receptors situated west of Nauvoo Road, where ambient sound levels drop below the exclusion criteria.

It is noted that noise levels from ancillary sources may be reduced as the height of the landfill increases, potentially shielding PORs to the north.

## 5.3 Noise – Pest Control

The pest control devices available to WM were modelled using data from the Noise Impact Assessment (AEL, 2007), with supplementary acoustic description taken from RWDI audits on August 2, 2018, August 25, 2022, and August 26, 2022. Modelled sound power levels are consistent with the Existing Conditions Noise Report. Pest control devices were established as impulsive control devices and therefore the limit of 70 dBAI applies.

Each of the pest control devices were modelled at worst case locations around the perimeter of the landfill where new landfilling activities may require pest deterrents. Fourteen pest control point sources were modelled around the perimeter of the landfill at a height of approximately 30 m above current grade. These locations are considered conservative as the pest control devices are placed in close proximity to PORs resulting in the greatest potential noise levels.

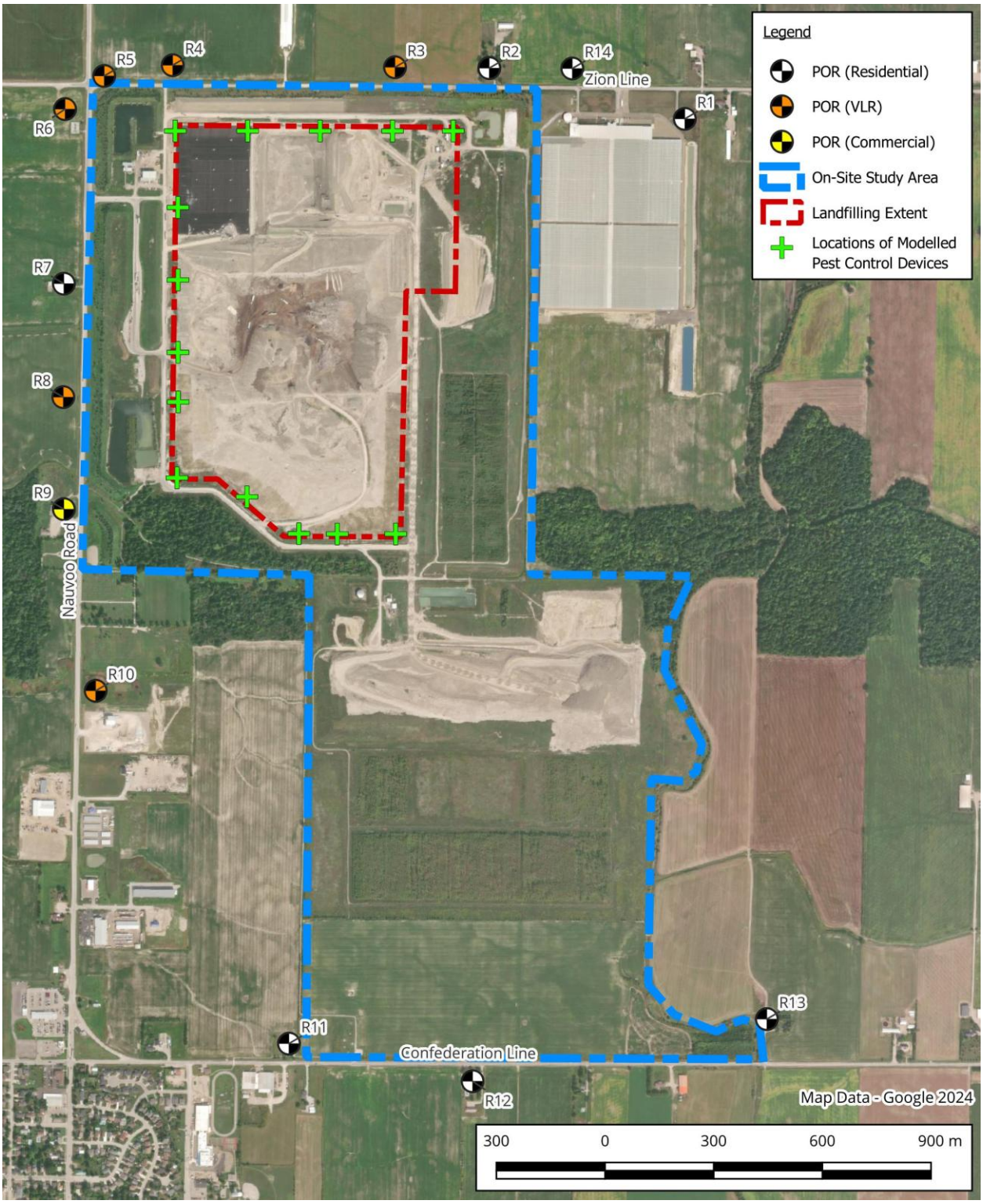
**Table 5-12** lists the predicted maximum sound levels for each type of pest control device. **Figure 5-20** shows the locations of the assessed pest control devices at the perimeter of the landfill, with the corresponding POR locations. A sample calculation is included in **Appendix B**.

### Table 5-12: Predicted Maximum Pest Control Device Sound Levels

| POR Location | Predicted Pest Control Sound Level for Impulsive Sources (dBAI) | | | | Pest Control Device Limit | Meets Sound Level Limits? (Y / N) |
|---|---|---|---|---|---|---|
| | Propane Cannon (1.5 m / 4.5 m) | Whistler Cartridge (1.5 m / 4.5 m) | Cracker Cartridge (1.5 m / 4.5 m) | Electronic Distress (1.5 m / 4.5 m) | | |
| R1[1] | 48 / - | 50 / - | 54 / - | 49 / - | 70 | Y |
| R2 | 60 / 62 | 63 / 63 | 68 / 68 | 60 / 65 | 70 | Y |
| R3 | 61 / 62 | 63 / 64 | 68 / 69 | 60 / 65 | 70 | Y |
| R4 | 60 / 62 | 63 / 64 | 68 / 68 | 60 / 65 | 70 | Y |
| R5 | 59 / 59 | 61 / 61 | 66 / 65 | 60 / 63 | 70 | Y |
| R6 | 56 / 57 | 58 / 59 | 63 / 63 | 56 / 61 | 70 | Y |
| R7[1] | 55 / - | 58 / - | 62 / - | 55 / - | 70 | Y |
| R8 | 55 / 57 | 57 / 58 | 62 / 63 | 55 / 60 | 70 | Y |
| R9 | 55 / 57 | 58 / 58 | 62 / 62 | 56 / 60 | 70 | Y |
| R10 | 48 / 49 | 49 / 50 | 53 / 54 | 49 / 54 | 70 | Y |
| R11[1] | 38 / - | 38 / - | 40 / - | 40 / - | 70 | Y |
| R12 | 37 / 39 | 37 / 38 | 38 / 39 | 39 / 45 | 70 | Y |
| R13 | 35 / 38 | 35 / 36 | 36 / 37 | 38 / 43 | 70 | Y |
| R14[1] | 54 / - | 57 / - | 61 / - | 55 / - | 70 | Y |

Notes:
[1] POR is a single storey residence. Only the 1.5 m reception point is applicable.

## Figure 5-20. Location of Assessed Pest Control Devices



### 5.3.1 Net Effects Summary

The effects of noise control for pests using impulsive sound sources have been assessed. The analysis showed that the use of propane cannons, whistler cartridges, cracker cartridges, and electronic devices can be used throughout the landfill and meet landfilling guideline sound level limits without the use of mitigation.

**Table 5-13** presents the net effects assessment for noise from pest control devices.

**Table 5-13. Net Effect Assessment – Pest Control Devices**

| Indicator | Indicator | Key Design Considerations and Assumptions | Potential Effects | Mitigation Measures | Net Effects |
|---|---|---|---|---|---|
| Noise | • Predicted site-related noise levels (due to change in location and height of landfilling noise sources) (measured in dBA) | • Assessment of available impulsive type pest control devices.<br>• Sources modelled in worst case locations and heights. | • Predicted noise levels will meet Landfilling Noise Guidelines. | • None Required | • Predicted sound levels meet guideline criteria without the use of mitigation. |

## 5.4 Change in Sound Levels

### 5.4.1 Cumulative Change in Noise Levels

Landfilling noise and ancillary facilities noise are first assessed separately, as above, and then cumulatively. The goal of the cumulative approach is to evaluate the magnitude of change in noise levels at receptors. Changes in noise levels are calculated by comparing the existing and approved environmental noise levels, including other sound sources such as existing landfilling operations, existing ancillary facilities, with the expected future noise levels due to the proposed landfill, ancillary sources, and construction activities. The change is then assessed based on the increase in sound level at the point of reception from the various existing conditions to the proposed conditions of the Preferred Alternative:

- A sound level increase of 1 – 3 dB is qualitatively rated as insignificant;
- A sound level increase of 3 – 5 dB is qualitatively rated as noticeable;
- A sound level increase of 5 – 10 dB is qualitatively rated as significant; and
- A sound level increase of greater than 10 dB is qualitatively rated as very significant.

#### 5.4.1.1 Existing and Approved Conditions

The existing landfill will be in operation for an additional eight years (until 2031). The locations of landfilling equipment and on-site haul routes will have significant changes dependent on the active cells and phases. This implies that the existing approved

conditions will change and vary and require an assessment of not just current conditions, but also future approved conditions. This will result in sound levels that can vary at PORs for the remaining landfill life, as detailed in the original EA noise assessment.

The landfilling noise contributions have been previously assessed and approved for the remaining landfill life. The first was in the original EA (AER 2007), and then levels were updated in the Twin Creeks Landfill Site: Noise Evaluation | Proposed Increase To Annual Fill Rate (RWDI 2017) report.

The EA and the increase to the annual fill rate noise evaluation report consider different receptor points from those considered in this report due to different evaluation requirements. This makes it challenging to compare the predictions presented in this report to the results previously predicted.

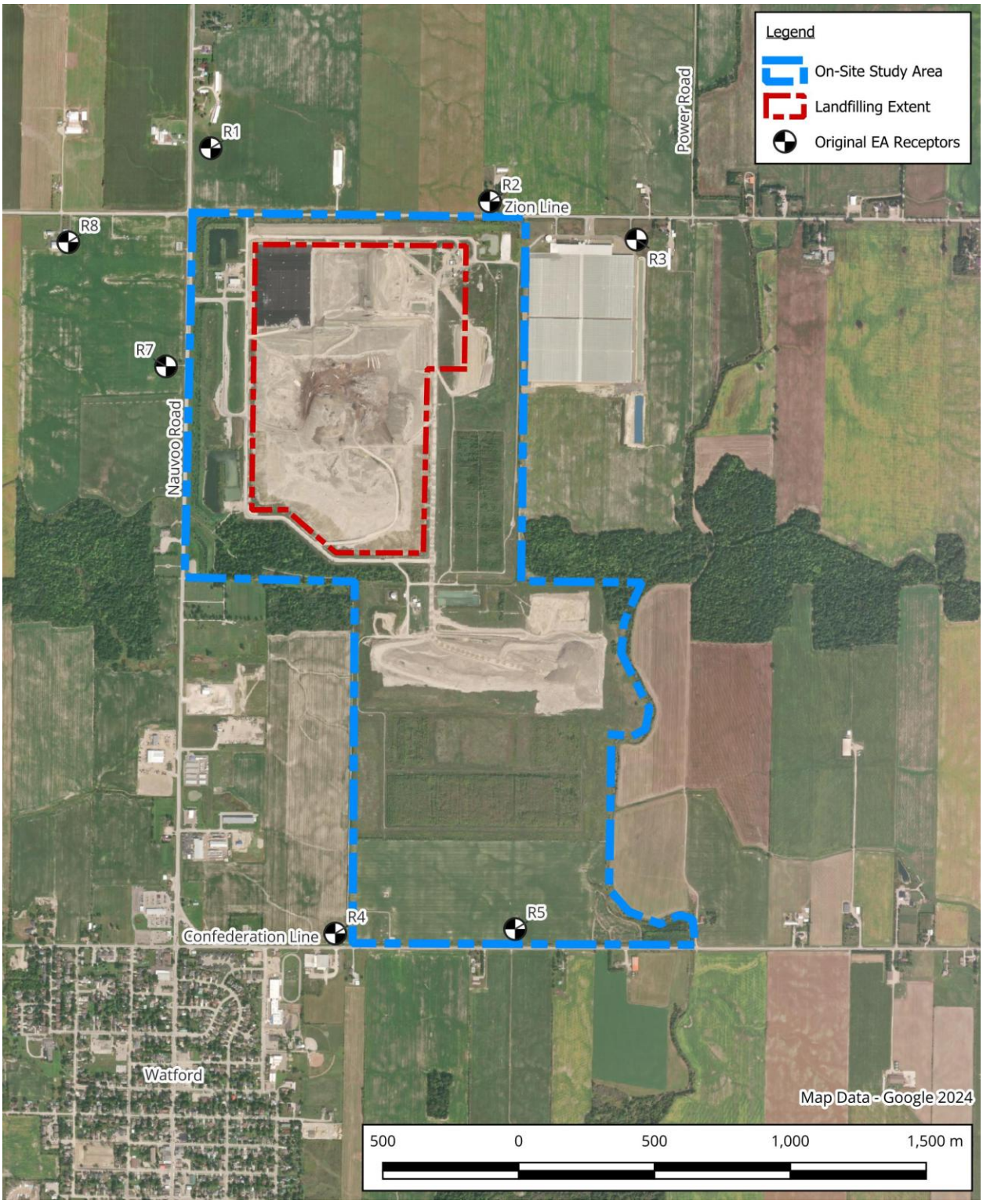
To aid in the comparison of various valid existing and future approved sound levels with those predicted for the Preferred Alternative, the POR points considered in the original EA have been added to the noise models and the contributions predicted for ancillary sources and the Preferred Alternative.

**Table 5-14** shows the summary of the inputs to the change in sound level modelling, and the assessment results. It is noted that residential POR locations R2 and R7 are the same locations and IDs as considered in this assessment. As the worst-case analysis from **Section 5.1** was focused on these PORs, the results presented below show the greatest potential for change for the closest residential PORs. **Figure 5-21** shows the locations of the original EA PORs used in assessing change in sound levels.

The ancillary source contributions use the noise model from the Noise Existing Conditions report at the EA POR locations and show compliance with NPC-300 sound level limits.

Existing landfilling contributions are taken from the Twin Creeks Landfill Site: Noise Evaluation | Proposed Increase To Annual Fill Rate (RWDI 2017) report, Attachment C Table 7. Table 7 presents the logarithmic addition of the landfilling contributions assessed in the original EA (AER 2007) and the modelled haul route change contributions. Phases 8 and 9 are presented as they correspond to the final 8 years of the approved landfill.

## Figure 5-21. Location of Original EA Noise Receptors



## Table 5-14. Potential Change in Sound Levels Assessing All Noise Contributing Sources

| Original EA POR Locations[1] | Ancillary Source Contributions (dBA) | Landfilling Contributions Landfilling Sources and On-Site Hauling and Truck Movements (dBA) | | | Cumulative Sound Level Ancillary Sources + Landfilling + On-Site Hauling + Truck Movements (dBA) | | | Change in Sound Level (dBA) | |
|---|---|---|---|---|---|---|---|---|---|
| | | Existing and Approved Sound Levels Per Phase[2] (dBA) | | PA Greatest Predicted Sound Level[3] (dBA) | | | | | |
| | | P8 | P9 | | P8 | P9 | PA | P8 | P9 |
| EA -R1 | 30 | 51 | 50 | 48 | 51 | 50 | 48 | - | - |
| EA -R2[6] | 33 | 55 | 55 | 54 | 55 | 55 | 54 | - | - |
| EA -R3 | 31 | 51 | 50 | 47 | 51 | 50 | 47 | - | - |
| EA -R4 | 32 | 36 | 40 | 37 | 41 | 41 | 38 | - | - |
| EA -R5 | 32 | 39 | 39 | 37 | 40 | 40 | 38 | - | - |
| EA -R7[6] | 35 | 53 | 52 | 55 | 53 | 52 | 55 | **2** | **3** |
| EA -R8 | 30 | 47 | 46 | 47 | 47 | 46 | 47 | - | **1** |

**Notes:**

[1] As assessed in the original EA (AER 2007).

[2] Prediction as presented in (RWDI 2017) Twin Creeks Landfill Site: Noise Evaluation | Proposed Increase To Annual Fill Rate Attachment C, Table 7. Table 7 is the presents the logarithmic addition of the landfilling contributions assessed in the original EA (AER 2007) and the modelled haul route change contributions. Phases 8 and 9 are presented as they correspond to the final 6 years of the approved landfill.

[3] Preferred Alternative (PA). The greatest predicted sound level at each of the EA PORs from the Preferred Alternative landfilling model (with applied mitigation), as assessed in **Section 5.1.**

[4] Cumulative sound level is the logarithmic addition of ancillary sources, and landfilling contributions.

[5] Change in sound level is the difference between the cumulative sound levels from the Preferred Alternative to the P8 or P9 scenario.

[6] PORs R2 and R7 are the same location and ID as those considered in this report.

'-' Indicates that with specific mitigation measures as specified in Sections 5.1.3 5.1.4, 5.1.5, changes can potentially be lower or equal to existing and approved sound levels.

The results in **Table 5-14** show that the change in sound level can be qualitatively rated as insignificant from existing and approved sound levels with the use of specific mitigations. The magnitude of the change in sound levels for the Preferred Alternative will range from 0 dB to 3 dB. The greatest change occurs during Stage 1 and 2 when equipment is nearer to the landfill approved limits. Stage 3 and 4 will be constrained from the landfill approved limits and are predicted to result in changes less than 3 dB.

The change in sound level is expected considering the assumptions outlined in the CDR and understanding what mechanism is driving the sound levels. First, equipment and quantities will remain the same, only locations will drive sound levels. Secondly, sound levels are limited by the Landfilling Guideline limit. Consequently, the Preferred Alternative cannot be louder than the existing landfill, making geometry and proximity the primary mechanism for different sound levels as highlighted in the previous sections.

Due to how the Preferred Alternative will be approached in adjusting for the new slopes, mitigations and restriction are different from those considered in the original EA resulting in different net effects.

#### 5.4.1.2 Net Effects Summary

The net effects of cumulative change in noise levels have been assessed for the modelled stages of the Preferred Alternative. The analysis highlights that the changes in sound levels are proportional to the proximity of landfilling noise sources. The qualitative rating ranges from decreases and increases in sound levels that are insignificant, to increases that can be temporarily significant compared to existing conditions without mitigation.

**Table 5-15. Net Effect Assessment – Change in Sound Due to Landfilling**

| Evaluation Criteria | Indicator | Key Design Considerations and Assumptions | Potential Effects | Mitigation Measures | Net Effects |
|---|---|---|---|---|---|
| Noise | • Change in sound levels (dB). | • Landfilling contributions from existing, and worst-case future<br>• Inclusion of ancillary sources | • Changes in sound levels may increase 0 dB – 3 dB. | • Application of landfilling mitigations to be compliant with landfilling guidelines sound level limits as proposed in Section 5.1, specifically:<br>• Limiting the types and quantities of landfilling equipment at key locations along the perimeter of the landfill limits.<br>• Construction of operational berms at key locations for general landfilling activities along the perimeter of the landfill. | • Increases in sound levels are qualitatively rated as insignificant. |

### 5.4.2 Change Due to Haul Route Traffic

The changes in sound levels due to haul traffic on Nauvoo Road north of the TCEC entrance has been assessed. Traffic was obtained from the traffic consultant HDR and is provided in **Appendix A**. Noise modelling for the off-site haul route was completed using a spreadsheet model of the ORNAMENT algorithms, following the requirements of NPC-206.

The modelling took into account the following factors:

- Road traffic parameters including traffic volume and speed limits, as provided by HDR; and
- Source-receptor characteristics, including heights, distances and ground type.

ORNAMENT calculations are provided in **Appendix A**, along with the receptor locations in **Figure B.1**.

For the analysis the change in sound levels were assessed for the all of the points of reception within the haul route study area, and the results are shown in **Appendix A**. Receptor R22 which has a 40 m setback distance from Nauvoo Road was selected for presentation as it was the most common setback distance from Nauvoo Road for the receptors. **Table 5-16** shows the results of the analysis.

**Table 5-16. Predicted Change in Sound Levels on Nauvoo Road North of Site Entrance Due to Site Traffic at a Representative POR (R22) at a Distance of 40 m**

| Hour | Background Sound Level Due to Non-Site Traffic (dBA) | | | Sound Level Due to Site Traffic (dBA) | Cumulative Sound Level Background + Site Traffic (dBA) | | | Change in Sound Levels from Current Levels (dB) | |
|---|---|---|---|---|---|---|---|---|---|
| | Current | 2032 | 2043 | All Years | Current | 2032 | 2043 | 2032 | 2043 |
| 0:00 | 40 | 42 | 43 | 0 | 40 | 42 | 43 | 2 | 3 |
| 1:00 | 48 | 50 | 50 | 0 | 48 | 50 | 50 | 2 | 2 |
| 2:00 | 49 | 50 | 51 | 0 | 49 | 50 | 51 | 1 | 2 |
| 3:00 | 45 | 47 | 47 | 0 | 45 | 47 | 47 | 2 | 2 |
| 4:00 | 50 | 50 | 52 | 0 | 50 | 50 | 52 | 0 | 2 |
| 5:00 | 53 | 54 | 55 | 0 | 53 | 54 | 55 | 1 | 2 |
| **6:00** | **57** | **58** | **59** | 56 | **60** | **60** | **61** | **0** | **1** |
| **7:00** | **59** | **60** | **61** | 61 | **63** | **64** | **64** | **1** | **1** |
| **8:00** | **62** | **63** | **64** | 60 | **64** | **65** | **65** | **1** | **1** |
| **9:00** | **61** | **62** | **63** | 59 | **63** | **64** | **65** | **1** | **2** |
| **10:00** | **60** | **61** | **62** | 60 | **63** | **63** | **64** | **0** | **1** |
| **11:00** | **63** | **64** | **65** | 60 | **65** | **65** | **66** | **0** | **1** |
| **12:00** | **60** | **61** | **62** | 60 | **63** | **63** | **64** | **0** | **1** |

**Table 5-16. Predicted Change in Sound Levels on Nauvoo Road North of Site Entrance Due to Site Traffic at a Representative POR (R22) at a Distance of 40 m**

| Hour | Background Sound Level Due to Non-Site Traffic (dBA) | | | Sound Level Due to Site Traffic (dBA) | Cumulative Sound Level Background + Site Traffic (dBA) | | | Change in Sound Levels from Current Levels (dB) | |
|---|---|---|---|---|---|---|---|---|---|
| | Current | 2032 | 2043 | All Years | Current | 2032 | 2043 | 2032 | 2043 |
| **13:00** | **63** | **64** | **65** | 59 | **64** | **65** | **66** | **1** | **2** |
| **14:00** | **61** | **62** | **63** | 58 | **63** | **64** | **64** | **1** | **1** |
| **15:00** | **61** | **62** | **63** | 54 | **62** | **63** | **64** | **1** | **2** |
| **16:00** | **61** | **62** | **63** | 51 | **61** | **62** | **63** | **1** | **2** |
| 17:00 | 59 | 61 | 61 | 0 | 59 | 61 | 61 | 2 | 2 |
| 18:00 | 57 | 58 | 59 | 0 | 57 | 58 | 59 | 1 | 2 |
| 19:00 | 51 | 52 | 53 | 0 | 51 | 52 | 53 | 1 | 2 |
| 20:00 | 53 | 54 | 55 | 0 | 53 | 54 | 55 | 1 | 2 |
| 21:00 | 51 | 53 | 54 | 0 | 51 | 53 | 54 | 2 | 3 |
| 22:00 | 50 | 52 | 52 | 0 | 50 | 52 | 52 | 2 | 2 |
| 23:00 | 51 | 53 | 54 | 0 | 51 | 53 | 54 | 2 | 3 |

**Source:** Traffic data obtained from HDR traffic consultant. Volumes used in the analysis are provided in **Appendix A**.
**Note:** Bolded values correspond to hours with site traffic.

#### 5.4.2.1 Net Effects Summary

The effects of haul route noise have been assessed for the years provided by the traffic consultant (HDR). The analysis indicates that the changes in sound levels are primarily rated as insignificant, with a change in sound levels being less than or equal to 3 dB.

As volumes for haul traffic from the Preferred Alternative will be the same as is currently approved, the change in haul route sound levels are attributed to the future growth in the area resulting in greater vehicle volumes.

**Table 5-17** presents the net effects assessment for the change in noise from the haul route.

**Table 5-17. Net Effect Assessment – Change in Sound Due to Haul Route Traffic**

| Indicator | Indicator | Key Design Considerations and Assumptions | Potential Effects | Mitigation Measures | Net Effects |
|---|---|---|---|---|---|
| Noise | • Change in sound levels (dB). | • Predicted background noise levels based on traffic volumes for assessed years<br>• Predicted noise levels due to haul route traffic volumes assessed for all years. | • Potential changes in sound levels to be rated as insignificant. | • None Applicable. | • Noise levels due to haul route traffic are rated as insignificant. |

# 6 Comparison of the Preferred Alternative against the ‘Do Nothing’ Alternative

The effects of the Preferred Alternative are compared against the predicted effects of the currently approved Expansion Landfill based on similar environmental criteria and indicators, with the understanding that the criteria and indicators used in the current effects assessment may differ from those used for the effects assessment of the Expansion Landfill. The effects are compared against each other in terms of magnitude, extent, and duration below. The advantages and disadvantages of the Preferred Alternative compared to the ‘Do Nothing’ Alternative are identified.

## 6.1 Effects of the ‘Do Nothing’ Alternative

Generally, the effects of the ‘Do Nothing’ alternative are summarized in the future baseline **Section 3.1**, such that future levels are comprised of background traffic and the contribution of the landfill ancillary sources. The 'Do Nothing' Alternative is the Expansion Landfill as currently approved in the 2005 EA and 2017 Environmental Screening, with the addition of the stationary sources from the RNG facility.

The effects are that sound levels will be dominated by local traffic noise contributions, with the ancillary source contributions being audible during very quiet periods of the day and night.

Based on the background traffic volumes to the predicted year of 2043, sound levels will gradually increase by 1 – 2 dB at all considered PORs.

## 6.2 Comparison of the Preferred Alternative against the 'Do Nothing' Alternative

The Preferred Alternative and the 'Do Nothing' Alternative are compared below in **Table 6-1**, and shows the potential future change if the Preferred Alternative was not selected.

The results summarize the findings from **Table 3-3** for the future ambient sound levels analysis, and worst case impacts for the cumulative sound levels from the Preferred Alternative stages (**Section 5.1**). As the exact timing of the stages for the preferred alternative may vary, the change in sound level is completed for each year assessed for background traffic and each considered stage. The max future daytime cumulative sound level is the logarithmic addition of the future daytime ("Do Nothing") and the maximum predicted sound levels for each of the three assessed stages including mitigations.

It is important to note that the results present single snapshots in space and time, and that contributions at other locations may be greater as the landfilling works in various areas **Table 6-1** shows the potential difference in sound levels for the Preferred Alternative and the ''Do Nothing' Alternative.

**Table 6-1. Change in Sound Levels between the Preferred Alternative and the "Do Nothing" Alternative.**

| POR Location | Modelled Height (m) | Future Daytime (07:00 - 19:00) Background Sound Level Due to Traffic (dBA) | | Future Daytime (07:00 - 19:00) Sound Level Due to TCEC Ancillary Sources ("Do Nothing" Alternative) (dBA) | Maximum Future Daytime (07:00 - 19:00) Cumulative Sound Level Due to Ancillary Sources, and Preferred Alternative[2] (dBA) | | | Difference in Sound Levels[3] (dBA) |
|---|---|---|---|---|---|---|---|---|
| | | 2032 | 2043 | | 1 | 2 | 3 | Stage 1 / 2 / 3 |
| R1[4] | 1.5 | 37 | 37 | 31 | 41 | 47 | 41 | 10 / 16 / 10 |
| R2 | 1.5 | 41 | 41 | 32 | 45 | 52 | 42 | 13 / 20 / 10 |
| | 4.5 | 41 | 41 | 33 | 46 | 53 | 43 | 13 / 20 / 10 |
| R3 | 1.5 | 41 | 41 | 30 | 47 | 53 | 41 | 17 / 23 / 11 |
| | 4.5 | 42 | 42 | 32 | 48 | 54 | 42 | 16 / 22 / 10 |
| R4 | 1.5 | 46 | 46 | 31 | 49 | 50 | 43 | 18 / 19 / 12 |
| | 4.5 | 47 | 47 | 33 | 52 | 51 | 44 | 19 / 18 / 11 |
| R5 | 1.5 | 58 | 58 | 29 | 49 | 47 | 47 | 20 / 18 / 18 |
| | 4.5 | 59 | 59 | 34 | 51 | 48 | 48 | 17 / 14 / 14 |
| R6 | 1.5 | 55 | 55 | 32 | 50 | 47 | 47 | 18 / 15 / 15 |
| | 4.5 | 55 | 55 | 34 | 53 | 48 | 48 | 19 / 14 / 14 |
| R7[4] | 1.5 | 56 | 56 | 35 | 55 | 45 | 48 | 20 / 10 / 13 |
| R8 | 1.5 | 56 | 56 | 37 | 53 | 45 | 48 | 16 / 8 / 11 |

**Table 6-1. Change in Sound Levels between the Preferred Alternative and the "Do Nothing" Alternative.**

| POR Location | Modelled Height (m) | Future Daytime (07:00 - 19:00) Background Sound Level Due to Traffic (dBA) | | Future Daytime (07:00 - 19:00) Sound Level Due to TCEC Ancillary Sources ("Do Nothing" Alternative) (dBA) | Maximum Future Daytime (07:00 - 19:00) Cumulative Sound Level Due to Ancillary Sources, and Preferred Alternative[2] (dBA) | | | Difference in Sound Levels[3] (dBA) |
|---|---|---|---|---|---|---|---|---|
| | | 2032 | 2043 | | 1 | 2 | 3 | Stage 1 / 2 / 3 |
| | 4.5 | 57 | 57 | 39 | 55 | 47 | 49 | 16 / 8 / 10 |
| R9 | 1.5 | 57 | 57 | 38 | 49 | 44 | 48 | 11 / 6 / 10 |
| | 4.5 | 58 | 58 | 39 | 52 | 45 | 49 | 13 / 6 / 10 |
| R10 | 1.5 | 57 | 57 | 40 | 46 | 43 | 45 | 6 / 3 / 5 |
| | 4.5 | 57 | 57 | 42 | 47 | 45 | 46 | 5 / 3 / 4 |
| R11[4] | 1.5 | 48 | 48 | 32 | 38 | 37 | 38 | 6 / 5 / 6 |
| R12 | 1.5 | 47 | 47 | 32 | 37 | 37 | 37 | 5 / 5 / 5 |
| | 4.5 | 47 | 47 | 32 | 38 | 38 | 39 | 6 / 6 / 7 |
| R13 | 1.5 | 41 | 41 | 30 | 36 | 36 | 36 | 6 / 6 / 6 |
| | 4.5 | 42 | 42 | 31 | 38 | 38 | 37 | 7 / 7 / 6 |
| R14[4] | 1.5 | 40 | 40 | 32 | 43 | 51 | 44 | 11 / 19 / 12 |

Notes:
[1] As determined in Table 3-3.
[2] Cumulative sound levels comprised of the worst case Preferred Alternative and ancillary sources sound levels.

The results show that there is an increase in the sound levels due to difference in the sound levels between the site only operating the ancillary sources in the "Do Nothing" Alternative compared with active operation in the Preferred Alternative. However, the sound levels due to the ancillary sources are significantly below the traffic background levels, so the change in the cumulative noise impact at receptors in the area will be less than the direct difference in noise impacts between the "Do Nothing" and Preferred Alternative.

The magnitude as discussed before, is dependent on the proximity of the landfilling sources as the Preferred Alternative progresses. The period of greatest magnitude is temporary in nature, as the landfilling in one specific area can only occur for so long before the equipment must move to a new lift or location.

When the Preferred Alternative reaches end of life, and the final cover placed, noise impact effects from the landfilling will cease and the "Do Nothing" Alternative will become the dominant source of noise.

**Table 6-2** shows the change in sound levels along the haul route at a representative POR (R22) at a distance of 40 m due to the haul route traffic. With the exception of the hour of 07:00, the change is qualitatively rated as insignificant.

**Table 6-2: Change in Haul Route Sound Levels against the "Do Nothing" Alternative at a Representative POR (R22) at a Distance of 40 m.**

| Hour | Background Sound Level Due to Non-Site Traffic (dBA) | | | Sound Level Due to Site Traffic (dBA) | Cumulative Sound Level Background + Site Traffic (dBA) | | | Change in Sound Levels from Predicted Background (dB) | |
|---|---|---|---|---|---|---|---|---|---|
| | Current | 2032 | 2043 | All Years | Current | 2032 | 2043 | 2032 | 2043 |
| 6:00 | 50 | 51 | 52 | 50 | 53 | 54 | 54 | 3 | 2 |
| 7:00 | 52 | 54 | 55 | 55 | 57 | 58 | 58 | 4 | 3 |
| 8:00 | 55 | 56 | 57 | 54 | 58 | 58 | 59 | 2 | 2 |
| 9:00 | 54 | 56 | 56 | 53 | 57 | 58 | 58 | 2 | 2 |
| 10:00 | 53 | 54 | 55 | 53 | 56 | 57 | 57 | 3 | 2 |
| 11:00 | 56 | 57 | 58 | 53 | 58 | 58 | 59 | 1 | 1 |
| 12:00 | 54 | 55 | 56 | 53 | 57 | 57 | 58 | 2 | 2 |
| 13:00 | 56 | 57 | 58 | 52 | 57 | 58 | 59 | 1 | 1 |
| 14:00 | 54 | 56 | 56 | 52 | 56 | 57 | 57 | 1 | 1 |
| 15:00 | 54 | 55 | 56 | 48 | 55 | 56 | 57 | 1 | 1 |
| 16:00 | 54 | 55 | 56 | 44 | 54 | 55 | 56 | 0 | 0 |

**Source:** Traffic data obtained from HDR traffic consultant. Volumes used in the analysis is provided in **Appendix A**.

## 6.3 Advantages and Disadvantages of the Preferred Alternative

The differences in net effects between the Preferred Alternative and the 'Do Nothing Alternative' are used to determine the advantages and disadvantages of the Preferred Alternative. The advantages and disadvantages of the Preferred Alternative are listed in **Table 6-3**.

**Table 6-3. Advantages and Disadvantages of the Preferred Alternative**

| Evaluation Criteria | Advantages | Disadvantages |
|---|---|---|
| Noise | • Cumulative noise levels for portions of the Preferred Alternative stages at PORs will be equal to the predicted future background levels of the "Do Nothing" Alternative, such that the dominant noise sources will be traffic. | • Cumulative noise levels for portions of the Preferred Alternative stages at PORs will be the dominant noise source. |
| | • Off-site haul route noise is generally rated as insignificant (less than 3 dB difference) with respect to future background noise levels of the "Do Nothing" Alternative. | • One hour of off-site haul route noise shows a potential for being rated as noticeable with a potential difference of 4 dB for the hour of 07:00, with respect to future background noise levels of the "Do Nothing" Alternative. |

The “Do Nothing” alternative has the advantage that noise levels will be less than those of the Preferred Alternative, by acknowledging that there will be no active landfilling equipment contributing additional noise. This is a temporary conclusion that is influenced by the location of landfilling equipment as there will be periods of the Preferred Alternative that will result in no difference in sound levels when landfilling activities are at distance from PORs, and the future background sound levels will be the dominant source of noise.

As off-site noise level limits are fixed or change with noise from traffic conditions, and landfilling equipment and quantities remain unchanged, sound levels will be consistent with what has already occurred in the past with the application of mitigation.

# 7 Commitments and Monitoring

To confirm that the commitments related to Noise are carried out, and that the proposed mitigation measures will address the predicted effects for Noise, monitoring is proposed for Stages 1 and 3 of the Preferred Alternative. As shown in Stages 1 and 3 of the effects assessment, elevated off-site noise is driven by proximity to PORs. Additionally, Stages 1 and 3 require the application of mitigation to meet compliance with sound level limits. Monitoring for compliance will be undertaken to confirm that the Project complies with the commitments and mitigation measures identified in the effects assessment.

The commitments associated with Noise are listed in **Section 7.1**. The proposed environmental effects monitoring is provided in **Section 7.2**. Compliance monitoring for Noise is described in **Section 7.3**.

## 7.1 Noise Commitments

As outlined in **Section 5.1**, some operational mitigations are required to meet Landfilling Guidelines. These include the following:

- Operational berms are required when landfilling occurs in Stages 1 and 2 along the northern portion of the Preferred Alternative:
    - Operational berms are required to be a minimum of 3 m in height and block line of site from landfilling equipment to PORs as shown in **Figure 5-19.**
- Restricting landfilling equipment types and quantities in specific areas of the Preferred Alternative and should be employed simultaneously with the operational berms. The locations and equipment types are detailed in **Figure 5-19**, and follow the general outline:
    - Stage 1 - west side slope redevelopment in proximity to PORs is limited to:
        - One CAT D8R dozer; and
        - One CAT 836G;

- Stage 1 and 2 – northern side slope redevelopment in proximity to PORs is limited to:
  - One CAT D6R Dozer; and
  - Must be used with the 3 m operational berm.

## 7.2 Environmental Effects Monitoring for Noise

Monitoring plans are developed as part of the detailed effects assessments carried out for the Preferred Alternative to confirm:

- The net effects are as predicted;
- Unanticipated negative effects are addressed; and
- The effectiveness of the proposed mitigation measures.

**Table 7-1** contains the environmental effects monitoring for the Preferred Alternative.

## 7.3 Noise Compliance Monitoring

Compliance monitoring will be undertaken to confirm that the construction, operation, and maintenance of the Project are carried out in accordance with the mitigation measures and commitments identified in the effects assessment.

Compliance monitoring is summarized in **Table 7-1**. The results of compliance monitoring, including details of the effectiveness of mitigation measures and fulfillment of commitments, will be provided to the MECP and as per ECA conditions.

**Table 7-1. Environmental Effects and Compliance Monitoring for the Preferred Alternative**

| Evaluation Criteria | Potential Effect | Commitment for Mitigation | Commitment for Monitoring | Compliance Monitoring |
|---|---|---|---|---|
| Noise | Exceeding Landfill Guideline sound level limits. | • Restricting specific equipment and quantities when redeveloping the side slopes in proximity to residential PORs R2 and R7.<br>• Operational berms are required when landfilling occurs in the Stage 2 – northeast corner in proximity to POR R2 | • Yearly (once per year) acoustic audits at critical POR locations R2 and R7.<br>• When landfilling operations trigger a mitigation requirement an acoustic audit will be conducted. This audit will meet the yearly requirement. | • Compliance monitoring will verify that the Landfilling Noise Guidelines and being met. If levels are found to exceed sound level limits operations will be modified or additional mitigation measures employed. |

# 8 Noise Approvals

In addition to EA approval, the Waste ECA and Air ECA will require amendment to address the updated noise monitoring protocols outlined in **Section 7**. This will require review and approval from the MECP.

# 9 References

Aercoustics Engineering Limited (AEL)

2007 Proposed Expansion of WM Warwick Landfill: Noise Impact Assessment

Henderson Paddon & Associates Limited (HPAL)

2008 Development & Operations Report Warwick Landfill Expansion

Ministry of the Environment (MOE)

1977a Publication NPC-101: Technical Definitions, originally published as part of the Model Municipal Noise Control By-Law

1977b Publication NPC-102: Instrumentation, originally published as part of the Model Municipal Noise Control By-Law

1977c Publication NPC-103: Procedures, originally published as part of the Model Municipal Noise Control By-Law

1977d Publication NPC-104: Sound Level Adjustments, originally published as part of the Model Municipal Noise Control By-Law

1995a Publication NPC-205: Sound Level Limits for Stationary Sources in Class 1 & 2 Areas (Urban)

1995b Publication NPC-206: Sound Levels Due to Road Traffic

1995c Publication NPC-232: Sound Level Limits for Stationary Sources in Class 3 Areas (Rural)

1995d Publication NPC-233: Information to be Submitted for Approval of Stationary Sources of Sound

1998 Noise Guidelines for Landfill Sites (October 1998 Draft)

2012 Landfill Standards: A Guideline on the Regulatory and Approval Requirements for New or Expanding Landfilling Sites

2013 Publication NPC-300: Environmental Noise Guideline - Stationary and Transportation Sources - Approval and Planning

RWDI

2017 Twin Creeks Landfill Site: Noise Evaluation | Proposed Increase To Annual Fill Rate

2023a Noise Assessment for the Twin Creeks Environmental Centre Renewable Natural Gas Facility

2023b Volume 2C of the 2022 Compliance Monitoring Report

2025 Noise Existing Conditions Report - Twin Creeks Environmental Centre Landfill Optimization Project Environmental Assessment

Waste Management of Canada Corporation (WM)

2022 Terms of Reference: Twin Creeks Environmental Centre Landfill Optimization Project Environmental Assessment

WSP

2023 Landfill Base Preparation Cell 6B

# A

# Traffic Data and Sample Calculations

# ORNAMENT

Ontario Road Noise Analysis Method for Environment and Transportation

version 2.09

Job No. 2101750

Job Name Twin Creeks - Future Background 2032

**ROAD CHARACTERISTICS** / **SOURCE-RECEIVER-BARRIER-TOPOGRAPHY CHARACTERISTICS**

| ID | Description | Time Period | Number of Vehicles: Autos | Number of Vehicles: Medium | Number of Vehicles: Heavy | Speed (km/h) | Road Gradient (%) | Two Way? (y/n) | Pavement Type | Road Viewable Angle: $\Theta_1$ | Road Viewable Angle: $\Theta_2$ | Source-Receiver Distance (m) | Ground Type (Hard/Soft) | Topo-graphy Type | Source Height (m) | Road Elevation (m asl) | Receptor Height (m) | Receptor Elevation (m asl) | Adjustment (dB) | Reason For Adjustment | **Total Segment $L_{eq}$ (dBA)** |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| R1_1.5m (day) | 81m away from Zion East of Nauvoo | 1 | 10 | 3 | 0 | 50 | 0 | y | 1 | -90 | 90 | 81.0 | Soft | A | 0.1 | 0.0 | 1.5 | 0.0 | 0.0 | | 36 |
| | 1620m away from Nauvoo | 1 | 270 | 2 | 13 | 80 | 0 | y | 1 | -45 | 45 | 1620.0 | Soft | A | 1.5 | 0.0 | 1.5 | 0.0 | | | 30 |
| | sum of two roads above | | | | | | | | | | | | | | | | | | | | 37 |
| R1_4.5m (day) | 81m away from Zion East of Nauvoo | 1 | 10 | 3 | 0 | 50 | 0 | y | 1 | -90 | 90 | 81.0 | Soft | A | 0.1 | 0.0 | 4.5 | 0.0 | 0.0 | | 36 |
| | 1620m away from Nauvoo | 1 | 270 | 2 | 13 | 80 | 0 | y | 1 | -90 | 90 | 1620.0 | Soft | A | 1.5 | 0.0 | 4.5 | 0.0 | | | 33 |
| | sum of two roads above | | | | | | | | | | | | | | | | | | | | 38 |
| R2_1.5m (day) | 50m away from Zion East of Nauvoo | 1 | 10 | 3 | 0 | 50 | 0 | y | 1 | -90 | 90 | 50.0 | Soft | A | 0.1 | 0.0 | 1.5 | 0.0 | 0.0 | | 39 |
| | 1100m away from Nauvoo | 1 | 270 | 2 | 13 | 80 | 0 | y | 1 | -90 | 90 | 1100.0 | Soft | A | 1.5 | 0.0 | 1.5 | 0.0 | | | 34 |
| | sum of two roads above | | | | | | | | | | | | | | | | | | | | 41 |
| R2_4.5m (day) | 50m away from Zion East of Nauvoo | 1 | 10 | 3 | 0 | 50 | 0 | y | 1 | -90 | 90 | 50.0 | Soft | A | 0.1 | 0.0 | 4.5 | 0.0 | 0.0 | | 40 |
| | 1100m away from Nauvoo | 1 | 270 | 2 | 13 | 80 | 0 | y | 1 | -90 | 90 | 1100.0 | Soft | A | 1.5 | 0.0 | 4.5 | 0.0 | | | 36 |
| | sum of two roads above | | | | | | | | | | | | | | | | | | | | 41 |
| R3_1.5m (day) | 50m away from Zion East of Nauvoo | 1 | 10 | 3 | 0 | 50 | 0 | y | 1 | -90 | 90 | 50.0 | Soft | A | 0.1 | 0.0 | 1.5 | 0.0 | 0.0 | | 39 |
| | 840m away from Nauvoo | 1 | 177 | 2 | 10 | 80 | 0 | y | 1 | -90 | 90 | 840.0 | Soft | A | 1.5 | 0.0 | 1.5 | 0.0 | | | 35 |
| | sum of two roads above | | | | | | | | | | | | | | | | | | | | 41 |
| R3_4.5m (day) | 50m away from Zion East of Nauvoo | 1 | 10 | 3 | 0 | 50 | 0 | y | 1 | -90 | 90 | 50.0 | Soft | A | 0.1 | 0.0 | 4.5 | 0.0 | 0.0 | | 40 |
| | 840m away from Nauvoo | 1 | 270 | 2 | 13 | 80 | 0 | y | 1 | -90 | 90 | 840.0 | Soft | A | 1.5 | 0.0 | 4.5 | 0.0 | | | 38 |
| | sum of two roads above | | | | | | | | | | | | | | | | | | | | 42 |
| R4_1.5m (day) | 50m away from Zion East of Nauvoo | 1 | 10 | 3 | 0 | 50 | 0 | y | 1 | -90 | 90 | 50.0 | Soft | A | 0.1 | 0.0 | 1.5 | 0.0 | 0.0 | | 39 |
| | 230m away from Nauvoo | 1 | 270 | 2 | 13 | 80 | 0 | y | 1 | -90 | 90 | 230.0 | Soft | A | 1.5 | 0.0 | 1.5 | 0.0 | | | 45 |
| | sum of two roads above | | | | | | | | | | | | | | | | | | | | 46 |
| R4_4.5m (day) | 50m away from Zion East of Nauvoo | 1 | 10 | 3 | 0 | 50 | 0 | y | 1 | -90 | 90 | 50.0 | Soft | A | 0.1 | 0.0 | 4.5 | 0.0 | 0.0 | | 40 |
| | 230m away from Nauvoo | 1 | 270 | 2 | 13 | 80 | 0 | y | 1 | -90 | 90 | 230.0 | Soft | A | 1.5 | 0.0 | 4.5 | 0.0 | | | 47 |
| | sum of two roads above | | | | | | | | | | | | | | | | | | | | 47 |
| R5_1.5m (day) | 25m away from Zion East of Nauvoo | 1 | 10 | 3 | 0 | 50 | 0 | y | 1 | -90 | 90 | 25.0 | Soft | A | 0.1 | 0.0 | 1.5 | 0.0 | 0.0 | | 44 |
| | 40m away from Nauvoo | 1 | 270 | 2 | 13 | 80 | 0 | y | 1 | -90 | 90 | 40.0 | Soft | A | 1.5 | 0.0 | 1.5 | 0.0 | | | 58 |
| | sum of two roads above | | | | | | | | | | | | | | | | | | | | 58 |
| R5_4.5m (day) | 25m away from Zion East of Nauvoo | 1 | 10 | 3 | 0 | 50 | 0 | y | 1 | -90 | 90 | 25.0 | Soft | A | 0.1 | 0.0 | 4.5 | 0.0 | 0.0 | | 45 |
| | 40m away from Nauvoo | 1 | 270 | 2 | 13 | 80 | 0 | y | 1 | -90 | 90 | 40.0 | Soft | A | 1.5 | 0.0 | 4.5 | 0.0 | | | 59 |
| | sum of two roads above | | | | | | | | | | | | | | | | | | | | 59 |
| R6_1.5m (day) | 65m away from Zion East of Nauvoo | 1 | 10 | 3 | 0 | 50 | 0 | y | 1 | -90 | 90 | 65.0 | Soft | A | 0.1 | 0.0 | 1.5 | 0.0 | 0.0 | | 38 |
| | 64m away from Nauvoo | 1 | 270 | 2 | 13 | 80 | 0 | y | 1 | -90 | 90 | 64.0 | Soft | A | 1.5 | 0.0 | 1.5 | 0.0 | | | 55 |
| | sum of two roads above | | | | | | | | | | | | | | | | | | | | 55 |
| R6_4.5m (day) | 65m away from Zion East of Nauvoo | 1 | 10 | 3 | 0 | 50 | 0 | y | 1 | -90 | 90 | 65.0 | Soft | A | 0.1 | 0.0 | 4.5 | 0.0 | 0.0 | | 38 |
| | 64m away from Nauvoo | 1 | 270 | 2 | 13 | 80 | 0 | y | 1 | -90 | 90 | 64.0 | Soft | A | 1.5 | 0.0 | 4.5 | 0.0 | | | 55 |
| | sum of two roads above | | | | | | | | | | | | | | | | | | | | 55 |
| R7_1.5m (day) | | | | | | | | | | | | | | | - | | | | | | 5 |
| | 57m away from Nauvoo | 1 | 270 | 2 | 13 | 80 | 0 | y | 1 | -90 | 90 | 57.0 | Soft | A | 1.5 | 0.0 | 1.5 | 0.0 | | | 56 |
| | sum of two roads above | | | | | | | | | | | | | | | | | | | | 56 |
| R7_4.5m (day) | | | | | | | | | | | | | | | - | | | | | | 5 |
| | 57m away from Nauvoo | 1 | 270 | 2 | 13 | 80 | 0 | y | 1 | -90 | 90 | 57.0 | Soft | A | 1.5 | 0.0 | 4.5 | 0.0 | | | 56 |
| | sum of two roads above | | | | | | | | | | | | | | | | | | | | 56 |

| ID | Description | Time Period | Number of Vehicles | | | Speed (km/h) | Road Gradient (%) | Two Way? (y/n) | Pavement Type | Road Viewable Angle | | Source-Receiver Distance (m) | Ground Type (Hard/Soft) | Topo-graphy Type | Source Height (m) | Road Elevation (m asl) | Receptor Height (m) | Receptor Elevation (m asl) | Adjustment (dB) | Reason For Adjustment | **Total Segment $L_{eq}$ (dBA)** |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | Autos | Medium | Heavy | | | | | $\Theta_1$ | $\Theta_2$ | | | | | | | | | | |
| R8_1.5m (day) | | | | | | | | | | | | | | | - | | | | | | 5 |
| | 52m away from Nauvoo | 1 | 270 | 2 | 13 | 80 | 0 | y | 1 | -90 | 90 | 52.0 | Soft | A | 1.5 | 0.0 | 1.5 | 0.0 | | | 56 |
| | sum of two roads above | | | | | | | | | | | | | | | | | | | | 56 |
| R8_4.5m (day) | | | | | | | | | | | | | | | - | | | | | | 5 |
| | 52m away from Nauvoo | 1 | 270 | 2 | 13 | 80 | 0 | y | 1 | -90 | 90 | 52.0 | Soft | A | 1.5 | 0.0 | 4.5 | 0.0 | | | 57 |
| | sum of two roads above | | | | | | | | | | | | | | | | | | | | 57 |
| R9_1.5m (day) | | | | | | | | | | | | | | | - | | | | | | 5 |
| | 44m away from Nauvoo | 1 | 270 | 2 | 13 | 80 | 0 | y | 1 | -90 | 90 | 44.0 | Soft | A | 1.5 | 0.0 | 1.5 | 0.0 | | | 57 |
| | sum of two roads above | | | | | | | | | | | | | | | | | | | | 57 |
| R9_4.5m (day) | | | | | | | | | | | | | | | - | | | | | | 5 |
| | 44m away from Nauvoo | 1 | 270 | 2 | 13 | 80 | 0 | y | 1 | -90 | 90 | 44.0 | Soft | A | 1.5 | 0.0 | 4.5 | 0.0 | | | 58 |
| | sum of two roads above | | | | | | | | | | | | | | | | | | | | 58 |
| R10_1.5m (day) | | | | | | | | | | | | | | | - | | | | | | 5 |
| | 49m away from Nauvoo | 1 | 270 | 2 | 13 | 80 | 0 | y | 1 | -90 | 90 | 49.0 | Soft | A | 1.5 | 0.0 | 1.5 | 0.0 | | | 57 |
| | sum of two roads above | | | | | | | | | | | | | | | | | | | | 57 |
| R10_4.5m (day) | | | | | | | | | | | | | | | - | | | | | | 5 |
| | 49m away from Nauvoo | 1 | 270 | 2 | 13 | 80 | 0 | y | 1 | -90 | 90 | 49.0 | Soft | A | 1.5 | 0.0 | 4.5 | 0.0 | | | 57 |
| | sum of two roads above | | | | | | | | | | | | | | | | | | | | 57 |
| R11_1.5m (day) | 48m away from Confederration East of Nauv | 1 | 113 | 8 | 1 | 50 | 0 | y | 1 | -90 | 90 | 48.0 | Soft | A | 0.1 | 0.0 | 1.5 | 0.0 | | | 47 |
| | 600m away from Nauvoo | 1 | 270 | 2 | 13 | 80 | 0 | y | 1 | -90 | 90 | 600.0 | Soft | A | 1.5 | 0.0 | 1.5 | 0.0 | | | 39 |
| | sum of two roads above | | | | | | | | | | | | | | | | | | | | 48 |
| R11_4.5m (day) | 48m away from Confederration East of Nauv | 1 | 113 | 8 | 1 | 50 | 0 | y | 1 | -90 | 90 | 48.0 | Soft | A | 0.1 | 0.0 | 4.5 | 0.0 | | | 47 |
| | 600m away from Nauvoo | 1 | 270 | 2 | 13 | 80 | 0 | y | 1 | -90 | 90 | 600.0 | Soft | A | 1.5 | 0.0 | 4.5 | 0.0 | | | 40 |
| | sum of two roads above | | | | | | | | | | | | | | | | | | | | 48 |
| R12_1.5m (day) | 50m away from Confederration East of Nauv | 1 | 113 | 8 | 1 | 50 | 0 | y | 1 | -90 | 90 | 50.0 | Soft | A | 0.1 | 0.0 | 1.5 | 0.0 | | | 47 |
| | 1100m away from Nauvoo | 1 | 270 | 2 | 13 | 80 | 0 | y | 1 | -90 | 90 | 1100.0 | Soft | A | 1.5 | 0.0 | 1.5 | 0.0 | | | 34 |
| | sum of two roads above | | | | | | | | | | | | | | | | | | | | 47 |
| R12_4.5m (day) | 50m away from Confederration East of Nauv | 1 | 113 | 8 | 1 | 50 | 0 | y | 1 | -90 | 90 | 50.0 | Soft | A | 0.1 | 0.0 | 4.5 | 0.0 | | | 47 |
| | 1100m away from Nauvoo | 1 | 270 | 2 | 13 | 80 | 0 | y | 1 | -90 | 90 | 1100.0 | Soft | A | 1.5 | 0.0 | 4.5 | 0.0 | | | 36 |
| | sum of two roads above | | | | | | | | | | | | | | | | | | | | 47 |
| R13_1.5m (day) | 117m away from Confederration East of Nau | 1 | 113 | 8 | 1 | 50 | 0 | y | 1 | -90 | 90 | 117.0 | Soft | A | 0.1 | 0.0 | 1.5 | 0.0 | | | 41 |
| | 1912m away from Nauvoo | 1 | 270 | 2 | 13 | 80 | 0 | y | 1 | -90 | 90 | 1912.0 | Soft | A | 1.5 | 0.0 | 1.5 | 0.0 | | | 30 |
| | sum of two roads above | | | | | | | | | | | | | | | | | | | | 41 |
| R13_4.5m (day) | 117m away from Confederration East of Nau | 1 | 113 | 8 | 1 | 50 | 0 | y | 1 | -90 | 90 | 117.0 | Soft | A | 0.1 | 0.0 | 4.5 | 0.0 | | | 41 |
| | 1912m away from Nauvoo | 1 | 270 | 2 | 13 | 80 | 0 | y | 1 | -90 | 90 | 1912.0 | Soft | A | 1.5 | 0.0 | 4.5 | 0.0 | | | 32 |
| | sum of two roads above | | | | | | | | | | | | | | | | | | | | 42 |
| R14_1.5m (day) | 50m away from Zion East of Nauvoo | 1 | 10 | 3 | 0 | 50 | 0 | y | 1 | -90 | 90 | 50.0 | Soft | A | 0.1 | 0.0 | 1.5 | 0.0 | | | 39 |
| | 1314m away from Nauvoo | 1 | 270 | 2 | 13 | 80 | 0 | y | 1 | -90 | 90 | 1314.0 | Soft | A | 1.5 | 0.0 | 1.5 | 0.0 | | | 33 |
| | sum of two roads above | | | | | | | | | | | | | | | | | | | | 40 |

| ID | Description | Time Period | Number of Vehicles | | | Speed (km/h) | Road Gradient (%) | Two Way? (y/n) | Pavement Type | Road Viewable Angle | | Source-Receiver Distance (m) | Ground Type (Hard/Soft) | Topo-graphy Type | Source Height (m) | Road Elevation (m asl) | Receptor Height (m) | Receptor Elevation (m asl) | Adjustment (dB) | Reason For Adjustment | **Total Segment $L_{eq}$ (dBA)** |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | Autos | Medium | Heavy | | | | | $\Theta_1$ | $\Theta_2$ | | | | | | | | | | |
| R14_4.5m (day) | 50m away from Zion East of Nauvoo | 1 | 10 | 3 | 0 | 50 | 0 | y | 1 | -90 | 90 | 50.0 | Soft | A | 0.1 | 0.0 | 4.5 | 0.0 | | | 40 |
| | 1314m away from Nauvoo | 1 | 270 | 2 | 13 | 80 | 0 | y | 1 | -90 | 90 | 1314.0 | Soft | A | 1.5 | 0.0 | 4.5 | 0.0 | | | 35 |
| | sum of two roads above | | | | | | | | | | | | | | | | | | | | 41 |

# ORNAMENT

Ontario Road Noise Analysis Method for Environment and Transportation

version 2.09

Job No. 2101750

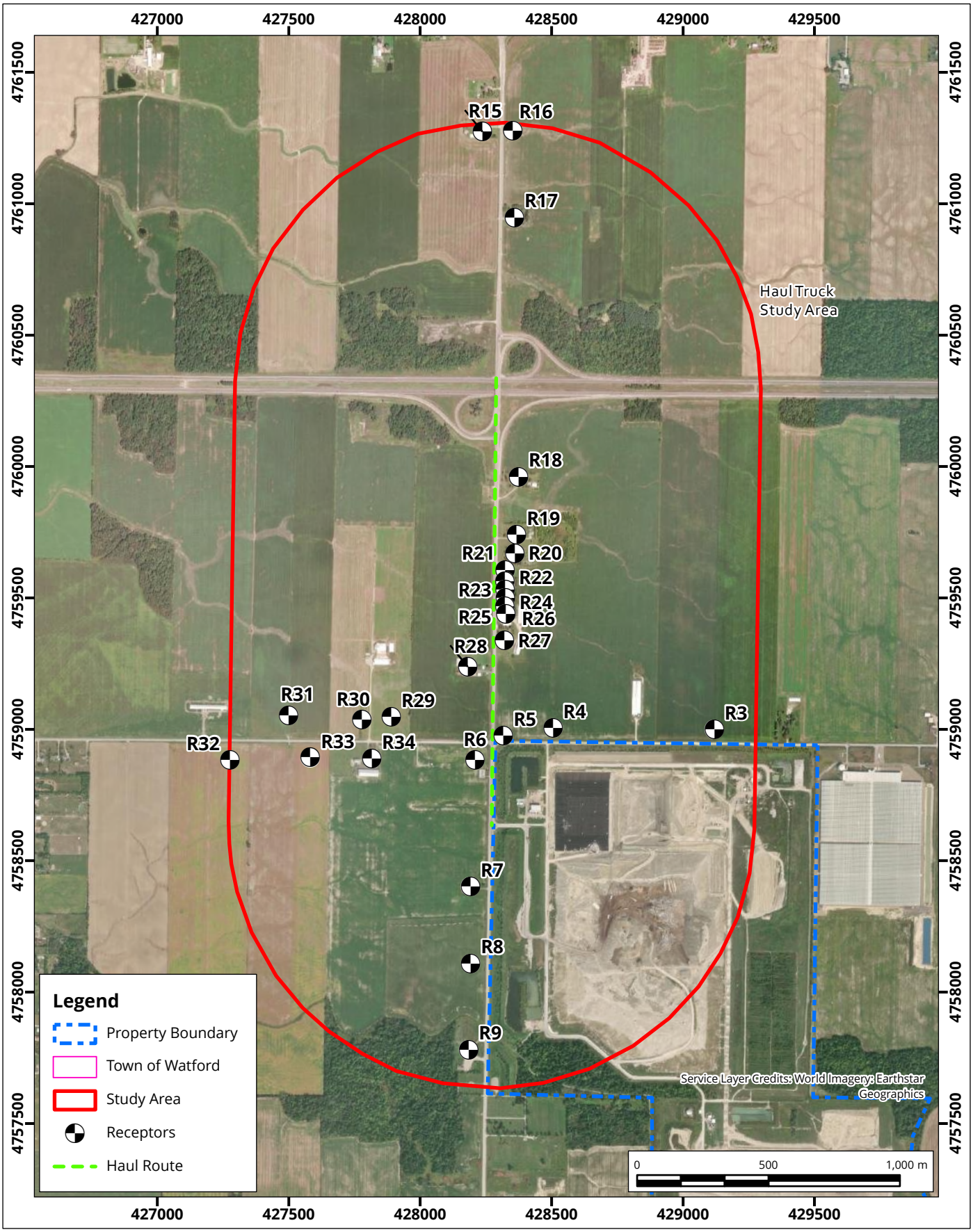
Job Name Twin Creeks - Future Background 2043

**ROAD CHARACTERISTICS** / **SOURCE-RECEIVER-BARRIER-TOPOGRAPHY CHARACTERISTICS**

| ID | Description | Time Period | Number of Vehicles: Autos | Number of Vehicles: Medium | Number of Vehicles: Heavy | Speed (km/h) | Road Gradient (%) | Two Way? (y/n) | Pavement Type | Road Viewable Angle: $\Theta_1$ | Road Viewable Angle: $\Theta_2$ | Source-Receiver Distance (m) | Ground Type (Hard/Soft) | Topo-graphy Type | Source Height (m) | Road Elevation (m asl) | Receptor Height (m) | Receptor Elevation (m asl) | Adjustment (dB) | Reason For Adjustment | **Total Segment $L_{eq}$ (dBA)** |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| R1_1.5m (day) | 81m away from Zion East of Nauvoo | 1 | 12 | 4 | 0 | 50 | 0 | y | 1 | -90 | 90 | 81.0 | Soft | A | 0.1 | 0.0 | 1.5 | 0.0 | 0.0 | | 37 |
| | 1620m away from Nauvoo | 1 | 326 | 4 | 16 | 80 | 0 | y | 1 | -45 | 45 | 1620.0 | Soft | A | 1.5 | 0.0 | 1.5 | 0.0 | | | 31 |
| | sum of two roads above | | | | | | | | | | | | | | | | | | | | 38 |
| R1_4.5m (day) | 81m away from Zion East of Nauvoo | 1 | 12 | 4 | 0 | 50 | 0 | y | 1 | -90 | 90 | 81.0 | Soft | A | 0.1 | 0.0 | 4.5 | 0.0 | 0.0 | | 38 |
| | 1620m away from Nauvoo | 1 | 326 | 4 | 16 | 80 | 0 | y | 1 | -90 | 90 | 1620.0 | Soft | A | 1.5 | 0.0 | 4.5 | 0.0 | | | 34 |
| | sum of two roads above | | | | | | | | | | | | | | | | | | | | 39 |
| R2_1.5m (day) | 50m away from Zion East of Nauvoo | 1 | 12 | 4 | 0 | 50 | 0 | y | 1 | -90 | 90 | 50.0 | Soft | A | 0.1 | 0.0 | 1.5 | 0.0 | 0.0 | | 41 |
| | 1100m away from Nauvoo | 1 | 326 | 4 | 16 | 80 | 0 | y | 1 | -90 | 90 | 1100.0 | Soft | A | 1.5 | 0.0 | 1.5 | 0.0 | | | 35 |
| | sum of two roads above | | | | | | | | | | | | | | | | | | | | 42 |
| R2_4.5m (day) | 50m away from Zion East of Nauvoo | 1 | 12 | 4 | 0 | 50 | 0 | y | 1 | -90 | 90 | 50.0 | Soft | A | 0.1 | 0.0 | 4.5 | 0.0 | 0.0 | | 41 |
| | 1100m away from Nauvoo | 1 | 326 | 4 | 16 | 80 | 0 | y | 1 | -90 | 90 | 1100.0 | Soft | A | 1.5 | 0.0 | 4.5 | 0.0 | | | 37 |
| | sum of two roads above | | | | | | | | | | | | | | | | | | | | 42 |
| R3_1.5m (day) | 50m away from Zion East of Nauvoo | 1 | 12 | 4 | 0 | 50 | 0 | y | 1 | -90 | 90 | 50.0 | Soft | A | 0.1 | 0.0 | 1.5 | 0.0 | 0.0 | | 41 |
| | 840m away from Nauvoo | 1 | 177 | 2 | 10 | 80 | 0 | y | 1 | -90 | 90 | 840.0 | Soft | A | 1.5 | 0.0 | 1.5 | 0.0 | | | 35 |
| | sum of two roads above | | | | | | | | | | | | | | | | | | | | 42 |
| R3_4.5m (day) | 50m away from Zion East of Nauvoo | 1 | 12 | 4 | 0 | 50 | 0 | y | 1 | -90 | 90 | 50.0 | Soft | A | 0.1 | 0.0 | 4.5 | 0.0 | 0.0 | | 41 |
| | 840m away from Nauvoo | 1 | 326 | 4 | 16 | 80 | 0 | y | 1 | -90 | 90 | 840.0 | Soft | A | 1.5 | 0.0 | 4.5 | 0.0 | | | 39 |
| | sum of two roads above | | | | | | | | | | | | | | | | | | | | 43 |
| R4_1.5m (day) | 50m away from Zion East of Nauvoo | 1 | 12 | 4 | 0 | 50 | 0 | y | 1 | -90 | 90 | 50.0 | Soft | A | 0.1 | 0.0 | 1.5 | 0.0 | 0.0 | | 41 |
| | 230m away from Nauvoo | 1 | 326 | 4 | 16 | 80 | 0 | y | 1 | -90 | 90 | 230.0 | Soft | A | 1.5 | 0.0 | 1.5 | 0.0 | | | 46 |
| | sum of two roads above | | | | | | | | | | | | | | | | | | | | 47 |
| R4_4.5m (day) | 50m away from Zion East of Nauvoo | 1 | 12 | 4 | 0 | 50 | 0 | y | 1 | -90 | 90 | 50.0 | Soft | A | 0.1 | 0.0 | 4.5 | 0.0 | 0.0 | | 41 |
| | 230m away from Nauvoo | 1 | 326 | 4 | 16 | 80 | 0 | y | 1 | -90 | 90 | 230.0 | Soft | A | 1.5 | 0.0 | 4.5 | 0.0 | | | 48 |
| | sum of two roads above | | | | | | | | | | | | | | | | | | | | 48 |
| R5_1.5m (day) | 25m away from Zion East of Nauvoo | 1 | 12 | 4 | 0 | 50 | 0 | y | 1 | -90 | 90 | 25.0 | Soft | A | 0.1 | 0.0 | 1.5 | 0.0 | 0.0 | | 46 |
| | 40m away from Nauvoo | 1 | 326 | 4 | 16 | 80 | 0 | y | 1 | -90 | 90 | 40.0 | Soft | A | 1.5 | 0.0 | 1.5 | 0.0 | | | 59 |
| | sum of two roads above | | | | | | | | | | | | | | | | | | | | 59 |
| R5_4.5m (day) | 25m away from Zion East of Nauvoo | 1 | 12 | 4 | 0 | 50 | 0 | y | 1 | -90 | 90 | 25.0 | Soft | A | 0.1 | 0.0 | 4.5 | 0.0 | 0.0 | | 46 |
| | 40m away from Nauvoo | 1 | 326 | 4 | 16 | 80 | 0 | y | 1 | -90 | 90 | 40.0 | Soft | A | 1.5 | 0.0 | 4.5 | 0.0 | | | 60 |
| | sum of two roads above | | | | | | | | | | | | | | | | | | | | 60 |
| R6_1.5m (day) | 65m away from Zion East of Nauvoo | 1 | 12 | 4 | 0 | 50 | 0 | y | 1 | -90 | 90 | 65.0 | Soft | A | 0.1 | 0.0 | 1.5 | 0.0 | 0.0 | | 39 |
| | 64m away from Nauvoo | 1 | 326 | 4 | 16 | 80 | 0 | y | 1 | -90 | 90 | 64.0 | Soft | A | 1.5 | 0.0 | 1.5 | 0.0 | | | 56 |
| | sum of two roads above | | | | | | | | | | | | | | | | | | | | 56 |
| R6_4.5m (day) | 65m away from Zion East of Nauvoo | 1 | 12 | 4 | 0 | 50 | 0 | y | 1 | -90 | 90 | 65.0 | Soft | A | 0.1 | 0.0 | 4.5 | 0.0 | 0.0 | | 39 |
| | 64m away from Nauvoo | 1 | 326 | 4 | 16 | 80 | 0 | y | 1 | -90 | 90 | 64.0 | Soft | A | 1.5 | 0.0 | 4.5 | 0.0 | | | 56 |
| | sum of two roads above | | | | | | | | | | | | | | | | | | | | 56 |
| R7_1.5m (day) | | | | | | | | | | | | | | | - | | | | | | 5 |
| | 57m away from Nauvoo | 1 | 326 | 4 | 16 | 80 | 0 | y | 1 | -90 | 90 | 57.0 | Soft | A | 1.5 | 0.0 | 1.5 | 0.0 | | | 56 |
| | sum of two roads above | | | | | | | | | | | | | | | | | | | | 56 |
| R7_4.5m (day) | | | | | | | | | | | | | | | - | | | | | | 5 |
| | 57m away from Nauvoo | 1 | 326 | 4 | 16 | 80 | 0 | y | 1 | -90 | 90 | 57.0 | Soft | A | 1.5 | 0.0 | 4.5 | 0.0 | | | 57 |
| | sum of two roads above | | | | | | | | | | | | | | | | | | | | 57 |

| ID | Description | Time Period | Number of Vehicles | | | Speed (km/h) | Road Gradient (%) | Two Way? (y/n) | Pavement Type | Road Viewable Angle | | Source-Receiver Distance (m) | Ground Type (Hard/Soft) | Topo-graphy Type | Source Height (m) | Road Elevation (m asl) | Receptor Height (m) | Receptor Elevation (m asl) | Adjustment (dB) | Reason For Adjustment | **Total Segment $L_{eq}$ (dBA)** |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | Autos | Medium | Heavy | | | | | $\theta_1$ | $\theta_2$ | | | | | | | | | | |
| R8_1.5m (day) | | | | | | | | | | | | | | | - | | | | | | 5 |
| | 52m away from Nauvoo | 1 | 326 | 4 | 16 | 80 | 0 | y | 1 | -90 | 90 | 52.0 | Soft | A | 1.5 | 0.0 | 1.5 | 0.0 | | | 57 |
| | sum of two roads above | | | | | | | | | | | | | | | | | | | | 57 |
| R8_4.5m (day) | | | | | | | | | | | | | | | - | | | | | | 5 |
| | 52m away from Nauvoo | 1 | 326 | 4 | 16 | 80 | 0 | y | 1 | -90 | 90 | 52.0 | Soft | A | 1.5 | 0.0 | 4.5 | 0.0 | | | 58 |
| | sum of two roads above | | | | | | | | | | | | | | | | | | | | 58 |
| R9_1.5m (day) | | | | | | | | | | | | | | | - | | | | | | 5 |
| | 44m away from Nauvoo | 1 | 326 | 4 | 16 | 80 | 0 | y | 1 | -90 | 90 | 44.0 | Soft | A | 1.5 | 0.0 | 1.5 | 0.0 | | | 58 |
| | sum of two roads above | | | | | | | | | | | | | | | | | | | | 58 |
| R9_4.5m (day) | | | | | | | | | | | | | | | - | | | | | | 5 |
| | 44m away from Nauvoo | 1 | 326 | 4 | 16 | 80 | 0 | y | 1 | -90 | 90 | 44.0 | Soft | A | 1.5 | 0.0 | 4.5 | 0.0 | | | 59 |
| | sum of two roads above | | | | | | | | | | | | | | | | | | | | 59 |
| R10_1.5m (day) | | | | | | | | | | | | | | | - | | | | | | 5 |
| | 49m away from Nauvoo | 1 | 326 | 4 | 16 | 80 | 0 | y | 1 | -90 | 90 | 49.0 | Soft | A | 1.5 | 0.0 | 1.5 | 0.0 | | | 58 |
| | sum of two roads above | | | | | | | | | | | | | | | | | | | | 58 |
| R10_4.5m (day) | | | | | | | | | | | | | | | - | | | | | | 5 |
| | 49m away from Nauvoo | 1 | 326 | 4 | 16 | 80 | 0 | y | 1 | -90 | 90 | 49.0 | Soft | A | 1.5 | 0.0 | 4.5 | 0.0 | | | 58 |
| | sum of two roads above | | | | | | | | | | | | | | | | | | | | 58 |
| R11_1.5m (day) | 48m away from Confederration East of Nauv | 1 | 124 | 9 | 1 | 50 | 0 | y | 1 | -90 | 90 | 48.0 | Soft | A | 0.1 | 0.0 | 1.5 | 0.0 | | | 47 |
| | 600m away from Nauvoo | 1 | 326 | 4 | 16 | 80 | 0 | y | 1 | -90 | 90 | 600.0 | Soft | A | 1.5 | 0.0 | 1.5 | 0.0 | | | 40 |
| | sum of two roads above | | | | | | | | | | | | | | | | | | | | 48 |
| R11_4.5m (day) | 48m away from Confederration East of Nauv | 1 | 124 | 9 | 1 | 50 | 0 | y | 1 | -90 | 90 | 48.0 | Soft | A | 0.1 | 0.0 | 4.5 | 0.0 | | | 48 |
| | 600m away from Nauvoo | 1 | 326 | 4 | 16 | 80 | 0 | y | 1 | -90 | 90 | 600.0 | Soft | A | 1.5 | 0.0 | 4.5 | 0.0 | | | 41 |
| | sum of two roads above | | | | | | | | | | | | | | | | | | | | 48 |
| R12_1.5m (day) | 50m away from Confederration East of Nauv | 1 | 124 | 9 | 1 | 50 | 0 | y | 1 | -90 | 90 | 50.0 | Soft | A | 0.1 | 0.0 | 1.5 | 0.0 | | | 47 |
| | 1100m away from Nauvoo | 1 | 326 | 4 | 16 | 80 | 0 | y | 1 | -90 | 90 | 1100.0 | Soft | A | 1.5 | 0.0 | 1.5 | 0.0 | | | 35 |
| | sum of two roads above | | | | | | | | | | | | | | | | | | | | 47 |
| R12_4.5m (day) | 50m away from Confederration East of Nauv | 1 | 124 | 9 | 1 | 50 | 0 | y | 1 | -90 | 90 | 50.0 | Soft | A | 0.1 | 0.0 | 4.5 | 0.0 | | | 47 |
| | 1100m away from Nauvoo | 1 | 326 | 4 | 16 | 80 | 0 | y | 1 | -90 | 90 | 1100.0 | Soft | A | 1.5 | 0.0 | 4.5 | 0.0 | | | 37 |
| | sum of two roads above | | | | | | | | | | | | | | | | | | | | 48 |
| R13_1.5m (day) | 117m away from Confederration East of Nau | 1 | 124 | 9 | 1 | 50 | 0 | y | 1 | -90 | 90 | 117.0 | Soft | A | 0.1 | 0.0 | 1.5 | 0.0 | | | 41 |
| | 1912m away from Nauvoo | 1 | 326 | 4 | 16 | 80 | 0 | y | 1 | -90 | 90 | 1912.0 | Soft | A | 1.5 | 0.0 | 1.5 | 0.0 | | | 31 |
| | sum of two roads above | | | | | | | | | | | | | | | | | | | | 41 |
| R13_4.5m (day) | 117m away from Confederration East of Nau | 1 | 124 | 9 | 1 | 50 | 0 | y | 1 | -90 | 90 | 117.0 | Soft | A | 0.1 | 0.0 | 4.5 | 0.0 | | | 41 |
| | 1912m away from Nauvoo | 1 | 326 | 4 | 16 | 80 | 0 | y | 1 | -90 | 90 | 1912.0 | Soft | A | 1.5 | 0.0 | 4.5 | 0.0 | | | 33 |
| | sum of two roads above | | | | | | | | | | | | | | | | | | | | 42 |
| R14_1.5m (day) | 50m away from Zion East of Nauvoo | 1 | 12 | 4 | 0 | 50 | 0 | y | 1 | -90 | 90 | 50.0 | Soft | A | 0.1 | 0.0 | 1.5 | 0.0 | | | 40 |
| | 1314m away from Nauvoo | 1 | 326 | 4 | 16 | 80 | 0 | y | 1 | -90 | 90 | 1314.0 | Soft | A | 1.5 | 0.0 | 1.5 | 0.0 | | | 34 |
| | sum of two roads above | | | | | | | | | | | | | | | | | | | | 41 |

| ID | Description | Time Period | Number of Vehicles | | | Speed (km/h) | Road Gradient (%) | Two Way? (y/n) | Pavement Type | Road Viewable Angle | | Source-Receiver Distance (m) | Ground Type (Hard/Soft) | Topo-graphy Type | Source Height (m) | Road Elevation (m asl) | Receptor Height (m) | Receptor Elevation (m asl) | Adjustment (dB) | Reason For Adjustment | **Total Segment $L_{eq}$ (dBA)** |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | Autos | Medium | Heavy | | | | | $\Theta_1$ | $\Theta_2$ | | | | | | | | | | |
| R14_4.5m (day) | 50m away from Zion East of Nauvoo | 1 | 12 | 4 | 0 | 50 | 0 | y | 1 | -90 | 90 | 50.0 | Soft | A | 0.1 | 0.0 | 4.5 | 0.0 | | | 41 |
| | 1314m away from Nauvoo | 1 | 326 | 4 | 16 | 80 | 0 | y | 1 | -90 | 90 | 1314.0 | Soft | A | 1.5 | 0.0 | 4.5 | 0.0 | | | 36 |
| | sum of two roads above | | | | | | | | | | | | | | | | | | | | 42 |




# Haul Route Receptor Locations

True North

Map Projection: NAD 1983 UTM Zone 17N

Twin Creeks Landfill Optimization - Watford, Ontario

Project #: 2101750

| | |
|---|---|
| Drawn by:ACCL | Figure: A1 |
| Approx. Scale: | 1:20,000 |
| Date Revised: | Jul 10, 2025 |

Map Document: J:\2021\2101750\4. Analysis\20\20 - 20250718 Updates for Exist. Cond\TwinCreeksEA\TwinCreeksEAHaulRoute.aprx

# ORNAMENT

Ontario Road Noise Analysis Method for ENvironment and Transportation

version 2.09

Job No. 2101750

Job Name Twin Creeks

Scenario 2019 Background Traffic

Notes:

1. Topography Type "A" means Flat or Gently Sloping (ORNAMENT types 1, 2, 6 and 7)

**ROAD CHARACTERISTICS** / **SOURCE-RECEIVER-BARRIER-TOPOGRAPHY CHARACTERISTICS**

| ID | Description | Time Period | Number of Vehicles | | | Speed (km/h) | Road Gradient (%) | Two Way? (y/n) | Pavement Type | Road Viewable Angle | | Source-Receiver Distance (m) | Ground Type (Hard/Soft) | Topo-graphy Type | Source Height (m) | Road Elevation (m asl) | Receptor Height (m) | Receptor Elevation (m asl) | Adjustment (dB) | Reason For Adjustment | **Total Segment $L_{eq}$ (dBA)** |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | Autos | Medium | Heavy | | | | | $\Theta_1$ | $\Theta_2$ | | | | | | | | | | |
| 2019 Background Traffic Haul Route North of TCEC (0:00) | R3, 843m away | ~~1~~ | 11 | 0 | 0 | 80 | 0 | y | 1 | -61 | 23 | 842.6 | Soft | A | 0.1 | 0.0 | 1.5 | 0.0 | | | 16 |
| 2019 Background Traffic Haul Route North of TCEC (1:00) | R3, 843m away | ~~1~~ | 4 | 0 | 2 | 80 | 0 | y | 1 | -61 | 23 | 842.6 | Soft | A | 2.4 | 0.0 | 1.5 | 0.0 | | | 24 |
| 2019 Background Traffic Haul Route North of TCEC (2:00) | R3, 843m away | ~~1~~ | 7 | 1 | 2 | 80 | 0 | y | 1 | -61 | 23 | 842.6 | Soft | A | 2.1 | 0.0 | 1.5 | 0.0 | | | 25 |
| 2019 Background Traffic Haul Route North of TCEC (3:00) | R3, 843m away | ~~1~~ | 10 | 2 | 0 | 80 | 0 | y | 1 | -61 | 23 | 842.6 | Soft | A | 0.1 | 0.0 | 1.5 | 0.0 | | | 21 |
| 2019 Background Traffic Haul Route North of TCEC (4:00) | R3, 843m away | ~~1~~ | 10 | 2 | 2 | 80 | 0 | y | 1 | -61 | 23 | 842.6 | Soft | A | 1.9 | 0.0 | 1.5 | 0.0 | | | 25 |
| 2019 Background Traffic Haul Route North of TCEC (5:00) | R3, 843m away | 1 | 72 | 4 | 3 | 80 | 0 | y | 1 | -61 | 23 | 842.6 | Soft | A | 1.4 | 0.0 | 1.5 | 0.0 | | | 29 |
| 2019 Background Traffic Haul Route North of TCEC (6:00) | R3, 843m away | 1 | 173 | 2 | 10 | 80 | 0 | y | 1 | -61 | 23 | 842.6 | Soft | A | 1.5 | 0.0 | 1.5 | 0.0 | | | 32 |
| 2019 Background Traffic Haul Route North of TCEC (7:00) | R3, 843m away | 1 | 269 | 9 | 16 | 80 | 0 | y | 1 | -61 | 23 | 842.6 | Soft | A | 1.5 | 0.0 | 1.5 | 0.0 | | | 35 |
| 2019 Background Traffic Haul Route North of TCEC (8:00) | R3, 843m away | 1 | 247 | 25 | 32 | 80 | 0 | y | 1 | -61 | 23 | 842.6 | Soft | A | 1.8 | 0.0 | 1.5 | 0.0 | | | 37 |
| 2019 Background Traffic Haul Route North of TCEC (9:00) | R3, 843m away | 1 | 230 | 10 | 31 | 80 | 0 | y | 1 | -61 | 23 | 842.6 | Soft | A | 1.8 | 0.0 | 1.5 | 0.0 | | | 37 |
| 2019 Background Traffic Haul Route North of TCEC (10:00) | R3, 843m away | 1 | 216 | 11 | 21 | 80 | 0 | y | 1 | -61 | 23 | 842.6 | Soft | A | 1.7 | 0.0 | 1.5 | 0.0 | | | 35 |
| 2019 Background Traffic Haul Route North of TCEC (11:00) | R3, 843m away | 1 | 240 | 9 | 49 | 80 | 0 | y | 1 | -61 | 23 | 842.6 | Soft | A | 2.0 | 0.0 | 1.5 | 0.0 | | | 38 |
| 2019 Background Traffic Haul Route North of TCEC (12:00) | R3, 843m away | 1 | 208 | 7 | 26 | 80 | 0 | y | 1 | -61 | 23 | 842.6 | Soft | A | 1.8 | 0.0 | 1.5 | 0.0 | | | 36 |
| 2019 Background Traffic Haul Route North of TCEC (13:00) | R3, 843m away | 1 | 223 | 12 | 50 | 80 | 0 | y | 1 | -61 | 23 | 842.6 | Soft | A | 2.0 | 0.0 | 1.5 | 0.0 | | | 38 |
| 2019 Background Traffic Haul Route North of TCEC (14:00) | R3, 843m away | 1 | 238 | 9 | 31 | 80 | 0 | y | 1 | -61 | 23 | 842.6 | Soft | A | 1.8 | 0.0 | 1.5 | 0.0 | | | 37 |
| 2019 Background Traffic Haul Route North of TCEC (15:00) | R3, 843m away | 1 | 263 | 15 | 27 | 80 | 0 | y | 1 | -61 | 23 | 842.6 | Soft | A | 1.7 | 0.0 | 1.5 | 0.0 | | | 36 |
| 2019 Background Traffic Haul Route North of TCEC (16:00) | R3, 843m away | 1 | 311 | 16 | 26 | 80 | 0 | y | 1 | -61 | 23 | 842.6 | Soft | A | 1.6 | 0.0 | 1.5 | 0.0 | | | 37 |
| 2019 Background Traffic Haul Route North of TCEC (17:00) | R3, 843m away | 1 | 269 | 6 | 19 | 80 | 0 | y | 1 | -61 | 23 | 842.6 | Soft | A | 1.6 | 0.0 | 1.5 | 0.0 | | | 35 |
| 2019 Background Traffic Haul Route North of TCEC (18:00) | R3, 843m away | 1 | 177 | 2 | 10 | 80 | 0 | y | 1 | -61 | 23 | 842.6 | Soft | A | 1.5 | 0.0 | 1.5 | 0.0 | | | 32 |
| 2019 Background Traffic Haul Route North of TCEC (19:00) | R3, 843m away | 1 | 115 | 1 | 0 | 80 | 0 | y | 1 | -61 | 23 | 842.6 | Soft | A | 0.1 | 0.0 | 1.5 | 0.0 | | | 26 |
| 2019 Background Traffic Haul Route North of TCEC (20:00) | R3, 843m away | 1 | 79 | 0 | 4 | 80 | 0 | y | 1 | -61 | 23 | 842.6 | Soft | A | 1.5 | 0.0 | 1.5 | 0.0 | | | 28 |
| 2019 Background Traffic Haul Route North of TCEC (21:00) | R3, 843m away | 1 | 58 | 0 | 3 | 80 | 0 | y | 1 | -61 | 23 | 842.6 | Soft | A | 1.5 | 0.0 | 1.5 | 0.0 | | | 27 |
| 2019 Background Traffic Haul Route North of TCEC (22:00) | R3, 843m away | 1 | 54 | 0 | 2 | 80 | 0 | y | 1 | -61 | 23 | 842.6 | Soft | A | 1.4 | 0.0 | 1.5 | 0.0 | | | 26 |
| 2019 Background Traffic Haul Route North of TCEC (23:00) | R3, 843m away | ~~1~~ | 28 | 2 | 3 | 80 | 0 | y | 1 | -61 | 23 | 842.6 | Soft | A | 1.7 | 0.0 | 1.5 | 0.0 | | | 27 |
| 2019 Background Traffic Haul Route North of TCEC (0:00) | R4, 229m away | ~~1~~ | 11 | 0 | 0 | 80 | 0 | y | 1 | -82 | 58 | 228.8 | Soft | A | 0.1 | 0.0 | 1.5 | 0.0 | | | 27 |
| 2019 Background Traffic Haul Route North of TCEC (1:00) | R4, 229m away | ~~1~~ | 4 | 0 | 2 | 80 | 0 | y | 1 | -82 | 58 | 228.8 | Soft | A | 2.4 | 0.0 | 1.5 | 0.0 | | | 35 |
| 2019 Background Traffic Haul Route North of TCEC (2:00) | R4, 229m away | ~~1~~ | 7 | 1 | 2 | 80 | 0 | y | 1 | -82 | 58 | 228.8 | Soft | A | 2.1 | 0.0 | 1.5 | 0.0 | | | 36 |
| 2019 Background Traffic Haul Route North of TCEC (3:00) | R4, 229m away | ~~1~~ | 10 | 2 | 0 | 80 | 0 | y | 1 | -82 | 58 | 228.8 | Soft | A | 0.1 | 0.0 | 1.5 | 0.0 | | | 32 |
| 2019 Background Traffic Haul Route North of TCEC (4:00) | R4, 229m away | ~~1~~ | 10 | 2 | 2 | 80 | 0 | y | 1 | -82 | 58 | 228.8 | Soft | A | 1.9 | 0.0 | 1.5 | 0.0 | | | 36 |
| 2019 Background Traffic Haul Route North of TCEC (5:00) | R4, 229m away | 1 | 72 | 4 | 3 | 80 | 0 | y | 1 | -82 | 58 | 228.8 | Soft | A | 1.4 | 0.0 | 1.5 | 0.0 | | | 40 |
| 2019 Background Traffic Haul Route North of TCEC (6:00) | R4, 229m away | 1 | 173 | 2 | 10 | 80 | 0 | y | 1 | -82 | 58 | 228.8 | Soft | A | 1.5 | 0.0 | 1.5 | 0.0 | | | 43 |
| 2019 Background Traffic Haul Route North of TCEC (7:00) | R4, 229m away | 1 | 269 | 9 | 16 | 80 | 0 | y | 1 | -82 | 58 | 228.8 | Soft | A | 1.5 | 0.0 | 1.5 | 0.0 | | | 46 |
| 2019 Background Traffic Haul Route North of TCEC (8:00) | R4, 229m away | 1 | 247 | 25 | 32 | 80 | 0 | y | 1 | -82 | 58 | 228.8 | Soft | A | 1.8 | 0.0 | 1.5 | 0.0 | | | 48 |
| 2019 Background Traffic Haul Route North of TCEC (9:00) | R4, 229m away | 1 | 230 | 10 | 31 | 80 | 0 | y | 1 | -82 | 58 | 228.8 | Soft | A | 1.8 | 0.0 | 1.5 | 0.0 | | | 48 |
| 2019 Background Traffic Haul Route North of TCEC (10:00) | R4, 229m away | 1 | 216 | 11 | 21 | 80 | 0 | y | 1 | -82 | 58 | 228.8 | Soft | A | 1.7 | 0.0 | 1.5 | 0.0 | | | 47 |
| 2019 Background Traffic Haul Route North of TCEC (11:00) | R4, 229m away | 1 | 240 | 9 | 49 | 80 | 0 | y | 1 | -82 | 58 | 228.8 | Soft | A | 2.0 | 0.0 | 1.5 | 0.0 | | | 49 |
| 2019 Background Traffic Haul Route North of TCEC (12:00) | R4, 229m away | 1 | 208 | 7 | 26 | 80 | 0 | y | 1 | -82 | 58 | 228.8 | Soft | A | 1.8 | 0.0 | 1.5 | 0.0 | | | 47 |
| 2019 Background Traffic Haul Route North of TCEC (13:00) | R4, 229m away | 1 | 223 | 12 | 50 | 80 | 0 | y | 1 | -82 | 58 | 228.8 | Soft | A | 2.0 | 0.0 | 1.5 | 0.0 | | | 50 |
| 2019 Background Traffic Haul Route North of TCEC (14:00) | R4, 229m away | 1 | 238 | 9 | 31 | 80 | 0 | y | 1 | -82 | 58 | 228.8 | Soft | A | 1.8 | 0.0 | 1.5 | 0.0 | | | 48 |
| 2019 Background Traffic Haul Route North of TCEC (15:00) | R4, 229m away | 1 | 263 | 15 | 27 | 80 | 0 | y | 1 | -82 | 58 | 228.8 | Soft | A | 1.7 | 0.0 | 1.5 | 0.0 | | | 48 |
| 2019 Background Traffic Haul Route North of TCEC (16:00) | R4, 229m away | 1 | 311 | 16 | 26 | 80 | 0 | y | 1 | -82 | 58 | 228.8 | Soft | A | 1.6 | 0.0 | 1.5 | 0.0 | | | 48 |
| 2019 Background Traffic Haul Route North of TCEC (17:00) | R4, 229m away | 1 | 269 | 6 | 19 | 80 | 0 | y | 1 | -82 | 58 | 228.8 | Soft | A | 1.6 | 0.0 | 1.5 | 0.0 | | | 46 |
| 2019 Background Traffic Haul Route North of TCEC (18:00) | R4, 229m away | 1 | 177 | 2 | 10 | 80 | 0 | y | 1 | -82 | 58 | 228.8 | Soft | A | 1.5 | 0.0 | 1.5 | 0.0 | | | 44 |
| 2019 Background Traffic Haul Route North of TCEC (19:00) | R4, 229m away | 1 | 115 | 1 | 0 | 80 | 0 | y | 1 | -82 | 58 | 228.8 | Soft | A | 0.1 | 0.0 | 1.5 | 0.0 | | | 37 |
| 2019 Background Traffic Haul Route North of TCEC (20:00) | R4, 229m away | 1 | 79 | 0 | 4 | 80 | 0 | y | 1 | -82 | 58 | 228.8 | Soft | A | 1.5 | 0.0 | 1.5 | 0.0 | | | 39 |
| 2019 Background Traffic Haul Route North of TCEC (21:00) | R4, 229m away | 1 | 58 | 0 | 3 | 80 | 0 | y | 1 | -82 | 58 | 228.8 | Soft | A | 1.5 | 0.0 | 1.5 | 0.0 | | | 38 |
| 2019 Background Traffic Haul Route North of TCEC (22:00) | R4, 229m away | 1 | 54 | 0 | 2 | 80 | 0 | y | 1 | -82 | 58 | 228.8 | Soft | A | 1.4 | 0.0 | 1.5 | 0.0 | | | 37 |
| 2019 Background Traffic Haul Route North of TCEC (23:00) | R4, 229m away | ~~1~~ | 28 | 2 | 3 | 80 | 0 | y | 1 | -82 | 58 | 228.8 | Soft | A | 1.7 | 0.0 | 1.5 | 0.0 | | | 38 |
| 2019 Background Traffic Haul Route North of TCEC (0:00) | R5, 40m away | ~~1~~ | 11 | 0 | 0 | 80 | 0 | y | 1 | -89 | 83 | 40.2 | Soft | A | 0.1 | 0.0 | 1.5 | 0.0 | | | 40 |
| 2019 Background Traffic Haul Route North of TCEC (1:00) | R5, 40m away | ~~1~~ | 4 | 0 | 2 | 80 | 0 | y | 1 | -89 | 83 | 40.2 | Soft | A | 2.4 | 0.0 | 1.5 | 0.0 | | | 48 |
| 2019 Background Traffic Haul Route North of TCEC (2:00) | R5, 40m away | ~~1~~ | 7 | 1 | 2 | 80 | 0 | y | 1 | -89 | 83 | 40.2 | Soft | A | 2.1 | 0.0 | 1.5 | 0.0 | | | 49 |
| 2019 Background Traffic Haul Route North of TCEC (3:00) | R5, 40m away | ~~1~~ | 10 | 2 | 0 | 80 | 0 | y | 1 | -89 | 83 | 40.2 | Soft | A | 0.1 | 0.0 | 1.5 | 0.0 | | | 45 |
| 2019 Background Traffic Haul Route North of TCEC (4:00) | R5, 40m away | ~~1~~ | 10 | 2 | 2 | 80 | 0 | y | 1 | -89 | 83 | 40.2 | Soft | A | 1.9 | 0.0 | 1.5 | 0.0 | | | 49 |
| 2019 Background Traffic Haul Route North of TCEC (5:00) | R5, 40m away | 1 | 72 | 4 | 3 | 80 | 0 | y | 1 | -89 | 83 | 40.2 | Soft | A | 1.4 | 0.0 | 1.5 | 0.0 | | | 53 |
| 2019 Background Traffic Haul Route North of TCEC (6:00) | R5, 40m away | 1 | 173 | 2 | 10 | 80 | 0 | y | 1 | -89 | 83 | 40.2 | Soft | A | 1.5 | 0.0 | 1.5 | 0.0 | | | 56 |
| 2019 Background Traffic Haul Route North of TCEC (7:00) | R5, 40m away | 1 | 269 | 9 | 16 | 80 | 0 | y | 1 | -89 | 83 | 40.2 | Soft | A | 1.5 | 0.0 | 1.5 | 0.0 | | | 59 |
| 2019 Background Traffic Haul Route North of TCEC (8:00) | R5, 40m away | 1 | 247 | 25 | 32 | 80 | 0 | y | 1 | -89 | 83 | 40.2 | Soft | A | 1.8 | 0.0 | 1.5 | 0.0 | | | 61 |
| 2019 Background Traffic Haul Route North of TCEC (9:00) | R5, 40m away | 1 | 230 | 10 | 31 | 80 | 0 | y | 1 | -89 | 83 | 40.2 | Soft | A | 1.8 | 0.0 | 1.5 | 0.0 | | | 61 |
| 2019 Background Traffic Haul Route North of TCEC (10:00) | R5, 40m away | 1 | 216 | 11 | 21 | 80 | 0 | y | 1 | -89 | 83 | 40.2 | Soft | A | 1.7 | 0.0 | 1.5 | 0.0 | | | 59 |
| 2019 Background Traffic Haul Route North of TCEC (11:00) | R5, 40m away | 1 | 240 | 9 | 49 | 80 | 0 | y | 1 | -89 | 83 | 40.2 | Soft | A | 2.0 | 0.0 | 1.5 | 0.0 | | | 62 |

| | | | | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 2019 Background Traffic Haul Route North of TCEC (12:00) | R5, 40m away | 1 | 208 | 7 | 26 | 80 | 0 | y | 1 | -89 | 83 | 40.2 | Soft | A | 1.8 | 0.0 | 1.5 | 0.0 | | | 60 |
| 2019 Background Traffic Haul Route North of TCEC (13:00) | R5, 40m away | 1 | 223 | 12 | 50 | 80 | 0 | y | 1 | -89 | 83 | 40.2 | Soft | A | 2.0 | 0.0 | 1.5 | 0.0 | | | 62 |
| 2019 Background Traffic Haul Route North of TCEC (14:00) | R5, 40m away | 1 | 238 | 9 | 31 | 80 | 0 | y | 1 | -89 | 83 | 40.2 | Soft | A | 1.8 | 0.0 | 1.5 | 0.0 | | | 61 |
| 2019 Background Traffic Haul Route North of TCEC (15:00) | R5, 40m away | 1 | 263 | 15 | 27 | 80 | 0 | y | 1 | -89 | 83 | 40.2 | Soft | A | 1.7 | 0.0 | 1.5 | 0.0 | | | 61 |
| 2019 Background Traffic Haul Route North of TCEC (16:00) | R5, 40m away | 1 | 311 | 16 | 26 | 80 | 0 | y | 1 | -89 | 83 | 40.2 | Soft | A | 1.6 | 0.0 | 1.5 | 0.0 | | | 61 |
| 2019 Background Traffic Haul Route North of TCEC (17:00) | R5, 40m away | 1 | 269 | 6 | 19 | 80 | 0 | y | 1 | -89 | 83 | 40.2 | Soft | A | 1.6 | 0.0 | 1.5 | 0.0 | | | 59 |
| 2019 Background Traffic Haul Route North of TCEC (18:00) | R5, 40m away | 1 | 177 | 2 | 10 | 80 | 0 | y | 1 | -89 | 83 | 40.2 | Soft | A | 1.5 | 0.0 | 1.5 | 0.0 | | | 57 |
| 2019 Background Traffic Haul Route North of TCEC (19:00) | R5, 40m away | 1 | 115 | 1 | 0 | 80 | 0 | y | 1 | -89 | 83 | 40.2 | Soft | A | 0.1 | 0.0 | 1.5 | 0.0 | | | 50 |
| 2019 Background Traffic Haul Route North of TCEC (20:00) | R5, 40m away | 1 | 79 | 0 | 4 | 80 | 0 | y | 1 | -89 | 83 | 40.2 | Soft | A | 1.5 | 0.0 | 1.5 | 0.0 | | | 53 |
| 2019 Background Traffic Haul Route North of TCEC (21:00) | R5, 40m away | 1 | 58 | 0 | 3 | 80 | 0 | y | 1 | -89 | 83 | 40.2 | Soft | A | 1.5 | 0.0 | 1.5 | 0.0 | | | 51 |
| 2019 Background Traffic Haul Route North of TCEC (22:00) | R5, 40m away | 1 | 54 | 0 | 2 | 80 | 0 | y | 1 | -89 | 83 | 40.2 | Soft | A | 1.4 | 0.0 | 1.5 | 0.0 | | | 50 |
| 2019 Background Traffic Haul Route North of TCEC (23:00) | R5, 40m away | ~~1~~ | 28 | 2 | 3 | 80 | 0 | y | 1 | -89 | 83 | 40.2 | Soft | A | 1.7 | 0.0 | 1.5 | 0.0 | | | 51 |
| 2019 Background Traffic Haul Route North of TCEC (0:00) | R6, 67m away | ~~1~~ | 11 | 0 | 0 | 80 | 0 | y | 1 | -76 | 87 | 66.8 | Soft | A | 0.1 | 0.0 | 1.5 | 0.0 | | | 36 |
| 2019 Background Traffic Haul Route North of TCEC (1:00) | R6, 67m away | ~~1~~ | 4 | 0 | 2 | 80 | 0 | y | 1 | -76 | 87 | 66.8 | Soft | A | 2.4 | 0.0 | 1.5 | 0.0 | | | 44 |
| 2019 Background Traffic Haul Route North of TCEC (2:00) | R6, 67m away | ~~1~~ | 7 | 1 | 2 | 80 | 0 | y | 1 | -76 | 87 | 66.8 | Soft | A | 2.1 | 0.0 | 1.5 | 0.0 | | | 45 |
| 2019 Background Traffic Haul Route North of TCEC (3:00) | R6, 67m away | ~~1~~ | 10 | 2 | 0 | 80 | 0 | y | 1 | -76 | 87 | 66.8 | Soft | A | 0.1 | 0.0 | 1.5 | 0.0 | | | 41 |
| 2019 Background Traffic Haul Route North of TCEC (4:00) | R6, 67m away | ~~1~~ | 10 | 2 | 2 | 80 | 0 | y | 1 | -76 | 87 | 66.8 | Soft | A | 1.9 | 0.0 | 1.5 | 0.0 | | | 46 |
| 2019 Background Traffic Haul Route North of TCEC (5:00) | R6, 67m away | 1 | 72 | 4 | 3 | 80 | 0 | y | 1 | -76 | 87 | 66.8 | Soft | A | 1.4 | 0.0 | 1.5 | 0.0 | | | 49 |
| 2019 Background Traffic Haul Route North of TCEC (6:00) | R6, 67m away | 1 | 173 | 2 | 10 | 80 | 0 | y | 1 | -76 | 87 | 66.8 | Soft | A | 1.5 | 0.0 | 1.5 | 0.0 | | | 53 |
| 2019 Background Traffic Haul Route North of TCEC (7:00) | R6, 67m away | 1 | 269 | 9 | 16 | 80 | 0 | y | 1 | -76 | 87 | 66.8 | Soft | A | 1.5 | 0.0 | 1.5 | 0.0 | | | 55 |
| 2019 Background Traffic Haul Route North of TCEC (8:00) | R6, 67m away | 1 | 247 | 25 | 32 | 80 | 0 | y | 1 | -76 | 87 | 66.8 | Soft | A | 1.8 | 0.0 | 1.5 | 0.0 | | | 58 |
| 2019 Background Traffic Haul Route North of TCEC (9:00) | R6, 67m away | 1 | 230 | 10 | 31 | 80 | 0 | y | 1 | -76 | 87 | 66.8 | Soft | A | 1.8 | 0.0 | 1.5 | 0.0 | | | 57 |
| 2019 Background Traffic Haul Route North of TCEC (10:00) | R6, 67m away | 1 | 216 | 11 | 21 | 80 | 0 | y | 1 | -76 | 87 | 66.8 | Soft | A | 1.7 | 0.0 | 1.5 | 0.0 | | | 56 |
| 2019 Background Traffic Haul Route North of TCEC (11:00) | R6, 67m away | 1 | 240 | 9 | 49 | 80 | 0 | y | 1 | -76 | 87 | 66.8 | Soft | A | 2.0 | 0.0 | 1.5 | 0.0 | | | 59 |
| 2019 Background Traffic Haul Route North of TCEC (12:00) | R6, 67m away | 1 | 208 | 7 | 26 | 80 | 0 | y | 1 | -76 | 87 | 66.8 | Soft | A | 1.8 | 0.0 | 1.5 | 0.0 | | | 56 |
| 2019 Background Traffic Haul Route North of TCEC (13:00) | R6, 67m away | 1 | 223 | 12 | 50 | 80 | 0 | y | 1 | -76 | 87 | 66.8 | Soft | A | 2.0 | 0.0 | 1.5 | 0.0 | | | 59 |
| 2019 Background Traffic Haul Route North of TCEC (14:00) | R6, 67m away | 1 | 238 | 9 | 31 | 80 | 0 | y | 1 | -76 | 87 | 66.8 | Soft | A | 1.8 | 0.0 | 1.5 | 0.0 | | | 57 |
| 2019 Background Traffic Haul Route North of TCEC (15:00) | R6, 67m away | 1 | 263 | 15 | 27 | 80 | 0 | y | 1 | -76 | 87 | 66.8 | Soft | A | 1.7 | 0.0 | 1.5 | 0.0 | | | 57 |
| 2019 Background Traffic Haul Route North of TCEC (16:00) | R6, 67m away | 1 | 311 | 16 | 26 | 80 | 0 | y | 1 | -76 | 87 | 66.8 | Soft | A | 1.6 | 0.0 | 1.5 | 0.0 | | | 57 |
| 2019 Background Traffic Haul Route North of TCEC (17:00) | R6, 67m away | 1 | 269 | 6 | 19 | 80 | 0 | y | 1 | -76 | 87 | 66.8 | Soft | A | 1.6 | 0.0 | 1.5 | 0.0 | | | 55 |
| 2019 Background Traffic Haul Route North of TCEC (18:00) | R6, 67m away | 1 | 177 | 2 | 10 | 80 | 0 | y | 1 | -76 | 87 | 66.8 | Soft | A | 1.5 | 0.0 | 1.5 | 0.0 | | | 53 |
| 2019 Background Traffic Haul Route North of TCEC (19:00) | R6, 67m away | 1 | 115 | 1 | 0 | 80 | 0 | y | 1 | -76 | 87 | 66.8 | Soft | A | 0.1 | 0.0 | 1.5 | 0.0 | | | 47 |
| 2019 Background Traffic Haul Route North of TCEC (20:00) | R6, 67m away | 1 | 79 | 0 | 4 | 80 | 0 | y | 1 | -76 | 87 | 66.8 | Soft | A | 1.5 | 0.0 | 1.5 | 0.0 | | | 49 |
| 2019 Background Traffic Haul Route North of TCEC (21:00) | R6, 67m away | 1 | 58 | 0 | 3 | 80 | 0 | y | 1 | -76 | 87 | 66.8 | Soft | A | 1.5 | 0.0 | 1.5 | 0.0 | | | 47 |
| 2019 Background Traffic Haul Route North of TCEC (22:00) | R6, 67m away | 1 | 54 | 0 | 2 | 80 | 0 | y | 1 | -76 | 87 | 66.8 | Soft | A | 1.4 | 0.0 | 1.5 | 0.0 | | | 46 |
| 2019 Background Traffic Haul Route North of TCEC (23:00) | R6, 67m away | ~~1~~ | 28 | 2 | 3 | 80 | 0 | y | 1 | -76 | 87 | 66.8 | Soft | A | 1.7 | 0.0 | 1.5 | 0.0 | | | 47 |
| 2019 Background Traffic Haul Route North of TCEC (0:00) | R7, 78m away | ~~1~~ | 11 | 0 | 0 | 80 | 0 | y | 1 | 71 | 87 | 78.1 | Soft | A | 0.1 | 0.0 | 1.5 | 0.0 | | | 21 |
| 2019 Background Traffic Haul Route North of TCEC (1:00) | R7, 78m away | ~~1~~ | 4 | 0 | 2 | 80 | 0 | y | 1 | 71 | 87 | 78.1 | Soft | A | 2.4 | 0.0 | 1.5 | 0.0 | | | 29 |
| 2019 Background Traffic Haul Route North of TCEC (2:00) | R7, 78m away | ~~1~~ | 7 | 1 | 2 | 80 | 0 | y | 1 | 71 | 87 | 78.1 | Soft | A | 2.1 | 0.0 | 1.5 | 0.0 | | | 30 |
| 2019 Background Traffic Haul Route North of TCEC (3:00) | R7, 78m away | ~~1~~ | 10 | 2 | 0 | 80 | 0 | y | 1 | 71 | 87 | 78.1 | Soft | A | 0.1 | 0.0 | 1.5 | 0.0 | | | 26 |
| 2019 Background Traffic Haul Route North of TCEC (4:00) | R7, 78m away | ~~1~~ | 10 | 2 | 2 | 80 | 0 | y | 1 | 71 | 87 | 78.1 | Soft | A | 1.9 | 0.0 | 1.5 | 0.0 | | | 31 |
| 2019 Background Traffic Haul Route North of TCEC (5:00) | R7, 78m away | 1 | 72 | 4 | 3 | 80 | 0 | y | 1 | 71 | 87 | 78.1 | Soft | A | 1.4 | 0.0 | 1.5 | 0.0 | | | 34 |
| 2019 Background Traffic Haul Route North of TCEC (6:00) | R7, 78m away | 1 | 173 | 2 | 10 | 80 | 0 | y | 1 | 71 | 87 | 78.1 | Soft | A | 1.5 | 0.0 | 1.5 | 0.0 | | | 38 |
| 2019 Background Traffic Haul Route North of TCEC (7:00) | R7, 78m away | 1 | 269 | 9 | 16 | 80 | 0 | y | 1 | 71 | 87 | 78.1 | Soft | A | 1.5 | 0.0 | 1.5 | 0.0 | | | 40 |
| 2019 Background Traffic Haul Route North of TCEC (8:00) | R7, 78m away | 1 | 247 | 25 | 32 | 80 | 0 | y | 1 | 71 | 87 | 78.1 | Soft | A | 1.8 | 0.0 | 1.5 | 0.0 | | | 43 |
| 2019 Background Traffic Haul Route North of TCEC (9:00) | R7, 78m away | 1 | 230 | 10 | 31 | 80 | 0 | y | 1 | 71 | 87 | 78.1 | Soft | A | 1.8 | 0.0 | 1.5 | 0.0 | | | 42 |
| 2019 Background Traffic Haul Route North of TCEC (10:00) | R7, 78m away | 1 | 216 | 11 | 21 | 80 | 0 | y | 1 | 71 | 87 | 78.1 | Soft | A | 1.7 | 0.0 | 1.5 | 0.0 | | | 41 |
| 2019 Background Traffic Haul Route North of TCEC (11:00) | R7, 78m away | 1 | 240 | 9 | 49 | 80 | 0 | y | 1 | 71 | 87 | 78.1 | Soft | A | 2.0 | 0.0 | 1.5 | 0.0 | | | 44 |
| 2019 Background Traffic Haul Route North of TCEC (12:00) | R7, 78m away | 1 | 208 | 7 | 26 | 80 | 0 | y | 1 | 71 | 87 | 78.1 | Soft | A | 1.8 | 0.0 | 1.5 | 0.0 | | | 41 |
| 2019 Background Traffic Haul Route North of TCEC (13:00) | R7, 78m away | 1 | 223 | 12 | 50 | 80 | 0 | y | 1 | 71 | 87 | 78.1 | Soft | A | 2.0 | 0.0 | 1.5 | 0.0 | | | 44 |
| 2019 Background Traffic Haul Route North of TCEC (14:00) | R7, 78m away | 1 | 238 | 9 | 31 | 80 | 0 | y | 1 | 71 | 87 | 78.1 | Soft | A | 1.8 | 0.0 | 1.5 | 0.0 | | | 42 |
| 2019 Background Traffic Haul Route North of TCEC (15:00) | R7, 78m away | 1 | 263 | 15 | 27 | 80 | 0 | y | 1 | 71 | 87 | 78.1 | Soft | A | 1.7 | 0.0 | 1.5 | 0.0 | | | 42 |
| 2019 Background Traffic Haul Route North of TCEC (16:00) | R7, 78m away | 1 | 311 | 16 | 26 | 80 | 0 | y | 1 | 71 | 87 | 78.1 | Soft | A | 1.6 | 0.0 | 1.5 | 0.0 | | | 42 |
| 2019 Background Traffic Haul Route North of TCEC (17:00) | R7, 78m away | 1 | 269 | 6 | 19 | 80 | 0 | y | 1 | 71 | 87 | 78.1 | Soft | A | 1.6 | 0.0 | 1.5 | 0.0 | | | 40 |
| 2019 Background Traffic Haul Route North of TCEC (18:00) | R7, 78m away | 1 | 177 | 2 | 10 | 80 | 0 | y | 1 | 71 | 87 | 78.1 | Soft | A | 1.5 | 0.0 | 1.5 | 0.0 | | | 38 |
| 2019 Background Traffic Haul Route North of TCEC (19:00) | R7, 78m away | 1 | 115 | 1 | 0 | 80 | 0 | y | 1 | 71 | 87 | 78.1 | Soft | A | 0.1 | 0.0 | 1.5 | 0.0 | | | 31 |
| 2019 Background Traffic Haul Route North of TCEC (20:00) | R7, 78m away | 1 | 79 | 0 | 4 | 80 | 0 | y | 1 | 71 | 87 | 78.1 | Soft | A | 1.5 | 0.0 | 1.5 | 0.0 | | | 34 |
| 2019 Background Traffic Haul Route North of TCEC (21:00) | R7, 78m away | 1 | 58 | 0 | 3 | 80 | 0 | y | 1 | 71 | 87 | 78.1 | Soft | A | 1.5 | 0.0 | 1.5 | 0.0 | | | 32 |
| 2019 Background Traffic Haul Route North of TCEC (22:00) | R7, 78m away | 1 | 54 | 0 | 2 | 80 | 0 | y | 1 | 71 | 87 | 78.1 | Soft | A | 1.4 | 0.0 | 1.5 | 0.0 | | | 31 |
| 2019 Background Traffic Haul Route North of TCEC (23:00) | R7, 78m away | ~~1~~ | 28 | 2 | 3 | 80 | 0 | y | 1 | 71 | 87 | 78.1 | Soft | A | 1.7 | 0.0 | 1.5 | 0.0 | | | 32 |
| 2019 Background Traffic Haul Route North of TCEC (0:00) | R8, 74m away | ~~1~~ | 11 | 0 | 0 | 80 | 0 | y | 1 | 81 | 88 | 73.9 | Soft | A | 0.1 | 0.0 | 1.5 | 0.0 | | | 16 |
| 2019 Background Traffic Haul Route North of TCEC (1:00) | R8, 74m away | ~~1~~ | 4 | 0 | 2 | 80 | 0 | y | 1 | 81 | 88 | 73.9 | Soft | A | 2.4 | 0.0 | 1.5 | 0.0 | | | 24 |
| 2019 Background Traffic Haul Route North of TCEC (2:00) | R8, 74m away | ~~1~~ | 7 | 1 | 2 | 80 | 0 | y | 1 | 81 | 88 | 73.9 | Soft | A | 2.1 | 0.0 | 1.5 | 0.0 | | | 25 |
| 2019 Background Traffic Haul Route North of TCEC (3:00) | R8, 74m away | ~~1~~ | 10 | 2 | 0 | 80 | 0 | y | 1 | 81 | 88 | 73.9 | Soft | A | 0.1 | 0.0 | 1.5 | 0.0 | | | 21 |
| 2019 Background Traffic Haul Route North of TCEC (4:00) | R8, 74m away | ~~1~~ | 10 | 2 | 2 | 80 | 0 | y | 1 | 81 | 88 | 73.9 | Soft | A | 1.9 | 0.0 | 1.5 | 0.0 | | | 26 |
| 2019 Background Traffic Haul Route North of TCEC (5:00) | R8, 74m away | 1 | 72 | 4 | 3 | 80 | 0 | y | 1 | 81 | 88 | 73.9 | Soft | A | 1.4 | 0.0 | 1.5 | 0.0 | | | 29 |
| 2019 Background Traffic Haul Route North of TCEC (6:00) | R8, 74m away | 1 | 173 | 2 | 10 | 80 | 0 | y | 1 | 81 | 88 | 73.9 | Soft | A | 1.5 | 0.0 | 1.5 | 0.0 | | | 33 |
| 2019 Background Traffic Haul Route North of TCEC (7:00) | R8, 74m away | 1 | 269 | 9 | 16 | 80 | 0 | y | 1 | 81 | 88 | 73.9 | Soft | A | 1.5 | 0.0 | 1.5 | 0.0 | | | 35 |
| 2019 Background Traffic Haul Route North of TCEC (8:00) | R8, 74m away | 1 | 247 | 25 | 32 | 80 | 0 | y | 1 | 81 | 88 | 73.9 | Soft | A | 1.8 | 0.0 | 1.5 | 0.0 | | | 38 |
| 2019 Background Traffic Haul Route North of TCEC (9:00) | R8, 74m away | 1 | 230 | 10 | 31 | 80 | 0 | y | 1 | 81 | 88 | 73.9 | Soft | A | 1.8 | 0.0 | 1.5 | 0.0 | | | 37 |
| 2019 Background Traffic Haul Route North of TCEC (10:00) | R8, 74m away | 1 | 216 | 11 | 21 | 80 | 0 | y | 1 | 81 | 88 | 73.9 | Soft | A | 1.7 | 0.0 | 1.5 | 0.0 | | | 36 |
| 2019 Background Traffic Haul Route North of TCEC (11:00) | R8, 74m away | 1 | 240 | 9 | 49 | 80 | 0 | y | 1 | 81 | 88 | 73.9 | Soft | A | 2.0 | 0.0 | 1.5 | 0.0 | | | 39 |
| 2019 Background Traffic Haul Route North of TCEC (12:00) | R8, 74m away | 1 | 208 | 7 | 26 | 80 | 0 | y | 1 | 81 | 88 | 73.9 | Soft | A | 1.8 | 0.0 | 1.5 | 0.0 | | | 36 |
| 2019 Background Traffic Haul Route North of TCEC (13:00) | R8, 74m away | 1 | 223 | 12 | 50 | 80 | 0 | y | 1 | 81 | 88 | 73.9 | Soft | A | 2.0 | 0.0 | 1.5 | 0.0 | | | 39 |
| 2019 Background Traffic Haul Route North of TCEC (14:00) | R8, 74m away | 1 | 238 | 9 | 31 | 80 | 0 | y | 1 | 81 | 88 | 73.9 | Soft | A | 1.8 | 0.0 | 1.5 | 0.0 | | | 37 |
| 2019 Background Traffic Haul Route North of TCEC (15:00) | R8, 74m away | 1 | 263 | 15 | 27 | 80 | 0 | y | 1 | 81 | 88 | 73.9 | Soft | A | 1.7 | 0.0 | 1.5 | 0.0 | | | 37 |
| 2019 Background Traffic Haul Route North of TCEC (16:00) | R8, 74m away | 1 | 311 | 16 | 26 | 80 | 0 | y | 1 | 81 | 88 | 73.9 | Soft | A | 1.6 | 0.0 | 1.5 | 0.0 | | | 37 |
| 2019 Background Traffic Haul Route North of TCEC (17:00) | R8, 74m away | 1 | 269 | 6 | 19 | 80 | 0 | y | 1 | 81 | 88 | 73.9 | Soft | A | 1.6 | 0.0 | 1.5 | 0.0 | | | 35 |
| 2019 Background Traffic Haul Route North of TCEC (18:00) | R8, 74m away | 1 | 177 | 2 | 10 | 80 | 0 | y | 1 | 81 | 88 | 73.9 | Soft | A | 1.5 | 0.0 | 1.5 | 0.0 | | | 33 |

| | | | | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 2019 Background Traffic Haul Route North of TCEC (19:00) | R8, 74m away | 1 | 115 | 1 | 0 | 80 | 0 | y | 1 | 81 | 88 | 73.9 | Soft | A | 0.1 | 0.0 | 1.5 | 0.0 | | | 27 |
| 2019 Background Traffic Haul Route North of TCEC (20:00) | R8, 74m away | 1 | 79 | 0 | 4 | 80 | 0 | y | 1 | 81 | 88 | 73.9 | Soft | A | 1.5 | 0.0 | 1.5 | 0.0 | | | 29 |
| 2019 Background Traffic Haul Route North of TCEC (21:00) | R8, 74m away | 1 | 58 | 0 | 3 | 80 | 0 | y | 1 | 81 | 88 | 73.9 | Soft | A | 1.5 | 0.0 | 1.5 | 0.0 | | | 27 |
| 2019 Background Traffic Haul Route North of TCEC (22:00) | R8, 74m away | 1 | 54 | 0 | 2 | 80 | 0 | y | 1 | 81 | 88 | 73.9 | Soft | A | 1.4 | 0.0 | 1.5 | 0.0 | | | 26 |
| 2019 Background Traffic Haul Route North of TCEC (23:00) | R8, 74m away | 1 | 28 | 2 | 3 | 80 | 0 | y | 1 | 81 | 88 | 73.9 | Soft | A | 1.7 | 0.0 | 1.5 | 0.0 | | | 27 |
| 2019 Background Traffic Haul Route North of TCEC (0:00) | R9, 78m away | 1 | 11 | 0 | 0 | 80 | 0 | y | 1 | 84 | 88 | 77.7 | Soft | A | 0.1 | 0.0 | 1.5 | 0.0 | | | 13 |
| 2019 Background Traffic Haul Route North of TCEC (1:00) | R9, 78m away | 1 | 4 | 0 | 2 | 80 | 0 | y | 1 | 84 | 88 | 77.7 | Soft | A | 2.4 | 0.0 | 1.5 | 0.0 | | | 22 |
| 2019 Background Traffic Haul Route North of TCEC (2:00) | R9, 78m away | 1 | 7 | 1 | 2 | 80 | 0 | y | 1 | 84 | 88 | 77.7 | Soft | A | 2.1 | 0.0 | 1.5 | 0.0 | | | 22 |
| 2019 Background Traffic Haul Route North of TCEC (3:00) | R9, 78m away | 1 | 10 | 2 | 0 | 80 | 0 | y | 1 | 84 | 88 | 77.7 | Soft | A | 0.1 | 0.0 | 1.5 | 0.0 | | | 18 |
| 2019 Background Traffic Haul Route North of TCEC (4:00) | R9, 78m away | 1 | 10 | 2 | 2 | 80 | 0 | y | 1 | 84 | 88 | 77.7 | Soft | A | 1.9 | 0.0 | 1.5 | 0.0 | | | 23 |
| 2019 Background Traffic Haul Route North of TCEC (5:00) | R9, 78m away | 1 | 72 | 4 | 3 | 80 | 0 | y | 1 | 84 | 88 | 77.7 | Soft | A | 1.4 | 0.0 | 1.5 | 0.0 | | | 26 |
| 2019 Background Traffic Haul Route North of TCEC (6:00) | R9, 78m away | 1 | 173 | 2 | 10 | 80 | 0 | y | 1 | 84 | 88 | 77.7 | Soft | A | 1.5 | 0.0 | 1.5 | 0.0 | | | 30 |
| 2019 Background Traffic Haul Route North of TCEC (7:00) | R9, 78m away | 1 | 269 | 9 | 16 | 80 | 0 | y | 1 | 84 | 88 | 77.7 | Soft | A | 1.5 | 0.0 | 1.5 | 0.0 | | | 32 |
| 2019 Background Traffic Haul Route North of TCEC (8:00) | R9, 78m away | 1 | 247 | 25 | 32 | 80 | 0 | y | 1 | 84 | 88 | 77.7 | Soft | A | 1.8 | 0.0 | 1.5 | 0.0 | | | 35 |
| 2019 Background Traffic Haul Route North of TCEC (9:00) | R9, 78m away | 1 | 230 | 10 | 31 | 80 | 0 | y | 1 | 84 | 88 | 77.7 | Soft | A | 1.8 | 0.0 | 1.5 | 0.0 | | | 34 |
| 2019 Background Traffic Haul Route North of TCEC (10:00) | R9, 78m away | 1 | 216 | 11 | 21 | 80 | 0 | y | 1 | 84 | 88 | 77.7 | Soft | A | 1.7 | 0.0 | 1.5 | 0.0 | | | 33 |
| 2019 Background Traffic Haul Route North of TCEC (11:00) | R9, 78m away | 1 | 240 | 9 | 49 | 80 | 0 | y | 1 | 84 | 88 | 77.7 | Soft | A | 2.0 | 0.0 | 1.5 | 0.0 | | | 36 |
| 2019 Background Traffic Haul Route North of TCEC (12:00) | R9, 78m away | 1 | 208 | 7 | 26 | 80 | 0 | y | 1 | 84 | 88 | 77.7 | Soft | A | 1.8 | 0.0 | 1.5 | 0.0 | | | 33 |
| 2019 Background Traffic Haul Route North of TCEC (13:00) | R9, 78m away | 1 | 223 | 12 | 50 | 80 | 0 | y | 1 | 84 | 88 | 77.7 | Soft | A | 2.0 | 0.0 | 1.5 | 0.0 | | | 36 |
| 2019 Background Traffic Haul Route North of TCEC (14:00) | R9, 78m away | 1 | 238 | 9 | 31 | 80 | 0 | y | 1 | 84 | 88 | 77.7 | Soft | A | 1.8 | 0.0 | 1.5 | 0.0 | | | 34 |
| 2019 Background Traffic Haul Route North of TCEC (15:00) | R9, 78m away | 1 | 263 | 15 | 27 | 80 | 0 | y | 1 | 84 | 88 | 77.7 | Soft | A | 1.7 | 0.0 | 1.5 | 0.0 | | | 34 |
| 2019 Background Traffic Haul Route North of TCEC (16:00) | R9, 78m away | 1 | 311 | 16 | 26 | 80 | 0 | y | 1 | 84 | 88 | 77.7 | Soft | A | 1.6 | 0.0 | 1.5 | 0.0 | | | 34 |
| 2019 Background Traffic Haul Route North of TCEC (17:00) | R9, 78m away | 1 | 269 | 6 | 19 | 80 | 0 | y | 1 | 84 | 88 | 77.7 | Soft | A | 1.6 | 0.0 | 1.5 | 0.0 | | | 32 |
| 2019 Background Traffic Haul Route North of TCEC (18:00) | R9, 78m away | 1 | 177 | 2 | 10 | 80 | 0 | y | 1 | 84 | 88 | 77.7 | Soft | A | 1.5 | 0.0 | 1.5 | 0.0 | | | 30 |
| 2019 Background Traffic Haul Route North of TCEC (19:00) | R9, 78m away | 1 | 115 | 1 | 0 | 80 | 0 | y | 1 | 84 | 88 | 77.7 | Soft | A | 0.1 | 0.0 | 1.5 | 0.0 | | | 24 |
| 2019 Background Traffic Haul Route North of TCEC (20:00) | R9, 78m away | 1 | 79 | 0 | 4 | 80 | 0 | y | 1 | 84 | 88 | 77.7 | Soft | A | 1.5 | 0.0 | 1.5 | 0.0 | | | 26 |
| 2019 Background Traffic Haul Route North of TCEC (21:00) | R9, 78m away | 1 | 58 | 0 | 3 | 80 | 0 | y | 1 | 84 | 88 | 77.7 | Soft | A | 1.5 | 0.0 | 1.5 | 0.0 | | | 25 |
| 2019 Background Traffic Haul Route North of TCEC (22:00) | R9, 78m away | 1 | 54 | 0 | 2 | 80 | 0 | y | 1 | 84 | 88 | 77.7 | Soft | A | 1.4 | 0.0 | 1.5 | 0.0 | | | 23 |
| 2019 Background Traffic Haul Route North of TCEC (23:00) | R9, 78m away | 1 | 28 | 2 | 3 | 80 | 0 | y | 1 | 84 | 88 | 77.7 | Soft | A | 1.7 | 0.0 | 1.5 | 0.0 | | | 25 |
| 2019 Background Traffic Haul Route North of TCEC (0:00) | R15, 67m away | 1 | 11 | 0 | 0 | 80 | 0 | y | 1 | -89 | -86 | 66.9 | Soft | A | 0.1 | 0.0 | 1.5 | 0.0 | | | 11 |
| 2019 Background Traffic Haul Route North of TCEC (1:00) | R15, 67m away | 1 | 4 | 0 | 2 | 80 | 0 | y | 1 | -89 | -86 | 66.9 | Soft | A | 2.4 | 0.0 | 1.5 | 0.0 | | | 19 |
| 2019 Background Traffic Haul Route North of TCEC (2:00) | R15, 67m away | 1 | 7 | 1 | 2 | 80 | 0 | y | 1 | -89 | -86 | 66.9 | Soft | A | 2.1 | 0.0 | 1.5 | 0.0 | | | 19 |
| 2019 Background Traffic Haul Route North of TCEC (3:00) | R15, 67m away | 1 | 10 | 2 | 0 | 80 | 0 | y | 1 | -89 | -86 | 66.9 | Soft | A | 0.1 | 0.0 | 1.5 | 0.0 | | | 15 |
| 2019 Background Traffic Haul Route North of TCEC (4:00) | R15, 67m away | 1 | 10 | 2 | 2 | 80 | 0 | y | 1 | -89 | -86 | 66.9 | Soft | A | 1.9 | 0.0 | 1.5 | 0.0 | | | 20 |
| 2019 Background Traffic Haul Route North of TCEC (5:00) | R15, 67m away | 1 | 72 | 4 | 3 | 80 | 0 | y | 1 | -89 | -86 | 66.9 | Soft | A | 1.4 | 0.0 | 1.5 | 0.0 | | | 23 |
| 2019 Background Traffic Haul Route North of TCEC (6:00) | R15, 67m away | 1 | 173 | 2 | 10 | 80 | 0 | y | 1 | -89 | -86 | 66.9 | Soft | A | 1.5 | 0.0 | 1.5 | 0.0 | | | 27 |
| 2019 Background Traffic Haul Route North of TCEC (7:00) | R15, 67m away | 1 | 269 | 9 | 16 | 80 | 0 | y | 1 | -89 | -86 | 66.9 | Soft | A | 1.5 | 0.0 | 1.5 | 0.0 | | | 29 |
| 2019 Background Traffic Haul Route North of TCEC (8:00) | R15, 67m away | 1 | 247 | 25 | 32 | 80 | 0 | y | 1 | -89 | -86 | 66.9 | Soft | A | 1.8 | 0.0 | 1.5 | 0.0 | | | 32 |
| 2019 Background Traffic Haul Route North of TCEC (9:00) | R15, 67m away | 1 | 230 | 10 | 31 | 80 | 0 | y | 1 | -89 | -86 | 66.9 | Soft | A | 1.8 | 0.0 | 1.5 | 0.0 | | | 31 |
| 2019 Background Traffic Haul Route North of TCEC (10:00) | R15, 67m away | 1 | 216 | 11 | 21 | 80 | 0 | y | 1 | -89 | -86 | 66.9 | Soft | A | 1.7 | 0.0 | 1.5 | 0.0 | | | 30 |
| 2019 Background Traffic Haul Route North of TCEC (11:00) | R15, 67m away | 1 | 240 | 9 | 49 | 80 | 0 | y | 1 | -89 | -86 | 66.9 | Soft | A | 2.0 | 0.0 | 1.5 | 0.0 | | | 33 |
| 2019 Background Traffic Haul Route North of TCEC (12:00) | R15, 67m away | 1 | 208 | 7 | 26 | 80 | 0 | y | 1 | -89 | -86 | 66.9 | Soft | A | 1.8 | 0.0 | 1.5 | 0.0 | | | 30 |
| 2019 Background Traffic Haul Route North of TCEC (13:00) | R15, 67m away | 1 | 223 | 12 | 50 | 80 | 0 | y | 1 | -89 | -86 | 66.9 | Soft | A | 2.0 | 0.0 | 1.5 | 0.0 | | | 33 |
| 2019 Background Traffic Haul Route North of TCEC (14:00) | R15, 67m away | 1 | 238 | 9 | 31 | 80 | 0 | y | 1 | -89 | -86 | 66.9 | Soft | A | 1.8 | 0.0 | 1.5 | 0.0 | | | 31 |
| 2019 Background Traffic Haul Route North of TCEC (15:00) | R15, 67m away | 1 | 263 | 15 | 27 | 80 | 0 | y | 1 | -89 | -86 | 66.9 | Soft | A | 1.7 | 0.0 | 1.5 | 0.0 | | | 31 |
| 2019 Background Traffic Haul Route North of TCEC (16:00) | R15, 67m away | 1 | 311 | 16 | 26 | 80 | 0 | y | 1 | -89 | -86 | 66.9 | Soft | A | 1.6 | 0.0 | 1.5 | 0.0 | | | 31 |
| 2019 Background Traffic Haul Route North of TCEC (17:00) | R15, 67m away | 1 | 269 | 6 | 19 | 80 | 0 | y | 1 | -89 | -86 | 66.9 | Soft | A | 1.6 | 0.0 | 1.5 | 0.0 | | | 29 |
| 2019 Background Traffic Haul Route North of TCEC (18:00) | R15, 67m away | 1 | 177 | 2 | 10 | 80 | 0 | y | 1 | -89 | -86 | 66.9 | Soft | A | 1.5 | 0.0 | 1.5 | 0.0 | | | 27 |
| 2019 Background Traffic Haul Route North of TCEC (19:00) | R15, 67m away | 1 | 115 | 1 | 0 | 80 | 0 | y | 1 | -89 | -86 | 66.9 | Soft | A | 0.1 | 0.0 | 1.5 | 0.0 | | | 21 |
| 2019 Background Traffic Haul Route North of TCEC (20:00) | R15, 67m away | 1 | 79 | 0 | 4 | 80 | 0 | y | 1 | -89 | -86 | 66.9 | Soft | A | 1.5 | 0.0 | 1.5 | 0.0 | | | 23 |
| 2019 Background Traffic Haul Route North of TCEC (21:00) | R15, 67m away | 1 | 58 | 0 | 3 | 80 | 0 | y | 1 | -89 | -86 | 66.9 | Soft | A | 1.5 | 0.0 | 1.5 | 0.0 | | | 22 |
| 2019 Background Traffic Haul Route North of TCEC (22:00) | R15, 67m away | 1 | 54 | 0 | 2 | 80 | 0 | y | 1 | -89 | -86 | 66.9 | Soft | A | 1.4 | 0.0 | 1.5 | 0.0 | | | 20 |
| 2019 Background Traffic Haul Route North of TCEC (23:00) | R15, 67m away | 1 | 28 | 2 | 3 | 80 | 0 | y | 1 | -89 | -86 | 66.9 | Soft | A | 1.7 | 0.0 | 1.5 | 0.0 | | | 22 |
| 2019 Background Traffic Haul Route North of TCEC (0:00) | R16, 49m away | 1 | 11 | 0 | 0 | 80 | 0 | y | 1 | 86 | 88 | 49.0 | Soft | A | 0.1 | 0.0 | 1.5 | 0.0 | | | 13 |
| 2019 Background Traffic Haul Route North of TCEC (1:00) | R16, 49m away | 1 | 4 | 0 | 2 | 80 | 0 | y | 1 | 86 | 88 | 49.0 | Soft | A | 2.4 | 0.0 | 1.5 | 0.0 | | | 21 |
| 2019 Background Traffic Haul Route North of TCEC (2:00) | R16, 49m away | 1 | 7 | 1 | 2 | 80 | 0 | y | 1 | 86 | 88 | 49.0 | Soft | A | 2.1 | 0.0 | 1.5 | 0.0 | | | 21 |
| 2019 Background Traffic Haul Route North of TCEC (3:00) | R16, 49m away | 1 | 10 | 2 | 0 | 80 | 0 | y | 1 | 86 | 88 | 49.0 | Soft | A | 0.1 | 0.0 | 1.5 | 0.0 | | | 17 |
| 2019 Background Traffic Haul Route North of TCEC (4:00) | R16, 49m away | 1 | 10 | 2 | 2 | 80 | 0 | y | 1 | 86 | 88 | 49.0 | Soft | A | 1.9 | 0.0 | 1.5 | 0.0 | | | 22 |
| 2019 Background Traffic Haul Route North of TCEC (5:00) | R16, 49m away | 1 | 72 | 4 | 3 | 80 | 0 | y | 1 | 86 | 88 | 49.0 | Soft | A | 1.4 | 0.0 | 1.5 | 0.0 | | | 25 |
| 2019 Background Traffic Haul Route North of TCEC (6:00) | R16, 49m away | 1 | 173 | 2 | 10 | 80 | 0 | y | 1 | 86 | 88 | 49.0 | Soft | A | 1.5 | 0.0 | 1.5 | 0.0 | | | 29 |
| 2019 Background Traffic Haul Route North of TCEC (7:00) | R16, 49m away | 1 | 269 | 9 | 16 | 80 | 0 | y | 1 | 86 | 88 | 49.0 | Soft | A | 1.5 | 0.0 | 1.5 | 0.0 | | | 31 |
| 2019 Background Traffic Haul Route North of TCEC (8:00) | R16, 49m away | 1 | 247 | 25 | 32 | 80 | 0 | y | 1 | 86 | 88 | 49.0 | Soft | A | 1.8 | 0.0 | 1.5 | 0.0 | | | 34 |
| 2019 Background Traffic Haul Route North of TCEC (9:00) | R16, 49m away | 1 | 230 | 10 | 31 | 80 | 0 | y | 1 | 86 | 88 | 49.0 | Soft | A | 1.8 | 0.0 | 1.5 | 0.0 | | | 33 |
| 2019 Background Traffic Haul Route North of TCEC (10:00) | R16, 49m away | 1 | 216 | 11 | 21 | 80 | 0 | y | 1 | 86 | 88 | 49.0 | Soft | A | 1.7 | 0.0 | 1.5 | 0.0 | | | 32 |
| 2019 Background Traffic Haul Route North of TCEC (11:00) | R16, 49m away | 1 | 240 | 9 | 49 | 80 | 0 | y | 1 | 86 | 88 | 49.0 | Soft | A | 2.0 | 0.0 | 1.5 | 0.0 | | | 35 |
| 2019 Background Traffic Haul Route North of TCEC (12:00) | R16, 49m away | 1 | 208 | 7 | 26 | 80 | 0 | y | 1 | 86 | 88 | 49.0 | Soft | A | 1.8 | 0.0 | 1.5 | 0.0 | | | 33 |
| 2019 Background Traffic Haul Route North of TCEC (13:00) | R16, 49m away | 1 | 223 | 12 | 50 | 80 | 0 | y | 1 | 86 | 88 | 49.0 | Soft | A | 2.0 | 0.0 | 1.5 | 0.0 | | | 35 |
| 2019 Background Traffic Haul Route North of TCEC (14:00) | R16, 49m away | 1 | 238 | 9 | 31 | 80 | 0 | y | 1 | 86 | 88 | 49.0 | Soft | A | 1.8 | 0.0 | 1.5 | 0.0 | | | 33 |
| 2019 Background Traffic Haul Route North of TCEC (15:00) | R16, 49m away | 1 | 263 | 15 | 27 | 80 | 0 | y | 1 | 86 | 88 | 49.0 | Soft | A | 1.7 | 0.0 | 1.5 | 0.0 | | | 33 |
| 2019 Background Traffic Haul Route North of TCEC (16:00) | R16, 49m away | 1 | 311 | 16 | 26 | 80 | 0 | y | 1 | 86 | 88 | 49.0 | Soft | A | 1.6 | 0.0 | 1.5 | 0.0 | | | 33 |
| 2019 Background Traffic Haul Route North of TCEC (17:00) | R16, 49m away | 1 | 269 | 6 | 19 | 80 | 0 | y | 1 | 86 | 88 | 49.0 | Soft | A | 1.6 | 0.0 | 1.5 | 0.0 | | | 32 |
| 2019 Background Traffic Haul Route North of TCEC (18:00) | R16, 49m away | 1 | 177 | 2 | 10 | 80 | 0 | y | 1 | 86 | 88 | 49.0 | Soft | A | 1.5 | 0.0 | 1.5 | 0.0 | | | 29 |
| 2019 Background Traffic Haul Route North of TCEC (19:00) | R16, 49m away | 1 | 115 | 1 | 0 | 80 | 0 | y | 1 | 86 | 88 | 49.0 | Soft | A | 0.1 | 0.0 | 1.5 | 0.0 | | | 23 |
| 2019 Background Traffic Haul Route North of TCEC (20:00) | R16, 49m away | 1 | 79 | 0 | 4 | 80 | 0 | y | 1 | 86 | 88 | 49.0 | Soft | A | 1.5 | 0.0 | 1.5 | 0.0 | | | 25 |
| 2019 Background Traffic Haul Route North of TCEC (21:00) | R16, 49m away | 1 | 58 | 0 | 3 | 80 | 0 | y | 1 | 86 | 88 | 49.0 | Soft | A | 1.5 | 0.0 | 1.5 | 0.0 | | | 24 |
| 2019 Background Traffic Haul Route North of TCEC (22:00) | R16, 49m away | 1 | 54 | 0 | 2 | 80 | 0 | y | 1 | 86 | 88 | 49.0 | Soft | A | 1.4 | 0.0 | 1.5 | 0.0 | | | 23 |
| 2019 Background Traffic Haul Route North of TCEC (23:00) | R16, 49m away | 1 | 28 | 2 | 3 | 80 | 0 | y | 1 | 86 | 88 | 49.0 | Soft | A | 1.7 | 0.0 | 1.5 | 0.0 | | | 24 |
| 2019 Background Traffic Haul Route North of TCEC (0:00) | R17, 59m away | 1 | 11 | 0 | 0 | 80 | 0 | y | 1 | 82 | 88 | 58.8 | Soft | A | 0.1 | 0.0 | 1.5 | 0.0 | | | 18 |
| 2019 Background Traffic Haul Route North of TCEC (1:00) | R17, 59m away | 1 | 4 | 0 | 2 | 80 | 0 | y | 1 | 82 | 88 | 58.8 | Soft | A | 2.4 | 0.0 | 1.5 | 0.0 | | | 26 |
| 2019 Background Traffic Haul Route North of TCEC (2:00) | R17, 59m away | 1 | 7 | 1 | 2 | 80 | 0 | y | 1 | 82 | 88 | 58.8 | Soft | A | 2.1 | 0.0 | 1.5 | 0.0 | | | 27 |
| 2019 Background Traffic Haul Route North of TCEC (3:00) | R17, 59m away | 1 | 10 | 2 | 0 | 80 | 0 | y | 1 | 82 | 88 | 58.8 | Soft | A | 0.1 | 0.0 | 1.5 | 0.0 | | | 22 |
| 2019 Background Traffic Haul Route North of TCEC (4:00) | R17, 59m away | 1 | 10 | 2 | 2 | 80 | 0 | y | 1 | 82 | 88 | 58.8 | Soft | A | 1.9 | 0.0 | 1.5 | 0.0 | | | 27 |

| | | | | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 2019 Background Traffic Haul Route North of TCEC (5:00) | R17, 59m away | 1 | 72 | 4 | 3 | 80 | 0 | y | 1 | 82 | 88 | 58.8 | Soft | A | 1.4 | 0.0 | 1.5 | 0.0 | | | 31 |
| 2019 Background Traffic Haul Route North of TCEC (6:00) | R17, 59m away | 1 | 173 | 2 | 10 | 80 | 0 | y | 1 | 82 | 88 | 58.8 | Soft | A | 1.5 | 0.0 | 1.5 | 0.0 | | | 34 |
| 2019 Background Traffic Haul Route North of TCEC (7:00) | R17, 59m away | 1 | 269 | 9 | 16 | 80 | 0 | y | 1 | 82 | 88 | 58.8 | Soft | A | 1.5 | 0.0 | 1.5 | 0.0 | | | 37 |
| 2019 Background Traffic Haul Route North of TCEC (8:00) | R17, 59m away | 1 | 247 | 25 | 32 | 80 | 0 | y | 1 | 82 | 88 | 58.8 | Soft | A | 1.8 | 0.0 | 1.5 | 0.0 | | | 39 |
| 2019 Background Traffic Haul Route North of TCEC (9:00) | R17, 59m away | 1 | 230 | 10 | 31 | 80 | 0 | y | 1 | 82 | 88 | 58.8 | Soft | A | 1.8 | 0.0 | 1.5 | 0.0 | | | 39 |
| 2019 Background Traffic Haul Route North of TCEC (10:00) | R17, 59m away | 1 | 216 | 11 | 21 | 80 | 0 | y | 1 | 82 | 88 | 58.8 | Soft | A | 1.7 | 0.0 | 1.5 | 0.0 | | | 37 |
| 2019 Background Traffic Haul Route North of TCEC (11:00) | R17, 59m away | 1 | 240 | 9 | 49 | 80 | 0 | y | 1 | 82 | 88 | 58.8 | Soft | A | 2.0 | 0.0 | 1.5 | 0.0 | | | 40 |
| 2019 Background Traffic Haul Route North of TCEC (12:00) | R17, 59m away | 1 | 208 | 7 | 26 | 80 | 0 | y | 1 | 82 | 88 | 58.8 | Soft | A | 1.8 | 0.0 | 1.5 | 0.0 | | | 38 |
| 2019 Background Traffic Haul Route North of TCEC (13:00) | R17, 59m away | 1 | 223 | 12 | 50 | 80 | 0 | y | 1 | 82 | 88 | 58.8 | Soft | A | 2.0 | 0.0 | 1.5 | 0.0 | | | 40 |
| 2019 Background Traffic Haul Route North of TCEC (14:00) | R17, 59m away | 1 | 238 | 9 | 31 | 80 | 0 | y | 1 | 82 | 88 | 58.8 | Soft | A | 1.8 | 0.0 | 1.5 | 0.0 | | | 39 |
| 2019 Background Traffic Haul Route North of TCEC (15:00) | R17, 59m away | 1 | 263 | 15 | 27 | 80 | 0 | y | 1 | 82 | 88 | 58.8 | Soft | A | 1.7 | 0.0 | 1.5 | 0.0 | | | 38 |
| 2019 Background Traffic Haul Route North of TCEC (16:00) | R17, 59m away | 1 | 311 | 16 | 26 | 80 | 0 | y | 1 | 82 | 88 | 58.8 | Soft | A | 1.6 | 0.0 | 1.5 | 0.0 | | | 39 |
| 2019 Background Traffic Haul Route North of TCEC (17:00) | R17, 59m away | 1 | 269 | 6 | 19 | 80 | 0 | y | 1 | 82 | 88 | 58.8 | Soft | A | 1.6 | 0.0 | 1.5 | 0.0 | | | 37 |
| 2019 Background Traffic Haul Route North of TCEC (18:00) | R17, 59m away | 1 | 177 | 2 | 10 | 80 | 0 | y | 1 | 82 | 88 | 58.8 | Soft | A | 1.5 | 0.0 | 1.5 | 0.0 | | | 34 |
| 2019 Background Traffic Haul Route North of TCEC (19:00) | R17, 59m away | 1 | 115 | 1 | 0 | 80 | 0 | y | 1 | 82 | 88 | 58.8 | Soft | A | 0.1 | 0.0 | 1.5 | 0.0 | | | 28 |
| 2019 Background Traffic Haul Route North of TCEC (20:00) | R17, 59m away | 1 | 79 | 0 | 4 | 80 | 0 | y | 1 | 82 | 88 | 58.8 | Soft | A | 1.5 | 0.0 | 1.5 | 0.0 | | | 30 |
| 2019 Background Traffic Haul Route North of TCEC (21:00) | R17, 59m away | 1 | 58 | 0 | 3 | 80 | 0 | y | 1 | 82 | 88 | 58.8 | Soft | A | 1.5 | 0.0 | 1.5 | 0.0 | | | 29 |
| 2019 Background Traffic Haul Route North of TCEC (22:00) | R17, 59m away | 1 | 54 | 0 | 2 | 80 | 0 | y | 1 | 82 | 88 | 58.8 | Soft | A | 1.4 | 0.0 | 1.5 | 0.0 | | | 28 |
| 2019 Background Traffic Haul Route North of TCEC (23:00) | R17, 59m away | ~~1~~ | 28 | 2 | 3 | 80 | 0 | y | 1 | 82 | 88 | 58.8 | Soft | A | 1.7 | 0.0 | 1.5 | 0.0 | | | 29 |
| 2019 Background Traffic Haul Route North of TCEC (0:00) | R18, 86m away | ~~1~~ | 11 | 0 | 0 | 80 | 0 | y | 1 | -81 | 86 | 86.2 | Soft | A | 0.1 | 0.0 | 1.5 | 0.0 | | | 34 |
| 2019 Background Traffic Haul Route North of TCEC (1:00) | R18, 86m away | ~~1~~ | 4 | 0 | 2 | 80 | 0 | y | 1 | -81 | 86 | 86.2 | Soft | A | 2.4 | 0.0 | 1.5 | 0.0 | | | 42 |
| 2019 Background Traffic Haul Route North of TCEC (2:00) | R18, 86m away | ~~1~~ | 7 | 1 | 2 | 80 | 0 | y | 1 | -81 | 86 | 86.2 | Soft | A | 2.1 | 0.0 | 1.5 | 0.0 | | | 43 |
| 2019 Background Traffic Haul Route North of TCEC (3:00) | R18, 86m away | ~~1~~ | 10 | 2 | 0 | 80 | 0 | y | 1 | -81 | 86 | 86.2 | Soft | A | 0.1 | 0.0 | 1.5 | 0.0 | | | 39 |
| 2019 Background Traffic Haul Route North of TCEC (4:00) | R18, 86m away | ~~1~~ | 10 | 2 | 2 | 80 | 0 | y | 1 | -81 | 86 | 86.2 | Soft | A | 1.9 | 0.0 | 1.5 | 0.0 | | | 44 |
| 2019 Background Traffic Haul Route North of TCEC (5:00) | R18, 86m away | 1 | 72 | 4 | 3 | 80 | 0 | y | 1 | -81 | 86 | 86.2 | Soft | A | 1.4 | 0.0 | 1.5 | 0.0 | | | 47 |
| 2019 Background Traffic Haul Route North of TCEC (6:00) | R18, 86m away | 1 | 173 | 2 | 10 | 80 | 0 | y | 1 | -81 | 86 | 86.2 | Soft | A | 1.5 | 0.0 | 1.5 | 0.0 | | | 51 |
| 2019 Background Traffic Haul Route North of TCEC (7:00) | R18, 86m away | 1 | 269 | 9 | 16 | 80 | 0 | y | 1 | -81 | 86 | 86.2 | Soft | A | 1.5 | 0.0 | 1.5 | 0.0 | | | 53 |
| 2019 Background Traffic Haul Route North of TCEC (8:00) | R18, 86m away | 1 | 247 | 25 | 32 | 80 | 0 | y | 1 | -81 | 86 | 86.2 | Soft | A | 1.8 | 0.0 | 1.5 | 0.0 | | | 56 |
| 2019 Background Traffic Haul Route North of TCEC (9:00) | R18, 86m away | 1 | 230 | 10 | 31 | 80 | 0 | y | 1 | -81 | 86 | 86.2 | Soft | A | 1.8 | 0.0 | 1.5 | 0.0 | | | 55 |
| 2019 Background Traffic Haul Route North of TCEC (10:00) | R18, 86m away | 1 | 216 | 11 | 21 | 80 | 0 | y | 1 | -81 | 86 | 86.2 | Soft | A | 1.7 | 0.0 | 1.5 | 0.0 | | | 54 |
| 2019 Background Traffic Haul Route North of TCEC (11:00) | R18, 86m away | 1 | 240 | 9 | 49 | 80 | 0 | y | 1 | -81 | 86 | 86.2 | Soft | A | 2.0 | 0.0 | 1.5 | 0.0 | | | 57 |
| 2019 Background Traffic Haul Route North of TCEC (12:00) | R18, 86m away | 1 | 208 | 7 | 26 | 80 | 0 | y | 1 | -81 | 86 | 86.2 | Soft | A | 1.8 | 0.0 | 1.5 | 0.0 | | | 54 |
| 2019 Background Traffic Haul Route North of TCEC (13:00) | R18, 86m away | 1 | 223 | 12 | 50 | 80 | 0 | y | 1 | -81 | 86 | 86.2 | Soft | A | 2.0 | 0.0 | 1.5 | 0.0 | | | 57 |
| 2019 Background Traffic Haul Route North of TCEC (14:00) | R18, 86m away | 1 | 238 | 9 | 31 | 80 | 0 | y | 1 | -81 | 86 | 86.2 | Soft | A | 1.8 | 0.0 | 1.5 | 0.0 | | | 55 |
| 2019 Background Traffic Haul Route North of TCEC (15:00) | R18, 86m away | 1 | 263 | 15 | 27 | 80 | 0 | y | 1 | -81 | 86 | 86.2 | Soft | A | 1.7 | 0.0 | 1.5 | 0.0 | | | 55 |
| 2019 Background Traffic Haul Route North of TCEC (16:00) | R18, 86m away | 1 | 311 | 16 | 26 | 80 | 0 | y | 1 | -81 | 86 | 86.2 | Soft | A | 1.6 | 0.0 | 1.5 | 0.0 | | | 55 |
| 2019 Background Traffic Haul Route North of TCEC (17:00) | R18, 86m away | 1 | 269 | 6 | 19 | 80 | 0 | y | 1 | -81 | 86 | 86.2 | Soft | A | 1.6 | 0.0 | 1.5 | 0.0 | | | 54 |
| 2019 Background Traffic Haul Route North of TCEC (18:00) | R18, 86m away | 1 | 177 | 2 | 10 | 80 | 0 | y | 1 | -81 | 86 | 86.2 | Soft | A | 1.5 | 0.0 | 1.5 | 0.0 | | | 51 |
| 2019 Background Traffic Haul Route North of TCEC (19:00) | R18, 86m away | 1 | 115 | 1 | 0 | 80 | 0 | y | 1 | -81 | 86 | 86.2 | Soft | A | 0.1 | 0.0 | 1.5 | 0.0 | | | 45 |
| 2019 Background Traffic Haul Route North of TCEC (20:00) | R18, 86m away | 1 | 79 | 0 | 4 | 80 | 0 | y | 1 | -81 | 86 | 86.2 | Soft | A | 1.5 | 0.0 | 1.5 | 0.0 | | | 47 |
| 2019 Background Traffic Haul Route North of TCEC (21:00) | R18, 86m away | 1 | 58 | 0 | 3 | 80 | 0 | y | 1 | -81 | 86 | 86.2 | Soft | A | 1.5 | 0.0 | 1.5 | 0.0 | | | 46 |
| 2019 Background Traffic Haul Route North of TCEC (22:00) | R18, 86m away | 1 | 54 | 0 | 2 | 80 | 0 | y | 1 | -81 | 86 | 86.2 | Soft | A | 1.4 | 0.0 | 1.5 | 0.0 | | | 45 |
| 2019 Background Traffic Haul Route North of TCEC (23:00) | R18, 86m away | ~~1~~ | 28 | 2 | 3 | 80 | 0 | y | 1 | -81 | 86 | 86.2 | Soft | A | 1.7 | 0.0 | 1.5 | 0.0 | | | 46 |
| 2019 Background Traffic Haul Route North of TCEC (0:00) | R19, 81m away | ~~1~~ | 11 | 0 | 0 | 80 | 0 | y | 1 | -85 | 85 | 81.4 | Soft | A | 0.1 | 0.0 | 1.5 | 0.0 | | | 35 |
| 2019 Background Traffic Haul Route North of TCEC (1:00) | R19, 81m away | ~~1~~ | 4 | 0 | 2 | 80 | 0 | y | 1 | -85 | 85 | 81.4 | Soft | A | 2.4 | 0.0 | 1.5 | 0.0 | | | 43 |
| 2019 Background Traffic Haul Route North of TCEC (2:00) | R19, 81m away | ~~1~~ | 7 | 1 | 2 | 80 | 0 | y | 1 | -85 | 85 | 81.4 | Soft | A | 2.1 | 0.0 | 1.5 | 0.0 | | | 44 |
| 2019 Background Traffic Haul Route North of TCEC (3:00) | R19, 81m away | ~~1~~ | 10 | 2 | 0 | 80 | 0 | y | 1 | -85 | 85 | 81.4 | Soft | A | 0.1 | 0.0 | 1.5 | 0.0 | | | 39 |
| 2019 Background Traffic Haul Route North of TCEC (4:00) | R19, 81m away | ~~1~~ | 10 | 2 | 2 | 80 | 0 | y | 1 | -85 | 85 | 81.4 | Soft | A | 1.9 | 0.0 | 1.5 | 0.0 | | | 44 |
| 2019 Background Traffic Haul Route North of TCEC (5:00) | R19, 81m away | 1 | 72 | 4 | 3 | 80 | 0 | y | 1 | -85 | 85 | 81.4 | Soft | A | 1.4 | 0.0 | 1.5 | 0.0 | | | 48 |
| 2019 Background Traffic Haul Route North of TCEC (6:00) | R19, 81m away | 1 | 173 | 2 | 10 | 80 | 0 | y | 1 | -85 | 85 | 81.4 | Soft | A | 1.5 | 0.0 | 1.5 | 0.0 | | | 51 |
| 2019 Background Traffic Haul Route North of TCEC (7:00) | R19, 81m away | 1 | 269 | 9 | 16 | 80 | 0 | y | 1 | -85 | 85 | 81.4 | Soft | A | 1.5 | 0.0 | 1.5 | 0.0 | | | 54 |
| 2019 Background Traffic Haul Route North of TCEC (8:00) | R19, 81m away | 1 | 247 | 25 | 32 | 80 | 0 | y | 1 | -85 | 85 | 81.4 | Soft | A | 1.8 | 0.0 | 1.5 | 0.0 | | | 56 |
| 2019 Background Traffic Haul Route North of TCEC (9:00) | R19, 81m away | 1 | 230 | 10 | 31 | 80 | 0 | y | 1 | -85 | 85 | 81.4 | Soft | A | 1.8 | 0.0 | 1.5 | 0.0 | | | 56 |
| 2019 Background Traffic Haul Route North of TCEC (10:00) | R19, 81m away | 1 | 216 | 11 | 21 | 80 | 0 | y | 1 | -85 | 85 | 81.4 | Soft | A | 1.7 | 0.0 | 1.5 | 0.0 | | | 54 |
| 2019 Background Traffic Haul Route North of TCEC (11:00) | R19, 81m away | 1 | 240 | 9 | 49 | 80 | 0 | y | 1 | -85 | 85 | 81.4 | Soft | A | 2.0 | 0.0 | 1.5 | 0.0 | | | 57 |
| 2019 Background Traffic Haul Route North of TCEC (12:00) | R19, 81m away | 1 | 208 | 7 | 26 | 80 | 0 | y | 1 | -85 | 85 | 81.4 | Soft | A | 1.8 | 0.0 | 1.5 | 0.0 | | | 55 |
| 2019 Background Traffic Haul Route North of TCEC (13:00) | R19, 81m away | 1 | 223 | 12 | 50 | 80 | 0 | y | 1 | -85 | 85 | 81.4 | Soft | A | 2.0 | 0.0 | 1.5 | 0.0 | | | 57 |
| 2019 Background Traffic Haul Route North of TCEC (14:00) | R19, 81m away | 1 | 238 | 9 | 31 | 80 | 0 | y | 1 | -85 | 85 | 81.4 | Soft | A | 1.8 | 0.0 | 1.5 | 0.0 | | | 56 |
| 2019 Background Traffic Haul Route North of TCEC (15:00) | R19, 81m away | 1 | 263 | 15 | 27 | 80 | 0 | y | 1 | -85 | 85 | 81.4 | Soft | A | 1.7 | 0.0 | 1.5 | 0.0 | | | 55 |
| 2019 Background Traffic Haul Route North of TCEC (16:00) | R19, 81m away | 1 | 311 | 16 | 26 | 80 | 0 | y | 1 | -85 | 85 | 81.4 | Soft | A | 1.6 | 0.0 | 1.5 | 0.0 | | | 56 |
| 2019 Background Traffic Haul Route North of TCEC (17:00) | R19, 81m away | 1 | 269 | 6 | 19 | 80 | 0 | y | 1 | -85 | 85 | 81.4 | Soft | A | 1.6 | 0.0 | 1.5 | 0.0 | | | 54 |
| 2019 Background Traffic Haul Route North of TCEC (18:00) | R19, 81m away | 1 | 177 | 2 | 10 | 80 | 0 | y | 1 | -85 | 85 | 81.4 | Soft | A | 1.5 | 0.0 | 1.5 | 0.0 | | | 51 |
| 2019 Background Traffic Haul Route North of TCEC (19:00) | R19, 81m away | 1 | 115 | 1 | 0 | 80 | 0 | y | 1 | -85 | 85 | 81.4 | Soft | A | 0.1 | 0.0 | 1.5 | 0.0 | | | 45 |
| 2019 Background Traffic Haul Route North of TCEC (20:00) | R19, 81m away | 1 | 79 | 0 | 4 | 80 | 0 | y | 1 | -85 | 85 | 81.4 | Soft | A | 1.5 | 0.0 | 1.5 | 0.0 | | | 47 |
| 2019 Background Traffic Haul Route North of TCEC (21:00) | R19, 81m away | 1 | 58 | 0 | 3 | 80 | 0 | y | 1 | -85 | 85 | 81.4 | Soft | A | 1.5 | 0.0 | 1.5 | 0.0 | | | 46 |
| 2019 Background Traffic Haul Route North of TCEC (22:00) | R19, 81m away | 1 | 54 | 0 | 2 | 80 | 0 | y | 1 | -85 | 85 | 81.4 | Soft | A | 1.4 | 0.0 | 1.5 | 0.0 | | | 45 |
| 2019 Background Traffic Haul Route North of TCEC (23:00) | R19, 81m away | ~~1~~ | 28 | 2 | 3 | 80 | 0 | y | 1 | -85 | 85 | 81.4 | Soft | A | 1.7 | 0.0 | 1.5 | 0.0 | | | 46 |
| 2019 Background Traffic Haul Route North of TCEC (0:00) | R20, 76m away | ~~1~~ | 11 | 0 | 0 | 80 | 0 | y | 1 | -85 | 85 | 75.9 | Soft | A | 0.1 | 0.0 | 1.5 | 0.0 | | | 35 |
| 2019 Background Traffic Haul Route North of TCEC (1:00) | R20, 76m away | ~~1~~ | 4 | 0 | 2 | 80 | 0 | y | 1 | -85 | 85 | 75.9 | Soft | A | 2.4 | 0.0 | 1.5 | 0.0 | | | 43 |
| 2019 Background Traffic Haul Route North of TCEC (2:00) | R20, 76m away | ~~1~~ | 7 | 1 | 2 | 80 | 0 | y | 1 | -85 | 85 | 75.9 | Soft | A | 2.1 | 0.0 | 1.5 | 0.0 | | | 44 |
| 2019 Background Traffic Haul Route North of TCEC (3:00) | R20, 76m away | ~~1~~ | 10 | 2 | 0 | 80 | 0 | y | 1 | -85 | 85 | 75.9 | Soft | A | 0.1 | 0.0 | 1.5 | 0.0 | | | 40 |
| 2019 Background Traffic Haul Route North of TCEC (4:00) | R20, 76m away | ~~1~~ | 10 | 2 | 2 | 80 | 0 | y | 1 | -85 | 85 | 75.9 | Soft | A | 1.9 | 0.0 | 1.5 | 0.0 | | | 45 |
| 2019 Background Traffic Haul Route North of TCEC (5:00) | R20, 76m away | 1 | 72 | 4 | 3 | 80 | 0 | y | 1 | -85 | 85 | 75.9 | Soft | A | 1.4 | 0.0 | 1.5 | 0.0 | | | 48 |
| 2019 Background Traffic Haul Route North of TCEC (6:00) | R20, 76m away | 1 | 173 | 2 | 10 | 80 | 0 | y | 1 | -85 | 85 | 75.9 | Soft | A | 1.5 | 0.0 | 1.5 | 0.0 | | | 52 |
| 2019 Background Traffic Haul Route North of TCEC (7:00) | R20, 76m away | 1 | 269 | 9 | 16 | 80 | 0 | y | 1 | -85 | 85 | 75.9 | Soft | A | 1.5 | 0.0 | 1.5 | 0.0 | | | 54 |
| 2019 Background Traffic Haul Route North of TCEC (8:00) | R20, 76m away | 1 | 247 | 25 | 32 | 80 | 0 | y | 1 | -85 | 85 | 75.9 | Soft | A | 1.8 | 0.0 | 1.5 | 0.0 | | | 57 |
| 2019 Background Traffic Haul Route North of TCEC (9:00) | R20, 76m away | 1 | 230 | 10 | 31 | 80 | 0 | y | 1 | -85 | 85 | 75.9 | Soft | A | 1.8 | 0.0 | 1.5 | 0.0 | | | 56 |
| 2019 Background Traffic Haul Route North of TCEC (10:00) | R20, 76m away | 1 | 216 | 11 | 21 | 80 | 0 | y | 1 | -85 | 85 | 75.9 | Soft | A | 1.7 | 0.0 | 1.5 | 0.0 | | | 55 |

| | | | | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 2019 Background Traffic Haul Route North of TCEC (11:00) | R20, 76m away | 1 | 240 | 9 | 49 | 80 | 0 | y | 1 | -85 | 85 | 75.9 | Soft | A | 2.0 | 0.0 | 1.5 | 0.0 | | | 58 |
| 2019 Background Traffic Haul Route North of TCEC (12:00) | R20, 76m away | 1 | 208 | 7 | 26 | 80 | 0 | y | 1 | -85 | 85 | 75.9 | Soft | A | 1.8 | 0.0 | 1.5 | 0.0 | | | 55 |
| 2019 Background Traffic Haul Route North of TCEC (13:00) | R20, 76m away | 1 | 223 | 12 | 50 | 80 | 0 | y | 1 | -85 | 85 | 75.9 | Soft | A | 2.0 | 0.0 | 1.5 | 0.0 | | | 58 |
| 2019 Background Traffic Haul Route North of TCEC (14:00) | R20, 76m away | 1 | 238 | 9 | 31 | 80 | 0 | y | 1 | -85 | 85 | 75.9 | Soft | A | 1.8 | 0.0 | 1.5 | 0.0 | | | 56 |
| 2019 Background Traffic Haul Route North of TCEC (15:00) | R20, 76m away | 1 | 263 | 15 | 27 | 80 | 0 | y | 1 | -85 | 85 | 75.9 | Soft | A | 1.7 | 0.0 | 1.5 | 0.0 | | | 56 |
| 2019 Background Traffic Haul Route North of TCEC (16:00) | R20, 76m away | 1 | 311 | 16 | 26 | 80 | 0 | y | 1 | -85 | 85 | 75.9 | Soft | A | 1.6 | 0.0 | 1.5 | 0.0 | | | 56 |
| 2019 Background Traffic Haul Route North of TCEC (17:00) | R20, 76m away | 1 | 269 | 6 | 19 | 80 | 0 | y | 1 | -85 | 85 | 75.9 | Soft | A | 1.6 | 0.0 | 1.5 | 0.0 | | | 55 |
| 2019 Background Traffic Haul Route North of TCEC (18:00) | R20, 76m away | 1 | 177 | 2 | 10 | 80 | 0 | y | 1 | -85 | 85 | 75.9 | Soft | A | 1.5 | 0.0 | 1.5 | 0.0 | | | 52 |
| 2019 Background Traffic Haul Route North of TCEC (19:00) | R20, 76m away | 1 | 115 | 1 | 0 | 80 | 0 | y | 1 | -85 | 85 | 75.9 | Soft | A | 0.1 | 0.0 | 1.5 | 0.0 | | | 46 |
| 2019 Background Traffic Haul Route North of TCEC (20:00) | R20, 76m away | 1 | 79 | 0 | 4 | 80 | 0 | y | 1 | -85 | 85 | 75.9 | Soft | A | 1.5 | 0.0 | 1.5 | 0.0 | | | 48 |
| 2019 Background Traffic Haul Route North of TCEC (21:00) | R20, 76m away | 1 | 58 | 0 | 3 | 80 | 0 | y | 1 | -85 | 85 | 75.9 | Soft | A | 1.5 | 0.0 | 1.5 | 0.0 | | | 47 |
| 2019 Background Traffic Haul Route North of TCEC (22:00) | R20, 76m away | 1 | 54 | 0 | 2 | 80 | 0 | y | 1 | -85 | 85 | 75.9 | Soft | A | 1.4 | 0.0 | 1.5 | 0.0 | | | 45 |
| 2019 Background Traffic Haul Route North of TCEC (23:00) | R20, 76m away | ~~1~~ | 28 | 2 | 3 | 80 | 0 | y | 1 | -85 | 85 | 75.9 | Soft | A | 1.7 | 0.0 | 1.5 | 0.0 | | | 47 |
| 2019 Background Traffic Haul Route North of TCEC (0:00) | R21, 39m away | ~~1~~ | 11 | 0 | 0 | 80 | 0 | y | 1 | -88 | 87 | 39.4 | Soft | A | 0.1 | 0.0 | 1.5 | 0.0 | | | 40 |
| 2019 Background Traffic Haul Route North of TCEC (1:00) | R21, 39m away | ~~1~~ | 4 | 0 | 2 | 80 | 0 | y | 1 | -88 | 87 | 39.4 | Soft | A | 2.4 | 0.0 | 1.5 | 0.0 | | | 48 |
| 2019 Background Traffic Haul Route North of TCEC (2:00) | R21, 39m away | ~~1~~ | 7 | 1 | 2 | 80 | 0 | y | 1 | -88 | 87 | 39.4 | Soft | A | 2.1 | 0.0 | 1.5 | 0.0 | | | 49 |
| 2019 Background Traffic Haul Route North of TCEC (3:00) | R21, 39m away | ~~1~~ | 10 | 2 | 0 | 80 | 0 | y | 1 | -88 | 87 | 39.4 | Soft | A | 0.1 | 0.0 | 1.5 | 0.0 | | | 45 |
| 2019 Background Traffic Haul Route North of TCEC (4:00) | R21, 39m away | ~~1~~ | 10 | 2 | 2 | 80 | 0 | y | 1 | -88 | 87 | 39.4 | Soft | A | 1.9 | 0.0 | 1.5 | 0.0 | | | 50 |
| 2019 Background Traffic Haul Route North of TCEC (5:00) | R21, 39m away | 1 | 72 | 4 | 3 | 80 | 0 | y | 1 | -88 | 87 | 39.4 | Soft | A | 1.4 | 0.0 | 1.5 | 0.0 | | | 53 |
| 2019 Background Traffic Haul Route North of TCEC (6:00) | R21, 39m away | 1 | 173 | 2 | 10 | 80 | 0 | y | 1 | -88 | 87 | 39.4 | Soft | A | 1.5 | 0.0 | 1.5 | 0.0 | | | 57 |
| 2019 Background Traffic Haul Route North of TCEC (7:00) | R21, 39m away | 1 | 269 | 9 | 16 | 80 | 0 | y | 1 | -88 | 87 | 39.4 | Soft | A | 1.5 | 0.0 | 1.5 | 0.0 | | | 59 |
| 2019 Background Traffic Haul Route North of TCEC (8:00) | R21, 39m away | 1 | 247 | 25 | 32 | 80 | 0 | y | 1 | -88 | 87 | 39.4 | Soft | A | 1.8 | 0.0 | 1.5 | 0.0 | | | 62 |
| 2019 Background Traffic Haul Route North of TCEC (9:00) | R21, 39m away | 1 | 230 | 10 | 31 | 80 | 0 | y | 1 | -88 | 87 | 39.4 | Soft | A | 1.8 | 0.0 | 1.5 | 0.0 | | | 61 |
| 2019 Background Traffic Haul Route North of TCEC (10:00) | R21, 39m away | 1 | 216 | 11 | 21 | 80 | 0 | y | 1 | -88 | 87 | 39.4 | Soft | A | 1.7 | 0.0 | 1.5 | 0.0 | | | 60 |
| 2019 Background Traffic Haul Route North of TCEC (11:00) | R21, 39m away | 1 | 240 | 9 | 49 | 80 | 0 | y | 1 | -88 | 87 | 39.4 | Soft | A | 2.0 | 0.0 | 1.5 | 0.0 | | | 62 |
| 2019 Background Traffic Haul Route North of TCEC (12:00) | R21, 39m away | 1 | 208 | 7 | 26 | 80 | 0 | y | 1 | -88 | 87 | 39.4 | Soft | A | 1.8 | 0.0 | 1.5 | 0.0 | | | 60 |
| 2019 Background Traffic Haul Route North of TCEC (13:00) | R21, 39m away | 1 | 223 | 12 | 50 | 80 | 0 | y | 1 | -88 | 87 | 39.4 | Soft | A | 2.0 | 0.0 | 1.5 | 0.0 | | | 63 |
| 2019 Background Traffic Haul Route North of TCEC (14:00) | R21, 39m away | 1 | 238 | 9 | 31 | 80 | 0 | y | 1 | -88 | 87 | 39.4 | Soft | A | 1.8 | 0.0 | 1.5 | 0.0 | | | 61 |
| 2019 Background Traffic Haul Route North of TCEC (15:00) | R21, 39m away | 1 | 263 | 15 | 27 | 80 | 0 | y | 1 | -88 | 87 | 39.4 | Soft | A | 1.7 | 0.0 | 1.5 | 0.0 | | | 61 |
| 2019 Background Traffic Haul Route North of TCEC (16:00) | R21, 39m away | 1 | 311 | 16 | 26 | 80 | 0 | y | 1 | -88 | 87 | 39.4 | Soft | A | 1.6 | 0.0 | 1.5 | 0.0 | | | 61 |
| 2019 Background Traffic Haul Route North of TCEC (17:00) | R21, 39m away | 1 | 269 | 6 | 19 | 80 | 0 | y | 1 | -88 | 87 | 39.4 | Soft | A | 1.6 | 0.0 | 1.5 | 0.0 | | | 59 |
| 2019 Background Traffic Haul Route North of TCEC (18:00) | R21, 39m away | 1 | 177 | 2 | 10 | 80 | 0 | y | 1 | -88 | 87 | 39.4 | Soft | A | 1.5 | 0.0 | 1.5 | 0.0 | | | 57 |
| 2019 Background Traffic Haul Route North of TCEC (19:00) | R21, 39m away | 1 | 115 | 1 | 0 | 80 | 0 | y | 1 | -88 | 87 | 39.4 | Soft | A | 0.1 | 0.0 | 1.5 | 0.0 | | | 50 |
| 2019 Background Traffic Haul Route North of TCEC (20:00) | R21, 39m away | 1 | 79 | 0 | 4 | 80 | 0 | y | 1 | -88 | 87 | 39.4 | Soft | A | 1.5 | 0.0 | 1.5 | 0.0 | | | 53 |
| 2019 Background Traffic Haul Route North of TCEC (21:00) | R21, 39m away | 1 | 58 | 0 | 3 | 80 | 0 | y | 1 | -88 | 87 | 39.4 | Soft | A | 1.5 | 0.0 | 1.5 | 0.0 | | | 51 |
| 2019 Background Traffic Haul Route North of TCEC (22:00) | R21, 39m away | 1 | 54 | 0 | 2 | 80 | 0 | y | 1 | -88 | 87 | 39.4 | Soft | A | 1.4 | 0.0 | 1.5 | 0.0 | | | 50 |
| 2019 Background Traffic Haul Route North of TCEC (23:00) | R21, 39m away | ~~1~~ | 28 | 2 | 3 | 80 | 0 | y | 1 | -88 | 87 | 39.4 | Soft | A | 1.7 | 0.0 | 1.5 | 0.0 | | | 51 |
| 2019 Background Traffic Haul Route North of TCEC (0:00) | R22, 39m away | ~~1~~ | 11 | 0 | 0 | 80 | 0 | y | 1 | -88 | 87 | 39.4 | Soft | A | 0.1 | 0.0 | 1.5 | 0.0 | | | 40 |
| 2019 Background Traffic Haul Route North of TCEC (1:00) | R22, 39m away | ~~1~~ | 4 | 0 | 2 | 80 | 0 | y | 1 | -88 | 87 | 39.4 | Soft | A | 2.4 | 0.0 | 1.5 | 0.0 | | | 48 |
| 2019 Background Traffic Haul Route North of TCEC (2:00) | R22, 39m away | ~~1~~ | 7 | 1 | 2 | 80 | 0 | y | 1 | -88 | 87 | 39.4 | Soft | A | 2.1 | 0.0 | 1.5 | 0.0 | | | 49 |
| 2019 Background Traffic Haul Route North of TCEC (3:00) | R22, 39m away | ~~1~~ | 10 | 2 | 0 | 80 | 0 | y | 1 | -88 | 87 | 39.4 | Soft | A | 0.1 | 0.0 | 1.5 | 0.0 | | | 45 |
| 2019 Background Traffic Haul Route North of TCEC (4:00) | R22, 39m away | ~~1~~ | 10 | 2 | 2 | 80 | 0 | y | 1 | -88 | 87 | 39.4 | Soft | A | 1.9 | 0.0 | 1.5 | 0.0 | | | 50 |
| 2019 Background Traffic Haul Route North of TCEC (5:00) | R22, 39m away | 1 | 72 | 4 | 3 | 80 | 0 | y | 1 | -88 | 87 | 39.4 | Soft | A | 1.4 | 0.0 | 1.5 | 0.0 | | | 53 |
| 2019 Background Traffic Haul Route North of TCEC (6:00) | R22, 39m away | 1 | 173 | 2 | 10 | 80 | 0 | y | 1 | -88 | 87 | 39.4 | Soft | A | 1.5 | 0.0 | 1.5 | 0.0 | | | 57 |
| 2019 Background Traffic Haul Route North of TCEC (7:00) | R22, 39m away | 1 | 269 | 9 | 16 | 80 | 0 | y | 1 | -88 | 87 | 39.4 | Soft | A | 1.5 | 0.0 | 1.5 | 0.0 | | | 59 |
| 2019 Background Traffic Haul Route North of TCEC (8:00) | R22, 39m away | 1 | 247 | 25 | 32 | 80 | 0 | y | 1 | -88 | 87 | 39.4 | Soft | A | 1.8 | 0.0 | 1.5 | 0.0 | | | 62 |
| 2019 Background Traffic Haul Route North of TCEC (9:00) | R22, 39m away | 1 | 230 | 10 | 31 | 80 | 0 | y | 1 | -88 | 87 | 39.4 | Soft | A | 1.8 | 0.0 | 1.5 | 0.0 | | | 61 |
| 2019 Background Traffic Haul Route North of TCEC (10:00) | R22, 39m away | 1 | 216 | 11 | 21 | 80 | 0 | y | 1 | -88 | 87 | 39.4 | Soft | A | 1.7 | 0.0 | 1.5 | 0.0 | | | 60 |
| 2019 Background Traffic Haul Route North of TCEC (11:00) | R22, 39m away | 1 | 240 | 9 | 49 | 80 | 0 | y | 1 | -88 | 87 | 39.4 | Soft | A | 2.0 | 0.0 | 1.5 | 0.0 | | | 62 |
| 2019 Background Traffic Haul Route North of TCEC (12:00) | R22, 39m away | 1 | 208 | 7 | 26 | 80 | 0 | y | 1 | -88 | 87 | 39.4 | Soft | A | 1.8 | 0.0 | 1.5 | 0.0 | | | 60 |
| 2019 Background Traffic Haul Route North of TCEC (13:00) | R22, 39m away | 1 | 223 | 12 | 50 | 80 | 0 | y | 1 | -88 | 87 | 39.4 | Soft | A | 2.0 | 0.0 | 1.5 | 0.0 | | | 63 |
| 2019 Background Traffic Haul Route North of TCEC (14:00) | R22, 39m away | 1 | 238 | 9 | 31 | 80 | 0 | y | 1 | -88 | 87 | 39.4 | Soft | A | 1.8 | 0.0 | 1.5 | 0.0 | | | 61 |
| 2019 Background Traffic Haul Route North of TCEC (15:00) | R22, 39m away | 1 | 263 | 15 | 27 | 80 | 0 | y | 1 | -88 | 87 | 39.4 | Soft | A | 1.7 | 0.0 | 1.5 | 0.0 | | | 61 |
| 2019 Background Traffic Haul Route North of TCEC (16:00) | R22, 39m away | 1 | 311 | 16 | 26 | 80 | 0 | y | 1 | -88 | 87 | 39.4 | Soft | A | 1.6 | 0.0 | 1.5 | 0.0 | | | 61 |
| 2019 Background Traffic Haul Route North of TCEC (17:00) | R22, 39m away | 1 | 269 | 6 | 19 | 80 | 0 | y | 1 | -88 | 87 | 39.4 | Soft | A | 1.6 | 0.0 | 1.5 | 0.0 | | | 59 |
| 2019 Background Traffic Haul Route North of TCEC (18:00) | R22, 39m away | 1 | 177 | 2 | 10 | 80 | 0 | y | 1 | -88 | 87 | 39.4 | Soft | A | 1.5 | 0.0 | 1.5 | 0.0 | | | 57 |
| 2019 Background Traffic Haul Route North of TCEC (19:00) | R22, 39m away | 1 | 115 | 1 | 0 | 80 | 0 | y | 1 | -88 | 87 | 39.4 | Soft | A | 0.1 | 0.0 | 1.5 | 0.0 | | | 50 |
| 2019 Background Traffic Haul Route North of TCEC (20:00) | R22, 39m away | 1 | 79 | 0 | 4 | 80 | 0 | y | 1 | -88 | 87 | 39.4 | Soft | A | 1.5 | 0.0 | 1.5 | 0.0 | | | 53 |
| 2019 Background Traffic Haul Route North of TCEC (21:00) | R22, 39m away | 1 | 58 | 0 | 3 | 80 | 0 | y | 1 | -88 | 87 | 39.4 | Soft | A | 1.5 | 0.0 | 1.5 | 0.0 | | | 51 |
| 2019 Background Traffic Haul Route North of TCEC (22:00) | R22, 39m away | 1 | 54 | 0 | 2 | 80 | 0 | y | 1 | -88 | 87 | 39.4 | Soft | A | 1.4 | 0.0 | 1.5 | 0.0 | | | 50 |
| 2019 Background Traffic Haul Route North of TCEC (23:00) | R22, 39m away | ~~1~~ | 28 | 2 | 3 | 80 | 0 | y | 1 | -88 | 87 | 39.4 | Soft | A | 1.7 | 0.0 | 1.5 | 0.0 | | | 51 |
| 2019 Background Traffic Haul Route North of TCEC (0:00) | R23, 40m away | ~~1~~ | 11 | 0 | 0 | 80 | 0 | y | 1 | -88 | 87 | 40.2 | Soft | A | 0.1 | 0.0 | 1.5 | 0.0 | | | 40 |
| 2019 Background Traffic Haul Route North of TCEC (1:00) | R23, 40m away | ~~1~~ | 4 | 0 | 2 | 80 | 0 | y | 1 | -88 | 87 | 40.2 | Soft | A | 2.4 | 0.0 | 1.5 | 0.0 | | | 48 |
| 2019 Background Traffic Haul Route North of TCEC (2:00) | R23, 40m away | ~~1~~ | 7 | 1 | 2 | 80 | 0 | y | 1 | -88 | 87 | 40.2 | Soft | A | 2.1 | 0.0 | 1.5 | 0.0 | | | 49 |
| 2019 Background Traffic Haul Route North of TCEC (3:00) | R23, 40m away | ~~1~~ | 10 | 2 | 0 | 80 | 0 | y | 1 | -88 | 87 | 40.2 | Soft | A | 0.1 | 0.0 | 1.5 | 0.0 | | | 45 |
| 2019 Background Traffic Haul Route North of TCEC (4:00) | R23, 40m away | ~~1~~ | 10 | 2 | 2 | 80 | 0 | y | 1 | -88 | 87 | 40.2 | Soft | A | 1.9 | 0.0 | 1.5 | 0.0 | | | 49 |
| 2019 Background Traffic Haul Route North of TCEC (5:00) | R23, 40m away | 1 | 72 | 4 | 3 | 80 | 0 | y | 1 | -88 | 87 | 40.2 | Soft | A | 1.4 | 0.0 | 1.5 | 0.0 | | | 53 |
| 2019 Background Traffic Haul Route North of TCEC (6:00) | R23, 40m away | 1 | 173 | 2 | 10 | 80 | 0 | y | 1 | -88 | 87 | 40.2 | Soft | A | 1.5 | 0.0 | 1.5 | 0.0 | | | 56 |
| 2019 Background Traffic Haul Route North of TCEC (7:00) | R23, 40m away | 1 | 269 | 9 | 16 | 80 | 0 | y | 1 | -88 | 87 | 40.2 | Soft | A | 1.5 | 0.0 | 1.5 | 0.0 | | | 59 |
| 2019 Background Traffic Haul Route North of TCEC (8:00) | R23, 40m away | 1 | 247 | 25 | 32 | 80 | 0 | y | 1 | -88 | 87 | 40.2 | Soft | A | 1.8 | 0.0 | 1.5 | 0.0 | | | 61 |
| 2019 Background Traffic Haul Route North of TCEC (9:00) | R23, 40m away | 1 | 230 | 10 | 31 | 80 | 0 | y | 1 | -88 | 87 | 40.2 | Soft | A | 1.8 | 0.0 | 1.5 | 0.0 | | | 61 |
| 2019 Background Traffic Haul Route North of TCEC (10:00) | R23, 40m away | 1 | 216 | 11 | 21 | 80 | 0 | y | 1 | -88 | 87 | 40.2 | Soft | A | 1.7 | 0.0 | 1.5 | 0.0 | | | 59 |
| 2019 Background Traffic Haul Route North of TCEC (11:00) | R23, 40m away | 1 | 240 | 9 | 49 | 80 | 0 | y | 1 | -88 | 87 | 40.2 | Soft | A | 2.0 | 0.0 | 1.5 | 0.0 | | | 62 |
| 2019 Background Traffic Haul Route North of TCEC (12:00) | R23, 40m away | 1 | 208 | 7 | 26 | 80 | 0 | y | 1 | -88 | 87 | 40.2 | Soft | A | 1.8 | 0.0 | 1.5 | 0.0 | | | 60 |
| 2019 Background Traffic Haul Route North of TCEC (13:00) | R23, 40m away | 1 | 223 | 12 | 50 | 80 | 0 | y | 1 | -88 | 87 | 40.2 | Soft | A | 2.0 | 0.0 | 1.5 | 0.0 | | | 62 |
| 2019 Background Traffic Haul Route North of TCEC (14:00) | R23, 40m away | 1 | 238 | 9 | 31 | 80 | 0 | y | 1 | -88 | 87 | 40.2 | Soft | A | 1.8 | 0.0 | 1.5 | 0.0 | | | 61 |
| 2019 Background Traffic Haul Route North of TCEC (15:00) | R23, 40m away | 1 | 263 | 15 | 27 | 80 | 0 | y | 1 | -88 | 87 | 40.2 | Soft | A | 1.7 | 0.0 | 1.5 | 0.0 | | | 61 |
| 2019 Background Traffic Haul Route North of TCEC (16:00) | R23, 40m away | 1 | 311 | 16 | 26 | 80 | 0 | y | 1 | -88 | 87 | 40.2 | Soft | A | 1.6 | 0.0 | 1.5 | 0.0 | | | 61 |
| 2019 Background Traffic Haul Route North of TCEC (17:00) | R23, 40m away | 1 | 269 | 6 | 19 | 80 | 0 | y | 1 | -88 | 87 | 40.2 | Soft | A | 1.6 | 0.0 | 1.5 | 0.0 | | | 59 |

| | | | | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 2019 Background Traffic Haul Route North of TCEC (18:00) | R23, 40m away | 1 | 177 | 2 | 10 | 80 | 0 | y | 1 | -88 | 87 | 40.2 | Soft | A | 1.5 | 0.0 | 1.5 | 0.0 | | | 57 |
| 2019 Background Traffic Haul Route North of TCEC (19:00) | R23, 40m away | 1 | 115 | 1 | 0 | 80 | 0 | y | 1 | -88 | 87 | 40.2 | Soft | A | 0.1 | 0.0 | 1.5 | 0.0 | | | 50 |
| 2019 Background Traffic Haul Route North of TCEC (20:00) | R23, 40m away | 1 | 79 | 0 | 4 | 80 | 0 | y | 1 | -88 | 87 | 40.2 | Soft | A | 1.5 | 0.0 | 1.5 | 0.0 | | | 53 |
| 2019 Background Traffic Haul Route North of TCEC (21:00) | R23, 40m away | 1 | 58 | 0 | 3 | 80 | 0 | y | 1 | -88 | 87 | 40.2 | Soft | A | 1.5 | 0.0 | 1.5 | 0.0 | | | 51 |
| 2019 Background Traffic Haul Route North of TCEC (22:00) | R23, 40m away | 1 | 54 | 0 | 2 | 80 | 0 | y | 1 | -88 | 87 | 40.2 | Soft | A | 1.4 | 0.0 | 1.5 | 0.0 | | | 50 |
| 2019 Background Traffic Haul Route North of TCEC (23:00) | R23, 40m away | 4 | 28 | 2 | 3 | 80 | 0 | y | 1 | -88 | 87 | 40.2 | Soft | A | 1.7 | 0.0 | 1.5 | 0.0 | | | 51 |
| 2019 Background Traffic Haul Route North of TCEC (0:00) | R24, 41m away | 4 | 11 | 0 | 0 | 80 | 0 | y | 1 | -88 | 87 | 41.2 | Soft | A | 0.1 | 0.0 | 1.5 | 0.0 | | | 39 |
| 2019 Background Traffic Haul Route North of TCEC (1:00) | R24, 41m away | 4 | 4 | 0 | 2 | 80 | 0 | y | 1 | -88 | 87 | 41.2 | Soft | A | 2.4 | 0.0 | 1.5 | 0.0 | | | 48 |
| 2019 Background Traffic Haul Route North of TCEC (2:00) | R24, 41m away | 4 | 7 | 1 | 2 | 80 | 0 | y | 1 | -88 | 87 | 41.2 | Soft | A | 2.1 | 0.0 | 1.5 | 0.0 | | | 49 |
| 2019 Background Traffic Haul Route North of TCEC (3:00) | R24, 41m away | 4 | 10 | 2 | 0 | 80 | 0 | y | 1 | -88 | 87 | 41.2 | Soft | A | 0.1 | 0.0 | 1.5 | 0.0 | | | 44 |
| 2019 Background Traffic Haul Route North of TCEC (4:00) | R24, 41m away | 4 | 10 | 2 | 2 | 80 | 0 | y | 1 | -88 | 87 | 41.2 | Soft | A | 1.9 | 0.0 | 1.5 | 0.0 | | | 49 |
| 2019 Background Traffic Haul Route North of TCEC (5:00) | R24, 41m away | 1 | 72 | 4 | 3 | 80 | 0 | y | 1 | -88 | 87 | 41.2 | Soft | A | 1.4 | 0.0 | 1.5 | 0.0 | | | 52 |
| 2019 Background Traffic Haul Route North of TCEC (6:00) | R24, 41m away | 1 | 173 | 2 | 10 | 80 | 0 | y | 1 | -88 | 87 | 41.2 | Soft | A | 1.5 | 0.0 | 1.5 | 0.0 | | | 56 |
| 2019 Background Traffic Haul Route North of TCEC (7:00) | R24, 41m away | 1 | 269 | 9 | 16 | 80 | 0 | y | 1 | -88 | 87 | 41.2 | Soft | A | 1.5 | 0.0 | 1.5 | 0.0 | | | 59 |
| 2019 Background Traffic Haul Route North of TCEC (8:00) | R24, 41m away | 1 | 247 | 25 | 32 | 80 | 0 | y | 1 | -88 | 87 | 41.2 | Soft | A | 1.8 | 0.0 | 1.5 | 0.0 | | | 61 |
| 2019 Background Traffic Haul Route North of TCEC (9:00) | R24, 41m away | 1 | 230 | 10 | 31 | 80 | 0 | y | 1 | -88 | 87 | 41.2 | Soft | A | 1.8 | 0.0 | 1.5 | 0.0 | | | 61 |
| 2019 Background Traffic Haul Route North of TCEC (10:00) | R24, 41m away | 1 | 216 | 11 | 21 | 80 | 0 | y | 1 | -88 | 87 | 41.2 | Soft | A | 1.7 | 0.0 | 1.5 | 0.0 | | | 59 |
| 2019 Background Traffic Haul Route North of TCEC (11:00) | R24, 41m away | 1 | 240 | 9 | 49 | 80 | 0 | y | 1 | -88 | 87 | 41.2 | Soft | A | 2.0 | 0.0 | 1.5 | 0.0 | | | 62 |
| 2019 Background Traffic Haul Route North of TCEC (12:00) | R24, 41m away | 1 | 208 | 7 | 26 | 80 | 0 | y | 1 | -88 | 87 | 41.2 | Soft | A | 1.8 | 0.0 | 1.5 | 0.0 | | | 60 |
| 2019 Background Traffic Haul Route North of TCEC (13:00) | R24, 41m away | 1 | 223 | 12 | 50 | 80 | 0 | y | 1 | -88 | 87 | 41.2 | Soft | A | 2.0 | 0.0 | 1.5 | 0.0 | | | 62 |
| 2019 Background Traffic Haul Route North of TCEC (14:00) | R24, 41m away | 1 | 238 | 9 | 31 | 80 | 0 | y | 1 | -88 | 87 | 41.2 | Soft | A | 1.8 | 0.0 | 1.5 | 0.0 | | | 61 |
| 2019 Background Traffic Haul Route North of TCEC (15:00) | R24, 41m away | 1 | 263 | 15 | 27 | 80 | 0 | y | 1 | -88 | 87 | 41.2 | Soft | A | 1.7 | 0.0 | 1.5 | 0.0 | | | 60 |
| 2019 Background Traffic Haul Route North of TCEC (16:00) | R24, 41m away | 1 | 311 | 16 | 26 | 80 | 0 | y | 1 | -88 | 87 | 41.2 | Soft | A | 1.6 | 0.0 | 1.5 | 0.0 | | | 60 |
| 2019 Background Traffic Haul Route North of TCEC (17:00) | R24, 41m away | 1 | 269 | 6 | 19 | 80 | 0 | y | 1 | -88 | 87 | 41.2 | Soft | A | 1.6 | 0.0 | 1.5 | 0.0 | | | 59 |
| 2019 Background Traffic Haul Route North of TCEC (18:00) | R24, 41m away | 1 | 177 | 2 | 10 | 80 | 0 | y | 1 | -88 | 87 | 41.2 | Soft | A | 1.5 | 0.0 | 1.5 | 0.0 | | | 56 |
| 2019 Background Traffic Haul Route North of TCEC (19:00) | R24, 41m away | 1 | 115 | 1 | 0 | 80 | 0 | y | 1 | -88 | 87 | 41.2 | Soft | A | 0.1 | 0.0 | 1.5 | 0.0 | | | 50 |
| 2019 Background Traffic Haul Route North of TCEC (20:00) | R24, 41m away | 1 | 79 | 0 | 4 | 80 | 0 | y | 1 | -88 | 87 | 41.2 | Soft | A | 1.5 | 0.0 | 1.5 | 0.0 | | | 52 |
| 2019 Background Traffic Haul Route North of TCEC (21:00) | R24, 41m away | 1 | 58 | 0 | 3 | 80 | 0 | y | 1 | -88 | 87 | 41.2 | Soft | A | 1.5 | 0.0 | 1.5 | 0.0 | | | 51 |
| 2019 Background Traffic Haul Route North of TCEC (22:00) | R24, 41m away | 1 | 54 | 0 | 2 | 80 | 0 | y | 1 | -88 | 87 | 41.2 | Soft | A | 1.4 | 0.0 | 1.5 | 0.0 | | | 50 |
| 2019 Background Traffic Haul Route North of TCEC (23:00) | R24, 41m away | 4 | 28 | 2 | 3 | 80 | 0 | y | 1 | -88 | 87 | 41.2 | Soft | A | 1.7 | 0.0 | 1.5 | 0.0 | | | 51 |
| 2019 Background Traffic Haul Route North of TCEC (0:00) | R25, 41m away | 4 | 11 | 0 | 0 | 80 | 0 | y | 1 | -88 | 87 | 40.6 | Soft | A | 0.1 | 0.0 | 1.5 | 0.0 | | | 40 |
| 2019 Background Traffic Haul Route North of TCEC (1:00) | R25, 41m away | 4 | 4 | 0 | 2 | 80 | 0 | y | 1 | -88 | 87 | 40.6 | Soft | A | 2.4 | 0.0 | 1.5 | 0.0 | | | 48 |
| 2019 Background Traffic Haul Route North of TCEC (2:00) | R25, 41m away | 4 | 7 | 1 | 2 | 80 | 0 | y | 1 | -88 | 87 | 40.6 | Soft | A | 2.1 | 0.0 | 1.5 | 0.0 | | | 49 |
| 2019 Background Traffic Haul Route North of TCEC (3:00) | R25, 41m away | 4 | 10 | 2 | 0 | 80 | 0 | y | 1 | -88 | 87 | 40.6 | Soft | A | 0.1 | 0.0 | 1.5 | 0.0 | | | 45 |
| 2019 Background Traffic Haul Route North of TCEC (4:00) | R25, 41m away | 4 | 10 | 2 | 2 | 80 | 0 | y | 1 | -88 | 87 | 40.6 | Soft | A | 1.9 | 0.0 | 1.5 | 0.0 | | | 49 |
| 2019 Background Traffic Haul Route North of TCEC (5:00) | R25, 41m away | 1 | 72 | 4 | 3 | 80 | 0 | y | 1 | -88 | 87 | 40.6 | Soft | A | 1.4 | 0.0 | 1.5 | 0.0 | | | 53 |
| 2019 Background Traffic Haul Route North of TCEC (6:00) | R25, 41m away | 1 | 173 | 2 | 10 | 80 | 0 | y | 1 | -88 | 87 | 40.6 | Soft | A | 1.5 | 0.0 | 1.5 | 0.0 | | | 56 |
| 2019 Background Traffic Haul Route North of TCEC (7:00) | R25, 41m away | 1 | 269 | 9 | 16 | 80 | 0 | y | 1 | -88 | 87 | 40.6 | Soft | A | 1.5 | 0.0 | 1.5 | 0.0 | | | 59 |
| 2019 Background Traffic Haul Route North of TCEC (8:00) | R25, 41m away | 1 | 247 | 25 | 32 | 80 | 0 | y | 1 | -88 | 87 | 40.6 | Soft | A | 1.8 | 0.0 | 1.5 | 0.0 | | | 61 |
| 2019 Background Traffic Haul Route North of TCEC (9:00) | R25, 41m away | 1 | 230 | 10 | 31 | 80 | 0 | y | 1 | -88 | 87 | 40.6 | Soft | A | 1.8 | 0.0 | 1.5 | 0.0 | | | 61 |
| 2019 Background Traffic Haul Route North of TCEC (10:00) | R25, 41m away | 1 | 216 | 11 | 21 | 80 | 0 | y | 1 | -88 | 87 | 40.6 | Soft | A | 1.7 | 0.0 | 1.5 | 0.0 | | | 59 |
| 2019 Background Traffic Haul Route North of TCEC (11:00) | R25, 41m away | 1 | 240 | 9 | 49 | 80 | 0 | y | 1 | -88 | 87 | 40.6 | Soft | A | 2.0 | 0.0 | 1.5 | 0.0 | | | 62 |
| 2019 Background Traffic Haul Route North of TCEC (12:00) | R25, 41m away | 1 | 208 | 7 | 26 | 80 | 0 | y | 1 | -88 | 87 | 40.6 | Soft | A | 1.8 | 0.0 | 1.5 | 0.0 | | | 60 |
| 2019 Background Traffic Haul Route North of TCEC (13:00) | R25, 41m away | 1 | 223 | 12 | 50 | 80 | 0 | y | 1 | -88 | 87 | 40.6 | Soft | A | 2.0 | 0.0 | 1.5 | 0.0 | | | 62 |
| 2019 Background Traffic Haul Route North of TCEC (14:00) | R25, 41m away | 1 | 238 | 9 | 31 | 80 | 0 | y | 1 | -88 | 87 | 40.6 | Soft | A | 1.8 | 0.0 | 1.5 | 0.0 | | | 61 |
| 2019 Background Traffic Haul Route North of TCEC (15:00) | R25, 41m away | 1 | 263 | 15 | 27 | 80 | 0 | y | 1 | -88 | 87 | 40.6 | Soft | A | 1.7 | 0.0 | 1.5 | 0.0 | | | 61 |
| 2019 Background Traffic Haul Route North of TCEC (16:00) | R25, 41m away | 1 | 311 | 16 | 26 | 80 | 0 | y | 1 | -88 | 87 | 40.6 | Soft | A | 1.6 | 0.0 | 1.5 | 0.0 | | | 61 |
| 2019 Background Traffic Haul Route North of TCEC (17:00) | R25, 41m away | 1 | 269 | 6 | 19 | 80 | 0 | y | 1 | -88 | 87 | 40.6 | Soft | A | 1.6 | 0.0 | 1.5 | 0.0 | | | 59 |
| 2019 Background Traffic Haul Route North of TCEC (18:00) | R25, 41m away | 1 | 177 | 2 | 10 | 80 | 0 | y | 1 | -88 | 87 | 40.6 | Soft | A | 1.5 | 0.0 | 1.5 | 0.0 | | | 56 |
| 2019 Background Traffic Haul Route North of TCEC (19:00) | R25, 41m away | 1 | 115 | 1 | 0 | 80 | 0 | y | 1 | -88 | 87 | 40.6 | Soft | A | 0.1 | 0.0 | 1.5 | 0.0 | | | 50 |
| 2019 Background Traffic Haul Route North of TCEC (20:00) | R25, 41m away | 1 | 79 | 0 | 4 | 80 | 0 | y | 1 | -88 | 87 | 40.6 | Soft | A | 1.5 | 0.0 | 1.5 | 0.0 | | | 52 |
| 2019 Background Traffic Haul Route North of TCEC (21:00) | R25, 41m away | 1 | 58 | 0 | 3 | 80 | 0 | y | 1 | -88 | 87 | 40.6 | Soft | A | 1.5 | 0.0 | 1.5 | 0.0 | | | 51 |
| 2019 Background Traffic Haul Route North of TCEC (22:00) | R25, 41m away | 1 | 54 | 0 | 2 | 80 | 0 | y | 1 | -88 | 87 | 40.6 | Soft | A | 1.4 | 0.0 | 1.5 | 0.0 | | | 50 |
| 2019 Background Traffic Haul Route North of TCEC (23:00) | R25, 41m away | 4 | 28 | 2 | 3 | 80 | 0 | y | 1 | -88 | 87 | 40.6 | Soft | A | 1.7 | 0.0 | 1.5 | 0.0 | | | 51 |
| 2019 Background Traffic Haul Route North of TCEC (0:00) | R26, 44m away | 4 | 11 | 0 | 0 | 80 | 0 | y | 1 | -88 | 86 | 44.1 | Soft | A | 0.1 | 0.0 | 1.5 | 0.0 | | | 39 |
| 2019 Background Traffic Haul Route North of TCEC (1:00) | R26, 44m away | 4 | 4 | 0 | 2 | 80 | 0 | y | 1 | -88 | 86 | 44.1 | Soft | A | 2.4 | 0.0 | 1.5 | 0.0 | | | 47 |
| 2019 Background Traffic Haul Route North of TCEC (2:00) | R26, 44m away | 4 | 7 | 1 | 2 | 80 | 0 | y | 1 | -88 | 86 | 44.1 | Soft | A | 2.1 | 0.0 | 1.5 | 0.0 | | | 48 |
| 2019 Background Traffic Haul Route North of TCEC (3:00) | R26, 44m away | 4 | 10 | 2 | 0 | 80 | 0 | y | 1 | -88 | 86 | 44.1 | Soft | A | 0.1 | 0.0 | 1.5 | 0.0 | | | 44 |
| 2019 Background Traffic Haul Route North of TCEC (4:00) | R26, 44m away | 4 | 10 | 2 | 2 | 80 | 0 | y | 1 | -88 | 86 | 44.1 | Soft | A | 1.9 | 0.0 | 1.5 | 0.0 | | | 49 |
| 2019 Background Traffic Haul Route North of TCEC (5:00) | R26, 44m away | 1 | 72 | 4 | 3 | 80 | 0 | y | 1 | -88 | 86 | 44.1 | Soft | A | 1.4 | 0.0 | 1.5 | 0.0 | | | 52 |
| 2019 Background Traffic Haul Route North of TCEC (6:00) | R26, 44m away | 1 | 173 | 2 | 10 | 80 | 0 | y | 1 | -88 | 86 | 44.1 | Soft | A | 1.5 | 0.0 | 1.5 | 0.0 | | | 56 |
| 2019 Background Traffic Haul Route North of TCEC (7:00) | R26, 44m away | 1 | 269 | 9 | 16 | 80 | 0 | y | 1 | -88 | 86 | 44.1 | Soft | A | 1.5 | 0.0 | 1.5 | 0.0 | | | 58 |
| 2019 Background Traffic Haul Route North of TCEC (8:00) | R26, 44m away | 1 | 247 | 25 | 32 | 80 | 0 | y | 1 | -88 | 86 | 44.1 | Soft | A | 1.8 | 0.0 | 1.5 | 0.0 | | | 61 |
| 2019 Background Traffic Haul Route North of TCEC (9:00) | R26, 44m away | 1 | 230 | 10 | 31 | 80 | 0 | y | 1 | -88 | 86 | 44.1 | Soft | A | 1.8 | 0.0 | 1.5 | 0.0 | | | 60 |
| 2019 Background Traffic Haul Route North of TCEC (10:00) | R26, 44m away | 1 | 216 | 11 | 21 | 80 | 0 | y | 1 | -88 | 86 | 44.1 | Soft | A | 1.7 | 0.0 | 1.5 | 0.0 | | | 59 |
| 2019 Background Traffic Haul Route North of TCEC (11:00) | R26, 44m away | 1 | 240 | 9 | 49 | 80 | 0 | y | 1 | -88 | 86 | 44.1 | Soft | A | 2.0 | 0.0 | 1.5 | 0.0 | | | 62 |
| 2019 Background Traffic Haul Route North of TCEC (12:00) | R26, 44m away | 1 | 208 | 7 | 26 | 80 | 0 | y | 1 | -88 | 86 | 44.1 | Soft | A | 1.8 | 0.0 | 1.5 | 0.0 | | | 59 |
| 2019 Background Traffic Haul Route North of TCEC (13:00) | R26, 44m away | 1 | 223 | 12 | 50 | 80 | 0 | y | 1 | -88 | 86 | 44.1 | Soft | A | 2.0 | 0.0 | 1.5 | 0.0 | | | 62 |
| 2019 Background Traffic Haul Route North of TCEC (14:00) | R26, 44m away | 1 | 238 | 9 | 31 | 80 | 0 | y | 1 | -88 | 86 | 44.1 | Soft | A | 1.8 | 0.0 | 1.5 | 0.0 | | | 60 |
| 2019 Background Traffic Haul Route North of TCEC (15:00) | R26, 44m away | 1 | 263 | 15 | 27 | 80 | 0 | y | 1 | -88 | 86 | 44.1 | Soft | A | 1.7 | 0.0 | 1.5 | 0.0 | | | 60 |
| 2019 Background Traffic Haul Route North of TCEC (16:00) | R26, 44m away | 1 | 311 | 16 | 26 | 80 | 0 | y | 1 | -88 | 86 | 44.1 | Soft | A | 1.6 | 0.0 | 1.5 | 0.0 | | | 60 |
| 2019 Background Traffic Haul Route North of TCEC (17:00) | R26, 44m away | 1 | 269 | 6 | 19 | 80 | 0 | y | 1 | -88 | 86 | 44.1 | Soft | A | 1.6 | 0.0 | 1.5 | 0.0 | | | 58 |
| 2019 Background Traffic Haul Route North of TCEC (18:00) | R26, 44m away | 1 | 177 | 2 | 10 | 80 | 0 | y | 1 | -88 | 86 | 44.1 | Soft | A | 1.5 | 0.0 | 1.5 | 0.0 | | | 56 |
| 2019 Background Traffic Haul Route North of TCEC (19:00) | R26, 44m away | 1 | 115 | 1 | 0 | 80 | 0 | y | 1 | -88 | 86 | 44.1 | Soft | A | 0.1 | 0.0 | 1.5 | 0.0 | | | 50 |
| 2019 Background Traffic Haul Route North of TCEC (20:00) | R26, 44m away | 1 | 79 | 0 | 4 | 80 | 0 | y | 1 | -88 | 86 | 44.1 | Soft | A | 1.5 | 0.0 | 1.5 | 0.0 | | | 52 |
| 2019 Background Traffic Haul Route North of TCEC (21:00) | R26, 44m away | 1 | 58 | 0 | 3 | 80 | 0 | y | 1 | -88 | 86 | 44.1 | Soft | A | 1.5 | 0.0 | 1.5 | 0.0 | | | 51 |
| 2019 Background Traffic Haul Route North of TCEC (22:00) | R26, 44m away | 1 | 54 | 0 | 2 | 80 | 0 | y | 1 | -88 | 86 | 44.1 | Soft | A | 1.4 | 0.0 | 1.5 | 0.0 | | | 49 |
| 2019 Background Traffic Haul Route North of TCEC (23:00) | R26, 44m away | 4 | 28 | 2 | 3 | 80 | 0 | y | 1 | -88 | 86 | 44.1 | Soft | A | 1.7 | 0.0 | 1.5 | 0.0 | | | 50 |
| 2019 Background Traffic Haul Route North of TCEC (0:00) | R27, 40m away | 4 | 11 | 0 | 0 | 80 | 0 | y | 1 | -89 | 86 | 40.0 | Soft | A | 0.1 | 0.0 | 1.5 | 0.0 | | | 40 |
| 2019 Background Traffic Haul Route North of TCEC (1:00) | R27, 40m away | 4 | 4 | 0 | 2 | 80 | 0 | y | 1 | -89 | 86 | 40.0 | Soft | A | 2.4 | 0.0 | 1.5 | 0.0 | | | 48 |
| 2019 Background Traffic Haul Route North of TCEC (2:00) | R27, 40m away | 4 | 7 | 1 | 2 | 80 | 0 | y | 1 | -89 | 86 | 40.0 | Soft | A | 2.1 | 0.0 | 1.5 | 0.0 | | | 49 |

| | | | | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 2019 Background Traffic Haul Route North of TCEC (3:00) | R27, 40m away | ~~1~~ | 10 | 2 | 0 | 80 | 0 | y | 1 | -89 | 86 | 40.0 | Soft | A | 0.1 | 0.0 | 1.5 | 0.0 | | | 45 |
| 2019 Background Traffic Haul Route North of TCEC (4:00) | R27, 40m away | ~~1~~ | 10 | 2 | 2 | 80 | 0 | y | 1 | -89 | 86 | 40.0 | Soft | A | 1.9 | 0.0 | 1.5 | 0.0 | | | 49 |
| 2019 Background Traffic Haul Route North of TCEC (5:00) | R27, 40m away | 1 | 72 | 4 | 3 | 80 | 0 | y | 1 | -89 | 86 | 40.0 | Soft | A | 1.4 | 0.0 | 1.5 | 0.0 | | | 53 |
| 2019 Background Traffic Haul Route North of TCEC (6:00) | R27, 40m away | 1 | 173 | 2 | 10 | 80 | 0 | y | 1 | -89 | 86 | 40.0 | Soft | A | 1.5 | 0.0 | 1.5 | 0.0 | | | 57 |
| 2019 Background Traffic Haul Route North of TCEC (7:00) | R27, 40m away | 1 | 269 | 9 | 16 | 80 | 0 | y | 1 | -89 | 86 | 40.0 | Soft | A | 1.5 | 0.0 | 1.5 | 0.0 | | | 59 |
| 2019 Background Traffic Haul Route North of TCEC (8:00) | R27, 40m away | 1 | 247 | 25 | 32 | 80 | 0 | y | 1 | -89 | 86 | 40.0 | Soft | A | 1.8 | 0.0 | 1.5 | 0.0 | | | 61 |
| 2019 Background Traffic Haul Route North of TCEC (9:00) | R27, 40m away | 1 | 230 | 10 | 31 | 80 | 0 | y | 1 | -89 | 86 | 40.0 | Soft | A | 1.8 | 0.0 | 1.5 | 0.0 | | | 61 |
| 2019 Background Traffic Haul Route North of TCEC (10:00) | R27, 40m away | 1 | 216 | 11 | 21 | 80 | 0 | y | 1 | -89 | 86 | 40.0 | Soft | A | 1.7 | 0.0 | 1.5 | 0.0 | | | 60 |
| 2019 Background Traffic Haul Route North of TCEC (11:00) | R27, 40m away | 1 | 240 | 9 | 49 | 80 | 0 | y | 1 | -89 | 86 | 40.0 | Soft | A | 2.0 | 0.0 | 1.5 | 0.0 | | | 62 |
| 2019 Background Traffic Haul Route North of TCEC (12:00) | R27, 40m away | 1 | 208 | 7 | 26 | 80 | 0 | y | 1 | -89 | 86 | 40.0 | Soft | A | 1.8 | 0.0 | 1.5 | 0.0 | | | 60 |
| 2019 Background Traffic Haul Route North of TCEC (13:00) | R27, 40m away | 1 | 223 | 12 | 50 | 80 | 0 | y | 1 | -89 | 86 | 40.0 | Soft | A | 2.0 | 0.0 | 1.5 | 0.0 | | | 62 |
| 2019 Background Traffic Haul Route North of TCEC (14:00) | R27, 40m away | 1 | 238 | 9 | 31 | 80 | 0 | y | 1 | -89 | 86 | 40.0 | Soft | A | 1.8 | 0.0 | 1.5 | 0.0 | | | 61 |
| 2019 Background Traffic Haul Route North of TCEC (15:00) | R27, 40m away | 1 | 263 | 15 | 27 | 80 | 0 | y | 1 | -89 | 86 | 40.0 | Soft | A | 1.7 | 0.0 | 1.5 | 0.0 | | | 61 |
| 2019 Background Traffic Haul Route North of TCEC (16:00) | R27, 40m away | 1 | 311 | 16 | 26 | 80 | 0 | y | 1 | -89 | 86 | 40.0 | Soft | A | 1.6 | 0.0 | 1.5 | 0.0 | | | 61 |
| 2019 Background Traffic Haul Route North of TCEC (17:00) | R27, 40m away | 1 | 269 | 6 | 19 | 80 | 0 | y | 1 | -89 | 86 | 40.0 | Soft | A | 1.6 | 0.0 | 1.5 | 0.0 | | | 59 |
| 2019 Background Traffic Haul Route North of TCEC (18:00) | R27, 40m away | 1 | 177 | 2 | 10 | 80 | 0 | y | 1 | -89 | 86 | 40.0 | Soft | A | 1.5 | 0.0 | 1.5 | 0.0 | | | 57 |
| 2019 Background Traffic Haul Route North of TCEC (19:00) | R27, 40m away | 1 | 115 | 1 | 0 | 80 | 0 | y | 1 | -89 | 86 | 40.0 | Soft | A | 0.1 | 0.0 | 1.5 | 0.0 | | | 50 |
| 2019 Background Traffic Haul Route North of TCEC (20:00) | R27, 40m away | 1 | 79 | 0 | 4 | 80 | 0 | y | 1 | -89 | 86 | 40.0 | Soft | A | 1.5 | 0.0 | 1.5 | 0.0 | | | 53 |
| 2019 Background Traffic Haul Route North of TCEC (21:00) | R27, 40m away | 1 | 58 | 0 | 3 | 80 | 0 | y | 1 | -89 | 86 | 40.0 | Soft | A | 1.5 | 0.0 | 1.5 | 0.0 | | | 51 |
| 2019 Background Traffic Haul Route North of TCEC (22:00) | R27, 40m away | 1 | 54 | 0 | 2 | 80 | 0 | y | 1 | -89 | 86 | 40.0 | Soft | A | 1.4 | 0.0 | 1.5 | 0.0 | | | 50 |
| 2019 Background Traffic Haul Route North of TCEC (23:00) | R27, 40m away | ~~1~~ | 28 | 2 | 3 | 80 | 0 | y | 1 | -89 | 86 | 40.0 | Soft | A | 1.7 | 0.0 | 1.5 | 0.0 | | | 51 |
| 2019 Background Traffic Haul Route North of TCEC (0:00) | R28, 98m away | ~~1~~ | 11 | 0 | 0 | 80 | 0 | y | 1 | -81 | 85 | 98.3 | Soft | A | 0.1 | 0.0 | 1.5 | 0.0 | | | 33 |
| 2019 Background Traffic Haul Route North of TCEC (1:00) | R28, 98m away | ~~1~~ | 4 | 0 | 2 | 80 | 0 | y | 1 | -81 | 85 | 98.3 | Soft | A | 2.4 | 0.0 | 1.5 | 0.0 | | | 41 |
| 2019 Background Traffic Haul Route North of TCEC (2:00) | R28, 98m away | ~~1~~ | 7 | 1 | 2 | 80 | 0 | y | 1 | -81 | 85 | 98.3 | Soft | A | 2.1 | 0.0 | 1.5 | 0.0 | | | 42 |
| 2019 Background Traffic Haul Route North of TCEC (3:00) | R28, 98m away | ~~1~~ | 10 | 2 | 0 | 80 | 0 | y | 1 | -81 | 85 | 98.3 | Soft | A | 0.1 | 0.0 | 1.5 | 0.0 | | | 38 |
| 2019 Background Traffic Haul Route North of TCEC (4:00) | R28, 98m away | ~~1~~ | 10 | 2 | 2 | 80 | 0 | y | 1 | -81 | 85 | 98.3 | Soft | A | 1.9 | 0.0 | 1.5 | 0.0 | | | 43 |
| 2019 Background Traffic Haul Route North of TCEC (5:00) | R28, 98m away | 1 | 72 | 4 | 3 | 80 | 0 | y | 1 | -81 | 85 | 98.3 | Soft | A | 1.4 | 0.0 | 1.5 | 0.0 | | | 46 |
| 2019 Background Traffic Haul Route North of TCEC (6:00) | R28, 98m away | 1 | 173 | 2 | 10 | 80 | 0 | y | 1 | -81 | 85 | 98.3 | Soft | A | 1.5 | 0.0 | 1.5 | 0.0 | | | 50 |
| 2019 Background Traffic Haul Route North of TCEC (7:00) | R28, 98m away | 1 | 269 | 9 | 16 | 80 | 0 | y | 1 | -81 | 85 | 98.3 | Soft | A | 1.5 | 0.0 | 1.5 | 0.0 | | | 52 |
| 2019 Background Traffic Haul Route North of TCEC (8:00) | R28, 98m away | 1 | 247 | 25 | 32 | 80 | 0 | y | 1 | -81 | 85 | 98.3 | Soft | A | 1.8 | 0.0 | 1.5 | 0.0 | | | 55 |
| 2019 Background Traffic Haul Route North of TCEC (9:00) | R28, 98m away | 1 | 230 | 10 | 31 | 80 | 0 | y | 1 | -81 | 85 | 98.3 | Soft | A | 1.8 | 0.0 | 1.5 | 0.0 | | | 54 |
| 2019 Background Traffic Haul Route North of TCEC (10:00) | R28, 98m away | 1 | 216 | 11 | 21 | 80 | 0 | y | 1 | -81 | 85 | 98.3 | Soft | A | 1.7 | 0.0 | 1.5 | 0.0 | | | 53 |
| 2019 Background Traffic Haul Route North of TCEC (11:00) | R28, 98m away | 1 | 240 | 9 | 49 | 80 | 0 | y | 1 | -81 | 85 | 98.3 | Soft | A | 2.0 | 0.0 | 1.5 | 0.0 | | | 56 |
| 2019 Background Traffic Haul Route North of TCEC (12:00) | R28, 98m away | 1 | 208 | 7 | 26 | 80 | 0 | y | 1 | -81 | 85 | 98.3 | Soft | A | 1.8 | 0.0 | 1.5 | 0.0 | | | 53 |
| 2019 Background Traffic Haul Route North of TCEC (13:00) | R28, 98m away | 1 | 223 | 12 | 50 | 80 | 0 | y | 1 | -81 | 85 | 98.3 | Soft | A | 2.0 | 0.0 | 1.5 | 0.0 | | | 56 |
| 2019 Background Traffic Haul Route North of TCEC (14:00) | R28, 98m away | 1 | 238 | 9 | 31 | 80 | 0 | y | 1 | -81 | 85 | 98.3 | Soft | A | 1.8 | 0.0 | 1.5 | 0.0 | | | 54 |
| 2019 Background Traffic Haul Route North of TCEC (15:00) | R28, 98m away | 1 | 263 | 15 | 27 | 80 | 0 | y | 1 | -81 | 85 | 98.3 | Soft | A | 1.7 | 0.0 | 1.5 | 0.0 | | | 54 |
| 2019 Background Traffic Haul Route North of TCEC (16:00) | R28, 98m away | 1 | 311 | 16 | 26 | 80 | 0 | y | 1 | -81 | 85 | 98.3 | Soft | A | 1.6 | 0.0 | 1.5 | 0.0 | | | 54 |
| 2019 Background Traffic Haul Route North of TCEC (17:00) | R28, 98m away | 1 | 269 | 6 | 19 | 80 | 0 | y | 1 | -81 | 85 | 98.3 | Soft | A | 1.6 | 0.0 | 1.5 | 0.0 | | | 53 |
| 2019 Background Traffic Haul Route North of TCEC (18:00) | R28, 98m away | 1 | 177 | 2 | 10 | 80 | 0 | y | 1 | -81 | 85 | 98.3 | Soft | A | 1.5 | 0.0 | 1.5 | 0.0 | | | 50 |
| 2019 Background Traffic Haul Route North of TCEC (19:00) | R28, 98m away | 1 | 115 | 1 | 0 | 80 | 0 | y | 1 | -81 | 85 | 98.3 | Soft | A | 0.1 | 0.0 | 1.5 | 0.0 | | | 44 |
| 2019 Background Traffic Haul Route North of TCEC (20:00) | R28, 98m away | 1 | 79 | 0 | 4 | 80 | 0 | y | 1 | -81 | 85 | 98.3 | Soft | A | 1.5 | 0.0 | 1.5 | 0.0 | | | 46 |
| 2019 Background Traffic Haul Route North of TCEC (21:00) | R28, 98m away | 1 | 58 | 0 | 3 | 80 | 0 | y | 1 | -81 | 85 | 98.3 | Soft | A | 1.5 | 0.0 | 1.5 | 0.0 | | | 45 |
| 2019 Background Traffic Haul Route North of TCEC (22:00) | R28, 98m away | 1 | 54 | 0 | 2 | 80 | 0 | y | 1 | -81 | 85 | 98.3 | Soft | A | 1.4 | 0.0 | 1.5 | 0.0 | | | 44 |
| 2019 Background Traffic Haul Route North of TCEC (23:00) | R28, 98m away | ~~1~~ | 28 | 2 | 3 | 80 | 0 | y | 1 | -81 | 85 | 98.3 | Soft | A | 1.7 | 0.0 | 1.5 | 0.0 | | | 45 |
| 2019 Background Traffic Haul Route North of TCEC (0:00) | R29, 387m away | ~~1~~ | 11 | 0 | 0 | 80 | 0 | y | 1 | -47 | 74 | 387.2 | Soft | A | 0.1 | 0.0 | 1.5 | 0.0 | | | 22 |
| 2019 Background Traffic Haul Route North of TCEC (1:00) | R29, 387m away | ~~1~~ | 4 | 0 | 2 | 80 | 0 | y | 1 | -47 | 74 | 387.2 | Soft | A | 2.4 | 0.0 | 1.5 | 0.0 | | | 31 |
| 2019 Background Traffic Haul Route North of TCEC (2:00) | R29, 387m away | ~~1~~ | 7 | 1 | 2 | 80 | 0 | y | 1 | -47 | 74 | 387.2 | Soft | A | 2.1 | 0.0 | 1.5 | 0.0 | | | 32 |
| 2019 Background Traffic Haul Route North of TCEC (3:00) | R29, 387m away | ~~1~~ | 10 | 2 | 0 | 80 | 0 | y | 1 | -47 | 74 | 387.2 | Soft | A | 0.1 | 0.0 | 1.5 | 0.0 | | | 27 |
| 2019 Background Traffic Haul Route North of TCEC (4:00) | R29, 387m away | ~~1~~ | 10 | 2 | 2 | 80 | 0 | y | 1 | -47 | 74 | 387.2 | Soft | A | 1.9 | 0.0 | 1.5 | 0.0 | | | 32 |
| 2019 Background Traffic Haul Route North of TCEC (5:00) | R29, 387m away | 1 | 72 | 4 | 3 | 80 | 0 | y | 1 | -47 | 74 | 387.2 | Soft | A | 1.4 | 0.0 | 1.5 | 0.0 | | | 35 |
| 2019 Background Traffic Haul Route North of TCEC (6:00) | R29, 387m away | 1 | 173 | 2 | 10 | 80 | 0 | y | 1 | -47 | 74 | 387.2 | Soft | A | 1.5 | 0.0 | 1.5 | 0.0 | | | 39 |
| 2019 Background Traffic Haul Route North of TCEC (7:00) | R29, 387m away | 1 | 269 | 9 | 16 | 80 | 0 | y | 1 | -47 | 74 | 387.2 | Soft | A | 1.5 | 0.0 | 1.5 | 0.0 | | | 42 |
| 2019 Background Traffic Haul Route North of TCEC (8:00) | R29, 387m away | 1 | 247 | 25 | 32 | 80 | 0 | y | 1 | -47 | 74 | 387.2 | Soft | A | 1.8 | 0.0 | 1.5 | 0.0 | | | 44 |
| 2019 Background Traffic Haul Route North of TCEC (9:00) | R29, 387m away | 1 | 230 | 10 | 31 | 80 | 0 | y | 1 | -47 | 74 | 387.2 | Soft | A | 1.8 | 0.0 | 1.5 | 0.0 | | | 44 |
| 2019 Background Traffic Haul Route North of TCEC (10:00) | R29, 387m away | 1 | 216 | 11 | 21 | 80 | 0 | y | 1 | -47 | 74 | 387.2 | Soft | A | 1.7 | 0.0 | 1.5 | 0.0 | | | 42 |
| 2019 Background Traffic Haul Route North of TCEC (11:00) | R29, 387m away | 1 | 240 | 9 | 49 | 80 | 0 | y | 1 | -47 | 74 | 387.2 | Soft | A | 2.0 | 0.0 | 1.5 | 0.0 | | | 45 |
| 2019 Background Traffic Haul Route North of TCEC (12:00) | R29, 387m away | 1 | 208 | 7 | 26 | 80 | 0 | y | 1 | -47 | 74 | 387.2 | Soft | A | 1.8 | 0.0 | 1.5 | 0.0 | | | 43 |
| 2019 Background Traffic Haul Route North of TCEC (13:00) | R29, 387m away | 1 | 223 | 12 | 50 | 80 | 0 | y | 1 | -47 | 74 | 387.2 | Soft | A | 2.0 | 0.0 | 1.5 | 0.0 | | | 45 |
| 2019 Background Traffic Haul Route North of TCEC (14:00) | R29, 387m away | 1 | 238 | 9 | 31 | 80 | 0 | y | 1 | -47 | 74 | 387.2 | Soft | A | 1.8 | 0.0 | 1.5 | 0.0 | | | 44 |
| 2019 Background Traffic Haul Route North of TCEC (15:00) | R29, 387m away | 1 | 263 | 15 | 27 | 80 | 0 | y | 1 | -47 | 74 | 387.2 | Soft | A | 1.7 | 0.0 | 1.5 | 0.0 | | | 43 |
| 2019 Background Traffic Haul Route North of TCEC (16:00) | R29, 387m away | 1 | 311 | 16 | 26 | 80 | 0 | y | 1 | -47 | 74 | 387.2 | Soft | A | 1.6 | 0.0 | 1.5 | 0.0 | | | 43 |
| 2019 Background Traffic Haul Route North of TCEC (17:00) | R29, 387m away | 1 | 269 | 6 | 19 | 80 | 0 | y | 1 | -47 | 74 | 387.2 | Soft | A | 1.6 | 0.0 | 1.5 | 0.0 | | | 42 |
| 2019 Background Traffic Haul Route North of TCEC (18:00) | R29, 387m away | 1 | 177 | 2 | 10 | 80 | 0 | y | 1 | -47 | 74 | 387.2 | Soft | A | 1.5 | 0.0 | 1.5 | 0.0 | | | 39 |
| 2019 Background Traffic Haul Route North of TCEC (19:00) | R29, 387m away | 1 | 115 | 1 | 0 | 80 | 0 | y | 1 | -47 | 74 | 387.2 | Soft | A | 0.1 | 0.0 | 1.5 | 0.0 | | | 33 |
| 2019 Background Traffic Haul Route North of TCEC (20:00) | R29, 387m away | 1 | 79 | 0 | 4 | 80 | 0 | y | 1 | -47 | 74 | 387.2 | Soft | A | 1.5 | 0.0 | 1.5 | 0.0 | | | 35 |
| 2019 Background Traffic Haul Route North of TCEC (21:00) | R29, 387m away | 1 | 58 | 0 | 3 | 80 | 0 | y | 1 | -47 | 74 | 387.2 | Soft | A | 1.5 | 0.0 | 1.5 | 0.0 | | | 34 |
| 2019 Background Traffic Haul Route North of TCEC (22:00) | R29, 387m away | 1 | 54 | 0 | 2 | 80 | 0 | y | 1 | -47 | 74 | 387.2 | Soft | A | 1.4 | 0.0 | 1.5 | 0.0 | | | 33 |
| 2019 Background Traffic Haul Route North of TCEC (23:00) | R29, 387m away | ~~1~~ | 28 | 2 | 3 | 80 | 0 | y | 1 | -47 | 74 | 387.2 | Soft | A | 1.7 | 0.0 | 1.5 | 0.0 | | | 34 |
| 2019 Background Traffic Haul Route North of TCEC (0:00) | R30, 498m away | ~~1~~ | 11 | 0 | 0 | 80 | 0 | y | 1 | -39 | 71 | 498.5 | Soft | A | 0.1 | 0.0 | 1.5 | 0.0 | | | 20 |
| 2019 Background Traffic Haul Route North of TCEC (1:00) | R30, 498m away | ~~1~~ | 4 | 0 | 2 | 80 | 0 | y | 1 | -39 | 71 | 498.5 | Soft | A | 2.4 | 0.0 | 1.5 | 0.0 | | | 29 |
| 2019 Background Traffic Haul Route North of TCEC (2:00) | R30, 498m away | ~~1~~ | 7 | 1 | 2 | 80 | 0 | y | 1 | -39 | 71 | 498.5 | Soft | A | 2.1 | 0.0 | 1.5 | 0.0 | | | 29 |
| 2019 Background Traffic Haul Route North of TCEC (3:00) | R30, 498m away | ~~1~~ | 10 | 2 | 0 | 80 | 0 | y | 1 | -39 | 71 | 498.5 | Soft | A | 0.1 | 0.0 | 1.5 | 0.0 | | | 25 |
| 2019 Background Traffic Haul Route North of TCEC (4:00) | R30, 498m away | ~~1~~ | 10 | 2 | 2 | 80 | 0 | y | 1 | -39 | 71 | 498.5 | Soft | A | 1.9 | 0.0 | 1.5 | 0.0 | | | 30 |
| 2019 Background Traffic Haul Route North of TCEC (5:00) | R30, 498m away | 1 | 72 | 4 | 3 | 80 | 0 | y | 1 | -39 | 71 | 498.5 | Soft | A | 1.4 | 0.0 | 1.5 | 0.0 | | | 33 |
| 2019 Background Traffic Haul Route North of TCEC (6:00) | R30, 498m away | 1 | 173 | 2 | 10 | 80 | 0 | y | 1 | -39 | 71 | 498.5 | Soft | A | 1.5 | 0.0 | 1.5 | 0.0 | | | 37 |
| 2019 Background Traffic Haul Route North of TCEC (7:00) | R30, 498m away | 1 | 269 | 9 | 16 | 80 | 0 | y | 1 | -39 | 71 | 498.5 | Soft | A | 1.5 | 0.0 | 1.5 | 0.0 | | | 39 |
| 2019 Background Traffic Haul Route North of TCEC (8:00) | R30, 498m away | 1 | 247 | 25 | 32 | 80 | 0 | y | 1 | -39 | 71 | 498.5 | Soft | A | 1.8 | 0.0 | 1.5 | 0.0 | | | 42 |

| | | | | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 2019 Background Traffic Haul Route North of TCEC (9:00) | R30, 498m away | 1 | 230 | 10 | 31 | 80 | 0 | y | 1 | -39 | 71 | 498.5 | Soft | A | 1.8 | 0.0 | 1.5 | 0.0 | | | 41 |
| 2019 Background Traffic Haul Route North of TCEC (10:00) | R30, 498m away | 1 | 216 | 11 | 21 | 80 | 0 | y | 1 | -39 | 71 | 498.5 | Soft | A | 1.7 | 0.0 | 1.5 | 0.0 | | | 40 |
| 2019 Background Traffic Haul Route North of TCEC (11:00) | R30, 498m away | 1 | 240 | 9 | 49 | 80 | 0 | y | 1 | -39 | 71 | 498.5 | Soft | A | 2.0 | 0.0 | 1.5 | 0.0 | | | 43 |
| 2019 Background Traffic Haul Route North of TCEC (12:00) | R30, 498m away | 1 | 208 | 7 | 26 | 80 | 0 | y | 1 | -39 | 71 | 498.5 | Soft | A | 1.8 | 0.0 | 1.5 | 0.0 | | | 41 |
| 2019 Background Traffic Haul Route North of TCEC (13:00) | R30, 498m away | 1 | 223 | 12 | 50 | 80 | 0 | y | 1 | -39 | 71 | 498.5 | Soft | A | 2.0 | 0.0 | 1.5 | 0.0 | | | 43 |
| 2019 Background Traffic Haul Route North of TCEC (14:00) | R30, 498m away | 1 | 238 | 9 | 31 | 80 | 0 | y | 1 | -39 | 71 | 498.5 | Soft | A | 1.8 | 0.0 | 1.5 | 0.0 | | | 41 |
| 2019 Background Traffic Haul Route North of TCEC (15:00) | R30, 498m away | 1 | 263 | 15 | 27 | 80 | 0 | y | 1 | -39 | 71 | 498.5 | Soft | A | 1.7 | 0.0 | 1.5 | 0.0 | | | 41 |
| 2019 Background Traffic Haul Route North of TCEC (16:00) | R30, 498m away | 1 | 311 | 16 | 26 | 80 | 0 | y | 1 | -39 | 71 | 498.5 | Soft | A | 1.6 | 0.0 | 1.5 | 0.0 | | | 41 |
| 2019 Background Traffic Haul Route North of TCEC (17:00) | R30, 498m away | 1 | 269 | 6 | 19 | 80 | 0 | y | 1 | -39 | 71 | 498.5 | Soft | A | 1.6 | 0.0 | 1.5 | 0.0 | | | 40 |
| 2019 Background Traffic Haul Route North of TCEC (18:00) | R30, 498m away | 1 | 177 | 2 | 10 | 80 | 0 | y | 1 | -39 | 71 | 498.5 | Soft | A | 1.5 | 0.0 | 1.5 | 0.0 | | | 37 |
| 2019 Background Traffic Haul Route North of TCEC (19:00) | R30, 498m away | 1 | 115 | 1 | 0 | 80 | 0 | y | 1 | -39 | 71 | 498.5 | Soft | A | 0.1 | 0.0 | 1.5 | 0.0 | | | 31 |
| 2019 Background Traffic Haul Route North of TCEC (20:00) | R30, 498m away | 1 | 79 | 0 | 4 | 80 | 0 | y | 1 | -39 | 71 | 498.5 | Soft | A | 1.5 | 0.0 | 1.5 | 0.0 | | | 33 |
| 2019 Background Traffic Haul Route North of TCEC (21:00) | R30, 498m away | 1 | 58 | 0 | 3 | 80 | 0 | y | 1 | -39 | 71 | 498.5 | Soft | A | 1.5 | 0.0 | 1.5 | 0.0 | | | 32 |
| 2019 Background Traffic Haul Route North of TCEC (22:00) | R30, 498m away | 1 | 54 | 0 | 2 | 80 | 0 | y | 1 | -39 | 71 | 498.5 | Soft | A | 1.4 | 0.0 | 1.5 | 0.0 | | | 31 |
| 2019 Background Traffic Haul Route North of TCEC (23:00) | R30, 498m away | ~~1~~ | 28 | 2 | 3 | 80 | 0 | y | 1 | -39 | 71 | 498.5 | Soft | A | 1.7 | 0.0 | 1.5 | 0.0 | | | 32 |
| 2019 Background Traffic Haul Route North of TCEC (0:00) | R31, 778m away | ~~1~~ | 11 | 0 | 0 | 80 | 0 | y | 1 | -28 | 61 | 778.0 | Soft | A | 0.1 | 0.0 | 1.5 | 0.0 | | | 17 |
| 2019 Background Traffic Haul Route North of TCEC (1:00) | R31, 778m away | ~~1~~ | 4 | 0 | 2 | 80 | 0 | y | 1 | -28 | 61 | 778.0 | Soft | A | 2.4 | 0.0 | 1.5 | 0.0 | | | 25 |
| 2019 Background Traffic Haul Route North of TCEC (2:00) | R31, 778m away | ~~1~~ | 7 | 1 | 2 | 80 | 0 | y | 1 | -28 | 61 | 778.0 | Soft | A | 2.1 | 0.0 | 1.5 | 0.0 | | | 26 |
| 2019 Background Traffic Haul Route North of TCEC (3:00) | R31, 778m away | ~~1~~ | 10 | 2 | 0 | 80 | 0 | y | 1 | -28 | 61 | 778.0 | Soft | A | 0.1 | 0.0 | 1.5 | 0.0 | | | 21 |
| 2019 Background Traffic Haul Route North of TCEC (4:00) | R31, 778m away | ~~1~~ | 10 | 2 | 2 | 80 | 0 | y | 1 | -28 | 61 | 778.0 | Soft | A | 1.9 | 0.0 | 1.5 | 0.0 | | | 26 |
| 2019 Background Traffic Haul Route North of TCEC (5:00) | R31, 778m away | 1 | 72 | 4 | 3 | 80 | 0 | y | 1 | -28 | 61 | 778.0 | Soft | A | 1.4 | 0.0 | 1.5 | 0.0 | | | 29 |
| 2019 Background Traffic Haul Route North of TCEC (6:00) | R31, 778m away | 1 | 173 | 2 | 10 | 80 | 0 | y | 1 | -28 | 61 | 778.0 | Soft | A | 1.5 | 0.0 | 1.5 | 0.0 | | | 33 |
| 2019 Background Traffic Haul Route North of TCEC (7:00) | R31, 778m away | 1 | 269 | 9 | 16 | 80 | 0 | y | 1 | -28 | 61 | 778.0 | Soft | A | 1.5 | 0.0 | 1.5 | 0.0 | | | 36 |
| 2019 Background Traffic Haul Route North of TCEC (8:00) | R31, 778m away | 1 | 247 | 25 | 32 | 80 | 0 | y | 1 | -28 | 61 | 778.0 | Soft | A | 1.8 | 0.0 | 1.5 | 0.0 | | | 38 |
| 2019 Background Traffic Haul Route North of TCEC (9:00) | R31, 778m away | 1 | 230 | 10 | 31 | 80 | 0 | y | 1 | -28 | 61 | 778.0 | Soft | A | 1.8 | 0.0 | 1.5 | 0.0 | | | 38 |
| 2019 Background Traffic Haul Route North of TCEC (10:00) | R31, 778m away | 1 | 216 | 11 | 21 | 80 | 0 | y | 1 | -28 | 61 | 778.0 | Soft | A | 1.7 | 0.0 | 1.5 | 0.0 | | | 36 |
| 2019 Background Traffic Haul Route North of TCEC (11:00) | R31, 778m away | 1 | 240 | 9 | 49 | 80 | 0 | y | 1 | -28 | 61 | 778.0 | Soft | A | 2.0 | 0.0 | 1.5 | 0.0 | | | 39 |
| 2019 Background Traffic Haul Route North of TCEC (12:00) | R31, 778m away | 1 | 208 | 7 | 26 | 80 | 0 | y | 1 | -28 | 61 | 778.0 | Soft | A | 1.8 | 0.0 | 1.5 | 0.0 | | | 37 |
| 2019 Background Traffic Haul Route North of TCEC (13:00) | R31, 778m away | 1 | 223 | 12 | 50 | 80 | 0 | y | 1 | -28 | 61 | 778.0 | Soft | A | 2.0 | 0.0 | 1.5 | 0.0 | | | 39 |
| 2019 Background Traffic Haul Route North of TCEC (14:00) | R31, 778m away | 1 | 238 | 9 | 31 | 80 | 0 | y | 1 | -28 | 61 | 778.0 | Soft | A | 1.8 | 0.0 | 1.5 | 0.0 | | | 37 |
| 2019 Background Traffic Haul Route North of TCEC (15:00) | R31, 778m away | 1 | 263 | 15 | 27 | 80 | 0 | y | 1 | -28 | 61 | 778.0 | Soft | A | 1.7 | 0.0 | 1.5 | 0.0 | | | 37 |
| 2019 Background Traffic Haul Route North of TCEC (16:00) | R31, 778m away | 1 | 311 | 16 | 26 | 80 | 0 | y | 1 | -28 | 61 | 778.0 | Soft | A | 1.6 | 0.0 | 1.5 | 0.0 | | | 37 |
| 2019 Background Traffic Haul Route North of TCEC (17:00) | R31, 778m away | 1 | 269 | 6 | 19 | 80 | 0 | y | 1 | -28 | 61 | 778.0 | Soft | A | 1.6 | 0.0 | 1.5 | 0.0 | | | 36 |
| 2019 Background Traffic Haul Route North of TCEC (18:00) | R31, 778m away | 1 | 177 | 2 | 10 | 80 | 0 | y | 1 | -28 | 61 | 778.0 | Soft | A | 1.5 | 0.0 | 1.5 | 0.0 | | | 33 |
| 2019 Background Traffic Haul Route North of TCEC (19:00) | R31, 778m away | 1 | 115 | 1 | 0 | 80 | 0 | y | 1 | -28 | 61 | 778.0 | Soft | A | 0.1 | 0.0 | 1.5 | 0.0 | | | 27 |
| 2019 Background Traffic Haul Route North of TCEC (20:00) | R31, 778m away | 1 | 79 | 0 | 4 | 80 | 0 | y | 1 | -28 | 61 | 778.0 | Soft | A | 1.5 | 0.0 | 1.5 | 0.0 | | | 29 |
| 2019 Background Traffic Haul Route North of TCEC (21:00) | R31, 778m away | 1 | 58 | 0 | 3 | 80 | 0 | y | 1 | -28 | 61 | 778.0 | Soft | A | 1.5 | 0.0 | 1.5 | 0.0 | | | 28 |
| 2019 Background Traffic Haul Route North of TCEC (22:00) | R31, 778m away | 1 | 54 | 0 | 2 | 80 | 0 | y | 1 | -28 | 61 | 778.0 | Soft | A | 1.4 | 0.0 | 1.5 | 0.0 | | | 27 |
| 2019 Background Traffic Haul Route North of TCEC (23:00) | R31, 778m away | ~~1~~ | 28 | 2 | 3 | 80 | 0 | y | 1 | -28 | 61 | 778.0 | Soft | A | 1.7 | 0.0 | 1.5 | 0.0 | | | 28 |
| 2019 Background Traffic Haul Route North of TCEC (0:00) | R32, 999m away | ~~1~~ | 11 | 0 | 0 | 80 | 0 | y | 1 | -14 | 58 | 999.0 | Soft | A | 0.1 | 0.0 | 1.5 | 0.0 | | | 14 |
| 2019 Background Traffic Haul Route North of TCEC (1:00) | R32, 999m away | ~~1~~ | 4 | 0 | 2 | 80 | 0 | y | 1 | -14 | 58 | 999.0 | Soft | A | 2.4 | 0.0 | 1.5 | 0.0 | | | 22 |
| 2019 Background Traffic Haul Route North of TCEC (2:00) | R32, 999m away | ~~1~~ | 7 | 1 | 2 | 80 | 0 | y | 1 | -14 | 58 | 999.0 | Soft | A | 2.1 | 0.0 | 1.5 | 0.0 | | | 23 |
| 2019 Background Traffic Haul Route North of TCEC (3:00) | R32, 999m away | ~~1~~ | 10 | 2 | 0 | 80 | 0 | y | 1 | -14 | 58 | 999.0 | Soft | A | 0.1 | 0.0 | 1.5 | 0.0 | | | 19 |
| 2019 Background Traffic Haul Route North of TCEC (4:00) | R32, 999m away | ~~1~~ | 10 | 2 | 2 | 80 | 0 | y | 1 | -14 | 58 | 999.0 | Soft | A | 1.9 | 0.0 | 1.5 | 0.0 | | | 23 |
| 2019 Background Traffic Haul Route North of TCEC (5:00) | R32, 999m away | 1 | 72 | 4 | 3 | 80 | 0 | y | 1 | -14 | 58 | 999.0 | Soft | A | 1.4 | 0.0 | 1.5 | 0.0 | | | 27 |
| 2019 Background Traffic Haul Route North of TCEC (6:00) | R32, 999m away | 1 | 173 | 2 | 10 | 80 | 0 | y | 1 | -14 | 58 | 999.0 | Soft | A | 1.5 | 0.0 | 1.5 | 0.0 | | | 30 |
| 2019 Background Traffic Haul Route North of TCEC (7:00) | R32, 999m away | 1 | 269 | 9 | 16 | 80 | 0 | y | 1 | -14 | 58 | 999.0 | Soft | A | 1.5 | 0.0 | 1.5 | 0.0 | | | 33 |
| 2019 Background Traffic Haul Route North of TCEC (8:00) | R32, 999m away | 1 | 247 | 25 | 32 | 80 | 0 | y | 1 | -14 | 58 | 999.0 | Soft | A | 1.8 | 0.0 | 1.5 | 0.0 | | | 35 |
| 2019 Background Traffic Haul Route North of TCEC (9:00) | R32, 999m away | 1 | 230 | 10 | 31 | 80 | 0 | y | 1 | -14 | 58 | 999.0 | Soft | A | 1.8 | 0.0 | 1.5 | 0.0 | | | 35 |
| 2019 Background Traffic Haul Route North of TCEC (10:00) | R32, 999m away | 1 | 216 | 11 | 21 | 80 | 0 | y | 1 | -14 | 58 | 999.0 | Soft | A | 1.7 | 0.0 | 1.5 | 0.0 | | | 33 |
| 2019 Background Traffic Haul Route North of TCEC (11:00) | R32, 999m away | 1 | 240 | 9 | 49 | 80 | 0 | y | 1 | -14 | 58 | 999.0 | Soft | A | 2.0 | 0.0 | 1.5 | 0.0 | | | 36 |
| 2019 Background Traffic Haul Route North of TCEC (12:00) | R32, 999m away | 1 | 208 | 7 | 26 | 80 | 0 | y | 1 | -14 | 58 | 999.0 | Soft | A | 1.8 | 0.0 | 1.5 | 0.0 | | | 34 |
| 2019 Background Traffic Haul Route North of TCEC (13:00) | R32, 999m away | 1 | 223 | 12 | 50 | 80 | 0 | y | 1 | -14 | 58 | 999.0 | Soft | A | 2.0 | 0.0 | 1.5 | 0.0 | | | 37 |
| 2019 Background Traffic Haul Route North of TCEC (14:00) | R32, 999m away | 1 | 238 | 9 | 31 | 80 | 0 | y | 1 | -14 | 58 | 999.0 | Soft | A | 1.8 | 0.0 | 1.5 | 0.0 | | | 35 |
| 2019 Background Traffic Haul Route North of TCEC (15:00) | R32, 999m away | 1 | 263 | 15 | 27 | 80 | 0 | y | 1 | -14 | 58 | 999.0 | Soft | A | 1.7 | 0.0 | 1.5 | 0.0 | | | 35 |
| 2019 Background Traffic Haul Route North of TCEC (16:00) | R32, 999m away | 1 | 311 | 16 | 26 | 80 | 0 | y | 1 | -14 | 58 | 999.0 | Soft | A | 1.6 | 0.0 | 1.5 | 0.0 | | | 35 |
| 2019 Background Traffic Haul Route North of TCEC (17:00) | R32, 999m away | 1 | 269 | 6 | 19 | 80 | 0 | y | 1 | -14 | 58 | 999.0 | Soft | A | 1.6 | 0.0 | 1.5 | 0.0 | | | 33 |
| 2019 Background Traffic Haul Route North of TCEC (18:00) | R32, 999m away | 1 | 177 | 2 | 10 | 80 | 0 | y | 1 | -14 | 58 | 999.0 | Soft | A | 1.5 | 0.0 | 1.5 | 0.0 | | | 30 |
| 2019 Background Traffic Haul Route North of TCEC (19:00) | R32, 999m away | 1 | 115 | 1 | 0 | 80 | 0 | y | 1 | -14 | 58 | 999.0 | Soft | A | 0.1 | 0.0 | 1.5 | 0.0 | | | 24 |
| 2019 Background Traffic Haul Route North of TCEC (20:00) | R32, 999m away | 1 | 79 | 0 | 4 | 80 | 0 | y | 1 | -14 | 58 | 999.0 | Soft | A | 1.5 | 0.0 | 1.5 | 0.0 | | | 26 |
| 2019 Background Traffic Haul Route North of TCEC (21:00) | R32, 999m away | 1 | 58 | 0 | 3 | 80 | 0 | y | 1 | -14 | 58 | 999.0 | Soft | A | 1.5 | 0.0 | 1.5 | 0.0 | | | 25 |
| 2019 Background Traffic Haul Route North of TCEC (22:00) | R32, 999m away | 1 | 54 | 0 | 2 | 80 | 0 | y | 1 | -14 | 58 | 999.0 | Soft | A | 1.4 | 0.0 | 1.5 | 0.0 | | | 24 |
| 2019 Background Traffic Haul Route North of TCEC (23:00) | R32, 999m away | ~~1~~ | 28 | 2 | 3 | 80 | 0 | y | 1 | -14 | 58 | 999.0 | Soft | A | 1.7 | 0.0 | 1.5 | 0.0 | | | 25 |
| 2019 Background Traffic Haul Route North of TCEC (0:00) | R33, 693m away | ~~1~~ | 11 | 0 | 0 | 80 | 0 | y | 1 | -20 | 66 | 693.4 | Soft | A | 0.1 | 0.0 | 1.5 | 0.0 | | | 17 |
| 2019 Background Traffic Haul Route North of TCEC (1:00) | R33, 693m away | ~~1~~ | 4 | 0 | 2 | 80 | 0 | y | 1 | -20 | 66 | 693.4 | Soft | A | 2.4 | 0.0 | 1.5 | 0.0 | | | 25 |
| 2019 Background Traffic Haul Route North of TCEC (2:00) | R33, 693m away | ~~1~~ | 7 | 1 | 2 | 80 | 0 | y | 1 | -20 | 66 | 693.4 | Soft | A | 2.1 | 0.0 | 1.5 | 0.0 | | | 26 |
| 2019 Background Traffic Haul Route North of TCEC (3:00) | R33, 693m away | ~~1~~ | 10 | 2 | 0 | 80 | 0 | y | 1 | -20 | 66 | 693.4 | Soft | A | 0.1 | 0.0 | 1.5 | 0.0 | | | 22 |
| 2019 Background Traffic Haul Route North of TCEC (4:00) | R33, 693m away | ~~1~~ | 10 | 2 | 2 | 80 | 0 | y | 1 | -20 | 66 | 693.4 | Soft | A | 1.9 | 0.0 | 1.5 | 0.0 | | | 27 |
| 2019 Background Traffic Haul Route North of TCEC (5:00) | R33, 693m away | 1 | 72 | 4 | 3 | 80 | 0 | y | 1 | -20 | 66 | 693.4 | Soft | A | 1.4 | 0.0 | 1.5 | 0.0 | | | 30 |
| 2019 Background Traffic Haul Route North of TCEC (6:00) | R33, 693m away | 1 | 173 | 2 | 10 | 80 | 0 | y | 1 | -20 | 66 | 693.4 | Soft | A | 1.5 | 0.0 | 1.5 | 0.0 | | | 34 |
| 2019 Background Traffic Haul Route North of TCEC (7:00) | R33, 693m away | 1 | 269 | 9 | 16 | 80 | 0 | y | 1 | -20 | 66 | 693.4 | Soft | A | 1.5 | 0.0 | 1.5 | 0.0 | | | 36 |
| 2019 Background Traffic Haul Route North of TCEC (8:00) | R33, 693m away | 1 | 247 | 25 | 32 | 80 | 0 | y | 1 | -20 | 66 | 693.4 | Soft | A | 1.8 | 0.0 | 1.5 | 0.0 | | | 39 |
| 2019 Background Traffic Haul Route North of TCEC (9:00) | R33, 693m away | 1 | 230 | 10 | 31 | 80 | 0 | y | 1 | -20 | 66 | 693.4 | Soft | A | 1.8 | 0.0 | 1.5 | 0.0 | | | 38 |
| 2019 Background Traffic Haul Route North of TCEC (10:00) | R33, 693m away | 1 | 216 | 11 | 21 | 80 | 0 | y | 1 | -20 | 66 | 693.4 | Soft | A | 1.7 | 0.0 | 1.5 | 0.0 | | | 37 |
| 2019 Background Traffic Haul Route North of TCEC (11:00) | R33, 693m away | 1 | 240 | 9 | 49 | 80 | 0 | y | 1 | -20 | 66 | 693.4 | Soft | A | 2.0 | 0.0 | 1.5 | 0.0 | | | 40 |
| 2019 Background Traffic Haul Route North of TCEC (12:00) | R33, 693m away | 1 | 208 | 7 | 26 | 80 | 0 | y | 1 | -20 | 66 | 693.4 | Soft | A | 1.8 | 0.0 | 1.5 | 0.0 | | | 37 |
| 2019 Background Traffic Haul Route North of TCEC (13:00) | R33, 693m away | 1 | 223 | 12 | 50 | 80 | 0 | y | 1 | -20 | 66 | 693.4 | Soft | A | 2.0 | 0.0 | 1.5 | 0.0 | | | 40 |
| 2019 Background Traffic Haul Route North of TCEC (14:00) | R33, 693m away | 1 | 238 | 9 | 31 | 80 | 0 | y | 1 | -20 | 66 | 693.4 | Soft | A | 1.8 | 0.0 | 1.5 | 0.0 | | | 38 |
| 2019 Background Traffic Haul Route North of TCEC (15:00) | R33, 693m away | 1 | 263 | 15 | 27 | 80 | 0 | y | 1 | -20 | 66 | 693.4 | Soft | A | 1.7 | 0.0 | 1.5 | 0.0 | | | 38 |
| 2019 Background Traffic Haul Route North of TCEC (16:00) | R33, 693m away | 1 | 311 | 16 | 26 | 80 | 0 | y | 1 | -20 | 66 | 693.4 | Soft | A | 1.6 | 0.0 | 1.5 | 0.0 | | | 38 |

| | | | | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 2019 Background Traffic Haul Route North of TCEC (17:00) | R33, 693m away | 1 | 269 | 6 | 19 | 80 | 0 | y | 1 | -20 | 66 | 693.4 | Soft | A | 1.6 | 0.0 | 1.5 | 0.0 | | | 36 |
| 2019 Background Traffic Haul Route North of TCEC (18:00) | R33, 693m away | 1 | 177 | 2 | 10 | 80 | 0 | y | 1 | -20 | 66 | 693.4 | Soft | A | 1.5 | 0.0 | 1.5 | 0.0 | | | 34 |
| 2019 Background Traffic Haul Route North of TCEC (19:00) | R33, 693m away | 1 | 115 | 1 | 0 | 80 | 0 | y | 1 | -20 | 66 | 693.4 | Soft | A | 0.1 | 0.0 | 1.5 | 0.0 | | | 28 |
| 2019 Background Traffic Haul Route North of TCEC (20:00) | R33, 693m away | 1 | 79 | 0 | 4 | 80 | 0 | y | 1 | -20 | 66 | 693.4 | Soft | A | 1.5 | 0.0 | 1.5 | 0.0 | | | 30 |
| 2019 Background Traffic Haul Route North of TCEC (21:00) | R33, 693m away | 1 | 58 | 0 | 3 | 80 | 0 | y | 1 | -20 | 66 | 693.4 | Soft | A | 1.5 | 0.0 | 1.5 | 0.0 | | | 29 |
| 2019 Background Traffic Haul Route North of TCEC (22:00) | R33, 693m away | 1 | 54 | 0 | 2 | 80 | 0 | y | 1 | -20 | 66 | 693.4 | Soft | A | 1.4 | 0.0 | 1.5 | 0.0 | | | 27 |
| 2019 Background Traffic Haul Route North of TCEC (23:00) | R33, 693m away | ~~1~~ | 28 | 2 | 3 | 80 | 0 | y | 1 | -20 | 66 | 693.4 | Soft | A | 1.7 | 0.0 | 1.5 | 0.0 | | | 28 |
| 2019 Background Traffic Haul Route North of TCEC (0:00) | R34, 459m away | ~~1~~ | 11 | 0 | 0 | 80 | 0 | y | 1 | -29 | 73 | 459.4 | Soft | A | 0.1 | 0.0 | 1.5 | 0.0 | | | 21 |
| 2019 Background Traffic Haul Route North of TCEC (1:00) | R34, 459m away | ~~1~~ | 4 | 0 | 2 | 80 | 0 | y | 1 | -29 | 73 | 459.4 | Soft | A | 2.4 | 0.0 | 1.5 | 0.0 | | | 29 |
| 2019 Background Traffic Haul Route North of TCEC (2:00) | R34, 459m away | ~~1~~ | 7 | 1 | 2 | 80 | 0 | y | 1 | -29 | 73 | 459.4 | Soft | A | 2.1 | 0.0 | 1.5 | 0.0 | | | 30 |
| 2019 Background Traffic Haul Route North of TCEC (3:00) | R34, 459m away | ~~1~~ | 10 | 2 | 0 | 80 | 0 | y | 1 | -29 | 73 | 459.4 | Soft | A | 0.1 | 0.0 | 1.5 | 0.0 | | | 25 |
| 2019 Background Traffic Haul Route North of TCEC (4:00) | R34, 459m away | ~~1~~ | 10 | 2 | 2 | 80 | 0 | y | 1 | -29 | 73 | 459.4 | Soft | A | 1.9 | 0.0 | 1.5 | 0.0 | | | 30 |
| 2019 Background Traffic Haul Route North of TCEC (5:00) | R34, 459m away | 1 | 72 | 4 | 3 | 80 | 0 | y | 1 | -29 | 73 | 459.4 | Soft | A | 1.4 | 0.0 | 1.5 | 0.0 | | | 33 |
| 2019 Background Traffic Haul Route North of TCEC (6:00) | R34, 459m away | 1 | 173 | 2 | 10 | 80 | 0 | y | 1 | -29 | 73 | 459.4 | Soft | A | 1.5 | 0.0 | 1.5 | 0.0 | | | 37 |
| 2019 Background Traffic Haul Route North of TCEC (7:00) | R34, 459m away | 1 | 269 | 9 | 16 | 80 | 0 | y | 1 | -29 | 73 | 459.4 | Soft | A | 1.5 | 0.0 | 1.5 | 0.0 | | | 40 |
| 2019 Background Traffic Haul Route North of TCEC (8:00) | R34, 459m away | 1 | 247 | 25 | 32 | 80 | 0 | y | 1 | -29 | 73 | 459.4 | Soft | A | 1.8 | 0.0 | 1.5 | 0.0 | | | 42 |
| 2019 Background Traffic Haul Route North of TCEC (9:00) | R34, 459m away | 1 | 230 | 10 | 31 | 80 | 0 | y | 1 | -29 | 73 | 459.4 | Soft | A | 1.8 | 0.0 | 1.5 | 0.0 | | | 42 |
| 2019 Background Traffic Haul Route North of TCEC (10:00) | R34, 459m away | 1 | 216 | 11 | 21 | 80 | 0 | y | 1 | -29 | 73 | 459.4 | Soft | A | 1.7 | 0.0 | 1.5 | 0.0 | | | 40 |
| 2019 Background Traffic Haul Route North of TCEC (11:00) | R34, 459m away | 1 | 240 | 9 | 49 | 80 | 0 | y | 1 | -29 | 73 | 459.4 | Soft | A | 2.0 | 0.0 | 1.5 | 0.0 | | | 43 |
| 2019 Background Traffic Haul Route North of TCEC (12:00) | R34, 459m away | 1 | 208 | 7 | 26 | 80 | 0 | y | 1 | -29 | 73 | 459.4 | Soft | A | 1.8 | 0.0 | 1.5 | 0.0 | | | 41 |
| 2019 Background Traffic Haul Route North of TCEC (13:00) | R34, 459m away | 1 | 223 | 12 | 50 | 80 | 0 | y | 1 | -29 | 73 | 459.4 | Soft | A | 2.0 | 0.0 | 1.5 | 0.0 | | | 43 |
| 2019 Background Traffic Haul Route North of TCEC (14:00) | R34, 459m away | 1 | 238 | 9 | 31 | 80 | 0 | y | 1 | -29 | 73 | 459.4 | Soft | A | 1.8 | 0.0 | 1.5 | 0.0 | | | 42 |
| 2019 Background Traffic Haul Route North of TCEC (15:00) | R34, 459m away | 1 | 263 | 15 | 27 | 80 | 0 | y | 1 | -29 | 73 | 459.4 | Soft | A | 1.7 | 0.0 | 1.5 | 0.0 | | | 41 |
| 2019 Background Traffic Haul Route North of TCEC (16:00) | R34, 459m away | 1 | 311 | 16 | 26 | 80 | 0 | y | 1 | -29 | 73 | 459.4 | Soft | A | 1.6 | 0.0 | 1.5 | 0.0 | | | 41 |
| 2019 Background Traffic Haul Route North of TCEC (17:00) | R34, 459m away | 1 | 269 | 6 | 19 | 80 | 0 | y | 1 | -29 | 73 | 459.4 | Soft | A | 1.6 | 0.0 | 1.5 | 0.0 | | | 40 |
| 2019 Background Traffic Haul Route North of TCEC (18:00) | R34, 459m away | 1 | 177 | 2 | 10 | 80 | 0 | y | 1 | -29 | 73 | 459.4 | Soft | A | 1.5 | 0.0 | 1.5 | 0.0 | | | 37 |
| 2019 Background Traffic Haul Route North of TCEC (19:00) | R34, 459m away | 1 | 115 | 1 | 0 | 80 | 0 | y | 1 | -29 | 73 | 459.4 | Soft | A | 0.1 | 0.0 | 1.5 | 0.0 | | | 31 |
| 2019 Background Traffic Haul Route North of TCEC (20:00) | R34, 459m away | 1 | 79 | 0 | 4 | 80 | 0 | y | 1 | -29 | 73 | 459.4 | Soft | A | 1.5 | 0.0 | 1.5 | 0.0 | | | 33 |
| 2019 Background Traffic Haul Route North of TCEC (21:00) | R34, 459m away | 1 | 58 | 0 | 3 | 80 | 0 | y | 1 | -29 | 73 | 459.4 | Soft | A | 1.5 | 0.0 | 1.5 | 0.0 | | | 32 |
| 2019 Background Traffic Haul Route North of TCEC (22:00) | R34, 459m away | 1 | 54 | 0 | 2 | 80 | 0 | y | 1 | -29 | 73 | 459.4 | Soft | A | 1.4 | 0.0 | 1.5 | 0.0 | | | 31 |
| 2019 Background Traffic Haul Route North of TCEC (23:00) | R34, 459m away | ~~1~~ | 28 | 2 | 3 | 80 | 0 | y | 1 | -29 | 73 | 459.4 | Soft | A | 1.7 | 0.0 | 1.5 | 0.0 | | | 32 |

# ORNAMENT

Ontario Road Noise Analysis Method for ENvironment and Transportation

version 2.09

Job No. 2101750
Job Name Twin Creeks

Scenario 2032 Background Traffic

Notes:
1. Topography Type "A" means Flat or Gently Sloping (ORNAMENT types 1, 2, 6 and 7)

**ROAD CHARACTERISTICS** / **SOURCE-RECEIVER-BARRIER-TOPOGRAPHY CHARACTERISTICS**

| ID | Description | Time Period | Number of Vehicles | | | Speed (km/h) | Road Gradient (%) | Two Way? (y/n) | Pavement Type | Road Viewable Angle | | Source-Receiver Distance (m) | Ground Type (Hard/Soft) | Topo-graphy Type | Source Height (m) | Road Elevation (m asl) | Receptor Height (m) | Receptor Elevation (m asl) | Adjustment (dB) | Reason For Adjustment | Total Segment $L_{eq}$ (dBA) |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | Autos | Medium | Heavy | | | | | $\Theta_1$ | $\Theta_2$ | | | | | | | | | | |
| 2032 Background Traffic Haul Route North of TCEC (0:00) | R3, 843m away | 4 | 18 | 0 | 0 | 80 | 0 | y | 1 | -61 | 23 | 842.6 | Soft | A | 0.1 | 0.0 | 1.5 | 0.0 | | | 18 |
| 2032 Background Traffic Haul Route North of TCEC (1:00) | R3, 843m away | 4 | 8 | 0 | 3 | 80 | 0 | y | 1 | -61 | 23 | 842.6 | Soft | A | 2.3 | 0.0 | 1.5 | 0.0 | | | 26 |
| 2032 Background Traffic Haul Route North of TCEC (2:00) | R3, 843m away | 4 | 10 | 1 | 3 | 80 | 0 | y | 1 | -61 | 23 | 842.6 | Soft | A | 2.2 | 0.0 | 1.5 | 0.0 | | | 26 |
| 2032 Background Traffic Haul Route North of TCEC (3:00) | R3, 843m away | 4 | 16 | 3 | 0 | 80 | 0 | y | 1 | -61 | 23 | 842.6 | Soft | A | 0.1 | 0.0 | 1.5 | 0.0 | | | 22 |
| 2032 Background Traffic Haul Route North of TCEC (4:00) | R3, 843m away | 4 | 19 | 3 | 2 | 80 | 0 | y | 1 | -61 | 23 | 842.6 | Soft | A | 1.7 | 0.0 | 1.5 | 0.0 | | | 26 |
| 2032 Background Traffic Haul Route North of TCEC (5:00) | R3, 843m away | 1 | 107 | 6 | 4 | 80 | 0 | y | 1 | -61 | 23 | 842.6 | Soft | A | 1.4 | 0.0 | 1.5 | 0.0 | | | 30 |
| 2032 Background Traffic Haul Route North of TCEC (6:00) | R3, 843m away | 1 | 258 | 3 | 13 | 80 | 0 | y | 1 | -61 | 23 | 842.6 | Soft | A | 1.5 | 0.0 | 1.5 | 0.0 | | | 34 |
| 2032 Background Traffic Haul Route North of TCEC (7:00) | R3, 843m away | 1 | 419 | 11 | 21 | 80 | 0 | y | 1 | -61 | 23 | 842.6 | Soft | A | 1.5 | 0.0 | 1.5 | 0.0 | | | 36 |
| 2032 Background Traffic Haul Route North of TCEC (8:00) | R3, 843m away | 1 | 373 | 33 | 41 | 80 | 0 | y | 1 | -61 | 23 | 842.6 | Soft | A | 1.7 | 0.0 | 1.5 | 0.0 | | | 39 |
| 2032 Background Traffic Haul Route North of TCEC (9:00) | R3, 843m away | 1 | 334 | 13 | 40 | 80 | 0 | y | 1 | -61 | 23 | 842.6 | Soft | A | 1.8 | 0.0 | 1.5 | 0.0 | | | 38 |
| 2032 Background Traffic Haul Route North of TCEC (10:00) | R3, 843m away | 1 | 318 | 14 | 27 | 80 | 0 | y | 1 | -61 | 23 | 842.6 | Soft | A | 1.7 | 0.0 | 1.5 | 0.0 | | | 37 |
| 2032 Background Traffic Haul Route North of TCEC (11:00) | R3, 843m away | 1 | 350 | 12 | 63 | 80 | 0 | y | 1 | -61 | 23 | 842.6 | Soft | A | 2.0 | 0.0 | 1.5 | 0.0 | | | 39 |
| 2032 Background Traffic Haul Route North of TCEC (12:00) | R3, 843m away | 1 | 300 | 9 | 34 | 80 | 0 | y | 1 | -61 | 23 | 842.6 | Soft | A | 1.8 | 0.0 | 1.5 | 0.0 | | | 37 |
| 2032 Background Traffic Haul Route North of TCEC (13:00) | R3, 843m away | 1 | 322 | 16 | 65 | 80 | 0 | y | 1 | -61 | 23 | 842.6 | Soft | A | 2.0 | 0.0 | 1.5 | 0.0 | | | 40 |
| 2032 Background Traffic Haul Route North of TCEC (14:00) | R3, 843m away | 1 | 345 | 12 | 40 | 80 | 0 | y | 1 | -61 | 23 | 842.6 | Soft | A | 1.8 | 0.0 | 1.5 | 0.0 | | | 38 |
| 2032 Background Traffic Haul Route North of TCEC (15:00) | R3, 843m away | 1 | 381 | 20 | 35 | 80 | 0 | y | 1 | -61 | 23 | 842.6 | Soft | A | 1.7 | 0.0 | 1.5 | 0.0 | | | 38 |
| 2032 Background Traffic Haul Route North of TCEC (16:00) | R3, 843m away | 1 | 462 | 20 | 33 | 80 | 0 | y | 1 | -61 | 23 | 842.6 | Soft | A | 1.6 | 0.0 | 1.5 | 0.0 | | | 38 |
| 2032 Background Traffic Haul Route North of TCEC (17:00) | R3, 843m away | 1 | 398 | 8 | 25 | 80 | 0 | y | 1 | -61 | 23 | 842.6 | Soft | A | 1.6 | 0.0 | 1.5 | 0.0 | | | 36 |
| 2032 Background Traffic Haul Route North of TCEC (18:00) | R3, 843m away | 1 | 270 | 2 | 13 | 80 | 0 | y | 1 | -61 | 23 | 842.6 | Soft | A | 1.5 | 0.0 | 1.5 | 0.0 | | | 34 |
| 2032 Background Traffic Haul Route North of TCEC (19:00) | R3, 843m away | 1 | 179 | 1 | 0 | 80 | 0 | y | 1 | -61 | 23 | 842.6 | Soft | A | 0.1 | 0.0 | 1.5 | 0.0 | | | 28 |
| 2032 Background Traffic Haul Route North of TCEC (20:00) | R3, 843m away | 1 | 129 | 0 | 5 | 80 | 0 | y | 1 | -61 | 23 | 842.6 | Soft | A | 1.4 | 0.0 | 1.5 | 0.0 | | | 30 |
| 2032 Background Traffic Haul Route North of TCEC (21:00) | R3, 843m away | 1 | 95 | 0 | 4 | 80 | 0 | y | 1 | -61 | 23 | 842.6 | Soft | A | 1.4 | 0.0 | 1.5 | 0.0 | | | 29 |
| 2032 Background Traffic Haul Route North of TCEC (22:00) | R3, 843m away | 1 | 79 | 0 | 3 | 80 | 0 | y | 1 | -61 | 23 | 842.6 | Soft | A | 1.4 | 0.0 | 1.5 | 0.0 | | | 28 |
| 2032 Background Traffic Haul Route North of TCEC (23:00) | R3, 843m away | 1 | 42 | 3 | 4 | 80 | 0 | y | 1 | -61 | 23 | 842.6 | Soft | A | 1.7 | 0.0 | 1.5 | 0.0 | | | 28 |
| 2032 Background Traffic Haul Route North of TCEC (0:00) | R4, 229m away | 4 | 18 | 0 | 0 | 80 | 0 | y | 1 | -82 | 58 | 228.8 | Soft | A | 0.1 | 0.0 | 1.5 | 0.0 | | | 29 |
| 2032 Background Traffic Haul Route North of TCEC (1:00) | R4, 229m away | 4 | 8 | 0 | 3 | 80 | 0 | y | 1 | -82 | 58 | 228.8 | Soft | A | 2.3 | 0.0 | 1.5 | 0.0 | | | 37 |
| 2032 Background Traffic Haul Route North of TCEC (2:00) | R4, 229m away | 4 | 10 | 1 | 3 | 80 | 0 | y | 1 | -82 | 58 | 228.8 | Soft | A | 2.2 | 0.0 | 1.5 | 0.0 | | | 37 |
| 2032 Background Traffic Haul Route North of TCEC (3:00) | R4, 229m away | 4 | 16 | 3 | 0 | 80 | 0 | y | 1 | -82 | 58 | 228.8 | Soft | A | 0.1 | 0.0 | 1.5 | 0.0 | | | 33 |
| 2032 Background Traffic Haul Route North of TCEC (4:00) | R4, 229m away | 4 | 19 | 3 | 2 | 80 | 0 | y | 1 | -82 | 58 | 228.8 | Soft | A | 1.7 | 0.0 | 1.5 | 0.0 | | | 37 |
| 2032 Background Traffic Haul Route North of TCEC (5:00) | R4, 229m away | 1 | 107 | 6 | 4 | 80 | 0 | y | 1 | -82 | 58 | 228.8 | Soft | A | 1.4 | 0.0 | 1.5 | 0.0 | | | 41 |
| 2032 Background Traffic Haul Route North of TCEC (6:00) | R4, 229m away | 1 | 258 | 3 | 13 | 80 | 0 | y | 1 | -82 | 58 | 228.8 | Soft | A | 1.5 | 0.0 | 1.5 | 0.0 | | | 45 |
| 2032 Background Traffic Haul Route North of TCEC (7:00) | R4, 229m away | 1 | 419 | 11 | 21 | 80 | 0 | y | 1 | -82 | 58 | 228.8 | Soft | A | 1.5 | 0.0 | 1.5 | 0.0 | | | 47 |
| 2032 Background Traffic Haul Route North of TCEC (8:00) | R4, 229m away | 1 | 373 | 33 | 41 | 80 | 0 | y | 1 | -82 | 58 | 228.8 | Soft | A | 1.7 | 0.0 | 1.5 | 0.0 | | | 50 |
| 2032 Background Traffic Haul Route North of TCEC (9:00) | R4, 229m away | 1 | 334 | 13 | 40 | 80 | 0 | y | 1 | -82 | 58 | 228.8 | Soft | A | 1.8 | 0.0 | 1.5 | 0.0 | | | 49 |
| 2032 Background Traffic Haul Route North of TCEC (10:00) | R4, 229m away | 1 | 318 | 14 | 27 | 80 | 0 | y | 1 | -82 | 58 | 228.8 | Soft | A | 1.7 | 0.0 | 1.5 | 0.0 | | | 48 |
| 2032 Background Traffic Haul Route North of TCEC (11:00) | R4, 229m away | 1 | 350 | 12 | 63 | 80 | 0 | y | 1 | -82 | 58 | 228.8 | Soft | A | 2.0 | 0.0 | 1.5 | 0.0 | | | 51 |
| 2032 Background Traffic Haul Route North of TCEC (12:00) | R4, 229m away | 1 | 300 | 9 | 34 | 80 | 0 | y | 1 | -82 | 58 | 228.8 | Soft | A | 1.8 | 0.0 | 1.5 | 0.0 | | | 48 |
| 2032 Background Traffic Haul Route North of TCEC (13:00) | R4, 229m away | 1 | 322 | 16 | 65 | 80 | 0 | y | 1 | -82 | 58 | 228.8 | Soft | A | 2.0 | 0.0 | 1.5 | 0.0 | | | 51 |
| 2032 Background Traffic Haul Route North of TCEC (14:00) | R4, 229m away | 1 | 345 | 12 | 40 | 80 | 0 | y | 1 | -82 | 58 | 228.8 | Soft | A | 1.8 | 0.0 | 1.5 | 0.0 | | | 49 |
| 2032 Background Traffic Haul Route North of TCEC (15:00) | R4, 229m away | 1 | 381 | 20 | 35 | 80 | 0 | y | 1 | -82 | 58 | 228.8 | Soft | A | 1.7 | 0.0 | 1.5 | 0.0 | | | 49 |
| 2032 Background Traffic Haul Route North of TCEC (16:00) | R4, 229m away | 1 | 462 | 20 | 33 | 80 | 0 | y | 1 | -82 | 58 | 228.8 | Soft | A | 1.6 | 0.0 | 1.5 | 0.0 | | | 49 |
| 2032 Background Traffic Haul Route North of TCEC (17:00) | R4, 229m away | 1 | 398 | 8 | 25 | 80 | 0 | y | 1 | -82 | 58 | 228.8 | Soft | A | 1.6 | 0.0 | 1.5 | 0.0 | | | 47 |
| 2032 Background Traffic Haul Route North of TCEC (18:00) | R4, 229m away | 1 | 270 | 2 | 13 | 80 | 0 | y | 1 | -82 | 58 | 228.8 | Soft | A | 1.5 | 0.0 | 1.5 | 0.0 | | | 45 |
| 2032 Background Traffic Haul Route North of TCEC (19:00) | R4, 229m away | 1 | 179 | 1 | 0 | 80 | 0 | y | 1 | -82 | 58 | 228.8 | Soft | A | 0.1 | 0.0 | 1.5 | 0.0 | | | 39 |
| 2032 Background Traffic Haul Route North of TCEC (20:00) | R4, 229m away | 1 | 129 | 0 | 5 | 80 | 0 | y | 1 | -82 | 58 | 228.8 | Soft | A | 1.4 | 0.0 | 1.5 | 0.0 | | | 41 |
| 2032 Background Traffic Haul Route North of TCEC (21:00) | R4, 229m away | 1 | 95 | 0 | 4 | 80 | 0 | y | 1 | -82 | 58 | 228.8 | Soft | A | 1.4 | 0.0 | 1.5 | 0.0 | | | 40 |
| 2032 Background Traffic Haul Route North of TCEC (22:00) | R4, 229m away | 1 | 79 | 0 | 3 | 80 | 0 | y | 1 | -82 | 58 | 228.8 | Soft | A | 1.4 | 0.0 | 1.5 | 0.0 | | | 39 |
| 2032 Background Traffic Haul Route North of TCEC (23:00) | R4, 229m away | 1 | 42 | 3 | 4 | 80 | 0 | y | 1 | -82 | 58 | 228.8 | Soft | A | 1.7 | 0.0 | 1.5 | 0.0 | | | 40 |
| 2032 Background Traffic Haul Route North of TCEC (0:00) | R5, 40m away | 4 | 18 | 0 | 0 | 80 | 0 | y | 1 | -89 | 83 | 40.2 | Soft | A | 0.1 | 0.0 | 1.5 | 0.0 | | | 42 |
| 2032 Background Traffic Haul Route North of TCEC (1:00) | R5, 40m away | 4 | 8 | 0 | 3 | 80 | 0 | y | 1 | -89 | 83 | 40.2 | Soft | A | 2.3 | 0.0 | 1.5 | 0.0 | | | 50 |
| 2032 Background Traffic Haul Route North of TCEC (2:00) | R5, 40m away | 4 | 10 | 1 | 3 | 80 | 0 | y | 1 | -89 | 83 | 40.2 | Soft | A | 2.2 | 0.0 | 1.5 | 0.0 | | | 50 |
| 2032 Background Traffic Haul Route North of TCEC (3:00) | R5, 40m away | 4 | 16 | 3 | 0 | 80 | 0 | y | 1 | -89 | 83 | 40.2 | Soft | A | 0.1 | 0.0 | 1.5 | 0.0 | | | 46 |
| 2032 Background Traffic Haul Route North of TCEC (4:00) | R5, 40m away | 4 | 19 | 3 | 2 | 80 | 0 | y | 1 | -89 | 83 | 40.2 | Soft | A | 1.7 | 0.0 | 1.5 | 0.0 | | | 50 |
| 2032 Background Traffic Haul Route North of TCEC (5:00) | R5, 40m away | 1 | 107 | 6 | 4 | 80 | 0 | y | 1 | -89 | 83 | 40.2 | Soft | A | 1.4 | 0.0 | 1.5 | 0.0 | | | 54 |
| 2032 Background Traffic Haul Route North of TCEC (6:00) | R5, 40m away | 1 | 258 | 3 | 13 | 80 | 0 | y | 1 | -89 | 83 | 40.2 | Soft | A | 1.5 | 0.0 | 1.5 | 0.0 | | | 58 |
| 2032 Background Traffic Haul Route North of TCEC (7:00) | R5, 40m away | 1 | 419 | 11 | 21 | 80 | 0 | y | 1 | -89 | 83 | 40.2 | Soft | A | 1.5 | 0.0 | 1.5 | 0.0 | | | 60 |
| 2032 Background Traffic Haul Route North of TCEC (8:00) | R5, 40m away | 1 | 373 | 33 | 41 | 80 | 0 | y | 1 | -89 | 83 | 40.2 | Soft | A | 1.7 | 0.0 | 1.5 | 0.0 | | | 63 |
| 2032 Background Traffic Haul Route North of TCEC (9:00) | R5, 40m away | 1 | 334 | 13 | 40 | 80 | 0 | y | 1 | -89 | 83 | 40.2 | Soft | A | 1.8 | 0.0 | 1.5 | 0.0 | | | 62 |
| 2032 Background Traffic Haul Route North of TCEC (10:00) | R5, 40m away | 1 | 318 | 14 | 27 | 80 | 0 | y | 1 | -89 | 83 | 40.2 | Soft | A | 1.7 | 0.0 | 1.5 | 0.0 | | | 61 |
| 2032 Background Traffic Haul Route North of TCEC (11:00) | R5, 40m away | 1 | 350 | 12 | 63 | 80 | 0 | y | 1 | -89 | 83 | 40.2 | Soft | A | 2.0 | 0.0 | 1.5 | 0.0 | | | 63 |
| 2032 Background Traffic Haul Route North of TCEC (12:00) | R5, 40m away | 1 | 300 | 9 | 34 | 80 | 0 | y | 1 | -89 | 83 | 40.2 | Soft | A | 1.8 | 0.0 | 1.5 | 0.0 | | | 61 |
| 2032 Background Traffic Haul Route North of TCEC (13:00) | R5, 40m away | 1 | 322 | 16 | 65 | 80 | 0 | y | 1 | -89 | 83 | 40.2 | Soft | A | 2.0 | 0.0 | 1.5 | 0.0 | | | 64 |

| | | | | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 2032 Background Traffic Haul Route North of TCEC (14:00) | R5, 40m away | 1 | 345 | 12 | 40 | 80 | 0 | y | 1 | -89 | 83 | 40.2 | Soft | A | 1.8 | 0.0 | 1.5 | 0.0 | | | 62 |
| 2032 Background Traffic Haul Route North of TCEC (15:00) | R5, 40m away | 1 | 381 | 20 | 35 | 80 | 0 | y | 1 | -89 | 83 | 40.2 | Soft | A | 1.7 | 0.0 | 1.5 | 0.0 | | | 62 |
| 2032 Background Traffic Haul Route North of TCEC (16:00) | R5, 40m away | 1 | 462 | 20 | 33 | 80 | 0 | y | 1 | -89 | 83 | 40.2 | Soft | A | 1.6 | 0.0 | 1.5 | 0.0 | | | 62 |
| 2032 Background Traffic Haul Route North of TCEC (17:00) | R5, 40m away | 1 | 398 | 8 | 25 | 80 | 0 | y | 1 | -89 | 83 | 40.2 | Soft | A | 1.6 | 0.0 | 1.5 | 0.0 | | | 60 |
| 2032 Background Traffic Haul Route North of TCEC (18:00) | R5, 40m away | 1 | 270 | 2 | 13 | 80 | 0 | y | 1 | -89 | 83 | 40.2 | Soft | A | 1.5 | 0.0 | 1.5 | 0.0 | | | 58 |
| 2032 Background Traffic Haul Route North of TCEC (19:00) | R5, 40m away | 1 | 179 | 1 | 0 | 80 | 0 | y | 1 | -89 | 83 | 40.2 | Soft | A | 0.1 | 0.0 | 1.5 | 0.0 | | | 52 |
| 2032 Background Traffic Haul Route North of TCEC (20:00) | R5, 40m away | 1 | 129 | 0 | 5 | 80 | 0 | y | 1 | -89 | 83 | 40.2 | Soft | A | 1.4 | 0.0 | 1.5 | 0.0 | | | 54 |
| 2032 Background Traffic Haul Route North of TCEC (21:00) | R5, 40m away | 1 | 95 | 0 | 4 | 80 | 0 | y | 1 | -89 | 83 | 40.2 | Soft | A | 1.4 | 0.0 | 1.5 | 0.0 | | | 53 |
| 2032 Background Traffic Haul Route North of TCEC (22:00) | R5, 40m away | 1 | 79 | 0 | 3 | 80 | 0 | y | 1 | -89 | 83 | 40.2 | Soft | A | 1.4 | 0.0 | 1.5 | 0.0 | | | 52 |
| 2032 Background Traffic Haul Route North of TCEC (23:00) | R5, 40m away | 1 | 42 | 3 | 4 | 80 | 0 | y | 1 | -89 | 83 | 40.2 | Soft | A | 1.7 | 0.0 | 1.5 | 0.0 | | | 53 |
| 2032 Background Traffic Haul Route North of TCEC (0:00) | R6, 67m away | 1 | 18 | 0 | 0 | 80 | 0 | y | 1 | -76 | 87 | 66.8 | Soft | A | 0.1 | 0.0 | 1.5 | 0.0 | | | 38 |
| 2032 Background Traffic Haul Route North of TCEC (1:00) | R6, 67m away | 1 | 8 | 0 | 3 | 80 | 0 | y | 1 | -76 | 87 | 66.8 | Soft | A | 2.3 | 0.0 | 1.5 | 0.0 | | | 46 |
| 2032 Background Traffic Haul Route North of TCEC (2:00) | R6, 67m away | 1 | 10 | 1 | 3 | 80 | 0 | y | 1 | -76 | 87 | 66.8 | Soft | A | 2.2 | 0.0 | 1.5 | 0.0 | | | 46 |
| 2032 Background Traffic Haul Route North of TCEC (3:00) | R6, 67m away | 1 | 16 | 3 | 0 | 80 | 0 | y | 1 | -76 | 87 | 66.8 | Soft | A | 0.1 | 0.0 | 1.5 | 0.0 | | | 43 |
| 2032 Background Traffic Haul Route North of TCEC (4:00) | R6, 67m away | 1 | 19 | 3 | 2 | 80 | 0 | y | 1 | -76 | 87 | 66.8 | Soft | A | 1.7 | 0.0 | 1.5 | 0.0 | | | 46 |
| 2032 Background Traffic Haul Route North of TCEC (5:00) | R6, 67m away | 1 | 107 | 6 | 4 | 80 | 0 | y | 1 | -76 | 87 | 66.8 | Soft | A | 1.4 | 0.0 | 1.5 | 0.0 | | | 50 |
| 2032 Background Traffic Haul Route North of TCEC (6:00) | R6, 67m away | 1 | 258 | 3 | 13 | 80 | 0 | y | 1 | -76 | 87 | 66.8 | Soft | A | 1.5 | 0.0 | 1.5 | 0.0 | | | 54 |
| 2032 Background Traffic Haul Route North of TCEC (7:00) | R6, 67m away | 1 | 419 | 11 | 21 | 80 | 0 | y | 1 | -76 | 87 | 66.8 | Soft | A | 1.5 | 0.0 | 1.5 | 0.0 | | | 56 |
| 2032 Background Traffic Haul Route North of TCEC (8:00) | R6, 67m away | 1 | 373 | 33 | 41 | 80 | 0 | y | 1 | -76 | 87 | 66.8 | Soft | A | 1.7 | 0.0 | 1.5 | 0.0 | | | 59 |
| 2032 Background Traffic Haul Route North of TCEC (9:00) | R6, 67m away | 1 | 334 | 13 | 40 | 80 | 0 | y | 1 | -76 | 87 | 66.8 | Soft | A | 1.8 | 0.0 | 1.5 | 0.0 | | | 58 |
| 2032 Background Traffic Haul Route North of TCEC (10:00) | R6, 67m away | 1 | 318 | 14 | 27 | 80 | 0 | y | 1 | -76 | 87 | 66.8 | Soft | A | 1.7 | 0.0 | 1.5 | 0.0 | | | 57 |
| 2032 Background Traffic Haul Route North of TCEC (11:00) | R6, 67m away | 1 | 350 | 12 | 63 | 80 | 0 | y | 1 | -76 | 87 | 66.8 | Soft | A | 2.0 | 0.0 | 1.5 | 0.0 | | | 60 |
| 2032 Background Traffic Haul Route North of TCEC (12:00) | R6, 67m away | 1 | 300 | 9 | 34 | 80 | 0 | y | 1 | -76 | 87 | 66.8 | Soft | A | 1.8 | 0.0 | 1.5 | 0.0 | | | 57 |
| 2032 Background Traffic Haul Route North of TCEC (13:00) | R6, 67m away | 1 | 322 | 16 | 65 | 80 | 0 | y | 1 | -76 | 87 | 66.8 | Soft | A | 2.0 | 0.0 | 1.5 | 0.0 | | | 60 |
| 2032 Background Traffic Haul Route North of TCEC (14:00) | R6, 67m away | 1 | 345 | 12 | 40 | 80 | 0 | y | 1 | -76 | 87 | 66.8 | Soft | A | 1.8 | 0.0 | 1.5 | 0.0 | | | 58 |
| 2032 Background Traffic Haul Route North of TCEC (15:00) | R6, 67m away | 1 | 381 | 20 | 35 | 80 | 0 | y | 1 | -76 | 87 | 66.8 | Soft | A | 1.7 | 0.0 | 1.5 | 0.0 | | | 58 |
| 2032 Background Traffic Haul Route North of TCEC (16:00) | R6, 67m away | 1 | 462 | 20 | 33 | 80 | 0 | y | 1 | -76 | 87 | 66.8 | Soft | A | 1.6 | 0.0 | 1.5 | 0.0 | | | 58 |
| 2032 Background Traffic Haul Route North of TCEC (17:00) | R6, 67m away | 1 | 398 | 8 | 25 | 80 | 0 | y | 1 | -76 | 87 | 66.8 | Soft | A | 1.6 | 0.0 | 1.5 | 0.0 | | | 57 |
| 2032 Background Traffic Haul Route North of TCEC (18:00) | R6, 67m away | 1 | 270 | 2 | 13 | 80 | 0 | y | 1 | -76 | 87 | 66.8 | Soft | A | 1.5 | 0.0 | 1.5 | 0.0 | | | 54 |
| 2032 Background Traffic Haul Route North of TCEC (19:00) | R6, 67m away | 1 | 179 | 1 | 0 | 80 | 0 | y | 1 | -76 | 87 | 66.8 | Soft | A | 0.1 | 0.0 | 1.5 | 0.0 | | | 48 |
| 2032 Background Traffic Haul Route North of TCEC (20:00) | R6, 67m away | 1 | 129 | 0 | 5 | 80 | 0 | y | 1 | -76 | 87 | 66.8 | Soft | A | 1.4 | 0.0 | 1.5 | 0.0 | | | 50 |
| 2032 Background Traffic Haul Route North of TCEC (21:00) | R6, 67m away | 1 | 95 | 0 | 4 | 80 | 0 | y | 1 | -76 | 87 | 66.8 | Soft | A | 1.4 | 0.0 | 1.5 | 0.0 | | | 49 |
| 2032 Background Traffic Haul Route North of TCEC (22:00) | R6, 67m away | 1 | 79 | 0 | 3 | 80 | 0 | y | 1 | -76 | 87 | 66.8 | Soft | A | 1.4 | 0.0 | 1.5 | 0.0 | | | 48 |
| 2032 Background Traffic Haul Route North of TCEC (23:00) | R6, 67m away | 1 | 42 | 3 | 4 | 80 | 0 | y | 1 | -76 | 87 | 66.8 | Soft | A | 1.7 | 0.0 | 1.5 | 0.0 | | | 49 |
| 2032 Background Traffic Haul Route North of TCEC (0:00) | R7, 78m away | 1 | 18 | 0 | 0 | 80 | 0 | y | 1 | 71 | 87 | 78.1 | Soft | A | 0.1 | 0.0 | 1.5 | 0.0 | | | 23 |
| 2032 Background Traffic Haul Route North of TCEC (1:00) | R7, 78m away | 1 | 8 | 0 | 3 | 80 | 0 | y | 1 | 71 | 87 | 78.1 | Soft | A | 2.3 | 0.0 | 1.5 | 0.0 | | | 31 |
| 2032 Background Traffic Haul Route North of TCEC (2:00) | R7, 78m away | 1 | 10 | 1 | 3 | 80 | 0 | y | 1 | 71 | 87 | 78.1 | Soft | A | 2.2 | 0.0 | 1.5 | 0.0 | | | 32 |
| 2032 Background Traffic Haul Route North of TCEC (3:00) | R7, 78m away | 1 | 16 | 3 | 0 | 80 | 0 | y | 1 | 71 | 87 | 78.1 | Soft | A | 0.1 | 0.0 | 1.5 | 0.0 | | | 28 |
| 2032 Background Traffic Haul Route North of TCEC (4:00) | R7, 78m away | 1 | 19 | 3 | 2 | 80 | 0 | y | 1 | 71 | 87 | 78.1 | Soft | A | 1.7 | 0.0 | 1.5 | 0.0 | | | 31 |
| 2032 Background Traffic Haul Route North of TCEC (5:00) | R7, 78m away | 1 | 107 | 6 | 4 | 80 | 0 | y | 1 | 71 | 87 | 78.1 | Soft | A | 1.4 | 0.0 | 1.5 | 0.0 | | | 35 |
| 2032 Background Traffic Haul Route North of TCEC (6:00) | R7, 78m away | 1 | 258 | 3 | 13 | 80 | 0 | y | 1 | 71 | 87 | 78.1 | Soft | A | 1.5 | 0.0 | 1.5 | 0.0 | | | 39 |
| 2032 Background Traffic Haul Route North of TCEC (7:00) | R7, 78m away | 1 | 419 | 11 | 21 | 80 | 0 | y | 1 | 71 | 87 | 78.1 | Soft | A | 1.5 | 0.0 | 1.5 | 0.0 | | | 41 |
| 2032 Background Traffic Haul Route North of TCEC (8:00) | R7, 78m away | 1 | 373 | 33 | 41 | 80 | 0 | y | 1 | 71 | 87 | 78.1 | Soft | A | 1.7 | 0.0 | 1.5 | 0.0 | | | 44 |
| 2032 Background Traffic Haul Route North of TCEC (9:00) | R7, 78m away | 1 | 334 | 13 | 40 | 80 | 0 | y | 1 | 71 | 87 | 78.1 | Soft | A | 1.8 | 0.0 | 1.5 | 0.0 | | | 43 |
| 2032 Background Traffic Haul Route North of TCEC (10:00) | R7, 78m away | 1 | 318 | 14 | 27 | 80 | 0 | y | 1 | 71 | 87 | 78.1 | Soft | A | 1.7 | 0.0 | 1.5 | 0.0 | | | 42 |
| 2032 Background Traffic Haul Route North of TCEC (11:00) | R7, 78m away | 1 | 350 | 12 | 63 | 80 | 0 | y | 1 | 71 | 87 | 78.1 | Soft | A | 2.0 | 0.0 | 1.5 | 0.0 | | | 45 |
| 2032 Background Traffic Haul Route North of TCEC (12:00) | R7, 78m away | 1 | 300 | 9 | 34 | 80 | 0 | y | 1 | 71 | 87 | 78.1 | Soft | A | 1.8 | 0.0 | 1.5 | 0.0 | | | 42 |
| 2032 Background Traffic Haul Route North of TCEC (13:00) | R7, 78m away | 1 | 322 | 16 | 65 | 80 | 0 | y | 1 | 71 | 87 | 78.1 | Soft | A | 2.0 | 0.0 | 1.5 | 0.0 | | | 45 |
| 2032 Background Traffic Haul Route North of TCEC (14:00) | R7, 78m away | 1 | 345 | 12 | 40 | 80 | 0 | y | 1 | 71 | 87 | 78.1 | Soft | A | 1.8 | 0.0 | 1.5 | 0.0 | | | 43 |
| 2032 Background Traffic Haul Route North of TCEC (15:00) | R7, 78m away | 1 | 381 | 20 | 35 | 80 | 0 | y | 1 | 71 | 87 | 78.1 | Soft | A | 1.7 | 0.0 | 1.5 | 0.0 | | | 43 |
| 2032 Background Traffic Haul Route North of TCEC (16:00) | R7, 78m away | 1 | 462 | 20 | 33 | 80 | 0 | y | 1 | 71 | 87 | 78.1 | Soft | A | 1.6 | 0.0 | 1.5 | 0.0 | | | 43 |
| 2032 Background Traffic Haul Route North of TCEC (17:00) | R7, 78m away | 1 | 398 | 8 | 25 | 80 | 0 | y | 1 | 71 | 87 | 78.1 | Soft | A | 1.6 | 0.0 | 1.5 | 0.0 | | | 42 |
| 2032 Background Traffic Haul Route North of TCEC (18:00) | R7, 78m away | 1 | 270 | 2 | 13 | 80 | 0 | y | 1 | 71 | 87 | 78.1 | Soft | A | 1.5 | 0.0 | 1.5 | 0.0 | | | 39 |
| 2032 Background Traffic Haul Route North of TCEC (19:00) | R7, 78m away | 1 | 179 | 1 | 0 | 80 | 0 | y | 1 | 71 | 87 | 78.1 | Soft | A | 0.1 | 0.0 | 1.5 | 0.0 | | | 33 |
| 2032 Background Traffic Haul Route North of TCEC (20:00) | R7, 78m away | 1 | 129 | 0 | 5 | 80 | 0 | y | 1 | 71 | 87 | 78.1 | Soft | A | 1.4 | 0.0 | 1.5 | 0.0 | | | 35 |
| 2032 Background Traffic Haul Route North of TCEC (21:00) | R7, 78m away | 1 | 95 | 0 | 4 | 80 | 0 | y | 1 | 71 | 87 | 78.1 | Soft | A | 1.4 | 0.0 | 1.5 | 0.0 | | | 34 |
| 2032 Background Traffic Haul Route North of TCEC (22:00) | R7, 78m away | 1 | 79 | 0 | 3 | 80 | 0 | y | 1 | 71 | 87 | 78.1 | Soft | A | 1.4 | 0.0 | 1.5 | 0.0 | | | 33 |
| 2032 Background Traffic Haul Route North of TCEC (23:00) | R7, 78m away | 1 | 42 | 3 | 4 | 80 | 0 | y | 1 | 71 | 87 | 78.1 | Soft | A | 1.7 | 0.0 | 1.5 | 0.0 | | | 34 |
| 2032 Background Traffic Haul Route North of TCEC (0:00) | R8, 74m away | 1 | 18 | 0 | 0 | 80 | 0 | y | 1 | 81 | 88 | 73.9 | Soft | A | 0.1 | 0.0 | 1.5 | 0.0 | | | 18 |
| 2032 Background Traffic Haul Route North of TCEC (1:00) | R8, 74m away | 1 | 8 | 0 | 3 | 80 | 0 | y | 1 | 81 | 88 | 73.9 | Soft | A | 2.3 | 0.0 | 1.5 | 0.0 | | | 26 |
| 2032 Background Traffic Haul Route North of TCEC (2:00) | R8, 74m away | 1 | 10 | 1 | 3 | 80 | 0 | y | 1 | 81 | 88 | 73.9 | Soft | A | 2.2 | 0.0 | 1.5 | 0.0 | | | 27 |
| 2032 Background Traffic Haul Route North of TCEC (3:00) | R8, 74m away | 1 | 16 | 3 | 0 | 80 | 0 | y | 1 | 81 | 88 | 73.9 | Soft | A | 0.1 | 0.0 | 1.5 | 0.0 | | | 23 |
| 2032 Background Traffic Haul Route North of TCEC (4:00) | R8, 74m away | 1 | 19 | 3 | 2 | 80 | 0 | y | 1 | 81 | 88 | 73.9 | Soft | A | 1.7 | 0.0 | 1.5 | 0.0 | | | 26 |
| 2032 Background Traffic Haul Route North of TCEC (5:00) | R8, 74m away | 1 | 107 | 6 | 4 | 80 | 0 | y | 1 | 81 | 88 | 73.9 | Soft | A | 1.4 | 0.0 | 1.5 | 0.0 | | | 30 |
| 2032 Background Traffic Haul Route North of TCEC (6:00) | R8, 74m away | 1 | 258 | 3 | 13 | 80 | 0 | y | 1 | 81 | 88 | 73.9 | Soft | A | 1.5 | 0.0 | 1.5 | 0.0 | | | 34 |
| 2032 Background Traffic Haul Route North of TCEC (7:00) | R8, 74m away | 1 | 419 | 11 | 21 | 80 | 0 | y | 1 | 81 | 88 | 73.9 | Soft | A | 1.5 | 0.0 | 1.5 | 0.0 | | | 36 |
| 2032 Background Traffic Haul Route North of TCEC (8:00) | R8, 74m away | 1 | 373 | 33 | 41 | 80 | 0 | y | 1 | 81 | 88 | 73.9 | Soft | A | 1.7 | 0.0 | 1.5 | 0.0 | | | 39 |
| 2032 Background Traffic Haul Route North of TCEC (9:00) | R8, 74m away | 1 | 334 | 13 | 40 | 80 | 0 | y | 1 | 81 | 88 | 73.9 | Soft | A | 1.8 | 0.0 | 1.5 | 0.0 | | | 38 |
| 2032 Background Traffic Haul Route North of TCEC (10:00) | R8, 74m away | 1 | 318 | 14 | 27 | 80 | 0 | y | 1 | 81 | 88 | 73.9 | Soft | A | 1.7 | 0.0 | 1.5 | 0.0 | | | 37 |
| 2032 Background Traffic Haul Route North of TCEC (11:00) | R8, 74m away | 1 | 350 | 12 | 63 | 80 | 0 | y | 1 | 81 | 88 | 73.9 | Soft | A | 2.0 | 0.0 | 1.5 | 0.0 | | | 40 |
| 2032 Background Traffic Haul Route North of TCEC (12:00) | R8, 74m away | 1 | 300 | 9 | 34 | 80 | 0 | y | 1 | 81 | 88 | 73.9 | Soft | A | 1.8 | 0.0 | 1.5 | 0.0 | | | 37 |
| 2032 Background Traffic Haul Route North of TCEC (13:00) | R8, 74m away | 1 | 322 | 16 | 65 | 80 | 0 | y | 1 | 81 | 88 | 73.9 | Soft | A | 2.0 | 0.0 | 1.5 | 0.0 | | | 40 |
| 2032 Background Traffic Haul Route North of TCEC (14:00) | R8, 74m away | 1 | 345 | 12 | 40 | 80 | 0 | y | 1 | 81 | 88 | 73.9 | Soft | A | 1.8 | 0.0 | 1.5 | 0.0 | | | 38 |
| 2032 Background Traffic Haul Route North of TCEC (15:00) | R8, 74m away | 1 | 381 | 20 | 35 | 80 | 0 | y | 1 | 81 | 88 | 73.9 | Soft | A | 1.7 | 0.0 | 1.5 | 0.0 | | | 38 |
| 2032 Background Traffic Haul Route North of TCEC (16:00) | R8, 74m away | 1 | 462 | 20 | 33 | 80 | 0 | y | 1 | 81 | 88 | 73.9 | Soft | A | 1.6 | 0.0 | 1.5 | 0.0 | | | 38 |
| 2032 Background Traffic Haul Route North of TCEC (17:00) | R8, 74m away | 1 | 398 | 8 | 25 | 80 | 0 | y | 1 | 81 | 88 | 73.9 | Soft | A | 1.6 | 0.0 | 1.5 | 0.0 | | | 37 |
| 2032 Background Traffic Haul Route North of TCEC (18:00) | R8, 74m away | 1 | 270 | 2 | 13 | 80 | 0 | y | 1 | 81 | 88 | 73.9 | Soft | A | 1.5 | 0.0 | 1.5 | 0.0 | | | 34 |
| 2032 Background Traffic Haul Route North of TCEC (19:00) | R8, 74m away | 1 | 179 | 1 | 0 | 80 | 0 | y | 1 | 81 | 88 | 73.9 | Soft | A | 0.1 | 0.0 | 1.5 | 0.0 | | | 28 |
| 2032 Background Traffic Haul Route North of TCEC (20:00) | R8, 74m away | 1 | 129 | 0 | 5 | 80 | 0 | y | 1 | 81 | 88 | 73.9 | Soft | A | 1.4 | 0.0 | 1.5 | 0.0 | | | 30 |
| 2032 Background Traffic Haul Route North of TCEC (21:00) | R8, 74m away | 1 | 95 | 0 | 4 | 80 | 0 | y | 1 | 81 | 88 | 73.9 | Soft | A | 1.4 | 0.0 | 1.5 | 0.0 | | | 29 |

| | | | | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 2032 Background Traffic Haul Route North of TCEC (22:00) | R8, 74m away | 1 | 79 | 0 | 3 | 80 | 0 | y | 1 | 81 | 88 | 73.9 | Soft | A | 1.4 | 0.0 | 1.5 | 0.0 | | | 28 |
| 2032 Background Traffic Haul Route North of TCEC (23:00) | R8, 74m away | 1 | 42 | 3 | 4 | 80 | 0 | y | 1 | 81 | 88 | 73.9 | Soft | A | 1.7 | 0.0 | 1.5 | 0.0 | | | 29 |
| 2032 Background Traffic Haul Route North of TCEC (0:00) | R9, 78m away | 4 | 18 | 0 | 0 | 80 | 0 | y | 1 | 84 | 88 | 77.7 | Soft | A | 0.1 | 0.0 | 1.5 | 0.0 | | | 15 |
| 2032 Background Traffic Haul Route North of TCEC (1:00) | R9, 78m away | 4 | 8 | 0 | 3 | 80 | 0 | y | 1 | 84 | 88 | 77.7 | Soft | A | 2.3 | 0.0 | 1.5 | 0.0 | | | 23 |
| 2032 Background Traffic Haul Route North of TCEC (2:00) | R9, 78m away | 4 | 10 | 1 | 3 | 80 | 0 | y | 1 | 84 | 88 | 77.7 | Soft | A | 2.2 | 0.0 | 1.5 | 0.0 | | | 24 |
| 2032 Background Traffic Haul Route North of TCEC (3:00) | R9, 78m away | 4 | 16 | 3 | 0 | 80 | 0 | y | 1 | 84 | 88 | 77.7 | Soft | A | 0.1 | 0.0 | 1.5 | 0.0 | | | 20 |
| 2032 Background Traffic Haul Route North of TCEC (4:00) | R9, 78m away | 4 | 19 | 3 | 2 | 80 | 0 | y | 1 | 84 | 88 | 77.7 | Soft | A | 1.7 | 0.0 | 1.5 | 0.0 | | | 24 |
| 2032 Background Traffic Haul Route North of TCEC (5:00) | R9, 78m away | 1 | 107 | 6 | 4 | 80 | 0 | y | 1 | 84 | 88 | 77.7 | Soft | A | 1.4 | 0.0 | 1.5 | 0.0 | | | 27 |
| 2032 Background Traffic Haul Route North of TCEC (6:00) | R9, 78m away | 1 | 258 | 3 | 13 | 80 | 0 | y | 1 | 84 | 88 | 77.7 | Soft | A | 1.5 | 0.0 | 1.5 | 0.0 | | | 31 |
| 2032 Background Traffic Haul Route North of TCEC (7:00) | R9, 78m away | 1 | 419 | 11 | 21 | 80 | 0 | y | 1 | 84 | 88 | 77.7 | Soft | A | 1.5 | 0.0 | 1.5 | 0.0 | | | 34 |
| 2032 Background Traffic Haul Route North of TCEC (8:00) | R9, 78m away | 1 | 373 | 33 | 41 | 80 | 0 | y | 1 | 84 | 88 | 77.7 | Soft | A | 1.7 | 0.0 | 1.5 | 0.0 | | | 36 |
| 2032 Background Traffic Haul Route North of TCEC (9:00) | R9, 78m away | 1 | 334 | 13 | 40 | 80 | 0 | y | 1 | 84 | 88 | 77.7 | Soft | A | 1.8 | 0.0 | 1.5 | 0.0 | | | 35 |
| 2032 Background Traffic Haul Route North of TCEC (10:00) | R9, 78m away | 1 | 318 | 14 | 27 | 80 | 0 | y | 1 | 84 | 88 | 77.7 | Soft | A | 1.7 | 0.0 | 1.5 | 0.0 | | | 34 |
| 2032 Background Traffic Haul Route North of TCEC (11:00) | R9, 78m away | 1 | 350 | 12 | 63 | 80 | 0 | y | 1 | 84 | 88 | 77.7 | Soft | A | 2.0 | 0.0 | 1.5 | 0.0 | | | 37 |
| 2032 Background Traffic Haul Route North of TCEC (12:00) | R9, 78m away | 1 | 300 | 9 | 34 | 80 | 0 | y | 1 | 84 | 88 | 77.7 | Soft | A | 1.8 | 0.0 | 1.5 | 0.0 | | | 35 |
| 2032 Background Traffic Haul Route North of TCEC (13:00) | R9, 78m away | 1 | 322 | 16 | 65 | 80 | 0 | y | 1 | 84 | 88 | 77.7 | Soft | A | 2.0 | 0.0 | 1.5 | 0.0 | | | 37 |
| 2032 Background Traffic Haul Route North of TCEC (14:00) | R9, 78m away | 1 | 345 | 12 | 40 | 80 | 0 | y | 1 | 84 | 88 | 77.7 | Soft | A | 1.8 | 0.0 | 1.5 | 0.0 | | | 35 |
| 2032 Background Traffic Haul Route North of TCEC (15:00) | R9, 78m away | 1 | 381 | 20 | 35 | 80 | 0 | y | 1 | 84 | 88 | 77.7 | Soft | A | 1.7 | 0.0 | 1.5 | 0.0 | | | 35 |
| 2032 Background Traffic Haul Route North of TCEC (16:00) | R9, 78m away | 1 | 462 | 20 | 33 | 80 | 0 | y | 1 | 84 | 88 | 77.7 | Soft | A | 1.6 | 0.0 | 1.5 | 0.0 | | | 35 |
| 2032 Background Traffic Haul Route North of TCEC (17:00) | R9, 78m away | 1 | 398 | 8 | 25 | 80 | 0 | y | 1 | 84 | 88 | 77.7 | Soft | A | 1.6 | 0.0 | 1.5 | 0.0 | | | 34 |
| 2032 Background Traffic Haul Route North of TCEC (18:00) | R9, 78m away | 1 | 270 | 2 | 13 | 80 | 0 | y | 1 | 84 | 88 | 77.7 | Soft | A | 1.5 | 0.0 | 1.5 | 0.0 | | | 31 |
| 2032 Background Traffic Haul Route North of TCEC (19:00) | R9, 78m away | 1 | 179 | 1 | 0 | 80 | 0 | y | 1 | 84 | 88 | 77.7 | Soft | A | 0.1 | 0.0 | 1.5 | 0.0 | | | 25 |
| 2032 Background Traffic Haul Route North of TCEC (20:00) | R9, 78m away | 1 | 129 | 0 | 5 | 80 | 0 | y | 1 | 84 | 88 | 77.7 | Soft | A | 1.4 | 0.0 | 1.5 | 0.0 | | | 27 |
| 2032 Background Traffic Haul Route North of TCEC (21:00) | R9, 78m away | 1 | 95 | 0 | 4 | 80 | 0 | y | 1 | 84 | 88 | 77.7 | Soft | A | 1.4 | 0.0 | 1.5 | 0.0 | | | 26 |
| 2032 Background Traffic Haul Route North of TCEC (22:00) | R9, 78m away | 1 | 79 | 0 | 3 | 80 | 0 | y | 1 | 84 | 88 | 77.7 | Soft | A | 1.4 | 0.0 | 1.5 | 0.0 | | | 25 |
| 2032 Background Traffic Haul Route North of TCEC (23:00) | R9, 78m away | 1 | 42 | 3 | 4 | 80 | 0 | y | 1 | 84 | 88 | 77.7 | Soft | A | 1.7 | 0.0 | 1.5 | 0.0 | | | 26 |
| 2032 Background Traffic Haul Route North of TCEC (0:00) | R15, 67m away | 4 | 18 | 0 | 0 | 80 | 0 | y | 1 | -89 | -86 | 66.9 | Soft | A | 0.1 | 0.0 | 1.5 | 0.0 | | | 13 |
| 2032 Background Traffic Haul Route North of TCEC (1:00) | R15, 67m away | 4 | 8 | 0 | 3 | 80 | 0 | y | 1 | -89 | -86 | 66.9 | Soft | A | 2.3 | 0.0 | 1.5 | 0.0 | | | 20 |
| 2032 Background Traffic Haul Route North of TCEC (2:00) | R15, 67m away | 4 | 10 | 1 | 3 | 80 | 0 | y | 1 | -89 | -86 | 66.9 | Soft | A | 2.2 | 0.0 | 1.5 | 0.0 | | | 21 |
| 2032 Background Traffic Haul Route North of TCEC (3:00) | R15, 67m away | 4 | 16 | 3 | 0 | 80 | 0 | y | 1 | -89 | -86 | 66.9 | Soft | A | 0.1 | 0.0 | 1.5 | 0.0 | | | 17 |
| 2032 Background Traffic Haul Route North of TCEC (4:00) | R15, 67m away | 4 | 19 | 3 | 2 | 80 | 0 | y | 1 | -89 | -86 | 66.9 | Soft | A | 1.7 | 0.0 | 1.5 | 0.0 | | | 21 |
| 2032 Background Traffic Haul Route North of TCEC (5:00) | R15, 67m away | 1 | 107 | 6 | 4 | 80 | 0 | y | 1 | -89 | -86 | 66.9 | Soft | A | 1.4 | 0.0 | 1.5 | 0.0 | | | 24 |
| 2032 Background Traffic Haul Route North of TCEC (6:00) | R15, 67m away | 1 | 258 | 3 | 13 | 80 | 0 | y | 1 | -89 | -86 | 66.9 | Soft | A | 1.5 | 0.0 | 1.5 | 0.0 | | | 28 |
| 2032 Background Traffic Haul Route North of TCEC (7:00) | R15, 67m away | 1 | 419 | 11 | 21 | 80 | 0 | y | 1 | -89 | -86 | 66.9 | Soft | A | 1.5 | 0.0 | 1.5 | 0.0 | | | 30 |
| 2032 Background Traffic Haul Route North of TCEC (8:00) | R15, 67m away | 1 | 373 | 33 | 41 | 80 | 0 | y | 1 | -89 | -86 | 66.9 | Soft | A | 1.7 | 0.0 | 1.5 | 0.0 | | | 33 |
| 2032 Background Traffic Haul Route North of TCEC (9:00) | R15, 67m away | 1 | 334 | 13 | 40 | 80 | 0 | y | 1 | -89 | -86 | 66.9 | Soft | A | 1.8 | 0.0 | 1.5 | 0.0 | | | 32 |
| 2032 Background Traffic Haul Route North of TCEC (10:00) | R15, 67m away | 1 | 318 | 14 | 27 | 80 | 0 | y | 1 | -89 | -86 | 66.9 | Soft | A | 1.7 | 0.0 | 1.5 | 0.0 | | | 31 |
| 2032 Background Traffic Haul Route North of TCEC (11:00) | R15, 67m away | 1 | 350 | 12 | 63 | 80 | 0 | y | 1 | -89 | -86 | 66.9 | Soft | A | 2.0 | 0.0 | 1.5 | 0.0 | | | 34 |
| 2032 Background Traffic Haul Route North of TCEC (12:00) | R15, 67m away | 1 | 300 | 9 | 34 | 80 | 0 | y | 1 | -89 | -86 | 66.9 | Soft | A | 1.8 | 0.0 | 1.5 | 0.0 | | | 32 |
| 2032 Background Traffic Haul Route North of TCEC (13:00) | R15, 67m away | 1 | 322 | 16 | 65 | 80 | 0 | y | 1 | -89 | -86 | 66.9 | Soft | A | 2.0 | 0.0 | 1.5 | 0.0 | | | 34 |
| 2032 Background Traffic Haul Route North of TCEC (14:00) | R15, 67m away | 1 | 345 | 12 | 40 | 80 | 0 | y | 1 | -89 | -86 | 66.9 | Soft | A | 1.8 | 0.0 | 1.5 | 0.0 | | | 32 |
| 2032 Background Traffic Haul Route North of TCEC (15:00) | R15, 67m away | 1 | 381 | 20 | 35 | 80 | 0 | y | 1 | -89 | -86 | 66.9 | Soft | A | 1.7 | 0.0 | 1.5 | 0.0 | | | 32 |
| 2032 Background Traffic Haul Route North of TCEC (16:00) | R15, 67m away | 1 | 462 | 20 | 33 | 80 | 0 | y | 1 | -89 | -86 | 66.9 | Soft | A | 1.6 | 0.0 | 1.5 | 0.0 | | | 32 |
| 2032 Background Traffic Haul Route North of TCEC (17:00) | R15, 67m away | 1 | 398 | 8 | 25 | 80 | 0 | y | 1 | -89 | -86 | 66.9 | Soft | A | 1.6 | 0.0 | 1.5 | 0.0 | | | 31 |
| 2032 Background Traffic Haul Route North of TCEC (18:00) | R15, 67m away | 1 | 270 | 2 | 13 | 80 | 0 | y | 1 | -89 | -86 | 66.9 | Soft | A | 1.5 | 0.0 | 1.5 | 0.0 | | | 28 |
| 2032 Background Traffic Haul Route North of TCEC (19:00) | R15, 67m away | 1 | 179 | 1 | 0 | 80 | 0 | y | 1 | -89 | -86 | 66.9 | Soft | A | 0.1 | 0.0 | 1.5 | 0.0 | | | 22 |
| 2032 Background Traffic Haul Route North of TCEC (20:00) | R15, 67m away | 1 | 129 | 0 | 5 | 80 | 0 | y | 1 | -89 | -86 | 66.9 | Soft | A | 1.4 | 0.0 | 1.5 | 0.0 | | | 24 |
| 2032 Background Traffic Haul Route North of TCEC (21:00) | R15, 67m away | 1 | 95 | 0 | 4 | 80 | 0 | y | 1 | -89 | -86 | 66.9 | Soft | A | 1.4 | 0.0 | 1.5 | 0.0 | | | 23 |
| 2032 Background Traffic Haul Route North of TCEC (22:00) | R15, 67m away | 1 | 79 | 0 | 3 | 80 | 0 | y | 1 | -89 | -86 | 66.9 | Soft | A | 1.4 | 0.0 | 1.5 | 0.0 | | | 22 |
| 2032 Background Traffic Haul Route North of TCEC (23:00) | R15, 67m away | 1 | 42 | 3 | 4 | 80 | 0 | y | 1 | -89 | -86 | 66.9 | Soft | A | 1.7 | 0.0 | 1.5 | 0.0 | | | 23 |
| 2032 Background Traffic Haul Route North of TCEC (0:00) | R16, 49m away | 4 | 18 | 0 | 0 | 80 | 0 | y | 1 | 86 | 88 | 49.0 | Soft | A | 0.1 | 0.0 | 1.5 | 0.0 | | | 15 |
| 2032 Background Traffic Haul Route North of TCEC (1:00) | R16, 49m away | 4 | 8 | 0 | 3 | 80 | 0 | y | 1 | 86 | 88 | 49.0 | Soft | A | 2.3 | 0.0 | 1.5 | 0.0 | | | 23 |
| 2032 Background Traffic Haul Route North of TCEC (2:00) | R16, 49m away | 4 | 10 | 1 | 3 | 80 | 0 | y | 1 | 86 | 88 | 49.0 | Soft | A | 2.2 | 0.0 | 1.5 | 0.0 | | | 23 |
| 2032 Background Traffic Haul Route North of TCEC (3:00) | R16, 49m away | 4 | 16 | 3 | 0 | 80 | 0 | y | 1 | 86 | 88 | 49.0 | Soft | A | 0.1 | 0.0 | 1.5 | 0.0 | | | 19 |
| 2032 Background Traffic Haul Route North of TCEC (4:00) | R16, 49m away | 4 | 19 | 3 | 2 | 80 | 0 | y | 1 | 86 | 88 | 49.0 | Soft | A | 1.7 | 0.0 | 1.5 | 0.0 | | | 23 |
| 2032 Background Traffic Haul Route North of TCEC (5:00) | R16, 49m away | 1 | 107 | 6 | 4 | 80 | 0 | y | 1 | 86 | 88 | 49.0 | Soft | A | 1.4 | 0.0 | 1.5 | 0.0 | | | 27 |
| 2032 Background Traffic Haul Route North of TCEC (6:00) | R16, 49m away | 1 | 258 | 3 | 13 | 80 | 0 | y | 1 | 86 | 88 | 49.0 | Soft | A | 1.5 | 0.0 | 1.5 | 0.0 | | | 30 |
| 2032 Background Traffic Haul Route North of TCEC (7:00) | R16, 49m away | 1 | 419 | 11 | 21 | 80 | 0 | y | 1 | 86 | 88 | 49.0 | Soft | A | 1.5 | 0.0 | 1.5 | 0.0 | | | 33 |
| 2032 Background Traffic Haul Route North of TCEC (8:00) | R16, 49m away | 1 | 373 | 33 | 41 | 80 | 0 | y | 1 | 86 | 88 | 49.0 | Soft | A | 1.7 | 0.0 | 1.5 | 0.0 | | | 35 |
| 2032 Background Traffic Haul Route North of TCEC (9:00) | R16, 49m away | 1 | 334 | 13 | 40 | 80 | 0 | y | 1 | 86 | 88 | 49.0 | Soft | A | 1.8 | 0.0 | 1.5 | 0.0 | | | 35 |
| 2032 Background Traffic Haul Route North of TCEC (10:00) | R16, 49m away | 1 | 318 | 14 | 27 | 80 | 0 | y | 1 | 86 | 88 | 49.0 | Soft | A | 1.7 | 0.0 | 1.5 | 0.0 | | | 33 |
| 2032 Background Traffic Haul Route North of TCEC (11:00) | R16, 49m away | 1 | 350 | 12 | 63 | 80 | 0 | y | 1 | 86 | 88 | 49.0 | Soft | A | 2.0 | 0.0 | 1.5 | 0.0 | | | 36 |
| 2032 Background Traffic Haul Route North of TCEC (12:00) | R16, 49m away | 1 | 300 | 9 | 34 | 80 | 0 | y | 1 | 86 | 88 | 49.0 | Soft | A | 1.8 | 0.0 | 1.5 | 0.0 | | | 34 |
| 2032 Background Traffic Haul Route North of TCEC (13:00) | R16, 49m away | 1 | 322 | 16 | 65 | 80 | 0 | y | 1 | 86 | 88 | 49.0 | Soft | A | 2.0 | 0.0 | 1.5 | 0.0 | | | 36 |
| 2032 Background Traffic Haul Route North of TCEC (14:00) | R16, 49m away | 1 | 345 | 12 | 40 | 80 | 0 | y | 1 | 86 | 88 | 49.0 | Soft | A | 1.8 | 0.0 | 1.5 | 0.0 | | | 35 |
| 2032 Background Traffic Haul Route North of TCEC (15:00) | R16, 49m away | 1 | 381 | 20 | 35 | 80 | 0 | y | 1 | 86 | 88 | 49.0 | Soft | A | 1.7 | 0.0 | 1.5 | 0.0 | | | 34 |
| 2032 Background Traffic Haul Route North of TCEC (16:00) | R16, 49m away | 1 | 462 | 20 | 33 | 80 | 0 | y | 1 | 86 | 88 | 49.0 | Soft | A | 1.6 | 0.0 | 1.5 | 0.0 | | | 34 |
| 2032 Background Traffic Haul Route North of TCEC (17:00) | R16, 49m away | 1 | 398 | 8 | 25 | 80 | 0 | y | 1 | 86 | 88 | 49.0 | Soft | A | 1.6 | 0.0 | 1.5 | 0.0 | | | 33 |
| 2032 Background Traffic Haul Route North of TCEC (18:00) | R16, 49m away | 1 | 270 | 2 | 13 | 80 | 0 | y | 1 | 86 | 88 | 49.0 | Soft | A | 1.5 | 0.0 | 1.5 | 0.0 | | | 30 |
| 2032 Background Traffic Haul Route North of TCEC (19:00) | R16, 49m away | 1 | 179 | 1 | 0 | 80 | 0 | y | 1 | 86 | 88 | 49.0 | Soft | A | 0.1 | 0.0 | 1.5 | 0.0 | | | 25 |
| 2032 Background Traffic Haul Route North of TCEC (20:00) | R16, 49m away | 1 | 129 | 0 | 5 | 80 | 0 | y | 1 | 86 | 88 | 49.0 | Soft | A | 1.4 | 0.0 | 1.5 | 0.0 | | | 26 |
| 2032 Background Traffic Haul Route North of TCEC (21:00) | R16, 49m away | 1 | 95 | 0 | 4 | 80 | 0 | y | 1 | 86 | 88 | 49.0 | Soft | A | 1.4 | 0.0 | 1.5 | 0.0 | | | 25 |
| 2032 Background Traffic Haul Route North of TCEC (22:00) | R16, 49m away | 1 | 79 | 0 | 3 | 80 | 0 | y | 1 | 86 | 88 | 49.0 | Soft | A | 1.4 | 0.0 | 1.5 | 0.0 | | | 24 |
| 2032 Background Traffic Haul Route North of TCEC (23:00) | R16, 49m away | 1 | 42 | 3 | 4 | 80 | 0 | y | 1 | 86 | 88 | 49.0 | Soft | A | 1.7 | 0.0 | 1.5 | 0.0 | | | 25 |
| 2032 Background Traffic Haul Route North of TCEC (0:00) | R17, 59m away | 4 | 18 | 0 | 0 | 80 | 0 | y | 1 | 82 | 88 | 58.8 | Soft | A | 0.1 | 0.0 | 1.5 | 0.0 | | | 20 |
| 2032 Background Traffic Haul Route North of TCEC (1:00) | R17, 59m away | 4 | 8 | 0 | 3 | 80 | 0 | y | 1 | 82 | 88 | 58.8 | Soft | A | 2.3 | 0.0 | 1.5 | 0.0 | | | 28 |
| 2032 Background Traffic Haul Route North of TCEC (2:00) | R17, 59m away | 4 | 10 | 1 | 3 | 80 | 0 | y | 1 | 82 | 88 | 58.8 | Soft | A | 2.2 | 0.0 | 1.5 | 0.0 | | | 28 |
| 2032 Background Traffic Haul Route North of TCEC (3:00) | R17, 59m away | 4 | 16 | 3 | 0 | 80 | 0 | y | 1 | 82 | 88 | 58.8 | Soft | A | 0.1 | 0.0 | 1.5 | 0.0 | | | 24 |
| 2032 Background Traffic Haul Route North of TCEC (4:00) | R17, 59m away | 4 | 19 | 3 | 2 | 80 | 0 | y | 1 | 82 | 88 | 58.8 | Soft | A | 1.7 | 0.0 | 1.5 | 0.0 | | | 28 |
| 2032 Background Traffic Haul Route North of TCEC (5:00) | R17, 59m away | 1 | 107 | 6 | 4 | 80 | 0 | y | 1 | 82 | 88 | 58.8 | Soft | A | 1.4 | 0.0 | 1.5 | 0.0 | | | 32 |
| 2032 Background Traffic Haul Route North of TCEC (6:00) | R17, 59m away | 1 | 258 | 3 | 13 | 80 | 0 | y | 1 | 82 | 88 | 58.8 | Soft | A | 1.5 | 0.0 | 1.5 | 0.0 | | | 36 |
| 2032 Background Traffic Haul Route North of TCEC (7:00) | R17, 59m away | 1 | 419 | 11 | 21 | 80 | 0 | y | 1 | 82 | 88 | 58.8 | Soft | A | 1.5 | 0.0 | 1.5 | 0.0 | | | 38 |

| | | | | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 2032 Background Traffic Haul Route North of TCEC (8:00) | R17, 59m away | 1 | 373 | 33 | 41 | 80 | 0 | y | 1 | 82 | 88 | 58.8 | Soft | A | 1.7 | 0.0 | 1.5 | 0.0 | | | 41 |
| 2032 Background Traffic Haul Route North of TCEC (9:00) | R17, 59m away | 1 | 334 | 13 | 40 | 80 | 0 | y | 1 | 82 | 88 | 58.8 | Soft | A | 1.8 | 0.0 | 1.5 | 0.0 | | | 40 |
| 2032 Background Traffic Haul Route North of TCEC (10:00) | R17, 59m away | 1 | 318 | 14 | 27 | 80 | 0 | y | 1 | 82 | 88 | 58.8 | Soft | A | 1.7 | 0.0 | 1.5 | 0.0 | | | 39 |
| 2032 Background Traffic Haul Route North of TCEC (11:00) | R17, 59m away | 1 | 350 | 12 | 63 | 80 | 0 | y | 1 | 82 | 88 | 58.8 | Soft | A | 2.0 | 0.0 | 1.5 | 0.0 | | | 41 |
| 2032 Background Traffic Haul Route North of TCEC (12:00) | R17, 59m away | 1 | 300 | 9 | 34 | 80 | 0 | y | 1 | 82 | 88 | 58.8 | Soft | A | 1.8 | 0.0 | 1.5 | 0.0 | | | 39 |
| 2032 Background Traffic Haul Route North of TCEC (13:00) | R17, 59m away | 1 | 322 | 16 | 65 | 80 | 0 | y | 1 | 82 | 88 | 58.8 | Soft | A | 2.0 | 0.0 | 1.5 | 0.0 | | | 42 |
| 2032 Background Traffic Haul Route North of TCEC (14:00) | R17, 59m away | 1 | 345 | 12 | 40 | 80 | 0 | y | 1 | 82 | 88 | 58.8 | Soft | A | 1.8 | 0.0 | 1.5 | 0.0 | | | 40 |
| 2032 Background Traffic Haul Route North of TCEC (15:00) | R17, 59m away | 1 | 381 | 20 | 35 | 80 | 0 | y | 1 | 82 | 88 | 58.8 | Soft | A | 1.7 | 0.0 | 1.5 | 0.0 | | | 40 |
| 2032 Background Traffic Haul Route North of TCEC (16:00) | R17, 59m away | 1 | 462 | 20 | 33 | 80 | 0 | y | 1 | 82 | 88 | 58.8 | Soft | A | 1.6 | 0.0 | 1.5 | 0.0 | | | 40 |
| 2032 Background Traffic Haul Route North of TCEC (17:00) | R17, 59m away | 1 | 398 | 8 | 25 | 80 | 0 | y | 1 | 82 | 88 | 58.8 | Soft | A | 1.6 | 0.0 | 1.5 | 0.0 | | | 38 |
| 2032 Background Traffic Haul Route North of TCEC (18:00) | R17, 59m away | 1 | 270 | 2 | 13 | 80 | 0 | y | 1 | 82 | 88 | 58.8 | Soft | A | 1.5 | 0.0 | 1.5 | 0.0 | | | 36 |
| 2032 Background Traffic Haul Route North of TCEC (19:00) | R17, 59m away | 1 | 179 | 1 | 0 | 80 | 0 | y | 1 | 82 | 88 | 58.8 | Soft | A | 0.1 | 0.0 | 1.5 | 0.0 | | | 30 |
| 2032 Background Traffic Haul Route North of TCEC (20:00) | R17, 59m away | 1 | 129 | 0 | 5 | 80 | 0 | y | 1 | 82 | 88 | 58.8 | Soft | A | 1.4 | 0.0 | 1.5 | 0.0 | | | 32 |
| 2032 Background Traffic Haul Route North of TCEC (21:00) | R17, 59m away | 1 | 95 | 0 | 4 | 80 | 0 | y | 1 | 82 | 88 | 58.8 | Soft | A | 1.4 | 0.0 | 1.5 | 0.0 | | | 31 |
| 2032 Background Traffic Haul Route North of TCEC (22:00) | R17, 59m away | 1 | 79 | 0 | 3 | 80 | 0 | y | 1 | 82 | 88 | 58.8 | Soft | A | 1.4 | 0.0 | 1.5 | 0.0 | | | 30 |
| 2032 Background Traffic Haul Route North of TCEC (23:00) | R17, 59m away | 1 | 42 | 3 | 4 | 80 | 0 | y | 1 | 82 | 88 | 58.8 | Soft | A | 1.7 | 0.0 | 1.5 | 0.0 | | | 30 |
| 2032 Background Traffic Haul Route North of TCEC (0:00) | R18, 86m away | 1 | 18 | 0 | 0 | 80 | 0 | y | 1 | -81 | 86 | 86.2 | Soft | A | 0.1 | 0.0 | 1.5 | 0.0 | | | 36 |
| 2032 Background Traffic Haul Route North of TCEC (1:00) | R18, 86m away | 1 | 8 | 0 | 3 | 80 | 0 | y | 1 | -81 | 86 | 86.2 | Soft | A | 2.3 | 0.0 | 1.5 | 0.0 | | | 44 |
| 2032 Background Traffic Haul Route North of TCEC (2:00) | R18, 86m away | 1 | 10 | 1 | 3 | 80 | 0 | y | 1 | -81 | 86 | 86.2 | Soft | A | 2.2 | 0.0 | 1.5 | 0.0 | | | 45 |
| 2032 Background Traffic Haul Route North of TCEC (3:00) | R18, 86m away | 1 | 16 | 3 | 0 | 80 | 0 | y | 1 | -81 | 86 | 86.2 | Soft | A | 0.1 | 0.0 | 1.5 | 0.0 | | | 41 |
| 2032 Background Traffic Haul Route North of TCEC (4:00) | R18, 86m away | 1 | 19 | 3 | 2 | 80 | 0 | y | 1 | -81 | 86 | 86.2 | Soft | A | 1.7 | 0.0 | 1.5 | 0.0 | | | 45 |
| 2032 Background Traffic Haul Route North of TCEC (5:00) | R18, 86m away | 1 | 107 | 6 | 4 | 80 | 0 | y | 1 | -81 | 86 | 86.2 | Soft | A | 1.4 | 0.0 | 1.5 | 0.0 | | | 49 |
| 2032 Background Traffic Haul Route North of TCEC (6:00) | R18, 86m away | 1 | 258 | 3 | 13 | 80 | 0 | y | 1 | -81 | 86 | 86.2 | Soft | A | 1.5 | 0.0 | 1.5 | 0.0 | | | 52 |
| 2032 Background Traffic Haul Route North of TCEC (7:00) | R18, 86m away | 1 | 419 | 11 | 21 | 80 | 0 | y | 1 | -81 | 86 | 86.2 | Soft | A | 1.5 | 0.0 | 1.5 | 0.0 | | | 55 |
| 2032 Background Traffic Haul Route North of TCEC (8:00) | R18, 86m away | 1 | 373 | 33 | 41 | 80 | 0 | y | 1 | -81 | 86 | 86.2 | Soft | A | 1.7 | 0.0 | 1.5 | 0.0 | | | 57 |
| 2032 Background Traffic Haul Route North of TCEC (9:00) | R18, 86m away | 1 | 334 | 13 | 40 | 80 | 0 | y | 1 | -81 | 86 | 86.2 | Soft | A | 1.8 | 0.0 | 1.5 | 0.0 | | | 56 |
| 2032 Background Traffic Haul Route North of TCEC (10:00) | R18, 86m away | 1 | 318 | 14 | 27 | 80 | 0 | y | 1 | -81 | 86 | 86.2 | Soft | A | 1.7 | 0.0 | 1.5 | 0.0 | | | 55 |
| 2032 Background Traffic Haul Route North of TCEC (11:00) | R18, 86m away | 1 | 350 | 12 | 63 | 80 | 0 | y | 1 | -81 | 86 | 86.2 | Soft | A | 2.0 | 0.0 | 1.5 | 0.0 | | | 58 |
| 2032 Background Traffic Haul Route North of TCEC (12:00) | R18, 86m away | 1 | 300 | 9 | 34 | 80 | 0 | y | 1 | -81 | 86 | 86.2 | Soft | A | 1.8 | 0.0 | 1.5 | 0.0 | | | 56 |
| 2032 Background Traffic Haul Route North of TCEC (13:00) | R18, 86m away | 1 | 322 | 16 | 65 | 80 | 0 | y | 1 | -81 | 86 | 86.2 | Soft | A | 2.0 | 0.0 | 1.5 | 0.0 | | | 58 |
| 2032 Background Traffic Haul Route North of TCEC (14:00) | R18, 86m away | 1 | 345 | 12 | 40 | 80 | 0 | y | 1 | -81 | 86 | 86.2 | Soft | A | 1.8 | 0.0 | 1.5 | 0.0 | | | 56 |
| 2032 Background Traffic Haul Route North of TCEC (15:00) | R18, 86m away | 1 | 381 | 20 | 35 | 80 | 0 | y | 1 | -81 | 86 | 86.2 | Soft | A | 1.7 | 0.0 | 1.5 | 0.0 | | | 56 |
| 2032 Background Traffic Haul Route North of TCEC (16:00) | R18, 86m away | 1 | 462 | 20 | 33 | 80 | 0 | y | 1 | -81 | 86 | 86.2 | Soft | A | 1.6 | 0.0 | 1.5 | 0.0 | | | 56 |
| 2032 Background Traffic Haul Route North of TCEC (17:00) | R18, 86m away | 1 | 398 | 8 | 25 | 80 | 0 | y | 1 | -81 | 86 | 86.2 | Soft | A | 1.6 | 0.0 | 1.5 | 0.0 | | | 55 |
| 2032 Background Traffic Haul Route North of TCEC (18:00) | R18, 86m away | 1 | 270 | 2 | 13 | 80 | 0 | y | 1 | -81 | 86 | 86.2 | Soft | A | 1.5 | 0.0 | 1.5 | 0.0 | | | 52 |
| 2032 Background Traffic Haul Route North of TCEC (19:00) | R18, 86m away | 1 | 179 | 1 | 0 | 80 | 0 | y | 1 | -81 | 86 | 86.2 | Soft | A | 0.1 | 0.0 | 1.5 | 0.0 | | | 47 |
| 2032 Background Traffic Haul Route North of TCEC (20:00) | R18, 86m away | 1 | 129 | 0 | 5 | 80 | 0 | y | 1 | -81 | 86 | 86.2 | Soft | A | 1.4 | 0.0 | 1.5 | 0.0 | | | 48 |
| 2032 Background Traffic Haul Route North of TCEC (21:00) | R18, 86m away | 1 | 95 | 0 | 4 | 80 | 0 | y | 1 | -81 | 86 | 86.2 | Soft | A | 1.4 | 0.0 | 1.5 | 0.0 | | | 47 |
| 2032 Background Traffic Haul Route North of TCEC (22:00) | R18, 86m away | 1 | 79 | 0 | 3 | 80 | 0 | y | 1 | -81 | 86 | 86.2 | Soft | A | 1.4 | 0.0 | 1.5 | 0.0 | | | 46 |
| 2032 Background Traffic Haul Route North of TCEC (23:00) | R18, 86m away | 1 | 42 | 3 | 4 | 80 | 0 | y | 1 | -81 | 86 | 86.2 | Soft | A | 1.7 | 0.0 | 1.5 | 0.0 | | | 47 |
| 2032 Background Traffic Haul Route North of TCEC (0:00) | R19, 81m away | 1 | 18 | 0 | 0 | 80 | 0 | y | 1 | -85 | 85 | 81.4 | Soft | A | 0.1 | 0.0 | 1.5 | 0.0 | | | 37 |
| 2032 Background Traffic Haul Route North of TCEC (1:00) | R19, 81m away | 1 | 8 | 0 | 3 | 80 | 0 | y | 1 | -85 | 85 | 81.4 | Soft | A | 2.3 | 0.0 | 1.5 | 0.0 | | | 45 |
| 2032 Background Traffic Haul Route North of TCEC (2:00) | R19, 81m away | 1 | 10 | 1 | 3 | 80 | 0 | y | 1 | -85 | 85 | 81.4 | Soft | A | 2.2 | 0.0 | 1.5 | 0.0 | | | 45 |
| 2032 Background Traffic Haul Route North of TCEC (3:00) | R19, 81m away | 1 | 16 | 3 | 0 | 80 | 0 | y | 1 | -85 | 85 | 81.4 | Soft | A | 0.1 | 0.0 | 1.5 | 0.0 | | | 41 |
| 2032 Background Traffic Haul Route North of TCEC (4:00) | R19, 81m away | 1 | 19 | 3 | 2 | 80 | 0 | y | 1 | -85 | 85 | 81.4 | Soft | A | 1.7 | 0.0 | 1.5 | 0.0 | | | 45 |
| 2032 Background Traffic Haul Route North of TCEC (5:00) | R19, 81m away | 1 | 107 | 6 | 4 | 80 | 0 | y | 1 | -85 | 85 | 81.4 | Soft | A | 1.4 | 0.0 | 1.5 | 0.0 | | | 49 |
| 2032 Background Traffic Haul Route North of TCEC (6:00) | R19, 81m away | 1 | 258 | 3 | 13 | 80 | 0 | y | 1 | -85 | 85 | 81.4 | Soft | A | 1.5 | 0.0 | 1.5 | 0.0 | | | 53 |
| 2032 Background Traffic Haul Route North of TCEC (7:00) | R19, 81m away | 1 | 419 | 11 | 21 | 80 | 0 | y | 1 | -85 | 85 | 81.4 | Soft | A | 1.5 | 0.0 | 1.5 | 0.0 | | | 55 |
| 2032 Background Traffic Haul Route North of TCEC (8:00) | R19, 81m away | 1 | 373 | 33 | 41 | 80 | 0 | y | 1 | -85 | 85 | 81.4 | Soft | A | 1.7 | 0.0 | 1.5 | 0.0 | | | 57 |
| 2032 Background Traffic Haul Route North of TCEC (9:00) | R19, 81m away | 1 | 334 | 13 | 40 | 80 | 0 | y | 1 | -85 | 85 | 81.4 | Soft | A | 1.8 | 0.0 | 1.5 | 0.0 | | | 57 |
| 2032 Background Traffic Haul Route North of TCEC (10:00) | R19, 81m away | 1 | 318 | 14 | 27 | 80 | 0 | y | 1 | -85 | 85 | 81.4 | Soft | A | 1.7 | 0.0 | 1.5 | 0.0 | | | 56 |
| 2032 Background Traffic Haul Route North of TCEC (11:00) | R19, 81m away | 1 | 350 | 12 | 63 | 80 | 0 | y | 1 | -85 | 85 | 81.4 | Soft | A | 2.0 | 0.0 | 1.5 | 0.0 | | | 58 |
| 2032 Background Traffic Haul Route North of TCEC (12:00) | R19, 81m away | 1 | 300 | 9 | 34 | 80 | 0 | y | 1 | -85 | 85 | 81.4 | Soft | A | 1.8 | 0.0 | 1.5 | 0.0 | | | 56 |
| 2032 Background Traffic Haul Route North of TCEC (13:00) | R19, 81m away | 1 | 322 | 16 | 65 | 80 | 0 | y | 1 | -85 | 85 | 81.4 | Soft | A | 2.0 | 0.0 | 1.5 | 0.0 | | | 59 |
| 2032 Background Traffic Haul Route North of TCEC (14:00) | R19, 81m away | 1 | 345 | 12 | 40 | 80 | 0 | y | 1 | -85 | 85 | 81.4 | Soft | A | 1.8 | 0.0 | 1.5 | 0.0 | | | 57 |
| 2032 Background Traffic Haul Route North of TCEC (15:00) | R19, 81m away | 1 | 381 | 20 | 35 | 80 | 0 | y | 1 | -85 | 85 | 81.4 | Soft | A | 1.7 | 0.0 | 1.5 | 0.0 | | | 57 |
| 2032 Background Traffic Haul Route North of TCEC (16:00) | R19, 81m away | 1 | 462 | 20 | 33 | 80 | 0 | y | 1 | -85 | 85 | 81.4 | Soft | A | 1.6 | 0.0 | 1.5 | 0.0 | | | 57 |
| 2032 Background Traffic Haul Route North of TCEC (17:00) | R19, 81m away | 1 | 398 | 8 | 25 | 80 | 0 | y | 1 | -85 | 85 | 81.4 | Soft | A | 1.6 | 0.0 | 1.5 | 0.0 | | | 55 |
| 2032 Background Traffic Haul Route North of TCEC (18:00) | R19, 81m away | 1 | 270 | 2 | 13 | 80 | 0 | y | 1 | -85 | 85 | 81.4 | Soft | A | 1.5 | 0.0 | 1.5 | 0.0 | | | 53 |
| 2032 Background Traffic Haul Route North of TCEC (19:00) | R19, 81m away | 1 | 179 | 1 | 0 | 80 | 0 | y | 1 | -85 | 85 | 81.4 | Soft | A | 0.1 | 0.0 | 1.5 | 0.0 | | | 47 |
| 2032 Background Traffic Haul Route North of TCEC (20:00) | R19, 81m away | 1 | 129 | 0 | 5 | 80 | 0 | y | 1 | -85 | 85 | 81.4 | Soft | A | 1.4 | 0.0 | 1.5 | 0.0 | | | 49 |
| 2032 Background Traffic Haul Route North of TCEC (21:00) | R19, 81m away | 1 | 95 | 0 | 4 | 80 | 0 | y | 1 | -85 | 85 | 81.4 | Soft | A | 1.4 | 0.0 | 1.5 | 0.0 | | | 48 |
| 2032 Background Traffic Haul Route North of TCEC (22:00) | R19, 81m away | 1 | 79 | 0 | 3 | 80 | 0 | y | 1 | -85 | 85 | 81.4 | Soft | A | 1.4 | 0.0 | 1.5 | 0.0 | | | 47 |
| 2032 Background Traffic Haul Route North of TCEC (23:00) | R19, 81m away | 1 | 42 | 3 | 4 | 80 | 0 | y | 1 | -85 | 85 | 81.4 | Soft | A | 1.7 | 0.0 | 1.5 | 0.0 | | | 47 |
| 2032 Background Traffic Haul Route North of TCEC (0:00) | R20, 76m away | 1 | 18 | 0 | 0 | 80 | 0 | y | 1 | -85 | 85 | 75.9 | Soft | A | 0.1 | 0.0 | 1.5 | 0.0 | | | 37 |
| 2032 Background Traffic Haul Route North of TCEC (1:00) | R20, 76m away | 1 | 8 | 0 | 3 | 80 | 0 | y | 1 | -85 | 85 | 75.9 | Soft | A | 2.3 | 0.0 | 1.5 | 0.0 | | | 45 |
| 2032 Background Traffic Haul Route North of TCEC (2:00) | R20, 76m away | 1 | 10 | 1 | 3 | 80 | 0 | y | 1 | -85 | 85 | 75.9 | Soft | A | 2.2 | 0.0 | 1.5 | 0.0 | | | 46 |
| 2032 Background Traffic Haul Route North of TCEC (3:00) | R20, 76m away | 1 | 16 | 3 | 0 | 80 | 0 | y | 1 | -85 | 85 | 75.9 | Soft | A | 0.1 | 0.0 | 1.5 | 0.0 | | | 42 |
| 2032 Background Traffic Haul Route North of TCEC (4:00) | R20, 76m away | 1 | 19 | 3 | 2 | 80 | 0 | y | 1 | -85 | 85 | 75.9 | Soft | A | 1.7 | 0.0 | 1.5 | 0.0 | | | 46 |
| 2032 Background Traffic Haul Route North of TCEC (5:00) | R20, 76m away | 1 | 107 | 6 | 4 | 80 | 0 | y | 1 | -85 | 85 | 75.9 | Soft | A | 1.4 | 0.0 | 1.5 | 0.0 | | | 50 |
| 2032 Background Traffic Haul Route North of TCEC (6:00) | R20, 76m away | 1 | 258 | 3 | 13 | 80 | 0 | y | 1 | -85 | 85 | 75.9 | Soft | A | 1.5 | 0.0 | 1.5 | 0.0 | | | 53 |
| 2032 Background Traffic Haul Route North of TCEC (7:00) | R20, 76m away | 1 | 419 | 11 | 21 | 80 | 0 | y | 1 | -85 | 85 | 75.9 | Soft | A | 1.5 | 0.0 | 1.5 | 0.0 | | | 56 |
| 2032 Background Traffic Haul Route North of TCEC (8:00) | R20, 76m away | 1 | 373 | 33 | 41 | 80 | 0 | y | 1 | -85 | 85 | 75.9 | Soft | A | 1.7 | 0.0 | 1.5 | 0.0 | | | 58 |
| 2032 Background Traffic Haul Route North of TCEC (9:00) | R20, 76m away | 1 | 334 | 13 | 40 | 80 | 0 | y | 1 | -85 | 85 | 75.9 | Soft | A | 1.8 | 0.0 | 1.5 | 0.0 | | | 57 |
| 2032 Background Traffic Haul Route North of TCEC (10:00) | R20, 76m away | 1 | 318 | 14 | 27 | 80 | 0 | y | 1 | -85 | 85 | 75.9 | Soft | A | 1.7 | 0.0 | 1.5 | 0.0 | | | 56 |
| 2032 Background Traffic Haul Route North of TCEC (11:00) | R20, 76m away | 1 | 350 | 12 | 63 | 80 | 0 | y | 1 | -85 | 85 | 75.9 | Soft | A | 2.0 | 0.0 | 1.5 | 0.0 | | | 59 |
| 2032 Background Traffic Haul Route North of TCEC (12:00) | R20, 76m away | 1 | 300 | 9 | 34 | 80 | 0 | y | 1 | -85 | 85 | 75.9 | Soft | A | 1.8 | 0.0 | 1.5 | 0.0 | | | 57 |
| 2032 Background Traffic Haul Route North of TCEC (13:00) | R20, 76m away | 1 | 322 | 16 | 65 | 80 | 0 | y | 1 | -85 | 85 | 75.9 | Soft | A | 2.0 | 0.0 | 1.5 | 0.0 | | | 59 |
| 2032 Background Traffic Haul Route North of TCEC (14:00) | R20, 76m away | 1 | 345 | 12 | 40 | 80 | 0 | y | 1 | -85 | 85 | 75.9 | Soft | A | 1.8 | 0.0 | 1.5 | 0.0 | | | 57 |
| 2032 Background Traffic Haul Route North of TCEC (15:00) | R20, 76m away | 1 | 381 | 20 | 35 | 80 | 0 | y | 1 | -85 | 85 | 75.9 | Soft | A | 1.7 | 0.0 | 1.5 | 0.0 | | | 57 |

| | | | | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 2032 Background Traffic Haul Route North of TCEC (16:00) | R20, 76m away | 1 | 462 | 20 | 33 | 80 | 0 | y | 1 | -85 | 85 | 75.9 | Soft | A | 1.6 | 0.0 | 1.5 | 0.0 | | | 57 |
| 2032 Background Traffic Haul Route North of TCEC (17:00) | R20, 76m away | 1 | 398 | 8 | 25 | 80 | 0 | y | 1 | -85 | 85 | 75.9 | Soft | A | 1.6 | 0.0 | 1.5 | 0.0 | | | 56 |
| 2032 Background Traffic Haul Route North of TCEC (18:00) | R20, 76m away | 1 | 270 | 2 | 13 | 80 | 0 | y | 1 | -85 | 85 | 75.9 | Soft | A | 1.5 | 0.0 | 1.5 | 0.0 | | | 53 |
| 2032 Background Traffic Haul Route North of TCEC (19:00) | R20, 76m away | 1 | 179 | 1 | 0 | 80 | 0 | y | 1 | -85 | 85 | 75.9 | Soft | A | 0.1 | 0.0 | 1.5 | 0.0 | | | 47 |
| 2032 Background Traffic Haul Route North of TCEC (20:00) | R20, 76m away | 1 | 129 | 0 | 5 | 80 | 0 | y | 1 | -85 | 85 | 75.9 | Soft | A | 1.4 | 0.0 | 1.5 | 0.0 | | | 49 |
| 2032 Background Traffic Haul Route North of TCEC (21:00) | R20, 76m away | 1 | 95 | 0 | 4 | 80 | 0 | y | 1 | -85 | 85 | 75.9 | Soft | A | 1.4 | 0.0 | 1.5 | 0.0 | | | 48 |
| 2032 Background Traffic Haul Route North of TCEC (22:00) | R20, 76m away | 1 | 79 | 0 | 3 | 80 | 0 | y | 1 | -85 | 85 | 75.9 | Soft | A | 1.4 | 0.0 | 1.5 | 0.0 | | | 47 |
| 2032 Background Traffic Haul Route North of TCEC (23:00) | R20, 76m away | 1 | 42 | 3 | 4 | 80 | 0 | y | 1 | -85 | 85 | 75.9 | Soft | A | 1.7 | 0.0 | 1.5 | 0.0 | | | 48 |
| 2032 Background Traffic Haul Route North of TCEC (0:00) | R21, 39m away | 1 | 18 | 0 | 0 | 80 | 0 | y | 1 | -88 | 87 | 39.4 | Soft | A | 0.1 | 0.0 | 1.5 | 0.0 | | | 42 |
| 2032 Background Traffic Haul Route North of TCEC (1:00) | R21, 39m away | 1 | 8 | 0 | 3 | 80 | 0 | y | 1 | -88 | 87 | 39.4 | Soft | A | 2.3 | 0.0 | 1.5 | 0.0 | | | 50 |
| 2032 Background Traffic Haul Route North of TCEC (2:00) | R21, 39m away | 1 | 10 | 1 | 3 | 80 | 0 | y | 1 | -88 | 87 | 39.4 | Soft | A | 2.2 | 0.0 | 1.5 | 0.0 | | | 50 |
| 2032 Background Traffic Haul Route North of TCEC (3:00) | R21, 39m away | 1 | 16 | 3 | 0 | 80 | 0 | y | 1 | -88 | 87 | 39.4 | Soft | A | 0.1 | 0.0 | 1.5 | 0.0 | | | 47 |
| 2032 Background Traffic Haul Route North of TCEC (4:00) | R21, 39m away | 1 | 19 | 3 | 2 | 80 | 0 | y | 1 | -88 | 87 | 39.4 | Soft | A | 1.7 | 0.0 | 1.5 | 0.0 | | | 50 |
| 2032 Background Traffic Haul Route North of TCEC (5:00) | R21, 39m away | 1 | 107 | 6 | 4 | 80 | 0 | y | 1 | -88 | 87 | 39.4 | Soft | A | 1.4 | 0.0 | 1.5 | 0.0 | | | 54 |
| 2032 Background Traffic Haul Route North of TCEC (6:00) | R21, 39m away | 1 | 258 | 3 | 13 | 80 | 0 | y | 1 | -88 | 87 | 39.4 | Soft | A | 1.5 | 0.0 | 1.5 | 0.0 | | | 58 |
| 2032 Background Traffic Haul Route North of TCEC (7:00) | R21, 39m away | 1 | 419 | 11 | 21 | 80 | 0 | y | 1 | -88 | 87 | 39.4 | Soft | A | 1.5 | 0.0 | 1.5 | 0.0 | | | 60 |
| 2032 Background Traffic Haul Route North of TCEC (8:00) | R21, 39m away | 1 | 373 | 33 | 41 | 80 | 0 | y | 1 | -88 | 87 | 39.4 | Soft | A | 1.7 | 0.0 | 1.5 | 0.0 | | | 63 |
| 2032 Background Traffic Haul Route North of TCEC (9:00) | R21, 39m away | 1 | 334 | 13 | 40 | 80 | 0 | y | 1 | -88 | 87 | 39.4 | Soft | A | 1.8 | 0.0 | 1.5 | 0.0 | | | 62 |
| 2032 Background Traffic Haul Route North of TCEC (10:00) | R21, 39m away | 1 | 318 | 14 | 27 | 80 | 0 | y | 1 | -88 | 87 | 39.4 | Soft | A | 1.7 | 0.0 | 1.5 | 0.0 | | | 61 |
| 2032 Background Traffic Haul Route North of TCEC (11:00) | R21, 39m away | 1 | 350 | 12 | 63 | 80 | 0 | y | 1 | -88 | 87 | 39.4 | Soft | A | 2.0 | 0.0 | 1.5 | 0.0 | | | 64 |
| 2032 Background Traffic Haul Route North of TCEC (12:00) | R21, 39m away | 1 | 300 | 9 | 34 | 80 | 0 | y | 1 | -88 | 87 | 39.4 | Soft | A | 1.8 | 0.0 | 1.5 | 0.0 | | | 61 |
| 2032 Background Traffic Haul Route North of TCEC (13:00) | R21, 39m away | 1 | 322 | 16 | 65 | 80 | 0 | y | 1 | -88 | 87 | 39.4 | Soft | A | 2.0 | 0.0 | 1.5 | 0.0 | | | 64 |
| 2032 Background Traffic Haul Route North of TCEC (14:00) | R21, 39m away | 1 | 345 | 12 | 40 | 80 | 0 | y | 1 | -88 | 87 | 39.4 | Soft | A | 1.8 | 0.0 | 1.5 | 0.0 | | | 62 |
| 2032 Background Traffic Haul Route North of TCEC (15:00) | R21, 39m away | 1 | 381 | 20 | 35 | 80 | 0 | y | 1 | -88 | 87 | 39.4 | Soft | A | 1.7 | 0.0 | 1.5 | 0.0 | | | 62 |
| 2032 Background Traffic Haul Route North of TCEC (16:00) | R21, 39m away | 1 | 462 | 20 | 33 | 80 | 0 | y | 1 | -88 | 87 | 39.4 | Soft | A | 1.6 | 0.0 | 1.5 | 0.0 | | | 62 |
| 2032 Background Traffic Haul Route North of TCEC (17:00) | R21, 39m away | 1 | 398 | 8 | 25 | 80 | 0 | y | 1 | -88 | 87 | 39.4 | Soft | A | 1.6 | 0.0 | 1.5 | 0.0 | | | 61 |
| 2032 Background Traffic Haul Route North of TCEC (18:00) | R21, 39m away | 1 | 270 | 2 | 13 | 80 | 0 | y | 1 | -88 | 87 | 39.4 | Soft | A | 1.5 | 0.0 | 1.5 | 0.0 | | | 58 |
| 2032 Background Traffic Haul Route North of TCEC (19:00) | R21, 39m away | 1 | 179 | 1 | 0 | 80 | 0 | y | 1 | -88 | 87 | 39.4 | Soft | A | 0.1 | 0.0 | 1.5 | 0.0 | | | 52 |
| 2032 Background Traffic Haul Route North of TCEC (20:00) | R21, 39m away | 1 | 129 | 0 | 5 | 80 | 0 | y | 1 | -88 | 87 | 39.4 | Soft | A | 1.4 | 0.0 | 1.5 | 0.0 | | | 54 |
| 2032 Background Traffic Haul Route North of TCEC (21:00) | R21, 39m away | 1 | 95 | 0 | 4 | 80 | 0 | y | 1 | -88 | 87 | 39.4 | Soft | A | 1.4 | 0.0 | 1.5 | 0.0 | | | 53 |
| 2032 Background Traffic Haul Route North of TCEC (22:00) | R21, 39m away | 1 | 79 | 0 | 3 | 80 | 0 | y | 1 | -88 | 87 | 39.4 | Soft | A | 1.4 | 0.0 | 1.5 | 0.0 | | | 52 |
| 2032 Background Traffic Haul Route North of TCEC (23:00) | R21, 39m away | 1 | 42 | 3 | 4 | 80 | 0 | y | 1 | -88 | 87 | 39.4 | Soft | A | 1.7 | 0.0 | 1.5 | 0.0 | | | 53 |
| 2032 Background Traffic Haul Route North of TCEC (0:00) | R22, 39m away | 1 | 18 | 0 | 0 | 80 | 0 | y | 1 | -88 | 87 | 39.4 | Soft | A | 0.1 | 0.0 | 1.5 | 0.0 | | | 42 |
| 2032 Background Traffic Haul Route North of TCEC (1:00) | R22, 39m away | 1 | 8 | 0 | 3 | 80 | 0 | y | 1 | -88 | 87 | 39.4 | Soft | A | 2.3 | 0.0 | 1.5 | 0.0 | | | 50 |
| 2032 Background Traffic Haul Route North of TCEC (2:00) | R22, 39m away | 1 | 10 | 1 | 3 | 80 | 0 | y | 1 | -88 | 87 | 39.4 | Soft | A | 2.2 | 0.0 | 1.5 | 0.0 | | | 50 |
| 2032 Background Traffic Haul Route North of TCEC (3:00) | R22, 39m away | 1 | 16 | 3 | 0 | 80 | 0 | y | 1 | -88 | 87 | 39.4 | Soft | A | 0.1 | 0.0 | 1.5 | 0.0 | | | 47 |
| 2032 Background Traffic Haul Route North of TCEC (4:00) | R22, 39m away | 1 | 19 | 3 | 2 | 80 | 0 | y | 1 | -88 | 87 | 39.4 | Soft | A | 1.7 | 0.0 | 1.5 | 0.0 | | | 50 |
| 2032 Background Traffic Haul Route North of TCEC (5:00) | R22, 39m away | 1 | 107 | 6 | 4 | 80 | 0 | y | 1 | -88 | 87 | 39.4 | Soft | A | 1.4 | 0.0 | 1.5 | 0.0 | | | 54 |
| 2032 Background Traffic Haul Route North of TCEC (6:00) | R22, 39m away | 1 | 258 | 3 | 13 | 80 | 0 | y | 1 | -88 | 87 | 39.4 | Soft | A | 1.5 | 0.0 | 1.5 | 0.0 | | | 58 |
| 2032 Background Traffic Haul Route North of TCEC (7:00) | R22, 39m away | 1 | 419 | 11 | 21 | 80 | 0 | y | 1 | -88 | 87 | 39.4 | Soft | A | 1.5 | 0.0 | 1.5 | 0.0 | | | 60 |
| 2032 Background Traffic Haul Route North of TCEC (8:00) | R22, 39m away | 1 | 373 | 33 | 41 | 80 | 0 | y | 1 | -88 | 87 | 39.4 | Soft | A | 1.7 | 0.0 | 1.5 | 0.0 | | | 63 |
| 2032 Background Traffic Haul Route North of TCEC (9:00) | R22, 39m away | 1 | 334 | 13 | 40 | 80 | 0 | y | 1 | -88 | 87 | 39.4 | Soft | A | 1.8 | 0.0 | 1.5 | 0.0 | | | 62 |
| 2032 Background Traffic Haul Route North of TCEC (10:00) | R22, 39m away | 1 | 318 | 14 | 27 | 80 | 0 | y | 1 | -88 | 87 | 39.4 | Soft | A | 1.7 | 0.0 | 1.5 | 0.0 | | | 61 |
| 2032 Background Traffic Haul Route North of TCEC (11:00) | R22, 39m away | 1 | 350 | 12 | 63 | 80 | 0 | y | 1 | -88 | 87 | 39.4 | Soft | A | 2.0 | 0.0 | 1.5 | 0.0 | | | 64 |
| 2032 Background Traffic Haul Route North of TCEC (12:00) | R22, 39m away | 1 | 300 | 9 | 34 | 80 | 0 | y | 1 | -88 | 87 | 39.4 | Soft | A | 1.8 | 0.0 | 1.5 | 0.0 | | | 61 |
| 2032 Background Traffic Haul Route North of TCEC (13:00) | R22, 39m away | 1 | 322 | 16 | 65 | 80 | 0 | y | 1 | -88 | 87 | 39.4 | Soft | A | 2.0 | 0.0 | 1.5 | 0.0 | | | 64 |
| 2032 Background Traffic Haul Route North of TCEC (14:00) | R22, 39m away | 1 | 345 | 12 | 40 | 80 | 0 | y | 1 | -88 | 87 | 39.4 | Soft | A | 1.8 | 0.0 | 1.5 | 0.0 | | | 62 |
| 2032 Background Traffic Haul Route North of TCEC (15:00) | R22, 39m away | 1 | 381 | 20 | 35 | 80 | 0 | y | 1 | -88 | 87 | 39.4 | Soft | A | 1.7 | 0.0 | 1.5 | 0.0 | | | 62 |
| 2032 Background Traffic Haul Route North of TCEC (16:00) | R22, 39m away | 1 | 462 | 20 | 33 | 80 | 0 | y | 1 | -88 | 87 | 39.4 | Soft | A | 1.6 | 0.0 | 1.5 | 0.0 | | | 62 |
| 2032 Background Traffic Haul Route North of TCEC (17:00) | R22, 39m away | 1 | 398 | 8 | 25 | 80 | 0 | y | 1 | -88 | 87 | 39.4 | Soft | A | 1.6 | 0.0 | 1.5 | 0.0 | | | 61 |
| 2032 Background Traffic Haul Route North of TCEC (18:00) | R22, 39m away | 1 | 270 | 2 | 13 | 80 | 0 | y | 1 | -88 | 87 | 39.4 | Soft | A | 1.5 | 0.0 | 1.5 | 0.0 | | | 58 |
| 2032 Background Traffic Haul Route North of TCEC (19:00) | R22, 39m away | 1 | 179 | 1 | 0 | 80 | 0 | y | 1 | -88 | 87 | 39.4 | Soft | A | 0.1 | 0.0 | 1.5 | 0.0 | | | 52 |
| 2032 Background Traffic Haul Route North of TCEC (20:00) | R22, 39m away | 1 | 129 | 0 | 5 | 80 | 0 | y | 1 | -88 | 87 | 39.4 | Soft | A | 1.4 | 0.0 | 1.5 | 0.0 | | | 54 |
| 2032 Background Traffic Haul Route North of TCEC (21:00) | R22, 39m away | 1 | 95 | 0 | 4 | 80 | 0 | y | 1 | -88 | 87 | 39.4 | Soft | A | 1.4 | 0.0 | 1.5 | 0.0 | | | 53 |
| 2032 Background Traffic Haul Route North of TCEC (22:00) | R22, 39m away | 1 | 79 | 0 | 3 | 80 | 0 | y | 1 | -88 | 87 | 39.4 | Soft | A | 1.4 | 0.0 | 1.5 | 0.0 | | | 52 |
| 2032 Background Traffic Haul Route North of TCEC (23:00) | R22, 39m away | 1 | 42 | 3 | 4 | 80 | 0 | y | 1 | -88 | 87 | 39.4 | Soft | A | 1.7 | 0.0 | 1.5 | 0.0 | | | 53 |
| 2032 Background Traffic Haul Route North of TCEC (0:00) | R23, 40m away | 1 | 18 | 0 | 0 | 80 | 0 | y | 1 | -88 | 87 | 40.2 | Soft | A | 0.1 | 0.0 | 1.5 | 0.0 | | | 42 |
| 2032 Background Traffic Haul Route North of TCEC (1:00) | R23, 40m away | 1 | 8 | 0 | 3 | 80 | 0 | y | 1 | -88 | 87 | 40.2 | Soft | A | 2.3 | 0.0 | 1.5 | 0.0 | | | 50 |
| 2032 Background Traffic Haul Route North of TCEC (2:00) | R23, 40m away | 1 | 10 | 1 | 3 | 80 | 0 | y | 1 | -88 | 87 | 40.2 | Soft | A | 2.2 | 0.0 | 1.5 | 0.0 | | | 50 |
| 2032 Background Traffic Haul Route North of TCEC (3:00) | R23, 40m away | 1 | 16 | 3 | 0 | 80 | 0 | y | 1 | -88 | 87 | 40.2 | Soft | A | 0.1 | 0.0 | 1.5 | 0.0 | | | 46 |
| 2032 Background Traffic Haul Route North of TCEC (4:00) | R23, 40m away | 1 | 19 | 3 | 2 | 80 | 0 | y | 1 | -88 | 87 | 40.2 | Soft | A | 1.7 | 0.0 | 1.5 | 0.0 | | | 50 |
| 2032 Background Traffic Haul Route North of TCEC (5:00) | R23, 40m away | 1 | 107 | 6 | 4 | 80 | 0 | y | 1 | -88 | 87 | 40.2 | Soft | A | 1.4 | 0.0 | 1.5 | 0.0 | | | 54 |
| 2032 Background Traffic Haul Route North of TCEC (6:00) | R23, 40m away | 1 | 258 | 3 | 13 | 80 | 0 | y | 1 | -88 | 87 | 40.2 | Soft | A | 1.5 | 0.0 | 1.5 | 0.0 | | | 58 |
| 2032 Background Traffic Haul Route North of TCEC (7:00) | R23, 40m away | 1 | 419 | 11 | 21 | 80 | 0 | y | 1 | -88 | 87 | 40.2 | Soft | A | 1.5 | 0.0 | 1.5 | 0.0 | | | 60 |
| 2032 Background Traffic Haul Route North of TCEC (8:00) | R23, 40m away | 1 | 373 | 33 | 41 | 80 | 0 | y | 1 | -88 | 87 | 40.2 | Soft | A | 1.7 | 0.0 | 1.5 | 0.0 | | | 63 |
| 2032 Background Traffic Haul Route North of TCEC (9:00) | R23, 40m away | 1 | 334 | 13 | 40 | 80 | 0 | y | 1 | -88 | 87 | 40.2 | Soft | A | 1.8 | 0.0 | 1.5 | 0.0 | | | 62 |
| 2032 Background Traffic Haul Route North of TCEC (10:00) | R23, 40m away | 1 | 318 | 14 | 27 | 80 | 0 | y | 1 | -88 | 87 | 40.2 | Soft | A | 1.7 | 0.0 | 1.5 | 0.0 | | | 61 |
| 2032 Background Traffic Haul Route North of TCEC (11:00) | R23, 40m away | 1 | 350 | 12 | 63 | 80 | 0 | y | 1 | -88 | 87 | 40.2 | Soft | A | 2.0 | 0.0 | 1.5 | 0.0 | | | 63 |
| 2032 Background Traffic Haul Route North of TCEC (12:00) | R23, 40m away | 1 | 300 | 9 | 34 | 80 | 0 | y | 1 | -88 | 87 | 40.2 | Soft | A | 1.8 | 0.0 | 1.5 | 0.0 | | | 61 |
| 2032 Background Traffic Haul Route North of TCEC (13:00) | R23, 40m away | 1 | 322 | 16 | 65 | 80 | 0 | y | 1 | -88 | 87 | 40.2 | Soft | A | 2.0 | 0.0 | 1.5 | 0.0 | | | 64 |
| 2032 Background Traffic Haul Route North of TCEC (14:00) | R23, 40m away | 1 | 345 | 12 | 40 | 80 | 0 | y | 1 | -88 | 87 | 40.2 | Soft | A | 1.8 | 0.0 | 1.5 | 0.0 | | | 62 |
| 2032 Background Traffic Haul Route North of TCEC (15:00) | R23, 40m away | 1 | 381 | 20 | 35 | 80 | 0 | y | 1 | -88 | 87 | 40.2 | Soft | A | 1.7 | 0.0 | 1.5 | 0.0 | | | 62 |
| 2032 Background Traffic Haul Route North of TCEC (16:00) | R23, 40m away | 1 | 462 | 20 | 33 | 80 | 0 | y | 1 | -88 | 87 | 40.2 | Soft | A | 1.6 | 0.0 | 1.5 | 0.0 | | | 62 |
| 2032 Background Traffic Haul Route North of TCEC (17:00) | R23, 40m away | 1 | 398 | 8 | 25 | 80 | 0 | y | 1 | -88 | 87 | 40.2 | Soft | A | 1.6 | 0.0 | 1.5 | 0.0 | | | 60 |
| 2032 Background Traffic Haul Route North of TCEC (18:00) | R23, 40m away | 1 | 270 | 2 | 13 | 80 | 0 | y | 1 | -88 | 87 | 40.2 | Soft | A | 1.5 | 0.0 | 1.5 | 0.0 | | | 58 |
| 2032 Background Traffic Haul Route North of TCEC (19:00) | R23, 40m away | 1 | 179 | 1 | 0 | 80 | 0 | y | 1 | -88 | 87 | 40.2 | Soft | A | 0.1 | 0.0 | 1.5 | 0.0 | | | 52 |
| 2032 Background Traffic Haul Route North of TCEC (20:00) | R23, 40m away | 1 | 129 | 0 | 5 | 80 | 0 | y | 1 | -88 | 87 | 40.2 | Soft | A | 1.4 | 0.0 | 1.5 | 0.0 | | | 54 |
| 2032 Background Traffic Haul Route North of TCEC (21:00) | R23, 40m away | 1 | 95 | 0 | 4 | 80 | 0 | y | 1 | -88 | 87 | 40.2 | Soft | A | 1.4 | 0.0 | 1.5 | 0.0 | | | 53 |
| 2032 Background Traffic Haul Route North of TCEC (22:00) | R23, 40m away | 1 | 79 | 0 | 3 | 80 | 0 | y | 1 | -88 | 87 | 40.2 | Soft | A | 1.4 | 0.0 | 1.5 | 0.0 | | | 52 |
| 2032 Background Traffic Haul Route North of TCEC (23:00) | R23, 40m away | 1 | 42 | 3 | 4 | 80 | 0 | y | 1 | -88 | 87 | 40.2 | Soft | A | 1.7 | 0.0 | 1.5 | 0.0 | | | 53 |

| | | | | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 2032 Background Traffic Haul Route North of TCEC (0:00) | R24, 41m away | 1 | 18 | 0 | 0 | 80 | 0 | y | 1 | -88 | 87 | 41.2 | Soft | A | 0.1 | 0.0 | 1.5 | 0.0 | | | 42 |
| 2032 Background Traffic Haul Route North of TCEC (1:00) | R24, 41m away | 1 | 8 | 0 | 3 | 80 | 0 | y | 1 | -88 | 87 | 41.2 | Soft | A | 2.3 | 0.0 | 1.5 | 0.0 | | | 50 |
| 2032 Background Traffic Haul Route North of TCEC (2:00) | R24, 41m away | 1 | 10 | 1 | 3 | 80 | 0 | y | 1 | -88 | 87 | 41.2 | Soft | A | 2.2 | 0.0 | 1.5 | 0.0 | | | 50 |
| 2032 Background Traffic Haul Route North of TCEC (3:00) | R24, 41m away | 1 | 16 | 3 | 0 | 80 | 0 | y | 1 | -88 | 87 | 41.2 | Soft | A | 0.1 | 0.0 | 1.5 | 0.0 | | | 46 |
| 2032 Background Traffic Haul Route North of TCEC (4:00) | R24, 41m away | 1 | 19 | 3 | 2 | 80 | 0 | y | 1 | -88 | 87 | 41.2 | Soft | A | 1.7 | 0.0 | 1.5 | 0.0 | | | 50 |
| 2032 Background Traffic Haul Route North of TCEC (5:00) | R24, 41m away | 1 | 107 | 6 | 4 | 80 | 0 | y | 1 | -88 | 87 | 41.2 | Soft | A | 1.4 | 0.0 | 1.5 | 0.0 | | | 54 |
| 2032 Background Traffic Haul Route North of TCEC (6:00) | R24, 41m away | 1 | 258 | 3 | 13 | 80 | 0 | y | 1 | -88 | 87 | 41.2 | Soft | A | 1.5 | 0.0 | 1.5 | 0.0 | | | 58 |
| 2032 Background Traffic Haul Route North of TCEC (7:00) | R24, 41m away | 1 | 419 | 11 | 21 | 80 | 0 | y | 1 | -88 | 87 | 41.2 | Soft | A | 1.5 | 0.0 | 1.5 | 0.0 | | | 60 |
| 2032 Background Traffic Haul Route North of TCEC (8:00) | R24, 41m away | 1 | 373 | 33 | 41 | 80 | 0 | y | 1 | -88 | 87 | 41.2 | Soft | A | 1.7 | 0.0 | 1.5 | 0.0 | | | 62 |
| 2032 Background Traffic Haul Route North of TCEC (9:00) | R24, 41m away | 1 | 334 | 13 | 40 | 80 | 0 | y | 1 | -88 | 87 | 41.2 | Soft | A | 1.8 | 0.0 | 1.5 | 0.0 | | | 62 |
| 2032 Background Traffic Haul Route North of TCEC (10:00) | R24, 41m away | 1 | 318 | 14 | 27 | 80 | 0 | y | 1 | -88 | 87 | 41.2 | Soft | A | 1.7 | 0.0 | 1.5 | 0.0 | | | 61 |
| 2032 Background Traffic Haul Route North of TCEC (11:00) | R24, 41m away | 1 | 350 | 12 | 63 | 80 | 0 | y | 1 | -88 | 87 | 41.2 | Soft | A | 2.0 | 0.0 | 1.5 | 0.0 | | | 63 |
| 2032 Background Traffic Haul Route North of TCEC (12:00) | R24, 41m away | 1 | 300 | 9 | 34 | 80 | 0 | y | 1 | -88 | 87 | 41.2 | Soft | A | 1.8 | 0.0 | 1.5 | 0.0 | | | 61 |
| 2032 Background Traffic Haul Route North of TCEC (13:00) | R24, 41m away | 1 | 322 | 16 | 65 | 80 | 0 | y | 1 | -88 | 87 | 41.2 | Soft | A | 2.0 | 0.0 | 1.5 | 0.0 | | | 63 |
| 2032 Background Traffic Haul Route North of TCEC (14:00) | R24, 41m away | 1 | 345 | 12 | 40 | 80 | 0 | y | 1 | -88 | 87 | 41.2 | Soft | A | 1.8 | 0.0 | 1.5 | 0.0 | | | 62 |
| 2032 Background Traffic Haul Route North of TCEC (15:00) | R24, 41m away | 1 | 381 | 20 | 35 | 80 | 0 | y | 1 | -88 | 87 | 41.2 | Soft | A | 1.7 | 0.0 | 1.5 | 0.0 | | | 62 |
| 2032 Background Traffic Haul Route North of TCEC (16:00) | R24, 41m away | 1 | 462 | 20 | 33 | 80 | 0 | y | 1 | -88 | 87 | 41.2 | Soft | A | 1.6 | 0.0 | 1.5 | 0.0 | | | 62 |
| 2032 Background Traffic Haul Route North of TCEC (17:00) | R24, 41m away | 1 | 398 | 8 | 25 | 80 | 0 | y | 1 | -88 | 87 | 41.2 | Soft | A | 1.6 | 0.0 | 1.5 | 0.0 | | | 60 |
| 2032 Background Traffic Haul Route North of TCEC (18:00) | R24, 41m away | 1 | 270 | 2 | 13 | 80 | 0 | y | 1 | -88 | 87 | 41.2 | Soft | A | 1.5 | 0.0 | 1.5 | 0.0 | | | 58 |
| 2032 Background Traffic Haul Route North of TCEC (19:00) | R24, 41m away | 1 | 179 | 1 | 0 | 80 | 0 | y | 1 | -88 | 87 | 41.2 | Soft | A | 0.1 | 0.0 | 1.5 | 0.0 | | | 52 |
| 2032 Background Traffic Haul Route North of TCEC (20:00) | R24, 41m away | 1 | 129 | 0 | 5 | 80 | 0 | y | 1 | -88 | 87 | 41.2 | Soft | A | 1.4 | 0.0 | 1.5 | 0.0 | | | 54 |
| 2032 Background Traffic Haul Route North of TCEC (21:00) | R24, 41m away | 1 | 95 | 0 | 4 | 80 | 0 | y | 1 | -88 | 87 | 41.2 | Soft | A | 1.4 | 0.0 | 1.5 | 0.0 | | | 53 |
| 2032 Background Traffic Haul Route North of TCEC (22:00) | R24, 41m away | 1 | 79 | 0 | 3 | 80 | 0 | y | 1 | -88 | 87 | 41.2 | Soft | A | 1.4 | 0.0 | 1.5 | 0.0 | | | 52 |
| 2032 Background Traffic Haul Route North of TCEC (23:00) | R24, 41m away | 1 | 42 | 3 | 4 | 80 | 0 | y | 1 | -88 | 87 | 41.2 | Soft | A | 1.7 | 0.0 | 1.5 | 0.0 | | | 52 |
| 2032 Background Traffic Haul Route North of TCEC (0:00) | R25, 41m away | 1 | 18 | 0 | 0 | 80 | 0 | y | 1 | -88 | 87 | 40.6 | Soft | A | 0.1 | 0.0 | 1.5 | 0.0 | | | 42 |
| 2032 Background Traffic Haul Route North of TCEC (1:00) | R25, 41m away | 1 | 8 | 0 | 3 | 80 | 0 | y | 1 | -88 | 87 | 40.6 | Soft | A | 2.3 | 0.0 | 1.5 | 0.0 | | | 50 |
| 2032 Background Traffic Haul Route North of TCEC (2:00) | R25, 41m away | 1 | 10 | 1 | 3 | 80 | 0 | y | 1 | -88 | 87 | 40.6 | Soft | A | 2.2 | 0.0 | 1.5 | 0.0 | | | 50 |
| 2032 Background Traffic Haul Route North of TCEC (3:00) | R25, 41m away | 1 | 16 | 3 | 0 | 80 | 0 | y | 1 | -88 | 87 | 40.6 | Soft | A | 0.1 | 0.0 | 1.5 | 0.0 | | | 46 |
| 2032 Background Traffic Haul Route North of TCEC (4:00) | R25, 41m away | 1 | 19 | 3 | 2 | 80 | 0 | y | 1 | -88 | 87 | 40.6 | Soft | A | 1.7 | 0.0 | 1.5 | 0.0 | | | 50 |
| 2032 Background Traffic Haul Route North of TCEC (5:00) | R25, 41m away | 1 | 107 | 6 | 4 | 80 | 0 | y | 1 | -88 | 87 | 40.6 | Soft | A | 1.4 | 0.0 | 1.5 | 0.0 | | | 54 |
| 2032 Background Traffic Haul Route North of TCEC (6:00) | R25, 41m away | 1 | 258 | 3 | 13 | 80 | 0 | y | 1 | -88 | 87 | 40.6 | Soft | A | 1.5 | 0.0 | 1.5 | 0.0 | | | 58 |
| 2032 Background Traffic Haul Route North of TCEC (7:00) | R25, 41m away | 1 | 419 | 11 | 21 | 80 | 0 | y | 1 | -88 | 87 | 40.6 | Soft | A | 1.5 | 0.0 | 1.5 | 0.0 | | | 60 |
| 2032 Background Traffic Haul Route North of TCEC (8:00) | R25, 41m away | 1 | 373 | 33 | 41 | 80 | 0 | y | 1 | -88 | 87 | 40.6 | Soft | A | 1.7 | 0.0 | 1.5 | 0.0 | | | 63 |
| 2032 Background Traffic Haul Route North of TCEC (9:00) | R25, 41m away | 1 | 334 | 13 | 40 | 80 | 0 | y | 1 | -88 | 87 | 40.6 | Soft | A | 1.8 | 0.0 | 1.5 | 0.0 | | | 62 |
| 2032 Background Traffic Haul Route North of TCEC (10:00) | R25, 41m away | 1 | 318 | 14 | 27 | 80 | 0 | y | 1 | -88 | 87 | 40.6 | Soft | A | 1.7 | 0.0 | 1.5 | 0.0 | | | 61 |
| 2032 Background Traffic Haul Route North of TCEC (11:00) | R25, 41m away | 1 | 350 | 12 | 63 | 80 | 0 | y | 1 | -88 | 87 | 40.6 | Soft | A | 2.0 | 0.0 | 1.5 | 0.0 | | | 63 |
| 2032 Background Traffic Haul Route North of TCEC (12:00) | R25, 41m away | 1 | 300 | 9 | 34 | 80 | 0 | y | 1 | -88 | 87 | 40.6 | Soft | A | 1.8 | 0.0 | 1.5 | 0.0 | | | 61 |
| 2032 Background Traffic Haul Route North of TCEC (13:00) | R25, 41m away | 1 | 322 | 16 | 65 | 80 | 0 | y | 1 | -88 | 87 | 40.6 | Soft | A | 2.0 | 0.0 | 1.5 | 0.0 | | | 64 |
| 2032 Background Traffic Haul Route North of TCEC (14:00) | R25, 41m away | 1 | 345 | 12 | 40 | 80 | 0 | y | 1 | -88 | 87 | 40.6 | Soft | A | 1.8 | 0.0 | 1.5 | 0.0 | | | 62 |
| 2032 Background Traffic Haul Route North of TCEC (15:00) | R25, 41m away | 1 | 381 | 20 | 35 | 80 | 0 | y | 1 | -88 | 87 | 40.6 | Soft | A | 1.7 | 0.0 | 1.5 | 0.0 | | | 62 |
| 2032 Background Traffic Haul Route North of TCEC (16:00) | R25, 41m away | 1 | 462 | 20 | 33 | 80 | 0 | y | 1 | -88 | 87 | 40.6 | Soft | A | 1.6 | 0.0 | 1.5 | 0.0 | | | 62 |
| 2032 Background Traffic Haul Route North of TCEC (17:00) | R25, 41m away | 1 | 398 | 8 | 25 | 80 | 0 | y | 1 | -88 | 87 | 40.6 | Soft | A | 1.6 | 0.0 | 1.5 | 0.0 | | | 60 |
| 2032 Background Traffic Haul Route North of TCEC (18:00) | R25, 41m away | 1 | 270 | 2 | 13 | 80 | 0 | y | 1 | -88 | 87 | 40.6 | Soft | A | 1.5 | 0.0 | 1.5 | 0.0 | | | 58 |
| 2032 Background Traffic Haul Route North of TCEC (19:00) | R25, 41m away | 1 | 179 | 1 | 0 | 80 | 0 | y | 1 | -88 | 87 | 40.6 | Soft | A | 0.1 | 0.0 | 1.5 | 0.0 | | | 52 |
| 2032 Background Traffic Haul Route North of TCEC (20:00) | R25, 41m away | 1 | 129 | 0 | 5 | 80 | 0 | y | 1 | -88 | 87 | 40.6 | Soft | A | 1.4 | 0.0 | 1.5 | 0.0 | | | 54 |
| 2032 Background Traffic Haul Route North of TCEC (21:00) | R25, 41m away | 1 | 95 | 0 | 4 | 80 | 0 | y | 1 | -88 | 87 | 40.6 | Soft | A | 1.4 | 0.0 | 1.5 | 0.0 | | | 53 |
| 2032 Background Traffic Haul Route North of TCEC (22:00) | R25, 41m away | 1 | 79 | 0 | 3 | 80 | 0 | y | 1 | -88 | 87 | 40.6 | Soft | A | 1.4 | 0.0 | 1.5 | 0.0 | | | 52 |
| 2032 Background Traffic Haul Route North of TCEC (23:00) | R25, 41m away | 1 | 42 | 3 | 4 | 80 | 0 | y | 1 | -88 | 87 | 40.6 | Soft | A | 1.7 | 0.0 | 1.5 | 0.0 | | | 52 |
| 2032 Background Traffic Haul Route North of TCEC (0:00) | R26, 44m away | 1 | 18 | 0 | 0 | 80 | 0 | y | 1 | -88 | 86 | 44.1 | Soft | A | 0.1 | 0.0 | 1.5 | 0.0 | | | 41 |
| 2032 Background Traffic Haul Route North of TCEC (1:00) | R26, 44m away | 1 | 8 | 0 | 3 | 80 | 0 | y | 1 | -88 | 86 | 44.1 | Soft | A | 2.3 | 0.0 | 1.5 | 0.0 | | | 49 |
| 2032 Background Traffic Haul Route North of TCEC (2:00) | R26, 44m away | 1 | 10 | 1 | 3 | 80 | 0 | y | 1 | -88 | 86 | 44.1 | Soft | A | 2.2 | 0.0 | 1.5 | 0.0 | | | 50 |
| 2032 Background Traffic Haul Route North of TCEC (3:00) | R26, 44m away | 1 | 16 | 3 | 0 | 80 | 0 | y | 1 | -88 | 86 | 44.1 | Soft | A | 0.1 | 0.0 | 1.5 | 0.0 | | | 46 |
| 2032 Background Traffic Haul Route North of TCEC (4:00) | R26, 44m away | 1 | 19 | 3 | 2 | 80 | 0 | y | 1 | -88 | 86 | 44.1 | Soft | A | 1.7 | 0.0 | 1.5 | 0.0 | | | 49 |
| 2032 Background Traffic Haul Route North of TCEC (5:00) | R26, 44m away | 1 | 107 | 6 | 4 | 80 | 0 | y | 1 | -88 | 86 | 44.1 | Soft | A | 1.4 | 0.0 | 1.5 | 0.0 | | | 54 |
| 2032 Background Traffic Haul Route North of TCEC (6:00) | R26, 44m away | 1 | 258 | 3 | 13 | 80 | 0 | y | 1 | -88 | 86 | 44.1 | Soft | A | 1.5 | 0.0 | 1.5 | 0.0 | | | 57 |
| 2032 Background Traffic Haul Route North of TCEC (7:00) | R26, 44m away | 1 | 419 | 11 | 21 | 80 | 0 | y | 1 | -88 | 86 | 44.1 | Soft | A | 1.5 | 0.0 | 1.5 | 0.0 | | | 60 |
| 2032 Background Traffic Haul Route North of TCEC (8:00) | R26, 44m away | 1 | 373 | 33 | 41 | 80 | 0 | y | 1 | -88 | 86 | 44.1 | Soft | A | 1.7 | 0.0 | 1.5 | 0.0 | | | 62 |
| 2032 Background Traffic Haul Route North of TCEC (9:00) | R26, 44m away | 1 | 334 | 13 | 40 | 80 | 0 | y | 1 | -88 | 86 | 44.1 | Soft | A | 1.8 | 0.0 | 1.5 | 0.0 | | | 61 |
| 2032 Background Traffic Haul Route North of TCEC (10:00) | R26, 44m away | 1 | 318 | 14 | 27 | 80 | 0 | y | 1 | -88 | 86 | 44.1 | Soft | A | 1.7 | 0.0 | 1.5 | 0.0 | | | 60 |
| 2032 Background Traffic Haul Route North of TCEC (11:00) | R26, 44m away | 1 | 350 | 12 | 63 | 80 | 0 | y | 1 | -88 | 86 | 44.1 | Soft | A | 2.0 | 0.0 | 1.5 | 0.0 | | | 63 |
| 2032 Background Traffic Haul Route North of TCEC (12:00) | R26, 44m away | 1 | 300 | 9 | 34 | 80 | 0 | y | 1 | -88 | 86 | 44.1 | Soft | A | 1.8 | 0.0 | 1.5 | 0.0 | | | 61 |
| 2032 Background Traffic Haul Route North of TCEC (13:00) | R26, 44m away | 1 | 322 | 16 | 65 | 80 | 0 | y | 1 | -88 | 86 | 44.1 | Soft | A | 2.0 | 0.0 | 1.5 | 0.0 | | | 63 |
| 2032 Background Traffic Haul Route North of TCEC (14:00) | R26, 44m away | 1 | 345 | 12 | 40 | 80 | 0 | y | 1 | -88 | 86 | 44.1 | Soft | A | 1.8 | 0.0 | 1.5 | 0.0 | | | 61 |
| 2032 Background Traffic Haul Route North of TCEC (15:00) | R26, 44m away | 1 | 381 | 20 | 35 | 80 | 0 | y | 1 | -88 | 86 | 44.1 | Soft | A | 1.7 | 0.0 | 1.5 | 0.0 | | | 61 |
| 2032 Background Traffic Haul Route North of TCEC (16:00) | R26, 44m away | 1 | 462 | 20 | 33 | 80 | 0 | y | 1 | -88 | 86 | 44.1 | Soft | A | 1.6 | 0.0 | 1.5 | 0.0 | | | 61 |
| 2032 Background Traffic Haul Route North of TCEC (17:00) | R26, 44m away | 1 | 398 | 8 | 25 | 80 | 0 | y | 1 | -88 | 86 | 44.1 | Soft | A | 1.6 | 0.0 | 1.5 | 0.0 | | | 60 |
| 2032 Background Traffic Haul Route North of TCEC (18:00) | R26, 44m away | 1 | 270 | 2 | 13 | 80 | 0 | y | 1 | -88 | 86 | 44.1 | Soft | A | 1.5 | 0.0 | 1.5 | 0.0 | | | 57 |
| 2032 Background Traffic Haul Route North of TCEC (19:00) | R26, 44m away | 1 | 179 | 1 | 0 | 80 | 0 | y | 1 | -88 | 86 | 44.1 | Soft | A | 0.1 | 0.0 | 1.5 | 0.0 | | | 51 |
| 2032 Background Traffic Haul Route North of TCEC (20:00) | R26, 44m away | 1 | 129 | 0 | 5 | 80 | 0 | y | 1 | -88 | 86 | 44.1 | Soft | A | 1.4 | 0.0 | 1.5 | 0.0 | | | 53 |
| 2032 Background Traffic Haul Route North of TCEC (21:00) | R26, 44m away | 1 | 95 | 0 | 4 | 80 | 0 | y | 1 | -88 | 86 | 44.1 | Soft | A | 1.4 | 0.0 | 1.5 | 0.0 | | | 52 |
| 2032 Background Traffic Haul Route North of TCEC (22:00) | R26, 44m away | 1 | 79 | 0 | 3 | 80 | 0 | y | 1 | -88 | 86 | 44.1 | Soft | A | 1.4 | 0.0 | 1.5 | 0.0 | | | 51 |
| 2032 Background Traffic Haul Route North of TCEC (23:00) | R26, 44m away | 1 | 42 | 3 | 4 | 80 | 0 | y | 1 | -88 | 86 | 44.1 | Soft | A | 1.7 | 0.0 | 1.5 | 0.0 | | | 52 |
| 2032 Background Traffic Haul Route North of TCEC (0:00) | R27, 40m away | 1 | 18 | 0 | 0 | 80 | 0 | y | 1 | -89 | 86 | 40.0 | Soft | A | 0.1 | 0.0 | 1.5 | 0.0 | | | 42 |
| 2032 Background Traffic Haul Route North of TCEC (1:00) | R27, 40m away | 1 | 8 | 0 | 3 | 80 | 0 | y | 1 | -89 | 86 | 40.0 | Soft | A | 2.3 | 0.0 | 1.5 | 0.0 | | | 50 |
| 2032 Background Traffic Haul Route North of TCEC (2:00) | R27, 40m away | 1 | 10 | 1 | 3 | 80 | 0 | y | 1 | -89 | 86 | 40.0 | Soft | A | 2.2 | 0.0 | 1.5 | 0.0 | | | 50 |
| 2032 Background Traffic Haul Route North of TCEC (3:00) | R27, 40m away | 1 | 16 | 3 | 0 | 80 | 0 | y | 1 | -89 | 86 | 40.0 | Soft | A | 0.1 | 0.0 | 1.5 | 0.0 | | | 46 |
| 2032 Background Traffic Haul Route North of TCEC (4:00) | R27, 40m away | 1 | 19 | 3 | 2 | 80 | 0 | y | 1 | -89 | 86 | 40.0 | Soft | A | 1.7 | 0.0 | 1.5 | 0.0 | | | 50 |
| 2032 Background Traffic Haul Route North of TCEC (5:00) | R27, 40m away | 1 | 107 | 6 | 4 | 80 | 0 | y | 1 | -89 | 86 | 40.0 | Soft | A | 1.4 | 0.0 | 1.5 | 0.0 | | | 54 |
| 2032 Background Traffic Haul Route North of TCEC (6:00) | R27, 40m away | 1 | 258 | 3 | 13 | 80 | 0 | y | 1 | -89 | 86 | 40.0 | Soft | A | 1.5 | 0.0 | 1.5 | 0.0 | | | 58 |
| 2032 Background Traffic Haul Route North of TCEC (7:00) | R27, 40m away | 1 | 419 | 11 | 21 | 80 | 0 | y | 1 | -89 | 86 | 40.0 | Soft | A | 1.5 | 0.0 | 1.5 | 0.0 | | | 60 |
| 2032 Background Traffic Haul Route North of TCEC (8:00) | R27, 40m away | 1 | 373 | 33 | 41 | 80 | 0 | y | 1 | -89 | 86 | 40.0 | Soft | A | 1.7 | 0.0 | 1.5 | 0.0 | | | 63 |
| 2032 Background Traffic Haul Route North of TCEC (9:00) | R27, 40m away | 1 | 334 | 13 | 40 | 80 | 0 | y | 1 | -89 | 86 | 40.0 | Soft | A | 1.8 | 0.0 | 1.5 | 0.0 | | | 62 |

| | | | | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 2032 Background Traffic Haul Route North of TCEC (10:00) | R27, 40m away | 1 | 318 | 14 | 27 | 80 | 0 | y | 1 | -89 | 86 | 40.0 | Soft | A | 1.7 | 0.0 | 1.5 | 0.0 | | | 61 |
| 2032 Background Traffic Haul Route North of TCEC (11:00) | R27, 40m away | 1 | 350 | 12 | 63 | 80 | 0 | y | 1 | -89 | 86 | 40.0 | Soft | A | 2.0 | 0.0 | 1.5 | 0.0 | | | 64 |
| 2032 Background Traffic Haul Route North of TCEC (12:00) | R27, 40m away | 1 | 300 | 9 | 34 | 80 | 0 | y | 1 | -89 | 86 | 40.0 | Soft | A | 1.8 | 0.0 | 1.5 | 0.0 | | | 61 |
| 2032 Background Traffic Haul Route North of TCEC (13:00) | R27, 40m away | 1 | 322 | 16 | 65 | 80 | 0 | y | 1 | -89 | 86 | 40.0 | Soft | A | 2.0 | 0.0 | 1.5 | 0.0 | | | 64 |
| 2032 Background Traffic Haul Route North of TCEC (14:00) | R27, 40m away | 1 | 345 | 12 | 40 | 80 | 0 | y | 1 | -89 | 86 | 40.0 | Soft | A | 1.8 | 0.0 | 1.5 | 0.0 | | | 62 |
| 2032 Background Traffic Haul Route North of TCEC (15:00) | R27, 40m away | 1 | 381 | 20 | 35 | 80 | 0 | y | 1 | -89 | 86 | 40.0 | Soft | A | 1.7 | 0.0 | 1.5 | 0.0 | | | 62 |
| 2032 Background Traffic Haul Route North of TCEC (16:00) | R27, 40m away | 1 | 462 | 20 | 33 | 80 | 0 | y | 1 | -89 | 86 | 40.0 | Soft | A | 1.6 | 0.0 | 1.5 | 0.0 | | | 62 |
| 2032 Background Traffic Haul Route North of TCEC (17:00) | R27, 40m away | 1 | 398 | 8 | 25 | 80 | 0 | y | 1 | -89 | 86 | 40.0 | Soft | A | 1.6 | 0.0 | 1.5 | 0.0 | | | 61 |
| 2032 Background Traffic Haul Route North of TCEC (18:00) | R27, 40m away | 1 | 270 | 2 | 13 | 80 | 0 | y | 1 | -89 | 86 | 40.0 | Soft | A | 1.5 | 0.0 | 1.5 | 0.0 | | | 58 |
| 2032 Background Traffic Haul Route North of TCEC (19:00) | R27, 40m away | 1 | 179 | 1 | 0 | 80 | 0 | y | 1 | -89 | 86 | 40.0 | Soft | A | 0.1 | 0.0 | 1.5 | 0.0 | | | 52 |
| 2032 Background Traffic Haul Route North of TCEC (20:00) | R27, 40m away | 1 | 129 | 0 | 5 | 80 | 0 | y | 1 | -89 | 86 | 40.0 | Soft | A | 1.4 | 0.0 | 1.5 | 0.0 | | | 54 |
| 2032 Background Traffic Haul Route North of TCEC (21:00) | R27, 40m away | 1 | 95 | 0 | 4 | 80 | 0 | y | 1 | -89 | 86 | 40.0 | Soft | A | 1.4 | 0.0 | 1.5 | 0.0 | | | 53 |
| 2032 Background Traffic Haul Route North of TCEC (22:00) | R27, 40m away | 1 | 79 | 0 | 3 | 80 | 0 | y | 1 | -89 | 86 | 40.0 | Soft | A | 1.4 | 0.0 | 1.5 | 0.0 | | | 52 |
| 2032 Background Traffic Haul Route North of TCEC (23:00) | R27, 40m away | 1 | 42 | 3 | 4 | 80 | 0 | y | 1 | -89 | 86 | 40.0 | Soft | A | 1.7 | 0.0 | 1.5 | 0.0 | | | 53 |
| 2032 Background Traffic Haul Route North of TCEC (0:00) | R28, 98m away | 1 | 18 | 0 | 0 | 80 | 0 | y | 1 | -81 | 85 | 98.3 | Soft | A | 0.1 | 0.0 | 1.5 | 0.0 | | | 35 |
| 2032 Background Traffic Haul Route North of TCEC (1:00) | R28, 98m away | 1 | 8 | 0 | 3 | 80 | 0 | y | 1 | -81 | 85 | 98.3 | Soft | A | 2.3 | 0.0 | 1.5 | 0.0 | | | 43 |
| 2032 Background Traffic Haul Route North of TCEC (2:00) | R28, 98m away | 1 | 10 | 1 | 3 | 80 | 0 | y | 1 | -81 | 85 | 98.3 | Soft | A | 2.2 | 0.0 | 1.5 | 0.0 | | | 44 |
| 2032 Background Traffic Haul Route North of TCEC (3:00) | R28, 98m away | 1 | 16 | 3 | 0 | 80 | 0 | y | 1 | -81 | 85 | 98.3 | Soft | A | 0.1 | 0.0 | 1.5 | 0.0 | | | 40 |
| 2032 Background Traffic Haul Route North of TCEC (4:00) | R28, 98m away | 1 | 19 | 3 | 2 | 80 | 0 | y | 1 | -81 | 85 | 98.3 | Soft | A | 1.7 | 0.0 | 1.5 | 0.0 | | | 44 |
| 2032 Background Traffic Haul Route North of TCEC (5:00) | R28, 98m away | 1 | 107 | 6 | 4 | 80 | 0 | y | 1 | -81 | 85 | 98.3 | Soft | A | 1.4 | 0.0 | 1.5 | 0.0 | | | 48 |
| 2032 Background Traffic Haul Route North of TCEC (6:00) | R28, 98m away | 1 | 258 | 3 | 13 | 80 | 0 | y | 1 | -81 | 85 | 98.3 | Soft | A | 1.5 | 0.0 | 1.5 | 0.0 | | | 51 |
| 2032 Background Traffic Haul Route North of TCEC (7:00) | R28, 98m away | 1 | 419 | 11 | 21 | 80 | 0 | y | 1 | -81 | 85 | 98.3 | Soft | A | 1.5 | 0.0 | 1.5 | 0.0 | | | 54 |
| 2032 Background Traffic Haul Route North of TCEC (8:00) | R28, 98m away | 1 | 373 | 33 | 41 | 80 | 0 | y | 1 | -81 | 85 | 98.3 | Soft | A | 1.7 | 0.0 | 1.5 | 0.0 | | | 56 |
| 2032 Background Traffic Haul Route North of TCEC (9:00) | R28, 98m away | 1 | 334 | 13 | 40 | 80 | 0 | y | 1 | -81 | 85 | 98.3 | Soft | A | 1.8 | 0.0 | 1.5 | 0.0 | | | 55 |
| 2032 Background Traffic Haul Route North of TCEC (10:00) | R28, 98m away | 1 | 318 | 14 | 27 | 80 | 0 | y | 1 | -81 | 85 | 98.3 | Soft | A | 1.7 | 0.0 | 1.5 | 0.0 | | | 54 |
| 2032 Background Traffic Haul Route North of TCEC (11:00) | R28, 98m away | 1 | 350 | 12 | 63 | 80 | 0 | y | 1 | -81 | 85 | 98.3 | Soft | A | 2.0 | 0.0 | 1.5 | 0.0 | | | 57 |
| 2032 Background Traffic Haul Route North of TCEC (12:00) | R28, 98m away | 1 | 300 | 9 | 34 | 80 | 0 | y | 1 | -81 | 85 | 98.3 | Soft | A | 1.8 | 0.0 | 1.5 | 0.0 | | | 55 |
| 2032 Background Traffic Haul Route North of TCEC (13:00) | R28, 98m away | 1 | 322 | 16 | 65 | 80 | 0 | y | 1 | -81 | 85 | 98.3 | Soft | A | 2.0 | 0.0 | 1.5 | 0.0 | | | 57 |
| 2032 Background Traffic Haul Route North of TCEC (14:00) | R28, 98m away | 1 | 345 | 12 | 40 | 80 | 0 | y | 1 | -81 | 85 | 98.3 | Soft | A | 1.8 | 0.0 | 1.5 | 0.0 | | | 55 |
| 2032 Background Traffic Haul Route North of TCEC (15:00) | R28, 98m away | 1 | 381 | 20 | 35 | 80 | 0 | y | 1 | -81 | 85 | 98.3 | Soft | A | 1.7 | 0.0 | 1.5 | 0.0 | | | 55 |
| 2032 Background Traffic Haul Route North of TCEC (16:00) | R28, 98m away | 1 | 462 | 20 | 33 | 80 | 0 | y | 1 | -81 | 85 | 98.3 | Soft | A | 1.6 | 0.0 | 1.5 | 0.0 | | | 55 |
| 2032 Background Traffic Haul Route North of TCEC (17:00) | R28, 98m away | 1 | 398 | 8 | 25 | 80 | 0 | y | 1 | -81 | 85 | 98.3 | Soft | A | 1.6 | 0.0 | 1.5 | 0.0 | | | 54 |
| 2032 Background Traffic Haul Route North of TCEC (18:00) | R28, 98m away | 1 | 270 | 2 | 13 | 80 | 0 | y | 1 | -81 | 85 | 98.3 | Soft | A | 1.5 | 0.0 | 1.5 | 0.0 | | | 51 |
| 2032 Background Traffic Haul Route North of TCEC (19:00) | R28, 98m away | 1 | 179 | 1 | 0 | 80 | 0 | y | 1 | -81 | 85 | 98.3 | Soft | A | 0.1 | 0.0 | 1.5 | 0.0 | | | 46 |
| 2032 Background Traffic Haul Route North of TCEC (20:00) | R28, 98m away | 1 | 129 | 0 | 5 | 80 | 0 | y | 1 | -81 | 85 | 98.3 | Soft | A | 1.4 | 0.0 | 1.5 | 0.0 | | | 47 |
| 2032 Background Traffic Haul Route North of TCEC (21:00) | R28, 98m away | 1 | 95 | 0 | 4 | 80 | 0 | y | 1 | -81 | 85 | 98.3 | Soft | A | 1.4 | 0.0 | 1.5 | 0.0 | | | 46 |
| 2032 Background Traffic Haul Route North of TCEC (22:00) | R28, 98m away | 1 | 79 | 0 | 3 | 80 | 0 | y | 1 | -81 | 85 | 98.3 | Soft | A | 1.4 | 0.0 | 1.5 | 0.0 | | | 45 |
| 2032 Background Traffic Haul Route North of TCEC (23:00) | R28, 98m away | 1 | 42 | 3 | 4 | 80 | 0 | y | 1 | -81 | 85 | 98.3 | Soft | A | 1.7 | 0.0 | 1.5 | 0.0 | | | 46 |
| 2032 Background Traffic Haul Route North of TCEC (0:00) | R29, 387m away | 1 | 18 | 0 | 0 | 80 | 0 | y | 1 | -47 | 74 | 387.2 | Soft | A | 0.1 | 0.0 | 1.5 | 0.0 | | | 25 |
| 2032 Background Traffic Haul Route North of TCEC (1:00) | R29, 387m away | 1 | 8 | 0 | 3 | 80 | 0 | y | 1 | -47 | 74 | 387.2 | Soft | A | 2.3 | 0.0 | 1.5 | 0.0 | | | 33 |
| 2032 Background Traffic Haul Route North of TCEC (2:00) | R29, 387m away | 1 | 10 | 1 | 3 | 80 | 0 | y | 1 | -47 | 74 | 387.2 | Soft | A | 2.2 | 0.0 | 1.5 | 0.0 | | | 33 |
| 2032 Background Traffic Haul Route North of TCEC (3:00) | R29, 387m away | 1 | 16 | 3 | 0 | 80 | 0 | y | 1 | -47 | 74 | 387.2 | Soft | A | 0.1 | 0.0 | 1.5 | 0.0 | | | 29 |
| 2032 Background Traffic Haul Route North of TCEC (4:00) | R29, 387m away | 1 | 19 | 3 | 2 | 80 | 0 | y | 1 | -47 | 74 | 387.2 | Soft | A | 1.7 | 0.0 | 1.5 | 0.0 | | | 33 |
| 2032 Background Traffic Haul Route North of TCEC (5:00) | R29, 387m away | 1 | 107 | 6 | 4 | 80 | 0 | y | 1 | -47 | 74 | 387.2 | Soft | A | 1.4 | 0.0 | 1.5 | 0.0 | | | 37 |
| 2032 Background Traffic Haul Route North of TCEC (6:00) | R29, 387m away | 1 | 258 | 3 | 13 | 80 | 0 | y | 1 | -47 | 74 | 387.2 | Soft | A | 1.5 | 0.0 | 1.5 | 0.0 | | | 41 |
| 2032 Background Traffic Haul Route North of TCEC (7:00) | R29, 387m away | 1 | 419 | 11 | 21 | 80 | 0 | y | 1 | -47 | 74 | 387.2 | Soft | A | 1.5 | 0.0 | 1.5 | 0.0 | | | 43 |
| 2032 Background Traffic Haul Route North of TCEC (8:00) | R29, 387m away | 1 | 373 | 33 | 41 | 80 | 0 | y | 1 | -47 | 74 | 387.2 | Soft | A | 1.7 | 0.0 | 1.5 | 0.0 | | | 45 |
| 2032 Background Traffic Haul Route North of TCEC (9:00) | R29, 387m away | 1 | 334 | 13 | 40 | 80 | 0 | y | 1 | -47 | 74 | 387.2 | Soft | A | 1.8 | 0.0 | 1.5 | 0.0 | | | 45 |
| 2032 Background Traffic Haul Route North of TCEC (10:00) | R29, 387m away | 1 | 318 | 14 | 27 | 80 | 0 | y | 1 | -47 | 74 | 387.2 | Soft | A | 1.7 | 0.0 | 1.5 | 0.0 | | | 43 |
| 2032 Background Traffic Haul Route North of TCEC (11:00) | R29, 387m away | 1 | 350 | 12 | 63 | 80 | 0 | y | 1 | -47 | 74 | 387.2 | Soft | A | 2.0 | 0.0 | 1.5 | 0.0 | | | 46 |
| 2032 Background Traffic Haul Route North of TCEC (12:00) | R29, 387m away | 1 | 300 | 9 | 34 | 80 | 0 | y | 1 | -47 | 74 | 387.2 | Soft | A | 1.8 | 0.0 | 1.5 | 0.0 | | | 44 |
| 2032 Background Traffic Haul Route North of TCEC (13:00) | R29, 387m away | 1 | 322 | 16 | 65 | 80 | 0 | y | 1 | -47 | 74 | 387.2 | Soft | A | 2.0 | 0.0 | 1.5 | 0.0 | | | 46 |
| 2032 Background Traffic Haul Route North of TCEC (14:00) | R29, 387m away | 1 | 345 | 12 | 40 | 80 | 0 | y | 1 | -47 | 74 | 387.2 | Soft | A | 1.8 | 0.0 | 1.5 | 0.0 | | | 45 |
| 2032 Background Traffic Haul Route North of TCEC (15:00) | R29, 387m away | 1 | 381 | 20 | 35 | 80 | 0 | y | 1 | -47 | 74 | 387.2 | Soft | A | 1.7 | 0.0 | 1.5 | 0.0 | | | 45 |
| 2032 Background Traffic Haul Route North of TCEC (16:00) | R29, 387m away | 1 | 462 | 20 | 33 | 80 | 0 | y | 1 | -47 | 74 | 387.2 | Soft | A | 1.6 | 0.0 | 1.5 | 0.0 | | | 45 |
| 2032 Background Traffic Haul Route North of TCEC (17:00) | R29, 387m away | 1 | 398 | 8 | 25 | 80 | 0 | y | 1 | -47 | 74 | 387.2 | Soft | A | 1.6 | 0.0 | 1.5 | 0.0 | | | 43 |
| 2032 Background Traffic Haul Route North of TCEC (18:00) | R29, 387m away | 1 | 270 | 2 | 13 | 80 | 0 | y | 1 | -47 | 74 | 387.2 | Soft | A | 1.5 | 0.0 | 1.5 | 0.0 | | | 41 |
| 2032 Background Traffic Haul Route North of TCEC (19:00) | R29, 387m away | 1 | 179 | 1 | 0 | 80 | 0 | y | 1 | -47 | 74 | 387.2 | Soft | A | 0.1 | 0.0 | 1.5 | 0.0 | | | 35 |
| 2032 Background Traffic Haul Route North of TCEC (20:00) | R29, 387m away | 1 | 129 | 0 | 5 | 80 | 0 | y | 1 | -47 | 74 | 387.2 | Soft | A | 1.4 | 0.0 | 1.5 | 0.0 | | | 37 |
| 2032 Background Traffic Haul Route North of TCEC (21:00) | R29, 387m away | 1 | 95 | 0 | 4 | 80 | 0 | y | 1 | -47 | 74 | 387.2 | Soft | A | 1.4 | 0.0 | 1.5 | 0.0 | | | 36 |
| 2032 Background Traffic Haul Route North of TCEC (22:00) | R29, 387m away | 1 | 79 | 0 | 3 | 80 | 0 | y | 1 | -47 | 74 | 387.2 | Soft | A | 1.4 | 0.0 | 1.5 | 0.0 | | | 34 |
| 2032 Background Traffic Haul Route North of TCEC (23:00) | R29, 387m away | 1 | 42 | 3 | 4 | 80 | 0 | y | 1 | -47 | 74 | 387.2 | Soft | A | 1.7 | 0.0 | 1.5 | 0.0 | | | 35 |
| 2032 Background Traffic Haul Route North of TCEC (0:00) | R30, 498m away | 1 | 18 | 0 | 0 | 80 | 0 | y | 1 | -39 | 71 | 498.5 | Soft | A | 0.1 | 0.0 | 1.5 | 0.0 | | | 22 |
| 2032 Background Traffic Haul Route North of TCEC (1:00) | R30, 498m away | 1 | 8 | 0 | 3 | 80 | 0 | y | 1 | -39 | 71 | 498.5 | Soft | A | 2.3 | 0.0 | 1.5 | 0.0 | | | 31 |
| 2032 Background Traffic Haul Route North of TCEC (2:00) | R30, 498m away | 1 | 10 | 1 | 3 | 80 | 0 | y | 1 | -39 | 71 | 498.5 | Soft | A | 2.2 | 0.0 | 1.5 | 0.0 | | | 31 |
| 2032 Background Traffic Haul Route North of TCEC (3:00) | R30, 498m away | 1 | 16 | 3 | 0 | 80 | 0 | y | 1 | -39 | 71 | 498.5 | Soft | A | 0.1 | 0.0 | 1.5 | 0.0 | | | 27 |
| 2032 Background Traffic Haul Route North of TCEC (4:00) | R30, 498m away | 1 | 19 | 3 | 2 | 80 | 0 | y | 1 | -39 | 71 | 498.5 | Soft | A | 1.7 | 0.0 | 1.5 | 0.0 | | | 31 |
| 2032 Background Traffic Haul Route North of TCEC (5:00) | R30, 498m away | 1 | 107 | 6 | 4 | 80 | 0 | y | 1 | -39 | 71 | 498.5 | Soft | A | 1.4 | 0.0 | 1.5 | 0.0 | | | 35 |
| 2032 Background Traffic Haul Route North of TCEC (6:00) | R30, 498m away | 1 | 258 | 3 | 13 | 80 | 0 | y | 1 | -39 | 71 | 498.5 | Soft | A | 1.5 | 0.0 | 1.5 | 0.0 | | | 38 |
| 2032 Background Traffic Haul Route North of TCEC (7:00) | R30, 498m away | 1 | 419 | 11 | 21 | 80 | 0 | y | 1 | -39 | 71 | 498.5 | Soft | A | 1.5 | 0.0 | 1.5 | 0.0 | | | 41 |
| 2032 Background Traffic Haul Route North of TCEC (8:00) | R30, 498m away | 1 | 373 | 33 | 41 | 80 | 0 | y | 1 | -39 | 71 | 498.5 | Soft | A | 1.7 | 0.0 | 1.5 | 0.0 | | | 43 |
| 2032 Background Traffic Haul Route North of TCEC (9:00) | R30, 498m away | 1 | 334 | 13 | 40 | 80 | 0 | y | 1 | -39 | 71 | 498.5 | Soft | A | 1.8 | 0.0 | 1.5 | 0.0 | | | 43 |
| 2032 Background Traffic Haul Route North of TCEC (10:00) | R30, 498m away | 1 | 318 | 14 | 27 | 80 | 0 | y | 1 | -39 | 71 | 498.5 | Soft | A | 1.7 | 0.0 | 1.5 | 0.0 | | | 41 |
| 2032 Background Traffic Haul Route North of TCEC (11:00) | R30, 498m away | 1 | 350 | 12 | 63 | 80 | 0 | y | 1 | -39 | 71 | 498.5 | Soft | A | 2.0 | 0.0 | 1.5 | 0.0 | | | 44 |
| 2032 Background Traffic Haul Route North of TCEC (12:00) | R30, 498m away | 1 | 300 | 9 | 34 | 80 | 0 | y | 1 | -39 | 71 | 498.5 | Soft | A | 1.8 | 0.0 | 1.5 | 0.0 | | | 42 |
| 2032 Background Traffic Haul Route North of TCEC (13:00) | R30, 498m away | 1 | 322 | 16 | 65 | 80 | 0 | y | 1 | -39 | 71 | 498.5 | Soft | A | 2.0 | 0.0 | 1.5 | 0.0 | | | 44 |
| 2032 Background Traffic Haul Route North of TCEC (14:00) | R30, 498m away | 1 | 345 | 12 | 40 | 80 | 0 | y | 1 | -39 | 71 | 498.5 | Soft | A | 1.8 | 0.0 | 1.5 | 0.0 | | | 43 |
| 2032 Background Traffic Haul Route North of TCEC (15:00) | R30, 498m away | 1 | 381 | 20 | 35 | 80 | 0 | y | 1 | -39 | 71 | 498.5 | Soft | A | 1.7 | 0.0 | 1.5 | 0.0 | | | 42 |
| 2032 Background Traffic Haul Route North of TCEC (16:00) | R30, 498m away | 1 | 462 | 20 | 33 | 80 | 0 | y | 1 | -39 | 71 | 498.5 | Soft | A | 1.6 | 0.0 | 1.5 | 0.0 | | | 42 |
| 2032 Background Traffic Haul Route North of TCEC (17:00) | R30, 498m away | 1 | 398 | 8 | 25 | 80 | 0 | y | 1 | -39 | 71 | 498.5 | Soft | A | 1.6 | 0.0 | 1.5 | 0.0 | | | 41 |

| | | | | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 2032 Background Traffic Haul Route North of TCEC (18:00) | R30, 498m away | 1 | 270 | 2 | 13 | 80 | 0 | y | 1 | -39 | 71 | 498.5 | Soft | A | 1.5 | 0.0 | 1.5 | 0.0 | | | 38 |
| 2032 Background Traffic Haul Route North of TCEC (19:00) | R30, 498m away | 1 | 179 | 1 | 0 | 80 | 0 | y | 1 | -39 | 71 | 498.5 | Soft | A | 0.1 | 0.0 | 1.5 | 0.0 | | | 33 |
| 2032 Background Traffic Haul Route North of TCEC (20:00) | R30, 498m away | 1 | 129 | 0 | 5 | 80 | 0 | y | 1 | -39 | 71 | 498.5 | Soft | A | 1.4 | 0.0 | 1.5 | 0.0 | | | 35 |
| 2032 Background Traffic Haul Route North of TCEC (21:00) | R30, 498m away | 1 | 95 | 0 | 4 | 80 | 0 | y | 1 | -39 | 71 | 498.5 | Soft | A | 1.4 | 0.0 | 1.5 | 0.0 | | | 33 |
| 2032 Background Traffic Haul Route North of TCEC (22:00) | R30, 498m away | 1 | 79 | 0 | 3 | 80 | 0 | y | 1 | -39 | 71 | 498.5 | Soft | A | 1.4 | 0.0 | 1.5 | 0.0 | | | 32 |
| 2032 Background Traffic Haul Route North of TCEC (23:00) | R30, 498m away | 1 | 42 | 3 | 4 | 80 | 0 | y | 1 | -39 | 71 | 498.5 | Soft | A | 1.7 | 0.0 | 1.5 | 0.0 | | | 33 |
| 2032 Background Traffic Haul Route North of TCEC (0:00) | R31, 778m away | 1 | 18 | 0 | 0 | 80 | 0 | y | 1 | -28 | 61 | 778.0 | Soft | A | 0.1 | 0.0 | 1.5 | 0.0 | | | 19 |
| 2032 Background Traffic Haul Route North of TCEC (1:00) | R31, 778m away | 1 | 8 | 0 | 3 | 80 | 0 | y | 1 | -28 | 61 | 778.0 | Soft | A | 2.3 | 0.0 | 1.5 | 0.0 | | | 27 |
| 2032 Background Traffic Haul Route North of TCEC (2:00) | R31, 778m away | 1 | 10 | 1 | 3 | 80 | 0 | y | 1 | -28 | 61 | 778.0 | Soft | A | 2.2 | 0.0 | 1.5 | 0.0 | | | 27 |
| 2032 Background Traffic Haul Route North of TCEC (3:00) | R31, 778m away | 1 | 16 | 3 | 0 | 80 | 0 | y | 1 | -28 | 61 | 778.0 | Soft | A | 0.1 | 0.0 | 1.5 | 0.0 | | | 23 |
| 2032 Background Traffic Haul Route North of TCEC (4:00) | R31, 778m away | 1 | 19 | 3 | 2 | 80 | 0 | y | 1 | -28 | 61 | 778.0 | Soft | A | 1.7 | 0.0 | 1.5 | 0.0 | | | 27 |
| 2032 Background Traffic Haul Route North of TCEC (5:00) | R31, 778m away | 1 | 107 | 6 | 4 | 80 | 0 | y | 1 | -28 | 61 | 778.0 | Soft | A | 1.4 | 0.0 | 1.5 | 0.0 | | | 31 |
| 2032 Background Traffic Haul Route North of TCEC (6:00) | R31, 778m away | 1 | 258 | 3 | 13 | 80 | 0 | y | 1 | -28 | 61 | 778.0 | Soft | A | 1.5 | 0.0 | 1.5 | 0.0 | | | 35 |
| 2032 Background Traffic Haul Route North of TCEC (7:00) | R31, 778m away | 1 | 419 | 11 | 21 | 80 | 0 | y | 1 | -28 | 61 | 778.0 | Soft | A | 1.5 | 0.0 | 1.5 | 0.0 | | | 37 |
| 2032 Background Traffic Haul Route North of TCEC (8:00) | R31, 778m away | 1 | 373 | 33 | 41 | 80 | 0 | y | 1 | -28 | 61 | 778.0 | Soft | A | 1.7 | 0.0 | 1.5 | 0.0 | | | 39 |
| 2032 Background Traffic Haul Route North of TCEC (9:00) | R31, 778m away | 1 | 334 | 13 | 40 | 80 | 0 | y | 1 | -28 | 61 | 778.0 | Soft | A | 1.8 | 0.0 | 1.5 | 0.0 | | | 39 |
| 2032 Background Traffic Haul Route North of TCEC (10:00) | R31, 778m away | 1 | 318 | 14 | 27 | 80 | 0 | y | 1 | -28 | 61 | 778.0 | Soft | A | 1.7 | 0.0 | 1.5 | 0.0 | | | 37 |
| 2032 Background Traffic Haul Route North of TCEC (11:00) | R31, 778m away | 1 | 350 | 12 | 63 | 80 | 0 | y | 1 | -28 | 61 | 778.0 | Soft | A | 2.0 | 0.0 | 1.5 | 0.0 | | | 40 |
| 2032 Background Traffic Haul Route North of TCEC (12:00) | R31, 778m away | 1 | 300 | 9 | 34 | 80 | 0 | y | 1 | -28 | 61 | 778.0 | Soft | A | 1.8 | 0.0 | 1.5 | 0.0 | | | 38 |
| 2032 Background Traffic Haul Route North of TCEC (13:00) | R31, 778m away | 1 | 322 | 16 | 65 | 80 | 0 | y | 1 | -28 | 61 | 778.0 | Soft | A | 2.0 | 0.0 | 1.5 | 0.0 | | | 40 |
| 2032 Background Traffic Haul Route North of TCEC (14:00) | R31, 778m away | 1 | 345 | 12 | 40 | 80 | 0 | y | 1 | -28 | 61 | 778.0 | Soft | A | 1.8 | 0.0 | 1.5 | 0.0 | | | 39 |
| 2032 Background Traffic Haul Route North of TCEC (15:00) | R31, 778m away | 1 | 381 | 20 | 35 | 80 | 0 | y | 1 | -28 | 61 | 778.0 | Soft | A | 1.7 | 0.0 | 1.5 | 0.0 | | | 39 |
| 2032 Background Traffic Haul Route North of TCEC (16:00) | R31, 778m away | 1 | 462 | 20 | 33 | 80 | 0 | y | 1 | -28 | 61 | 778.0 | Soft | A | 1.6 | 0.0 | 1.5 | 0.0 | | | 39 |
| 2032 Background Traffic Haul Route North of TCEC (17:00) | R31, 778m away | 1 | 398 | 8 | 25 | 80 | 0 | y | 1 | -28 | 61 | 778.0 | Soft | A | 1.6 | 0.0 | 1.5 | 0.0 | | | 37 |
| 2032 Background Traffic Haul Route North of TCEC (18:00) | R31, 778m away | 1 | 270 | 2 | 13 | 80 | 0 | y | 1 | -28 | 61 | 778.0 | Soft | A | 1.5 | 0.0 | 1.5 | 0.0 | | | 35 |
| 2032 Background Traffic Haul Route North of TCEC (19:00) | R31, 778m away | 1 | 179 | 1 | 0 | 80 | 0 | y | 1 | -28 | 61 | 778.0 | Soft | A | 0.1 | 0.0 | 1.5 | 0.0 | | | 29 |
| 2032 Background Traffic Haul Route North of TCEC (20:00) | R31, 778m away | 1 | 129 | 0 | 5 | 80 | 0 | y | 1 | -28 | 61 | 778.0 | Soft | A | 1.4 | 0.0 | 1.5 | 0.0 | | | 31 |
| 2032 Background Traffic Haul Route North of TCEC (21:00) | R31, 778m away | 1 | 95 | 0 | 4 | 80 | 0 | y | 1 | -28 | 61 | 778.0 | Soft | A | 1.4 | 0.0 | 1.5 | 0.0 | | | 30 |
| 2032 Background Traffic Haul Route North of TCEC (22:00) | R31, 778m away | 1 | 79 | 0 | 3 | 80 | 0 | y | 1 | -28 | 61 | 778.0 | Soft | A | 1.4 | 0.0 | 1.5 | 0.0 | | | 28 |
| 2032 Background Traffic Haul Route North of TCEC (23:00) | R31, 778m away | 1 | 42 | 3 | 4 | 80 | 0 | y | 1 | -28 | 61 | 778.0 | Soft | A | 1.7 | 0.0 | 1.5 | 0.0 | | | 29 |
| 2032 Background Traffic Haul Route North of TCEC (0:00) | R32, 999m away | 1 | 18 | 0 | 0 | 80 | 0 | y | 1 | -14 | 58 | 999.0 | Soft | A | 0.1 | 0.0 | 1.5 | 0.0 | | | 16 |
| 2032 Background Traffic Haul Route North of TCEC (1:00) | R32, 999m away | 1 | 8 | 0 | 3 | 80 | 0 | y | 1 | -14 | 58 | 999.0 | Soft | A | 2.3 | 0.0 | 1.5 | 0.0 | | | 24 |
| 2032 Background Traffic Haul Route North of TCEC (2:00) | R32, 999m away | 1 | 10 | 1 | 3 | 80 | 0 | y | 1 | -14 | 58 | 999.0 | Soft | A | 2.2 | 0.0 | 1.5 | 0.0 | | | 24 |
| 2032 Background Traffic Haul Route North of TCEC (3:00) | R32, 999m away | 1 | 16 | 3 | 0 | 80 | 0 | y | 1 | -14 | 58 | 999.0 | Soft | A | 0.1 | 0.0 | 1.5 | 0.0 | | | 20 |
| 2032 Background Traffic Haul Route North of TCEC (4:00) | R32, 999m away | 1 | 19 | 3 | 2 | 80 | 0 | y | 1 | -14 | 58 | 999.0 | Soft | A | 1.7 | 0.0 | 1.5 | 0.0 | | | 24 |
| 2032 Background Traffic Haul Route North of TCEC (5:00) | R32, 999m away | 1 | 107 | 6 | 4 | 80 | 0 | y | 1 | -14 | 58 | 999.0 | Soft | A | 1.4 | 0.0 | 1.5 | 0.0 | | | 28 |
| 2032 Background Traffic Haul Route North of TCEC (6:00) | R32, 999m away | 1 | 258 | 3 | 13 | 80 | 0 | y | 1 | -14 | 58 | 999.0 | Soft | A | 1.5 | 0.0 | 1.5 | 0.0 | | | 32 |
| 2032 Background Traffic Haul Route North of TCEC (7:00) | R32, 999m away | 1 | 419 | 11 | 21 | 80 | 0 | y | 1 | -14 | 58 | 999.0 | Soft | A | 1.5 | 0.0 | 1.5 | 0.0 | | | 34 |
| 2032 Background Traffic Haul Route North of TCEC (8:00) | R32, 999m away | 1 | 373 | 33 | 41 | 80 | 0 | y | 1 | -14 | 58 | 999.0 | Soft | A | 1.7 | 0.0 | 1.5 | 0.0 | | | 37 |
| 2032 Background Traffic Haul Route North of TCEC (9:00) | R32, 999m away | 1 | 334 | 13 | 40 | 80 | 0 | y | 1 | -14 | 58 | 999.0 | Soft | A | 1.8 | 0.0 | 1.5 | 0.0 | | | 36 |
| 2032 Background Traffic Haul Route North of TCEC (10:00) | R32, 999m away | 1 | 318 | 14 | 27 | 80 | 0 | y | 1 | -14 | 58 | 999.0 | Soft | A | 1.7 | 0.0 | 1.5 | 0.0 | | | 35 |
| 2032 Background Traffic Haul Route North of TCEC (11:00) | R32, 999m away | 1 | 350 | 12 | 63 | 80 | 0 | y | 1 | -14 | 58 | 999.0 | Soft | A | 2.0 | 0.0 | 1.5 | 0.0 | | | 38 |
| 2032 Background Traffic Haul Route North of TCEC (12:00) | R32, 999m away | 1 | 300 | 9 | 34 | 80 | 0 | y | 1 | -14 | 58 | 999.0 | Soft | A | 1.8 | 0.0 | 1.5 | 0.0 | | | 35 |
| 2032 Background Traffic Haul Route North of TCEC (13:00) | R32, 999m away | 1 | 322 | 16 | 65 | 80 | 0 | y | 1 | -14 | 58 | 999.0 | Soft | A | 2.0 | 0.0 | 1.5 | 0.0 | | | 38 |
| 2032 Background Traffic Haul Route North of TCEC (14:00) | R32, 999m away | 1 | 345 | 12 | 40 | 80 | 0 | y | 1 | -14 | 58 | 999.0 | Soft | A | 1.8 | 0.0 | 1.5 | 0.0 | | | 36 |
| 2032 Background Traffic Haul Route North of TCEC (15:00) | R32, 999m away | 1 | 381 | 20 | 35 | 80 | 0 | y | 1 | -14 | 58 | 999.0 | Soft | A | 1.7 | 0.0 | 1.5 | 0.0 | | | 36 |
| 2032 Background Traffic Haul Route North of TCEC (16:00) | R32, 999m away | 1 | 462 | 20 | 33 | 80 | 0 | y | 1 | -14 | 58 | 999.0 | Soft | A | 1.6 | 0.0 | 1.5 | 0.0 | | | 36 |
| 2032 Background Traffic Haul Route North of TCEC (17:00) | R32, 999m away | 1 | 398 | 8 | 25 | 80 | 0 | y | 1 | -14 | 58 | 999.0 | Soft | A | 1.6 | 0.0 | 1.5 | 0.0 | | | 34 |
| 2032 Background Traffic Haul Route North of TCEC (18:00) | R32, 999m away | 1 | 270 | 2 | 13 | 80 | 0 | y | 1 | -14 | 58 | 999.0 | Soft | A | 1.5 | 0.0 | 1.5 | 0.0 | | | 32 |
| 2032 Background Traffic Haul Route North of TCEC (19:00) | R32, 999m away | 1 | 179 | 1 | 0 | 80 | 0 | y | 1 | -14 | 58 | 999.0 | Soft | A | 0.1 | 0.0 | 1.5 | 0.0 | | | 26 |
| 2032 Background Traffic Haul Route North of TCEC (20:00) | R32, 999m away | 1 | 129 | 0 | 5 | 80 | 0 | y | 1 | -14 | 58 | 999.0 | Soft | A | 1.4 | 0.0 | 1.5 | 0.0 | | | 28 |
| 2032 Background Traffic Haul Route North of TCEC (21:00) | R32, 999m away | 1 | 95 | 0 | 4 | 80 | 0 | y | 1 | -14 | 58 | 999.0 | Soft | A | 1.4 | 0.0 | 1.5 | 0.0 | | | 27 |
| 2032 Background Traffic Haul Route North of TCEC (22:00) | R32, 999m away | 1 | 79 | 0 | 3 | 80 | 0 | y | 1 | -14 | 58 | 999.0 | Soft | A | 1.4 | 0.0 | 1.5 | 0.0 | | | 26 |
| 2032 Background Traffic Haul Route North of TCEC (23:00) | R32, 999m away | 1 | 42 | 3 | 4 | 80 | 0 | y | 1 | -14 | 58 | 999.0 | Soft | A | 1.7 | 0.0 | 1.5 | 0.0 | | | 27 |
| 2032 Background Traffic Haul Route North of TCEC (0:00) | R33, 693m away | 1 | 18 | 0 | 0 | 80 | 0 | y | 1 | -20 | 66 | 693.4 | Soft | A | 0.1 | 0.0 | 1.5 | 0.0 | | | 19 |
| 2032 Background Traffic Haul Route North of TCEC (1:00) | R33, 693m away | 1 | 8 | 0 | 3 | 80 | 0 | y | 1 | -20 | 66 | 693.4 | Soft | A | 2.3 | 0.0 | 1.5 | 0.0 | | | 27 |
| 2032 Background Traffic Haul Route North of TCEC (2:00) | R33, 693m away | 1 | 10 | 1 | 3 | 80 | 0 | y | 1 | -20 | 66 | 693.4 | Soft | A | 2.2 | 0.0 | 1.5 | 0.0 | | | 28 |
| 2032 Background Traffic Haul Route North of TCEC (3:00) | R33, 693m away | 1 | 16 | 3 | 0 | 80 | 0 | y | 1 | -20 | 66 | 693.4 | Soft | A | 0.1 | 0.0 | 1.5 | 0.0 | | | 24 |
| 2032 Background Traffic Haul Route North of TCEC (4:00) | R33, 693m away | 1 | 19 | 3 | 2 | 80 | 0 | y | 1 | -20 | 66 | 693.4 | Soft | A | 1.7 | 0.0 | 1.5 | 0.0 | | | 27 |
| 2032 Background Traffic Haul Route North of TCEC (5:00) | R33, 693m away | 1 | 107 | 6 | 4 | 80 | 0 | y | 1 | -20 | 66 | 693.4 | Soft | A | 1.4 | 0.0 | 1.5 | 0.0 | | | 31 |
| 2032 Background Traffic Haul Route North of TCEC (6:00) | R33, 693m away | 1 | 258 | 3 | 13 | 80 | 0 | y | 1 | -20 | 66 | 693.4 | Soft | A | 1.5 | 0.0 | 1.5 | 0.0 | | | 35 |
| 2032 Background Traffic Haul Route North of TCEC (7:00) | R33, 693m away | 1 | 419 | 11 | 21 | 80 | 0 | y | 1 | -20 | 66 | 693.4 | Soft | A | 1.5 | 0.0 | 1.5 | 0.0 | | | 37 |
| 2032 Background Traffic Haul Route North of TCEC (8:00) | R33, 693m away | 1 | 373 | 33 | 41 | 80 | 0 | y | 1 | -20 | 66 | 693.4 | Soft | A | 1.7 | 0.0 | 1.5 | 0.0 | | | 40 |
| 2032 Background Traffic Haul Route North of TCEC (9:00) | R33, 693m away | 1 | 334 | 13 | 40 | 80 | 0 | y | 1 | -20 | 66 | 693.4 | Soft | A | 1.8 | 0.0 | 1.5 | 0.0 | | | 39 |
| 2032 Background Traffic Haul Route North of TCEC (10:00) | R33, 693m away | 1 | 318 | 14 | 27 | 80 | 0 | y | 1 | -20 | 66 | 693.4 | Soft | A | 1.7 | 0.0 | 1.5 | 0.0 | | | 38 |
| 2032 Background Traffic Haul Route North of TCEC (11:00) | R33, 693m away | 1 | 350 | 12 | 63 | 80 | 0 | y | 1 | -20 | 66 | 693.4 | Soft | A | 2.0 | 0.0 | 1.5 | 0.0 | | | 41 |
| 2032 Background Traffic Haul Route North of TCEC (12:00) | R33, 693m away | 1 | 300 | 9 | 34 | 80 | 0 | y | 1 | -20 | 66 | 693.4 | Soft | A | 1.8 | 0.0 | 1.5 | 0.0 | | | 39 |
| 2032 Background Traffic Haul Route North of TCEC (13:00) | R33, 693m away | 1 | 322 | 16 | 65 | 80 | 0 | y | 1 | -20 | 66 | 693.4 | Soft | A | 2.0 | 0.0 | 1.5 | 0.0 | | | 41 |
| 2032 Background Traffic Haul Route North of TCEC (14:00) | R33, 693m away | 1 | 345 | 12 | 40 | 80 | 0 | y | 1 | -20 | 66 | 693.4 | Soft | A | 1.8 | 0.0 | 1.5 | 0.0 | | | 39 |
| 2032 Background Traffic Haul Route North of TCEC (15:00) | R33, 693m away | 1 | 381 | 20 | 35 | 80 | 0 | y | 1 | -20 | 66 | 693.4 | Soft | A | 1.7 | 0.0 | 1.5 | 0.0 | | | 39 |
| 2032 Background Traffic Haul Route North of TCEC (16:00) | R33, 693m away | 1 | 462 | 20 | 33 | 80 | 0 | y | 1 | -20 | 66 | 693.4 | Soft | A | 1.6 | 0.0 | 1.5 | 0.0 | | | 39 |
| 2032 Background Traffic Haul Route North of TCEC (17:00) | R33, 693m away | 1 | 398 | 8 | 25 | 80 | 0 | y | 1 | -20 | 66 | 693.4 | Soft | A | 1.6 | 0.0 | 1.5 | 0.0 | | | 38 |
| 2032 Background Traffic Haul Route North of TCEC (18:00) | R33, 693m away | 1 | 270 | 2 | 13 | 80 | 0 | y | 1 | -20 | 66 | 693.4 | Soft | A | 1.5 | 0.0 | 1.5 | 0.0 | | | 35 |
| 2032 Background Traffic Haul Route North of TCEC (19:00) | R33, 693m away | 1 | 179 | 1 | 0 | 80 | 0 | y | 1 | -20 | 66 | 693.4 | Soft | A | 0.1 | 0.0 | 1.5 | 0.0 | | | 29 |
| 2032 Background Traffic Haul Route North of TCEC (20:00) | R33, 693m away | 1 | 129 | 0 | 5 | 80 | 0 | y | 1 | -20 | 66 | 693.4 | Soft | A | 1.4 | 0.0 | 1.5 | 0.0 | | | 31 |
| 2032 Background Traffic Haul Route North of TCEC (21:00) | R33, 693m away | 1 | 95 | 0 | 4 | 80 | 0 | y | 1 | -20 | 66 | 693.4 | Soft | A | 1.4 | 0.0 | 1.5 | 0.0 | | | 30 |
| 2032 Background Traffic Haul Route North of TCEC (22:00) | R33, 693m away | 1 | 79 | 0 | 3 | 80 | 0 | y | 1 | -20 | 66 | 693.4 | Soft | A | 1.4 | 0.0 | 1.5 | 0.0 | | | 29 |
| 2032 Background Traffic Haul Route North of TCEC (23:00) | R33, 693m away | 1 | 42 | 3 | 4 | 80 | 0 | y | 1 | -20 | 66 | 693.4 | Soft | A | 1.7 | 0.0 | 1.5 | 0.0 | | | 30 |
| 2032 Background Traffic Haul Route North of TCEC (0:00) | R34, 459m away | 1 | 18 | 0 | 0 | 80 | 0 | y | 1 | -29 | 73 | 459.4 | Soft | A | 0.1 | 0.0 | 1.5 | 0.0 | | | 23 |
| 2032 Background Traffic Haul Route North of TCEC (1:00) | R34, 459m away | 1 | 8 | 0 | 3 | 80 | 0 | y | 1 | -29 | 73 | 459.4 | Soft | A | 2.3 | 0.0 | 1.5 | 0.0 | | | 31 |

| | | | | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 2032 Background Traffic Haul Route North of TCEC (2:00) | R34, 459m away | ~~1~~ | 10 | 1 | 3 | 80 | 0 | y | 1 | -29 | 73 | 459.4 | Soft | A | 2.2 | 0.0 | 1.5 | 0.0 | | | 31 |
| 2032 Background Traffic Haul Route North of TCEC (3:00) | R34, 459m away | ~~1~~ | 16 | 3 | 0 | 80 | 0 | y | 1 | -29 | 73 | 459.4 | Soft | A | 0.1 | 0.0 | 1.5 | 0.0 | | | 27 |
| 2032 Background Traffic Haul Route North of TCEC (4:00) | R34, 459m away | ~~1~~ | 19 | 3 | 2 | 80 | 0 | y | 1 | -29 | 73 | 459.4 | Soft | A | 1.7 | 0.0 | 1.5 | 0.0 | | | 31 |
| 2032 Background Traffic Haul Route North of TCEC (5:00) | R34, 459m away | 1 | 107 | 6 | 4 | 80 | 0 | y | 1 | -29 | 73 | 459.4 | Soft | A | 1.4 | 0.0 | 1.5 | 0.0 | | | 35 |
| 2032 Background Traffic Haul Route North of TCEC (6:00) | R34, 459m away | 1 | 258 | 3 | 13 | 80 | 0 | y | 1 | -29 | 73 | 459.4 | Soft | A | 1.5 | 0.0 | 1.5 | 0.0 | | | 39 |
| 2032 Background Traffic Haul Route North of TCEC (7:00) | R34, 459m away | 1 | 419 | 11 | 21 | 80 | 0 | y | 1 | -29 | 73 | 459.4 | Soft | A | 1.5 | 0.0 | 1.5 | 0.0 | | | 41 |
| 2032 Background Traffic Haul Route North of TCEC (8:00) | R34, 459m away | 1 | 373 | 33 | 41 | 80 | 0 | y | 1 | -29 | 73 | 459.4 | Soft | A | 1.7 | 0.0 | 1.5 | 0.0 | | | 43 |
| 2032 Background Traffic Haul Route North of TCEC (9:00) | R34, 459m away | 1 | 334 | 13 | 40 | 80 | 0 | y | 1 | -29 | 73 | 459.4 | Soft | A | 1.8 | 0.0 | 1.5 | 0.0 | | | 43 |
| 2032 Background Traffic Haul Route North of TCEC (10:00) | R34, 459m away | 1 | 318 | 14 | 27 | 80 | 0 | y | 1 | -29 | 73 | 459.4 | Soft | A | 1.7 | 0.0 | 1.5 | 0.0 | | | 42 |
| 2032 Background Traffic Haul Route North of TCEC (11:00) | R34, 459m away | 1 | 350 | 12 | 63 | 80 | 0 | y | 1 | -29 | 73 | 459.4 | Soft | A | 2.0 | 0.0 | 1.5 | 0.0 | | | 44 |
| 2032 Background Traffic Haul Route North of TCEC (12:00) | R34, 459m away | 1 | 300 | 9 | 34 | 80 | 0 | y | 1 | -29 | 73 | 459.4 | Soft | A | 1.8 | 0.0 | 1.5 | 0.0 | | | 42 |
| 2032 Background Traffic Haul Route North of TCEC (13:00) | R34, 459m away | 1 | 322 | 16 | 65 | 80 | 0 | y | 1 | -29 | 73 | 459.4 | Soft | A | 2.0 | 0.0 | 1.5 | 0.0 | | | 45 |
| 2032 Background Traffic Haul Route North of TCEC (14:00) | R34, 459m away | 1 | 345 | 12 | 40 | 80 | 0 | y | 1 | -29 | 73 | 459.4 | Soft | A | 1.8 | 0.0 | 1.5 | 0.0 | | | 43 |
| 2032 Background Traffic Haul Route North of TCEC (15:00) | R34, 459m away | 1 | 381 | 20 | 35 | 80 | 0 | y | 1 | -29 | 73 | 459.4 | Soft | A | 1.7 | 0.0 | 1.5 | 0.0 | | | 43 |
| 2032 Background Traffic Haul Route North of TCEC (16:00) | R34, 459m away | 1 | 462 | 20 | 33 | 80 | 0 | y | 1 | -29 | 73 | 459.4 | Soft | A | 1.6 | 0.0 | 1.5 | 0.0 | | | 43 |
| 2032 Background Traffic Haul Route North of TCEC (17:00) | R34, 459m away | 1 | 398 | 8 | 25 | 80 | 0 | y | 1 | -29 | 73 | 459.4 | Soft | A | 1.6 | 0.0 | 1.5 | 0.0 | | | 41 |
| 2032 Background Traffic Haul Route North of TCEC (18:00) | R34, 459m away | 1 | 270 | 2 | 13 | 80 | 0 | y | 1 | -29 | 73 | 459.4 | Soft | A | 1.5 | 0.0 | 1.5 | 0.0 | | | 39 |
| 2032 Background Traffic Haul Route North of TCEC (19:00) | R34, 459m away | 1 | 179 | 1 | 0 | 80 | 0 | y | 1 | -29 | 73 | 459.4 | Soft | A | 0.1 | 0.0 | 1.5 | 0.0 | | | 33 |
| 2032 Background Traffic Haul Route North of TCEC (20:00) | R34, 459m away | 1 | 129 | 0 | 5 | 80 | 0 | y | 1 | -29 | 73 | 459.4 | Soft | A | 1.4 | 0.0 | 1.5 | 0.0 | | | 35 |
| 2032 Background Traffic Haul Route North of TCEC (21:00) | R34, 459m away | 1 | 95 | 0 | 4 | 80 | 0 | y | 1 | -29 | 73 | 459.4 | Soft | A | 1.4 | 0.0 | 1.5 | 0.0 | | | 34 |
| 2032 Background Traffic Haul Route North of TCEC (22:00) | R34, 459m away | 1 | 79 | 0 | 3 | 80 | 0 | y | 1 | -29 | 73 | 459.4 | Soft | A | 1.4 | 0.0 | 1.5 | 0.0 | | | 33 |
| 2032 Background Traffic Haul Route North of TCEC (23:00) | R34, 459m away | 1 | 42 | 3 | 4 | 80 | 0 | y | 1 | -29 | 73 | 459.4 | Soft | A | 1.7 | 0.0 | 1.5 | 0.0 | | | 33 |

# ORNAMENT

Ontario Road Noise Analysis Method for ENvironment and Transportation

version 2.09

Job No. 2101750
Job Name Twin Creeks

Scenario 2043 background traffic

Notes:
1. Topography Type "A" means Flat or Gently Sloping (ORNAMENT types 1, 2, 6 and 7)

**ROAD CHARACTERISTICS** | **SOURCE-RECEIVER-BARRIER-TOPOGRAPHY CHARACTERISTICS**

| ID | Description | Time Period | Number of Vehicles | | | Speed (km/h) | Road Gradient (%) | Two Way? (y/n) | Pavement Type | Road Viewable Angle | | Source-Receiver Distance (m) | Ground Type (Hard/Soft) | Topo-graphy Type | Source Height (m) | Road Elevation (m asl) | Receptor Height (m) | Receptor Elevation (m asl) | Adjustment (dB) | Reason For Adjustment | Total Segment $L_{eq}$ (dBA) |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | Autos | Medium | Heavy | | | | | $\Theta_1$ | $\Theta_2$ | | | | | | | | | | |
| 2043 background traffic Haul Route North of TCEC (0:00) | R3, 843m away | 4 | 22 | 0 | 0 | 80 | 0 | y | 1 | -61 | 23 | 842.6 | Soft | A | 0.1 | 0.0 | 1.5 | 0.0 | | | 19 |
| 2043 background traffic Haul Route North of TCEC (1:00) | R3, 843m away | 4 | 10 | 0 | 3 | 80 | 0 | y | 1 | -61 | 23 | 842.6 | Soft | A | 2.2 | 0.0 | 1.5 | 0.0 | | | 26 |
| 2043 background traffic Haul Route North of TCEC (2:00) | R3, 843m away | 4 | 13 | 2 | 3 | 80 | 0 | y | 1 | -61 | 23 | 842.6 | Soft | A | 2.0 | 0.0 | 1.5 | 0.0 | | | 27 |
| 2043 background traffic Haul Route North of TCEC (3:00) | R3, 843m away | 4 | 19 | 3 | 0 | 80 | 0 | y | 1 | -61 | 23 | 842.6 | Soft | A | 0.1 | 0.0 | 1.5 | 0.0 | | | 23 |
| 2043 background traffic Haul Route North of TCEC (4:00) | R3, 843m away | 4 | 22 | 3 | 4 | 80 | 0 | y | 1 | -61 | 23 | 842.6 | Soft | A | 1.9 | 0.0 | 1.5 | 0.0 | | | 28 |
| 2043 background traffic Haul Route North of TCEC (5:00) | R3, 843m away | 1 | 129 | 6 | 5 | 80 | 0 | y | 1 | -61 | 23 | 842.6 | Soft | A | 1.4 | 0.0 | 1.5 | 0.0 | | | 31 |
| 2043 background traffic Haul Route North of TCEC (6:00) | R3, 843m away | 1 | 313 | 3 | 16 | 80 | 0 | y | 1 | -61 | 23 | 842.6 | Soft | A | 1.5 | 0.0 | 1.5 | 0.0 | | | 35 |
| 2043 background traffic Haul Route North of TCEC (7:00) | R3, 843m away | 1 | 504 | 14 | 26 | 80 | 0 | y | 1 | -61 | 23 | 842.6 | Soft | A | 1.5 | 0.0 | 1.5 | 0.0 | | | 37 |
| 2043 background traffic Haul Route North of TCEC (8:00) | R3, 843m away | 1 | 450 | 40 | 52 | 80 | 0 | y | 1 | -61 | 23 | 842.6 | Soft | A | 1.8 | 0.0 | 1.5 | 0.0 | | | 39 |
| 2043 background traffic Haul Route North of TCEC (9:00) | R3, 843m away | 1 | 406 | 16 | 50 | 80 | 0 | y | 1 | -61 | 23 | 842.6 | Soft | A | 1.8 | 0.0 | 1.5 | 0.0 | | | 39 |
| 2043 background traffic Haul Route North of TCEC (10:00) | R3, 843m away | 1 | 386 | 17 | 34 | 80 | 0 | y | 1 | -61 | 23 | 842.6 | Soft | A | 1.7 | 0.0 | 1.5 | 0.0 | | | 38 |
| 2043 background traffic Haul Route North of TCEC (11:00) | R3, 843m away | 1 | 425 | 15 | 78 | 80 | 0 | y | 1 | -61 | 23 | 842.6 | Soft | A | 2.0 | 0.0 | 1.5 | 0.0 | | | 40 |
| 2043 background traffic Haul Route North of TCEC (12:00) | R3, 843m away | 1 | 366 | 11 | 42 | 80 | 0 | y | 1 | -61 | 23 | 842.6 | Soft | A | 1.8 | 0.0 | 1.5 | 0.0 | | | 38 |
| 2043 background traffic Haul Route North of TCEC (13:00) | R3, 843m away | 1 | 392 | 19 | 81 | 80 | 0 | y | 1 | -61 | 23 | 842.6 | Soft | A | 2.0 | 0.0 | 1.5 | 0.0 | | | 41 |
| 2043 background traffic Haul Route North of TCEC (14:00) | R3, 843m away | 1 | 420 | 15 | 50 | 80 | 0 | y | 1 | -61 | 23 | 842.6 | Soft | A | 1.8 | 0.0 | 1.5 | 0.0 | | | 39 |
| 2043 background traffic Haul Route North of TCEC (15:00) | R3, 843m away | 1 | 464 | 24 | 43 | 80 | 0 | y | 1 | -61 | 23 | 842.6 | Soft | A | 1.7 | 0.0 | 1.5 | 0.0 | | | 39 |
| 2043 background traffic Haul Route North of TCEC (16:00) | R3, 843m away | 1 | 560 | 26 | 42 | 80 | 0 | y | 1 | -61 | 23 | 842.6 | Soft | A | 1.6 | 0.0 | 1.5 | 0.0 | | | 39 |
| 2043 background traffic Haul Route North of TCEC (17:00) | R3, 843m away | 1 | 482 | 9 | 30 | 80 | 0 | y | 1 | -61 | 23 | 842.6 | Soft | A | 1.5 | 0.0 | 1.5 | 0.0 | | | 37 |
| 2043 background traffic Haul Route North of TCEC (18:00) | R3, 843m away | 1 | 326 | 4 | 16 | 80 | 0 | y | 1 | -61 | 23 | 842.6 | Soft | A | 1.5 | 0.0 | 1.5 | 0.0 | | | 35 |
| 2043 background traffic Haul Route North of TCEC (19:00) | R3, 843m away | 1 | 215 | 2 | 0 | 80 | 0 | y | 1 | -61 | 23 | 842.6 | Soft | A | 0.1 | 0.0 | 1.5 | 0.0 | | | 29 |
| 2043 background traffic Haul Route North of TCEC (20:00) | R3, 843m away | 1 | 154 | 0 | 7 | 80 | 0 | y | 1 | -61 | 23 | 842.6 | Soft | A | 1.4 | 0.0 | 1.5 | 0.0 | | | 31 |
| 2043 background traffic Haul Route North of TCEC (21:00) | R3, 843m away | 1 | 113 | 0 | 5 | 80 | 0 | y | 1 | -61 | 23 | 842.6 | Soft | A | 1.4 | 0.0 | 1.5 | 0.0 | | | 30 |
| 2043 background traffic Haul Route North of TCEC (22:00) | R3, 843m away | 1 | 96 | 0 | 3 | 80 | 0 | y | 1 | -61 | 23 | 842.6 | Soft | A | 1.3 | 0.0 | 1.5 | 0.0 | | | 28 |
| 2043 background traffic Haul Route North of TCEC (23:00) | R3, 843m away | 1 | 51 | 3 | 5 | 80 | 0 | y | 1 | -61 | 23 | 842.6 | Soft | A | 1.7 | 0.0 | 1.5 | 0.0 | | | 29 |
| 2043 background traffic Haul Route North of TCEC (0:00) | R4, 229m away | 4 | 22 | 0 | 0 | 80 | 0 | y | 1 | -82 | 58 | 228.8 | Soft | A | 0.1 | 0.0 | 1.5 | 0.0 | | | 30 |
| 2043 background traffic Haul Route North of TCEC (1:00) | R4, 229m away | 4 | 10 | 0 | 3 | 80 | 0 | y | 1 | -82 | 58 | 228.8 | Soft | A | 2.2 | 0.0 | 1.5 | 0.0 | | | 37 |
| 2043 background traffic Haul Route North of TCEC (2:00) | R4, 229m away | 4 | 13 | 2 | 3 | 80 | 0 | y | 1 | -82 | 58 | 228.8 | Soft | A | 2.0 | 0.0 | 1.5 | 0.0 | | | 38 |
| 2043 background traffic Haul Route North of TCEC (3:00) | R4, 229m away | 4 | 19 | 3 | 0 | 80 | 0 | y | 1 | -82 | 58 | 228.8 | Soft | A | 0.1 | 0.0 | 1.5 | 0.0 | | | 34 |
| 2043 background traffic Haul Route North of TCEC (4:00) | R4, 229m away | 4 | 22 | 3 | 4 | 80 | 0 | y | 1 | -82 | 58 | 228.8 | Soft | A | 1.9 | 0.0 | 1.5 | 0.0 | | | 39 |
| 2043 background traffic Haul Route North of TCEC (5:00) | R4, 229m away | 1 | 129 | 6 | 5 | 80 | 0 | y | 1 | -82 | 58 | 228.8 | Soft | A | 1.4 | 0.0 | 1.5 | 0.0 | | | 42 |
| 2043 background traffic Haul Route North of TCEC (6:00) | R4, 229m away | 1 | 313 | 3 | 16 | 80 | 0 | y | 1 | -82 | 58 | 228.8 | Soft | A | 1.5 | 0.0 | 1.5 | 0.0 | | | 46 |
| 2043 background traffic Haul Route North of TCEC (7:00) | R4, 229m away | 1 | 504 | 14 | 26 | 80 | 0 | y | 1 | -82 | 58 | 228.8 | Soft | A | 1.5 | 0.0 | 1.5 | 0.0 | | | 48 |
| 2043 background traffic Haul Route North of TCEC (8:00) | R4, 229m away | 1 | 450 | 40 | 52 | 80 | 0 | y | 1 | -82 | 58 | 228.8 | Soft | A | 1.8 | 0.0 | 1.5 | 0.0 | | | 51 |
| 2043 background traffic Haul Route North of TCEC (9:00) | R4, 229m away | 1 | 406 | 16 | 50 | 80 | 0 | y | 1 | -82 | 58 | 228.8 | Soft | A | 1.8 | 0.0 | 1.5 | 0.0 | | | 50 |
| 2043 background traffic Haul Route North of TCEC (10:00) | R4, 229m away | 1 | 386 | 17 | 34 | 80 | 0 | y | 1 | -82 | 58 | 228.8 | Soft | A | 1.7 | 0.0 | 1.5 | 0.0 | | | 49 |
| 2043 background traffic Haul Route North of TCEC (11:00) | R4, 229m away | 1 | 425 | 15 | 78 | 80 | 0 | y | 1 | -82 | 58 | 228.8 | Soft | A | 2.0 | 0.0 | 1.5 | 0.0 | | | 51 |
| 2043 background traffic Haul Route North of TCEC (12:00) | R4, 229m away | 1 | 366 | 11 | 42 | 80 | 0 | y | 1 | -82 | 58 | 228.8 | Soft | A | 1.8 | 0.0 | 1.5 | 0.0 | | | 49 |
| 2043 background traffic Haul Route North of TCEC (13:00) | R4, 229m away | 1 | 392 | 19 | 81 | 80 | 0 | y | 1 | -82 | 58 | 228.8 | Soft | A | 2.0 | 0.0 | 1.5 | 0.0 | | | 52 |
| 2043 background traffic Haul Route North of TCEC (14:00) | R4, 229m away | 1 | 420 | 15 | 50 | 80 | 0 | y | 1 | -82 | 58 | 228.8 | Soft | A | 1.8 | 0.0 | 1.5 | 0.0 | | | 50 |
| 2043 background traffic Haul Route North of TCEC (15:00) | R4, 229m away | 1 | 464 | 24 | 43 | 80 | 0 | y | 1 | -82 | 58 | 228.8 | Soft | A | 1.7 | 0.0 | 1.5 | 0.0 | | | 50 |
| 2043 background traffic Haul Route North of TCEC (16:00) | R4, 229m away | 1 | 560 | 26 | 42 | 80 | 0 | y | 1 | -82 | 58 | 228.8 | Soft | A | 1.6 | 0.0 | 1.5 | 0.0 | | | 50 |
| 2043 background traffic Haul Route North of TCEC (17:00) | R4, 229m away | 1 | 482 | 9 | 30 | 80 | 0 | y | 1 | -82 | 58 | 228.8 | Soft | A | 1.5 | 0.0 | 1.5 | 0.0 | | | 48 |
| 2043 background traffic Haul Route North of TCEC (18:00) | R4, 229m away | 1 | 326 | 4 | 16 | 80 | 0 | y | 1 | -82 | 58 | 228.8 | Soft | A | 1.5 | 0.0 | 1.5 | 0.0 | | | 46 |
| 2043 background traffic Haul Route North of TCEC (19:00) | R4, 229m away | 1 | 215 | 2 | 0 | 80 | 0 | y | 1 | -82 | 58 | 228.8 | Soft | A | 0.1 | 0.0 | 1.5 | 0.0 | | | 40 |
| 2043 background traffic Haul Route North of TCEC (20:00) | R4, 229m away | 1 | 154 | 0 | 7 | 80 | 0 | y | 1 | -82 | 58 | 228.8 | Soft | A | 1.4 | 0.0 | 1.5 | 0.0 | | | 42 |
| 2043 background traffic Haul Route North of TCEC (21:00) | R4, 229m away | 1 | 113 | 0 | 5 | 80 | 0 | y | 1 | -82 | 58 | 228.8 | Soft | A | 1.4 | 0.0 | 1.5 | 0.0 | | | 41 |
| 2043 background traffic Haul Route North of TCEC (22:00) | R4, 229m away | 1 | 96 | 0 | 3 | 80 | 0 | y | 1 | -82 | 58 | 228.8 | Soft | A | 1.3 | 0.0 | 1.5 | 0.0 | | | 39 |
| 2043 background traffic Haul Route North of TCEC (23:00) | R4, 229m away | 1 | 51 | 3 | 5 | 80 | 0 | y | 1 | -82 | 58 | 228.8 | Soft | A | 1.7 | 0.0 | 1.5 | 0.0 | | | 40 |
| 2043 background traffic Haul Route North of TCEC (0:00) | R5, 40m away | 4 | 22 | 0 | 0 | 80 | 0 | y | 1 | -89 | 83 | 40.2 | Soft | A | 0.1 | 0.0 | 1.5 | 0.0 | | | 43 |
| 2043 background traffic Haul Route North of TCEC (1:00) | R5, 40m away | 4 | 10 | 0 | 3 | 80 | 0 | y | 1 | -89 | 83 | 40.2 | Soft | A | 2.2 | 0.0 | 1.5 | 0.0 | | | 50 |
| 2043 background traffic Haul Route North of TCEC (2:00) | R5, 40m away | 4 | 13 | 2 | 3 | 80 | 0 | y | 1 | -89 | 83 | 40.2 | Soft | A | 2.0 | 0.0 | 1.5 | 0.0 | | | 51 |
| 2043 background traffic Haul Route North of TCEC (3:00) | R5, 40m away | 4 | 19 | 3 | 0 | 80 | 0 | y | 1 | -89 | 83 | 40.2 | Soft | A | 0.1 | 0.0 | 1.5 | 0.0 | | | 47 |
| 2043 background traffic Haul Route North of TCEC (4:00) | R5, 40m away | 4 | 22 | 3 | 4 | 80 | 0 | y | 1 | -89 | 83 | 40.2 | Soft | A | 1.9 | 0.0 | 1.5 | 0.0 | | | 52 |
| 2043 background traffic Haul Route North of TCEC (5:00) | R5, 40m away | 1 | 129 | 6 | 5 | 80 | 0 | y | 1 | -89 | 83 | 40.2 | Soft | A | 1.4 | 0.0 | 1.5 | 0.0 | | | 55 |
| 2043 background traffic Haul Route North of TCEC (6:00) | R5, 40m away | 1 | 313 | 3 | 16 | 80 | 0 | y | 1 | -89 | 83 | 40.2 | Soft | A | 1.5 | 0.0 | 1.5 | 0.0 | | | 59 |
| 2043 background traffic Haul Route North of TCEC (7:00) | R5, 40m away | 1 | 504 | 14 | 26 | 80 | 0 | y | 1 | -89 | 83 | 40.2 | Soft | A | 1.5 | 0.0 | 1.5 | 0.0 | | | 61 |
| 2043 background traffic Haul Route North of TCEC (8:00) | R5, 40m away | 1 | 450 | 40 | 52 | 80 | 0 | y | 1 | -89 | 83 | 40.2 | Soft | A | 1.8 | 0.0 | 1.5 | 0.0 | | | 64 |
| 2043 background traffic Haul Route North of TCEC (9:00) | R5, 40m away | 1 | 406 | 16 | 50 | 80 | 0 | y | 1 | -89 | 83 | 40.2 | Soft | A | 1.8 | 0.0 | 1.5 | 0.0 | | | 63 |
| 2043 background traffic Haul Route North of TCEC (10:00) | R5, 40m away | 1 | 386 | 17 | 34 | 80 | 0 | y | 1 | -89 | 83 | 40.2 | Soft | A | 1.7 | 0.0 | 1.5 | 0.0 | | | 62 |
| 2043 background traffic Haul Route North of TCEC (11:00) | R5, 40m away | 1 | 425 | 15 | 78 | 80 | 0 | y | 1 | -89 | 83 | 40.2 | Soft | A | 2.0 | 0.0 | 1.5 | 0.0 | | | 64 |
| 2043 background traffic Haul Route North of TCEC (12:00) | R5, 40m away | 1 | 366 | 11 | 42 | 80 | 0 | y | 1 | -89 | 83 | 40.2 | Soft | A | 1.8 | 0.0 | 1.5 | 0.0 | | | 62 |
| 2043 background traffic Haul Route North of TCEC (13:00) | R5, 40m away | 1 | 392 | 19 | 81 | 80 | 0 | y | 1 | -89 | 83 | 40.2 | Soft | A | 2.0 | 0.0 | 1.5 | 0.0 | | | 65 |

| | | | | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 2043 background traffic Haul Route North of TCEC (14:00) | R5, 40m away | 1 | 420 | 15 | 50 | 80 | 0 | y | 1 | -89 | 83 | 40.2 | Soft | A | 1.8 | 0.0 | 1.5 | 0.0 | | | 63 |
| 2043 background traffic Haul Route North of TCEC (15:00) | R5, 40m away | 1 | 464 | 24 | 43 | 80 | 0 | y | 1 | -89 | 83 | 40.2 | Soft | A | 1.7 | 0.0 | 1.5 | 0.0 | | | 63 |
| 2043 background traffic Haul Route North of TCEC (16:00) | R5, 40m away | 1 | 560 | 26 | 42 | 80 | 0 | y | 1 | -89 | 83 | 40.2 | Soft | A | 1.6 | 0.0 | 1.5 | 0.0 | | | 63 |
| 2043 background traffic Haul Route North of TCEC (17:00) | R5, 40m away | 1 | 482 | 9 | 30 | 80 | 0 | y | 1 | -89 | 83 | 40.2 | Soft | A | 1.5 | 0.0 | 1.5 | 0.0 | | | 61 |
| 2043 background traffic Haul Route North of TCEC (18:00) | R5, 40m away | 1 | 326 | 4 | 16 | 80 | 0 | y | 1 | -89 | 83 | 40.2 | Soft | A | 1.5 | 0.0 | 1.5 | 0.0 | | | 59 |
| 2043 background traffic Haul Route North of TCEC (19:00) | R5, 40m away | 1 | 215 | 2 | 0 | 80 | 0 | y | 1 | -89 | 83 | 40.2 | Soft | A | 0.1 | 0.0 | 1.5 | 0.0 | | | 53 |
| 2043 background traffic Haul Route North of TCEC (20:00) | R5, 40m away | 1 | 154 | 0 | 7 | 80 | 0 | y | 1 | -89 | 83 | 40.2 | Soft | A | 1.4 | 0.0 | 1.5 | 0.0 | | | 55 |
| 2043 background traffic Haul Route North of TCEC (21:00) | R5, 40m away | 1 | 113 | 0 | 5 | 80 | 0 | y | 1 | -89 | 83 | 40.2 | Soft | A | 1.4 | 0.0 | 1.5 | 0.0 | | | 54 |
| 2043 background traffic Haul Route North of TCEC (22:00) | R5, 40m away | 1 | 96 | 0 | 3 | 80 | 0 | y | 1 | -89 | 83 | 40.2 | Soft | A | 1.3 | 0.0 | 1.5 | 0.0 | | | 52 |
| 2043 background traffic Haul Route North of TCEC (23:00) | R5, 40m away | 1 | 51 | 3 | 5 | 80 | 0 | y | 1 | -89 | 83 | 40.2 | Soft | A | 1.7 | 0.0 | 1.5 | 0.0 | | | 53 |
| 2043 background traffic Haul Route North of TCEC (0:00) | R6, 67m away | 4 | 22 | 0 | 0 | 80 | 0 | y | 1 | -76 | 87 | 66.8 | Soft | A | 0.1 | 0.0 | 1.5 | 0.0 | | | 39 |
| 2043 background traffic Haul Route North of TCEC (1:00) | R6, 67m away | 4 | 10 | 0 | 3 | 80 | 0 | y | 1 | -76 | 87 | 66.8 | Soft | A | 2.2 | 0.0 | 1.5 | 0.0 | | | 46 |
| 2043 background traffic Haul Route North of TCEC (2:00) | R6, 67m away | 4 | 13 | 2 | 3 | 80 | 0 | y | 1 | -76 | 87 | 66.8 | Soft | A | 2.0 | 0.0 | 1.5 | 0.0 | | | 47 |
| 2043 background traffic Haul Route North of TCEC (3:00) | R6, 67m away | 4 | 19 | 3 | 0 | 80 | 0 | y | 1 | -76 | 87 | 66.8 | Soft | A | 0.1 | 0.0 | 1.5 | 0.0 | | | 43 |
| 2043 background traffic Haul Route North of TCEC (4:00) | R6, 67m away | 4 | 22 | 3 | 4 | 80 | 0 | y | 1 | -76 | 87 | 66.8 | Soft | A | 1.9 | 0.0 | 1.5 | 0.0 | | | 48 |
| 2043 background traffic Haul Route North of TCEC (5:00) | R6, 67m away | 1 | 129 | 6 | 5 | 80 | 0 | y | 1 | -76 | 87 | 66.8 | Soft | A | 1.4 | 0.0 | 1.5 | 0.0 | | | 51 |
| 2043 background traffic Haul Route North of TCEC (6:00) | R6, 67m away | 1 | 313 | 3 | 16 | 80 | 0 | y | 1 | -76 | 87 | 66.8 | Soft | A | 1.5 | 0.0 | 1.5 | 0.0 | | | 55 |
| 2043 background traffic Haul Route North of TCEC (7:00) | R6, 67m away | 1 | 504 | 14 | 26 | 80 | 0 | y | 1 | -76 | 87 | 66.8 | Soft | A | 1.5 | 0.0 | 1.5 | 0.0 | | | 57 |
| 2043 background traffic Haul Route North of TCEC (8:00) | R6, 67m away | 1 | 450 | 40 | 52 | 80 | 0 | y | 1 | -76 | 87 | 66.8 | Soft | A | 1.8 | 0.0 | 1.5 | 0.0 | | | 60 |
| 2043 background traffic Haul Route North of TCEC (9:00) | R6, 67m away | 1 | 406 | 16 | 50 | 80 | 0 | y | 1 | -76 | 87 | 66.8 | Soft | A | 1.8 | 0.0 | 1.5 | 0.0 | | | 59 |
| 2043 background traffic Haul Route North of TCEC (10:00) | R6, 67m away | 1 | 386 | 17 | 34 | 80 | 0 | y | 1 | -76 | 87 | 66.8 | Soft | A | 1.7 | 0.0 | 1.5 | 0.0 | | | 58 |
| 2043 background traffic Haul Route North of TCEC (11:00) | R6, 67m away | 1 | 425 | 15 | 78 | 80 | 0 | y | 1 | -76 | 87 | 66.8 | Soft | A | 2.0 | 0.0 | 1.5 | 0.0 | | | 61 |
| 2043 background traffic Haul Route North of TCEC (12:00) | R6, 67m away | 1 | 366 | 11 | 42 | 80 | 0 | y | 1 | -76 | 87 | 66.8 | Soft | A | 1.8 | 0.0 | 1.5 | 0.0 | | | 58 |
| 2043 background traffic Haul Route North of TCEC (13:00) | R6, 67m away | 1 | 392 | 19 | 81 | 80 | 0 | y | 1 | -76 | 87 | 66.8 | Soft | A | 2.0 | 0.0 | 1.5 | 0.0 | | | 61 |
| 2043 background traffic Haul Route North of TCEC (14:00) | R6, 67m away | 1 | 420 | 15 | 50 | 80 | 0 | y | 1 | -76 | 87 | 66.8 | Soft | A | 1.8 | 0.0 | 1.5 | 0.0 | | | 59 |
| 2043 background traffic Haul Route North of TCEC (15:00) | R6, 67m away | 1 | 464 | 24 | 43 | 80 | 0 | y | 1 | -76 | 87 | 66.8 | Soft | A | 1.7 | 0.0 | 1.5 | 0.0 | | | 59 |
| 2043 background traffic Haul Route North of TCEC (16:00) | R6, 67m away | 1 | 560 | 26 | 42 | 80 | 0 | y | 1 | -76 | 87 | 66.8 | Soft | A | 1.6 | 0.0 | 1.5 | 0.0 | | | 59 |
| 2043 background traffic Haul Route North of TCEC (17:00) | R6, 67m away | 1 | 482 | 9 | 30 | 80 | 0 | y | 1 | -76 | 87 | 66.8 | Soft | A | 1.5 | 0.0 | 1.5 | 0.0 | | | 58 |
| 2043 background traffic Haul Route North of TCEC (18:00) | R6, 67m away | 1 | 326 | 4 | 16 | 80 | 0 | y | 1 | -76 | 87 | 66.8 | Soft | A | 1.5 | 0.0 | 1.5 | 0.0 | | | 55 |
| 2043 background traffic Haul Route North of TCEC (19:00) | R6, 67m away | 1 | 215 | 2 | 0 | 80 | 0 | y | 1 | -76 | 87 | 66.8 | Soft | A | 0.1 | 0.0 | 1.5 | 0.0 | | | 49 |
| 2043 background traffic Haul Route North of TCEC (20:00) | R6, 67m away | 1 | 154 | 0 | 7 | 80 | 0 | y | 1 | -76 | 87 | 66.8 | Soft | A | 1.4 | 0.0 | 1.5 | 0.0 | | | 51 |
| 2043 background traffic Haul Route North of TCEC (21:00) | R6, 67m away | 1 | 113 | 0 | 5 | 80 | 0 | y | 1 | -76 | 87 | 66.8 | Soft | A | 1.4 | 0.0 | 1.5 | 0.0 | | | 50 |
| 2043 background traffic Haul Route North of TCEC (22:00) | R6, 67m away | 1 | 96 | 0 | 3 | 80 | 0 | y | 1 | -76 | 87 | 66.8 | Soft | A | 1.3 | 0.0 | 1.5 | 0.0 | | | 48 |
| 2043 background traffic Haul Route North of TCEC (23:00) | R6, 67m away | 1 | 51 | 3 | 5 | 80 | 0 | y | 1 | -76 | 87 | 66.8 | Soft | A | 1.7 | 0.0 | 1.5 | 0.0 | | | 50 |
| 2043 background traffic Haul Route North of TCEC (0:00) | R7, 78m away | 4 | 22 | 0 | 0 | 80 | 0 | y | 1 | 71 | 87 | 78.1 | Soft | A | 0.1 | 0.0 | 1.5 | 0.0 | | | 24 |
| 2043 background traffic Haul Route North of TCEC (1:00) | R7, 78m away | 4 | 10 | 0 | 3 | 80 | 0 | y | 1 | 71 | 87 | 78.1 | Soft | A | 2.2 | 0.0 | 1.5 | 0.0 | | | 31 |
| 2043 background traffic Haul Route North of TCEC (2:00) | R7, 78m away | 4 | 13 | 2 | 3 | 80 | 0 | y | 1 | 71 | 87 | 78.1 | Soft | A | 2.0 | 0.0 | 1.5 | 0.0 | | | 32 |
| 2043 background traffic Haul Route North of TCEC (3:00) | R7, 78m away | 4 | 19 | 3 | 0 | 80 | 0 | y | 1 | 71 | 87 | 78.1 | Soft | A | 0.1 | 0.0 | 1.5 | 0.0 | | | 28 |
| 2043 background traffic Haul Route North of TCEC (4:00) | R7, 78m away | 4 | 22 | 3 | 4 | 80 | 0 | y | 1 | 71 | 87 | 78.1 | Soft | A | 1.9 | 0.0 | 1.5 | 0.0 | | | 33 |
| 2043 background traffic Haul Route North of TCEC (5:00) | R7, 78m away | 1 | 129 | 6 | 5 | 80 | 0 | y | 1 | 71 | 87 | 78.1 | Soft | A | 1.4 | 0.0 | 1.5 | 0.0 | | | 36 |
| 2043 background traffic Haul Route North of TCEC (6:00) | R7, 78m away | 1 | 313 | 3 | 16 | 80 | 0 | y | 1 | 71 | 87 | 78.1 | Soft | A | 1.5 | 0.0 | 1.5 | 0.0 | | | 40 |
| 2043 background traffic Haul Route North of TCEC (7:00) | R7, 78m away | 1 | 504 | 14 | 26 | 80 | 0 | y | 1 | 71 | 87 | 78.1 | Soft | A | 1.5 | 0.0 | 1.5 | 0.0 | | | 42 |
| 2043 background traffic Haul Route North of TCEC (8:00) | R7, 78m away | 1 | 450 | 40 | 52 | 80 | 0 | y | 1 | 71 | 87 | 78.1 | Soft | A | 1.8 | 0.0 | 1.5 | 0.0 | | | 45 |
| 2043 background traffic Haul Route North of TCEC (9:00) | R7, 78m away | 1 | 406 | 16 | 50 | 80 | 0 | y | 1 | 71 | 87 | 78.1 | Soft | A | 1.8 | 0.0 | 1.5 | 0.0 | | | 44 |
| 2043 background traffic Haul Route North of TCEC (10:00) | R7, 78m away | 1 | 386 | 17 | 34 | 80 | 0 | y | 1 | 71 | 87 | 78.1 | Soft | A | 1.7 | 0.0 | 1.5 | 0.0 | | | 43 |
| 2043 background traffic Haul Route North of TCEC (11:00) | R7, 78m away | 1 | 425 | 15 | 78 | 80 | 0 | y | 1 | 71 | 87 | 78.1 | Soft | A | 2.0 | 0.0 | 1.5 | 0.0 | | | 46 |
| 2043 background traffic Haul Route North of TCEC (12:00) | R7, 78m away | 1 | 366 | 11 | 42 | 80 | 0 | y | 1 | 71 | 87 | 78.1 | Soft | A | 1.8 | 0.0 | 1.5 | 0.0 | | | 43 |
| 2043 background traffic Haul Route North of TCEC (13:00) | R7, 78m away | 1 | 392 | 19 | 81 | 80 | 0 | y | 1 | 71 | 87 | 78.1 | Soft | A | 2.0 | 0.0 | 1.5 | 0.0 | | | 46 |
| 2043 background traffic Haul Route North of TCEC (14:00) | R7, 78m away | 1 | 420 | 15 | 50 | 80 | 0 | y | 1 | 71 | 87 | 78.1 | Soft | A | 1.8 | 0.0 | 1.5 | 0.0 | | | 44 |
| 2043 background traffic Haul Route North of TCEC (15:00) | R7, 78m away | 1 | 464 | 24 | 43 | 80 | 0 | y | 1 | 71 | 87 | 78.1 | Soft | A | 1.7 | 0.0 | 1.5 | 0.0 | | | 44 |
| 2043 background traffic Haul Route North of TCEC (16:00) | R7, 78m away | 1 | 560 | 26 | 42 | 80 | 0 | y | 1 | 71 | 87 | 78.1 | Soft | A | 1.6 | 0.0 | 1.5 | 0.0 | | | 44 |
| 2043 background traffic Haul Route North of TCEC (17:00) | R7, 78m away | 1 | 482 | 9 | 30 | 80 | 0 | y | 1 | 71 | 87 | 78.1 | Soft | A | 1.5 | 0.0 | 1.5 | 0.0 | | | 42 |
| 2043 background traffic Haul Route North of TCEC (18:00) | R7, 78m away | 1 | 326 | 4 | 16 | 80 | 0 | y | 1 | 71 | 87 | 78.1 | Soft | A | 1.5 | 0.0 | 1.5 | 0.0 | | | 40 |
| 2043 background traffic Haul Route North of TCEC (19:00) | R7, 78m away | 1 | 215 | 2 | 0 | 80 | 0 | y | 1 | 71 | 87 | 78.1 | Soft | A | 0.1 | 0.0 | 1.5 | 0.0 | | | 34 |
| 2043 background traffic Haul Route North of TCEC (20:00) | R7, 78m away | 1 | 154 | 0 | 7 | 80 | 0 | y | 1 | 71 | 87 | 78.1 | Soft | A | 1.4 | 0.0 | 1.5 | 0.0 | | | 36 |
| 2043 background traffic Haul Route North of TCEC (21:00) | R7, 78m away | 1 | 113 | 0 | 5 | 80 | 0 | y | 1 | 71 | 87 | 78.1 | Soft | A | 1.4 | 0.0 | 1.5 | 0.0 | | | 35 |
| 2043 background traffic Haul Route North of TCEC (22:00) | R7, 78m away | 1 | 96 | 0 | 3 | 80 | 0 | y | 1 | 71 | 87 | 78.1 | Soft | A | 1.3 | 0.0 | 1.5 | 0.0 | | | 33 |
| 2043 background traffic Haul Route North of TCEC (23:00) | R7, 78m away | 1 | 51 | 3 | 5 | 80 | 0 | y | 1 | 71 | 87 | 78.1 | Soft | A | 1.7 | 0.0 | 1.5 | 0.0 | | | 35 |
| 2043 background traffic Haul Route North of TCEC (0:00) | R8, 74m away | 4 | 22 | 0 | 0 | 80 | 0 | y | 1 | 81 | 88 | 73.9 | Soft | A | 0.1 | 0.0 | 1.5 | 0.0 | | | 19 |
| 2043 background traffic Haul Route North of TCEC (1:00) | R8, 74m away | 4 | 10 | 0 | 3 | 80 | 0 | y | 1 | 81 | 88 | 73.9 | Soft | A | 2.2 | 0.0 | 1.5 | 0.0 | | | 26 |
| 2043 background traffic Haul Route North of TCEC (2:00) | R8, 74m away | 4 | 13 | 2 | 3 | 80 | 0 | y | 1 | 81 | 88 | 73.9 | Soft | A | 2.0 | 0.0 | 1.5 | 0.0 | | | 27 |
| 2043 background traffic Haul Route North of TCEC (3:00) | R8, 74m away | 4 | 19 | 3 | 0 | 80 | 0 | y | 1 | 81 | 88 | 73.9 | Soft | A | 0.1 | 0.0 | 1.5 | 0.0 | | | 23 |
| 2043 background traffic Haul Route North of TCEC (4:00) | R8, 74m away | 4 | 22 | 3 | 4 | 80 | 0 | y | 1 | 81 | 88 | 73.9 | Soft | A | 1.9 | 0.0 | 1.5 | 0.0 | | | 28 |
| 2043 background traffic Haul Route North of TCEC (5:00) | R8, 74m away | 1 | 129 | 6 | 5 | 80 | 0 | y | 1 | 81 | 88 | 73.9 | Soft | A | 1.4 | 0.0 | 1.5 | 0.0 | | | 31 |
| 2043 background traffic Haul Route North of TCEC (6:00) | R8, 74m away | 1 | 313 | 3 | 16 | 80 | 0 | y | 1 | 81 | 88 | 73.9 | Soft | A | 1.5 | 0.0 | 1.5 | 0.0 | | | 35 |
| 2043 background traffic Haul Route North of TCEC (7:00) | R8, 74m away | 1 | 504 | 14 | 26 | 80 | 0 | y | 1 | 81 | 88 | 73.9 | Soft | A | 1.5 | 0.0 | 1.5 | 0.0 | | | 37 |
| 2043 background traffic Haul Route North of TCEC (8:00) | R8, 74m away | 1 | 450 | 40 | 52 | 80 | 0 | y | 1 | 81 | 88 | 73.9 | Soft | A | 1.8 | 0.0 | 1.5 | 0.0 | | | 40 |
| 2043 background traffic Haul Route North of TCEC (9:00) | R8, 74m away | 1 | 406 | 16 | 50 | 80 | 0 | y | 1 | 81 | 88 | 73.9 | Soft | A | 1.8 | 0.0 | 1.5 | 0.0 | | | 39 |
| 2043 background traffic Haul Route North of TCEC (10:00) | R8, 74m away | 1 | 386 | 17 | 34 | 80 | 0 | y | 1 | 81 | 88 | 73.9 | Soft | A | 1.7 | 0.0 | 1.5 | 0.0 | | | 38 |
| 2043 background traffic Haul Route North of TCEC (11:00) | R8, 74m away | 1 | 425 | 15 | 78 | 80 | 0 | y | 1 | 81 | 88 | 73.9 | Soft | A | 2.0 | 0.0 | 1.5 | 0.0 | | | 41 |
| 2043 background traffic Haul Route North of TCEC (12:00) | R8, 74m away | 1 | 366 | 11 | 42 | 80 | 0 | y | 1 | 81 | 88 | 73.9 | Soft | A | 1.8 | 0.0 | 1.5 | 0.0 | | | 38 |
| 2043 background traffic Haul Route North of TCEC (13:00) | R8, 74m away | 1 | 392 | 19 | 81 | 80 | 0 | y | 1 | 81 | 88 | 73.9 | Soft | A | 2.0 | 0.0 | 1.5 | 0.0 | | | 41 |
| 2043 background traffic Haul Route North of TCEC (14:00) | R8, 74m away | 1 | 420 | 15 | 50 | 80 | 0 | y | 1 | 81 | 88 | 73.9 | Soft | A | 1.8 | 0.0 | 1.5 | 0.0 | | | 39 |
| 2043 background traffic Haul Route North of TCEC (15:00) | R8, 74m away | 1 | 464 | 24 | 43 | 80 | 0 | y | 1 | 81 | 88 | 73.9 | Soft | A | 1.7 | 0.0 | 1.5 | 0.0 | | | 39 |
| 2043 background traffic Haul Route North of TCEC (16:00) | R8, 74m away | 1 | 560 | 26 | 42 | 80 | 0 | y | 1 | 81 | 88 | 73.9 | Soft | A | 1.6 | 0.0 | 1.5 | 0.0 | | | 39 |
| 2043 background traffic Haul Route North of TCEC (17:00) | R8, 74m away | 1 | 482 | 9 | 30 | 80 | 0 | y | 1 | 81 | 88 | 73.9 | Soft | A | 1.5 | 0.0 | 1.5 | 0.0 | | | 37 |
| 2043 background traffic Haul Route North of TCEC (18:00) | R8, 74m away | 1 | 326 | 4 | 16 | 80 | 0 | y | 1 | 81 | 88 | 73.9 | Soft | A | 1.5 | 0.0 | 1.5 | 0.0 | | | 35 |
| 2043 background traffic Haul Route North of TCEC (19:00) | R8, 74m away | 1 | 215 | 2 | 0 | 80 | 0 | y | 1 | 81 | 88 | 73.9 | Soft | A | 0.1 | 0.0 | 1.5 | 0.0 | | | 29 |
| 2043 background traffic Haul Route North of TCEC (20:00) | R8, 74m away | 1 | 154 | 0 | 7 | 80 | 0 | y | 1 | 81 | 88 | 73.9 | Soft | A | 1.4 | 0.0 | 1.5 | 0.0 | | | 31 |
| 2043 background traffic Haul Route North of TCEC (21:00) | R8, 74m away | 1 | 113 | 0 | 5 | 80 | 0 | y | 1 | 81 | 88 | 73.9 | Soft | A | 1.4 | 0.0 | 1.5 | 0.0 | | | 30 |

| | | | | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 2043 background traffic Haul Route North of TCEC (22:00) | R8, 74m away | 1 | 96 | 0 | 3 | 80 | 0 | y | 1 | 81 | 88 | 73.9 | Soft | A | 1.3 | 0.0 | 1.5 | 0.0 | | | 28 |
| 2043 background traffic Haul Route North of TCEC (23:00) | R8, 74m away | 1 | 51 | 3 | 5 | 80 | 0 | y | 1 | 81 | 88 | 73.9 | Soft | A | 1.7 | 0.0 | 1.5 | 0.0 | | | 30 |
| 2043 background traffic Haul Route North of TCEC (0:00) | R9, 78m away | 4 | 22 | 0 | 0 | 80 | 0 | y | 1 | 84 | 88 | 77.7 | Soft | A | 0.1 | 0.0 | 1.5 | 0.0 | | | 16 |
| 2043 background traffic Haul Route North of TCEC (1:00) | R9, 78m away | 4 | 10 | 0 | 3 | 80 | 0 | y | 1 | 84 | 88 | 77.7 | Soft | A | 2.2 | 0.0 | 1.5 | 0.0 | | | 23 |
| 2043 background traffic Haul Route North of TCEC (2:00) | R9, 78m away | 4 | 13 | 2 | 3 | 80 | 0 | y | 1 | 84 | 88 | 77.7 | Soft | A | 2.0 | 0.0 | 1.5 | 0.0 | | | 24 |
| 2043 background traffic Haul Route North of TCEC (3:00) | R9, 78m away | 4 | 19 | 3 | 0 | 80 | 0 | y | 1 | 84 | 88 | 77.7 | Soft | A | 0.1 | 0.0 | 1.5 | 0.0 | | | 20 |
| 2043 background traffic Haul Route North of TCEC (4:00) | R9, 78m away | 4 | 22 | 3 | 4 | 80 | 0 | y | 1 | 84 | 88 | 77.7 | Soft | A | 1.9 | 0.0 | 1.5 | 0.0 | | | 26 |
| 2043 background traffic Haul Route North of TCEC (5:00) | R9, 78m away | 1 | 129 | 6 | 5 | 80 | 0 | y | 1 | 84 | 88 | 77.7 | Soft | A | 1.4 | 0.0 | 1.5 | 0.0 | | | 28 |
| 2043 background traffic Haul Route North of TCEC (6:00) | R9, 78m away | 1 | 313 | 3 | 16 | 80 | 0 | y | 1 | 84 | 88 | 77.7 | Soft | A | 1.5 | 0.0 | 1.5 | 0.0 | | | 32 |
| 2043 background traffic Haul Route North of TCEC (7:00) | R9, 78m away | 1 | 504 | 14 | 26 | 80 | 0 | y | 1 | 84 | 88 | 77.7 | Soft | A | 1.5 | 0.0 | 1.5 | 0.0 | | | 34 |
| 2043 background traffic Haul Route North of TCEC (8:00) | R9, 78m away | 1 | 450 | 40 | 52 | 80 | 0 | y | 1 | 84 | 88 | 77.7 | Soft | A | 1.8 | 0.0 | 1.5 | 0.0 | | | 37 |
| 2043 background traffic Haul Route North of TCEC (9:00) | R9, 78m away | 1 | 406 | 16 | 50 | 80 | 0 | y | 1 | 84 | 88 | 77.7 | Soft | A | 1.8 | 0.0 | 1.5 | 0.0 | | | 36 |
| 2043 background traffic Haul Route North of TCEC (10:00) | R9, 78m away | 1 | 386 | 17 | 34 | 80 | 0 | y | 1 | 84 | 88 | 77.7 | Soft | A | 1.7 | 0.0 | 1.5 | 0.0 | | | 35 |
| 2043 background traffic Haul Route North of TCEC (11:00) | R9, 78m away | 1 | 425 | 15 | 78 | 80 | 0 | y | 1 | 84 | 88 | 77.7 | Soft | A | 2.0 | 0.0 | 1.5 | 0.0 | | | 38 |
| 2043 background traffic Haul Route North of TCEC (12:00) | R9, 78m away | 1 | 366 | 11 | 42 | 80 | 0 | y | 1 | 84 | 88 | 77.7 | Soft | A | 1.8 | 0.0 | 1.5 | 0.0 | | | 35 |
| 2043 background traffic Haul Route North of TCEC (13:00) | R9, 78m away | 1 | 392 | 19 | 81 | 80 | 0 | y | 1 | 84 | 88 | 77.7 | Soft | A | 2.0 | 0.0 | 1.5 | 0.0 | | | 38 |
| 2043 background traffic Haul Route North of TCEC (14:00) | R9, 78m away | 1 | 420 | 15 | 50 | 80 | 0 | y | 1 | 84 | 88 | 77.7 | Soft | A | 1.8 | 0.0 | 1.5 | 0.0 | | | 36 |
| 2043 background traffic Haul Route North of TCEC (15:00) | R9, 78m away | 1 | 464 | 24 | 43 | 80 | 0 | y | 1 | 84 | 88 | 77.7 | Soft | A | 1.7 | 0.0 | 1.5 | 0.0 | | | 36 |
| 2043 background traffic Haul Route North of TCEC (16:00) | R9, 78m away | 1 | 560 | 26 | 42 | 80 | 0 | y | 1 | 84 | 88 | 77.7 | Soft | A | 1.6 | 0.0 | 1.5 | 0.0 | | | 36 |
| 2043 background traffic Haul Route North of TCEC (17:00) | R9, 78m away | 1 | 482 | 9 | 30 | 80 | 0 | y | 1 | 84 | 88 | 77.7 | Soft | A | 1.5 | 0.0 | 1.5 | 0.0 | | | 35 |
| 2043 background traffic Haul Route North of TCEC (18:00) | R9, 78m away | 1 | 326 | 4 | 16 | 80 | 0 | y | 1 | 84 | 88 | 77.7 | Soft | A | 1.5 | 0.0 | 1.5 | 0.0 | | | 32 |
| 2043 background traffic Haul Route North of TCEC (19:00) | R9, 78m away | 1 | 215 | 2 | 0 | 80 | 0 | y | 1 | 84 | 88 | 77.7 | Soft | A | 0.1 | 0.0 | 1.5 | 0.0 | | | 26 |
| 2043 background traffic Haul Route North of TCEC (20:00) | R9, 78m away | 1 | 154 | 0 | 7 | 80 | 0 | y | 1 | 84 | 88 | 77.7 | Soft | A | 1.4 | 0.0 | 1.5 | 0.0 | | | 28 |
| 2043 background traffic Haul Route North of TCEC (21:00) | R9, 78m away | 1 | 113 | 0 | 5 | 80 | 0 | y | 1 | 84 | 88 | 77.7 | Soft | A | 1.4 | 0.0 | 1.5 | 0.0 | | | 27 |
| 2043 background traffic Haul Route North of TCEC (22:00) | R9, 78m away | 1 | 96 | 0 | 3 | 80 | 0 | y | 1 | 84 | 88 | 77.7 | Soft | A | 1.3 | 0.0 | 1.5 | 0.0 | | | 25 |
| 2043 background traffic Haul Route North of TCEC (23:00) | R9, 78m away | 1 | 51 | 3 | 5 | 80 | 0 | y | 1 | 84 | 88 | 77.7 | Soft | A | 1.7 | 0.0 | 1.5 | 0.0 | | | 27 |
| 2043 background traffic Haul Route North of TCEC (0:00) | R15, 67m away | 4 | 22 | 0 | 0 | 80 | 0 | y | 1 | -89 | -86 | 66.9 | Soft | A | 0.1 | 0.0 | 1.5 | 0.0 | | | 13 |
| 2043 background traffic Haul Route North of TCEC (1:00) | R15, 67m away | 4 | 10 | 0 | 3 | 80 | 0 | y | 1 | -89 | -86 | 66.9 | Soft | A | 2.2 | 0.0 | 1.5 | 0.0 | | | 20 |
| 2043 background traffic Haul Route North of TCEC (2:00) | R15, 67m away | 4 | 13 | 2 | 3 | 80 | 0 | y | 1 | -89 | -86 | 66.9 | Soft | A | 2.0 | 0.0 | 1.5 | 0.0 | | | 21 |
| 2043 background traffic Haul Route North of TCEC (3:00) | R15, 67m away | 4 | 19 | 3 | 0 | 80 | 0 | y | 1 | -89 | -86 | 66.9 | Soft | A | 0.1 | 0.0 | 1.5 | 0.0 | | | 17 |
| 2043 background traffic Haul Route North of TCEC (4:00) | R15, 67m away | 4 | 22 | 3 | 4 | 80 | 0 | y | 1 | -89 | -86 | 66.9 | Soft | A | 1.9 | 0.0 | 1.5 | 0.0 | | | 23 |
| 2043 background traffic Haul Route North of TCEC (5:00) | R15, 67m away | 1 | 129 | 6 | 5 | 80 | 0 | y | 1 | -89 | -86 | 66.9 | Soft | A | 1.4 | 0.0 | 1.5 | 0.0 | | | 25 |
| 2043 background traffic Haul Route North of TCEC (6:00) | R15, 67m away | 1 | 313 | 3 | 16 | 80 | 0 | y | 1 | -89 | -86 | 66.9 | Soft | A | 1.5 | 0.0 | 1.5 | 0.0 | | | 29 |
| 2043 background traffic Haul Route North of TCEC (7:00) | R15, 67m away | 1 | 504 | 14 | 26 | 80 | 0 | y | 1 | -89 | -86 | 66.9 | Soft | A | 1.5 | 0.0 | 1.5 | 0.0 | | | 31 |
| 2043 background traffic Haul Route North of TCEC (8:00) | R15, 67m away | 1 | 450 | 40 | 52 | 80 | 0 | y | 1 | -89 | -86 | 66.9 | Soft | A | 1.8 | 0.0 | 1.5 | 0.0 | | | 34 |
| 2043 background traffic Haul Route North of TCEC (9:00) | R15, 67m away | 1 | 406 | 16 | 50 | 80 | 0 | y | 1 | -89 | -86 | 66.9 | Soft | A | 1.8 | 0.0 | 1.5 | 0.0 | | | 33 |
| 2043 background traffic Haul Route North of TCEC (10:00) | R15, 67m away | 1 | 386 | 17 | 34 | 80 | 0 | y | 1 | -89 | -86 | 66.9 | Soft | A | 1.7 | 0.0 | 1.5 | 0.0 | | | 32 |
| 2043 background traffic Haul Route North of TCEC (11:00) | R15, 67m away | 1 | 425 | 15 | 78 | 80 | 0 | y | 1 | -89 | -86 | 66.9 | Soft | A | 2.0 | 0.0 | 1.5 | 0.0 | | | 35 |
| 2043 background traffic Haul Route North of TCEC (12:00) | R15, 67m away | 1 | 366 | 11 | 42 | 80 | 0 | y | 1 | -89 | -86 | 66.9 | Soft | A | 1.8 | 0.0 | 1.5 | 0.0 | | | 32 |
| 2043 background traffic Haul Route North of TCEC (13:00) | R15, 67m away | 1 | 392 | 19 | 81 | 80 | 0 | y | 1 | -89 | -86 | 66.9 | Soft | A | 2.0 | 0.0 | 1.5 | 0.0 | | | 35 |
| 2043 background traffic Haul Route North of TCEC (14:00) | R15, 67m away | 1 | 420 | 15 | 50 | 80 | 0 | y | 1 | -89 | -86 | 66.9 | Soft | A | 1.8 | 0.0 | 1.5 | 0.0 | | | 33 |
| 2043 background traffic Haul Route North of TCEC (15:00) | R15, 67m away | 1 | 464 | 24 | 43 | 80 | 0 | y | 1 | -89 | -86 | 66.9 | Soft | A | 1.7 | 0.0 | 1.5 | 0.0 | | | 33 |
| 2043 background traffic Haul Route North of TCEC (16:00) | R15, 67m away | 1 | 560 | 26 | 42 | 80 | 0 | y | 1 | -89 | -86 | 66.9 | Soft | A | 1.6 | 0.0 | 1.5 | 0.0 | | | 33 |
| 2043 background traffic Haul Route North of TCEC (17:00) | R15, 67m away | 1 | 482 | 9 | 30 | 80 | 0 | y | 1 | -89 | -86 | 66.9 | Soft | A | 1.5 | 0.0 | 1.5 | 0.0 | | | 32 |
| 2043 background traffic Haul Route North of TCEC (18:00) | R15, 67m away | 1 | 326 | 4 | 16 | 80 | 0 | y | 1 | -89 | -86 | 66.9 | Soft | A | 1.5 | 0.0 | 1.5 | 0.0 | | | 29 |
| 2043 background traffic Haul Route North of TCEC (19:00) | R15, 67m away | 1 | 215 | 2 | 0 | 80 | 0 | y | 1 | -89 | -86 | 66.9 | Soft | A | 0.1 | 0.0 | 1.5 | 0.0 | | | 23 |
| 2043 background traffic Haul Route North of TCEC (20:00) | R15, 67m away | 1 | 154 | 0 | 7 | 80 | 0 | y | 1 | -89 | -86 | 66.9 | Soft | A | 1.4 | 0.0 | 1.5 | 0.0 | | | 25 |
| 2043 background traffic Haul Route North of TCEC (21:00) | R15, 67m away | 1 | 113 | 0 | 5 | 80 | 0 | y | 1 | -89 | -86 | 66.9 | Soft | A | 1.4 | 0.0 | 1.5 | 0.0 | | | 24 |
| 2043 background traffic Haul Route North of TCEC (22:00) | R15, 67m away | 1 | 96 | 0 | 3 | 80 | 0 | y | 1 | -89 | -86 | 66.9 | Soft | A | 1.3 | 0.0 | 1.5 | 0.0 | | | 22 |
| 2043 background traffic Haul Route North of TCEC (23:00) | R15, 67m away | 1 | 51 | 3 | 5 | 80 | 0 | y | 1 | -89 | -86 | 66.9 | Soft | A | 1.7 | 0.0 | 1.5 | 0.0 | | | 24 |
| 2043 background traffic Haul Route North of TCEC (0:00) | R16, 49m away | 4 | 22 | 0 | 0 | 80 | 0 | y | 1 | 86 | 88 | 49.0 | Soft | A | 0.1 | 0.0 | 1.5 | 0.0 | | | 15 |
| 2043 background traffic Haul Route North of TCEC (1:00) | R16, 49m away | 4 | 10 | 0 | 3 | 80 | 0 | y | 1 | 86 | 88 | 49.0 | Soft | A | 2.2 | 0.0 | 1.5 | 0.0 | | | 23 |
| 2043 background traffic Haul Route North of TCEC (2:00) | R16, 49m away | 4 | 13 | 2 | 3 | 80 | 0 | y | 1 | 86 | 88 | 49.0 | Soft | A | 2.0 | 0.0 | 1.5 | 0.0 | | | 23 |
| 2043 background traffic Haul Route North of TCEC (3:00) | R16, 49m away | 4 | 19 | 3 | 0 | 80 | 0 | y | 1 | 86 | 88 | 49.0 | Soft | A | 0.1 | 0.0 | 1.5 | 0.0 | | | 19 |
| 2043 background traffic Haul Route North of TCEC (4:00) | R16, 49m away | 4 | 22 | 3 | 4 | 80 | 0 | y | 1 | 86 | 88 | 49.0 | Soft | A | 1.9 | 0.0 | 1.5 | 0.0 | | | 25 |
| 2043 background traffic Haul Route North of TCEC (5:00) | R16, 49m away | 1 | 129 | 6 | 5 | 80 | 0 | y | 1 | 86 | 88 | 49.0 | Soft | A | 1.4 | 0.0 | 1.5 | 0.0 | | | 27 |
| 2043 background traffic Haul Route North of TCEC (6:00) | R16, 49m away | 1 | 313 | 3 | 16 | 80 | 0 | y | 1 | 86 | 88 | 49.0 | Soft | A | 1.5 | 0.0 | 1.5 | 0.0 | | | 31 |
| 2043 background traffic Haul Route North of TCEC (7:00) | R16, 49m away | 1 | 504 | 14 | 26 | 80 | 0 | y | 1 | 86 | 88 | 49.0 | Soft | A | 1.5 | 0.0 | 1.5 | 0.0 | | | 34 |
| 2043 background traffic Haul Route North of TCEC (8:00) | R16, 49m away | 1 | 450 | 40 | 52 | 80 | 0 | y | 1 | 86 | 88 | 49.0 | Soft | A | 1.8 | 0.0 | 1.5 | 0.0 | | | 36 |
| 2043 background traffic Haul Route North of TCEC (9:00) | R16, 49m away | 1 | 406 | 16 | 50 | 80 | 0 | y | 1 | 86 | 88 | 49.0 | Soft | A | 1.8 | 0.0 | 1.5 | 0.0 | | | 35 |
| 2043 background traffic Haul Route North of TCEC (10:00) | R16, 49m away | 1 | 386 | 17 | 34 | 80 | 0 | y | 1 | 86 | 88 | 49.0 | Soft | A | 1.7 | 0.0 | 1.5 | 0.0 | | | 34 |
| 2043 background traffic Haul Route North of TCEC (11:00) | R16, 49m away | 1 | 425 | 15 | 78 | 80 | 0 | y | 1 | 86 | 88 | 49.0 | Soft | A | 2.0 | 0.0 | 1.5 | 0.0 | | | 37 |
| 2043 background traffic Haul Route North of TCEC (12:00) | R16, 49m away | 1 | 366 | 11 | 42 | 80 | 0 | y | 1 | 86 | 88 | 49.0 | Soft | A | 1.8 | 0.0 | 1.5 | 0.0 | | | 35 |
| 2043 background traffic Haul Route North of TCEC (13:00) | R16, 49m away | 1 | 392 | 19 | 81 | 80 | 0 | y | 1 | 86 | 88 | 49.0 | Soft | A | 2.0 | 0.0 | 1.5 | 0.0 | | | 37 |
| 2043 background traffic Haul Route North of TCEC (14:00) | R16, 49m away | 1 | 420 | 15 | 50 | 80 | 0 | y | 1 | 86 | 88 | 49.0 | Soft | A | 1.8 | 0.0 | 1.5 | 0.0 | | | 35 |
| 2043 background traffic Haul Route North of TCEC (15:00) | R16, 49m away | 1 | 464 | 24 | 43 | 80 | 0 | y | 1 | 86 | 88 | 49.0 | Soft | A | 1.7 | 0.0 | 1.5 | 0.0 | | | 35 |
| 2043 background traffic Haul Route North of TCEC (16:00) | R16, 49m away | 1 | 560 | 26 | 42 | 80 | 0 | y | 1 | 86 | 88 | 49.0 | Soft | A | 1.6 | 0.0 | 1.5 | 0.0 | | | 35 |
| 2043 background traffic Haul Route North of TCEC (17:00) | R16, 49m away | 1 | 482 | 9 | 30 | 80 | 0 | y | 1 | 86 | 88 | 49.0 | Soft | A | 1.5 | 0.0 | 1.5 | 0.0 | | | 34 |
| 2043 background traffic Haul Route North of TCEC (18:00) | R16, 49m away | 1 | 326 | 4 | 16 | 80 | 0 | y | 1 | 86 | 88 | 49.0 | Soft | A | 1.5 | 0.0 | 1.5 | 0.0 | | | 31 |
| 2043 background traffic Haul Route North of TCEC (19:00) | R16, 49m away | 1 | 215 | 2 | 0 | 80 | 0 | y | 1 | 86 | 88 | 49.0 | Soft | A | 0.1 | 0.0 | 1.5 | 0.0 | | | 26 |
| 2043 background traffic Haul Route North of TCEC (20:00) | R16, 49m away | 1 | 154 | 0 | 7 | 80 | 0 | y | 1 | 86 | 88 | 49.0 | Soft | A | 1.4 | 0.0 | 1.5 | 0.0 | | | 28 |
| 2043 background traffic Haul Route North of TCEC (21:00) | R16, 49m away | 1 | 113 | 0 | 5 | 80 | 0 | y | 1 | 86 | 88 | 49.0 | Soft | A | 1.4 | 0.0 | 1.5 | 0.0 | | | 26 |
| 2043 background traffic Haul Route North of TCEC (22:00) | R16, 49m away | 1 | 96 | 0 | 3 | 80 | 0 | y | 1 | 86 | 88 | 49.0 | Soft | A | 1.3 | 0.0 | 1.5 | 0.0 | | | 25 |
| 2043 background traffic Haul Route North of TCEC (23:00) | R16, 49m away | 1 | 51 | 3 | 5 | 80 | 0 | y | 1 | 86 | 88 | 49.0 | Soft | A | 1.7 | 0.0 | 1.5 | 0.0 | | | 26 |
| 2043 background traffic Haul Route North of TCEC (0:00) | R17, 59m away | 4 | 22 | 0 | 0 | 80 | 0 | y | 1 | 82 | 88 | 58.8 | Soft | A | 0.1 | 0.0 | 1.5 | 0.0 | | | 21 |
| 2043 background traffic Haul Route North of TCEC (1:00) | R17, 59m away | 4 | 10 | 0 | 3 | 80 | 0 | y | 1 | 82 | 88 | 58.8 | Soft | A | 2.2 | 0.0 | 1.5 | 0.0 | | | 28 |
| 2043 background traffic Haul Route North of TCEC (2:00) | R17, 59m away | 4 | 13 | 2 | 3 | 80 | 0 | y | 1 | 82 | 88 | 58.8 | Soft | A | 2.0 | 0.0 | 1.5 | 0.0 | | | 29 |
| 2043 background traffic Haul Route North of TCEC (3:00) | R17, 59m away | 4 | 19 | 3 | 0 | 80 | 0 | y | 1 | 82 | 88 | 58.8 | Soft | A | 0.1 | 0.0 | 1.5 | 0.0 | | | 25 |
| 2043 background traffic Haul Route North of TCEC (4:00) | R17, 59m away | 4 | 22 | 3 | 4 | 80 | 0 | y | 1 | 82 | 88 | 58.8 | Soft | A | 1.9 | 0.0 | 1.5 | 0.0 | | | 30 |
| 2043 background traffic Haul Route North of TCEC (5:00) | R17, 59m away | 1 | 129 | 6 | 5 | 80 | 0 | y | 1 | 82 | 88 | 58.8 | Soft | A | 1.4 | 0.0 | 1.5 | 0.0 | | | 33 |
| 2043 background traffic Haul Route North of TCEC (6:00) | R17, 59m away | 1 | 313 | 3 | 16 | 80 | 0 | y | 1 | 82 | 88 | 58.8 | Soft | A | 1.5 | 0.0 | 1.5 | 0.0 | | | 37 |
| 2043 background traffic Haul Route North of TCEC (7:00) | R17, 59m away | 1 | 504 | 14 | 26 | 80 | 0 | y | 1 | 82 | 88 | 58.8 | Soft | A | 1.5 | 0.0 | 1.5 | 0.0 | | | 39 |

| | | | | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 2043 background traffic Haul Route North of TCEC (8:00) | R17, 59m away | 1 | 450 | 40 | 52 | 80 | 0 | y | 1 | 82 | 88 | 58.8 | Soft | A | 1.8 | 0.0 | 1.5 | 0.0 | | | 41 |
| 2043 background traffic Haul Route North of TCEC (9:00) | R17, 59m away | 1 | 406 | 16 | 50 | 80 | 0 | y | 1 | 82 | 88 | 58.8 | Soft | A | 1.8 | 0.0 | 1.5 | 0.0 | | | 41 |
| 2043 background traffic Haul Route North of TCEC (10:00) | R17, 59m away | 1 | 386 | 17 | 34 | 80 | 0 | y | 1 | 82 | 88 | 58.8 | Soft | A | 1.7 | 0.0 | 1.5 | 0.0 | | | 40 |
| 2043 background traffic Haul Route North of TCEC (11:00) | R17, 59m away | 1 | 425 | 15 | 78 | 80 | 0 | y | 1 | 82 | 88 | 58.8 | Soft | A | 2.0 | 0.0 | 1.5 | 0.0 | | | 42 |
| 2043 background traffic Haul Route North of TCEC (12:00) | R17, 59m away | 1 | 366 | 11 | 42 | 80 | 0 | y | 1 | 82 | 88 | 58.8 | Soft | A | 1.8 | 0.0 | 1.5 | 0.0 | | | 40 |
| 2043 background traffic Haul Route North of TCEC (13:00) | R17, 59m away | 1 | 392 | 19 | 81 | 80 | 0 | y | 1 | 82 | 88 | 58.8 | Soft | A | 2.0 | 0.0 | 1.5 | 0.0 | | | 43 |
| 2043 background traffic Haul Route North of TCEC (14:00) | R17, 59m away | 1 | 420 | 15 | 50 | 80 | 0 | y | 1 | 82 | 88 | 58.8 | Soft | A | 1.8 | 0.0 | 1.5 | 0.0 | | | 41 |
| 2043 background traffic Haul Route North of TCEC (15:00) | R17, 59m away | 1 | 464 | 24 | 43 | 80 | 0 | y | 1 | 82 | 88 | 58.8 | Soft | A | 1.7 | 0.0 | 1.5 | 0.0 | | | 41 |
| 2043 background traffic Haul Route North of TCEC (16:00) | R17, 59m away | 1 | 560 | 26 | 42 | 80 | 0 | y | 1 | 82 | 88 | 58.8 | Soft | A | 1.6 | 0.0 | 1.5 | 0.0 | | | 41 |
| 2043 background traffic Haul Route North of TCEC (17:00) | R17, 59m away | 1 | 482 | 9 | 30 | 80 | 0 | y | 1 | 82 | 88 | 58.8 | Soft | A | 1.5 | 0.0 | 1.5 | 0.0 | | | 39 |
| 2043 background traffic Haul Route North of TCEC (18:00) | R17, 59m away | 1 | 326 | 4 | 16 | 80 | 0 | y | 1 | 82 | 88 | 58.8 | Soft | A | 1.5 | 0.0 | 1.5 | 0.0 | | | 37 |
| 2043 background traffic Haul Route North of TCEC (19:00) | R17, 59m away | 1 | 215 | 2 | 0 | 80 | 0 | y | 1 | 82 | 88 | 58.8 | Soft | A | 0.1 | 0.0 | 1.5 | 0.0 | | | 31 |
| 2043 background traffic Haul Route North of TCEC (20:00) | R17, 59m away | 1 | 154 | 0 | 7 | 80 | 0 | y | 1 | 82 | 88 | 58.8 | Soft | A | 1.4 | 0.0 | 1.5 | 0.0 | | | 33 |
| 2043 background traffic Haul Route North of TCEC (21:00) | R17, 59m away | 1 | 113 | 0 | 5 | 80 | 0 | y | 1 | 82 | 88 | 58.8 | Soft | A | 1.4 | 0.0 | 1.5 | 0.0 | | | 32 |
| 2043 background traffic Haul Route North of TCEC (22:00) | R17, 59m away | 1 | 96 | 0 | 3 | 80 | 0 | y | 1 | 82 | 88 | 58.8 | Soft | A | 1.3 | 0.0 | 1.5 | 0.0 | | | 30 |
| 2043 background traffic Haul Route North of TCEC (23:00) | R17, 59m away | 1 | 51 | 3 | 5 | 80 | 0 | y | 1 | 82 | 88 | 58.8 | Soft | A | 1.7 | 0.0 | 1.5 | 0.0 | | | 31 |
| 2043 background traffic Haul Route North of TCEC (0:00) | R18, 86m away | 1 | 22 | 0 | 0 | 80 | 0 | y | 1 | -81 | 86 | 86.2 | Soft | A | 0.1 | 0.0 | 1.5 | 0.0 | | | 37 |
| 2043 background traffic Haul Route North of TCEC (1:00) | R18, 86m away | 1 | 10 | 0 | 3 | 80 | 0 | y | 1 | -81 | 86 | 86.2 | Soft | A | 2.2 | 0.0 | 1.5 | 0.0 | | | 44 |
| 2043 background traffic Haul Route North of TCEC (2:00) | R18, 86m away | 1 | 13 | 2 | 3 | 80 | 0 | y | 1 | -81 | 86 | 86.2 | Soft | A | 2.0 | 0.0 | 1.5 | 0.0 | | | 45 |
| 2043 background traffic Haul Route North of TCEC (3:00) | R18, 86m away | 1 | 19 | 3 | 0 | 80 | 0 | y | 1 | -81 | 86 | 86.2 | Soft | A | 0.1 | 0.0 | 1.5 | 0.0 | | | 41 |
| 2043 background traffic Haul Route North of TCEC (4:00) | R18, 86m away | 1 | 22 | 3 | 4 | 80 | 0 | y | 1 | -81 | 86 | 86.2 | Soft | A | 1.9 | 0.0 | 1.5 | 0.0 | | | 47 |
| 2043 background traffic Haul Route North of TCEC (5:00) | R18, 86m away | 1 | 129 | 6 | 5 | 80 | 0 | y | 1 | -81 | 86 | 86.2 | Soft | A | 1.4 | 0.0 | 1.5 | 0.0 | | | 49 |
| 2043 background traffic Haul Route North of TCEC (6:00) | R18, 86m away | 1 | 313 | 3 | 16 | 80 | 0 | y | 1 | -81 | 86 | 86.2 | Soft | A | 1.5 | 0.0 | 1.5 | 0.0 | | | 53 |
| 2043 background traffic Haul Route North of TCEC (7:00) | R18, 86m away | 1 | 504 | 14 | 26 | 80 | 0 | y | 1 | -81 | 86 | 86.2 | Soft | A | 1.5 | 0.0 | 1.5 | 0.0 | | | 56 |
| 2043 background traffic Haul Route North of TCEC (8:00) | R18, 86m away | 1 | 450 | 40 | 52 | 80 | 0 | y | 1 | -81 | 86 | 86.2 | Soft | A | 1.8 | 0.0 | 1.5 | 0.0 | | | 58 |
| 2043 background traffic Haul Route North of TCEC (9:00) | R18, 86m away | 1 | 406 | 16 | 50 | 80 | 0 | y | 1 | -81 | 86 | 86.2 | Soft | A | 1.8 | 0.0 | 1.5 | 0.0 | | | 57 |
| 2043 background traffic Haul Route North of TCEC (10:00) | R18, 86m away | 1 | 386 | 17 | 34 | 80 | 0 | y | 1 | -81 | 86 | 86.2 | Soft | A | 1.7 | 0.0 | 1.5 | 0.0 | | | 56 |
| 2043 background traffic Haul Route North of TCEC (11:00) | R18, 86m away | 1 | 425 | 15 | 78 | 80 | 0 | y | 1 | -81 | 86 | 86.2 | Soft | A | 2.0 | 0.0 | 1.5 | 0.0 | | | 59 |
| 2043 background traffic Haul Route North of TCEC (12:00) | R18, 86m away | 1 | 366 | 11 | 42 | 80 | 0 | y | 1 | -81 | 86 | 86.2 | Soft | A | 1.8 | 0.0 | 1.5 | 0.0 | | | 57 |
| 2043 background traffic Haul Route North of TCEC (13:00) | R18, 86m away | 1 | 392 | 19 | 81 | 80 | 0 | y | 1 | -81 | 86 | 86.2 | Soft | A | 2.0 | 0.0 | 1.5 | 0.0 | | | 59 |
| 2043 background traffic Haul Route North of TCEC (14:00) | R18, 86m away | 1 | 420 | 15 | 50 | 80 | 0 | y | 1 | -81 | 86 | 86.2 | Soft | A | 1.8 | 0.0 | 1.5 | 0.0 | | | 57 |
| 2043 background traffic Haul Route North of TCEC (15:00) | R18, 86m away | 1 | 464 | 24 | 43 | 80 | 0 | y | 1 | -81 | 86 | 86.2 | Soft | A | 1.7 | 0.0 | 1.5 | 0.0 | | | 57 |
| 2043 background traffic Haul Route North of TCEC (16:00) | R18, 86m away | 1 | 560 | 26 | 42 | 80 | 0 | y | 1 | -81 | 86 | 86.2 | Soft | A | 1.6 | 0.0 | 1.5 | 0.0 | | | 57 |
| 2043 background traffic Haul Route North of TCEC (17:00) | R18, 86m away | 1 | 482 | 9 | 30 | 80 | 0 | y | 1 | -81 | 86 | 86.2 | Soft | A | 1.5 | 0.0 | 1.5 | 0.0 | | | 56 |
| 2043 background traffic Haul Route North of TCEC (18:00) | R18, 86m away | 1 | 326 | 4 | 16 | 80 | 0 | y | 1 | -81 | 86 | 86.2 | Soft | A | 1.5 | 0.0 | 1.5 | 0.0 | | | 53 |
| 2043 background traffic Haul Route North of TCEC (19:00) | R18, 86m away | 1 | 215 | 2 | 0 | 80 | 0 | y | 1 | -81 | 86 | 86.2 | Soft | A | 0.1 | 0.0 | 1.5 | 0.0 | | | 47 |
| 2043 background traffic Haul Route North of TCEC (20:00) | R18, 86m away | 1 | 154 | 0 | 7 | 80 | 0 | y | 1 | -81 | 86 | 86.2 | Soft | A | 1.4 | 0.0 | 1.5 | 0.0 | | | 50 |
| 2043 background traffic Haul Route North of TCEC (21:00) | R18, 86m away | 1 | 113 | 0 | 5 | 80 | 0 | y | 1 | -81 | 86 | 86.2 | Soft | A | 1.4 | 0.0 | 1.5 | 0.0 | | | 48 |
| 2043 background traffic Haul Route North of TCEC (22:00) | R18, 86m away | 1 | 96 | 0 | 3 | 80 | 0 | y | 1 | -81 | 86 | 86.2 | Soft | A | 1.3 | 0.0 | 1.5 | 0.0 | | | 47 |
| 2043 background traffic Haul Route North of TCEC (23:00) | R18, 86m away | 1 | 51 | 3 | 5 | 80 | 0 | y | 1 | -81 | 86 | 86.2 | Soft | A | 1.7 | 0.0 | 1.5 | 0.0 | | | 48 |
| 2043 background traffic Haul Route North of TCEC (0:00) | R19, 81m away | 1 | 22 | 0 | 0 | 80 | 0 | y | 1 | -85 | 85 | 81.4 | Soft | A | 0.1 | 0.0 | 1.5 | 0.0 | | | 38 |
| 2043 background traffic Haul Route North of TCEC (1:00) | R19, 81m away | 1 | 10 | 0 | 3 | 80 | 0 | y | 1 | -85 | 85 | 81.4 | Soft | A | 2.2 | 0.0 | 1.5 | 0.0 | | | 45 |
| 2043 background traffic Haul Route North of TCEC (2:00) | R19, 81m away | 1 | 13 | 2 | 3 | 80 | 0 | y | 1 | -85 | 85 | 81.4 | Soft | A | 2.0 | 0.0 | 1.5 | 0.0 | | | 46 |
| 2043 background traffic Haul Route North of TCEC (3:00) | R19, 81m away | 1 | 19 | 3 | 0 | 80 | 0 | y | 1 | -85 | 85 | 81.4 | Soft | A | 0.1 | 0.0 | 1.5 | 0.0 | | | 42 |
| 2043 background traffic Haul Route North of TCEC (4:00) | R19, 81m away | 1 | 22 | 3 | 4 | 80 | 0 | y | 1 | -85 | 85 | 81.4 | Soft | A | 1.9 | 0.0 | 1.5 | 0.0 | | | 47 |
| 2043 background traffic Haul Route North of TCEC (5:00) | R19, 81m away | 1 | 129 | 6 | 5 | 80 | 0 | y | 1 | -85 | 85 | 81.4 | Soft | A | 1.4 | 0.0 | 1.5 | 0.0 | | | 50 |
| 2043 background traffic Haul Route North of TCEC (6:00) | R19, 81m away | 1 | 313 | 3 | 16 | 80 | 0 | y | 1 | -85 | 85 | 81.4 | Soft | A | 1.5 | 0.0 | 1.5 | 0.0 | | | 54 |
| 2043 background traffic Haul Route North of TCEC (7:00) | R19, 81m away | 1 | 504 | 14 | 26 | 80 | 0 | y | 1 | -85 | 85 | 81.4 | Soft | A | 1.5 | 0.0 | 1.5 | 0.0 | | | 56 |
| 2043 background traffic Haul Route North of TCEC (8:00) | R19, 81m away | 1 | 450 | 40 | 52 | 80 | 0 | y | 1 | -85 | 85 | 81.4 | Soft | A | 1.8 | 0.0 | 1.5 | 0.0 | | | 58 |
| 2043 background traffic Haul Route North of TCEC (9:00) | R19, 81m away | 1 | 406 | 16 | 50 | 80 | 0 | y | 1 | -85 | 85 | 81.4 | Soft | A | 1.8 | 0.0 | 1.5 | 0.0 | | | 58 |
| 2043 background traffic Haul Route North of TCEC (10:00) | R19, 81m away | 1 | 386 | 17 | 34 | 80 | 0 | y | 1 | -85 | 85 | 81.4 | Soft | A | 1.7 | 0.0 | 1.5 | 0.0 | | | 57 |
| 2043 background traffic Haul Route North of TCEC (11:00) | R19, 81m away | 1 | 425 | 15 | 78 | 80 | 0 | y | 1 | -85 | 85 | 81.4 | Soft | A | 2.0 | 0.0 | 1.5 | 0.0 | | | 59 |
| 2043 background traffic Haul Route North of TCEC (12:00) | R19, 81m away | 1 | 366 | 11 | 42 | 80 | 0 | y | 1 | -85 | 85 | 81.4 | Soft | A | 1.8 | 0.0 | 1.5 | 0.0 | | | 57 |
| 2043 background traffic Haul Route North of TCEC (13:00) | R19, 81m away | 1 | 392 | 19 | 81 | 80 | 0 | y | 1 | -85 | 85 | 81.4 | Soft | A | 2.0 | 0.0 | 1.5 | 0.0 | | | 59 |
| 2043 background traffic Haul Route North of TCEC (14:00) | R19, 81m away | 1 | 420 | 15 | 50 | 80 | 0 | y | 1 | -85 | 85 | 81.4 | Soft | A | 1.8 | 0.0 | 1.5 | 0.0 | | | 58 |
| 2043 background traffic Haul Route North of TCEC (15:00) | R19, 81m away | 1 | 464 | 24 | 43 | 80 | 0 | y | 1 | -85 | 85 | 81.4 | Soft | A | 1.7 | 0.0 | 1.5 | 0.0 | | | 58 |
| 2043 background traffic Haul Route North of TCEC (16:00) | R19, 81m away | 1 | 560 | 26 | 42 | 80 | 0 | y | 1 | -85 | 85 | 81.4 | Soft | A | 1.6 | 0.0 | 1.5 | 0.0 | | | 58 |
| 2043 background traffic Haul Route North of TCEC (17:00) | R19, 81m away | 1 | 482 | 9 | 30 | 80 | 0 | y | 1 | -85 | 85 | 81.4 | Soft | A | 1.5 | 0.0 | 1.5 | 0.0 | | | 56 |
| 2043 background traffic Haul Route North of TCEC (18:00) | R19, 81m away | 1 | 326 | 4 | 16 | 80 | 0 | y | 1 | -85 | 85 | 81.4 | Soft | A | 1.5 | 0.0 | 1.5 | 0.0 | | | 54 |
| 2043 background traffic Haul Route North of TCEC (19:00) | R19, 81m away | 1 | 215 | 2 | 0 | 80 | 0 | y | 1 | -85 | 85 | 81.4 | Soft | A | 0.1 | 0.0 | 1.5 | 0.0 | | | 48 |
| 2043 background traffic Haul Route North of TCEC (20:00) | R19, 81m away | 1 | 154 | 0 | 7 | 80 | 0 | y | 1 | -85 | 85 | 81.4 | Soft | A | 1.4 | 0.0 | 1.5 | 0.0 | | | 50 |
| 2043 background traffic Haul Route North of TCEC (21:00) | R19, 81m away | 1 | 113 | 0 | 5 | 80 | 0 | y | 1 | -85 | 85 | 81.4 | Soft | A | 1.4 | 0.0 | 1.5 | 0.0 | | | 49 |
| 2043 background traffic Haul Route North of TCEC (22:00) | R19, 81m away | 1 | 96 | 0 | 3 | 80 | 0 | y | 1 | -85 | 85 | 81.4 | Soft | A | 1.3 | 0.0 | 1.5 | 0.0 | | | 47 |
| 2043 background traffic Haul Route North of TCEC (23:00) | R19, 81m away | 1 | 51 | 3 | 5 | 80 | 0 | y | 1 | -85 | 85 | 81.4 | Soft | A | 1.7 | 0.0 | 1.5 | 0.0 | | | 48 |
| 2043 background traffic Haul Route North of TCEC (0:00) | R20, 76m away | 1 | 22 | 0 | 0 | 80 | 0 | y | 1 | -85 | 85 | 75.9 | Soft | A | 0.1 | 0.0 | 1.5 | 0.0 | | | 38 |
| 2043 background traffic Haul Route North of TCEC (1:00) | R20, 76m away | 1 | 10 | 0 | 3 | 80 | 0 | y | 1 | -85 | 85 | 75.9 | Soft | A | 2.2 | 0.0 | 1.5 | 0.0 | | | 45 |
| 2043 background traffic Haul Route North of TCEC (2:00) | R20, 76m away | 1 | 13 | 2 | 3 | 80 | 0 | y | 1 | -85 | 85 | 75.9 | Soft | A | 2.0 | 0.0 | 1.5 | 0.0 | | | 46 |
| 2043 background traffic Haul Route North of TCEC (3:00) | R20, 76m away | 1 | 19 | 3 | 0 | 80 | 0 | y | 1 | -85 | 85 | 75.9 | Soft | A | 0.1 | 0.0 | 1.5 | 0.0 | | | 42 |
| 2043 background traffic Haul Route North of TCEC (4:00) | R20, 76m away | 1 | 22 | 3 | 4 | 80 | 0 | y | 1 | -85 | 85 | 75.9 | Soft | A | 1.9 | 0.0 | 1.5 | 0.0 | | | 48 |
| 2043 background traffic Haul Route North of TCEC (5:00) | R20, 76m away | 1 | 129 | 6 | 5 | 80 | 0 | y | 1 | -85 | 85 | 75.9 | Soft | A | 1.4 | 0.0 | 1.5 | 0.0 | | | 50 |
| 2043 background traffic Haul Route North of TCEC (6:00) | R20, 76m away | 1 | 313 | 3 | 16 | 80 | 0 | y | 1 | -85 | 85 | 75.9 | Soft | A | 1.5 | 0.0 | 1.5 | 0.0 | | | 54 |
| 2043 background traffic Haul Route North of TCEC (7:00) | R20, 76m away | 1 | 504 | 14 | 26 | 80 | 0 | y | 1 | -85 | 85 | 75.9 | Soft | A | 1.5 | 0.0 | 1.5 | 0.0 | | | 57 |
| 2043 background traffic Haul Route North of TCEC (8:00) | R20, 76m away | 1 | 450 | 40 | 52 | 80 | 0 | y | 1 | -85 | 85 | 75.9 | Soft | A | 1.8 | 0.0 | 1.5 | 0.0 | | | 59 |
| 2043 background traffic Haul Route North of TCEC (9:00) | R20, 76m away | 1 | 406 | 16 | 50 | 80 | 0 | y | 1 | -85 | 85 | 75.9 | Soft | A | 1.8 | 0.0 | 1.5 | 0.0 | | | 58 |
| 2043 background traffic Haul Route North of TCEC (10:00) | R20, 76m away | 1 | 386 | 17 | 34 | 80 | 0 | y | 1 | -85 | 85 | 75.9 | Soft | A | 1.7 | 0.0 | 1.5 | 0.0 | | | 57 |
| 2043 background traffic Haul Route North of TCEC (11:00) | R20, 76m away | 1 | 425 | 15 | 78 | 80 | 0 | y | 1 | -85 | 85 | 75.9 | Soft | A | 2.0 | 0.0 | 1.5 | 0.0 | | | 60 |
| 2043 background traffic Haul Route North of TCEC (12:00) | R20, 76m away | 1 | 366 | 11 | 42 | 80 | 0 | y | 1 | -85 | 85 | 75.9 | Soft | A | 1.8 | 0.0 | 1.5 | 0.0 | | | 58 |
| 2043 background traffic Haul Route North of TCEC (13:00) | R20, 76m away | 1 | 392 | 19 | 81 | 80 | 0 | y | 1 | -85 | 85 | 75.9 | Soft | A | 2.0 | 0.0 | 1.5 | 0.0 | | | 60 |
| 2043 background traffic Haul Route North of TCEC (14:00) | R20, 76m away | 1 | 420 | 15 | 50 | 80 | 0 | y | 1 | -85 | 85 | 75.9 | Soft | A | 1.8 | 0.0 | 1.5 | 0.0 | | | 58 |
| 2043 background traffic Haul Route North of TCEC (15:00) | R20, 76m away | 1 | 464 | 24 | 43 | 80 | 0 | y | 1 | -85 | 85 | 75.9 | Soft | A | 1.7 | 0.0 | 1.5 | 0.0 | | | 58 |

| | | | | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 2043 background traffic Haul Route North of TCEC (16:00) | R20, 76m away | 1 | 560 | 26 | 42 | 80 | 0 | y | 1 | -85 | 85 | 75.9 | Soft | A | 1.6 | 0.0 | 1.5 | 0.0 | | | 58 |
| 2043 background traffic Haul Route North of TCEC (17:00) | R20, 76m away | 1 | 482 | 9 | 30 | 80 | 0 | y | 1 | -85 | 85 | 75.9 | Soft | A | 1.5 | 0.0 | 1.5 | 0.0 | | | 57 |
| 2043 background traffic Haul Route North of TCEC (18:00) | R20, 76m away | 1 | 326 | 4 | 16 | 80 | 0 | y | 1 | -85 | 85 | 75.9 | Soft | A | 1.5 | 0.0 | 1.5 | 0.0 | | | 54 |
| 2043 background traffic Haul Route North of TCEC (19:00) | R20, 76m away | 1 | 215 | 2 | 0 | 80 | 0 | y | 1 | -85 | 85 | 75.9 | Soft | A | 0.1 | 0.0 | 1.5 | 0.0 | | | 48 |
| 2043 background traffic Haul Route North of TCEC (20:00) | R20, 76m away | 1 | 154 | 0 | 7 | 80 | 0 | y | 1 | -85 | 85 | 75.9 | Soft | A | 1.4 | 0.0 | 1.5 | 0.0 | | | 51 |
| 2043 background traffic Haul Route North of TCEC (21:00) | R20, 76m away | 1 | 113 | 0 | 5 | 80 | 0 | y | 1 | -85 | 85 | 75.9 | Soft | A | 1.4 | 0.0 | 1.5 | 0.0 | | | 49 |
| 2043 background traffic Haul Route North of TCEC (22:00) | R20, 76m away | 1 | 96 | 0 | 3 | 80 | 0 | y | 1 | -85 | 85 | 75.9 | Soft | A | 1.3 | 0.0 | 1.5 | 0.0 | | | 48 |
| 2043 background traffic Haul Route North of TCEC (23:00) | R20, 76m away | 1 | 51 | 3 | 5 | 80 | 0 | y | 1 | -85 | 85 | 75.9 | Soft | A | 1.7 | 0.0 | 1.5 | 0.0 | | | 49 |
| 2043 background traffic Haul Route North of TCEC (0:00) | R21, 39m away | 1 | 22 | 0 | 0 | 80 | 0 | y | 1 | -88 | 87 | 39.4 | Soft | A | 0.1 | 0.0 | 1.5 | 0.0 | | | 43 |
| 2043 background traffic Haul Route North of TCEC (1:00) | R21, 39m away | 1 | 10 | 0 | 3 | 80 | 0 | y | 1 | -88 | 87 | 39.4 | Soft | A | 2.2 | 0.0 | 1.5 | 0.0 | | | 50 |
| 2043 background traffic Haul Route North of TCEC (2:00) | R21, 39m away | 1 | 13 | 2 | 3 | 80 | 0 | y | 1 | -88 | 87 | 39.4 | Soft | A | 2.0 | 0.0 | 1.5 | 0.0 | | | 51 |
| 2043 background traffic Haul Route North of TCEC (3:00) | R21, 39m away | 1 | 19 | 3 | 0 | 80 | 0 | y | 1 | -88 | 87 | 39.4 | Soft | A | 0.1 | 0.0 | 1.5 | 0.0 | | | 47 |
| 2043 background traffic Haul Route North of TCEC (4:00) | R21, 39m away | 1 | 22 | 3 | 4 | 80 | 0 | y | 1 | -88 | 87 | 39.4 | Soft | A | 1.9 | 0.0 | 1.5 | 0.0 | | | 52 |
| 2043 background traffic Haul Route North of TCEC (5:00) | R21, 39m away | 1 | 129 | 6 | 5 | 80 | 0 | y | 1 | -88 | 87 | 39.4 | Soft | A | 1.4 | 0.0 | 1.5 | 0.0 | | | 55 |
| 2043 background traffic Haul Route North of TCEC (6:00) | R21, 39m away | 1 | 313 | 3 | 16 | 80 | 0 | y | 1 | -88 | 87 | 39.4 | Soft | A | 1.5 | 0.0 | 1.5 | 0.0 | | | 59 |
| 2043 background traffic Haul Route North of TCEC (7:00) | R21, 39m away | 1 | 504 | 14 | 26 | 80 | 0 | y | 1 | -88 | 87 | 39.4 | Soft | A | 1.5 | 0.0 | 1.5 | 0.0 | | | 61 |
| 2043 background traffic Haul Route North of TCEC (8:00) | R21, 39m away | 1 | 450 | 40 | 52 | 80 | 0 | y | 1 | -88 | 87 | 39.4 | Soft | A | 1.8 | 0.0 | 1.5 | 0.0 | | | 64 |
| 2043 background traffic Haul Route North of TCEC (9:00) | R21, 39m away | 1 | 406 | 16 | 50 | 80 | 0 | y | 1 | -88 | 87 | 39.4 | Soft | A | 1.8 | 0.0 | 1.5 | 0.0 | | | 63 |
| 2043 background traffic Haul Route North of TCEC (10:00) | R21, 39m away | 1 | 386 | 17 | 34 | 80 | 0 | y | 1 | -88 | 87 | 39.4 | Soft | A | 1.7 | 0.0 | 1.5 | 0.0 | | | 62 |
| 2043 background traffic Haul Route North of TCEC (11:00) | R21, 39m away | 1 | 425 | 15 | 78 | 80 | 0 | y | 1 | -88 | 87 | 39.4 | Soft | A | 2.0 | 0.0 | 1.5 | 0.0 | | | 65 |
| 2043 background traffic Haul Route North of TCEC (12:00) | R21, 39m away | 1 | 366 | 11 | 42 | 80 | 0 | y | 1 | -88 | 87 | 39.4 | Soft | A | 1.8 | 0.0 | 1.5 | 0.0 | | | 62 |
| 2043 background traffic Haul Route North of TCEC (13:00) | R21, 39m away | 1 | 392 | 19 | 81 | 80 | 0 | y | 1 | -88 | 87 | 39.4 | Soft | A | 2.0 | 0.0 | 1.5 | 0.0 | | | 65 |
| 2043 background traffic Haul Route North of TCEC (14:00) | R21, 39m away | 1 | 420 | 15 | 50 | 80 | 0 | y | 1 | -88 | 87 | 39.4 | Soft | A | 1.8 | 0.0 | 1.5 | 0.0 | | | 63 |
| 2043 background traffic Haul Route North of TCEC (15:00) | R21, 39m away | 1 | 464 | 24 | 43 | 80 | 0 | y | 1 | -88 | 87 | 39.4 | Soft | A | 1.7 | 0.0 | 1.5 | 0.0 | | | 63 |
| 2043 background traffic Haul Route North of TCEC (16:00) | R21, 39m away | 1 | 560 | 26 | 42 | 80 | 0 | y | 1 | -88 | 87 | 39.4 | Soft | A | 1.6 | 0.0 | 1.5 | 0.0 | | | 63 |
| 2043 background traffic Haul Route North of TCEC (17:00) | R21, 39m away | 1 | 482 | 9 | 30 | 80 | 0 | y | 1 | -88 | 87 | 39.4 | Soft | A | 1.5 | 0.0 | 1.5 | 0.0 | | | 61 |
| 2043 background traffic Haul Route North of TCEC (18:00) | R21, 39m away | 1 | 326 | 4 | 16 | 80 | 0 | y | 1 | -88 | 87 | 39.4 | Soft | A | 1.5 | 0.0 | 1.5 | 0.0 | | | 59 |
| 2043 background traffic Haul Route North of TCEC (19:00) | R21, 39m away | 1 | 215 | 2 | 0 | 80 | 0 | y | 1 | -88 | 87 | 39.4 | Soft | A | 0.1 | 0.0 | 1.5 | 0.0 | | | 53 |
| 2043 background traffic Haul Route North of TCEC (20:00) | R21, 39m away | 1 | 154 | 0 | 7 | 80 | 0 | y | 1 | -88 | 87 | 39.4 | Soft | A | 1.4 | 0.0 | 1.5 | 0.0 | | | 55 |
| 2043 background traffic Haul Route North of TCEC (21:00) | R21, 39m away | 1 | 113 | 0 | 5 | 80 | 0 | y | 1 | -88 | 87 | 39.4 | Soft | A | 1.4 | 0.0 | 1.5 | 0.0 | | | 54 |
| 2043 background traffic Haul Route North of TCEC (22:00) | R21, 39m away | 1 | 96 | 0 | 3 | 80 | 0 | y | 1 | -88 | 87 | 39.4 | Soft | A | 1.3 | 0.0 | 1.5 | 0.0 | | | 52 |
| 2043 background traffic Haul Route North of TCEC (23:00) | R21, 39m away | 1 | 51 | 3 | 5 | 80 | 0 | y | 1 | -88 | 87 | 39.4 | Soft | A | 1.7 | 0.0 | 1.5 | 0.0 | | | 53 |
| 2043 background traffic Haul Route North of TCEC (0:00) | R22, 39m away | 1 | 22 | 0 | 0 | 80 | 0 | y | 1 | -88 | 87 | 39.4 | Soft | A | 0.1 | 0.0 | 1.5 | 0.0 | | | 43 |
| 2043 background traffic Haul Route North of TCEC (1:00) | R22, 39m away | 1 | 10 | 0 | 3 | 80 | 0 | y | 1 | -88 | 87 | 39.4 | Soft | A | 2.2 | 0.0 | 1.5 | 0.0 | | | 50 |
| 2043 background traffic Haul Route North of TCEC (2:00) | R22, 39m away | 1 | 13 | 2 | 3 | 80 | 0 | y | 1 | -88 | 87 | 39.4 | Soft | A | 2.0 | 0.0 | 1.5 | 0.0 | | | 51 |
| 2043 background traffic Haul Route North of TCEC (3:00) | R22, 39m away | 1 | 19 | 3 | 0 | 80 | 0 | y | 1 | -88 | 87 | 39.4 | Soft | A | 0.1 | 0.0 | 1.5 | 0.0 | | | 47 |
| 2043 background traffic Haul Route North of TCEC (4:00) | R22, 39m away | 1 | 22 | 3 | 4 | 80 | 0 | y | 1 | -88 | 87 | 39.4 | Soft | A | 1.9 | 0.0 | 1.5 | 0.0 | | | 52 |
| 2043 background traffic Haul Route North of TCEC (5:00) | R22, 39m away | 1 | 129 | 6 | 5 | 80 | 0 | y | 1 | -88 | 87 | 39.4 | Soft | A | 1.4 | 0.0 | 1.5 | 0.0 | | | 55 |
| 2043 background traffic Haul Route North of TCEC (6:00) | R22, 39m away | 1 | 313 | 3 | 16 | 80 | 0 | y | 1 | -88 | 87 | 39.4 | Soft | A | 1.5 | 0.0 | 1.5 | 0.0 | | | 59 |
| 2043 background traffic Haul Route North of TCEC (7:00) | R22, 39m away | 1 | 504 | 14 | 26 | 80 | 0 | y | 1 | -88 | 87 | 39.4 | Soft | A | 1.5 | 0.0 | 1.5 | 0.0 | | | 61 |
| 2043 background traffic Haul Route North of TCEC (8:00) | R22, 39m away | 1 | 450 | 40 | 52 | 80 | 0 | y | 1 | -88 | 87 | 39.4 | Soft | A | 1.8 | 0.0 | 1.5 | 0.0 | | | 64 |
| 2043 background traffic Haul Route North of TCEC (9:00) | R22, 39m away | 1 | 406 | 16 | 50 | 80 | 0 | y | 1 | -88 | 87 | 39.4 | Soft | A | 1.8 | 0.0 | 1.5 | 0.0 | | | 63 |
| 2043 background traffic Haul Route North of TCEC (10:00) | R22, 39m away | 1 | 386 | 17 | 34 | 80 | 0 | y | 1 | -88 | 87 | 39.4 | Soft | A | 1.7 | 0.0 | 1.5 | 0.0 | | | 62 |
| 2043 background traffic Haul Route North of TCEC (11:00) | R22, 39m away | 1 | 425 | 15 | 78 | 80 | 0 | y | 1 | -88 | 87 | 39.4 | Soft | A | 2.0 | 0.0 | 1.5 | 0.0 | | | 65 |
| 2043 background traffic Haul Route North of TCEC (12:00) | R22, 39m away | 1 | 366 | 11 | 42 | 80 | 0 | y | 1 | -88 | 87 | 39.4 | Soft | A | 1.8 | 0.0 | 1.5 | 0.0 | | | 62 |
| 2043 background traffic Haul Route North of TCEC (13:00) | R22, 39m away | 1 | 392 | 19 | 81 | 80 | 0 | y | 1 | -88 | 87 | 39.4 | Soft | A | 2.0 | 0.0 | 1.5 | 0.0 | | | 65 |
| 2043 background traffic Haul Route North of TCEC (14:00) | R22, 39m away | 1 | 420 | 15 | 50 | 80 | 0 | y | 1 | -88 | 87 | 39.4 | Soft | A | 1.8 | 0.0 | 1.5 | 0.0 | | | 63 |
| 2043 background traffic Haul Route North of TCEC (15:00) | R22, 39m away | 1 | 464 | 24 | 43 | 80 | 0 | y | 1 | -88 | 87 | 39.4 | Soft | A | 1.7 | 0.0 | 1.5 | 0.0 | | | 63 |
| 2043 background traffic Haul Route North of TCEC (16:00) | R22, 39m away | 1 | 560 | 26 | 42 | 80 | 0 | y | 1 | -88 | 87 | 39.4 | Soft | A | 1.6 | 0.0 | 1.5 | 0.0 | | | 63 |
| 2043 background traffic Haul Route North of TCEC (17:00) | R22, 39m away | 1 | 482 | 9 | 30 | 80 | 0 | y | 1 | -88 | 87 | 39.4 | Soft | A | 1.5 | 0.0 | 1.5 | 0.0 | | | 61 |
| 2043 background traffic Haul Route North of TCEC (18:00) | R22, 39m away | 1 | 326 | 4 | 16 | 80 | 0 | y | 1 | -88 | 87 | 39.4 | Soft | A | 1.5 | 0.0 | 1.5 | 0.0 | | | 59 |
| 2043 background traffic Haul Route North of TCEC (19:00) | R22, 39m away | 1 | 215 | 2 | 0 | 80 | 0 | y | 1 | -88 | 87 | 39.4 | Soft | A | 0.1 | 0.0 | 1.5 | 0.0 | | | 53 |
| 2043 background traffic Haul Route North of TCEC (20:00) | R22, 39m away | 1 | 154 | 0 | 7 | 80 | 0 | y | 1 | -88 | 87 | 39.4 | Soft | A | 1.4 | 0.0 | 1.5 | 0.0 | | | 55 |
| 2043 background traffic Haul Route North of TCEC (21:00) | R22, 39m away | 1 | 113 | 0 | 5 | 80 | 0 | y | 1 | -88 | 87 | 39.4 | Soft | A | 1.4 | 0.0 | 1.5 | 0.0 | | | 54 |
| 2043 background traffic Haul Route North of TCEC (22:00) | R22, 39m away | 1 | 96 | 0 | 3 | 80 | 0 | y | 1 | -88 | 87 | 39.4 | Soft | A | 1.3 | 0.0 | 1.5 | 0.0 | | | 52 |
| 2043 background traffic Haul Route North of TCEC (23:00) | R22, 39m away | 1 | 51 | 3 | 5 | 80 | 0 | y | 1 | -88 | 87 | 39.4 | Soft | A | 1.7 | 0.0 | 1.5 | 0.0 | | | 53 |
| 2043 background traffic Haul Route North of TCEC (0:00) | R23, 40m away | 1 | 22 | 0 | 0 | 80 | 0 | y | 1 | -88 | 87 | 40.2 | Soft | A | 0.1 | 0.0 | 1.5 | 0.0 | | | 43 |
| 2043 background traffic Haul Route North of TCEC (1:00) | R23, 40m away | 1 | 10 | 0 | 3 | 80 | 0 | y | 1 | -88 | 87 | 40.2 | Soft | A | 2.2 | 0.0 | 1.5 | 0.0 | | | 50 |
| 2043 background traffic Haul Route North of TCEC (2:00) | R23, 40m away | 1 | 13 | 2 | 3 | 80 | 0 | y | 1 | -88 | 87 | 40.2 | Soft | A | 2.0 | 0.0 | 1.5 | 0.0 | | | 51 |
| 2043 background traffic Haul Route North of TCEC (3:00) | R23, 40m away | 1 | 19 | 3 | 0 | 80 | 0 | y | 1 | -88 | 87 | 40.2 | Soft | A | 0.1 | 0.0 | 1.5 | 0.0 | | | 47 |
| 2043 background traffic Haul Route North of TCEC (4:00) | R23, 40m away | 1 | 22 | 3 | 4 | 80 | 0 | y | 1 | -88 | 87 | 40.2 | Soft | A | 1.9 | 0.0 | 1.5 | 0.0 | | | 52 |
| 2043 background traffic Haul Route North of TCEC (5:00) | R23, 40m away | 1 | 129 | 6 | 5 | 80 | 0 | y | 1 | -88 | 87 | 40.2 | Soft | A | 1.4 | 0.0 | 1.5 | 0.0 | | | 55 |
| 2043 background traffic Haul Route North of TCEC (6:00) | R23, 40m away | 1 | 313 | 3 | 16 | 80 | 0 | y | 1 | -88 | 87 | 40.2 | Soft | A | 1.5 | 0.0 | 1.5 | 0.0 | | | 59 |
| 2043 background traffic Haul Route North of TCEC (7:00) | R23, 40m away | 1 | 504 | 14 | 26 | 80 | 0 | y | 1 | -88 | 87 | 40.2 | Soft | A | 1.5 | 0.0 | 1.5 | 0.0 | | | 61 |
| 2043 background traffic Haul Route North of TCEC (8:00) | R23, 40m away | 1 | 450 | 40 | 52 | 80 | 0 | y | 1 | -88 | 87 | 40.2 | Soft | A | 1.8 | 0.0 | 1.5 | 0.0 | | | 64 |
| 2043 background traffic Haul Route North of TCEC (9:00) | R23, 40m away | 1 | 406 | 16 | 50 | 80 | 0 | y | 1 | -88 | 87 | 40.2 | Soft | A | 1.8 | 0.0 | 1.5 | 0.0 | | | 63 |
| 2043 background traffic Haul Route North of TCEC (10:00) | R23, 40m away | 1 | 386 | 17 | 34 | 80 | 0 | y | 1 | -88 | 87 | 40.2 | Soft | A | 1.7 | 0.0 | 1.5 | 0.0 | | | 62 |
| 2043 background traffic Haul Route North of TCEC (11:00) | R23, 40m away | 1 | 425 | 15 | 78 | 80 | 0 | y | 1 | -88 | 87 | 40.2 | Soft | A | 2.0 | 0.0 | 1.5 | 0.0 | | | 64 |
| 2043 background traffic Haul Route North of TCEC (12:00) | R23, 40m away | 1 | 366 | 11 | 42 | 80 | 0 | y | 1 | -88 | 87 | 40.2 | Soft | A | 1.8 | 0.0 | 1.5 | 0.0 | | | 62 |
| 2043 background traffic Haul Route North of TCEC (13:00) | R23, 40m away | 1 | 392 | 19 | 81 | 80 | 0 | y | 1 | -88 | 87 | 40.2 | Soft | A | 2.0 | 0.0 | 1.5 | 0.0 | | | 65 |
| 2043 background traffic Haul Route North of TCEC (14:00) | R23, 40m away | 1 | 420 | 15 | 50 | 80 | 0 | y | 1 | -88 | 87 | 40.2 | Soft | A | 1.8 | 0.0 | 1.5 | 0.0 | | | 63 |
| 2043 background traffic Haul Route North of TCEC (15:00) | R23, 40m away | 1 | 464 | 24 | 43 | 80 | 0 | y | 1 | -88 | 87 | 40.2 | Soft | A | 1.7 | 0.0 | 1.5 | 0.0 | | | 63 |
| 2043 background traffic Haul Route North of TCEC (16:00) | R23, 40m away | 1 | 560 | 26 | 42 | 80 | 0 | y | 1 | -88 | 87 | 40.2 | Soft | A | 1.6 | 0.0 | 1.5 | 0.0 | | | 63 |
| 2043 background traffic Haul Route North of TCEC (17:00) | R23, 40m away | 1 | 482 | 9 | 30 | 80 | 0 | y | 1 | -88 | 87 | 40.2 | Soft | A | 1.5 | 0.0 | 1.5 | 0.0 | | | 61 |
| 2043 background traffic Haul Route North of TCEC (18:00) | R23, 40m away | 1 | 326 | 4 | 16 | 80 | 0 | y | 1 | -88 | 87 | 40.2 | Soft | A | 1.5 | 0.0 | 1.5 | 0.0 | | | 59 |
| 2043 background traffic Haul Route North of TCEC (19:00) | R23, 40m away | 1 | 215 | 2 | 0 | 80 | 0 | y | 1 | -88 | 87 | 40.2 | Soft | A | 0.1 | 0.0 | 1.5 | 0.0 | | | 53 |
| 2043 background traffic Haul Route North of TCEC (20:00) | R23, 40m away | 1 | 154 | 0 | 7 | 80 | 0 | y | 1 | -88 | 87 | 40.2 | Soft | A | 1.4 | 0.0 | 1.5 | 0.0 | | | 55 |
| 2043 background traffic Haul Route North of TCEC (21:00) | R23, 40m away | 1 | 113 | 0 | 5 | 80 | 0 | y | 1 | -88 | 87 | 40.2 | Soft | A | 1.4 | 0.0 | 1.5 | 0.0 | | | 54 |
| 2043 background traffic Haul Route North of TCEC (22:00) | R23, 40m away | 1 | 96 | 0 | 3 | 80 | 0 | y | 1 | -88 | 87 | 40.2 | Soft | A | 1.3 | 0.0 | 1.5 | 0.0 | | | 52 |
| 2043 background traffic Haul Route North of TCEC (23:00) | R23, 40m away | 1 | 51 | 3 | 5 | 80 | 0 | y | 1 | -88 | 87 | 40.2 | Soft | A | 1.7 | 0.0 | 1.5 | 0.0 | | | 53 |

| | | | | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 2043 background traffic Haul Route North of TCEC (0:00) | R24, 41m away | 1 | 22 | 0 | 0 | 80 | 0 | y | 1 | -88 | 87 | 41.2 | Soft | A | 0.1 | 0.0 | 1.5 | 0.0 | | | 43 |
| 2043 background traffic Haul Route North of TCEC (1:00) | R24, 41m away | 1 | 10 | 0 | 3 | 80 | 0 | y | 1 | -88 | 87 | 41.2 | Soft | A | 2.2 | 0.0 | 1.5 | 0.0 | | | 50 |
| 2043 background traffic Haul Route North of TCEC (2:00) | R24, 41m away | 1 | 13 | 2 | 3 | 80 | 0 | y | 1 | -88 | 87 | 41.2 | Soft | A | 2.0 | 0.0 | 1.5 | 0.0 | | | 51 |
| 2043 background traffic Haul Route North of TCEC (3:00) | R24, 41m away | 1 | 19 | 3 | 0 | 80 | 0 | y | 1 | -88 | 87 | 41.2 | Soft | A | 0.1 | 0.0 | 1.5 | 0.0 | | | 46 |
| 2043 background traffic Haul Route North of TCEC (4:00) | R24, 41m away | 1 | 22 | 3 | 4 | 80 | 0 | y | 1 | -88 | 87 | 41.2 | Soft | A | 1.9 | 0.0 | 1.5 | 0.0 | | | 52 |
| 2043 background traffic Haul Route North of TCEC (5:00) | R24, 41m away | 1 | 129 | 6 | 5 | 80 | 0 | y | 1 | -88 | 87 | 41.2 | Soft | A | 1.4 | 0.0 | 1.5 | 0.0 | | | 55 |
| 2043 background traffic Haul Route North of TCEC (6:00) | R24, 41m away | 1 | 313 | 3 | 16 | 80 | 0 | y | 1 | -88 | 87 | 41.2 | Soft | A | 1.5 | 0.0 | 1.5 | 0.0 | | | 59 |
| 2043 background traffic Haul Route North of TCEC (7:00) | R24, 41m away | 1 | 504 | 14 | 26 | 80 | 0 | y | 1 | -88 | 87 | 41.2 | Soft | A | 1.5 | 0.0 | 1.5 | 0.0 | | | 61 |
| 2043 background traffic Haul Route North of TCEC (8:00) | R24, 41m away | 1 | 450 | 40 | 52 | 80 | 0 | y | 1 | -88 | 87 | 41.2 | Soft | A | 1.8 | 0.0 | 1.5 | 0.0 | | | 63 |
| 2043 background traffic Haul Route North of TCEC (9:00) | R24, 41m away | 1 | 406 | 16 | 50 | 80 | 0 | y | 1 | -88 | 87 | 41.2 | Soft | A | 1.8 | 0.0 | 1.5 | 0.0 | | | 63 |
| 2043 background traffic Haul Route North of TCEC (10:00) | R24, 41m away | 1 | 386 | 17 | 34 | 80 | 0 | y | 1 | -88 | 87 | 41.2 | Soft | A | 1.7 | 0.0 | 1.5 | 0.0 | | | 61 |
| 2043 background traffic Haul Route North of TCEC (11:00) | R24, 41m away | 1 | 425 | 15 | 78 | 80 | 0 | y | 1 | -88 | 87 | 41.2 | Soft | A | 2.0 | 0.0 | 1.5 | 0.0 | | | 64 |
| 2043 background traffic Haul Route North of TCEC (12:00) | R24, 41m away | 1 | 366 | 11 | 42 | 80 | 0 | y | 1 | -88 | 87 | 41.2 | Soft | A | 1.8 | 0.0 | 1.5 | 0.0 | | | 62 |
| 2043 background traffic Haul Route North of TCEC (13:00) | R24, 41m away | 1 | 392 | 19 | 81 | 80 | 0 | y | 1 | -88 | 87 | 41.2 | Soft | A | 2.0 | 0.0 | 1.5 | 0.0 | | | 64 |
| 2043 background traffic Haul Route North of TCEC (14:00) | R24, 41m away | 1 | 420 | 15 | 50 | 80 | 0 | y | 1 | -88 | 87 | 41.2 | Soft | A | 1.8 | 0.0 | 1.5 | 0.0 | | | 63 |
| 2043 background traffic Haul Route North of TCEC (15:00) | R24, 41m away | 1 | 464 | 24 | 43 | 80 | 0 | y | 1 | -88 | 87 | 41.2 | Soft | A | 1.7 | 0.0 | 1.5 | 0.0 | | | 62 |
| 2043 background traffic Haul Route North of TCEC (16:00) | R24, 41m away | 1 | 560 | 26 | 42 | 80 | 0 | y | 1 | -88 | 87 | 41.2 | Soft | A | 1.6 | 0.0 | 1.5 | 0.0 | | | 63 |
| 2043 background traffic Haul Route North of TCEC (17:00) | R24, 41m away | 1 | 482 | 9 | 30 | 80 | 0 | y | 1 | -88 | 87 | 41.2 | Soft | A | 1.5 | 0.0 | 1.5 | 0.0 | | | 61 |
| 2043 background traffic Haul Route North of TCEC (18:00) | R24, 41m away | 1 | 326 | 4 | 16 | 80 | 0 | y | 1 | -88 | 87 | 41.2 | Soft | A | 1.5 | 0.0 | 1.5 | 0.0 | | | 59 |
| 2043 background traffic Haul Route North of TCEC (19:00) | R24, 41m away | 1 | 215 | 2 | 0 | 80 | 0 | y | 1 | -88 | 87 | 41.2 | Soft | A | 0.1 | 0.0 | 1.5 | 0.0 | | | 53 |
| 2043 background traffic Haul Route North of TCEC (20:00) | R24, 41m away | 1 | 154 | 0 | 7 | 80 | 0 | y | 1 | -88 | 87 | 41.2 | Soft | A | 1.4 | 0.0 | 1.5 | 0.0 | | | 55 |
| 2043 background traffic Haul Route North of TCEC (21:00) | R24, 41m away | 1 | 113 | 0 | 5 | 80 | 0 | y | 1 | -88 | 87 | 41.2 | Soft | A | 1.4 | 0.0 | 1.5 | 0.0 | | | 54 |
| 2043 background traffic Haul Route North of TCEC (22:00) | R24, 41m away | 1 | 96 | 0 | 3 | 80 | 0 | y | 1 | -88 | 87 | 41.2 | Soft | A | 1.3 | 0.0 | 1.5 | 0.0 | | | 52 |
| 2043 background traffic Haul Route North of TCEC (23:00) | R24, 41m away | 1 | 51 | 3 | 5 | 80 | 0 | y | 1 | -88 | 87 | 41.2 | Soft | A | 1.7 | 0.0 | 1.5 | 0.0 | | | 53 |
| 2043 background traffic Haul Route North of TCEC (0:00) | R25, 41m away | 1 | 22 | 0 | 0 | 80 | 0 | y | 1 | -88 | 87 | 40.6 | Soft | A | 0.1 | 0.0 | 1.5 | 0.0 | | | 43 |
| 2043 background traffic Haul Route North of TCEC (1:00) | R25, 41m away | 1 | 10 | 0 | 3 | 80 | 0 | y | 1 | -88 | 87 | 40.6 | Soft | A | 2.2 | 0.0 | 1.5 | 0.0 | | | 50 |
| 2043 background traffic Haul Route North of TCEC (2:00) | R25, 41m away | 1 | 13 | 2 | 3 | 80 | 0 | y | 1 | -88 | 87 | 40.6 | Soft | A | 2.0 | 0.0 | 1.5 | 0.0 | | | 51 |
| 2043 background traffic Haul Route North of TCEC (3:00) | R25, 41m away | 1 | 19 | 3 | 0 | 80 | 0 | y | 1 | -88 | 87 | 40.6 | Soft | A | 0.1 | 0.0 | 1.5 | 0.0 | | | 47 |
| 2043 background traffic Haul Route North of TCEC (4:00) | R25, 41m away | 1 | 22 | 3 | 4 | 80 | 0 | y | 1 | -88 | 87 | 40.6 | Soft | A | 1.9 | 0.0 | 1.5 | 0.0 | | | 52 |
| 2043 background traffic Haul Route North of TCEC (5:00) | R25, 41m away | 1 | 129 | 6 | 5 | 80 | 0 | y | 1 | -88 | 87 | 40.6 | Soft | A | 1.4 | 0.0 | 1.5 | 0.0 | | | 55 |
| 2043 background traffic Haul Route North of TCEC (6:00) | R25, 41m away | 1 | 313 | 3 | 16 | 80 | 0 | y | 1 | -88 | 87 | 40.6 | Soft | A | 1.5 | 0.0 | 1.5 | 0.0 | | | 59 |
| 2043 background traffic Haul Route North of TCEC (7:00) | R25, 41m away | 1 | 504 | 14 | 26 | 80 | 0 | y | 1 | -88 | 87 | 40.6 | Soft | A | 1.5 | 0.0 | 1.5 | 0.0 | | | 61 |
| 2043 background traffic Haul Route North of TCEC (8:00) | R25, 41m away | 1 | 450 | 40 | 52 | 80 | 0 | y | 1 | -88 | 87 | 40.6 | Soft | A | 1.8 | 0.0 | 1.5 | 0.0 | | | 63 |
| 2043 background traffic Haul Route North of TCEC (9:00) | R25, 41m away | 1 | 406 | 16 | 50 | 80 | 0 | y | 1 | -88 | 87 | 40.6 | Soft | A | 1.8 | 0.0 | 1.5 | 0.0 | | | 63 |
| 2043 background traffic Haul Route North of TCEC (10:00) | R25, 41m away | 1 | 386 | 17 | 34 | 80 | 0 | y | 1 | -88 | 87 | 40.6 | Soft | A | 1.7 | 0.0 | 1.5 | 0.0 | | | 62 |
| 2043 background traffic Haul Route North of TCEC (11:00) | R25, 41m away | 1 | 425 | 15 | 78 | 80 | 0 | y | 1 | -88 | 87 | 40.6 | Soft | A | 2.0 | 0.0 | 1.5 | 0.0 | | | 64 |
| 2043 background traffic Haul Route North of TCEC (12:00) | R25, 41m away | 1 | 366 | 11 | 42 | 80 | 0 | y | 1 | -88 | 87 | 40.6 | Soft | A | 1.8 | 0.0 | 1.5 | 0.0 | | | 62 |
| 2043 background traffic Haul Route North of TCEC (13:00) | R25, 41m away | 1 | 392 | 19 | 81 | 80 | 0 | y | 1 | -88 | 87 | 40.6 | Soft | A | 2.0 | 0.0 | 1.5 | 0.0 | | | 64 |
| 2043 background traffic Haul Route North of TCEC (14:00) | R25, 41m away | 1 | 420 | 15 | 50 | 80 | 0 | y | 1 | -88 | 87 | 40.6 | Soft | A | 1.8 | 0.0 | 1.5 | 0.0 | | | 63 |
| 2043 background traffic Haul Route North of TCEC (15:00) | R25, 41m away | 1 | 464 | 24 | 43 | 80 | 0 | y | 1 | -88 | 87 | 40.6 | Soft | A | 1.7 | 0.0 | 1.5 | 0.0 | | | 63 |
| 2043 background traffic Haul Route North of TCEC (16:00) | R25, 41m away | 1 | 560 | 26 | 42 | 80 | 0 | y | 1 | -88 | 87 | 40.6 | Soft | A | 1.6 | 0.0 | 1.5 | 0.0 | | | 63 |
| 2043 background traffic Haul Route North of TCEC (17:00) | R25, 41m away | 1 | 482 | 9 | 30 | 80 | 0 | y | 1 | -88 | 87 | 40.6 | Soft | A | 1.5 | 0.0 | 1.5 | 0.0 | | | 61 |
| 2043 background traffic Haul Route North of TCEC (18:00) | R25, 41m away | 1 | 326 | 4 | 16 | 80 | 0 | y | 1 | -88 | 87 | 40.6 | Soft | A | 1.5 | 0.0 | 1.5 | 0.0 | | | 59 |
| 2043 background traffic Haul Route North of TCEC (19:00) | R25, 41m away | 1 | 215 | 2 | 0 | 80 | 0 | y | 1 | -88 | 87 | 40.6 | Soft | A | 0.1 | 0.0 | 1.5 | 0.0 | | | 53 |
| 2043 background traffic Haul Route North of TCEC (20:00) | R25, 41m away | 1 | 154 | 0 | 7 | 80 | 0 | y | 1 | -88 | 87 | 40.6 | Soft | A | 1.4 | 0.0 | 1.5 | 0.0 | | | 55 |
| 2043 background traffic Haul Route North of TCEC (21:00) | R25, 41m away | 1 | 113 | 0 | 5 | 80 | 0 | y | 1 | -88 | 87 | 40.6 | Soft | A | 1.4 | 0.0 | 1.5 | 0.0 | | | 54 |
| 2043 background traffic Haul Route North of TCEC (22:00) | R25, 41m away | 1 | 96 | 0 | 3 | 80 | 0 | y | 1 | -88 | 87 | 40.6 | Soft | A | 1.3 | 0.0 | 1.5 | 0.0 | | | 52 |
| 2043 background traffic Haul Route North of TCEC (23:00) | R25, 41m away | 1 | 51 | 3 | 5 | 80 | 0 | y | 1 | -88 | 87 | 40.6 | Soft | A | 1.7 | 0.0 | 1.5 | 0.0 | | | 53 |
| 2043 background traffic Haul Route North of TCEC (0:00) | R26, 44m away | 1 | 22 | 0 | 0 | 80 | 0 | y | 1 | -88 | 86 | 44.1 | Soft | A | 0.1 | 0.0 | 1.5 | 0.0 | | | 42 |
| 2043 background traffic Haul Route North of TCEC (1:00) | R26, 44m away | 1 | 10 | 0 | 3 | 80 | 0 | y | 1 | -88 | 86 | 44.1 | Soft | A | 2.2 | 0.0 | 1.5 | 0.0 | | | 49 |
| 2043 background traffic Haul Route North of TCEC (2:00) | R26, 44m away | 1 | 13 | 2 | 3 | 80 | 0 | y | 1 | -88 | 86 | 44.1 | Soft | A | 2.0 | 0.0 | 1.5 | 0.0 | | | 50 |
| 2043 background traffic Haul Route North of TCEC (3:00) | R26, 44m away | 1 | 19 | 3 | 0 | 80 | 0 | y | 1 | -88 | 86 | 44.1 | Soft | A | 0.1 | 0.0 | 1.5 | 0.0 | | | 46 |
| 2043 background traffic Haul Route North of TCEC (4:00) | R26, 44m away | 1 | 22 | 3 | 4 | 80 | 0 | y | 1 | -88 | 86 | 44.1 | Soft | A | 1.9 | 0.0 | 1.5 | 0.0 | | | 51 |
| 2043 background traffic Haul Route North of TCEC (5:00) | R26, 44m away | 1 | 129 | 6 | 5 | 80 | 0 | y | 1 | -88 | 86 | 44.1 | Soft | A | 1.4 | 0.0 | 1.5 | 0.0 | | | 54 |
| 2043 background traffic Haul Route North of TCEC (6:00) | R26, 44m away | 1 | 313 | 3 | 16 | 80 | 0 | y | 1 | -88 | 86 | 44.1 | Soft | A | 1.5 | 0.0 | 1.5 | 0.0 | | | 58 |
| 2043 background traffic Haul Route North of TCEC (7:00) | R26, 44m away | 1 | 504 | 14 | 26 | 80 | 0 | y | 1 | -88 | 86 | 44.1 | Soft | A | 1.5 | 0.0 | 1.5 | 0.0 | | | 60 |
| 2043 background traffic Haul Route North of TCEC (8:00) | R26, 44m away | 1 | 450 | 40 | 52 | 80 | 0 | y | 1 | -88 | 86 | 44.1 | Soft | A | 1.8 | 0.0 | 1.5 | 0.0 | | | 63 |
| 2043 background traffic Haul Route North of TCEC (9:00) | R26, 44m away | 1 | 406 | 16 | 50 | 80 | 0 | y | 1 | -88 | 86 | 44.1 | Soft | A | 1.8 | 0.0 | 1.5 | 0.0 | | | 62 |
| 2043 background traffic Haul Route North of TCEC (10:00) | R26, 44m away | 1 | 386 | 17 | 34 | 80 | 0 | y | 1 | -88 | 86 | 44.1 | Soft | A | 1.7 | 0.0 | 1.5 | 0.0 | | | 61 |
| 2043 background traffic Haul Route North of TCEC (11:00) | R26, 44m away | 1 | 425 | 15 | 78 | 80 | 0 | y | 1 | -88 | 86 | 44.1 | Soft | A | 2.0 | 0.0 | 1.5 | 0.0 | | | 64 |
| 2043 background traffic Haul Route North of TCEC (12:00) | R26, 44m away | 1 | 366 | 11 | 42 | 80 | 0 | y | 1 | -88 | 86 | 44.1 | Soft | A | 1.8 | 0.0 | 1.5 | 0.0 | | | 61 |
| 2043 background traffic Haul Route North of TCEC (13:00) | R26, 44m away | 1 | 392 | 19 | 81 | 80 | 0 | y | 1 | -88 | 86 | 44.1 | Soft | A | 2.0 | 0.0 | 1.5 | 0.0 | | | 64 |
| 2043 background traffic Haul Route North of TCEC (14:00) | R26, 44m away | 1 | 420 | 15 | 50 | 80 | 0 | y | 1 | -88 | 86 | 44.1 | Soft | A | 1.8 | 0.0 | 1.5 | 0.0 | | | 62 |
| 2043 background traffic Haul Route North of TCEC (15:00) | R26, 44m away | 1 | 464 | 24 | 43 | 80 | 0 | y | 1 | -88 | 86 | 44.1 | Soft | A | 1.7 | 0.0 | 1.5 | 0.0 | | | 62 |
| 2043 background traffic Haul Route North of TCEC (16:00) | R26, 44m away | 1 | 560 | 26 | 42 | 80 | 0 | y | 1 | -88 | 86 | 44.1 | Soft | A | 1.6 | 0.0 | 1.5 | 0.0 | | | 62 |
| 2043 background traffic Haul Route North of TCEC (17:00) | R26, 44m away | 1 | 482 | 9 | 30 | 80 | 0 | y | 1 | -88 | 86 | 44.1 | Soft | A | 1.5 | 0.0 | 1.5 | 0.0 | | | 61 |
| 2043 background traffic Haul Route North of TCEC (18:00) | R26, 44m away | 1 | 326 | 4 | 16 | 80 | 0 | y | 1 | -88 | 86 | 44.1 | Soft | A | 1.5 | 0.0 | 1.5 | 0.0 | | | 58 |
| 2043 background traffic Haul Route North of TCEC (19:00) | R26, 44m away | 1 | 215 | 2 | 0 | 80 | 0 | y | 1 | -88 | 86 | 44.1 | Soft | A | 0.1 | 0.0 | 1.5 | 0.0 | | | 52 |
| 2043 background traffic Haul Route North of TCEC (20:00) | R26, 44m away | 1 | 154 | 0 | 7 | 80 | 0 | y | 1 | -88 | 86 | 44.1 | Soft | A | 1.4 | 0.0 | 1.5 | 0.0 | | | 54 |
| 2043 background traffic Haul Route North of TCEC (21:00) | R26, 44m away | 1 | 113 | 0 | 5 | 80 | 0 | y | 1 | -88 | 86 | 44.1 | Soft | A | 1.4 | 0.0 | 1.5 | 0.0 | | | 53 |
| 2043 background traffic Haul Route North of TCEC (22:00) | R26, 44m away | 1 | 96 | 0 | 3 | 80 | 0 | y | 1 | -88 | 86 | 44.1 | Soft | A | 1.3 | 0.0 | 1.5 | 0.0 | | | 52 |
| 2043 background traffic Haul Route North of TCEC (23:00) | R26, 44m away | 1 | 51 | 3 | 5 | 80 | 0 | y | 1 | -88 | 86 | 44.1 | Soft | A | 1.7 | 0.0 | 1.5 | 0.0 | | | 53 |
| 2043 background traffic Haul Route North of TCEC (0:00) | R27, 40m away | 1 | 22 | 0 | 0 | 80 | 0 | y | 1 | -89 | 86 | 40.0 | Soft | A | 0.1 | 0.0 | 1.5 | 0.0 | | | 43 |
| 2043 background traffic Haul Route North of TCEC (1:00) | R27, 40m away | 1 | 10 | 0 | 3 | 80 | 0 | y | 1 | -89 | 86 | 40.0 | Soft | A | 2.2 | 0.0 | 1.5 | 0.0 | | | 50 |
| 2043 background traffic Haul Route North of TCEC (2:00) | R27, 40m away | 1 | 13 | 2 | 3 | 80 | 0 | y | 1 | -89 | 86 | 40.0 | Soft | A | 2.0 | 0.0 | 1.5 | 0.0 | | | 51 |
| 2043 background traffic Haul Route North of TCEC (3:00) | R27, 40m away | 1 | 19 | 3 | 0 | 80 | 0 | y | 1 | -89 | 86 | 40.0 | Soft | A | 0.1 | 0.0 | 1.5 | 0.0 | | | 47 |
| 2043 background traffic Haul Route North of TCEC (4:00) | R27, 40m away | 1 | 22 | 3 | 4 | 80 | 0 | y | 1 | -89 | 86 | 40.0 | Soft | A | 1.9 | 0.0 | 1.5 | 0.0 | | | 52 |
| 2043 background traffic Haul Route North of TCEC (5:00) | R27, 40m away | 1 | 129 | 6 | 5 | 80 | 0 | y | 1 | -89 | 86 | 40.0 | Soft | A | 1.4 | 0.0 | 1.5 | 0.0 | | | 55 |
| 2043 background traffic Haul Route North of TCEC (6:00) | R27, 40m away | 1 | 313 | 3 | 16 | 80 | 0 | y | 1 | -89 | 86 | 40.0 | Soft | A | 1.5 | 0.0 | 1.5 | 0.0 | | | 59 |
| 2043 background traffic Haul Route North of TCEC (7:00) | R27, 40m away | 1 | 504 | 14 | 26 | 80 | 0 | y | 1 | -89 | 86 | 40.0 | Soft | A | 1.5 | 0.0 | 1.5 | 0.0 | | | 61 |
| 2043 background traffic Haul Route North of TCEC (8:00) | R27, 40m away | 1 | 450 | 40 | 52 | 80 | 0 | y | 1 | -89 | 86 | 40.0 | Soft | A | 1.8 | 0.0 | 1.5 | 0.0 | | | 64 |
| 2043 background traffic Haul Route North of TCEC (9:00) | R27, 40m away | 1 | 406 | 16 | 50 | 80 | 0 | y | 1 | -89 | 86 | 40.0 | Soft | A | 1.8 | 0.0 | 1.5 | 0.0 | | | 63 |

| | | | | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 2043 background traffic Haul Route North of TCEC (10:00) | R27, 40m away | 1 | 386 | 17 | 34 | 80 | 0 | y | 1 | -89 | 86 | 40.0 | Soft | A | 1.7 | 0.0 | 1.5 | 0.0 | | | 62 |
| 2043 background traffic Haul Route North of TCEC (11:00) | R27, 40m away | 1 | 425 | 15 | 78 | 80 | 0 | y | 1 | -89 | 86 | 40.0 | Soft | A | 2.0 | 0.0 | 1.5 | 0.0 | | | 64 |
| 2043 background traffic Haul Route North of TCEC (12:00) | R27, 40m away | 1 | 366 | 11 | 42 | 80 | 0 | y | 1 | -89 | 86 | 40.0 | Soft | A | 1.8 | 0.0 | 1.5 | 0.0 | | | 62 |
| 2043 background traffic Haul Route North of TCEC (13:00) | R27, 40m away | 1 | 392 | 19 | 81 | 80 | 0 | y | 1 | -89 | 86 | 40.0 | Soft | A | 2.0 | 0.0 | 1.5 | 0.0 | | | 65 |
| 2043 background traffic Haul Route North of TCEC (14:00) | R27, 40m away | 1 | 420 | 15 | 50 | 80 | 0 | y | 1 | -89 | 86 | 40.0 | Soft | A | 1.8 | 0.0 | 1.5 | 0.0 | | | 63 |
| 2043 background traffic Haul Route North of TCEC (15:00) | R27, 40m away | 1 | 464 | 24 | 43 | 80 | 0 | y | 1 | -89 | 86 | 40.0 | Soft | A | 1.7 | 0.0 | 1.5 | 0.0 | | | 63 |
| 2043 background traffic Haul Route North of TCEC (16:00) | R27, 40m away | 1 | 560 | 26 | 42 | 80 | 0 | y | 1 | -89 | 86 | 40.0 | Soft | A | 1.6 | 0.0 | 1.5 | 0.0 | | | 63 |
| 2043 background traffic Haul Route North of TCEC (17:00) | R27, 40m away | 1 | 482 | 9 | 30 | 80 | 0 | y | 1 | -89 | 86 | 40.0 | Soft | A | 1.5 | 0.0 | 1.5 | 0.0 | | | 61 |
| 2043 background traffic Haul Route North of TCEC (18:00) | R27, 40m away | 1 | 326 | 4 | 16 | 80 | 0 | y | 1 | -89 | 86 | 40.0 | Soft | A | 1.5 | 0.0 | 1.5 | 0.0 | | | 59 |
| 2043 background traffic Haul Route North of TCEC (19:00) | R27, 40m away | 1 | 215 | 2 | 0 | 80 | 0 | y | 1 | -89 | 86 | 40.0 | Soft | A | 0.1 | 0.0 | 1.5 | 0.0 | | | 53 |
| 2043 background traffic Haul Route North of TCEC (20:00) | R27, 40m away | 1 | 154 | 0 | 7 | 80 | 0 | y | 1 | -89 | 86 | 40.0 | Soft | A | 1.4 | 0.0 | 1.5 | 0.0 | | | 55 |
| 2043 background traffic Haul Route North of TCEC (21:00) | R27, 40m away | 1 | 113 | 0 | 5 | 80 | 0 | y | 1 | -89 | 86 | 40.0 | Soft | A | 1.4 | 0.0 | 1.5 | 0.0 | | | 54 |
| 2043 background traffic Haul Route North of TCEC (22:00) | R27, 40m away | 1 | 96 | 0 | 3 | 80 | 0 | y | 1 | -89 | 86 | 40.0 | Soft | A | 1.3 | 0.0 | 1.5 | 0.0 | | | 52 |
| 2043 background traffic Haul Route North of TCEC (23:00) | R27, 40m away | 1 | 51 | 3 | 5 | 80 | 0 | y | 1 | -89 | 86 | 40.0 | Soft | A | 1.7 | 0.0 | 1.5 | 0.0 | | | 53 |
| 2043 background traffic Haul Route North of TCEC (0:00) | R28, 98m away | 1 | 22 | 0 | 0 | 80 | 0 | y | 1 | -81 | 85 | 98.3 | Soft | A | 0.1 | 0.0 | 1.5 | 0.0 | | | 36 |
| 2043 background traffic Haul Route North of TCEC (1:00) | R28, 98m away | 1 | 10 | 0 | 3 | 80 | 0 | y | 1 | -81 | 85 | 98.3 | Soft | A | 2.2 | 0.0 | 1.5 | 0.0 | | | 43 |
| 2043 background traffic Haul Route North of TCEC (2:00) | R28, 98m away | 1 | 13 | 2 | 3 | 80 | 0 | y | 1 | -81 | 85 | 98.3 | Soft | A | 2.0 | 0.0 | 1.5 | 0.0 | | | 44 |
| 2043 background traffic Haul Route North of TCEC (3:00) | R28, 98m away | 1 | 19 | 3 | 0 | 80 | 0 | y | 1 | -81 | 85 | 98.3 | Soft | A | 0.1 | 0.0 | 1.5 | 0.0 | | | 40 |
| 2043 background traffic Haul Route North of TCEC (4:00) | R28, 98m away | 1 | 22 | 3 | 4 | 80 | 0 | y | 1 | -81 | 85 | 98.3 | Soft | A | 1.9 | 0.0 | 1.5 | 0.0 | | | 46 |
| 2043 background traffic Haul Route North of TCEC (5:00) | R28, 98m away | 1 | 129 | 6 | 5 | 80 | 0 | y | 1 | -81 | 85 | 98.3 | Soft | A | 1.4 | 0.0 | 1.5 | 0.0 | | | 48 |
| 2043 background traffic Haul Route North of TCEC (6:00) | R28, 98m away | 1 | 313 | 3 | 16 | 80 | 0 | y | 1 | -81 | 85 | 98.3 | Soft | A | 1.5 | 0.0 | 1.5 | 0.0 | | | 52 |
| 2043 background traffic Haul Route North of TCEC (7:00) | R28, 98m away | 1 | 504 | 14 | 26 | 80 | 0 | y | 1 | -81 | 85 | 98.3 | Soft | A | 1.5 | 0.0 | 1.5 | 0.0 | | | 55 |
| 2043 background traffic Haul Route North of TCEC (8:00) | R28, 98m away | 1 | 450 | 40 | 52 | 80 | 0 | y | 1 | -81 | 85 | 98.3 | Soft | A | 1.8 | 0.0 | 1.5 | 0.0 | | | 57 |
| 2043 background traffic Haul Route North of TCEC (9:00) | R28, 98m away | 1 | 406 | 16 | 50 | 80 | 0 | y | 1 | -81 | 85 | 98.3 | Soft | A | 1.8 | 0.0 | 1.5 | 0.0 | | | 56 |
| 2043 background traffic Haul Route North of TCEC (10:00) | R28, 98m away | 1 | 386 | 17 | 34 | 80 | 0 | y | 1 | -81 | 85 | 98.3 | Soft | A | 1.7 | 0.0 | 1.5 | 0.0 | | | 55 |
| 2043 background traffic Haul Route North of TCEC (11:00) | R28, 98m away | 1 | 425 | 15 | 78 | 80 | 0 | y | 1 | -81 | 85 | 98.3 | Soft | A | 2.0 | 0.0 | 1.5 | 0.0 | | | 58 |
| 2043 background traffic Haul Route North of TCEC (12:00) | R28, 98m away | 1 | 366 | 11 | 42 | 80 | 0 | y | 1 | -81 | 85 | 98.3 | Soft | A | 1.8 | 0.0 | 1.5 | 0.0 | | | 56 |
| 2043 background traffic Haul Route North of TCEC (13:00) | R28, 98m away | 1 | 392 | 19 | 81 | 80 | 0 | y | 1 | -81 | 85 | 98.3 | Soft | A | 2.0 | 0.0 | 1.5 | 0.0 | | | 58 |
| 2043 background traffic Haul Route North of TCEC (14:00) | R28, 98m away | 1 | 420 | 15 | 50 | 80 | 0 | y | 1 | -81 | 85 | 98.3 | Soft | A | 1.8 | 0.0 | 1.5 | 0.0 | | | 56 |
| 2043 background traffic Haul Route North of TCEC (15:00) | R28, 98m away | 1 | 464 | 24 | 43 | 80 | 0 | y | 1 | -81 | 85 | 98.3 | Soft | A | 1.7 | 0.0 | 1.5 | 0.0 | | | 56 |
| 2043 background traffic Haul Route North of TCEC (16:00) | R28, 98m away | 1 | 560 | 26 | 42 | 80 | 0 | y | 1 | -81 | 85 | 98.3 | Soft | A | 1.6 | 0.0 | 1.5 | 0.0 | | | 56 |
| 2043 background traffic Haul Route North of TCEC (17:00) | R28, 98m away | 1 | 482 | 9 | 30 | 80 | 0 | y | 1 | -81 | 85 | 98.3 | Soft | A | 1.5 | 0.0 | 1.5 | 0.0 | | | 55 |
| 2043 background traffic Haul Route North of TCEC (18:00) | R28, 98m away | 1 | 326 | 4 | 16 | 80 | 0 | y | 1 | -81 | 85 | 98.3 | Soft | A | 1.5 | 0.0 | 1.5 | 0.0 | | | 52 |
| 2043 background traffic Haul Route North of TCEC (19:00) | R28, 98m away | 1 | 215 | 2 | 0 | 80 | 0 | y | 1 | -81 | 85 | 98.3 | Soft | A | 0.1 | 0.0 | 1.5 | 0.0 | | | 47 |
| 2043 background traffic Haul Route North of TCEC (20:00) | R28, 98m away | 1 | 154 | 0 | 7 | 80 | 0 | y | 1 | -81 | 85 | 98.3 | Soft | A | 1.4 | 0.0 | 1.5 | 0.0 | | | 49 |
| 2043 background traffic Haul Route North of TCEC (21:00) | R28, 98m away | 1 | 113 | 0 | 5 | 80 | 0 | y | 1 | -81 | 85 | 98.3 | Soft | A | 1.4 | 0.0 | 1.5 | 0.0 | | | 47 |
| 2043 background traffic Haul Route North of TCEC (22:00) | R28, 98m away | 1 | 96 | 0 | 3 | 80 | 0 | y | 1 | -81 | 85 | 98.3 | Soft | A | 1.3 | 0.0 | 1.5 | 0.0 | | | 46 |
| 2043 background traffic Haul Route North of TCEC (23:00) | R28, 98m away | 1 | 51 | 3 | 5 | 80 | 0 | y | 1 | -81 | 85 | 98.3 | Soft | A | 1.7 | 0.0 | 1.5 | 0.0 | | | 47 |
| 2043 background traffic Haul Route North of TCEC (0:00) | R29, 387m away | 1 | 22 | 0 | 0 | 80 | 0 | y | 1 | -47 | 74 | 387.2 | Soft | A | 0.1 | 0.0 | 1.5 | 0.0 | | | 25 |
| 2043 background traffic Haul Route North of TCEC (1:00) | R29, 387m away | 1 | 10 | 0 | 3 | 80 | 0 | y | 1 | -47 | 74 | 387.2 | Soft | A | 2.2 | 0.0 | 1.5 | 0.0 | | | 33 |
| 2043 background traffic Haul Route North of TCEC (2:00) | R29, 387m away | 1 | 13 | 2 | 3 | 80 | 0 | y | 1 | -47 | 74 | 387.2 | Soft | A | 2.0 | 0.0 | 1.5 | 0.0 | | | 34 |
| 2043 background traffic Haul Route North of TCEC (3:00) | R29, 387m away | 1 | 19 | 3 | 0 | 80 | 0 | y | 1 | -47 | 74 | 387.2 | Soft | A | 0.1 | 0.0 | 1.5 | 0.0 | | | 29 |
| 2043 background traffic Haul Route North of TCEC (4:00) | R29, 387m away | 1 | 22 | 3 | 4 | 80 | 0 | y | 1 | -47 | 74 | 387.2 | Soft | A | 1.9 | 0.0 | 1.5 | 0.0 | | | 35 |
| 2043 background traffic Haul Route North of TCEC (5:00) | R29, 387m away | 1 | 129 | 6 | 5 | 80 | 0 | y | 1 | -47 | 74 | 387.2 | Soft | A | 1.4 | 0.0 | 1.5 | 0.0 | | | 38 |
| 2043 background traffic Haul Route North of TCEC (6:00) | R29, 387m away | 1 | 313 | 3 | 16 | 80 | 0 | y | 1 | -47 | 74 | 387.2 | Soft | A | 1.5 | 0.0 | 1.5 | 0.0 | | | 41 |
| 2043 background traffic Haul Route North of TCEC (7:00) | R29, 387m away | 1 | 504 | 14 | 26 | 80 | 0 | y | 1 | -47 | 74 | 387.2 | Soft | A | 1.5 | 0.0 | 1.5 | 0.0 | | | 44 |
| 2043 background traffic Haul Route North of TCEC (8:00) | R29, 387m away | 1 | 450 | 40 | 52 | 80 | 0 | y | 1 | -47 | 74 | 387.2 | Soft | A | 1.8 | 0.0 | 1.5 | 0.0 | | | 46 |
| 2043 background traffic Haul Route North of TCEC (9:00) | R29, 387m away | 1 | 406 | 16 | 50 | 80 | 0 | y | 1 | -47 | 74 | 387.2 | Soft | A | 1.8 | 0.0 | 1.5 | 0.0 | | | 46 |
| 2043 background traffic Haul Route North of TCEC (10:00) | R29, 387m away | 1 | 386 | 17 | 34 | 80 | 0 | y | 1 | -47 | 74 | 387.2 | Soft | A | 1.7 | 0.0 | 1.5 | 0.0 | | | 44 |
| 2043 background traffic Haul Route North of TCEC (11:00) | R29, 387m away | 1 | 425 | 15 | 78 | 80 | 0 | y | 1 | -47 | 74 | 387.2 | Soft | A | 2.0 | 0.0 | 1.5 | 0.0 | | | 47 |
| 2043 background traffic Haul Route North of TCEC (12:00) | R29, 387m away | 1 | 366 | 11 | 42 | 80 | 0 | y | 1 | -47 | 74 | 387.2 | Soft | A | 1.8 | 0.0 | 1.5 | 0.0 | | | 45 |
| 2043 background traffic Haul Route North of TCEC (13:00) | R29, 387m away | 1 | 392 | 19 | 81 | 80 | 0 | y | 1 | -47 | 74 | 387.2 | Soft | A | 2.0 | 0.0 | 1.5 | 0.0 | | | 47 |
| 2043 background traffic Haul Route North of TCEC (14:00) | R29, 387m away | 1 | 420 | 15 | 50 | 80 | 0 | y | 1 | -47 | 74 | 387.2 | Soft | A | 1.8 | 0.0 | 1.5 | 0.0 | | | 46 |
| 2043 background traffic Haul Route North of TCEC (15:00) | R29, 387m away | 1 | 464 | 24 | 43 | 80 | 0 | y | 1 | -47 | 74 | 387.2 | Soft | A | 1.7 | 0.0 | 1.5 | 0.0 | | | 45 |
| 2043 background traffic Haul Route North of TCEC (16:00) | R29, 387m away | 1 | 560 | 26 | 42 | 80 | 0 | y | 1 | -47 | 74 | 387.2 | Soft | A | 1.6 | 0.0 | 1.5 | 0.0 | | | 46 |
| 2043 background traffic Haul Route North of TCEC (17:00) | R29, 387m away | 1 | 482 | 9 | 30 | 80 | 0 | y | 1 | -47 | 74 | 387.2 | Soft | A | 1.5 | 0.0 | 1.5 | 0.0 | | | 44 |
| 2043 background traffic Haul Route North of TCEC (18:00) | R29, 387m away | 1 | 326 | 4 | 16 | 80 | 0 | y | 1 | -47 | 74 | 387.2 | Soft | A | 1.5 | 0.0 | 1.5 | 0.0 | | | 42 |
| 2043 background traffic Haul Route North of TCEC (19:00) | R29, 387m away | 1 | 215 | 2 | 0 | 80 | 0 | y | 1 | -47 | 74 | 387.2 | Soft | A | 0.1 | 0.0 | 1.5 | 0.0 | | | 36 |
| 2043 background traffic Haul Route North of TCEC (20:00) | R29, 387m away | 1 | 154 | 0 | 7 | 80 | 0 | y | 1 | -47 | 74 | 387.2 | Soft | A | 1.4 | 0.0 | 1.5 | 0.0 | | | 38 |
| 2043 background traffic Haul Route North of TCEC (21:00) | R29, 387m away | 1 | 113 | 0 | 5 | 80 | 0 | y | 1 | -47 | 74 | 387.2 | Soft | A | 1.4 | 0.0 | 1.5 | 0.0 | | | 36 |
| 2043 background traffic Haul Route North of TCEC (22:00) | R29, 387m away | 1 | 96 | 0 | 3 | 80 | 0 | y | 1 | -47 | 74 | 387.2 | Soft | A | 1.3 | 0.0 | 1.5 | 0.0 | | | 35 |
| 2043 background traffic Haul Route North of TCEC (23:00) | R29, 387m away | 1 | 51 | 3 | 5 | 80 | 0 | y | 1 | -47 | 74 | 387.2 | Soft | A | 1.7 | 0.0 | 1.5 | 0.0 | | | 36 |
| 2043 background traffic Haul Route North of TCEC (0:00) | R30, 498m away | 1 | 22 | 0 | 0 | 80 | 0 | y | 1 | -39 | 71 | 498.5 | Soft | A | 0.1 | 0.0 | 1.5 | 0.0 | | | 23 |
| 2043 background traffic Haul Route North of TCEC (1:00) | R30, 498m away | 1 | 10 | 0 | 3 | 80 | 0 | y | 1 | -39 | 71 | 498.5 | Soft | A | 2.2 | 0.0 | 1.5 | 0.0 | | | 31 |
| 2043 background traffic Haul Route North of TCEC (2:00) | R30, 498m away | 1 | 13 | 2 | 3 | 80 | 0 | y | 1 | -39 | 71 | 498.5 | Soft | A | 2.0 | 0.0 | 1.5 | 0.0 | | | 31 |
| 2043 background traffic Haul Route North of TCEC (3:00) | R30, 498m away | 1 | 19 | 3 | 0 | 80 | 0 | y | 1 | -39 | 71 | 498.5 | Soft | A | 0.1 | 0.0 | 1.5 | 0.0 | | | 27 |
| 2043 background traffic Haul Route North of TCEC (4:00) | R30, 498m away | 1 | 22 | 3 | 4 | 80 | 0 | y | 1 | -39 | 71 | 498.5 | Soft | A | 1.9 | 0.0 | 1.5 | 0.0 | | | 33 |
| 2043 background traffic Haul Route North of TCEC (5:00) | R30, 498m away | 1 | 129 | 6 | 5 | 80 | 0 | y | 1 | -39 | 71 | 498.5 | Soft | A | 1.4 | 0.0 | 1.5 | 0.0 | | | 35 |
| 2043 background traffic Haul Route North of TCEC (6:00) | R30, 498m away | 1 | 313 | 3 | 16 | 80 | 0 | y | 1 | -39 | 71 | 498.5 | Soft | A | 1.5 | 0.0 | 1.5 | 0.0 | | | 39 |
| 2043 background traffic Haul Route North of TCEC (7:00) | R30, 498m away | 1 | 504 | 14 | 26 | 80 | 0 | y | 1 | -39 | 71 | 498.5 | Soft | A | 1.5 | 0.0 | 1.5 | 0.0 | | | 42 |
| 2043 background traffic Haul Route North of TCEC (8:00) | R30, 498m away | 1 | 450 | 40 | 52 | 80 | 0 | y | 1 | -39 | 71 | 498.5 | Soft | A | 1.8 | 0.0 | 1.5 | 0.0 | | | 44 |
| 2043 background traffic Haul Route North of TCEC (9:00) | R30, 498m away | 1 | 406 | 16 | 50 | 80 | 0 | y | 1 | -39 | 71 | 498.5 | Soft | A | 1.8 | 0.0 | 1.5 | 0.0 | | | 44 |
| 2043 background traffic Haul Route North of TCEC (10:00) | R30, 498m away | 1 | 386 | 17 | 34 | 80 | 0 | y | 1 | -39 | 71 | 498.5 | Soft | A | 1.7 | 0.0 | 1.5 | 0.0 | | | 42 |
| 2043 background traffic Haul Route North of TCEC (11:00) | R30, 498m away | 1 | 425 | 15 | 78 | 80 | 0 | y | 1 | -39 | 71 | 498.5 | Soft | A | 2.0 | 0.0 | 1.5 | 0.0 | | | 45 |
| 2043 background traffic Haul Route North of TCEC (12:00) | R30, 498m away | 1 | 366 | 11 | 42 | 80 | 0 | y | 1 | -39 | 71 | 498.5 | Soft | A | 1.8 | 0.0 | 1.5 | 0.0 | | | 43 |
| 2043 background traffic Haul Route North of TCEC (13:00) | R30, 498m away | 1 | 392 | 19 | 81 | 80 | 0 | y | 1 | -39 | 71 | 498.5 | Soft | A | 2.0 | 0.0 | 1.5 | 0.0 | | | 45 |
| 2043 background traffic Haul Route North of TCEC (14:00) | R30, 498m away | 1 | 420 | 15 | 50 | 80 | 0 | y | 1 | -39 | 71 | 498.5 | Soft | A | 1.8 | 0.0 | 1.5 | 0.0 | | | 44 |
| 2043 background traffic Haul Route North of TCEC (15:00) | R30, 498m away | 1 | 464 | 24 | 43 | 80 | 0 | y | 1 | -39 | 71 | 498.5 | Soft | A | 1.7 | 0.0 | 1.5 | 0.0 | | | 43 |
| 2043 background traffic Haul Route North of TCEC (16:00) | R30, 498m away | 1 | 560 | 26 | 42 | 80 | 0 | y | 1 | -39 | 71 | 498.5 | Soft | A | 1.6 | 0.0 | 1.5 | 0.0 | | | 43 |
| 2043 background traffic Haul Route North of TCEC (17:00) | R30, 498m away | 1 | 482 | 9 | 30 | 80 | 0 | y | 1 | -39 | 71 | 498.5 | Soft | A | 1.5 | 0.0 | 1.5 | 0.0 | | | 42 |

| | | | | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 2043 background traffic Haul Route North of TCEC (18:00) | R30, 498m away | 1 | 326 | 4 | 16 | 80 | 0 | y | 1 | -39 | 71 | 498.5 | Soft | A | 1.5 | 0.0 | 1.5 | 0.0 | | | 39 |
| 2043 background traffic Haul Route North of TCEC (19:00) | R30, 498m away | 1 | 215 | 2 | 0 | 80 | 0 | y | 1 | -39 | 71 | 498.5 | Soft | A | 0.1 | 0.0 | 1.5 | 0.0 | | | 34 |
| 2043 background traffic Haul Route North of TCEC (20:00) | R30, 498m away | 1 | 154 | 0 | 7 | 80 | 0 | y | 1 | -39 | 71 | 498.5 | Soft | A | 1.4 | 0.0 | 1.5 | 0.0 | | | 36 |
| 2043 background traffic Haul Route North of TCEC (21:00) | R30, 498m away | 1 | 113 | 0 | 5 | 80 | 0 | y | 1 | -39 | 71 | 498.5 | Soft | A | 1.4 | 0.0 | 1.5 | 0.0 | | | 34 |
| 2043 background traffic Haul Route North of TCEC (22:00) | R30, 498m away | 1 | 96 | 0 | 3 | 80 | 0 | y | 1 | -39 | 71 | 498.5 | Soft | A | 1.3 | 0.0 | 1.5 | 0.0 | | | 33 |
| 2043 background traffic Haul Route North of TCEC (23:00) | R30, 498m away | 1 | 51 | 3 | 5 | 80 | 0 | y | 1 | -39 | 71 | 498.5 | Soft | A | 1.7 | 0.0 | 1.5 | 0.0 | | | 34 |
| 2043 background traffic Haul Route North of TCEC (0:00) | R31, 778m away | 4 | 22 | 0 | 0 | 80 | 0 | y | 1 | -28 | 61 | 778.0 | Soft | A | 0.1 | 0.0 | 1.5 | 0.0 | | | 19 |
| 2043 background traffic Haul Route North of TCEC (1:00) | R31, 778m away | 4 | 10 | 0 | 3 | 80 | 0 | y | 1 | -28 | 61 | 778.0 | Soft | A | 2.2 | 0.0 | 1.5 | 0.0 | | | 27 |
| 2043 background traffic Haul Route North of TCEC (2:00) | R31, 778m away | 4 | 13 | 2 | 3 | 80 | 0 | y | 1 | -28 | 61 | 778.0 | Soft | A | 2.0 | 0.0 | 1.5 | 0.0 | | | 28 |
| 2043 background traffic Haul Route North of TCEC (3:00) | R31, 778m away | 4 | 19 | 3 | 0 | 80 | 0 | y | 1 | -28 | 61 | 778.0 | Soft | A | 0.1 | 0.0 | 1.5 | 0.0 | | | 23 |
| 2043 background traffic Haul Route North of TCEC (4:00) | R31, 778m away | 4 | 22 | 3 | 4 | 80 | 0 | y | 1 | -28 | 61 | 778.0 | Soft | A | 1.9 | 0.0 | 1.5 | 0.0 | | | 29 |
| 2043 background traffic Haul Route North of TCEC (5:00) | R31, 778m away | 1 | 129 | 6 | 5 | 80 | 0 | y | 1 | -28 | 61 | 778.0 | Soft | A | 1.4 | 0.0 | 1.5 | 0.0 | | | 32 |
| 2043 background traffic Haul Route North of TCEC (6:00) | R31, 778m away | 1 | 313 | 3 | 16 | 80 | 0 | y | 1 | -28 | 61 | 778.0 | Soft | A | 1.5 | 0.0 | 1.5 | 0.0 | | | 35 |
| 2043 background traffic Haul Route North of TCEC (7:00) | R31, 778m away | 1 | 504 | 14 | 26 | 80 | 0 | y | 1 | -28 | 61 | 778.0 | Soft | A | 1.5 | 0.0 | 1.5 | 0.0 | | | 38 |
| 2043 background traffic Haul Route North of TCEC (8:00) | R31, 778m away | 1 | 450 | 40 | 52 | 80 | 0 | y | 1 | -28 | 61 | 778.0 | Soft | A | 1.8 | 0.0 | 1.5 | 0.0 | | | 40 |
| 2043 background traffic Haul Route North of TCEC (9:00) | R31, 778m away | 1 | 406 | 16 | 50 | 80 | 0 | y | 1 | -28 | 61 | 778.0 | Soft | A | 1.8 | 0.0 | 1.5 | 0.0 | | | 40 |
| 2043 background traffic Haul Route North of TCEC (10:00) | R31, 778m away | 1 | 386 | 17 | 34 | 80 | 0 | y | 1 | -28 | 61 | 778.0 | Soft | A | 1.7 | 0.0 | 1.5 | 0.0 | | | 38 |
| 2043 background traffic Haul Route North of TCEC (11:00) | R31, 778m away | 1 | 425 | 15 | 78 | 80 | 0 | y | 1 | -28 | 61 | 778.0 | Soft | A | 2.0 | 0.0 | 1.5 | 0.0 | | | 41 |
| 2043 background traffic Haul Route North of TCEC (12:00) | R31, 778m away | 1 | 366 | 11 | 42 | 80 | 0 | y | 1 | -28 | 61 | 778.0 | Soft | A | 1.8 | 0.0 | 1.5 | 0.0 | | | 39 |
| 2043 background traffic Haul Route North of TCEC (13:00) | R31, 778m away | 1 | 392 | 19 | 81 | 80 | 0 | y | 1 | -28 | 61 | 778.0 | Soft | A | 2.0 | 0.0 | 1.5 | 0.0 | | | 41 |
| 2043 background traffic Haul Route North of TCEC (14:00) | R31, 778m away | 1 | 420 | 15 | 50 | 80 | 0 | y | 1 | -28 | 61 | 778.0 | Soft | A | 1.8 | 0.0 | 1.5 | 0.0 | | | 40 |
| 2043 background traffic Haul Route North of TCEC (15:00) | R31, 778m away | 1 | 464 | 24 | 43 | 80 | 0 | y | 1 | -28 | 61 | 778.0 | Soft | A | 1.7 | 0.0 | 1.5 | 0.0 | | | 39 |
| 2043 background traffic Haul Route North of TCEC (16:00) | R31, 778m away | 1 | 560 | 26 | 42 | 80 | 0 | y | 1 | -28 | 61 | 778.0 | Soft | A | 1.6 | 0.0 | 1.5 | 0.0 | | | 40 |
| 2043 background traffic Haul Route North of TCEC (17:00) | R31, 778m away | 1 | 482 | 9 | 30 | 80 | 0 | y | 1 | -28 | 61 | 778.0 | Soft | A | 1.5 | 0.0 | 1.5 | 0.0 | | | 38 |
| 2043 background traffic Haul Route North of TCEC (18:00) | R31, 778m away | 1 | 326 | 4 | 16 | 80 | 0 | y | 1 | -28 | 61 | 778.0 | Soft | A | 1.5 | 0.0 | 1.5 | 0.0 | | | 35 |
| 2043 background traffic Haul Route North of TCEC (19:00) | R31, 778m away | 1 | 215 | 2 | 0 | 80 | 0 | y | 1 | -28 | 61 | 778.0 | Soft | A | 0.1 | 0.0 | 1.5 | 0.0 | | | 30 |
| 2043 background traffic Haul Route North of TCEC (20:00) | R31, 778m away | 1 | 154 | 0 | 7 | 80 | 0 | y | 1 | -28 | 61 | 778.0 | Soft | A | 1.4 | 0.0 | 1.5 | 0.0 | | | 32 |
| 2043 background traffic Haul Route North of TCEC (21:00) | R31, 778m away | 1 | 113 | 0 | 5 | 80 | 0 | y | 1 | -28 | 61 | 778.0 | Soft | A | 1.4 | 0.0 | 1.5 | 0.0 | | | 30 |
| 2043 background traffic Haul Route North of TCEC (22:00) | R31, 778m away | 1 | 96 | 0 | 3 | 80 | 0 | y | 1 | -28 | 61 | 778.0 | Soft | A | 1.3 | 0.0 | 1.5 | 0.0 | | | 29 |
| 2043 background traffic Haul Route North of TCEC (23:00) | R31, 778m away | 1 | 51 | 3 | 5 | 80 | 0 | y | 1 | -28 | 61 | 778.0 | Soft | A | 1.7 | 0.0 | 1.5 | 0.0 | | | 30 |
| 2043 background traffic Haul Route North of TCEC (0:00) | R32, 999m away | 4 | 22 | 0 | 0 | 80 | 0 | y | 1 | -14 | 58 | 999.0 | Soft | A | 0.1 | 0.0 | 1.5 | 0.0 | | | 17 |
| 2043 background traffic Haul Route North of TCEC (1:00) | R32, 999m away | 4 | 10 | 0 | 3 | 80 | 0 | y | 1 | -14 | 58 | 999.0 | Soft | A | 2.2 | 0.0 | 1.5 | 0.0 | | | 24 |
| 2043 background traffic Haul Route North of TCEC (2:00) | R32, 999m away | 4 | 13 | 2 | 3 | 80 | 0 | y | 1 | -14 | 58 | 999.0 | Soft | A | 2.0 | 0.0 | 1.5 | 0.0 | | | 25 |
| 2043 background traffic Haul Route North of TCEC (3:00) | R32, 999m away | 4 | 19 | 3 | 0 | 80 | 0 | y | 1 | -14 | 58 | 999.0 | Soft | A | 0.1 | 0.0 | 1.5 | 0.0 | | | 21 |
| 2043 background traffic Haul Route North of TCEC (4:00) | R32, 999m away | 4 | 22 | 3 | 4 | 80 | 0 | y | 1 | -14 | 58 | 999.0 | Soft | A | 1.9 | 0.0 | 1.5 | 0.0 | | | 26 |
| 2043 background traffic Haul Route North of TCEC (5:00) | R32, 999m away | 1 | 129 | 6 | 5 | 80 | 0 | y | 1 | -14 | 58 | 999.0 | Soft | A | 1.4 | 0.0 | 1.5 | 0.0 | | | 29 |
| 2043 background traffic Haul Route North of TCEC (6:00) | R32, 999m away | 1 | 313 | 3 | 16 | 80 | 0 | y | 1 | -14 | 58 | 999.0 | Soft | A | 1.5 | 0.0 | 1.5 | 0.0 | | | 33 |
| 2043 background traffic Haul Route North of TCEC (7:00) | R32, 999m away | 1 | 504 | 14 | 26 | 80 | 0 | y | 1 | -14 | 58 | 999.0 | Soft | A | 1.5 | 0.0 | 1.5 | 0.0 | | | 35 |
| 2043 background traffic Haul Route North of TCEC (8:00) | R32, 999m away | 1 | 450 | 40 | 52 | 80 | 0 | y | 1 | -14 | 58 | 999.0 | Soft | A | 1.8 | 0.0 | 1.5 | 0.0 | | | 38 |
| 2043 background traffic Haul Route North of TCEC (9:00) | R32, 999m away | 1 | 406 | 16 | 50 | 80 | 0 | y | 1 | -14 | 58 | 999.0 | Soft | A | 1.8 | 0.0 | 1.5 | 0.0 | | | 37 |
| 2043 background traffic Haul Route North of TCEC (10:00) | R32, 999m away | 1 | 386 | 17 | 34 | 80 | 0 | y | 1 | -14 | 58 | 999.0 | Soft | A | 1.7 | 0.0 | 1.5 | 0.0 | | | 36 |
| 2043 background traffic Haul Route North of TCEC (11:00) | R32, 999m away | 1 | 425 | 15 | 78 | 80 | 0 | y | 1 | -14 | 58 | 999.0 | Soft | A | 2.0 | 0.0 | 1.5 | 0.0 | | | 38 |
| 2043 background traffic Haul Route North of TCEC (12:00) | R32, 999m away | 1 | 366 | 11 | 42 | 80 | 0 | y | 1 | -14 | 58 | 999.0 | Soft | A | 1.8 | 0.0 | 1.5 | 0.0 | | | 36 |
| 2043 background traffic Haul Route North of TCEC (13:00) | R32, 999m away | 1 | 392 | 19 | 81 | 80 | 0 | y | 1 | -14 | 58 | 999.0 | Soft | A | 2.0 | 0.0 | 1.5 | 0.0 | | | 39 |
| 2043 background traffic Haul Route North of TCEC (14:00) | R32, 999m away | 1 | 420 | 15 | 50 | 80 | 0 | y | 1 | -14 | 58 | 999.0 | Soft | A | 1.8 | 0.0 | 1.5 | 0.0 | | | 37 |
| 2043 background traffic Haul Route North of TCEC (15:00) | R32, 999m away | 1 | 464 | 24 | 43 | 80 | 0 | y | 1 | -14 | 58 | 999.0 | Soft | A | 1.7 | 0.0 | 1.5 | 0.0 | | | 37 |
| 2043 background traffic Haul Route North of TCEC (16:00) | R32, 999m away | 1 | 560 | 26 | 42 | 80 | 0 | y | 1 | -14 | 58 | 999.0 | Soft | A | 1.6 | 0.0 | 1.5 | 0.0 | | | 37 |
| 2043 background traffic Haul Route North of TCEC (17:00) | R32, 999m away | 1 | 482 | 9 | 30 | 80 | 0 | y | 1 | -14 | 58 | 999.0 | Soft | A | 1.5 | 0.0 | 1.5 | 0.0 | | | 35 |
| 2043 background traffic Haul Route North of TCEC (18:00) | R32, 999m away | 1 | 326 | 4 | 16 | 80 | 0 | y | 1 | -14 | 58 | 999.0 | Soft | A | 1.5 | 0.0 | 1.5 | 0.0 | | | 33 |
| 2043 background traffic Haul Route North of TCEC (19:00) | R32, 999m away | 1 | 215 | 2 | 0 | 80 | 0 | y | 1 | -14 | 58 | 999.0 | Soft | A | 0.1 | 0.0 | 1.5 | 0.0 | | | 27 |
| 2043 background traffic Haul Route North of TCEC (20:00) | R32, 999m away | 1 | 154 | 0 | 7 | 80 | 0 | y | 1 | -14 | 58 | 999.0 | Soft | A | 1.4 | 0.0 | 1.5 | 0.0 | | | 29 |
| 2043 background traffic Haul Route North of TCEC (21:00) | R32, 999m away | 1 | 113 | 0 | 5 | 80 | 0 | y | 1 | -14 | 58 | 999.0 | Soft | A | 1.4 | 0.0 | 1.5 | 0.0 | | | 28 |
| 2043 background traffic Haul Route North of TCEC (22:00) | R32, 999m away | 1 | 96 | 0 | 3 | 80 | 0 | y | 1 | -14 | 58 | 999.0 | Soft | A | 1.3 | 0.0 | 1.5 | 0.0 | | | 26 |
| 2043 background traffic Haul Route North of TCEC (23:00) | R32, 999m away | 1 | 51 | 3 | 5 | 80 | 0 | y | 1 | -14 | 58 | 999.0 | Soft | A | 1.7 | 0.0 | 1.5 | 0.0 | | | 27 |
| 2043 background traffic Haul Route North of TCEC (0:00) | R33, 693m away | 4 | 22 | 0 | 0 | 80 | 0 | y | 1 | -20 | 66 | 693.4 | Soft | A | 0.1 | 0.0 | 1.5 | 0.0 | | | 20 |
| 2043 background traffic Haul Route North of TCEC (1:00) | R33, 693m away | 4 | 10 | 0 | 3 | 80 | 0 | y | 1 | -20 | 66 | 693.4 | Soft | A | 2.2 | 0.0 | 1.5 | 0.0 | | | 27 |
| 2043 background traffic Haul Route North of TCEC (2:00) | R33, 693m away | 4 | 13 | 2 | 3 | 80 | 0 | y | 1 | -20 | 66 | 693.4 | Soft | A | 2.0 | 0.0 | 1.5 | 0.0 | | | 28 |
| 2043 background traffic Haul Route North of TCEC (3:00) | R33, 693m away | 4 | 19 | 3 | 0 | 80 | 0 | y | 1 | -20 | 66 | 693.4 | Soft | A | 0.1 | 0.0 | 1.5 | 0.0 | | | 24 |
| 2043 background traffic Haul Route North of TCEC (4:00) | R33, 693m away | 4 | 22 | 3 | 4 | 80 | 0 | y | 1 | -20 | 66 | 693.4 | Soft | A | 1.9 | 0.0 | 1.5 | 0.0 | | | 30 |
| 2043 background traffic Haul Route North of TCEC (5:00) | R33, 693m away | 1 | 129 | 6 | 5 | 80 | 0 | y | 1 | -20 | 66 | 693.4 | Soft | A | 1.4 | 0.0 | 1.5 | 0.0 | | | 32 |
| 2043 background traffic Haul Route North of TCEC (6:00) | R33, 693m away | 1 | 313 | 3 | 16 | 80 | 0 | y | 1 | -20 | 66 | 693.4 | Soft | A | 1.5 | 0.0 | 1.5 | 0.0 | | | 36 |
| 2043 background traffic Haul Route North of TCEC (7:00) | R33, 693m away | 1 | 504 | 14 | 26 | 80 | 0 | y | 1 | -20 | 66 | 693.4 | Soft | A | 1.5 | 0.0 | 1.5 | 0.0 | | | 38 |
| 2043 background traffic Haul Route North of TCEC (8:00) | R33, 693m away | 1 | 450 | 40 | 52 | 80 | 0 | y | 1 | -20 | 66 | 693.4 | Soft | A | 1.8 | 0.0 | 1.5 | 0.0 | | | 41 |
| 2043 background traffic Haul Route North of TCEC (9:00) | R33, 693m away | 1 | 406 | 16 | 50 | 80 | 0 | y | 1 | -20 | 66 | 693.4 | Soft | A | 1.8 | 0.0 | 1.5 | 0.0 | | | 40 |
| 2043 background traffic Haul Route North of TCEC (10:00) | R33, 693m away | 1 | 386 | 17 | 34 | 80 | 0 | y | 1 | -20 | 66 | 693.4 | Soft | A | 1.7 | 0.0 | 1.5 | 0.0 | | | 39 |
| 2043 background traffic Haul Route North of TCEC (11:00) | R33, 693m away | 1 | 425 | 15 | 78 | 80 | 0 | y | 1 | -20 | 66 | 693.4 | Soft | A | 2.0 | 0.0 | 1.5 | 0.0 | | | 42 |
| 2043 background traffic Haul Route North of TCEC (12:00) | R33, 693m away | 1 | 366 | 11 | 42 | 80 | 0 | y | 1 | -20 | 66 | 693.4 | Soft | A | 1.8 | 0.0 | 1.5 | 0.0 | | | 39 |
| 2043 background traffic Haul Route North of TCEC (13:00) | R33, 693m away | 1 | 392 | 19 | 81 | 80 | 0 | y | 1 | -20 | 66 | 693.4 | Soft | A | 2.0 | 0.0 | 1.5 | 0.0 | | | 42 |
| 2043 background traffic Haul Route North of TCEC (14:00) | R33, 693m away | 1 | 420 | 15 | 50 | 80 | 0 | y | 1 | -20 | 66 | 693.4 | Soft | A | 1.8 | 0.0 | 1.5 | 0.0 | | | 40 |
| 2043 background traffic Haul Route North of TCEC (15:00) | R33, 693m away | 1 | 464 | 24 | 43 | 80 | 0 | y | 1 | -20 | 66 | 693.4 | Soft | A | 1.7 | 0.0 | 1.5 | 0.0 | | | 40 |
| 2043 background traffic Haul Route North of TCEC (16:00) | R33, 693m away | 1 | 560 | 26 | 42 | 80 | 0 | y | 1 | -20 | 66 | 693.4 | Soft | A | 1.6 | 0.0 | 1.5 | 0.0 | | | 40 |
| 2043 background traffic Haul Route North of TCEC (17:00) | R33, 693m away | 1 | 482 | 9 | 30 | 80 | 0 | y | 1 | -20 | 66 | 693.4 | Soft | A | 1.5 | 0.0 | 1.5 | 0.0 | | | 39 |
| 2043 background traffic Haul Route North of TCEC (18:00) | R33, 693m away | 1 | 326 | 4 | 16 | 80 | 0 | y | 1 | -20 | 66 | 693.4 | Soft | A | 1.5 | 0.0 | 1.5 | 0.0 | | | 36 |
| 2043 background traffic Haul Route North of TCEC (19:00) | R33, 693m away | 1 | 215 | 2 | 0 | 80 | 0 | y | 1 | -20 | 66 | 693.4 | Soft | A | 0.1 | 0.0 | 1.5 | 0.0 | | | 30 |
| 2043 background traffic Haul Route North of TCEC (20:00) | R33, 693m away | 1 | 154 | 0 | 7 | 80 | 0 | y | 1 | -20 | 66 | 693.4 | Soft | A | 1.4 | 0.0 | 1.5 | 0.0 | | | 32 |
| 2043 background traffic Haul Route North of TCEC (21:00) | R33, 693m away | 1 | 113 | 0 | 5 | 80 | 0 | y | 1 | -20 | 66 | 693.4 | Soft | A | 1.4 | 0.0 | 1.5 | 0.0 | | | 31 |
| 2043 background traffic Haul Route North of TCEC (22:00) | R33, 693m away | 1 | 96 | 0 | 3 | 80 | 0 | y | 1 | -20 | 66 | 693.4 | Soft | A | 1.3 | 0.0 | 1.5 | 0.0 | | | 29 |
| 2043 background traffic Haul Route North of TCEC (23:00) | R33, 693m away | 1 | 51 | 3 | 5 | 80 | 0 | y | 1 | -20 | 66 | 693.4 | Soft | A | 1.7 | 0.0 | 1.5 | 0.0 | | | 31 |
| 2043 background traffic Haul Route North of TCEC (0:00) | R34, 459m away | 4 | 22 | 0 | 0 | 80 | 0 | y | 1 | -29 | 73 | 459.4 | Soft | A | 0.1 | 0.0 | 1.5 | 0.0 | | | 24 |
| 2043 background traffic Haul Route North of TCEC (1:00) | R34, 459m away | 4 | 10 | 0 | 3 | 80 | 0 | y | 1 | -29 | 73 | 459.4 | Soft | A | 2.2 | 0.0 | 1.5 | 0.0 | | | 31 |

| | | | | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 2043 background traffic Haul Route North of TCEC (2:00) | R34, 459m away | 1 | 13 | 2 | 3 | 80 | 0 | y | 1 | -29 | 73 | 459.4 | Soft | A | 2.0 | 0.0 | 1.5 | 0.0 | | | 32 |
| 2043 background traffic Haul Route North of TCEC (3:00) | R34, 459m away | 1 | 19 | 3 | 0 | 80 | 0 | y | 1 | -29 | 73 | 459.4 | Soft | A | 0.1 | 0.0 | 1.5 | 0.0 | | | 27 |
| 2043 background traffic Haul Route North of TCEC (4:00) | R34, 459m away | 1 | 22 | 3 | 4 | 80 | 0 | y | 1 | -29 | 73 | 459.4 | Soft | A | 1.9 | 0.0 | 1.5 | 0.0 | | | 33 |
| 2043 background traffic Haul Route North of TCEC (5:00) | R34, 459m away | 1 | 129 | 6 | 5 | 80 | 0 | y | 1 | -29 | 73 | 459.4 | Soft | A | 1.4 | 0.0 | 1.5 | 0.0 | | | 36 |
| 2043 background traffic Haul Route North of TCEC (6:00) | R34, 459m away | 1 | 313 | 3 | 16 | 80 | 0 | y | 1 | -29 | 73 | 459.4 | Soft | A | 1.5 | 0.0 | 1.5 | 0.0 | | | 40 |
| 2043 background traffic Haul Route North of TCEC (7:00) | R34, 459m away | 1 | 504 | 14 | 26 | 80 | 0 | y | 1 | -29 | 73 | 459.4 | Soft | A | 1.5 | 0.0 | 1.5 | 0.0 | | | 42 |
| 2043 background traffic Haul Route North of TCEC (8:00) | R34, 459m away | 1 | 450 | 40 | 52 | 80 | 0 | y | 1 | -29 | 73 | 459.4 | Soft | A | 1.8 | 0.0 | 1.5 | 0.0 | | | 44 |
| 2043 background traffic Haul Route North of TCEC (9:00) | R34, 459m away | 1 | 406 | 16 | 50 | 80 | 0 | y | 1 | -29 | 73 | 459.4 | Soft | A | 1.8 | 0.0 | 1.5 | 0.0 | | | 44 |
| 2043 background traffic Haul Route North of TCEC (10:00) | R34, 459m away | 1 | 386 | 17 | 34 | 80 | 0 | y | 1 | -29 | 73 | 459.4 | Soft | A | 1.7 | 0.0 | 1.5 | 0.0 | | | 42 |
| 2043 background traffic Haul Route North of TCEC (11:00) | R34, 459m away | 1 | 425 | 15 | 78 | 80 | 0 | y | 1 | -29 | 73 | 459.4 | Soft | A | 2.0 | 0.0 | 1.5 | 0.0 | | | 45 |
| 2043 background traffic Haul Route North of TCEC (12:00) | R34, 459m away | 1 | 366 | 11 | 42 | 80 | 0 | y | 1 | -29 | 73 | 459.4 | Soft | A | 1.8 | 0.0 | 1.5 | 0.0 | | | 43 |
| 2043 background traffic Haul Route North of TCEC (13:00) | R34, 459m away | 1 | 392 | 19 | 81 | 80 | 0 | y | 1 | -29 | 73 | 459.4 | Soft | A | 2.0 | 0.0 | 1.5 | 0.0 | | | 46 |
| 2043 background traffic Haul Route North of TCEC (14:00) | R34, 459m away | 1 | 420 | 15 | 50 | 80 | 0 | y | 1 | -29 | 73 | 459.4 | Soft | A | 1.8 | 0.0 | 1.5 | 0.0 | | | 44 |
| 2043 background traffic Haul Route North of TCEC (15:00) | R34, 459m away | 1 | 464 | 24 | 43 | 80 | 0 | y | 1 | -29 | 73 | 459.4 | Soft | A | 1.7 | 0.0 | 1.5 | 0.0 | | | 44 |
| 2043 background traffic Haul Route North of TCEC (16:00) | R34, 459m away | 1 | 560 | 26 | 42 | 80 | 0 | y | 1 | -29 | 73 | 459.4 | Soft | A | 1.6 | 0.0 | 1.5 | 0.0 | | | 44 |
| 2043 background traffic Haul Route North of TCEC (17:00) | R34, 459m away | 1 | 482 | 9 | 30 | 80 | 0 | y | 1 | -29 | 73 | 459.4 | Soft | A | 1.5 | 0.0 | 1.5 | 0.0 | | | 42 |
| 2043 background traffic Haul Route North of TCEC (18:00) | R34, 459m away | 1 | 326 | 4 | 16 | 80 | 0 | y | 1 | -29 | 73 | 459.4 | Soft | A | 1.5 | 0.0 | 1.5 | 0.0 | | | 40 |
| 2043 background traffic Haul Route North of TCEC (19:00) | R34, 459m away | 1 | 215 | 2 | 0 | 80 | 0 | y | 1 | -29 | 73 | 459.4 | Soft | A | 0.1 | 0.0 | 1.5 | 0.0 | | | 34 |
| 2043 background traffic Haul Route North of TCEC (20:00) | R34, 459m away | 1 | 154 | 0 | 7 | 80 | 0 | y | 1 | -29 | 73 | 459.4 | Soft | A | 1.4 | 0.0 | 1.5 | 0.0 | | | 36 |
| 2043 background traffic Haul Route North of TCEC (21:00) | R34, 459m away | 1 | 113 | 0 | 5 | 80 | 0 | y | 1 | -29 | 73 | 459.4 | Soft | A | 1.4 | 0.0 | 1.5 | 0.0 | | | 35 |
| 2043 background traffic Haul Route North of TCEC (22:00) | R34, 459m away | 1 | 96 | 0 | 3 | 80 | 0 | y | 1 | -29 | 73 | 459.4 | Soft | A | 1.3 | 0.0 | 1.5 | 0.0 | | | 33 |
| 2043 background traffic Haul Route North of TCEC (23:00) | R34, 459m away | 1 | 51 | 3 | 5 | 80 | 0 | y | 1 | -29 | 73 | 459.4 | Soft | A | 1.7 | 0.0 | 1.5 | 0.0 | | | 34 |

## Summary of Traffic Volumes: 2-way Traffic, west of Nauvoo on Confederation

Job No. 2101750
Job Name Twin Creeks

| Year | 2019 Background Traffic | | | | 2032 Background Traffic | | | | 2043 Background Traffic | | | | Site Traffic (all years) | | | | 2019 Total Traffic | | | | 2032 Total Traffic | | | | 2043 Total Traffic | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Veh. Size | Small | Medium | Large | Total | Small | Medium | Large | Total | Small | Medium | Large | Total | Small | Medium | Large | Total | Small | Medium | Large | Total | Small | Medium | Large | Total | Small | Medium | Large | Total |
| 0:00 | 2 | 0 | 0 | 2 | 8 | 0 | 0 | 8 | 9 | 0 | 0 | 9 | - | - | - | - | 2 | 0 | 0 | 2 | 8 | 0 | 0 | 8 | 9 | 0 | 0 | 9 |
| 1:00 | 2 | 0 | 0 | 2 | 8 | 0 | 0 | 8 | 8 | 0 | 0 | 8 | - | - | - | - | 2 | 0 | 0 | 2 | 8 | 0 | 0 | 8 | 8 | 0 | 0 | 8 |
| 2:00 | 2 | 0 | 0 | 2 | 2 | 0 | 0 | 2 | 3 | 0 | 0 | 3 | - | - | - | - | 2 | 0 | 0 | 2 | 2 | 0 | 0 | 2 | 3 | 0 | 0 | 3 |
| 3:00 | 1 | 0 | 0 | 1 | 7 | 0 | 0 | 7 | 7 | 0 | 0 | 7 | - | - | - | - | 1 | 0 | 0 | 1 | 7 | 0 | 0 | 7 | 7 | 0 | 0 | 7 |
| 4:00 | 12 | 0 | 0 | 12 | 32 | 0 | 0 | 32 | 33 | 0 | 0 | 33 | - | - | - | - | 12 | 0 | 0 | 12 | 32 | 0 | 0 | 32 | 33 | 0 | 0 | 33 |
| 5:00 | 22 | 0 | 0 | 22 | 69 | 0 | 0 | 69 | 72 | 0 | 0 | 72 | - | - | - | - | 22 | 0 | 0 | 22 | 69 | 0 | 0 | 69 | 72 | 0 | 0 | 72 |
| 6:00 | 83 | 1 | 1 | 85 | 220 | 1 | 1 | 222 | 231 | 1 | 1 | 233 | 0 | 0 | 0 | 0 | 83 | 1 | 1 | 85 | 220 | 1 | 1 | 222 | 231 | 1 | 1 | 233 |
| 7:00 | 104 | 8 | 1 | 113 | 334 | 9 | 1 | 344 | 348 | 11 | 1 | 360 | 0 | 0 | 0 | 0 | 104 | 8 | 1 | 113 | 334 | 9 | 1 | 344 | 348 | 11 | 1 | 360 |
| 8:00 | 99 | 7 | 5 | 111 | 295 | 8 | 6 | 309 | 307 | 9 | 6 | 322 | 0 | 0 | 0 | 0 | 99 | 7 | 5 | 111 | 295 | 8 | 6 | 309 | 307 | 9 | 6 | 322 |
| 9:00 | 86 | 7 | 5 | 98 | 214 | 8 | 5 | 227 | 225 | 9 | 7 | 241 | 0 | 0 | 0 | 0 | 86 | 7 | 5 | 98 | 214 | 8 | 5 | 227 | 225 | 9 | 7 | 241 |
| 10:00 | 82 | 7 | 1 | 90 | 209 | 8 | 1 | 218 | 220 | 9 | 1 | 230 | 0 | 0 | 0 | 0 | 82 | 7 | 1 | 90 | 209 | 8 | 1 | 218 | 220 | 9 | 1 | 230 |
| 11:00 | 96 | 4 | 5 | 105 | 218 | 4 | 6 | 228 | 230 | 5 | 6 | 241 | 0 | 0 | 0 | 0 | 96 | 4 | 5 | 105 | 218 | 4 | 6 | 228 | 230 | 5 | 6 | 241 |
| 12:00 | 106 | 9 | 4 | 119 | 215 | 11 | 4 | 230 | 229 | 11 | 6 | 246 | 0 | 0 | 0 | 0 | 106 | 9 | 4 | 119 | 215 | 11 | 4 | 230 | 229 | 11 | 6 | 246 |
| 13:00 | 106 | 5 | 2 | 113 | 219 | 6 | 2 | 227 | 233 | 6 | 2 | 241 | 0 | 0 | 0 | 0 | 106 | 5 | 2 | 113 | 219 | 6 | 2 | 227 | 233 | 6 | 2 | 241 |
| 14:00 | 104 | 8 | 4 | 116 | 222 | 9 | 4 | 235 | 236 | 10 | 5 | 251 | 0 | 0 | 0 | 0 | 104 | 8 | 4 | 116 | 222 | 9 | 4 | 235 | 236 | 10 | 5 | 251 |
| 15:00 | 166 | 7 | 1 | 174 | 289 | 8 | 1 | 298 | 311 | 9 | 1 | 321 | 0 | 0 | 0 | 0 | 166 | 7 | 1 | 174 | 289 | 8 | 1 | 298 | 311 | 9 | 1 | 321 |
| 16:00 | 149 | 5 | 0 | 154 | 294 | 5 | 0 | 299 | 313 | 7 | 0 | 320 | 0 | 0 | 0 | 0 | 149 | 5 | 0 | 154 | 294 | 5 | 0 | 299 | 313 | 7 | 0 | 320 |
| 17:00 | 143 | 2 | 1 | 146 | 287 | 2 | 1 | 290 | 305 | 2 | 1 | 308 | - | - | - | - | 143 | 2 | 1 | 146 | 287 | 2 | 1 | 290 | 305 | 2 | 1 | 308 |
| 18:00 | 104 | 1 | 0 | 105 | 216 | 1 | 0 | 217 | 230 | 1 | 0 | 231 | - | - | - | - | 104 | 1 | 0 | 105 | 216 | 1 | 0 | 217 | 230 | 1 | 0 | 231 |
| 19:00 | 62 | 0 | 0 | 62 | 143 | 0 | 0 | 143 | 151 | 0 | 0 | 151 | - | - | - | - | 62 | 0 | 0 | 62 | 143 | 0 | 0 | 143 | 151 | 0 | 0 | 151 |
| 20:00 | 45 | 0 | 0 | 45 | 103 | 0 | 0 | 103 | 109 | 0 | 0 | 109 | - | - | - | - | 45 | 0 | 0 | 45 | 103 | 0 | 0 | 103 | 109 | 0 | 0 | 109 |
| 21:00 | 39 | 1 | 1 | 41 | 85 | 1 | 1 | 87 | 89 | 1 | 1 | 91 | - | - | - | - | 39 | 1 | 1 | 41 | 85 | 1 | 1 | 87 | 89 | 1 | 1 | 91 |
| 22:00 | 16 | 1 | 0 | 17 | 38 | 1 | 0 | 39 | 40 | 1 | 0 | 41 | - | - | - | - | 16 | 1 | 0 | 17 | 38 | 1 | 0 | 39 | 40 | 1 | 0 | 41 |
| 23:00 | 16 | 0 | 0 | 16 | 30 | 0 | 0 | 30 | 32 | 0 | 0 | 32 | - | - | - | - | 16 | 0 | 0 | 16 | 30 | 0 | 0 | 30 | 32 | 0 | 0 | 32 |
| Daily Total | 1647 | 73 | 31 | 1751 | 3757 | 82 | 33 | 3872 | 3971 | 92 | 38 | 4101 | 0 | 0 | 0 | 0 | 1647 | 73 | 31 | 1751 | 3757 | 82 | 33 | 3872 | 3971 | 92 | 38 | 4101 |
| Average | 69 | 3 | 1 | 73 | 157 | 3 | 1 | 161 | 165 | 4 | 2 | 171 | 0 | 0 | 0 | 0 | 69 | 3 | 1 | 73 | 157 | 3 | 1 | 161 | 165 | 4 | 2 | 171 |

* Future Traffic Volumes Provided by HDR

**Summary of Traffic Volumes: Haul Route 2-way traffic (north of the Nauvoo Road driveway)**

Job No. 2101750

Job Name Twin Creeks

| Year | 2019 Background Traffic | | | | 2032 Background Traffic | | | | 2043 Background Traffic | | | | Site Traffic (all years) | | | | 2019 Total Traffic | | | | 2032 Total Traffic | | | | 2043 Total Traffic | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Veh. Size | Autos | Medium | Heavy | Total | Autos | Medium | Heavy | Total | Autos | Medium | Heavy | Total | Autos | Medium | Heavy | Total | Autos | Medium | Heavy | Total | Autos | Medium | Heavy | Total | Autos | Medium | Heavy | Total |
| 0:00 | 11 | 0 | 0 | 11 | 18 | 0 | 0 | 18 | 22 | 0 | 0 | 22 | - | - | - | - | 11 | 0 | 0 | 11 | 18 | 0 | 0 | 18 | 22 | 0 | 0 | 22 |
| 1:00 | 4 | 0 | 2 | 6 | 8 | 0 | 3 | 11 | 10 | 0 | 3 | 13 | - | - | - | - | 4 | 0 | 2 | 6 | 8 | 0 | 3 | 11 | 10 | 0 | 3 | 13 |
| 2:00 | 7 | 1 | 2 | 10 | 10 | 1 | 3 | 14 | 13 | 2 | 3 | 18 | - | - | - | - | 7 | 1 | 2 | 10 | 10 | 1 | 3 | 14 | 13 | 2 | 3 | 18 |
| 3:00 | 10 | 2 | 0 | 12 | 16 | 3 | 0 | 19 | 19 | 3 | 0 | 22 | - | - | - | - | 10 | 2 | 0 | 12 | 16 | 3 | 0 | 19 | 19 | 3 | 0 | 22 |
| 4:00 | 10 | 2 | 2 | 14 | 19 | 3 | 2 | 24 | 22 | 3 | 4 | 29 | - | - | - | - | 10 | 2 | 2 | 14 | 19 | 3 | 2 | 24 | 22 | 3 | 4 | 29 |
| 5:00 | 72 | 4 | 3 | 79 | 107 | 6 | 4 | 117 | 129 | 6 | 5 | 140 | - | - | - | - | 72 | 4 | 3 | 79 | 107 | 6 | 4 | 117 | 129 | 6 | 5 | 140 |
| 6:00 | 173 | 2 | 10 | 185 | 258 | 3 | 13 | 274 | 313 | 3 | 16 | 332 | 0 | 1 | 14 | 15 | 173 | 3 | 24 | 200 | 258 | 4 | 27 | 289 | 313 | 4 | 30 | 347 |
| 7:00 | 269 | 9 | 16 | 294 | 419 | 11 | 21 | 451 | 504 | 14 | 26 | 544 | 0 | 6 | 44 | 50 | 269 | 15 | 60 | 344 | 419 | 17 | 65 | 501 | 504 | 20 | 70 | 594 |
| 8:00 | 247 | 25 | 32 | 304 | 373 | 33 | 41 | 447 | 450 | 40 | 52 | 542 | 1 | 1 | 33 | 35 | 248 | 26 | 65 | 339 | 374 | 34 | 74 | 482 | 451 | 41 | 85 | 577 |
| 9:00 | 230 | 10 | 31 | 271 | 334 | 13 | 40 | 387 | 406 | 16 | 50 | 472 | 0 | 9 | 24 | 33 | 230 | 19 | 55 | 304 | 334 | 22 | 64 | 420 | 406 | 25 | 74 | 505 |
| 10:00 | 216 | 11 | 21 | 248 | 318 | 14 | 27 | 359 | 386 | 17 | 34 | 437 | 4 | 8 | 27 | 39 | 220 | 19 | 48 | 287 | 322 | 22 | 54 | 398 | 390 | 25 | 61 | 476 |
| 11:00 | 240 | 9 | 49 | 298 | 350 | 12 | 63 | 425 | 425 | 15 | 78 | 518 | 3 | 10 | 27 | 40 | 243 | 19 | 76 | 338 | 353 | 22 | 90 | 465 | 428 | 25 | 105 | 558 |
| 12:00 | 208 | 7 | 26 | 241 | 300 | 9 | 34 | 343 | 366 | 11 | 42 | 419 | 3 | 20 | 23 | 46 | 211 | 27 | 49 | 287 | 303 | 29 | 57 | 389 | 369 | 31 | 65 | 465 |
| 13:00 | 223 | 12 | 50 | 285 | 322 | 16 | 65 | 403 | 392 | 19 | 81 | 492 | 1 | 8 | 22 | 31 | 224 | 20 | 72 | 316 | 323 | 24 | 87 | 434 | 393 | 27 | 103 | 523 |
| 14:00 | 238 | 9 | 31 | 278 | 345 | 12 | 40 | 397 | 420 | 15 | 50 | 485 | 3 | 2 | 21 | 26 | 241 | 11 | 52 | 304 | 348 | 14 | 61 | 423 | 423 | 17 | 71 | 511 |
| 15:00 | 263 | 15 | 27 | 305 | 381 | 20 | 35 | 436 | 464 | 24 | 43 | 531 | 0 | 2 | 8 | 10 | 263 | 17 | 35 | 315 | 381 | 22 | 43 | 446 | 464 | 26 | 51 | 541 |
| 16:00 | 311 | 16 | 26 | 353 | 462 | 20 | 33 | 515 | 560 | 26 | 42 | 628 | 0 | 0 | 4 | 4 | 311 | 16 | 30 | 357 | 462 | 20 | 37 | 519 | 560 | 26 | 46 | 632 |
| 17:00 | 269 | 6 | 19 | 294 | 398 | 8 | 25 | 431 | 482 | 9 | 30 | 521 | - | - | - | - | 269 | 6 | 19 | 294 | 398 | 8 | 25 | 431 | 482 | 9 | 30 | 521 |
| 18:00 | 177 | 2 | 10 | 189 | 270 | 2 | 13 | 285 | 326 | 4 | 16 | 346 | - | - | - | - | 177 | 2 | 10 | 189 | 270 | 2 | 13 | 285 | 326 | 4 | 16 | 346 |
| 19:00 | 115 | 1 | 0 | 116 | 179 | 1 | 0 | 180 | 215 | 2 | 0 | 217 | - | - | - | - | 115 | 1 | 0 | 116 | 179 | 1 | 0 | 180 | 215 | 2 | 0 | 217 |
| 20:00 | 79 | 0 | 4 | 83 | 129 | 0 | 5 | 134 | 154 | 0 | 7 | 161 | - | - | - | - | 79 | 0 | 4 | 83 | 129 | 0 | 5 | 134 | 154 | 0 | 7 | 161 |
| 21:00 | 58 | 0 | 3 | 61 | 95 | 0 | 4 | 99 | 113 | 0 | 5 | 118 | - | - | - | - | 58 | 0 | 3 | 61 | 95 | 0 | 4 | 99 | 113 | 0 | 5 | 118 |
| 22:00 | 54 | 0 | 2 | 56 | 79 | 0 | 3 | 82 | 96 | 0 | 3 | 99 | - | - | - | - | 54 | 0 | 2 | 56 | 79 | 0 | 3 | 82 | 96 | 0 | 3 | 99 |
| 23:00 | 28 | 2 | 3 | 33 | 42 | 3 | 4 | 49 | 51 | 3 | 5 | 59 | - | - | - | - | 28 | 2 | 3 | 33 | 42 | 3 | 4 | 49 | 51 | 3 | 5 | 59 |
| Daily Total | 3512 | 145 | 369 | 4026 | 5232 | 190 | 478 | 5900 | 6338 | 232 | 595 | 7165 | 15 | 67 | 247 | 329 | 3527 | 212 | 616 | 4355 | 5247 | 257 | 725 | 6229 | 6353 | 299 | 842 | 7494 |
| Average | 146 | 6 | 15 | 168 | 218 | 8 | 20 | 246 | 264 | 10 | 25 | 299 | 1 | 6 | 22 | 30 | 147 | 9 | 26 | 181 | 219 | 11 | 30 | 260 | 265 | 12 | 35 | 312 |

* Future Traffic Volumes Provided by HDR

## Summary of Traffic Volumes: Haul Route 2-way traffic (south of the Nauvoo Road driveway)

Job No. 2101750
Job Name Twin Creeks

| Year | 2019 Background Traffic | | | | 2032 Background Traffic | | | | 2043 Background Traffic | | | | Site Traffic (all years) | | | | 2019 Total Traffic | | | | 2032 Total Traffic | | | | 2043 Total Traffic | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Veh. Size | Small | Medium | Large | Total | Small | Medium | Large | Total | Small | Medium | Large | Total | Small | Medium | Large | Total | Small | Medium | Large | Total | Small | Medium | Large | Total | Small | Medium | Large | Total |
| 0:00 | 11 | 0 | 0 | 11 | 18 | 0 | 0 | 18 | 22 | 0 | 0 | 22 | - | - | - | - | 11 | 0 | 0 | 11 | 18 | 0 | 0 | 18 | 22 | 0 | 0 | 22 |
| 1:00 | 4 | 0 | 2 | 6 | 8 | 0 | 3 | 11 | 10 | 0 | 3 | 13 | - | - | - | - | 4 | 0 | 2 | 6 | 8 | 0 | 3 | 11 | 10 | 0 | 3 | 13 |
| 2:00 | 7 | 1 | 2 | 10 | 10 | 1 | 3 | 14 | 13 | 2 | 3 | 18 | - | - | - | - | 7 | 1 | 2 | 10 | 10 | 1 | 3 | 14 | 13 | 2 | 3 | 18 |
| 3:00 | 10 | 2 | 0 | 12 | 16 | 3 | 0 | 19 | 19 | 3 | 0 | 22 | - | - | - | - | 10 | 2 | 0 | 12 | 16 | 3 | 0 | 19 | 19 | 3 | 0 | 22 |
| 4:00 | 10 | 2 | 2 | 14 | 19 | 3 | 2 | 24 | 22 | 3 | 4 | 29 | - | - | - | - | 10 | 2 | 2 | 14 | 19 | 3 | 2 | 24 | 22 | 3 | 4 | 29 |
| 5:00 | 72 | 4 | 3 | 79 | 107 | 6 | 4 | 117 | 129 | 6 | 5 | 140 | - | - | - | - | 72 | 4 | 3 | 79 | 107 | 6 | 4 | 117 | 129 | 6 | 5 | 140 |
| 6:00 | 173 | 3 | 21 | 197 | 258 | 4 | 27 | 289 | 313 | 5 | 34 | 352 | 0 | 0 | 3 | 3 | 173 | 3 | 24 | 200 | 258 | 4 | 30 | 292 | 313 | 5 | 37 | 355 |
| 7:00 | 269 | 13 | 48 | 330 | 419 | 17 | 62 | 498 | 504 | 21 | 77 | 602 | 0 | 2 | 9 | 11 | 269 | 15 | 57 | 341 | 419 | 19 | 71 | 509 | 504 | 23 | 86 | 613 |
| 8:00 | 245 | 26 | 58 | 329 | 370 | 34 | 75 | 479 | 447 | 42 | 93 | 582 | 3 | 0 | 7 | 10 | 248 | 26 | 65 | 339 | 373 | 34 | 82 | 489 | 450 | 42 | 100 | 592 |
| 9:00 | 229 | 17 | 50 | 296 | 333 | 22 | 65 | 420 | 405 | 27 | 81 | 513 | 1 | 2 | 5 | 8 | 230 | 19 | 55 | 304 | 334 | 24 | 70 | 428 | 406 | 29 | 86 | 521 |
| 10:00 | 212 | 17 | 43 | 272 | 313 | 22 | 55 | 390 | 380 | 27 | 69 | 476 | 8 | 2 | 5 | 15 | 220 | 19 | 48 | 287 | 321 | 24 | 60 | 405 | 388 | 29 | 74 | 491 |
| 11:00 | 237 | 17 | 71 | 325 | 345 | 22 | 92 | 459 | 420 | 27 | 115 | 562 | 6 | 2 | 5 | 13 | 243 | 19 | 76 | 338 | 351 | 24 | 97 | 472 | 426 | 29 | 120 | 575 |
| 12:00 | 205 | 22 | 44 | 271 | 296 | 28 | 57 | 381 | 360 | 36 | 71 | 467 | 6 | 4 | 5 | 15 | 211 | 26 | 49 | 286 | 302 | 32 | 62 | 396 | 366 | 40 | 76 | 482 |
| 13:00 | 221 | 17 | 67 | 305 | 320 | 22 | 87 | 429 | 389 | 27 | 108 | 524 | 3 | 2 | 5 | 10 | 224 | 19 | 72 | 315 | 323 | 24 | 92 | 439 | 392 | 29 | 113 | 534 |
| 14:00 | 235 | 11 | 48 | 294 | 341 | 14 | 62 | 417 | 415 | 17 | 77 | 509 | 6 | 0 | 4 | 10 | 241 | 11 | 52 | 304 | 347 | 14 | 66 | 427 | 421 | 17 | 81 | 519 |
| 15:00 | 263 | 17 | 33 | 313 | 381 | 22 | 43 | 446 | 464 | 27 | 53 | 544 | 0 | 0 | 2 | 2 | 263 | 17 | 35 | 315 | 381 | 22 | 45 | 448 | 464 | 27 | 55 | 546 |
| 16:00 | 311 | 16 | 29 | 356 | 462 | 20 | 37 | 519 | 560 | 26 | 47 | 633 | 0 | 0 | 1 | 1 | 311 | 16 | 30 | 357 | 462 | 20 | 38 | 520 | 560 | 26 | 48 | 634 |
| 17:00 | 269 | 6 | 19 | 294 | 398 | 8 | 25 | 431 | 482 | 9 | 30 | 521 | - | - | - | - | 269 | 6 | 19 | 294 | 398 | 8 | 25 | 431 | 482 | 9 | 30 | 521 |
| 18:00 | 177 | 2 | 10 | 189 | 270 | 2 | 13 | 285 | 326 | 4 | 16 | 346 | - | - | - | - | 177 | 2 | 10 | 189 | 270 | 2 | 13 | 285 | 326 | 4 | 16 | 346 |
| 19:00 | 115 | 1 | 0 | 116 | 179 | 1 | 0 | 180 | 215 | 2 | 0 | 217 | - | - | - | - | 115 | 1 | 0 | 116 | 179 | 1 | 0 | 180 | 215 | 2 | 0 | 217 |
| 20:00 | 79 | 0 | 4 | 83 | 129 | 0 | 5 | 134 | 154 | 0 | 7 | 161 | - | - | - | - | 79 | 0 | 4 | 83 | 129 | 0 | 5 | 134 | 154 | 0 | 7 | 161 |
| 21:00 | 58 | 0 | 3 | 61 | 95 | 0 | 4 | 99 | 113 | 0 | 5 | 118 | - | - | - | - | 58 | 0 | 3 | 61 | 95 | 0 | 4 | 99 | 113 | 0 | 5 | 118 |
| 22:00 | 54 | 0 | 2 | 56 | 79 | 0 | 3 | 82 | 96 | 0 | 3 | 99 | - | - | - | - | 54 | 0 | 2 | 56 | 79 | 0 | 3 | 82 | 96 | 0 | 3 | 99 |
| 23:00 | 28 | 2 | 3 | 33 | 42 | 3 | 4 | 49 | 51 | 3 | 5 | 59 | - | - | - | - | 28 | 2 | 3 | 33 | 42 | 3 | 4 | 49 | 51 | 3 | 5 | 59 |
| Daily Total | 3494 | 196 | 562 | 4252 | 5208 | 254 | 728 | 6190 | 6309 | 314 | 906 | 7529 | 33 | 14 | 51 | 98 | 3527 | 210 | 613 | 4350 | 5241 | 268 | 779 | 6288 | 6342 | 328 | 957 | 7627 |
| Average | 146 | 8 | 23 | 177 | 217 | 11 | 30 | 258 | 263 | 13 | 38 | 314 | 3 | 1 | 5 | 9 | 147 | 9 | 26 | 181 | 218 | 11 | 32 | 262 | 264 | 14 | 40 | 318 |

* Future Traffic Volumes Provided by HDR

## Summary of Traffic Volumes: 2-way Traffic west of Nauvoo on Zion

Job No. 2101750
Job Name Twin Creeks

| Year | 2019 Background Traffic | | | | 2032 Background Traffic | | | | 2043 Background Traffic | | | | Site Traffic (all years) | | | | 2019 Total Traffic | | | | 2032 Total Traffic | | | | 2043 Total Traffic | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Veh. Size | Small | Medium | Large | Total | Small | Medium | Large | Total | Small | Medium | Large | Total | Small | Medium | Large | Total | Small | Medium | Large | Total | Small | Medium | Large | Total | Small | Medium | Large | Total |
| 0:00 | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 1 | - | - | - | - | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 1 |
| 1:00 | 2 | 0 | 0 | 2 | 2 | 0 | 0 | 2 | 2 | 0 | 0 | 2 | - | - | - | - | 2 | 0 | 0 | 2 | 2 | 0 | 0 | 2 | 2 | 0 | 0 | 2 |
| 2:00 | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 1 | - | - | - | - | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 1 |
| 3:00 | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 1 | - | - | - | - | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 1 |
| 4:00 | 5 | 0 | 0 | 5 | 6 | 0 | 0 | 6 | 6 | 0 | 0 | 6 | - | - | - | - | 5 | 0 | 0 | 5 | 6 | 0 | 0 | 6 | 6 | 0 | 0 | 6 |
| 5:00 | 8 | 0 | 0 | 8 | 9 | 0 | 0 | 9 | 11 | 0 | 0 | 11 | - | - | - | - | 8 | 0 | 0 | 8 | 9 | 0 | 0 | 9 | 11 | 0 | 0 | 11 |
| 6:00 | 27 | 0 | 0 | 27 | 30 | 0 | 0 | 30 | 34 | 0 | 0 | 34 | 0 | 0 | 0 | 0 | 27 | 0 | 0 | 27 | 30 | 0 | 0 | 30 | 34 | 0 | 0 | 34 |
| 7:00 | 33 | 2 | 2 | 37 | 37 | 2 | 2 | 41 | 42 | 3 | 3 | 48 | 0 | 0 | 0 | 0 | 33 | 2 | 2 | 37 | 37 | 2 | 2 | 41 | 42 | 3 | 3 | 48 |
| 8:00 | 20 | 3 | 1 | 24 | 23 | 3 | 1 | 27 | 26 | 4 | 1 | 31 | 0 | 0 | 0 | 0 | 20 | 3 | 1 | 24 | 23 | 3 | 1 | 27 | 26 | 4 | 1 | 31 |
| 9:00 | 9 | 11 | 0 | 20 | 10 | 12 | 0 | 22 | 12 | 14 | 0 | 26 | 0 | 0 | 0 | 0 | 9 | 11 | 0 | 20 | 10 | 12 | 0 | 22 | 12 | 14 | 0 | 26 |
| 10:00 | 9 | 12 | 0 | 21 | 10 | 13 | 0 | 23 | 12 | 16 | 0 | 28 | 0 | 0 | 0 | 0 | 9 | 12 | 0 | 21 | 10 | 13 | 0 | 23 | 12 | 16 | 0 | 28 |
| 11:00 | 9 | 3 | 0 | 12 | 10 | 3 | 0 | 13 | 12 | 4 | 0 | 16 | 0 | 0 | 0 | 0 | 9 | 3 | 0 | 12 | 10 | 3 | 0 | 13 | 12 | 4 | 0 | 16 |
| 12:00 | 32 | 5 | 0 | 37 | 36 | 5 | 0 | 41 | 40 | 7 | 0 | 47 | 0 | 0 | 0 | 0 | 32 | 5 | 0 | 37 | 36 | 5 | 0 | 41 | 40 | 7 | 0 | 47 |
| 13:00 | 31 | 1 | 0 | 32 | 35 | 1 | 0 | 36 | 40 | 1 | 0 | 41 | 0 | 0 | 0 | 0 | 31 | 1 | 0 | 32 | 35 | 1 | 0 | 36 | 40 | 1 | 0 | 41 |
| 14:00 | 26 | 4 | 0 | 30 | 30 | 5 | 0 | 35 | 33 | 5 | 0 | 38 | 0 | 0 | 0 | 0 | 26 | 4 | 0 | 30 | 30 | 5 | 0 | 35 | 33 | 5 | 0 | 38 |
| 15:00 | 41 | 2 | 0 | 43 | 46 | 2 | 0 | 48 | 52 | 3 | 0 | 55 | 0 | 0 | 0 | 0 | 41 | 2 | 0 | 43 | 46 | 2 | 0 | 48 | 52 | 3 | 0 | 55 |
| 16:00 | 27 | 2 | 1 | 30 | 31 | 2 | 1 | 34 | 35 | 3 | 1 | 39 | 0 | 0 | 0 | 0 | 27 | 2 | 1 | 30 | 31 | 2 | 1 | 34 | 35 | 3 | 1 | 39 |
| 17:00 | 36 | 0 | 0 | 36 | 41 | 0 | 0 | 41 | 46 | 0 | 0 | 46 | - | - | - | - | 36 | 0 | 0 | 36 | 41 | 0 | 0 | 41 | 46 | 0 | 0 | 46 |
| 18:00 | 26 | 1 | 0 | 27 | 30 | 1 | 0 | 31 | 33 | 1 | 0 | 34 | - | - | - | - | 26 | 1 | 0 | 27 | 30 | 1 | 0 | 31 | 33 | 1 | 0 | 34 |
| 19:00 | 16 | 0 | 0 | 16 | 18 | 0 | 0 | 18 | 20 | 0 | 0 | 20 | - | - | - | - | 16 | 0 | 0 | 16 | 18 | 0 | 0 | 18 | 20 | 0 | 0 | 20 |
| 20:00 | 11 | 0 | 0 | 11 | 13 | 0 | 0 | 13 | 14 | 0 | 0 | 14 | - | - | - | - | 11 | 0 | 0 | 11 | 13 | 0 | 0 | 13 | 14 | 0 | 0 | 14 |
| 21:00 | 10 | 0 | 0 | 10 | 12 | 0 | 0 | 12 | 12 | 0 | 0 | 12 | - | - | - | - | 10 | 0 | 0 | 10 | 12 | 0 | 0 | 12 | 12 | 0 | 0 | 12 |
| 22:00 | 5 | 0 | 0 | 5 | 5 | 0 | 0 | 5 | 7 | 0 | 0 | 7 | - | - | - | - | 5 | 0 | 0 | 5 | 5 | 0 | 0 | 5 | 7 | 0 | 0 | 7 |
| 23:00 | 5 | 0 | 0 | 5 | 6 | 0 | 0 | 6 | 6 | 0 | 0 | 6 | - | - | - | - | 5 | 0 | 0 | 5 | 6 | 0 | 0 | 6 | 6 | 0 | 0 | 6 |
| Daily Total | 391 | 46 | 4 | 441 | 443 | 49 | 4 | 496 | 498 | 61 | 5 | 564 | 0 | 0 | 0 | 0 | 391 | 46 | 4 | 441 | 443 | 49 | 4 | 496 | 498 | 61 | 5 | 564 |
| Average | 16 | 2 | 0 | 18 | 18 | 2 | 0 | 21 | 21 | 3 | 0 | 24 | 0 | 0 | 0 | 0 | 16 | 2 | 0 | 18 | 18 | 2 | 0 | 21 | 21 | 3 | 0 | 24 |

* Future Traffic Volumes Provided by HDR

# B

# Landfilling Source Sound Power Levels and Sample Calculations

# Table B-1 : MODELLED SOURCE LEVEL
Twin Creeks - Watford, ON, 2101750

Notes to Table:
1. All sound level sources were from "Proposed Expansion of WM warwick Landfill: Noise Impact Assessment" dated May 2007 and prepared by Aercoustics Engineering Ltd. with the only exeption of the propane cannon.
2. All frequency contents of the sound levels were from the previous audits conducted by RWDI.

| Source ID | Source Description | Octave Band Sound Power Level Data (dB) | | | | | | | | | Total (dBA/dBAI) |
|---|---|---|---|---|---|---|---|---|---|---|---|
| | | 31.5 | 63 | 125 | 250 | 500 | 1000 | 2000 | 4000 | 8000 | |
| Cat_836G | Landfill Operations_Cat 836G | 111.1 | 115.3 | 128.0 | 112.7 | 114.5 | 116.1 | 109.7 | 103.9 | 103.4 | 119.5 |
| Cat_D8R | Landfill Operations_Cat D8R | 108.2 | 109.9 | 110.1 | 110.0 | 110.9 | 109.3 | 108.6 | 102.5 | 98.2 | 114.5 |
| Cat_D6R | Landfill Operations_Cat D6R | 103.9 | 103.7 | 106.6 | 107.8 | 104.7 | 105.2 | 99.0 | 102.2 | 92.6 | 109.5 |
| Cat_D400 | Landfill Operations_Cat D400 | 111.0 | 112.8 | 111.4 | 105.6 | 105.1 | 106.0 | 101.7 | 95.9 | 90.4 | 109.5 |
| Cat_330L | Landfill Operations_Cat 330L | 105.1 | 105.6 | 107.2 | 106.7 | 103.7 | 103.2 | 99.2 | 94.7 | 93.6 | 107.5 |
| Cat_140H | Landfill Operations_Cat 140H | | | | | | 111.5 | | | | 111.5 |
| PC | Propane Cannon | 107.7 | 114.9 | 120.6 | 117.1 | 115.3 | 115.0 | 111.5 | 108.9 | 106.7 | 119.5 |
| WC | Whistler Cartridge | 92.3 | 96.1 | 95.2 | 100.9 | 109.9 | 115.4 | 118.2 | 111.0 | 105.7 | 121.6 |
| CC | Cracker Cartridge | 110.5 | 113.6 | 111.2 | 103.9 | 111.3 | 110.5 | 124.7 | 115.4 | 107.7 | 126.6 |
| ED | Electronic Distress | | | | | | 121.6 | | | | 121.6 |

## Table B.2: Key Parameters Included in the Cadna/A Noise Modelling

Twin Creeks - Watford, ON, 2101750

| Parameter | Value | Rationale |
|---|---|---|
| Ground Absorption | 1 | Accounts for soft (e.g., loose dirt, grass) surfaces between facility and receptors of interest |
| Temperature | 10 $^{o}$C | Ontario standard conditions |
| Relative Humidity | 70% | Ontario standard conditions |
| Max. Order of Reflection | 1 | Some significant reflections from buildings on site |
| Absorption Coefficient Alpha | 0.21 | Cadna/A default value for smooth façade |

Receiver
Name: R2_4.5m
ID: !0000!R2_4.5m
X: 429379.85 m
Y: 4758996.99 m
Z: 244.50 m

Area Source, ISO 9613, Name: "2A - Slope All Landfilling Equipment", ID: "!06020000!"

| Nr. | X | Y | Z | Refl. | DEN | Freq. | Lw | l/a | Optime | K0 | Di | Adiv | Aatm | Agr | Afol | Ahous | Abar | Cmet | RL | Lr |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | (m) | (m) | (m) | | | (Hz) | dB(A) | dB | dB | (dB) | (dB) | (dB) | (dB) | (dB) | (dB) | (dB) | (dB) | (dB) | (dB) | dB(A) |
| 12 | 429127.10 | 4758700.62 | 269.90 | 0 | DEN | A | 79.6 | 38.9 | 0.0 | 0.0 | 0.0 | 62.8 | 1.7 | -1.1 | 0.0 | 0.0 | 4.6 | 0.0 | 0.0 | 50.5 |
| 25 | 429157.81 | 4758654.14 | 269.90 | 0 | DEN | A | 79.6 | 37.1 | 0.0 | 0.0 | 0.0 | 63.2 | 1.8 | -1.2 | 0.0 | 0.0 | 4.8 | 0.0 | 0.0 | 48.0 |
| 29 | 429201.30 | 4758652.40 | 269.90 | 0 | DEN | A | 79.6 | 31.6 | 0.0 | 0.0 | 0.0 | 62.8 | 1.7 | -1.2 | 0.0 | 0.0 | 4.5 | 0.0 | 0.0 | 43.3 |
| 31 | 429168.77 | 4758695.80 | 269.90 | 0 | DEN | A | 79.6 | 29.6 | 0.0 | 0.0 | 0.0 | 62.3 | 1.6 | -1.1 | 0.0 | 0.0 | 4.7 | 0.0 | 0.0 | 41.6 |
| 42 | 429190.33 | 4758652.40 | 269.90 | 0 | DEN | A | 79.6 | 24.6 | 0.0 | 0.0 | 0.0 | 62.9 | 1.7 | -1.2 | 0.0 | 0.0 | 4.5 | 0.0 | 0.0 | 36.2 |
| 48 | 429199.47 | 4758689.25 | 269.90 | 0 | DEN | A | 79.6 | 19.3 | 0.0 | 0.0 | 0.0 | 62.1 | 1.6 | -1.1 | 0.0 | 0.0 | 4.5 | 0.0 | 0.0 | 31.8 |

Point Source, ISO 9613, Name: "Compactor CAT 836G", ID: "!06020000!"

| Nr. | X | Y | Z | Refl. | DEN | Freq. | Lw | l/a | Optime | K0 | Di | Adiv | Aatm | Agr | Afol | Ahous | Abar | Cmet | RL | Lr |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | (m) | (m) | (m) | | | (Hz) | dB(A) | dB | dB | (dB) | (dB) | (dB) | (dB) | (dB) | (dB) | (dB) | (dB) | (dB) | (dB) | dB(A) |
| 21 | 429254.00 | 4758754.32 | 258.17 | 0 | DEN | A | 116.5 | 0.0 | 0.0 | 0.0 | 0.0 | 59.7 | 1.1 | -0.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 56.3 |

Point Source, ISO 9613, Name: "Dozer D8R", ID: "!06020000!"

| Nr. | X | Y | Z | Refl. | DEN | Freq. | Lw | l/a | Optime | K0 | Di | Adiv | Aatm | Agr | Afol | Ahous | Abar | Cmet | RL | Lr |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | (m) | (m) | (m) | | | (Hz) | dB(A) | dB | dB | (dB) | (dB) | (dB) | (dB) | (dB) | (dB) | (dB) | (dB) | (dB) | (dB) | dB(A) |
| 27 | 429224.03 | 4758788.20 | 261.51 | 0 | DEN | A | 114.5 | 0.0 | 0.0 | 0.0 | 0.0 | 59.3 | 1.7 | -0.9 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 54.4 |

Area Source, ISO 9613, Name: "2A - Cell Cover Equipment", ID: "!06020000!"

| Nr. | X | Y | Z | Refl. | DEN | Freq. | Lw | l/a | Optime | K0 | Di | Adiv | Aatm | Agr | Afol | Ahous | Abar | Cmet | RL | Lr |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | (m) | (m) | (m) | | | (Hz) | dB(A) | dB | dB | (dB) | (dB) | (dB) | (dB) | (dB) | (dB) | (dB) | (dB) | (dB) | (dB) | dB(A) |
| 33 | 429023.65 | 4758698.84 | 269.90 | 0 | DEN | A | 70.9 | 40.2 | 0.0 | 0.0 | 0.0 | 64.4 | 2.7 | -1.4 | 0.0 | 0.0 | 4.7 | 0.0 | 0.0 | 40.9 |
| 36 | 428904.24 | 4758675.47 | 269.90 | 0 | DEN | A | 70.9 | 38.1 | 0.0 | 0.0 | 0.0 | 66.2 | 3.1 | -1.6 | 0.0 | 0.0 | 4.7 | 0.0 | 0.0 | 36.6 |
| 39 | 428996.95 | 4758657.00 | 269.90 | 0 | DEN | A | 70.9 | 37.0 | 0.0 | 0.0 | 0.0 | 65.2 | 2.9 | -1.5 | 0.0 | 0.0 | 4.7 | 0.0 | 0.0 | 36.6 |
| 45 | 428880.37 | 4758633.88 | 269.90 | 0 | DEN | A | 70.9 | 36.4 | 0.0 | 0.0 | 0.0 | 66.8 | 3.3 | -1.6 | 0.0 | 0.0 | 4.7 | 0.0 | 0.0 | 34.1 |
| 62 | 428850.18 | 4758715.59 | 269.90 | 0 | DEN | A | 70.9 | 31.7 | 0.0 | 0.0 | 0.0 | 66.6 | 3.2 | -1.5 | 0.0 | 0.0 | 4.7 | 0.0 | 0.0 | 29.7 |
| 65 | 428965.99 | 4758656.15 | 269.90 | 0 | DEN | A | 70.9 | 27.9 | 0.0 | 0.0 | 0.0 | 65.6 | 3.0 | -1.6 | 0.0 | 0.0 | 4.7 | 0.0 | 0.0 | 27.1 |
| 111 | 428875.51 | 4758715.61 | 269.90 | 0 | DEN | A | 70.9 | 27.6 | 0.0 | 0.0 | 0.0 | 66.2 | 3.1 | -1.5 | 0.0 | 0.0 | 4.7 | 0.0 | 0.0 | 25.9 |
| 150 | 428960.29 | 4758656.00 | 269.90 | 0 | DEN | A | 70.9 | 25.9 | 0.0 | 0.0 | 0.0 | 65.7 | 3.0 | -1.6 | 0.0 | 0.0 | 4.7 | 0.0 | 0.0 | 25.0 |
| 152 | 428956.13 | 4758655.89 | 269.90 | 0 | DEN | A | 70.9 | 25.3 | 0.0 | 0.0 | 0.0 | 65.7 | 3.0 | -1.6 | 0.0 | 0.0 | 4.7 | 0.0 | 0.0 | 24.4 |
| 172 | 428952.45 | 4758655.79 | 269.90 | 0 | DEN | A | 70.9 | 24.9 | 0.0 | 0.0 | 0.0 | 65.8 | 3.0 | -1.6 | 0.0 | 0.0 | 4.7 | 0.0 | 0.0 | 23.8 |
| 232 | 428868.30 | 4758715.39 | 269.90 | 0 | DEN | A | 70.9 | 18.7 | 0.0 | 0.0 | 0.0 | 66.3 | 3.1 | -1.5 | 0.0 | 0.0 | 4.7 | 0.0 | 0.0 | 16.9 |
| 269 | 428938.86 | 4758696.36 | 269.90 | 0 | DEN | A | 70.9 | 17.8 | 0.0 | 0.0 | 0.0 | 65.6 | 3.0 | -1.5 | 0.0 | 0.0 | 4.7 | 0.0 | 0.0 | 17.0 |
| 273 | 428850.48 | 4758695.73 | 269.90 | 0 | DEN | A | 70.9 | 17.6 | 0.0 | 0.0 | 0.0 | 66.7 | 3.2 | -1.5 | 0.0 | 0.0 | 4.7 | 0.0 | 0.0 | 15.5 |
| 289 | 428934.97 | 4758696.25 | 269.90 | 0 | DEN | A | 70.9 | 15.8 | 0.0 | 0.0 | 0.0 | 65.6 | 3.0 | -1.5 | 0.0 | 0.0 | 4.7 | 0.0 | 0.0 | 15.0 |
| 355 | 428932.46 | 4758696.18 | 269.90 | 0 | DEN | A | 70.9 | 15.2 | 0.0 | 0.0 | 0.0 | 65.6 | 3.0 | -1.5 | 0.0 | 0.0 | 4.7 | 0.0 | 0.0 | 14.3 |
| 361 | 428930.26 | 4758696.12 | 269.90 | 0 | DEN | A | 70.9 | 14.7 | 0.0 | 0.0 | 0.0 | 65.7 | 3.0 | -1.5 | 0.0 | 0.0 | 4.7 | 0.0 | 0.0 | 13.8 |

Point Source, ISO 9613, Name: "Excavator (Cover Activity)", ID: "!060202!Excavator_Cover Activity"

| Nr. | X | Y | Z | Refl. | DEN | Freq. | Lw | l/a | Optime | K0 | Di | Adiv | Aatm | Agr | Afol | Ahous | Abar | Cmet | RL | Lr |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | (m) | (m) | (m) | | | (Hz) | dB(A) | dB | dB | (dB) | (dB) | (dB) | (dB) | (dB) | (dB) | (dB) | (dB) | (dB) | (dB) | dB(A) |
| 115 | 429253.18 | 4757239.29 | 267.40 | 0 | DEN | A | 107.5 | 0.0 | 0.0 | 0.0 | 0.0 | 75.9 | 5.6 | -0.7 | 0.0 | 0.0 | 4.4 | 0.0 | 0.0 | 22.3 |

Line Source, ISO 9613, Name: "Heavy Truck", ID: "!060203!Heavy Truck"

| Nr. | X | Y | Z | Refl. | DEN | Freq. | Lw | l/a | Optime | K0 | Di | Adiv | Aatm | Agr | Afol | Ahous | Abar | Cmet | RL | Lr |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | (m) | (m) | (m) | | | (Hz) | dB(A) | dB | dB | (dB) | (dB) | (dB) | (dB) | (dB) | (dB) | (dB) | (dB) | (dB) | (dB) | dB(A) |
| 148 | 429084.65 | 4758613.97 | 271.00 | 0 | D | A | 78.4 | 21.3 | 0.0 | 0.0 | 0.0 | 64.7 | 2.7 | -1.4 | 0.0 | 0.0 | 4.8 | 0.0 | 0.0 | 28.9 |
| 148 | 429084.65 | 4758613.97 | 271.00 | 0 | N | A | -39.1 | 21.3 | 0.0 | 0.0 | 0.0 | 64.7 | 2.7 | -1.4 | 0.0 | 0.0 | 4.8 | 0.0 | 0.0 | -88.5 |
| 148 | 429084.65 | 4758613.97 | 271.00 | 0 | E | A | -39.1 | 21.3 | 0.0 | 0.0 | 0.0 | 64.7 | 2.7 | -1.4 | 0.0 | 0.0 | 4.8 | 0.0 | 0.0 | -88.5 |
| 174 | 429007.15 | 4757987.32 | 271.00 | 0 | D | A | 78.4 | 25.3 | 0.0 | 0.0 | 0.0 | 71.6 | 4.5 | -1.8 | 0.0 | 0.0 | 4.6 | 0.0 | 0.0 | 24.8 |
| 174 | 429007.15 | 4757987.32 | 271.00 | 0 | N | A | -39.1 | 25.3 | 0.0 | 0.0 | 0.0 | 71.6 | 4.5 | -1.8 | 0.0 | 0.0 | 4.6 | 0.0 | 0.0 | -92.6 |
| 174 | 429007.15 | 4757987.32 | 271.00 | 0 | E | A | -39.1 | 25.3 | 0.0 | 0.0 | 0.0 | 71.6 | 4.5 | -1.8 | 0.0 | 0.0 | 4.6 | 0.0 | 0.0 | -92.6 |
| 176 | 429010.57 | 4758468.84 | 271.00 | 0 | D | A | 78.4 | 20.6 | 0.0 | 0.0 | 0.0 | 67.2 | 3.2 | -1.6 | 0.0 | 0.0 | 4.9 | 0.0 | 0.0 | 25.4 |
| 176 | 429010.57 | 4758468.84 | 271.00 | 0 | N | A | -39.1 | 20.6 | 0.0 | 0.0 | 0.0 | 67.2 | 3.2 | -1.6 | 0.0 | 0.0 | 4.9 | 0.0 | 0.0 | -92.1 |

| Line Source, ISO 9613, Name: "Heavy Truck", ID: "!060203!Heavy Truck" | | | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Nr. | X | Y | Z | Refl. | DEN | Freq. | Lw | l/a | Optime | K0 | Di | Adiv | Aatm | Agr | Afol | Ahous | Abar | Cmet | RL | Lr |
| | (m) | (m) | (m) | | | (Hz) | dB(A) | dB | dB | (dB) | (dB) | (dB) | (dB) | (dB) | (dB) | (dB) | (dB) | (dB) | (dB) | dB(A) |
| 176 | 429010.57 | 4758468.84 | 271.00 | 0 | E | A | -39.1 | 20.6 | 0.0 | 0.0 | 0.0 | 67.2 | 3.2 | -1.6 | 0.0 | 0.0 | 4.9 | 0.0 | 0.0 | -92.1 |
| 180 | 429008.88 | 4758231.49 | 271.00 | 0 | D | A | 78.4 | 21.7 | 0.0 | 0.0 | 0.0 | 69.6 | 3.9 | -1.7 | 0.0 | 0.0 | 4.6 | 0.0 | 0.0 | 23.8 |
| 180 | 429008.88 | 4758231.49 | 271.00 | 0 | N | A | -39.1 | 21.7 | 0.0 | 0.0 | 0.0 | 69.6 | 3.9 | -1.7 | 0.0 | 0.0 | 4.6 | 0.0 | 0.0 | -93.7 |
| 180 | 429008.88 | 4758231.49 | 271.00 | 0 | E | A | -39.1 | 21.7 | 0.0 | 0.0 | 0.0 | 69.6 | 3.9 | -1.7 | 0.0 | 0.0 | 4.6 | 0.0 | 0.0 | -93.7 |
| 182 | 428408.08 | 4758503.92 | 243.50 | 0 | D | A | 78.4 | 22.6 | 0.0 | 0.0 | 0.0 | 71.7 | 4.5 | -1.1 | 0.0 | 0.0 | 9.5 | 0.0 | 0.0 | 16.4 |
| 182 | 428408.08 | 4758503.92 | 243.50 | 0 | N | A | -39.1 | 22.6 | 0.0 | 0.0 | 0.0 | 71.7 | 4.5 | -1.1 | 0.0 | 0.0 | 9.5 | 0.0 | 0.0 | -101.1 |
| 182 | 428408.08 | 4758503.92 | 243.50 | 0 | E | A | -39.1 | 22.6 | 0.0 | 0.0 | 0.0 | 71.7 | 4.5 | -1.1 | 0.0 | 0.0 | 9.5 | 0.0 | 0.0 | -101.1 |
| 218 | 429009.70 | 4758346.62 | 271.00 | 0 | D | A | 78.4 | 18.2 | 0.0 | 0.0 | 0.0 | 68.5 | 3.6 | -1.7 | 0.0 | 0.0 | 4.6 | 0.0 | 0.0 | 21.6 |
| 218 | 429009.70 | 4758346.62 | 271.00 | 0 | N | A | -39.1 | 18.2 | 0.0 | 0.0 | 0.0 | 68.5 | 3.6 | -1.7 | 0.0 | 0.0 | 4.6 | 0.0 | 0.0 | -95.9 |
| 218 | 429009.70 | 4758346.62 | 271.00 | 0 | E | A | -39.1 | 18.2 | 0.0 | 0.0 | 0.0 | 68.5 | 3.6 | -1.7 | 0.0 | 0.0 | 4.6 | 0.0 | 0.0 | -95.9 |
| 255 | 428490.43 | 4757985.28 | 243.50 | 0 | D | A | 78.4 | 22.8 | 0.0 | 0.0 | 0.0 | 73.6 | 5.1 | -1.7 | 0.0 | 0.0 | 14.5 | 0.0 | 0.0 | 9.7 |
| 255 | 428490.43 | 4757985.28 | 243.50 | 0 | N | A | -39.1 | 22.8 | 0.0 | 0.0 | 0.0 | 73.6 | 5.1 | -1.7 | 0.0 | 0.0 | 14.5 | 0.0 | 0.0 | -107.8 |
| 255 | 428490.43 | 4757985.28 | 243.50 | 0 | E | A | -39.1 | 22.8 | 0.0 | 0.0 | 0.0 | 73.6 | 5.1 | -1.7 | 0.0 | 0.0 | 14.5 | 0.0 | 0.0 | -107.8 |
| 276 | 428408.51 | 4758351.02 | 243.50 | 0 | D | A | 78.4 | 20.9 | 0.0 | 0.0 | 0.0 | 72.3 | 4.7 | -1.2 | 0.0 | 0.0 | 10.0 | 0.0 | 0.0 | 13.5 |
| 276 | 428408.51 | 4758351.02 | 243.50 | 0 | N | A | -39.1 | 20.9 | 0.0 | 0.0 | 0.0 | 72.3 | 4.7 | -1.2 | 0.0 | 0.0 | 10.0 | 0.0 | 0.0 | -104.0 |
| 276 | 428408.51 | 4758351.02 | 243.50 | 0 | E | A | -39.1 | 20.9 | 0.0 | 0.0 | 0.0 | 72.3 | 4.7 | -1.2 | 0.0 | 0.0 | 10.0 | 0.0 | 0.0 | -104.0 |
| 282 | 428491.86 | 4758141.78 | 243.50 | 0 | D | A | 78.4 | 20.8 | 0.0 | 0.0 | 0.0 | 72.8 | 4.9 | -1.7 | 0.0 | 0.0 | 15.0 | 0.0 | 0.0 | 8.2 |
| 282 | 428491.86 | 4758141.78 | 243.50 | 0 | N | A | -39.1 | 20.8 | 0.0 | 0.0 | 0.0 | 72.8 | 4.9 | -1.7 | 0.0 | 0.0 | 15.0 | 0.0 | 0.0 | -109.2 |
| 282 | 428491.86 | 4758141.78 | 243.50 | 0 | E | A | -39.1 | 20.8 | 0.0 | 0.0 | 0.0 | 72.8 | 4.9 | -1.7 | 0.0 | 0.0 | 15.0 | 0.0 | 0.0 | -109.2 |
| 284 | 428690.03 | 4757772.21 | 243.50 | 0 | D | A | 78.4 | 22.1 | 0.0 | 0.0 | 0.0 | 74.0 | 5.3 | -1.7 | 0.0 | 0.0 | 15.5 | 0.0 | 0.0 | 7.5 |
| 284 | 428690.03 | 4757772.21 | 243.50 | 0 | N | A | -39.1 | 22.1 | 0.0 | 0.0 | 0.0 | 74.0 | 5.3 | -1.7 | 0.0 | 0.0 | 15.5 | 0.0 | 0.0 | -110.0 |
| 284 | 428690.03 | 4757772.21 | 243.50 | 0 | E | A | -39.1 | 22.1 | 0.0 | 0.0 | 0.0 | 74.0 | 5.3 | -1.7 | 0.0 | 0.0 | 15.5 | 0.0 | 0.0 | -110.0 |
| 293 | 428562.34 | 4757823.02 | 243.50 | 0 | D | A | 78.4 | 21.0 | 0.0 | 0.0 | 0.0 | 74.1 | 5.3 | -1.7 | 0.0 | 0.0 | 14.2 | 0.0 | 0.0 | 7.5 |
| 293 | 428562.34 | 4757823.02 | 243.50 | 0 | N | A | -39.1 | 21.0 | 0.0 | 0.0 | 0.0 | 74.1 | 5.3 | -1.7 | 0.0 | 0.0 | 14.2 | 0.0 | 0.0 | -110.0 |
| 293 | 428562.34 | 4757823.02 | 243.50 | 0 | E | A | -39.1 | 21.0 | 0.0 | 0.0 | 0.0 | 74.1 | 5.3 | -1.7 | 0.0 | 0.0 | 14.2 | 0.0 | 0.0 | -110.0 |
| 519 | 428956.28 | 4757757.19 | 262.15 | 0 | D | A | 78.4 | 18.7 | 0.0 | 0.0 | 0.0 | 73.3 | 5.1 | -1.9 | 0.0 | 0.0 | 10.4 | 0.0 | 0.0 | 10.2 |
| 519 | 428956.28 | 4757757.19 | 262.15 | 0 | N | A | -39.1 | 18.7 | 0.0 | 0.0 | 0.0 | 73.3 | 5.1 | -1.9 | 0.0 | 0.0 | 10.4 | 0.0 | 0.0 | -107.3 |
| 519 | 428956.28 | 4757757.19 | 262.15 | 0 | E | A | -39.1 | 18.7 | 0.0 | 0.0 | 0.0 | 73.3 | 5.1 | -1.9 | 0.0 | 0.0 | 10.4 | 0.0 | 0.0 | -107.3 |
| 536 | 429037.05 | 4758557.63 | 271.00 | 0 | D | A | 78.4 | 10.9 | 0.0 | 0.0 | 0.0 | 65.9 | 2.9 | -1.5 | 0.0 | 0.0 | 4.8 | 0.0 | 0.0 | 17.1 |
| 536 | 429037.05 | 4758557.63 | 271.00 | 0 | N | A | -39.1 | 10.9 | 0.0 | 0.0 | 0.0 | 65.9 | 2.9 | -1.5 | 0.0 | 0.0 | 4.8 | 0.0 | 0.0 | -100.3 |
| 536 | 429037.05 | 4758557.63 | 271.00 | 0 | E | A | -39.1 | 10.9 | 0.0 | 0.0 | 0.0 | 65.9 | 2.9 | -1.5 | 0.0 | 0.0 | 4.8 | 0.0 | 0.0 | -100.3 |
| 538 | 428386.58 | 4758620.75 | 243.50 | 0 | D | A | 78.4 | 16.3 | 0.0 | 0.0 | 0.0 | 71.5 | 4.4 | -0.8 | 0.0 | 0.0 | 7.6 | 0.0 | 0.0 | 11.9 |
| 538 | 428386.58 | 4758620.75 | 243.50 | 0 | N | A | -39.1 | 16.3 | 0.0 | 0.0 | 0.0 | 71.5 | 4.4 | -0.8 | 0.0 | 0.0 | 7.6 | 0.0 | 0.0 | -105.6 |
| 538 | 428386.58 | 4758620.75 | 243.50 | 0 | E | A | -39.1 | 16.3 | 0.0 | 0.0 | 0.0 | 71.5 | 4.4 | -0.8 | 0.0 | 0.0 | 7.6 | 0.0 | 0.0 | -105.6 |
| 541 | 429010.10 | 4758402.41 | 271.00 | 0 | D | A | 78.4 | 12.3 | 0.0 | 0.0 | 0.0 | 67.9 | 3.4 | -1.7 | 0.0 | 0.0 | 4.7 | 0.0 | 0.0 | 16.3 |
| 541 | 429010.10 | 4758402.41 | 271.00 | 0 | N | A | -39.1 | 12.3 | 0.0 | 0.0 | 0.0 | 67.9 | 3.4 | -1.7 | 0.0 | 0.0 | 4.7 | 0.0 | 0.0 | -101.1 |
| 541 | 429010.10 | 4758402.41 | 271.00 | 0 | E | A | -39.1 | 12.3 | 0.0 | 0.0 | 0.0 | 67.9 | 3.4 | -1.7 | 0.0 | 0.0 | 4.7 | 0.0 | 0.0 | -101.1 |
| 545 | 429014.39 | 4758530.81 | 271.00 | 0 | D | A | 78.4 | 10.2 | 0.0 | 0.0 | 0.0 | 66.5 | 3.1 | -1.6 | 0.0 | 0.0 | 4.8 | 0.0 | 0.0 | 15.9 |
| 545 | 429014.39 | 4758530.81 | 271.00 | 0 | N | A | -39.1 | 10.2 | 0.0 | 0.0 | 0.0 | 66.5 | 3.1 | -1.6 | 0.0 | 0.0 | 4.8 | 0.0 | 0.0 | -101.6 |
| 545 | 429014.39 | 4758530.81 | 271.00 | 0 | E | A | -39.1 | 10.2 | 0.0 | 0.0 | 0.0 | 66.5 | 3.1 | -1.6 | 0.0 | 0.0 | 4.8 | 0.0 | 0.0 | -101.6 |
| 547 | 428347.68 | 4758621.04 | 243.50 | 0 | D | A | 78.4 | 15.5 | 0.0 | 0.0 | 0.0 | 71.8 | 4.5 | -0.7 | 0.0 | 0.0 | 6.1 | 0.0 | 0.0 | 12.1 |
| 547 | 428347.68 | 4758621.04 | 243.50 | 0 | N | A | -39.1 | 15.5 | 0.0 | 0.0 | 0.0 | 71.8 | 4.5 | -0.7 | 0.0 | 0.0 | 6.1 | 0.0 | 0.0 | -105.3 |
| 547 | 428347.68 | 4758621.04 | 243.50 | 0 | E | A | -39.1 | 15.5 | 0.0 | 0.0 | 0.0 | 71.8 | 4.5 | -0.7 | 0.0 | 0.0 | 6.1 | 0.0 | 0.0 | -105.3 |
| 550 | 428461.72 | 4758202.21 | 243.50 | 0 | D | A | 78.4 | 16.3 | 0.0 | 0.0 | 0.0 | 72.7 | 4.8 | -1.7 | 0.0 | 0.0 | 13.1 | 0.0 | 0.0 | 5.9 |
| 550 | 428461.72 | 4758202.21 | 243.50 | 0 | N | A | -39.1 | 16.3 | 0.0 | 0.0 | 0.0 | 72.7 | 4.8 | -1.7 | 0.0 | 0.0 | 13.1 | 0.0 | 0.0 | -111.6 |
| 550 | 428461.72 | 4758202.21 | 243.50 | 0 | E | A | -39.1 | 16.3 | 0.0 | 0.0 | 0.0 | 72.7 | 4.8 | -1.7 | 0.0 | 0.0 | 13.1 | 0.0 | 0.0 | -111.6 |
| 553 | 429009.98 | 4758386.76 | 271.00 | 0 | D | A | 78.4 | 11.6 | 0.0 | 0.0 | 0.0 | 68.1 | 3.5 | -1.7 | 0.0 | 0.0 | 4.7 | 0.0 | 0.0 | 15.4 |
| 553 | 429009.98 | 4758386.76 | 271.00 | 0 | N | A | -39.1 | 11.6 | 0.0 | 0.0 | 0.0 | 68.1 | 3.5 | -1.7 | 0.0 | 0.0 | 4.7 | 0.0 | 0.0 | -102.1 |
| 553 | 429009.98 | 4758386.76 | 271.00 | 0 | E | A | -39.1 | 11.6 | 0.0 | 0.0 | 0.0 | 68.1 | 3.5 | -1.7 | 0.0 | 0.0 | 4.7 | 0.0 | 0.0 | -102.1 |
| 555 | 428798.61 | 4757723.58 | 246.34 | 0 | D | A | 78.4 | 17.3 | 0.0 | 0.0 | 0.0 | 73.9 | 5.3 | -1.9 | 0.0 | 0.0 | 15.9 | 0.0 | 0.0 | 2.6 |
| 555 | 428798.61 | 4757723.58 | 246.34 | 0 | N | A | -39.1 | 17.3 | 0.0 | 0.0 | 0.0 | 73.9 | 5.3 | -1.9 | 0.0 | 0.0 | 15.9 | 0.0 | 0.0 | -114.9 |
| 555 | 428798.61 | 4757723.58 | 246.34 | 0 | E | A | -39.1 | 17.3 | 0.0 | 0.0 | 0.0 | 73.9 | 5.3 | -1.9 | 0.0 | 0.0 | 15.9 | 0.0 | 0.0 | -114.9 |
| 557 | 429030.34 | 4758549.69 | 271.00 | 0 | D | A | 78.4 | 9.3 | 0.0 | 0.0 | 0.0 | 66.1 | 3.0 | -1.5 | 0.0 | 0.0 | 4.8 | 0.0 | 0.0 | 15.3 |
| 557 | 429030.34 | 4758549.69 | 271.00 | 0 | N | A | -39.1 | 9.3 | 0.0 | 0.0 | 0.0 | 66.1 | 3.0 | -1.5 | 0.0 | 0.0 | 4.8 | 0.0 | 0.0 | -102.2 |
| 557 | 429030.34 | 4758549.69 | 271.00 | 0 | E | A | -39.1 | 9.3 | 0.0 | 0.0 | 0.0 | 66.1 | 3.0 | -1.5 | 0.0 | 0.0 | 4.8 | 0.0 | 0.0 | -102.2 |
| 575 | 428408.74 | 4758270.88 | 243.50 | 0 | D | A | 78.4 | 15.6 | 0.0 | 0.0 | 0.0 | 72.7 | 4.8 | -1.2 | 0.0 | 0.0 | 10.0 | 0.0 | 0.0 | 7.7 |
| 575 | 428408.74 | 4758270.88 | 243.50 | 0 | N | A | -39.1 | 15.6 | 0.0 | 0.0 | 0.0 | 72.7 | 4.8 | -1.2 | 0.0 | 0.0 | 10.0 | 0.0 | 0.0 | -109.8 |
| 575 | 428408.74 | 4758270.88 | 243.50 | 0 | E | A | -39.1 | 15.6 | 0.0 | 0.0 | 0.0 | 72.7 | 4.8 | -1.2 | 0.0 | 0.0 | 10.0 | 0.0 | 0.0 | -109.8 |
| 596 | 428489.32 | 4757864.77 | 243.50 | 0 | D | A | 78.4 | 16.9 | 0.0 | 0.0 | 0.0 | 74.2 | 5.3 | -1.7 | 0.0 | 0.0 | 13.2 | 0.0 | 0.0 | 4.3 |
| 596 | 428489.32 | 4757864.77 | 243.50 | 0 | N | A | -39.1 | 16.9 | 0.0 | 0.0 | 0.0 | 74.2 | 5.3 | -1.7 | 0.0 | 0.0 | 13.2 | 0.0 | 0.0 | -113.2 |
| 596 | 428489.32 | 4757864.77 | 243.50 | 0 | E | A | -39.1 | 16.9 | 0.0 | 0.0 | 0.0 | 74.2 | 5.3 | -1.7 | 0.0 | 0.0 | 13.2 | 0.0 | 0.0 | -113.2 |
| 603 | 429025.09 | 4758543.47 | 271.00 | 0 | D | A | 78.4 | 8.9 | 0.0 | 0.0 | 0.0 | 66.2 | 3.0 | -1.5 | 0.0 | 0.0 | 4.8 | 0.0 | 0.0 | 14.8 |
| 603 | 429025.09 | 4758543.47 | 271.00 | 0 | N | A | -39.1 | 8.9 | 0.0 | 0.0 | 0.0 | 66.2 | 3.0 | -1.5 | 0.0 | 0.0 | 4.8 | 0.0 | 0.0 | -102.6 |

| Line Source, ISO 9613, Name: "Heavy Truck", ID: "!060203!Heavy Truck" | | | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Nr. | X | Y | Z | Refl. | DEN | Freq. | Lw | l/a | Optime | K0 | Di | Adiv | Aatm | Agr | Afol | Ahous | Abar | Cmet | RL | Lr |
| | (m) | (m) | (m) | | | (Hz) | dB(A) | dB | dB | (dB) | (dB) | (dB) | (dB) | (dB) | (dB) | (dB) | (dB) | (dB) | (dB) | dB(A) |
| 603 | 429025.09 | 4758543.47 | 271.00 | 0 | E | A | -39.1 | 8.9 | 0.0 | 0.0 | 0.0 | 66.2 | 3.0 | -1.5 | 0.0 | 0.0 | 4.8 | 0.0 | 0.0 | -102.6 |
| 604 | 428408.88 | 4758218.87 | 243.50 | 0 | D | A | 78.4 | 15.3 | 0.0 | 0.0 | 0.0 | 72.9 | 4.9 | -1.1 | 0.0 | 0.0 | 10.0 | 0.0 | 0.0 | 7.1 |
| 604 | 428408.88 | 4758218.87 | 243.50 | 0 | N | A | -39.1 | 15.3 | 0.0 | 0.0 | 0.0 | 72.9 | 4.9 | -1.1 | 0.0 | 0.0 | 10.0 | 0.0 | 0.0 | -110.4 |
| 604 | 428408.88 | 4758218.87 | 243.50 | 0 | E | A | -39.1 | 15.3 | 0.0 | 0.0 | 0.0 | 72.9 | 4.9 | -1.1 | 0.0 | 0.0 | 10.0 | 0.0 | 0.0 | -110.4 |
| 606 | 429020.18 | 4758537.67 | 271.00 | 0 | D | A | 78.4 | 8.7 | 0.0 | 0.0 | 0.0 | 66.3 | 3.0 | -1.6 | 0.0 | 0.0 | 4.8 | 0.0 | 0.0 | 14.5 |
| 606 | 429020.18 | 4758537.67 | 271.00 | 0 | N | A | -39.1 | 8.7 | 0.0 | 0.0 | 0.0 | 66.3 | 3.0 | -1.6 | 0.0 | 0.0 | 4.8 | 0.0 | 0.0 | -103.0 |
| 606 | 429020.18 | 4758537.67 | 271.00 | 0 | E | A | -39.1 | 8.7 | 0.0 | 0.0 | 0.0 | 66.3 | 3.0 | -1.6 | 0.0 | 0.0 | 4.8 | 0.0 | 0.0 | -103.0 |
| 662 | 428407.79 | 4758604.96 | 243.50 | 0 | D | A | 78.4 | 12.9 | 0.0 | 0.0 | 0.0 | 71.4 | 4.4 | -1.3 | 0.0 | 0.0 | 9.0 | 0.0 | 0.0 | 7.8 |
| 662 | 428407.79 | 4758604.96 | 243.50 | 0 | N | A | -39.1 | 12.9 | 0.0 | 0.0 | 0.0 | 71.4 | 4.4 | -1.3 | 0.0 | 0.0 | 9.0 | 0.0 | 0.0 | -109.7 |
| 662 | 428407.79 | 4758604.96 | 243.50 | 0 | E | A | -39.1 | 12.9 | 0.0 | 0.0 | 0.0 | 71.4 | 4.4 | -1.3 | 0.0 | 0.0 | 9.0 | 0.0 | 0.0 | -109.7 |
| 722 | 429001.53 | 4757804.23 | 271.00 | 0 | D | A | 78.4 | 14.2 | 0.0 | 0.0 | 0.0 | 72.9 | 4.9 | -1.7 | 0.0 | 0.0 | 4.5 | 0.0 | 0.0 | 12.0 |
| 722 | 429001.53 | 4757804.23 | 271.00 | 0 | N | A | -39.1 | 14.2 | 0.0 | 0.0 | 0.0 | 72.9 | 4.9 | -1.7 | 0.0 | 0.0 | 4.5 | 0.0 | 0.0 | -105.5 |
| 722 | 429001.53 | 4757804.23 | 271.00 | 0 | E | A | -39.1 | 14.2 | 0.0 | 0.0 | 0.0 | 72.9 | 4.9 | -1.7 | 0.0 | 0.0 | 4.5 | 0.0 | 0.0 | -105.5 |
| 724 | 428304.68 | 4758621.35 | 243.50 | 0 | D | A | 78.4 | 13.3 | 0.0 | 0.0 | 0.0 | 72.1 | 4.6 | -0.7 | 0.0 | 0.0 | 5.2 | 0.0 | 0.0 | 10.5 |
| 724 | 428304.68 | 4758621.35 | 243.50 | 0 | N | A | -39.1 | 13.3 | 0.0 | 0.0 | 0.0 | 72.1 | 4.6 | -0.7 | 0.0 | 0.0 | 5.2 | 0.0 | 0.0 | -107.0 |
| 724 | 428304.68 | 4758621.35 | 243.50 | 0 | E | A | -39.1 | 13.3 | 0.0 | 0.0 | 0.0 | 72.1 | 4.6 | -0.7 | 0.0 | 0.0 | 5.2 | 0.0 | 0.0 | -107.0 |
| 753 | 428852.27 | 4757726.84 | 250.29 | 0 | D | A | 78.4 | 14.3 | 0.0 | 0.0 | 0.0 | 73.8 | 5.2 | -1.8 | 0.0 | 0.0 | 15.4 | 0.0 | 0.0 | 0.2 |
| 753 | 428852.27 | 4757726.84 | 250.29 | 0 | N | A | -39.1 | 14.3 | 0.0 | 0.0 | 0.0 | 73.8 | 5.2 | -1.8 | 0.0 | 0.0 | 15.4 | 0.0 | 0.0 | -117.3 |
| 753 | 428852.27 | 4757726.84 | 250.29 | 0 | E | A | -39.1 | 14.3 | 0.0 | 0.0 | 0.0 | 73.8 | 5.2 | -1.8 | 0.0 | 0.0 | 15.4 | 0.0 | 0.0 | -117.3 |
| 839 | 429009.44 | 4758309.31 | 271.00 | 0 | D | A | 78.4 | 9.4 | 0.0 | 0.0 | 0.0 | 68.9 | 3.7 | -1.7 | 0.0 | 0.0 | 4.6 | 0.0 | 0.0 | 12.4 |
| 839 | 429009.44 | 4758309.31 | 271.00 | 0 | N | A | -39.1 | 9.4 | 0.0 | 0.0 | 0.0 | 68.9 | 3.7 | -1.7 | 0.0 | 0.0 | 4.6 | 0.0 | 0.0 | -105.1 |
| 839 | 429009.44 | 4758309.31 | 271.00 | 0 | E | A | -39.1 | 9.4 | 0.0 | 0.0 | 0.0 | 68.9 | 3.7 | -1.7 | 0.0 | 0.0 | 4.6 | 0.0 | 0.0 | -105.1 |
| 880 | 428887.12 | 4757731.72 | 252.43 | 0 | D | A | 78.4 | 13.8 | 0.0 | 0.0 | 0.0 | 73.7 | 5.2 | -1.8 | 0.0 | 0.0 | 14.9 | 0.0 | 0.0 | 0.4 |
| 880 | 428887.12 | 4757731.72 | 252.43 | 0 | N | A | -39.1 | 13.8 | 0.0 | 0.0 | 0.0 | 73.7 | 5.2 | -1.8 | 0.0 | 0.0 | 14.9 | 0.0 | 0.0 | -117.1 |
| 880 | 428887.12 | 4757731.72 | 252.43 | 0 | E | A | -39.1 | 13.8 | 0.0 | 0.0 | 0.0 | 73.7 | 5.2 | -1.8 | 0.0 | 0.0 | 14.9 | 0.0 | 0.0 | -117.1 |
| 897 | 428993.49 | 4757781.63 | 268.56 | 0 | D | A | 78.4 | 13.2 | 0.0 | 0.0 | 0.0 | 73.1 | 5.0 | -1.8 | 0.0 | 0.0 | 4.5 | 0.0 | 0.0 | 10.8 |
| 897 | 428993.49 | 4757781.63 | 268.56 | 0 | N | A | -39.1 | 13.2 | 0.0 | 0.0 | 0.0 | 73.1 | 5.0 | -1.8 | 0.0 | 0.0 | 4.5 | 0.0 | 0.0 | -106.7 |
| 897 | 428993.49 | 4757781.63 | 268.56 | 0 | E | A | -39.1 | 13.2 | 0.0 | 0.0 | 0.0 | 73.1 | 5.0 | -1.8 | 0.0 | 0.0 | 4.5 | 0.0 | 0.0 | -106.7 |
| 920 | 428408.81 | 4758244.10 | 243.50 | 0 | D | A | 78.4 | 12.3 | 0.0 | 0.0 | 0.0 | 72.8 | 4.9 | -1.1 | 0.0 | 0.0 | 10.0 | 0.0 | 0.0 | 4.2 |
| 920 | 428408.81 | 4758244.10 | 243.50 | 0 | N | A | -39.1 | 12.3 | 0.0 | 0.0 | 0.0 | 72.8 | 4.9 | -1.1 | 0.0 | 0.0 | 10.0 | 0.0 | 0.0 | -113.3 |
| 920 | 428408.81 | 4758244.10 | 243.50 | 0 | E | A | -39.1 | 12.3 | 0.0 | 0.0 | 0.0 | 72.8 | 4.9 | -1.1 | 0.0 | 0.0 | 10.0 | 0.0 | 0.0 | -113.3 |
| 926 | 428286.72 | 4758621.48 | 243.50 | 0 | D | A | 78.4 | 11.6 | 0.0 | 0.0 | 0.0 | 72.3 | 4.7 | -0.6 | 0.0 | 0.0 | 4.9 | 0.0 | 0.0 | 8.8 |
| 926 | 428286.72 | 4758621.48 | 243.50 | 0 | N | A | -39.1 | 11.6 | 0.0 | 0.0 | 0.0 | 72.3 | 4.7 | -0.6 | 0.0 | 0.0 | 4.9 | 0.0 | 0.0 | -108.7 |
| 926 | 428286.72 | 4758621.48 | 243.50 | 0 | E | A | -39.1 | 11.6 | 0.0 | 0.0 | 0.0 | 72.3 | 4.7 | -0.6 | 0.0 | 0.0 | 4.9 | 0.0 | 0.0 | -108.7 |
| 928 | 428323.30 | 4758621.22 | 243.50 | 0 | D | A | 78.4 | 11.2 | 0.0 | 0.0 | 0.0 | 72.0 | 4.6 | -0.7 | 0.0 | 0.0 | 5.5 | 0.0 | 0.0 | 8.2 |
| 928 | 428323.30 | 4758621.22 | 243.50 | 0 | N | A | -39.1 | 11.2 | 0.0 | 0.0 | 0.0 | 72.0 | 4.6 | -0.7 | 0.0 | 0.0 | 5.5 | 0.0 | 0.0 | -109.2 |
| 928 | 428323.30 | 4758621.22 | 243.50 | 0 | E | A | -39.1 | 11.2 | 0.0 | 0.0 | 0.0 | 72.0 | 4.6 | -0.7 | 0.0 | 0.0 | 5.5 | 0.0 | 0.0 | -109.2 |
| 1058 | 428762.36 | 4757721.37 | 243.50 | 0 | D | A | 78.4 | 12.8 | 0.0 | 0.0 | 0.0 | 74.0 | 5.3 | -1.8 | 0.0 | 0.0 | 15.4 | 0.0 | 0.0 | -1.8 |
| 1058 | 428762.36 | 4757721.37 | 243.50 | 0 | N | A | -39.1 | 12.8 | 0.0 | 0.0 | 0.0 | 74.0 | 5.3 | -1.8 | 0.0 | 0.0 | 15.4 | 0.0 | 0.0 | -119.2 |
| 1058 | 428762.36 | 4757721.37 | 243.50 | 0 | E | A | -39.1 | 12.8 | 0.0 | 0.0 | 0.0 | 74.0 | 5.3 | -1.8 | 0.0 | 0.0 | 15.4 | 0.0 | 0.0 | -119.2 |
| 1186 | 428434.81 | 4758202.13 | 243.50 | 0 | D | A | 78.4 | 10.3 | 0.0 | 0.0 | 0.0 | 72.8 | 4.9 | -1.3 | 0.0 | 0.0 | 11.3 | 0.0 | 0.0 | 1.0 |
| 1186 | 428434.81 | 4758202.13 | 243.50 | 0 | N | A | -39.1 | 10.3 | 0.0 | 0.0 | 0.0 | 72.8 | 4.9 | -1.3 | 0.0 | 0.0 | 11.3 | 0.0 | 0.0 | -116.4 |
| 1186 | 428434.81 | 4758202.13 | 243.50 | 0 | E | A | -39.1 | 10.3 | 0.0 | 0.0 | 0.0 | 72.8 | 4.9 | -1.3 | 0.0 | 0.0 | 11.3 | 0.0 | 0.0 | -116.4 |
| 1200 | 428423.97 | 4758202.10 | 243.50 | 0 | D | A | 78.4 | 10.4 | 0.0 | 0.0 | 0.0 | 72.9 | 4.9 | -1.2 | 0.0 | 0.0 | 10.7 | 0.0 | 0.0 | 1.5 |
| 1200 | 428423.97 | 4758202.10 | 243.50 | 0 | N | A | -39.1 | 10.4 | 0.0 | 0.0 | 0.0 | 72.9 | 4.9 | -1.2 | 0.0 | 0.0 | 10.7 | 0.0 | 0.0 | -116.0 |
| 1200 | 428423.97 | 4758202.10 | 243.50 | 0 | E | A | -39.1 | 10.4 | 0.0 | 0.0 | 0.0 | 72.9 | 4.9 | -1.2 | 0.0 | 0.0 | 10.7 | 0.0 | 0.0 | -116.0 |
| 1214 | 428832.09 | 4757725.61 | 249.54 | 0 | D | A | 78.4 | 11.3 | 0.0 | 0.0 | 0.0 | 73.8 | 5.2 | -1.8 | 0.0 | 0.0 | 15.4 | 0.0 | 0.0 | -2.9 |
| 1214 | 428832.09 | 4757725.61 | 249.54 | 0 | N | A | -39.1 | 11.3 | 0.0 | 0.0 | 0.0 | 73.8 | 5.2 | -1.8 | 0.0 | 0.0 | 15.4 | 0.0 | 0.0 | -120.4 |
| 1214 | 428832.09 | 4757725.61 | 249.54 | 0 | E | A | -39.1 | 11.3 | 0.0 | 0.0 | 0.0 | 73.8 | 5.2 | -1.8 | 0.0 | 0.0 | 15.4 | 0.0 | 0.0 | -120.4 |
| 1268 | 428916.95 | 4757740.67 | 257.72 | 0 | D | A | 78.4 | 10.6 | 0.0 | 0.0 | 0.0 | 73.5 | 5.1 | -1.8 | 0.0 | 0.0 | 12.3 | 0.0 | 0.0 | -0.0 |
| 1268 | 428916.95 | 4757740.67 | 257.72 | 0 | N | A | -39.1 | 10.6 | 0.0 | 0.0 | 0.0 | 73.5 | 5.1 | -1.8 | 0.0 | 0.0 | 12.3 | 0.0 | 0.0 | -117.5 |
| 1268 | 428916.95 | 4757740.67 | 257.72 | 0 | E | A | -39.1 | 10.6 | 0.0 | 0.0 | 0.0 | 73.5 | 5.1 | -1.8 | 0.0 | 0.0 | 12.3 | 0.0 | 0.0 | -117.5 |
| 1281 | 428487.83 | 4758202.28 | 243.50 | 0 | D | A | 78.4 | 9.6 | 0.0 | 0.0 | 0.0 | 72.5 | 4.8 | -1.8 | 0.0 | 0.0 | 14.9 | 0.0 | 0.0 | -2.4 |
| 1281 | 428487.83 | 4758202.28 | 243.50 | 0 | N | A | -39.1 | 9.6 | 0.0 | 0.0 | 0.0 | 72.5 | 4.8 | -1.8 | 0.0 | 0.0 | 14.9 | 0.0 | 0.0 | -119.9 |
| 1281 | 428487.83 | 4758202.28 | 243.50 | 0 | E | A | -39.1 | 9.6 | 0.0 | 0.0 | 0.0 | 72.5 | 4.8 | -1.8 | 0.0 | 0.0 | 14.9 | 0.0 | 0.0 | -119.9 |
| 1320 | 428413.72 | 4758202.07 | 243.50 | 0 | D | A | 78.4 | 9.8 | 0.0 | 0.0 | 0.0 | 72.9 | 4.9 | -1.1 | 0.0 | 0.0 | 10.2 | 0.0 | 0.0 | 1.3 |
| 1320 | 428413.72 | 4758202.07 | 243.50 | 0 | N | A | -39.1 | 9.8 | 0.0 | 0.0 | 0.0 | 72.9 | 4.9 | -1.1 | 0.0 | 0.0 | 10.2 | 0.0 | 0.0 | -116.1 |
| 1320 | 428413.72 | 4758202.07 | 243.50 | 0 | E | A | -39.1 | 9.8 | 0.0 | 0.0 | 0.0 | 72.9 | 4.9 | -1.1 | 0.0 | 0.0 | 10.2 | 0.0 | 0.0 | -116.1 |
| 1505 | 428870.65 | 4757727.95 | 251.02 | 0 | D | A | 78.4 | 9.9 | 0.0 | 0.0 | 0.0 | 73.7 | 5.2 | -1.8 | 0.0 | 0.0 | 15.3 | 0.0 | 0.0 | -4.0 |
| 1505 | 428870.65 | 4757727.95 | 251.02 | 0 | N | A | -39.1 | 9.9 | 0.0 | 0.0 | 0.0 | 73.7 | 5.2 | -1.8 | 0.0 | 0.0 | 15.3 | 0.0 | 0.0 | -121.5 |
| 1505 | 428870.65 | 4757727.95 | 251.02 | 0 | E | A | -39.1 | 9.9 | 0.0 | 0.0 | 0.0 | 73.7 | 5.2 | -1.8 | 0.0 | 0.0 | 15.3 | 0.0 | 0.0 | -121.5 |
| 1547 | 428907.32 | 4757737.78 | 255.38 | 0 | D | A | 78.4 | 9.7 | 0.0 | 0.0 | 0.0 | 73.6 | 5.1 | -1.8 | 0.0 | 0.0 | 13.7 | 0.0 | 0.0 | -2.4 |
| 1547 | 428907.32 | 4757737.78 | 255.38 | 0 | N | A | -39.1 | 9.7 | 0.0 | 0.0 | 0.0 | 73.6 | 5.1 | -1.8 | 0.0 | 0.0 | 13.7 | 0.0 | 0.0 | -119.9 |

| Line Source, ISO 9613, Name: "Heavy Truck", ID: "!060203!Heavy Truck" | | | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Nr. | X | Y | Z | Refl. | DEN | Freq. | Lw | l/a | Optime | K0 | Di | Adiv | Aatm | Agr | Afol | Ahous | Abar | Cmet | RL | Lr |
| | (m) | (m) | (m) | | | (Hz) | dB(A) | dB | dB | (dB) | (dB) | (dB) | (dB) | (dB) | (dB) | (dB) | (dB) | (dB) | (dB) | dB(A) |
| 1547 | 428907.32 | 4757737.78 | 255.38 | 0 | E | A | -39.1 | 9.7 | 0.0 | 0.0 | 0.0 | 73.6 | 5.1 | -1.8 | 0.0 | 0.0 | 13.7 | 0.0 | 0.0 | -119.9 |
| 1624 | 428488.98 | 4757827.70 | 243.50 | 0 | D | A | 78.4 | 10.3 | 0.0 | 0.0 | 0.0 | 74.3 | 5.4 | -1.7 | 0.0 | 0.0 | 13.0 | 0.0 | 0.0 | -2.4 |
| 1624 | 428488.98 | 4757827.70 | 243.50 | 0 | N | A | -39.1 | 10.3 | 0.0 | 0.0 | 0.0 | 74.3 | 5.4 | -1.7 | 0.0 | 0.0 | 13.0 | 0.0 | 0.0 | -119.9 |
| 1624 | 428488.98 | 4757827.70 | 243.50 | 0 | E | A | -39.1 | 10.3 | 0.0 | 0.0 | 0.0 | 74.3 | 5.4 | -1.7 | 0.0 | 0.0 | 13.0 | 0.0 | 0.0 | -119.9 |
| 1638 | 428407.76 | 4758617.93 | 243.50 | 0 | D | A | 78.4 | 7.3 | 0.0 | 0.0 | 0.0 | 71.4 | 4.4 | -1.1 | 0.0 | 0.0 | 8.8 | 0.0 | 0.0 | 2.2 |
| 1638 | 428407.76 | 4758617.93 | 243.50 | 0 | N | A | -39.1 | 7.3 | 0.0 | 0.0 | 0.0 | 71.4 | 4.4 | -1.1 | 0.0 | 0.0 | 8.8 | 0.0 | 0.0 | -115.3 |
| 1638 | 428407.76 | 4758617.93 | 243.50 | 0 | E | A | -39.1 | 7.3 | 0.0 | 0.0 | 0.0 | 71.4 | 4.4 | -1.1 | 0.0 | 0.0 | 8.8 | 0.0 | 0.0 | -115.3 |
| 1651 | 428493.95 | 4757822.39 | 243.50 | 0 | D | A | 78.4 | 10.0 | 0.0 | 0.0 | 0.0 | 74.4 | 5.4 | -1.6 | 0.0 | 0.0 | 13.3 | 0.0 | 0.0 | -3.0 |
| 1651 | 428493.95 | 4757822.39 | 243.50 | 0 | N | A | -39.1 | 10.0 | 0.0 | 0.0 | 0.0 | 74.4 | 5.4 | -1.6 | 0.0 | 0.0 | 13.3 | 0.0 | 0.0 | -120.5 |
| 1651 | 428493.95 | 4757822.39 | 243.50 | 0 | E | A | -39.1 | 10.0 | 0.0 | 0.0 | 0.0 | 74.4 | 5.4 | -1.6 | 0.0 | 0.0 | 13.3 | 0.0 | 0.0 | -120.5 |
| 1956 | 428489.07 | 4757836.65 | 243.50 | 0 | D | A | 78.4 | 8.6 | 0.0 | 0.0 | 0.0 | 74.3 | 5.4 | -1.7 | 0.0 | 0.0 | 13.1 | 0.0 | 0.0 | -4.1 |
| 1956 | 428489.07 | 4757836.65 | 243.50 | 0 | N | A | -39.1 | 8.6 | 0.0 | 0.0 | 0.0 | 74.3 | 5.4 | -1.7 | 0.0 | 0.0 | 13.1 | 0.0 | 0.0 | -121.6 |
| 1956 | 428489.07 | 4757836.65 | 243.50 | 0 | E | A | -39.1 | 8.6 | 0.0 | 0.0 | 0.0 | 74.3 | 5.4 | -1.7 | 0.0 | 0.0 | 13.1 | 0.0 | 0.0 | -121.6 |
| 2156 | 428900.97 | 4757735.87 | 253.50 | 0 | D | A | 78.4 | 6.8 | 0.0 | 0.0 | 0.0 | 73.6 | 5.1 | -1.8 | 0.0 | 0.0 | 14.7 | 0.0 | 0.0 | -6.4 |
| 2156 | 428900.97 | 4757735.87 | 253.50 | 0 | N | A | -39.1 | 6.8 | 0.0 | 0.0 | 0.0 | 73.6 | 5.1 | -1.8 | 0.0 | 0.0 | 14.7 | 0.0 | 0.0 | -123.9 |
| 2156 | 428900.97 | 4757735.87 | 253.50 | 0 | E | A | -39.1 | 6.8 | 0.0 | 0.0 | 0.0 | 73.6 | 5.1 | -1.8 | 0.0 | 0.0 | 14.7 | 0.0 | 0.0 | -123.9 |
| 2927 | 428316.04 | 4758621.27 | 243.50 | 0 | D | A | 78.4 | 0.8 | 0.0 | 0.0 | 0.0 | 72.0 | 4.6 | -0.7 | 0.0 | 0.0 | 5.4 | 0.0 | 0.0 | -2.2 |
| 2927 | 428316.04 | 4758621.27 | 243.50 | 0 | N | A | -39.1 | 0.8 | 0.0 | 0.0 | 0.0 | 72.0 | 4.6 | -0.7 | 0.0 | 0.0 | 5.4 | 0.0 | 0.0 | -119.7 |
| 2927 | 428316.04 | 4758621.27 | 243.50 | 0 | E | A | -39.1 | 0.8 | 0.0 | 0.0 | 0.0 | 72.0 | 4.6 | -0.7 | 0.0 | 0.0 | 5.4 | 0.0 | 0.0 | -119.7 |
| 2996 | 428626.45 | 4757823.62 | 243.50 | 0 | D | A | 78.4 | 1.7 | 0.0 | 0.0 | 0.0 | 73.9 | 5.2 | -1.6 | 0.0 | 0.0 | 15.9 | 0.0 | 0.0 | -13.3 |
| 2996 | 428626.45 | 4757823.62 | 243.50 | 0 | N | A | -39.1 | 1.7 | 0.0 | 0.0 | 0.0 | 73.9 | 5.2 | -1.6 | 0.0 | 0.0 | 15.9 | 0.0 | 0.0 | -130.7 |
| 2996 | 428626.45 | 4757823.62 | 243.50 | 0 | E | A | -39.1 | 1.7 | 0.0 | 0.0 | 0.0 | 73.9 | 5.2 | -1.6 | 0.0 | 0.0 | 15.9 | 0.0 | 0.0 | -130.7 |
| 3245 | 428407.77 | 4758614.98 | 243.50 | 0 | D | A | 78.4 | -2.4 | 0.0 | 0.0 | 0.0 | 71.4 | 4.4 | -1.3 | 0.0 | 0.0 | 8.9 | 0.0 | 0.0 | -7.4 |
| 3245 | 428407.77 | 4758614.98 | 243.50 | 0 | N | A | -39.1 | -2.4 | 0.0 | 0.0 | 0.0 | 71.4 | 4.4 | -1.3 | 0.0 | 0.0 | 8.9 | 0.0 | 0.0 | -124.9 |
| 3245 | 428407.77 | 4758614.98 | 243.50 | 0 | E | A | -39.1 | -2.4 | 0.0 | 0.0 | 0.0 | 71.4 | 4.4 | -1.3 | 0.0 | 0.0 | 8.9 | 0.0 | 0.0 | -124.9 |
| 3344 | 428997.00 | 4757791.52 | 271.00 | 0 | D | A | 78.4 | -1.9 | 0.0 | 0.0 | 0.0 | 73.0 | 4.9 | -1.7 | 0.0 | 0.0 | 4.5 | 0.0 | 0.0 | -4.3 |
| 3344 | 428997.00 | 4757791.52 | 271.00 | 0 | N | A | -39.1 | -1.9 | 0.0 | 0.0 | 0.0 | 73.0 | 4.9 | -1.7 | 0.0 | 0.0 | 4.5 | 0.0 | 0.0 | -121.8 |
| 3344 | 428997.00 | 4757791.52 | 271.00 | 0 | E | A | -39.1 | -1.9 | 0.0 | 0.0 | 0.0 | 73.0 | 4.9 | -1.7 | 0.0 | 0.0 | 4.5 | 0.0 | 0.0 | -121.8 |
| 3395 | 428407.82 | 4758595.13 | 243.50 | 0 | D | A | 78.4 | -7.4 | 0.0 | 0.0 | 0.0 | 71.4 | 4.4 | -1.1 | 0.0 | 0.0 | 9.0 | 0.0 | 0.0 | -12.7 |
| 3395 | 428407.82 | 4758595.13 | 243.50 | 0 | N | A | -39.1 | -7.4 | 0.0 | 0.0 | 0.0 | 71.4 | 4.4 | -1.1 | 0.0 | 0.0 | 9.0 | 0.0 | 0.0 | -130.2 |
| 3395 | 428407.82 | 4758595.13 | 243.50 | 0 | E | A | -39.1 | -7.4 | 0.0 | 0.0 | 0.0 | 71.4 | 4.4 | -1.1 | 0.0 | 0.0 | 9.0 | 0.0 | 0.0 | -130.2 |

| Line Source, ISO 9613, Name: "Haul Truck (Cover Activity)", ID: "!060203!Haul Truck_Cover Activity" | | | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Nr. | X | Y | Z | Refl. | DEN | Freq. | Lw | l/a | Optime | K0 | Di | Adiv | Aatm | Agr | Afol | Ahous | Abar | Cmet | RL | Lr |
| | (m) | (m) | (m) | | | (Hz) | dB(A) | dB | dB | (dB) | (dB) | (dB) | (dB) | (dB) | (dB) | (dB) | (dB) | (dB) | (dB) | dB(A) |
| 178 | 429083.65 | 4758615.53 | 271.00 | 0 | D | A | 74.3 | 21.3 | 0.0 | 0.0 | 0.0 | 64.7 | 2.2 | -1.6 | 0.0 | 0.0 | 4.9 | 0.0 | 0.0 | 25.4 |
| 178 | 429083.65 | 4758615.53 | 271.00 | 0 | N | A | -33.5 | 21.3 | 0.0 | 0.0 | 0.0 | 64.7 | 2.2 | -1.6 | 0.0 | 0.0 | 4.9 | 0.0 | 0.0 | -82.4 |
| 178 | 429083.65 | 4758615.53 | 271.00 | 0 | E | A | -33.5 | 21.3 | 0.0 | 0.0 | 0.0 | 64.7 | 2.2 | -1.6 | 0.0 | 0.0 | 4.9 | 0.0 | 0.0 | -82.4 |
| 186 | 429006.62 | 4757984.28 | 271.00 | 0 | D | A | 74.3 | 25.3 | 0.0 | 0.0 | 0.0 | 71.7 | 4.1 | -2.0 | 0.0 | 0.0 | 4.7 | 0.0 | 0.0 | 21.2 |
| 186 | 429006.62 | 4757984.28 | 271.00 | 0 | N | A | -33.5 | 25.3 | 0.0 | 0.0 | 0.0 | 71.7 | 4.1 | -2.0 | 0.0 | 0.0 | 4.7 | 0.0 | 0.0 | -86.6 |
| 186 | 429006.62 | 4757984.28 | 271.00 | 0 | E | A | -33.5 | 25.3 | 0.0 | 0.0 | 0.0 | 71.7 | 4.1 | -2.0 | 0.0 | 0.0 | 4.7 | 0.0 | 0.0 | -86.6 |
| 234 | 429008.94 | 4758468.81 | 271.00 | 0 | D | A | 74.3 | 20.6 | 0.0 | 0.0 | 0.0 | 67.2 | 2.8 | -1.8 | 0.0 | 0.0 | 5.0 | 0.0 | 0.0 | 21.8 |
| 234 | 429008.94 | 4758468.81 | 271.00 | 0 | N | A | -33.5 | 20.6 | 0.0 | 0.0 | 0.0 | 67.2 | 2.8 | -1.8 | 0.0 | 0.0 | 5.0 | 0.0 | 0.0 | -86.0 |
| 234 | 429008.94 | 4758468.81 | 271.00 | 0 | E | A | -33.5 | 20.6 | 0.0 | 0.0 | 0.0 | 67.2 | 2.8 | -1.8 | 0.0 | 0.0 | 5.0 | 0.0 | 0.0 | -86.0 |
| 278 | 429007.79 | 4758229.18 | 271.00 | 0 | D | A | 74.3 | 21.7 | 0.0 | 0.0 | 0.0 | 69.6 | 3.4 | -1.9 | 0.0 | 0.0 | 4.7 | 0.0 | 0.0 | 20.2 |
| 278 | 429007.79 | 4758229.18 | 271.00 | 0 | N | A | -33.5 | 21.7 | 0.0 | 0.0 | 0.0 | 69.6 | 3.4 | -1.9 | 0.0 | 0.0 | 4.7 | 0.0 | 0.0 | -87.6 |
| 278 | 429007.79 | 4758229.18 | 271.00 | 0 | E | A | -33.5 | 21.7 | 0.0 | 0.0 | 0.0 | 69.6 | 3.4 | -1.9 | 0.0 | 0.0 | 4.7 | 0.0 | 0.0 | -87.6 |
| 359 | 428991.86 | 4757661.98 | 243.50 | 0 | D | A | 74.3 | 24.6 | 0.0 | 0.0 | 0.0 | 73.9 | 5.0 | -1.9 | 0.0 | 0.0 | 13.9 | 0.0 | 0.0 | 8.1 |
| 359 | 428991.86 | 4757661.98 | 243.50 | 0 | N | A | -33.5 | 24.6 | 0.0 | 0.0 | 0.0 | 73.9 | 5.0 | -1.9 | 0.0 | 0.0 | 13.9 | 0.0 | 0.0 | -99.7 |
| 359 | 428991.86 | 4757661.98 | 243.50 | 0 | E | A | -33.5 | 24.6 | 0.0 | 0.0 | 0.0 | 73.9 | 5.0 | -1.9 | 0.0 | 0.0 | 13.9 | 0.0 | 0.0 | -99.7 |
| 377 | 429008.35 | 4758345.78 | 271.00 | 0 | D | A | 74.3 | 18.3 | 0.0 | 0.0 | 0.0 | 68.5 | 3.1 | -1.9 | 0.0 | 0.0 | 4.7 | 0.0 | 0.0 | 18.1 |
| 377 | 429008.35 | 4758345.78 | 271.00 | 0 | N | A | -33.5 | 18.3 | 0.0 | 0.0 | 0.0 | 68.5 | 3.1 | -1.9 | 0.0 | 0.0 | 4.7 | 0.0 | 0.0 | -89.7 |
| 377 | 429008.35 | 4758345.78 | 271.00 | 0 | E | A | -33.5 | 18.3 | 0.0 | 0.0 | 0.0 | 68.5 | 3.1 | -1.9 | 0.0 | 0.0 | 4.7 | 0.0 | 0.0 | -89.7 |
| 601 | 429166.32 | 4757479.10 | 246.17 | 0 | D | A | 74.3 | 21.3 | 0.0 | 0.0 | 0.0 | 74.7 | 5.3 | -1.2 | 0.0 | 0.0 | 4.5 | 0.0 | 0.0 | 12.2 |
| 601 | 429166.32 | 4757479.10 | 246.17 | 0 | N | A | -33.5 | 21.3 | 0.0 | 0.0 | 0.0 | 74.7 | 5.3 | -1.2 | 0.0 | 0.0 | 4.5 | 0.0 | 0.0 | -95.6 |
| 601 | 429166.32 | 4757479.10 | 246.17 | 0 | E | A | -33.5 | 21.3 | 0.0 | 0.0 | 0.0 | 74.7 | 5.3 | -1.2 | 0.0 | 0.0 | 4.5 | 0.0 | 0.0 | -95.6 |
| 691 | 428956.71 | 4757756.84 | 262.06 | 0 | D | A | 74.3 | 18.7 | 0.0 | 0.0 | 0.0 | 73.3 | 4.7 | -2.1 | 0.0 | 0.0 | 11.4 | 0.0 | 0.0 | 5.6 |
| 691 | 428956.71 | 4757756.84 | 262.06 | 0 | N | A | -33.5 | 18.7 | 0.0 | 0.0 | 0.0 | 73.3 | 4.7 | -2.1 | 0.0 | 0.0 | 11.4 | 0.0 | 0.0 | -102.2 |
| 691 | 428956.71 | 4757756.84 | 262.06 | 0 | E | A | -33.5 | 18.7 | 0.0 | 0.0 | 0.0 | 73.3 | 4.7 | -2.1 | 0.0 | 0.0 | 11.4 | 0.0 | 0.0 | -102.2 |
| 728 | 429036.15 | 4758558.87 | 271.00 | 0 | D | A | 74.3 | 10.9 | 0.0 | 0.0 | 0.0 | 65.9 | 2.5 | -1.7 | 0.0 | 0.0 | 4.9 | 0.0 | 0.0 | 13.5 |
| 728 | 429036.15 | 4758558.87 | 271.00 | 0 | N | A | -33.5 | 10.9 | 0.0 | 0.0 | 0.0 | 65.9 | 2.5 | -1.7 | 0.0 | 0.0 | 4.9 | 0.0 | 0.0 | -94.2 |
| 728 | 429036.15 | 4758558.87 | 271.00 | 0 | E | A | -33.5 | 10.9 | 0.0 | 0.0 | 0.0 | 65.9 | 2.5 | -1.7 | 0.0 | 0.0 | 4.9 | 0.0 | 0.0 | -94.2 |
| 743 | 429166.33 | 4757629.19 | 243.50 | 0 | D | A | 74.3 | 18.4 | 0.0 | 0.0 | 0.0 | 73.8 | 4.9 | -0.6 | 0.0 | 0.0 | 4.4 | 0.0 | 0.0 | 10.2 |

| Line Source, ISO 9613, Name: "Haul Truck (Cover Activity)", ID: "!060203!Haul Truck_Cover Activity" | | | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Nr. | X | Y | Z | Refl. | DEN | Freq. | Lw | l/a | Optime | K0 | Di | Adiv | Aatm | Agr | Afol | Ahous | Abar | Cmet | RL | Lr |
| | (m) | (m) | (m) | | | (Hz) | dB(A) | dB | dB | (dB) | (dB) | (dB) | (dB) | (dB) | (dB) | (dB) | (dB) | (dB) | (dB) | dB(A) |
| 743 | 429166.33 | 4757629.19 | 243.50 | 0 | N | A | -33.5 | 18.4 | 0.0 | 0.0 | 0.0 | 73.8 | 4.9 | -0.6 | 0.0 | 0.0 | 4.4 | 0.0 | 0.0 | -97.6 |
| 743 | 429166.33 | 4757629.19 | 243.50 | 0 | E | A | -33.5 | 18.4 | 0.0 | 0.0 | 0.0 | 73.8 | 4.9 | -0.6 | 0.0 | 0.0 | 4.4 | 0.0 | 0.0 | -97.6 |
| 872 | 429013.15 | 4758531.43 | 271.00 | 0 | D | A | 74.3 | 10.9 | 0.0 | 0.0 | 0.0 | 66.5 | 2.6 | -1.7 | 0.0 | 0.0 | 4.9 | 0.0 | 0.0 | 12.9 |
| 872 | 429013.15 | 4758531.43 | 271.00 | 0 | N | A | -33.5 | 10.9 | 0.0 | 0.0 | 0.0 | 66.5 | 2.6 | -1.7 | 0.0 | 0.0 | 4.9 | 0.0 | 0.0 | -94.9 |
| 872 | 429013.15 | 4758531.43 | 271.00 | 0 | E | A | -33.5 | 10.9 | 0.0 | 0.0 | 0.0 | 66.5 | 2.6 | -1.7 | 0.0 | 0.0 | 4.9 | 0.0 | 0.0 | -94.9 |
| 875 | 428787.86 | 4757695.90 | 243.50 | 0 | D | A | 74.3 | 18.5 | 0.0 | 0.0 | 0.0 | 74.1 | 5.1 | -2.0 | 0.0 | 0.0 | 16.3 | 0.0 | 0.0 | -0.7 |
| 875 | 428787.86 | 4757695.90 | 243.50 | 0 | N | A | -33.5 | 18.5 | 0.0 | 0.0 | 0.0 | 74.1 | 5.1 | -2.0 | 0.0 | 0.0 | 16.3 | 0.0 | 0.0 | -108.4 |
| 875 | 428787.86 | 4757695.90 | 243.50 | 0 | E | A | -33.5 | 18.5 | 0.0 | 0.0 | 0.0 | 74.1 | 5.1 | -2.0 | 0.0 | 0.0 | 16.3 | 0.0 | 0.0 | -108.4 |
| 878 | 429008.62 | 4758402.41 | 271.00 | 0 | D | A | 74.3 | 12.3 | 0.0 | 0.0 | 0.0 | 67.9 | 2.9 | -1.8 | 0.0 | 0.0 | 4.8 | 0.0 | 0.0 | 12.7 |
| 878 | 429008.62 | 4758402.41 | 271.00 | 0 | N | A | -33.5 | 12.3 | 0.0 | 0.0 | 0.0 | 67.9 | 2.9 | -1.8 | 0.0 | 0.0 | 4.8 | 0.0 | 0.0 | -95.1 |
| 878 | 429008.62 | 4758402.41 | 271.00 | 0 | E | A | -33.5 | 12.3 | 0.0 | 0.0 | 0.0 | 67.9 | 2.9 | -1.8 | 0.0 | 0.0 | 4.8 | 0.0 | 0.0 | -95.1 |
| 922 | 429008.55 | 4758386.65 | 271.00 | 0 | D | A | 74.3 | 11.6 | 0.0 | 0.0 | 0.0 | 68.1 | 3.0 | -1.9 | 0.0 | 0.0 | 4.8 | 0.0 | 0.0 | 11.9 |
| 922 | 429008.55 | 4758386.65 | 271.00 | 0 | N | A | -33.5 | 11.6 | 0.0 | 0.0 | 0.0 | 68.1 | 3.0 | -1.9 | 0.0 | 0.0 | 4.8 | 0.0 | 0.0 | -95.9 |
| 922 | 429008.55 | 4758386.65 | 271.00 | 0 | E | A | -33.5 | 11.6 | 0.0 | 0.0 | 0.0 | 68.1 | 3.0 | -1.9 | 0.0 | 0.0 | 4.8 | 0.0 | 0.0 | -95.9 |
| 932 | 428800.07 | 4757721.88 | 246.27 | 0 | D | A | 74.3 | 17.1 | 0.0 | 0.0 | 0.0 | 73.9 | 5.0 | -2.1 | 0.0 | 0.0 | 17.3 | 0.0 | 0.0 | -2.7 |
| 932 | 428800.07 | 4757721.88 | 246.27 | 0 | N | A | -33.5 | 17.1 | 0.0 | 0.0 | 0.0 | 73.9 | 5.0 | -2.1 | 0.0 | 0.0 | 17.3 | 0.0 | 0.0 | -110.5 |
| 932 | 428800.07 | 4757721.88 | 246.27 | 0 | E | A | -33.5 | 17.1 | 0.0 | 0.0 | 0.0 | 73.9 | 5.0 | -2.1 | 0.0 | 0.0 | 17.3 | 0.0 | 0.0 | -110.5 |
| 934 | 429029.51 | 4758550.94 | 271.00 | 0 | D | A | 74.3 | 9.3 | 0.0 | 0.0 | 0.0 | 66.1 | 2.5 | -1.7 | 0.0 | 0.0 | 4.9 | 0.0 | 0.0 | 11.7 |
| 934 | 429029.51 | 4758550.94 | 271.00 | 0 | N | A | -33.5 | 9.3 | 0.0 | 0.0 | 0.0 | 66.1 | 2.5 | -1.7 | 0.0 | 0.0 | 4.9 | 0.0 | 0.0 | -96.1 |
| 934 | 429029.51 | 4758550.94 | 271.00 | 0 | E | A | -33.5 | 9.3 | 0.0 | 0.0 | 0.0 | 66.1 | 2.5 | -1.7 | 0.0 | 0.0 | 4.9 | 0.0 | 0.0 | -96.1 |
| 989 | 429091.58 | 4757353.31 | 252.23 | 0 | D | A | 74.3 | 14.6 | 0.0 | 0.0 | 0.0 | 75.4 | 5.7 | -1.6 | 0.0 | 0.0 | 5.2 | 0.0 | 0.0 | 4.2 |
| 989 | 429091.58 | 4757353.31 | 252.23 | 0 | N | A | -33.5 | 14.6 | 0.0 | 0.0 | 0.0 | 75.4 | 5.7 | -1.6 | 0.0 | 0.0 | 5.2 | 0.0 | 0.0 | -103.6 |
| 989 | 429091.58 | 4757353.31 | 252.23 | 0 | E | A | -33.5 | 14.6 | 0.0 | 0.0 | 0.0 | 75.4 | 5.7 | -1.6 | 0.0 | 0.0 | 5.2 | 0.0 | 0.0 | -103.6 |
| 1006 | 429121.26 | 4757357.09 | 252.29 | 0 | D | A | 74.3 | 14.9 | 0.0 | 0.0 | 0.0 | 75.4 | 5.6 | -1.5 | 0.0 | 0.0 | 4.9 | 0.0 | 0.0 | 4.6 |
| 1006 | 429121.26 | 4757357.09 | 252.29 | 0 | N | A | -33.5 | 14.9 | 0.0 | 0.0 | 0.0 | 75.4 | 5.6 | -1.5 | 0.0 | 0.0 | 4.9 | 0.0 | 0.0 | -103.1 |
| 1006 | 429121.26 | 4757357.09 | 252.29 | 0 | E | A | -33.5 | 14.9 | 0.0 | 0.0 | 0.0 | 75.4 | 5.6 | -1.5 | 0.0 | 0.0 | 4.9 | 0.0 | 0.0 | -103.1 |
| 1034 | 429137.33 | 4757359.14 | 252.33 | 0 | D | A | 74.3 | 2.3 | 0.0 | 0.0 | 0.0 | 75.4 | 5.6 | -1.4 | 0.0 | 0.0 | 4.6 | 0.0 | 0.0 | -7.7 |
| 1034 | 429137.33 | 4757359.14 | 252.33 | 0 | N | A | -33.5 | 2.3 | 0.0 | 0.0 | 0.0 | 75.4 | 5.6 | -1.4 | 0.0 | 0.0 | 4.6 | 0.0 | 0.0 | -115.4 |
| 1034 | 429137.33 | 4757359.14 | 252.33 | 0 | E | A | -33.5 | 2.3 | 0.0 | 0.0 | 0.0 | 75.4 | 5.6 | -1.4 | 0.0 | 0.0 | 4.6 | 0.0 | 0.0 | -115.4 |
| 1043 | 429142.91 | 4757359.85 | 252.34 | 0 | D | A | 74.3 | 9.8 | 0.0 | 0.0 | 0.0 | 75.4 | 5.6 | -1.4 | 0.0 | 0.0 | 4.6 | 0.0 | 0.0 | -0.1 |
| 1043 | 429142.91 | 4757359.85 | 252.34 | 0 | N | A | -33.5 | 9.8 | 0.0 | 0.0 | 0.0 | 75.4 | 5.6 | -1.4 | 0.0 | 0.0 | 4.6 | 0.0 | 0.0 | -107.9 |
| 1043 | 429142.91 | 4757359.85 | 252.34 | 0 | E | A | -33.5 | 9.8 | 0.0 | 0.0 | 0.0 | 75.4 | 5.6 | -1.4 | 0.0 | 0.0 | 4.6 | 0.0 | 0.0 | -107.9 |
| 1086 | 429166.33 | 4757570.55 | 244.06 | 0 | D | A | 74.3 | 16.8 | 0.0 | 0.0 | 0.0 | 74.2 | 5.1 | -1.0 | 0.0 | 0.0 | 4.5 | 0.0 | 0.0 | 8.4 |
| 1086 | 429166.33 | 4757570.55 | 244.06 | 0 | N | A | -33.5 | 16.8 | 0.0 | 0.0 | 0.0 | 74.2 | 5.1 | -1.0 | 0.0 | 0.0 | 4.5 | 0.0 | 0.0 | -99.4 |
| 1086 | 429166.33 | 4757570.55 | 244.06 | 0 | E | A | -33.5 | 16.8 | 0.0 | 0.0 | 0.0 | 74.2 | 5.1 | -1.0 | 0.0 | 0.0 | 4.5 | 0.0 | 0.0 | -99.4 |
| 1100 | 429024.31 | 4758544.74 | 271.00 | 0 | D | A | 74.3 | 8.9 | 0.0 | 0.0 | 0.0 | 66.2 | 2.5 | -1.7 | 0.0 | 0.0 | 4.9 | 0.0 | 0.0 | 11.2 |
| 1100 | 429024.31 | 4758544.74 | 271.00 | 0 | N | A | -33.5 | 8.9 | 0.0 | 0.0 | 0.0 | 66.2 | 2.5 | -1.7 | 0.0 | 0.0 | 4.9 | 0.0 | 0.0 | -96.5 |
| 1100 | 429024.31 | 4758544.74 | 271.00 | 0 | E | A | -33.5 | 8.9 | 0.0 | 0.0 | 0.0 | 66.2 | 2.5 | -1.7 | 0.0 | 0.0 | 4.9 | 0.0 | 0.0 | -96.5 |
| 1128 | 429019.45 | 4758538.94 | 271.00 | 0 | D | A | 74.3 | 8.7 | 0.0 | 0.0 | 0.0 | 66.3 | 2.5 | -1.7 | 0.0 | 0.0 | 4.9 | 0.0 | 0.0 | 10.9 |
| 1128 | 429019.45 | 4758538.94 | 271.00 | 0 | N | A | -33.5 | 8.7 | 0.0 | 0.0 | 0.0 | 66.3 | 2.5 | -1.7 | 0.0 | 0.0 | 4.9 | 0.0 | 0.0 | -96.9 |
| 1128 | 429019.45 | 4758538.94 | 271.00 | 0 | E | A | -33.5 | 8.7 | 0.0 | 0.0 | 0.0 | 66.3 | 2.5 | -1.7 | 0.0 | 0.0 | 4.9 | 0.0 | 0.0 | -96.9 |
| 1242 | 429150.63 | 4757663.65 | 243.50 | 0 | D | A | 74.3 | 15.0 | 0.0 | 0.0 | 0.0 | 73.6 | 4.9 | -1.2 | 0.0 | 0.0 | 4.5 | 0.0 | 0.0 | 7.4 |
| 1242 | 429150.63 | 4757663.65 | 243.50 | 0 | N | A | -33.5 | 15.0 | 0.0 | 0.0 | 0.0 | 73.6 | 4.9 | -1.2 | 0.0 | 0.0 | 4.5 | 0.0 | 0.0 | -100.3 |
| 1242 | 429150.63 | 4757663.65 | 243.50 | 0 | E | A | -33.5 | 15.0 | 0.0 | 0.0 | 0.0 | 73.6 | 4.9 | -1.2 | 0.0 | 0.0 | 4.5 | 0.0 | 0.0 | -100.3 |
| 1294 | 429071.09 | 4757267.80 | 263.50 | 0 | D | A | 74.3 | 16.9 | 0.0 | 0.0 | 0.0 | 75.9 | 5.9 | -1.6 | 0.0 | 0.0 | 4.6 | 0.0 | 0.0 | 6.5 |
| 1294 | 429071.09 | 4757267.80 | 263.50 | 0 | N | A | -33.5 | 16.9 | 0.0 | 0.0 | 0.0 | 75.9 | 5.9 | -1.6 | 0.0 | 0.0 | 4.6 | 0.0 | 0.0 | -101.3 |
| 1294 | 429071.09 | 4757267.80 | 263.50 | 0 | E | A | -33.5 | 16.9 | 0.0 | 0.0 | 0.0 | 75.9 | 5.9 | -1.6 | 0.0 | 0.0 | 4.6 | 0.0 | 0.0 | -101.3 |
| 1362 | 429001.77 | 4757802.71 | 271.00 | 0 | D | A | 74.3 | 13.7 | 0.0 | 0.0 | 0.0 | 73.0 | 4.6 | -2.0 | 0.0 | 0.0 | 4.7 | 0.0 | 0.0 | 7.7 |
| 1362 | 429001.77 | 4757802.71 | 271.00 | 0 | N | A | -33.5 | 13.7 | 0.0 | 0.0 | 0.0 | 73.0 | 4.6 | -2.0 | 0.0 | 0.0 | 4.7 | 0.0 | 0.0 | -100.1 |
| 1362 | 429001.77 | 4757802.71 | 271.00 | 0 | E | A | -33.5 | 13.7 | 0.0 | 0.0 | 0.0 | 73.0 | 4.6 | -2.0 | 0.0 | 0.0 | 4.7 | 0.0 | 0.0 | -100.1 |
| 1418 | 429008.17 | 4758307.81 | 271.00 | 0 | D | A | 74.3 | 9.4 | 0.0 | 0.0 | 0.0 | 68.9 | 3.2 | -1.9 | 0.0 | 0.0 | 4.7 | 0.0 | 0.0 | 8.8 |
| 1418 | 429008.17 | 4758307.81 | 271.00 | 0 | N | A | -33.5 | 9.4 | 0.0 | 0.0 | 0.0 | 68.9 | 3.2 | -1.9 | 0.0 | 0.0 | 4.7 | 0.0 | 0.0 | -99.0 |
| 1418 | 429008.17 | 4758307.81 | 271.00 | 0 | E | A | -33.5 | 9.4 | 0.0 | 0.0 | 0.0 | 68.9 | 3.2 | -1.9 | 0.0 | 0.0 | 4.7 | 0.0 | 0.0 | -99.0 |
| 1447 | 428852.12 | 4757726.27 | 250.22 | 0 | D | A | 74.3 | 14.3 | 0.0 | 0.0 | 0.0 | 73.8 | 4.9 | -2.1 | 0.0 | 0.0 | 16.8 | 0.0 | 0.0 | -4.8 |
| 1447 | 428852.12 | 4757726.27 | 250.22 | 0 | N | A | -33.5 | 14.3 | 0.0 | 0.0 | 0.0 | 73.8 | 4.9 | -2.1 | 0.0 | 0.0 | 16.8 | 0.0 | 0.0 | -112.6 |
| 1447 | 428852.12 | 4757726.27 | 250.22 | 0 | E | A | -33.5 | 14.3 | 0.0 | 0.0 | 0.0 | 73.8 | 4.9 | -2.1 | 0.0 | 0.0 | 16.8 | 0.0 | 0.0 | -112.6 |
| 1534 | 429166.32 | 4757394.26 | 248.10 | 0 | D | A | 74.3 | 15.4 | 0.0 | 0.0 | 0.0 | 75.2 | 5.5 | -1.2 | 0.0 | 0.0 | 4.5 | 0.0 | 0.0 | 5.7 |
| 1534 | 429166.32 | 4757394.26 | 248.10 | 0 | N | A | -33.5 | 15.4 | 0.0 | 0.0 | 0.0 | 75.2 | 5.5 | -1.2 | 0.0 | 0.0 | 4.5 | 0.0 | 0.0 | -102.1 |
| 1534 | 429166.32 | 4757394.26 | 248.10 | 0 | E | A | -33.5 | 15.4 | 0.0 | 0.0 | 0.0 | 75.2 | 5.5 | -1.2 | 0.0 | 0.0 | 4.5 | 0.0 | 0.0 | -102.1 |
| 1572 | 428887.25 | 4757731.64 | 252.43 | 0 | D | A | 74.3 | 13.9 | 0.0 | 0.0 | 0.0 | 73.7 | 4.9 | -2.1 | 0.0 | 0.0 | 16.3 | 0.0 | 0.0 | -4.5 |
| 1572 | 428887.25 | 4757731.64 | 252.43 | 0 | N | A | -33.5 | 13.9 | 0.0 | 0.0 | 0.0 | 73.7 | 4.9 | -2.1 | 0.0 | 0.0 | 16.3 | 0.0 | 0.0 | -112.3 |
| 1572 | 428887.25 | 4757731.64 | 252.43 | 0 | E | A | -33.5 | 13.9 | 0.0 | 0.0 | 0.0 | 73.7 | 4.9 | -2.1 | 0.0 | 0.0 | 16.3 | 0.0 | 0.0 | -112.3 |
| 1586 | 428993.91 | 4757781.43 | 268.51 | 0 | D | A | 74.3 | 13.3 | 0.0 | 0.0 | 0.0 | 73.1 | 4.6 | -2.0 | 0.0 | 0.0 | 4.7 | 0.0 | 0.0 | 7.2 |

| Line Source, ISO 9613, Name: "Haul Truck (Cover Activity)", ID: "!060203!Haul Truck_Cover Activity" | | | | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Nr. | X | Y | Z | Refl. | DEN | Freq. | Lw | l/a | Optime | K0 | Di | Adiv | Aatm | Agr | Afol | Ahous | Abar | Cmet | RL | Lr |
| | (m) | (m) | (m) | | | (Hz) | dB(A) | dB | dB | (dB) | (dB) | (dB) | (dB) | (dB) | (dB) | (dB) | (dB) | (dB) | (dB) | dB(A) |
| 1586 | 428993.91 | 4757781.43 | 268.51 | 0 | N | A | -33.5 | 13.3 | 0.0 | 0.0 | 0.0 | 73.1 | 4.6 | -2.0 | 0.0 | 0.0 | 4.7 | 0.0 | 0.0 | -100.6 |
| 1586 | 428993.91 | 4757781.43 | 268.51 | 0 | E | A | -33.5 | 13.3 | 0.0 | 0.0 | 0.0 | 73.1 | 4.6 | -2.0 | 0.0 | 0.0 | 4.7 | 0.0 | 0.0 | -100.6 |
| 1718 | 429013.60 | 4757343.36 | 256.78 | 0 | D | A | 74.3 | 7.4 | 0.0 | 0.0 | 0.0 | 75.6 | 5.7 | -1.6 | 0.0 | 0.0 | 4.6 | 0.0 | 0.0 | -2.6 |
| 1718 | 429013.60 | 4757343.36 | 256.78 | 0 | N | A | -33.5 | 7.4 | 0.0 | 0.0 | 0.0 | 75.6 | 5.7 | -1.6 | 0.0 | 0.0 | 4.6 | 0.0 | 0.0 | -110.3 |
| 1718 | 429013.60 | 4757343.36 | 256.78 | 0 | E | A | -33.5 | 7.4 | 0.0 | 0.0 | 0.0 | 75.6 | 5.7 | -1.6 | 0.0 | 0.0 | 4.6 | 0.0 | 0.0 | -110.3 |
| 1731 | 429020.36 | 4757344.23 | 256.66 | 0 | D | A | 74.3 | 9.1 | 0.0 | 0.0 | 0.0 | 75.6 | 5.7 | -1.6 | 0.0 | 0.0 | 4.6 | 0.0 | 0.0 | -0.8 |
| 1731 | 429020.36 | 4757344.23 | 256.66 | 0 | N | A | -33.5 | 9.1 | 0.0 | 0.0 | 0.0 | 75.6 | 5.7 | -1.6 | 0.0 | 0.0 | 4.6 | 0.0 | 0.0 | -108.6 |
| 1731 | 429020.36 | 4757344.23 | 256.66 | 0 | E | A | -33.5 | 9.1 | 0.0 | 0.0 | 0.0 | 75.6 | 5.7 | -1.6 | 0.0 | 0.0 | 4.6 | 0.0 | 0.0 | -108.6 |
| 1745 | 429034.14 | 4757345.98 | 256.42 | 0 | D | A | 74.3 | 12.9 | 0.0 | 0.0 | 0.0 | 75.5 | 5.7 | -1.6 | 0.0 | 0.0 | 4.6 | 0.0 | 0.0 | 3.0 |
| 1745 | 429034.14 | 4757345.98 | 256.42 | 0 | N | A | -33.5 | 12.9 | 0.0 | 0.0 | 0.0 | 75.5 | 5.7 | -1.6 | 0.0 | 0.0 | 4.6 | 0.0 | 0.0 | -104.8 |
| 1745 | 429034.14 | 4757345.98 | 256.42 | 0 | E | A | -33.5 | 12.9 | 0.0 | 0.0 | 0.0 | 75.5 | 5.7 | -1.6 | 0.0 | 0.0 | 4.6 | 0.0 | 0.0 | -104.8 |
| 1758 | 429038.99 | 4757286.80 | 263.50 | 0 | D | A | 74.3 | 15.3 | 0.0 | 0.0 | 0.0 | 75.8 | 5.8 | -1.5 | 0.0 | 0.0 | 4.6 | 0.0 | 0.0 | 4.9 |
| 1758 | 429038.99 | 4757286.80 | 263.50 | 0 | N | A | -33.5 | 15.3 | 0.0 | 0.0 | 0.0 | 75.8 | 5.8 | -1.5 | 0.0 | 0.0 | 4.6 | 0.0 | 0.0 | -102.9 |
| 1758 | 429038.99 | 4757286.80 | 263.50 | 0 | E | A | -33.5 | 15.3 | 0.0 | 0.0 | 0.0 | 75.8 | 5.8 | -1.5 | 0.0 | 0.0 | 4.6 | 0.0 | 0.0 | -102.9 |
| 1842 | 429150.61 | 4757255.65 | 267.01 | 0 | D | A | 74.3 | 15.0 | 0.0 | 0.0 | 0.0 | 75.9 | 5.9 | -1.3 | 0.0 | 0.0 | 4.5 | 0.0 | 0.0 | 4.3 |
| 1842 | 429150.61 | 4757255.65 | 267.01 | 0 | N | A | -33.5 | 15.0 | 0.0 | 0.0 | 0.0 | 75.9 | 5.9 | -1.3 | 0.0 | 0.0 | 4.5 | 0.0 | 0.0 | -103.5 |
| 1842 | 429150.61 | 4757255.65 | 267.01 | 0 | E | A | -33.5 | 15.0 | 0.0 | 0.0 | 0.0 | 75.9 | 5.9 | -1.3 | 0.0 | 0.0 | 4.5 | 0.0 | 0.0 | -103.5 |
| 1856 | 428823.12 | 4757666.77 | 243.50 | 0 | D | A | 74.3 | 13.1 | 0.0 | 0.0 | 0.0 | 74.2 | 5.1 | -2.0 | 0.0 | 0.0 | 14.9 | 0.0 | 0.0 | -4.8 |
| 1856 | 428823.12 | 4757666.77 | 243.50 | 0 | N | A | -33.5 | 13.1 | 0.0 | 0.0 | 0.0 | 74.2 | 5.1 | -2.0 | 0.0 | 0.0 | 14.9 | 0.0 | 0.0 | -112.6 |
| 1856 | 428823.12 | 4757666.77 | 243.50 | 0 | E | A | -33.5 | 13.1 | 0.0 | 0.0 | 0.0 | 74.2 | 5.1 | -2.0 | 0.0 | 0.0 | 14.9 | 0.0 | 0.0 | -112.6 |
| 1881 | 429024.09 | 4757316.60 | 261.77 | 0 | D | A | 74.3 | 12.6 | 0.0 | 0.0 | 0.0 | 75.7 | 5.8 | -1.6 | 0.0 | 0.0 | 4.6 | 0.0 | 0.0 | 2.4 |
| 1881 | 429024.09 | 4757316.60 | 261.77 | 0 | N | A | -33.5 | 12.6 | 0.0 | 0.0 | 0.0 | 75.7 | 5.8 | -1.6 | 0.0 | 0.0 | 4.6 | 0.0 | 0.0 | -105.4 |
| 1881 | 429024.09 | 4757316.60 | 261.77 | 0 | E | A | -33.5 | 12.6 | 0.0 | 0.0 | 0.0 | 75.7 | 5.8 | -1.6 | 0.0 | 0.0 | 4.6 | 0.0 | 0.0 | -105.4 |
| 1895 | 429018.04 | 4757328.70 | 260.19 | 0 | D | A | 74.3 | 9.6 | 0.0 | 0.0 | 0.0 | 75.6 | 5.7 | -1.6 | 0.0 | 0.0 | 4.6 | 0.0 | 0.0 | -0.4 |
| 1895 | 429018.04 | 4757328.70 | 260.19 | 0 | N | A | -33.5 | 9.6 | 0.0 | 0.0 | 0.0 | 75.6 | 5.7 | -1.6 | 0.0 | 0.0 | 4.6 | 0.0 | 0.0 | -108.2 |
| 1895 | 429018.04 | 4757328.70 | 260.19 | 0 | E | A | -33.5 | 9.6 | 0.0 | 0.0 | 0.0 | 75.6 | 5.7 | -1.6 | 0.0 | 0.0 | 4.6 | 0.0 | 0.0 | -108.2 |
| 1995 | 429233.79 | 4757242.94 | 268.50 | 0 | D | A | 74.3 | 13.8 | 0.0 | 0.0 | 0.0 | 75.9 | 5.9 | -1.3 | 0.0 | 0.0 | 4.5 | 0.0 | 0.0 | 3.0 |
| 1995 | 429233.79 | 4757242.94 | 268.50 | 0 | N | A | -33.5 | 13.8 | 0.0 | 0.0 | 0.0 | 75.9 | 5.9 | -1.3 | 0.0 | 0.0 | 4.5 | 0.0 | 0.0 | -104.8 |
| 1995 | 429233.79 | 4757242.94 | 268.50 | 0 | E | A | -33.5 | 13.8 | 0.0 | 0.0 | 0.0 | 75.9 | 5.9 | -1.3 | 0.0 | 0.0 | 4.5 | 0.0 | 0.0 | -104.8 |
| 2019 | 429066.63 | 4757350.13 | 252.93 | 0 | D | A | 74.3 | 13.3 | 0.0 | 0.0 | 0.0 | 75.5 | 5.7 | -1.5 | 0.0 | 0.0 | 5.2 | 0.0 | 0.0 | 2.7 |
| 2019 | 429066.63 | 4757350.13 | 252.93 | 0 | N | A | -33.5 | 13.3 | 0.0 | 0.0 | 0.0 | 75.5 | 5.7 | -1.5 | 0.0 | 0.0 | 5.2 | 0.0 | 0.0 | -105.1 |
| 2019 | 429066.63 | 4757350.13 | 252.93 | 0 | E | A | -33.5 | 13.3 | 0.0 | 0.0 | 0.0 | 75.5 | 5.7 | -1.5 | 0.0 | 0.0 | 5.2 | 0.0 | 0.0 | -105.1 |
| 2071 | 428767.54 | 4757719.14 | 243.50 | 0 | D | A | 74.3 | 11.5 | 0.0 | 0.0 | 0.0 | 74.0 | 5.0 | -2.1 | 0.0 | 0.0 | 16.9 | 0.0 | 0.0 | -8.1 |
| 2071 | 428767.54 | 4757719.14 | 243.50 | 0 | N | A | -33.5 | 11.5 | 0.0 | 0.0 | 0.0 | 74.0 | 5.0 | -2.1 | 0.0 | 0.0 | 16.9 | 0.0 | 0.0 | -115.9 |
| 2071 | 428767.54 | 4757719.14 | 243.50 | 0 | E | A | -33.5 | 11.5 | 0.0 | 0.0 | 0.0 | 74.0 | 5.0 | -2.1 | 0.0 | 0.0 | 16.9 | 0.0 | 0.0 | -115.9 |
| 2113 | 428832.08 | 4757724.58 | 249.42 | 0 | D | A | 74.3 | 11.2 | 0.0 | 0.0 | 0.0 | 73.8 | 4.9 | -2.1 | 0.0 | 0.0 | 16.8 | 0.0 | 0.0 | -8.0 |
| 2113 | 428832.08 | 4757724.58 | 249.42 | 0 | N | A | -33.5 | 11.2 | 0.0 | 0.0 | 0.0 | 73.8 | 4.9 | -2.1 | 0.0 | 0.0 | 16.8 | 0.0 | 0.0 | -115.7 |
| 2113 | 428832.08 | 4757724.58 | 249.42 | 0 | E | A | -33.5 | 11.2 | 0.0 | 0.0 | 0.0 | 73.8 | 4.9 | -2.1 | 0.0 | 0.0 | 16.8 | 0.0 | 0.0 | -115.7 |
| 2126 | 428917.31 | 4757740.34 | 257.63 | 0 | D | A | 74.3 | 10.8 | 0.0 | 0.0 | 0.0 | 73.5 | 4.8 | -2.1 | 0.0 | 0.0 | 13.5 | 0.0 | 0.0 | -4.6 |
| 2126 | 428917.31 | 4757740.34 | 257.63 | 0 | N | A | -33.5 | 10.8 | 0.0 | 0.0 | 0.0 | 73.5 | 4.8 | -2.1 | 0.0 | 0.0 | 13.5 | 0.0 | 0.0 | -112.4 |
| 2126 | 428917.31 | 4757740.34 | 257.63 | 0 | E | A | -33.5 | 10.8 | 0.0 | 0.0 | 0.0 | 73.5 | 4.8 | -2.1 | 0.0 | 0.0 | 13.5 | 0.0 | 0.0 | -112.4 |
| 2181 | 429124.90 | 4757259.58 | 265.53 | 0 | D | A | 74.3 | 13.1 | 0.0 | 0.0 | 0.0 | 75.9 | 5.9 | -1.4 | 0.0 | 0.0 | 4.6 | 0.0 | 0.0 | 2.5 |
| 2181 | 429124.90 | 4757259.58 | 265.53 | 0 | N | A | -33.5 | 13.1 | 0.0 | 0.0 | 0.0 | 75.9 | 5.9 | -1.4 | 0.0 | 0.0 | 4.6 | 0.0 | 0.0 | -105.3 |
| 2181 | 429124.90 | 4757259.58 | 265.53 | 0 | E | A | -33.5 | 13.1 | 0.0 | 0.0 | 0.0 | 75.9 | 5.9 | -1.4 | 0.0 | 0.0 | 4.6 | 0.0 | 0.0 | -105.3 |
| 2250 | 428870.57 | 4757727.83 | 251.00 | 0 | D | A | 74.3 | 10.0 | 0.0 | 0.0 | 0.0 | 73.7 | 4.9 | -2.1 | 0.0 | 0.0 | 16.7 | 0.0 | 0.0 | -8.9 |
| 2250 | 428870.57 | 4757727.83 | 251.00 | 0 | N | A | -33.5 | 10.0 | 0.0 | 0.0 | 0.0 | 73.7 | 4.9 | -2.1 | 0.0 | 0.0 | 16.7 | 0.0 | 0.0 | -116.7 |
| 2250 | 428870.57 | 4757727.83 | 251.00 | 0 | E | A | -33.5 | 10.0 | 0.0 | 0.0 | 0.0 | 73.7 | 4.9 | -2.1 | 0.0 | 0.0 | 16.7 | 0.0 | 0.0 | -116.7 |
| 2289 | 428907.48 | 4757737.49 | 255.34 | 0 | D | A | 74.3 | 9.6 | 0.0 | 0.0 | 0.0 | 73.6 | 4.8 | -2.1 | 0.0 | 0.0 | 15.0 | 0.0 | 0.0 | -7.4 |
| 2289 | 428907.48 | 4757737.49 | 255.34 | 0 | N | A | -33.5 | 9.6 | 0.0 | 0.0 | 0.0 | 73.6 | 4.8 | -2.1 | 0.0 | 0.0 | 15.0 | 0.0 | 0.0 | -115.2 |
| 2289 | 428907.48 | 4757737.49 | 255.34 | 0 | E | A | -33.5 | 9.6 | 0.0 | 0.0 | 0.0 | 73.6 | 4.8 | -2.1 | 0.0 | 0.0 | 15.0 | 0.0 | 0.0 | -115.2 |
| 2303 | 429210.89 | 4757246.44 | 268.50 | 0 | D | A | 74.3 | 11.8 | 0.0 | 0.0 | 0.0 | 75.9 | 5.9 | -1.4 | 0.0 | 0.0 | 4.6 | 0.0 | 0.0 | 1.1 |
| 2303 | 429210.89 | 4757246.44 | 268.50 | 0 | N | A | -33.5 | 11.8 | 0.0 | 0.0 | 0.0 | 75.9 | 5.9 | -1.4 | 0.0 | 0.0 | 4.6 | 0.0 | 0.0 | -106.7 |
| 2303 | 429210.89 | 4757246.44 | 268.50 | 0 | E | A | -33.5 | 11.8 | 0.0 | 0.0 | 0.0 | 75.9 | 5.9 | -1.4 | 0.0 | 0.0 | 4.6 | 0.0 | 0.0 | -106.7 |
| 2343 | 429046.20 | 4757347.52 | 255.76 | 0 | D | A | 74.3 | 6.8 | 0.0 | 0.0 | 0.0 | 75.5 | 5.7 | -1.5 | 0.0 | 0.0 | 4.6 | 0.0 | 0.0 | -3.1 |
| 2343 | 429046.20 | 4757347.52 | 255.76 | 0 | N | A | -33.5 | 6.8 | 0.0 | 0.0 | 0.0 | 75.5 | 5.7 | -1.5 | 0.0 | 0.0 | 4.6 | 0.0 | 0.0 | -110.9 |
| 2343 | 429046.20 | 4757347.52 | 255.76 | 0 | E | A | -33.5 | 6.8 | 0.0 | 0.0 | 0.0 | 75.5 | 5.7 | -1.5 | 0.0 | 0.0 | 4.6 | 0.0 | 0.0 | -110.9 |
| 2356 | 429049.06 | 4757347.88 | 255.15 | 0 | D | A | 74.3 | 0.4 | 0.0 | 0.0 | 0.0 | 75.5 | 5.7 | -1.5 | 0.0 | 0.0 | 4.6 | 0.0 | 0.0 | -9.5 |
| 2356 | 429049.06 | 4757347.88 | 255.15 | 0 | N | A | -33.5 | 0.4 | 0.0 | 0.0 | 0.0 | 75.5 | 5.7 | -1.5 | 0.0 | 0.0 | 4.6 | 0.0 | 0.0 | -117.3 |
| 2356 | 429049.06 | 4757347.88 | 255.15 | 0 | E | A | -33.5 | 0.4 | 0.0 | 0.0 | 0.0 | 75.5 | 5.7 | -1.5 | 0.0 | 0.0 | 4.6 | 0.0 | 0.0 | -117.3 |
| 2371 | 429052.87 | 4757348.37 | 254.35 | 0 | D | A | 74.3 | 8.3 | 0.0 | 0.0 | 0.0 | 75.5 | 5.7 | -1.5 | 0.0 | 0.0 | 5.1 | 0.0 | 0.0 | -2.2 |
| 2371 | 429052.87 | 4757348.37 | 254.35 | 0 | N | A | -33.5 | 8.3 | 0.0 | 0.0 | 0.0 | 75.5 | 5.7 | -1.5 | 0.0 | 0.0 | 5.1 | 0.0 | 0.0 | -110.0 |
| 2371 | 429052.87 | 4757348.37 | 254.35 | 0 | E | A | -33.5 | 8.3 | 0.0 | 0.0 | 0.0 | 75.5 | 5.7 | -1.5 | 0.0 | 0.0 | 5.1 | 0.0 | 0.0 | -110.0 |
| 2467 | 429015.28 | 4757334.22 | 259.25 | 0 | D | A | 74.3 | 5.3 | 0.0 | 0.0 | 0.0 | 75.6 | 5.7 | -1.6 | 0.0 | 0.0 | 4.6 | 0.0 | 0.0 | -4.8 |

| Line Source, ISO 9613, Name: "Haul Truck (Cover Activity)", ID: "!060203!Haul Truck_Cover Activity" | | | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Nr. | X | Y | Z | Refl. | DEN | Freq. | Lw | l/a | Optime | K0 | Di | Adiv | Aatm | Agr | Afol | Ahous | Abar | Cmet | RL | Lr |
| | (m) | (m) | (m) | | | (Hz) | dB(A) | dB | dB | (dB) | (dB) | (dB) | (dB) | (dB) | (dB) | (dB) | (dB) | (dB) | (dB) | dB(A) |
| 2467 | 429015.28 | 4757334.22 | 259.25 | 0 | N | A | -33.5 | 5.3 | 0.0 | 0.0 | 0.0 | 75.6 | 5.7 | -1.6 | 0.0 | 0.0 | 4.6 | 0.0 | 0.0 | -112.5 |
| 2467 | 429015.28 | 4757334.22 | 259.25 | 0 | E | A | -33.5 | 5.3 | 0.0 | 0.0 | 0.0 | 75.6 | 5.7 | -1.6 | 0.0 | 0.0 | 4.6 | 0.0 | 0.0 | -112.5 |
| 2481 | 429012.72 | 4757339.35 | 257.84 | 0 | D | A | 74.3 | 9.3 | 0.0 | 0.0 | 0.0 | 75.6 | 5.7 | -1.6 | 0.0 | 0.0 | 4.6 | 0.0 | 0.0 | -0.7 |
| 2481 | 429012.72 | 4757339.35 | 257.84 | 0 | N | A | -33.5 | 9.3 | 0.0 | 0.0 | 0.0 | 75.6 | 5.7 | -1.6 | 0.0 | 0.0 | 4.6 | 0.0 | 0.0 | -108.5 |
| 2481 | 429012.72 | 4757339.35 | 257.84 | 0 | E | A | -33.5 | 9.3 | 0.0 | 0.0 | 0.0 | 75.6 | 5.7 | -1.6 | 0.0 | 0.0 | 4.6 | 0.0 | 0.0 | -108.5 |
| 2525 | 429188.00 | 4757249.94 | 268.50 | 0 | D | A | 74.3 | 10.5 | 0.0 | 0.0 | 0.0 | 75.9 | 5.9 | -1.3 | 0.0 | 0.0 | 4.6 | 0.0 | 0.0 | -0.2 |
| 2525 | 429188.00 | 4757249.94 | 268.50 | 0 | N | A | -33.5 | 10.5 | 0.0 | 0.0 | 0.0 | 75.9 | 5.9 | -1.3 | 0.0 | 0.0 | 4.6 | 0.0 | 0.0 | -108.0 |
| 2525 | 429188.00 | 4757249.94 | 268.50 | 0 | E | A | -33.5 | 10.5 | 0.0 | 0.0 | 0.0 | 75.9 | 5.9 | -1.3 | 0.0 | 0.0 | 4.6 | 0.0 | 0.0 | -108.0 |
| 2539 | 428845.13 | 4757660.44 | 243.50 | 0 | D | A | 74.3 | 8.7 | 0.0 | 0.0 | 0.0 | 74.2 | 5.1 | -2.0 | 0.0 | 0.0 | 14.6 | 0.0 | 0.0 | -8.8 |
| 2539 | 428845.13 | 4757660.44 | 243.50 | 0 | N | A | -33.5 | 8.7 | 0.0 | 0.0 | 0.0 | 74.2 | 5.1 | -2.0 | 0.0 | 0.0 | 14.6 | 0.0 | 0.0 | -116.6 |
| 2539 | 428845.13 | 4757660.44 | 243.50 | 0 | E | A | -33.5 | 8.7 | 0.0 | 0.0 | 0.0 | 74.2 | 5.1 | -2.0 | 0.0 | 0.0 | 14.6 | 0.0 | 0.0 | -116.6 |
| 2620 | 429166.32 | 4757367.17 | 249.56 | 0 | D | A | 74.3 | 9.5 | 0.0 | 0.0 | 0.0 | 75.3 | 5.6 | -1.2 | 0.0 | 0.0 | 4.5 | 0.0 | 0.0 | -0.4 |
| 2620 | 429166.32 | 4757367.17 | 249.56 | 0 | N | A | -33.5 | 9.5 | 0.0 | 0.0 | 0.0 | 75.3 | 5.6 | -1.2 | 0.0 | 0.0 | 4.5 | 0.0 | 0.0 | -108.2 |
| 2620 | 429166.32 | 4757367.17 | 249.56 | 0 | E | A | -33.5 | 9.5 | 0.0 | 0.0 | 0.0 | 75.3 | 5.6 | -1.2 | 0.0 | 0.0 | 4.5 | 0.0 | 0.0 | -108.2 |
| 2648 | 428837.40 | 4757660.36 | 243.50 | 0 | D | A | 74.3 | 8.3 | 0.0 | 0.0 | 0.0 | 74.2 | 5.1 | -2.0 | 0.0 | 0.0 | 14.5 | 0.0 | 0.0 | -9.2 |
| 2648 | 428837.40 | 4757660.36 | 243.50 | 0 | N | A | -33.5 | 8.3 | 0.0 | 0.0 | 0.0 | 74.2 | 5.1 | -2.0 | 0.0 | 0.0 | 14.5 | 0.0 | 0.0 | -117.0 |
| 2648 | 428837.40 | 4757660.36 | 243.50 | 0 | E | A | -33.5 | 8.3 | 0.0 | 0.0 | 0.0 | 74.2 | 5.1 | -2.0 | 0.0 | 0.0 | 14.5 | 0.0 | 0.0 | -117.0 |
| 2716 | 429178.35 | 4757251.41 | 268.12 | 0 | D | A | 74.3 | 9.2 | 0.0 | 0.0 | 0.0 | 75.9 | 5.9 | -1.3 | 0.0 | 0.0 | 4.6 | 0.0 | 0.0 | -1.5 |
| 2716 | 429178.35 | 4757251.41 | 268.12 | 0 | N | A | -33.5 | 9.2 | 0.0 | 0.0 | 0.0 | 75.9 | 5.9 | -1.3 | 0.0 | 0.0 | 4.6 | 0.0 | 0.0 | -109.3 |
| 2716 | 429178.35 | 4757251.41 | 268.12 | 0 | E | A | -33.5 | 9.2 | 0.0 | 0.0 | 0.0 | 75.9 | 5.9 | -1.3 | 0.0 | 0.0 | 4.6 | 0.0 | 0.0 | -109.3 |
| 2756 | 429110.92 | 4757261.72 | 264.29 | 0 | D | A | 74.3 | 9.1 | 0.0 | 0.0 | 0.0 | 75.9 | 5.9 | -1.5 | 0.0 | 0.0 | 4.6 | 0.0 | 0.0 | -1.5 |
| 2756 | 429110.92 | 4757261.72 | 264.29 | 0 | N | A | -33.5 | 9.1 | 0.0 | 0.0 | 0.0 | 75.9 | 5.9 | -1.5 | 0.0 | 0.0 | 4.6 | 0.0 | 0.0 | -109.3 |
| 2756 | 429110.92 | 4757261.72 | 264.29 | 0 | E | A | -33.5 | 9.1 | 0.0 | 0.0 | 0.0 | 75.9 | 5.9 | -1.5 | 0.0 | 0.0 | 4.6 | 0.0 | 0.0 | -109.3 |
| 2812 | 429162.91 | 4757362.40 | 251.42 | 0 | D | A | 74.3 | 8.5 | 0.0 | 0.0 | 0.0 | 75.3 | 5.6 | -1.3 | 0.0 | 0.0 | 4.5 | 0.0 | 0.0 | -1.5 |
| 2812 | 429162.91 | 4757362.40 | 251.42 | 0 | N | A | -33.5 | 8.5 | 0.0 | 0.0 | 0.0 | 75.3 | 5.6 | -1.3 | 0.0 | 0.0 | 4.5 | 0.0 | 0.0 | -109.3 |
| 2812 | 429162.91 | 4757362.40 | 251.42 | 0 | E | A | -33.5 | 8.5 | 0.0 | 0.0 | 0.0 | 75.3 | 5.6 | -1.3 | 0.0 | 0.0 | 4.5 | 0.0 | 0.0 | -109.3 |
| 2831 | 429159.62 | 4757361.98 | 252.20 | 1 | D | A | 74.3 | -6.5 | 0.0 | 0.0 | 0.0 | 75.4 | 5.6 | -1.4 | 0.0 | 0.0 | 4.6 | 0.0 | 63.6 | -80.0 |
| 2831 | 429159.62 | 4757361.98 | 252.20 | 1 | N | A | -33.5 | -6.5 | 0.0 | 0.0 | 0.0 | 75.4 | 5.6 | -1.4 | 0.0 | 0.0 | 4.6 | 0.0 | 63.6 | -187.7 |
| 2831 | 429159.62 | 4757361.98 | 252.20 | 1 | E | A | -33.5 | -6.5 | 0.0 | 0.0 | 0.0 | 75.4 | 5.6 | -1.4 | 0.0 | 0.0 | 4.6 | 0.0 | 63.6 | -187.7 |
| 2859 | 429170.30 | 4757252.64 | 267.68 | 0 | D | A | 74.3 | 9.0 | 0.0 | 0.0 | 0.0 | 75.9 | 5.9 | -1.3 | 0.0 | 0.0 | 4.6 | 0.0 | 0.0 | -1.7 |
| 2859 | 429170.30 | 4757252.64 | 267.68 | 0 | N | A | -33.5 | 9.0 | 0.0 | 0.0 | 0.0 | 75.9 | 5.9 | -1.3 | 0.0 | 0.0 | 4.6 | 0.0 | 0.0 | -109.5 |
| 2859 | 429170.30 | 4757252.64 | 267.68 | 0 | E | A | -33.5 | 9.0 | 0.0 | 0.0 | 0.0 | 75.9 | 5.9 | -1.3 | 0.0 | 0.0 | 4.6 | 0.0 | 0.0 | -109.5 |
| 2875 | 428901.20 | 4757735.67 | 253.50 | 0 | D | A | 74.3 | 6.7 | 0.0 | 0.0 | 0.0 | 73.6 | 4.8 | -2.1 | 0.0 | 0.0 | 16.0 | 0.0 | 0.0 | -11.4 |
| 2875 | 428901.20 | 4757735.67 | 253.50 | 0 | N | A | -33.5 | 6.7 | 0.0 | 0.0 | 0.0 | 73.6 | 4.8 | -2.1 | 0.0 | 0.0 | 16.0 | 0.0 | 0.0 | -119.2 |
| 2875 | 428901.20 | 4757735.67 | 253.50 | 0 | E | A | -33.5 | 6.7 | 0.0 | 0.0 | 0.0 | 73.6 | 4.8 | -2.1 | 0.0 | 0.0 | 16.0 | 0.0 | 0.0 | -119.2 |
| 2901 | 429151.00 | 4757360.88 | 252.39 | 0 | D | A | 74.3 | 8.3 | 0.0 | 0.0 | 0.0 | 75.4 | 5.6 | -1.3 | 0.0 | 0.0 | 4.5 | 0.0 | 0.0 | -1.7 |
| 2901 | 429151.00 | 4757360.88 | 252.39 | 0 | N | A | -33.5 | 8.3 | 0.0 | 0.0 | 0.0 | 75.4 | 5.6 | -1.3 | 0.0 | 0.0 | 4.5 | 0.0 | 0.0 | -109.5 |
| 2901 | 429151.00 | 4757360.88 | 252.39 | 0 | E | A | -33.5 | 8.3 | 0.0 | 0.0 | 0.0 | 75.4 | 5.6 | -1.3 | 0.0 | 0.0 | 4.5 | 0.0 | 0.0 | -109.5 |
| 2941 | 429098.74 | 4757263.58 | 263.50 | 0 | D | A | 74.3 | 8.1 | 0.0 | 0.0 | 0.0 | 75.9 | 5.9 | -1.5 | 0.0 | 0.0 | 4.6 | 0.0 | 0.0 | -2.5 |
| 2941 | 429098.74 | 4757263.58 | 263.50 | 0 | N | A | -33.5 | 8.1 | 0.0 | 0.0 | 0.0 | 75.9 | 5.9 | -1.5 | 0.0 | 0.0 | 4.6 | 0.0 | 0.0 | -110.3 |
| 2941 | 429098.74 | 4757263.58 | 263.50 | 0 | E | A | -33.5 | 8.1 | 0.0 | 0.0 | 0.0 | 75.9 | 5.9 | -1.5 | 0.0 | 0.0 | 4.6 | 0.0 | 0.0 | -110.3 |
| 2984 | 429248.73 | 4757240.66 | 268.50 | 0 | D | A | 74.3 | 8.0 | 0.0 | 0.0 | 0.0 | 75.9 | 5.9 | -1.2 | 0.0 | 0.0 | 4.5 | 0.0 | 0.0 | -2.8 |
| 2984 | 429248.73 | 4757240.66 | 268.50 | 0 | N | A | -33.5 | 8.0 | 0.0 | 0.0 | 0.0 | 75.9 | 5.9 | -1.2 | 0.0 | 0.0 | 4.5 | 0.0 | 0.0 | -110.6 |
| 2984 | 429248.73 | 4757240.66 | 268.50 | 0 | E | A | -33.5 | 8.0 | 0.0 | 0.0 | 0.0 | 75.9 | 5.9 | -1.2 | 0.0 | 0.0 | 4.5 | 0.0 | 0.0 | -110.6 |
| 3010 | 429156.92 | 4757361.64 | 252.33 | 0 | D | A | 74.3 | 7.2 | 0.0 | 0.0 | 0.0 | 75.4 | 5.6 | -1.3 | 0.0 | 0.0 | 4.5 | 0.0 | 0.0 | -2.8 |
| 3010 | 429156.92 | 4757361.64 | 252.33 | 0 | N | A | -33.5 | 7.2 | 0.0 | 0.0 | 0.0 | 75.4 | 5.6 | -1.3 | 0.0 | 0.0 | 4.5 | 0.0 | 0.0 | -110.6 |
| 3010 | 429156.92 | 4757361.64 | 252.33 | 0 | E | A | -33.5 | 7.2 | 0.0 | 0.0 | 0.0 | 75.4 | 5.6 | -1.3 | 0.0 | 0.0 | 4.5 | 0.0 | 0.0 | -110.6 |
| 3024 | 429157.06 | 4757361.66 | 252.32 | 1 | D | A | 74.3 | 6.9 | 0.0 | 0.0 | 0.0 | 75.4 | 5.6 | -1.4 | 0.0 | 0.0 | 4.6 | 0.0 | 63.6 | -66.5 |
| 3024 | 429157.06 | 4757361.66 | 252.32 | 1 | N | A | -33.5 | 6.9 | 0.0 | 0.0 | 0.0 | 75.4 | 5.6 | -1.4 | 0.0 | 0.0 | 4.6 | 0.0 | 63.6 | -174.3 |
| 3024 | 429157.06 | 4757361.66 | 252.32 | 1 | E | A | -33.5 | 6.9 | 0.0 | 0.0 | 0.0 | 75.4 | 5.6 | -1.4 | 0.0 | 0.0 | 4.6 | 0.0 | 63.6 | -174.3 |
| 3088 | 429196.31 | 4757248.67 | 268.50 | 0 | D | A | 74.3 | 7.5 | 0.0 | 0.0 | 0.0 | 75.9 | 5.9 | -1.3 | 0.0 | 0.0 | 4.6 | 0.0 | 0.0 | -3.2 |
| 3088 | 429196.31 | 4757248.67 | 268.50 | 0 | N | A | -33.5 | 7.5 | 0.0 | 0.0 | 0.0 | 75.9 | 5.9 | -1.3 | 0.0 | 0.0 | 4.6 | 0.0 | 0.0 | -111.0 |
| 3088 | 429196.31 | 4757248.67 | 268.50 | 0 | E | A | -33.5 | 7.5 | 0.0 | 0.0 | 0.0 | 75.9 | 5.9 | -1.3 | 0.0 | 0.0 | 4.6 | 0.0 | 0.0 | -111.0 |
| 3116 | 429166.32 | 4757373.83 | 248.50 | 0 | D | A | 74.3 | 6.7 | 0.0 | 0.0 | 0.0 | 75.3 | 5.6 | -1.2 | 0.0 | 0.0 | 4.5 | 0.0 | 0.0 | -3.2 |
| 3116 | 429166.32 | 4757373.83 | 248.50 | 0 | N | A | -33.5 | 6.7 | 0.0 | 0.0 | 0.0 | 75.3 | 5.6 | -1.2 | 0.0 | 0.0 | 4.5 | 0.0 | 0.0 | -111.0 |
| 3116 | 429166.32 | 4757373.83 | 248.50 | 0 | E | A | -33.5 | 6.7 | 0.0 | 0.0 | 0.0 | 75.3 | 5.6 | -1.2 | 0.0 | 0.0 | 4.5 | 0.0 | 0.0 | -111.0 |
| 3141 | 429104.43 | 4757262.71 | 263.72 | 0 | D | A | 74.3 | 7.1 | 0.0 | 0.0 | 0.0 | 75.9 | 5.9 | -1.5 | 0.0 | 0.0 | 4.6 | 0.0 | 0.0 | -3.5 |
| 3141 | 429104.43 | 4757262.71 | 263.72 | 0 | N | A | -33.5 | 7.1 | 0.0 | 0.0 | 0.0 | 75.9 | 5.9 | -1.5 | 0.0 | 0.0 | 4.6 | 0.0 | 0.0 | -111.3 |
| 3141 | 429104.43 | 4757262.71 | 263.72 | 0 | E | A | -33.5 | 7.1 | 0.0 | 0.0 | 0.0 | 75.9 | 5.9 | -1.5 | 0.0 | 0.0 | 4.6 | 0.0 | 0.0 | -111.3 |
| 3169 | 428832.50 | 4757660.31 | 243.50 | 0 | D | A | 74.3 | 4.9 | 0.0 | 0.0 | 0.0 | 74.2 | 5.1 | -2.0 | 0.0 | 0.0 | 14.5 | 0.0 | 0.0 | -12.6 |
| 3169 | 428832.50 | 4757660.31 | 243.50 | 0 | N | A | -33.5 | 4.9 | 0.0 | 0.0 | 0.0 | 74.2 | 5.1 | -2.0 | 0.0 | 0.0 | 14.5 | 0.0 | 0.0 | -120.4 |
| 3169 | 428832.50 | 4757660.31 | 243.50 | 0 | E | A | -33.5 | 4.9 | 0.0 | 0.0 | 0.0 | 74.2 | 5.1 | -2.0 | 0.0 | 0.0 | 14.5 | 0.0 | 0.0 | -120.4 |
| 3206 | 429201.28 | 4757247.91 | 268.50 | 0 | D | A | 74.3 | 6.5 | 0.0 | 0.0 | 0.0 | 75.9 | 5.9 | -1.3 | 0.0 | 0.0 | 4.6 | 0.0 | 0.0 | -4.2 |

| Line Source, ISO 9613, Name: "Haul Truck (Cover Activity)", ID: "!060203!Haul Truck_Cover Activity" | | | | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Nr. | X | Y | Z | Refl. | DEN | Freq. | Lw | l/a | Optime | K0 | Di | Adiv | Aatm | Agr | Afol | Ahous | Abar | Cmet | RL | Lr |
| | (m) | (m) | (m) | | | (Hz) | dB(A) | dB | dB | (dB) | (dB) | (dB) | (dB) | (dB) | (dB) | (dB) | (dB) | (dB) | (dB) | dB(A) |
| 3206 | 429201.28 | 4757247.91 | 268.50 | 0 | N | A | -33.5 | 6.5 | 0.0 | 0.0 | 0.0 | 75.9 | 5.9 | -1.3 | 0.0 | 0.0 | 4.6 | 0.0 | 0.0 | -112.0 |
| 3206 | 429201.28 | 4757247.91 | 268.50 | 0 | E | A | -33.5 | 6.5 | 0.0 | 0.0 | 0.0 | 75.9 | 5.9 | -1.3 | 0.0 | 0.0 | 4.6 | 0.0 | 0.0 | -112.0 |
| 3258 | 429029.36 | 4757306.05 | 263.22 | 0 | D | A | 74.3 | 6.0 | 0.0 | 0.0 | 0.0 | 75.7 | 5.8 | -1.6 | 0.0 | 0.0 | 4.6 | 0.0 | 0.0 | -4.2 |
| 3258 | 429029.36 | 4757306.05 | 263.22 | 0 | N | A | -33.5 | 6.0 | 0.0 | 0.0 | 0.0 | 75.7 | 5.8 | -1.6 | 0.0 | 0.0 | 4.6 | 0.0 | 0.0 | -112.0 |
| 3258 | 429029.36 | 4757306.05 | 263.22 | 0 | E | A | -33.5 | 6.0 | 0.0 | 0.0 | 0.0 | 75.7 | 5.8 | -1.6 | 0.0 | 0.0 | 4.6 | 0.0 | 0.0 | -112.0 |
| 3305 | 429220.15 | 4757245.03 | 268.50 | 0 | D | A | 74.3 | 5.7 | 0.0 | 0.0 | 0.0 | 75.9 | 5.9 | -1.4 | 0.0 | 0.0 | 4.6 | 0.0 | 0.0 | -5.0 |
| 3305 | 429220.15 | 4757245.03 | 268.50 | 0 | N | A | -33.5 | 5.7 | 0.0 | 0.0 | 0.0 | 75.9 | 5.9 | -1.4 | 0.0 | 0.0 | 4.6 | 0.0 | 0.0 | -112.7 |
| 3305 | 429220.15 | 4757245.03 | 268.50 | 0 | E | A | -33.5 | 5.7 | 0.0 | 0.0 | 0.0 | 75.9 | 5.9 | -1.4 | 0.0 | 0.0 | 4.6 | 0.0 | 0.0 | -112.7 |
| 3424 | 428997.63 | 4757791.50 | 271.00 | 0 | D | A | 74.3 | -1.9 | 0.0 | 0.0 | 0.0 | 73.0 | 4.6 | -2.0 | 0.0 | 0.0 | 4.6 | 0.0 | 0.0 | -7.9 |
| 3424 | 428997.63 | 4757791.50 | 271.00 | 0 | N | A | -33.5 | -1.9 | 0.0 | 0.0 | 0.0 | 73.0 | 4.6 | -2.0 | 0.0 | 0.0 | 4.6 | 0.0 | 0.0 | -115.7 |
| 3424 | 428997.63 | 4757791.50 | 271.00 | 0 | E | A | -33.5 | -1.9 | 0.0 | 0.0 | 0.0 | 73.0 | 4.6 | -2.0 | 0.0 | 0.0 | 4.6 | 0.0 | 0.0 | -115.7 |
| 3438 | 429030.88 | 4757303.03 | 263.50 | 0 | D | A | 74.3 | 0.8 | 0.0 | 0.0 | 0.0 | 75.8 | 5.8 | -1.6 | 0.0 | 0.0 | 4.6 | 0.0 | 0.0 | -9.4 |
| 3438 | 429030.88 | 4757303.03 | 263.50 | 0 | N | A | -33.5 | 0.8 | 0.0 | 0.0 | 0.0 | 75.8 | 5.8 | -1.6 | 0.0 | 0.0 | 4.6 | 0.0 | 0.0 | -117.2 |
| 3438 | 429030.88 | 4757303.03 | 263.50 | 0 | E | A | -33.5 | 0.8 | 0.0 | 0.0 | 0.0 | 75.8 | 5.8 | -1.6 | 0.0 | 0.0 | 4.6 | 0.0 | 0.0 | -117.2 |
| 3477 | 428841.11 | 4757660.40 | 243.50 | 0 | D | A | 74.3 | -1.6 | 0.0 | 0.0 | 0.0 | 74.2 | 5.1 | -2.0 | 0.0 | 0.0 | 14.5 | 0.0 | 0.0 | -19.1 |
| 3477 | 428841.11 | 4757660.40 | 243.50 | 0 | N | A | -33.5 | -1.6 | 0.0 | 0.0 | 0.0 | 74.2 | 5.1 | -2.0 | 0.0 | 0.0 | 14.5 | 0.0 | 0.0 | -126.9 |
| 3477 | 428841.11 | 4757660.40 | 243.50 | 0 | E | A | -33.5 | -1.6 | 0.0 | 0.0 | 0.0 | 74.2 | 5.1 | -2.0 | 0.0 | 0.0 | 14.5 | 0.0 | 0.0 | -126.9 |
| 3504 | 429028.29 | 4757308.19 | 262.88 | 0 | D | A | 74.3 | -0.8 | 0.0 | 0.0 | 0.0 | 75.7 | 5.8 | -1.6 | 0.0 | 0.0 | 4.6 | 0.0 | 0.0 | -11.0 |
| 3504 | 429028.29 | 4757308.19 | 262.88 | 0 | N | A | -33.5 | -0.8 | 0.0 | 0.0 | 0.0 | 75.7 | 5.8 | -1.6 | 0.0 | 0.0 | 4.6 | 0.0 | 0.0 | -118.8 |
| 3504 | 429028.29 | 4757308.19 | 262.88 | 0 | E | A | -33.5 | -0.8 | 0.0 | 0.0 | 0.0 | 75.7 | 5.8 | -1.6 | 0.0 | 0.0 | 4.6 | 0.0 | 0.0 | -118.8 |
| 3529 | 429030.43 | 4757303.93 | 263.50 | 0 | D | A | 74.3 | -1.0 | 0.0 | 0.0 | 0.0 | 75.8 | 5.8 | -1.6 | 0.0 | 0.0 | 4.6 | 0.0 | 0.0 | -11.2 |
| 3529 | 429030.43 | 4757303.93 | 263.50 | 0 | N | A | -33.5 | -1.0 | 0.0 | 0.0 | 0.0 | 75.8 | 5.8 | -1.6 | 0.0 | 0.0 | 4.6 | 0.0 | 0.0 | -119.0 |
| 3529 | 429030.43 | 4757303.93 | 263.50 | 0 | E | A | -33.5 | -1.0 | 0.0 | 0.0 | 0.0 | 75.8 | 5.8 | -1.6 | 0.0 | 0.0 | 4.6 | 0.0 | 0.0 | -119.0 |
| 3587 | 429166.32 | 4757376.51 | 248.50 | 0 | D | A | 74.3 | -1.7 | 0.0 | 0.0 | 0.0 | 75.3 | 5.6 | -1.2 | 0.0 | 0.0 | 4.5 | 0.0 | 0.0 | -11.5 |
| 3587 | 429166.32 | 4757376.51 | 248.50 | 0 | N | A | -33.5 | -1.7 | 0.0 | 0.0 | 0.0 | 75.3 | 5.6 | -1.2 | 0.0 | 0.0 | 4.5 | 0.0 | 0.0 | -119.3 |
| 3587 | 429166.32 | 4757376.51 | 248.50 | 0 | E | A | -33.5 | -1.7 | 0.0 | 0.0 | 0.0 | 75.3 | 5.6 | -1.2 | 0.0 | 0.0 | 4.5 | 0.0 | 0.0 | -119.3 |
| 3660 | 429031.26 | 4757302.27 | 263.50 | 0 | D | A | 74.3 | -3.2 | 0.0 | 0.0 | 0.0 | 75.8 | 5.8 | -1.6 | 0.0 | 0.0 | 4.6 | 0.0 | 0.0 | -13.4 |
| 3660 | 429031.26 | 4757302.27 | 263.50 | 0 | N | A | -33.5 | -3.2 | 0.0 | 0.0 | 0.0 | 75.8 | 5.8 | -1.6 | 0.0 | 0.0 | 4.6 | 0.0 | 0.0 | -121.2 |
| 3660 | 429031.26 | 4757302.27 | 263.50 | 0 | E | A | -33.5 | -3.2 | 0.0 | 0.0 | 0.0 | 75.8 | 5.8 | -1.6 | 0.0 | 0.0 | 4.6 | 0.0 | 0.0 | -121.2 |

| Line Source, ISO 9613, Name: "Haul Truck (Final Cover Activity)", ID: "!06020000!Haul_Truck_Cover Activity" | | | | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Nr. | X | Y | Z | Refl. | DEN | Freq. | Lw | l/a | Optime | K0 | Di | Adiv | Aatm | Agr | Afol | Ahous | Abar | Cmet | RL | Lr |
| | (m) | (m) | (m) | | | (Hz) | dB(A) | dB | dB | (dB) | (dB) | (dB) | (dB) | (dB) | (dB) | (dB) | (dB) | (dB) | (dB) | dB(A) |
| 184 | 429007.06 | 4757984.99 | 271.00 | 0 | D | A | 74.3 | 25.3 | 0.0 | 0.0 | 0.0 | 71.7 | 4.1 | -2.0 | 0.0 | 0.0 | 4.7 | 0.0 | 0.0 | 21.2 |
| 184 | 429007.06 | 4757984.99 | 271.00 | 0 | N | A | -33.5 | 25.3 | 0.0 | 0.0 | 0.0 | 71.7 | 4.1 | -2.0 | 0.0 | 0.0 | 4.7 | 0.0 | 0.0 | -86.6 |
| 184 | 429007.06 | 4757984.99 | 271.00 | 0 | E | A | -33.5 | 25.3 | 0.0 | 0.0 | 0.0 | 71.7 | 4.1 | -2.0 | 0.0 | 0.0 | 4.7 | 0.0 | 0.0 | -86.6 |
| 253 | 429008.99 | 4758468.81 | 271.00 | 0 | D | A | 74.3 | 20.6 | 0.0 | 0.0 | 0.0 | 67.2 | 2.8 | -1.8 | 0.0 | 0.0 | 5.0 | 0.0 | 0.0 | 21.8 |
| 253 | 429008.99 | 4758468.81 | 271.00 | 0 | N | A | -33.5 | 20.6 | 0.0 | 0.0 | 0.0 | 67.2 | 2.8 | -1.8 | 0.0 | 0.0 | 5.0 | 0.0 | 0.0 | -86.0 |
| 253 | 429008.99 | 4758468.81 | 271.00 | 0 | E | A | -33.5 | 20.6 | 0.0 | 0.0 | 0.0 | 67.2 | 2.8 | -1.8 | 0.0 | 0.0 | 5.0 | 0.0 | 0.0 | -86.0 |
| 271 | 429015.07 | 4758632.72 | 271.00 | 0 | D | A | 74.3 | 18.3 | 0.0 | 0.0 | 0.0 | 65.3 | 2.3 | -1.6 | 0.0 | 0.0 | 4.7 | 0.0 | 0.0 | 21.9 |
| 271 | 429015.07 | 4758632.72 | 271.00 | 0 | N | A | -33.5 | 18.3 | 0.0 | 0.0 | 0.0 | 65.3 | 2.3 | -1.6 | 0.0 | 0.0 | 4.7 | 0.0 | 0.0 | -85.9 |
| 271 | 429015.07 | 4758632.72 | 271.00 | 0 | E | A | -33.5 | 18.3 | 0.0 | 0.0 | 0.0 | 65.3 | 2.3 | -1.6 | 0.0 | 0.0 | 4.7 | 0.0 | 0.0 | -85.9 |
| 280 | 429008.04 | 4758229.80 | 271.00 | 0 | D | A | 74.3 | 21.7 | 0.0 | 0.0 | 0.0 | 69.6 | 3.4 | -1.9 | 0.0 | 0.0 | 4.7 | 0.0 | 0.0 | 20.2 |
| 280 | 429008.04 | 4758229.80 | 271.00 | 0 | N | A | -33.5 | 21.7 | 0.0 | 0.0 | 0.0 | 69.6 | 3.4 | -1.9 | 0.0 | 0.0 | 4.7 | 0.0 | 0.0 | -87.6 |
| 280 | 429008.04 | 4758229.80 | 271.00 | 0 | E | A | -33.5 | 21.7 | 0.0 | 0.0 | 0.0 | 69.6 | 3.4 | -1.9 | 0.0 | 0.0 | 4.7 | 0.0 | 0.0 | -87.6 |
| 357 | 428991.86 | 4757661.98 | 243.50 | 0 | D | A | 74.3 | 24.6 | 0.0 | 0.0 | 0.0 | 73.9 | 5.0 | -1.9 | 0.0 | 0.0 | 13.9 | 0.0 | 0.0 | 8.1 |
| 357 | 428991.86 | 4757661.98 | 243.50 | 0 | N | A | -33.5 | 24.6 | 0.0 | 0.0 | 0.0 | 73.9 | 5.0 | -1.9 | 0.0 | 0.0 | 13.9 | 0.0 | 0.0 | -99.7 |
| 357 | 428991.86 | 4757661.98 | 243.50 | 0 | E | A | -33.5 | 24.6 | 0.0 | 0.0 | 0.0 | 73.9 | 5.0 | -1.9 | 0.0 | 0.0 | 13.9 | 0.0 | 0.0 | -99.7 |
| 393 | 429008.50 | 4758345.89 | 271.00 | 0 | D | A | 74.3 | 18.3 | 0.0 | 0.0 | 0.0 | 68.5 | 3.1 | -1.9 | 0.0 | 0.0 | 4.7 | 0.0 | 0.0 | 18.1 |
| 393 | 429008.50 | 4758345.89 | 271.00 | 0 | N | A | -33.5 | 18.3 | 0.0 | 0.0 | 0.0 | 68.5 | 3.1 | -1.9 | 0.0 | 0.0 | 4.7 | 0.0 | 0.0 | -89.7 |
| 393 | 429008.50 | 4758345.89 | 271.00 | 0 | E | A | -33.5 | 18.3 | 0.0 | 0.0 | 0.0 | 68.5 | 3.1 | -1.9 | 0.0 | 0.0 | 4.7 | 0.0 | 0.0 | -89.7 |
| 593 | 429009.81 | 4758537.46 | 271.00 | 0 | D | A | 74.3 | 13.3 | 0.0 | 0.0 | 0.0 | 66.4 | 2.6 | -1.7 | 0.0 | 0.0 | 4.9 | 0.0 | 0.0 | 15.4 |
| 593 | 429009.81 | 4758537.46 | 271.00 | 0 | N | A | -33.5 | 13.3 | 0.0 | 0.0 | 0.0 | 66.4 | 2.6 | -1.7 | 0.0 | 0.0 | 4.9 | 0.0 | 0.0 | -92.4 |
| 593 | 429009.81 | 4758537.46 | 271.00 | 0 | E | A | -33.5 | 13.3 | 0.0 | 0.0 | 0.0 | 66.4 | 2.6 | -1.7 | 0.0 | 0.0 | 4.9 | 0.0 | 0.0 | -92.4 |
| 599 | 429166.32 | 4757479.10 | 246.17 | 0 | D | A | 74.3 | 21.3 | 0.0 | 0.0 | 0.0 | 74.7 | 5.3 | -1.2 | 0.0 | 0.0 | 4.5 | 0.0 | 0.0 | 12.2 |
| 599 | 429166.32 | 4757479.10 | 246.17 | 0 | N | A | -33.5 | 21.3 | 0.0 | 0.0 | 0.0 | 74.7 | 5.3 | -1.2 | 0.0 | 0.0 | 4.5 | 0.0 | 0.0 | -95.6 |
| 599 | 429166.32 | 4757479.10 | 246.17 | 0 | E | A | -33.5 | 21.3 | 0.0 | 0.0 | 0.0 | 74.7 | 5.3 | -1.2 | 0.0 | 0.0 | 4.5 | 0.0 | 0.0 | -95.6 |
| 630 | 429012.77 | 4758591.11 | 271.00 | 0 | D | A | 74.3 | 12.0 | 0.0 | 0.0 | 0.0 | 65.8 | 2.4 | -1.6 | 0.0 | 0.0 | 4.8 | 0.0 | 0.0 | 14.9 |
| 630 | 429012.77 | 4758591.11 | 271.00 | 0 | N | A | -33.5 | 12.0 | 0.0 | 0.0 | 0.0 | 65.8 | 2.4 | -1.6 | 0.0 | 0.0 | 4.8 | 0.0 | 0.0 | -92.9 |
| 630 | 429012.77 | 4758591.11 | 271.00 | 0 | E | A | -33.5 | 12.0 | 0.0 | 0.0 | 0.0 | 65.8 | 2.4 | -1.6 | 0.0 | 0.0 | 4.8 | 0.0 | 0.0 | -92.9 |
| 730 | 429012.02 | 4758577.41 | 271.00 | 0 | D | A | 74.3 | 10.7 | 0.0 | 0.0 | 0.0 | 65.9 | 2.5 | -1.7 | 0.0 | 0.0 | 4.8 | 0.0 | 0.0 | 13.4 |
| 730 | 429012.02 | 4758577.41 | 271.00 | 0 | N | A | -33.5 | 10.7 | 0.0 | 0.0 | 0.0 | 65.9 | 2.5 | -1.7 | 0.0 | 0.0 | 4.8 | 0.0 | 0.0 | -94.4 |
| 730 | 429012.02 | 4758577.41 | 271.00 | 0 | E | A | -33.5 | 10.7 | 0.0 | 0.0 | 0.0 | 65.9 | 2.5 | -1.7 | 0.0 | 0.0 | 4.8 | 0.0 | 0.0 | -94.4 |

| Line Source, ISO 9613, Name: "Haul Truck (Final Cover Activity)", ID: "!06020000!Haul_Truck_Cover Activity" | | | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Nr. | X | Y | Z | Refl. | DEN | Freq. | Lw | l/a | Optime | K0 | Di | Adiv | Aatm | Agr | Afol | Ahous | Abar | Cmet | RL | Lr |
| | (m) | (m) | (m) | | | (Hz) | dB(A) | dB | dB | (dB) | (dB) | (dB) | (dB) | (dB) | (dB) | (dB) | (dB) | (dB) | (dB) | dB(A) |
| 745 | 429166.33 | 4757629.19 | 243.50 | 0 | D | A | 74.3 | 18.4 | 0.0 | 0.0 | 0.0 | 73.8 | 4.9 | -0.6 | 0.0 | 0.0 | 4.4 | 0.0 | 0.0 | 10.2 |
| 745 | 429166.33 | 4757629.19 | 243.50 | 0 | N | A | -33.5 | 18.4 | 0.0 | 0.0 | 0.0 | 73.8 | 4.9 | -0.6 | 0.0 | 0.0 | 4.4 | 0.0 | 0.0 | -97.6 |
| 745 | 429166.33 | 4757629.19 | 243.50 | 0 | E | A | -33.5 | 18.4 | 0.0 | 0.0 | 0.0 | 73.8 | 4.9 | -0.6 | 0.0 | 0.0 | 4.4 | 0.0 | 0.0 | -97.6 |
| 837 | 428962.58 | 4757758.58 | 262.53 | 0 | D | A | 74.3 | 17.9 | 0.0 | 0.0 | 0.0 | 73.3 | 4.7 | -2.1 | 0.0 | 0.0 | 11.1 | 0.0 | 0.0 | 5.1 |
| 837 | 428962.58 | 4757758.58 | 262.53 | 0 | N | A | -33.5 | 17.9 | 0.0 | 0.0 | 0.0 | 73.3 | 4.7 | -2.1 | 0.0 | 0.0 | 11.1 | 0.0 | 0.0 | -102.7 |
| 837 | 428962.58 | 4757758.58 | 262.53 | 0 | E | A | -33.5 | 17.9 | 0.0 | 0.0 | 0.0 | 73.3 | 4.7 | -2.1 | 0.0 | 0.0 | 11.1 | 0.0 | 0.0 | -102.7 |
| 843 | 429011.37 | 4758565.74 | 271.00 | 0 | D | A | 74.3 | 10.7 | 0.0 | 0.0 | 0.0 | 66.1 | 2.5 | -1.7 | 0.0 | 0.0 | 4.9 | 0.0 | 0.0 | 13.2 |
| 843 | 429011.37 | 4758565.74 | 271.00 | 0 | N | A | -33.5 | 10.7 | 0.0 | 0.0 | 0.0 | 66.1 | 2.5 | -1.7 | 0.0 | 0.0 | 4.9 | 0.0 | 0.0 | -94.6 |
| 843 | 429011.37 | 4758565.74 | 271.00 | 0 | E | A | -33.5 | 10.7 | 0.0 | 0.0 | 0.0 | 66.1 | 2.5 | -1.7 | 0.0 | 0.0 | 4.9 | 0.0 | 0.0 | -94.6 |
| 846 | 429010.73 | 4758554.06 | 271.00 | 0 | D | A | 74.3 | 10.7 | 0.0 | 0.0 | 0.0 | 66.2 | 2.5 | -1.7 | 0.0 | 0.0 | 4.9 | 0.0 | 0.0 | 13.1 |
| 846 | 429010.73 | 4758554.06 | 271.00 | 0 | N | A | -33.5 | 10.7 | 0.0 | 0.0 | 0.0 | 66.2 | 2.5 | -1.7 | 0.0 | 0.0 | 4.9 | 0.0 | 0.0 | -94.7 |
| 846 | 429010.73 | 4758554.06 | 271.00 | 0 | E | A | -33.5 | 10.7 | 0.0 | 0.0 | 0.0 | 66.2 | 2.5 | -1.7 | 0.0 | 0.0 | 4.9 | 0.0 | 0.0 | -94.7 |
| 874 | 428787.86 | 4757695.90 | 243.50 | 0 | D | A | 74.3 | 18.5 | 0.0 | 0.0 | 0.0 | 74.1 | 5.1 | -2.0 | 0.0 | 0.0 | 16.3 | 0.0 | 0.0 | -0.7 |
| 874 | 428787.86 | 4757695.90 | 243.50 | 0 | N | A | -33.5 | 18.5 | 0.0 | 0.0 | 0.0 | 74.1 | 5.1 | -2.0 | 0.0 | 0.0 | 16.3 | 0.0 | 0.0 | -108.4 |
| 874 | 428787.86 | 4757695.90 | 243.50 | 0 | E | A | -33.5 | 18.5 | 0.0 | 0.0 | 0.0 | 74.1 | 5.1 | -2.0 | 0.0 | 0.0 | 16.3 | 0.0 | 0.0 | -108.4 |
| 877 | 429008.72 | 4758402.41 | 271.00 | 0 | D | A | 74.3 | 12.3 | 0.0 | 0.0 | 0.0 | 67.9 | 2.9 | -1.8 | 0.0 | 0.0 | 4.8 | 0.0 | 0.0 | 12.7 |
| 877 | 429008.72 | 4758402.41 | 271.00 | 0 | N | A | -33.5 | 12.3 | 0.0 | 0.0 | 0.0 | 67.9 | 2.9 | -1.8 | 0.0 | 0.0 | 4.8 | 0.0 | 0.0 | -95.1 |
| 877 | 429008.72 | 4758402.41 | 271.00 | 0 | E | A | -33.5 | 12.3 | 0.0 | 0.0 | 0.0 | 67.9 | 2.9 | -1.8 | 0.0 | 0.0 | 4.8 | 0.0 | 0.0 | -95.1 |
| 924 | 429008.66 | 4758386.66 | 271.00 | 0 | D | A | 74.3 | 11.6 | 0.0 | 0.0 | 0.0 | 68.1 | 3.0 | -1.9 | 0.0 | 0.0 | 4.8 | 0.0 | 0.0 | 11.9 |
| 924 | 429008.66 | 4758386.66 | 271.00 | 0 | N | A | -33.5 | 11.6 | 0.0 | 0.0 | 0.0 | 68.1 | 3.0 | -1.9 | 0.0 | 0.0 | 4.8 | 0.0 | 0.0 | -95.9 |
| 924 | 429008.66 | 4758386.66 | 271.00 | 0 | E | A | -33.5 | 11.6 | 0.0 | 0.0 | 0.0 | 68.1 | 3.0 | -1.9 | 0.0 | 0.0 | 4.8 | 0.0 | 0.0 | -95.9 |
| 930 | 428800.02 | 4757722.04 | 246.29 | 0 | D | A | 74.3 | 17.1 | 0.0 | 0.0 | 0.0 | 73.9 | 5.0 | -2.1 | 0.0 | 0.0 | 17.3 | 0.0 | 0.0 | -2.7 |
| 930 | 428800.02 | 4757722.04 | 246.29 | 0 | N | A | -33.5 | 17.1 | 0.0 | 0.0 | 0.0 | 73.9 | 5.0 | -2.1 | 0.0 | 0.0 | 17.3 | 0.0 | 0.0 | -110.5 |
| 930 | 428800.02 | 4757722.04 | 246.29 | 0 | E | A | -33.5 | 17.1 | 0.0 | 0.0 | 0.0 | 73.9 | 5.0 | -2.1 | 0.0 | 0.0 | 17.3 | 0.0 | 0.0 | -110.5 |
| 936 | 429091.58 | 4757353.31 | 252.23 | 0 | D | A | 74.3 | 14.6 | 0.0 | 0.0 | 0.0 | 75.4 | 5.7 | -1.6 | 0.0 | 0.0 | 5.2 | 0.0 | 0.0 | 4.2 |
| 936 | 429091.58 | 4757353.31 | 252.23 | 0 | N | A | -33.5 | 14.6 | 0.0 | 0.0 | 0.0 | 75.4 | 5.7 | -1.6 | 0.0 | 0.0 | 5.2 | 0.0 | 0.0 | -103.6 |
| 936 | 429091.58 | 4757353.31 | 252.23 | 0 | E | A | -33.5 | 14.6 | 0.0 | 0.0 | 0.0 | 75.4 | 5.7 | -1.6 | 0.0 | 0.0 | 5.2 | 0.0 | 0.0 | -103.6 |
| 980 | 429121.26 | 4757357.09 | 252.29 | 0 | D | A | 74.3 | 14.9 | 0.0 | 0.0 | 0.0 | 75.4 | 5.6 | -1.5 | 0.0 | 0.0 | 4.9 | 0.0 | 0.0 | 4.6 |
| 980 | 429121.26 | 4757357.09 | 252.29 | 0 | N | A | -33.5 | 14.9 | 0.0 | 0.0 | 0.0 | 75.4 | 5.6 | -1.5 | 0.0 | 0.0 | 4.9 | 0.0 | 0.0 | -103.1 |
| 980 | 429121.26 | 4757357.09 | 252.29 | 0 | E | A | -33.5 | 14.9 | 0.0 | 0.0 | 0.0 | 75.4 | 5.6 | -1.5 | 0.0 | 0.0 | 4.9 | 0.0 | 0.0 | -103.1 |
| 983 | 429137.33 | 4757359.14 | 252.33 | 0 | D | A | 74.3 | 2.3 | 0.0 | 0.0 | 0.0 | 75.4 | 5.6 | -1.4 | 0.0 | 0.0 | 4.6 | 0.0 | 0.0 | -7.7 |
| 983 | 429137.33 | 4757359.14 | 252.33 | 0 | N | A | -33.5 | 2.3 | 0.0 | 0.0 | 0.0 | 75.4 | 5.6 | -1.4 | 0.0 | 0.0 | 4.6 | 0.0 | 0.0 | -115.4 |
| 983 | 429137.33 | 4757359.14 | 252.33 | 0 | E | A | -33.5 | 2.3 | 0.0 | 0.0 | 0.0 | 75.4 | 5.6 | -1.4 | 0.0 | 0.0 | 4.6 | 0.0 | 0.0 | -115.4 |
| 986 | 429142.91 | 4757359.85 | 252.34 | 0 | D | A | 74.3 | 9.8 | 0.0 | 0.0 | 0.0 | 75.4 | 5.6 | -1.4 | 0.0 | 0.0 | 4.6 | 0.0 | 0.0 | -0.1 |
| 986 | 429142.91 | 4757359.85 | 252.34 | 0 | N | A | -33.5 | 9.8 | 0.0 | 0.0 | 0.0 | 75.4 | 5.6 | -1.4 | 0.0 | 0.0 | 4.6 | 0.0 | 0.0 | -107.9 |
| 986 | 429142.91 | 4757359.85 | 252.34 | 0 | E | A | -33.5 | 9.8 | 0.0 | 0.0 | 0.0 | 75.4 | 5.6 | -1.4 | 0.0 | 0.0 | 4.6 | 0.0 | 0.0 | -107.9 |
| 1072 | 429166.33 | 4757570.55 | 244.06 | 0 | D | A | 74.3 | 16.8 | 0.0 | 0.0 | 0.0 | 74.2 | 5.1 | -1.0 | 0.0 | 0.0 | 4.5 | 0.0 | 0.0 | 8.4 |
| 1072 | 429166.33 | 4757570.55 | 244.06 | 0 | N | A | -33.5 | 16.8 | 0.0 | 0.0 | 0.0 | 74.2 | 5.1 | -1.0 | 0.0 | 0.0 | 4.5 | 0.0 | 0.0 | -99.4 |
| 1072 | 429166.33 | 4757570.55 | 244.06 | 0 | E | A | -33.5 | 16.8 | 0.0 | 0.0 | 0.0 | 74.2 | 5.1 | -1.0 | 0.0 | 0.0 | 4.5 | 0.0 | 0.0 | -99.4 |
| 1255 | 429150.63 | 4757663.65 | 243.50 | 0 | D | A | 74.3 | 15.0 | 0.0 | 0.0 | 0.0 | 73.6 | 4.9 | -1.2 | 0.0 | 0.0 | 4.5 | 0.0 | 0.0 | 7.4 |
| 1255 | 429150.63 | 4757663.65 | 243.50 | 0 | N | A | -33.5 | 15.0 | 0.0 | 0.0 | 0.0 | 73.6 | 4.9 | -1.2 | 0.0 | 0.0 | 4.5 | 0.0 | 0.0 | -100.3 |
| 1255 | 429150.63 | 4757663.65 | 243.50 | 0 | E | A | -33.5 | 15.0 | 0.0 | 0.0 | 0.0 | 73.6 | 4.9 | -1.2 | 0.0 | 0.0 | 4.5 | 0.0 | 0.0 | -100.3 |
| 1307 | 429071.09 | 4757267.80 | 263.50 | 0 | D | A | 74.3 | 16.9 | 0.0 | 0.0 | 0.0 | 75.9 | 5.9 | -1.6 | 0.0 | 0.0 | 4.6 | 0.0 | 0.0 | 6.5 |
| 1307 | 429071.09 | 4757267.80 | 263.50 | 0 | N | A | -33.5 | 16.9 | 0.0 | 0.0 | 0.0 | 75.9 | 5.9 | -1.6 | 0.0 | 0.0 | 4.6 | 0.0 | 0.0 | -101.3 |
| 1307 | 429071.09 | 4757267.80 | 263.50 | 0 | E | A | -33.5 | 16.9 | 0.0 | 0.0 | 0.0 | 75.9 | 5.9 | -1.6 | 0.0 | 0.0 | 4.6 | 0.0 | 0.0 | -101.3 |
| 1334 | 429002.16 | 4757802.91 | 271.00 | 0 | D | A | 74.3 | 13.8 | 0.0 | 0.0 | 0.0 | 73.0 | 4.6 | -2.0 | 0.0 | 0.0 | 4.7 | 0.0 | 0.0 | 7.8 |
| 1334 | 429002.16 | 4757802.91 | 271.00 | 0 | N | A | -33.5 | 13.8 | 0.0 | 0.0 | 0.0 | 73.0 | 4.6 | -2.0 | 0.0 | 0.0 | 4.7 | 0.0 | 0.0 | -100.0 |
| 1334 | 429002.16 | 4757802.91 | 271.00 | 0 | E | A | -33.5 | 13.8 | 0.0 | 0.0 | 0.0 | 73.0 | 4.6 | -2.0 | 0.0 | 0.0 | 4.7 | 0.0 | 0.0 | -100.0 |
| 1404 | 428852.29 | 4757726.65 | 250.27 | 0 | D | A | 74.3 | 14.4 | 0.0 | 0.0 | 0.0 | 73.8 | 4.9 | -2.1 | 0.0 | 0.0 | 16.8 | 0.0 | 0.0 | -4.7 |
| 1404 | 428852.29 | 4757726.65 | 250.27 | 0 | N | A | -33.5 | 14.4 | 0.0 | 0.0 | 0.0 | 73.8 | 4.9 | -2.1 | 0.0 | 0.0 | 16.8 | 0.0 | 0.0 | -112.5 |
| 1404 | 428852.29 | 4757726.65 | 250.27 | 0 | E | A | -33.5 | 14.4 | 0.0 | 0.0 | 0.0 | 73.8 | 4.9 | -2.1 | 0.0 | 0.0 | 16.8 | 0.0 | 0.0 | -112.5 |
| 1431 | 429008.35 | 4758308.02 | 271.00 | 0 | D | A | 74.3 | 9.4 | 0.0 | 0.0 | 0.0 | 68.9 | 3.2 | -1.9 | 0.0 | 0.0 | 4.7 | 0.0 | 0.0 | 8.8 |
| 1431 | 429008.35 | 4758308.02 | 271.00 | 0 | N | A | -33.5 | 9.4 | 0.0 | 0.0 | 0.0 | 68.9 | 3.2 | -1.9 | 0.0 | 0.0 | 4.7 | 0.0 | 0.0 | -99.0 |
| 1431 | 429008.35 | 4758308.02 | 271.00 | 0 | E | A | -33.5 | 9.4 | 0.0 | 0.0 | 0.0 | 68.9 | 3.2 | -1.9 | 0.0 | 0.0 | 4.7 | 0.0 | 0.0 | -99.0 |
| 1461 | 428886.36 | 4757731.97 | 252.41 | 0 | D | A | 74.3 | 14.0 | 0.0 | 0.0 | 0.0 | 73.7 | 4.9 | -2.1 | 0.0 | 0.0 | 16.3 | 0.0 | 0.0 | -4.5 |
| 1461 | 428886.36 | 4757731.97 | 252.41 | 0 | N | A | -33.5 | 14.0 | 0.0 | 0.0 | 0.0 | 73.7 | 4.9 | -2.1 | 0.0 | 0.0 | 16.3 | 0.0 | 0.0 | -112.2 |
| 1461 | 428886.36 | 4757731.97 | 252.41 | 0 | E | A | -33.5 | 14.0 | 0.0 | 0.0 | 0.0 | 73.7 | 4.9 | -2.1 | 0.0 | 0.0 | 16.3 | 0.0 | 0.0 | -112.2 |
| 1476 | 428923.14 | 4757742.22 | 258.15 | 0 | D | A | 74.3 | 13.9 | 0.0 | 0.0 | 0.0 | 73.5 | 4.8 | -2.1 | 0.0 | 0.0 | 13.3 | 0.0 | 0.0 | -1.3 |
| 1476 | 428923.14 | 4757742.22 | 258.15 | 0 | N | A | -33.5 | 13.9 | 0.0 | 0.0 | 0.0 | 73.5 | 4.8 | -2.1 | 0.0 | 0.0 | 13.3 | 0.0 | 0.0 | -109.1 |
| 1476 | 428923.14 | 4757742.22 | 258.15 | 0 | E | A | -33.5 | 13.9 | 0.0 | 0.0 | 0.0 | 73.5 | 4.8 | -2.1 | 0.0 | 0.0 | 13.3 | 0.0 | 0.0 | -109.1 |
| 1519 | 429166.32 | 4757394.26 | 248.10 | 0 | D | A | 74.3 | 15.4 | 0.0 | 0.0 | 0.0 | 75.2 | 5.5 | -1.2 | 0.0 | 0.0 | 4.5 | 0.0 | 0.0 | 5.7 |
| 1519 | 429166.32 | 4757394.26 | 248.10 | 0 | N | A | -33.5 | 15.4 | 0.0 | 0.0 | 0.0 | 75.2 | 5.5 | -1.2 | 0.0 | 0.0 | 4.5 | 0.0 | 0.0 | -102.1 |
| 1519 | 429166.32 | 4757394.26 | 248.10 | 0 | E | A | -33.5 | 15.4 | 0.0 | 0.0 | 0.0 | 75.2 | 5.5 | -1.2 | 0.0 | 0.0 | 4.5 | 0.0 | 0.0 | -102.1 |

| Line Source, ISO 9613, Name: "Haul Truck (Final Cover Activity)", ID: "!06020000!Haul_Truck_Cover Activity" | | | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Nr. | X | Y | Z | Refl. | DEN | Freq. | Lw | l/a | Optime | K0 | Di | Adiv | Aatm | Agr | Afol | Ahous | Abar | Cmet | RL | Lr |
| | (m) | (m) | (m) | | | (Hz) | dB(A) | dB | dB | (dB) | (dB) | (dB) | (dB) | (dB) | (dB) | (dB) | (dB) | (dB) | (dB) | dB(A) |
| 1558 | 428994.01 | 4757781.43 | 268.51 | 0 | D | A | 74.3 | 13.3 | 0.0 | 0.0 | 0.0 | 73.1 | 4.6 | -2.0 | 0.0 | 0.0 | 4.7 | 0.0 | 0.0 | 7.2 |
| 1558 | 428994.01 | 4757781.43 | 268.51 | 0 | N | A | -33.5 | 13.3 | 0.0 | 0.0 | 0.0 | 73.1 | 4.6 | -2.0 | 0.0 | 0.0 | 4.7 | 0.0 | 0.0 | -100.6 |
| 1558 | 428994.01 | 4757781.43 | 268.51 | 0 | E | A | -33.5 | 13.3 | 0.0 | 0.0 | 0.0 | 73.1 | 4.6 | -2.0 | 0.0 | 0.0 | 4.7 | 0.0 | 0.0 | -100.6 |
| 1676 | 429013.60 | 4757343.36 | 256.78 | 0 | D | A | 74.3 | 7.4 | 0.0 | 0.0 | 0.0 | 75.6 | 5.7 | -1.6 | 0.0 | 0.0 | 4.6 | 0.0 | 0.0 | -2.6 |
| 1676 | 429013.60 | 4757343.36 | 256.78 | 0 | N | A | -33.5 | 7.4 | 0.0 | 0.0 | 0.0 | 75.6 | 5.7 | -1.6 | 0.0 | 0.0 | 4.6 | 0.0 | 0.0 | -110.3 |
| 1676 | 429013.60 | 4757343.36 | 256.78 | 0 | E | A | -33.5 | 7.4 | 0.0 | 0.0 | 0.0 | 75.6 | 5.7 | -1.6 | 0.0 | 0.0 | 4.6 | 0.0 | 0.0 | -110.3 |
| 1689 | 429020.36 | 4757344.23 | 256.66 | 0 | D | A | 74.3 | 9.1 | 0.0 | 0.0 | 0.0 | 75.6 | 5.7 | -1.6 | 0.0 | 0.0 | 4.6 | 0.0 | 0.0 | -0.8 |
| 1689 | 429020.36 | 4757344.23 | 256.66 | 0 | N | A | -33.5 | 9.1 | 0.0 | 0.0 | 0.0 | 75.6 | 5.7 | -1.6 | 0.0 | 0.0 | 4.6 | 0.0 | 0.0 | -108.6 |
| 1689 | 429020.36 | 4757344.23 | 256.66 | 0 | E | A | -33.5 | 9.1 | 0.0 | 0.0 | 0.0 | 75.6 | 5.7 | -1.6 | 0.0 | 0.0 | 4.6 | 0.0 | 0.0 | -108.6 |
| 1705 | 429034.14 | 4757345.98 | 256.42 | 0 | D | A | 74.3 | 12.9 | 0.0 | 0.0 | 0.0 | 75.5 | 5.7 | -1.6 | 0.0 | 0.0 | 4.6 | 0.0 | 0.0 | 3.0 |
| 1705 | 429034.14 | 4757345.98 | 256.42 | 0 | N | A | -33.5 | 12.9 | 0.0 | 0.0 | 0.0 | 75.5 | 5.7 | -1.6 | 0.0 | 0.0 | 4.6 | 0.0 | 0.0 | -104.8 |
| 1705 | 429034.14 | 4757345.98 | 256.42 | 0 | E | A | -33.5 | 12.9 | 0.0 | 0.0 | 0.0 | 75.5 | 5.7 | -1.6 | 0.0 | 0.0 | 4.6 | 0.0 | 0.0 | -104.8 |
| 1771 | 429038.99 | 4757286.80 | 263.50 | 0 | D | A | 74.3 | 15.3 | 0.0 | 0.0 | 0.0 | 75.8 | 5.8 | -1.5 | 0.0 | 0.0 | 4.6 | 0.0 | 0.0 | 4.9 |
| 1771 | 429038.99 | 4757286.80 | 263.50 | 0 | N | A | -33.5 | 15.3 | 0.0 | 0.0 | 0.0 | 75.8 | 5.8 | -1.5 | 0.0 | 0.0 | 4.6 | 0.0 | 0.0 | -102.9 |
| 1771 | 429038.99 | 4757286.80 | 263.50 | 0 | E | A | -33.5 | 15.3 | 0.0 | 0.0 | 0.0 | 75.8 | 5.8 | -1.5 | 0.0 | 0.0 | 4.6 | 0.0 | 0.0 | -102.9 |
| 1829 | 429150.61 | 4757255.65 | 267.01 | 0 | D | A | 74.3 | 15.0 | 0.0 | 0.0 | 0.0 | 75.9 | 5.9 | -1.3 | 0.0 | 0.0 | 4.5 | 0.0 | 0.0 | 4.3 |
| 1829 | 429150.61 | 4757255.65 | 267.01 | 0 | N | A | -33.5 | 15.0 | 0.0 | 0.0 | 0.0 | 75.9 | 5.9 | -1.3 | 0.0 | 0.0 | 4.5 | 0.0 | 0.0 | -103.5 |
| 1829 | 429150.61 | 4757255.65 | 267.01 | 0 | E | A | -33.5 | 15.0 | 0.0 | 0.0 | 0.0 | 75.9 | 5.9 | -1.3 | 0.0 | 0.0 | 4.5 | 0.0 | 0.0 | -103.5 |
| 1869 | 428823.12 | 4757666.77 | 243.50 | 0 | D | A | 74.3 | 13.1 | 0.0 | 0.0 | 0.0 | 74.2 | 5.1 | -2.0 | 0.0 | 0.0 | 14.9 | 0.0 | 0.0 | -4.8 |
| 1869 | 428823.12 | 4757666.77 | 243.50 | 0 | N | A | -33.5 | 13.1 | 0.0 | 0.0 | 0.0 | 74.2 | 5.1 | -2.0 | 0.0 | 0.0 | 14.9 | 0.0 | 0.0 | -112.6 |
| 1869 | 428823.12 | 4757666.77 | 243.50 | 0 | E | A | -33.5 | 13.1 | 0.0 | 0.0 | 0.0 | 74.2 | 5.1 | -2.0 | 0.0 | 0.0 | 14.9 | 0.0 | 0.0 | -112.6 |
| 1907 | 429024.09 | 4757316.60 | 261.77 | 0 | D | A | 74.3 | 12.6 | 0.0 | 0.0 | 0.0 | 75.7 | 5.8 | -1.6 | 0.0 | 0.0 | 4.6 | 0.0 | 0.0 | 2.4 |
| 1907 | 429024.09 | 4757316.60 | 261.77 | 0 | N | A | -33.5 | 12.6 | 0.0 | 0.0 | 0.0 | 75.7 | 5.8 | -1.6 | 0.0 | 0.0 | 4.6 | 0.0 | 0.0 | -105.4 |
| 1907 | 429024.09 | 4757316.60 | 261.77 | 0 | E | A | -33.5 | 12.6 | 0.0 | 0.0 | 0.0 | 75.7 | 5.8 | -1.6 | 0.0 | 0.0 | 4.6 | 0.0 | 0.0 | -105.4 |
| 1920 | 429018.04 | 4757328.70 | 260.19 | 0 | D | A | 74.3 | 9.6 | 0.0 | 0.0 | 0.0 | 75.6 | 5.7 | -1.6 | 0.0 | 0.0 | 4.6 | 0.0 | 0.0 | -0.4 |
| 1920 | 429018.04 | 4757328.70 | 260.19 | 0 | N | A | -33.5 | 9.6 | 0.0 | 0.0 | 0.0 | 75.6 | 5.7 | -1.6 | 0.0 | 0.0 | 4.6 | 0.0 | 0.0 | -108.2 |
| 1920 | 429018.04 | 4757328.70 | 260.19 | 0 | E | A | -33.5 | 9.6 | 0.0 | 0.0 | 0.0 | 75.6 | 5.7 | -1.6 | 0.0 | 0.0 | 4.6 | 0.0 | 0.0 | -108.2 |
| 2007 | 429233.79 | 4757242.94 | 268.50 | 0 | D | A | 74.3 | 13.8 | 0.0 | 0.0 | 0.0 | 75.9 | 5.9 | -1.3 | 0.0 | 0.0 | 4.5 | 0.0 | 0.0 | 3.0 |
| 2007 | 429233.79 | 4757242.94 | 268.50 | 0 | N | A | -33.5 | 13.8 | 0.0 | 0.0 | 0.0 | 75.9 | 5.9 | -1.3 | 0.0 | 0.0 | 4.5 | 0.0 | 0.0 | -104.8 |
| 2007 | 429233.79 | 4757242.94 | 268.50 | 0 | E | A | -33.5 | 13.8 | 0.0 | 0.0 | 0.0 | 75.9 | 5.9 | -1.3 | 0.0 | 0.0 | 4.5 | 0.0 | 0.0 | -104.8 |
| 2034 | 429066.63 | 4757350.13 | 252.93 | 0 | D | A | 74.3 | 13.3 | 0.0 | 0.0 | 0.0 | 75.5 | 5.7 | -1.5 | 0.0 | 0.0 | 5.2 | 0.0 | 0.0 | 2.7 |
| 2034 | 429066.63 | 4757350.13 | 252.93 | 0 | N | A | -33.5 | 13.3 | 0.0 | 0.0 | 0.0 | 75.5 | 5.7 | -1.5 | 0.0 | 0.0 | 5.2 | 0.0 | 0.0 | -105.1 |
| 2034 | 429066.63 | 4757350.13 | 252.93 | 0 | E | A | -33.5 | 13.3 | 0.0 | 0.0 | 0.0 | 75.5 | 5.7 | -1.5 | 0.0 | 0.0 | 5.2 | 0.0 | 0.0 | -105.1 |
| 2083 | 428767.50 | 4757719.17 | 243.50 | 0 | D | A | 74.3 | 11.5 | 0.0 | 0.0 | 0.0 | 74.0 | 5.0 | -2.1 | 0.0 | 0.0 | 16.9 | 0.0 | 0.0 | -8.1 |
| 2083 | 428767.50 | 4757719.17 | 243.50 | 0 | N | A | -33.5 | 11.5 | 0.0 | 0.0 | 0.0 | 74.0 | 5.0 | -2.1 | 0.0 | 0.0 | 16.9 | 0.0 | 0.0 | -115.9 |
| 2083 | 428767.50 | 4757719.17 | 243.50 | 0 | E | A | -33.5 | 11.5 | 0.0 | 0.0 | 0.0 | 74.0 | 5.0 | -2.1 | 0.0 | 0.0 | 16.9 | 0.0 | 0.0 | -115.9 |
| 2098 | 428832.09 | 4757724.87 | 249.45 | 0 | D | A | 74.3 | 11.2 | 0.0 | 0.0 | 0.0 | 73.8 | 4.9 | -2.1 | 0.0 | 0.0 | 16.8 | 0.0 | 0.0 | -7.9 |
| 2098 | 428832.09 | 4757724.87 | 249.45 | 0 | N | A | -33.5 | 11.2 | 0.0 | 0.0 | 0.0 | 73.8 | 4.9 | -2.1 | 0.0 | 0.0 | 16.8 | 0.0 | 0.0 | -115.7 |
| 2098 | 428832.09 | 4757724.87 | 249.45 | 0 | E | A | -33.5 | 11.2 | 0.0 | 0.0 | 0.0 | 73.8 | 4.9 | -2.1 | 0.0 | 0.0 | 16.8 | 0.0 | 0.0 | -115.7 |
| 2167 | 429124.90 | 4757259.58 | 265.53 | 0 | D | A | 74.3 | 13.1 | 0.0 | 0.0 | 0.0 | 75.9 | 5.9 | -1.4 | 0.0 | 0.0 | 4.6 | 0.0 | 0.0 | 2.5 |
| 2167 | 429124.90 | 4757259.58 | 265.53 | 0 | N | A | -33.5 | 13.1 | 0.0 | 0.0 | 0.0 | 75.9 | 5.9 | -1.4 | 0.0 | 0.0 | 4.6 | 0.0 | 0.0 | -105.3 |
| 2167 | 429124.90 | 4757259.58 | 265.53 | 0 | E | A | -33.5 | 13.1 | 0.0 | 0.0 | 0.0 | 75.9 | 5.9 | -1.4 | 0.0 | 0.0 | 4.6 | 0.0 | 0.0 | -105.3 |
| 2263 | 428907.29 | 4757737.80 | 255.37 | 0 | D | A | 74.3 | 9.7 | 0.0 | 0.0 | 0.0 | 73.6 | 4.8 | -2.1 | 0.0 | 0.0 | 15.0 | 0.0 | 0.0 | -7.3 |
| 2263 | 428907.29 | 4757737.80 | 255.37 | 0 | N | A | -33.5 | 9.7 | 0.0 | 0.0 | 0.0 | 73.6 | 4.8 | -2.1 | 0.0 | 0.0 | 15.0 | 0.0 | 0.0 | -115.1 |
| 2263 | 428907.29 | 4757737.80 | 255.37 | 0 | E | A | -33.5 | 9.7 | 0.0 | 0.0 | 0.0 | 73.6 | 4.8 | -2.1 | 0.0 | 0.0 | 15.0 | 0.0 | 0.0 | -115.1 |
| 2318 | 429210.89 | 4757246.44 | 268.50 | 0 | D | A | 74.3 | 11.8 | 0.0 | 0.0 | 0.0 | 75.9 | 5.9 | -1.4 | 0.0 | 0.0 | 4.6 | 0.0 | 0.0 | 1.1 |
| 2318 | 429210.89 | 4757246.44 | 268.50 | 0 | N | A | -33.5 | 11.8 | 0.0 | 0.0 | 0.0 | 75.9 | 5.9 | -1.4 | 0.0 | 0.0 | 4.6 | 0.0 | 0.0 | -106.7 |
| 2318 | 429210.89 | 4757246.44 | 268.50 | 0 | E | A | -33.5 | 11.8 | 0.0 | 0.0 | 0.0 | 75.9 | 5.9 | -1.4 | 0.0 | 0.0 | 4.6 | 0.0 | 0.0 | -106.7 |
| 2331 | 428870.07 | 4757728.22 | 251.01 | 0 | D | A | 74.3 | 9.3 | 0.0 | 0.0 | 0.0 | 73.7 | 4.9 | -2.1 | 0.0 | 0.0 | 16.7 | 0.0 | 0.0 | -9.7 |
| 2331 | 428870.07 | 4757728.22 | 251.01 | 0 | N | A | -33.5 | 9.3 | 0.0 | 0.0 | 0.0 | 73.7 | 4.9 | -2.1 | 0.0 | 0.0 | 16.7 | 0.0 | 0.0 | -117.5 |
| 2331 | 428870.07 | 4757728.22 | 251.01 | 0 | E | A | -33.5 | 9.3 | 0.0 | 0.0 | 0.0 | 73.7 | 4.9 | -2.1 | 0.0 | 0.0 | 16.7 | 0.0 | 0.0 | -117.5 |
| 2386 | 429046.20 | 4757347.52 | 255.76 | 0 | D | A | 74.3 | 6.8 | 0.0 | 0.0 | 0.0 | 75.5 | 5.7 | -1.5 | 0.0 | 0.0 | 4.6 | 0.0 | 0.0 | -3.1 |
| 2386 | 429046.20 | 4757347.52 | 255.76 | 0 | N | A | -33.5 | 6.8 | 0.0 | 0.0 | 0.0 | 75.5 | 5.7 | -1.5 | 0.0 | 0.0 | 4.6 | 0.0 | 0.0 | -110.9 |
| 2386 | 429046.20 | 4757347.52 | 255.76 | 0 | E | A | -33.5 | 6.8 | 0.0 | 0.0 | 0.0 | 75.5 | 5.7 | -1.5 | 0.0 | 0.0 | 4.6 | 0.0 | 0.0 | -110.9 |
| 2399 | 429049.06 | 4757347.88 | 255.15 | 0 | D | A | 74.3 | 0.4 | 0.0 | 0.0 | 0.0 | 75.5 | 5.7 | -1.5 | 0.0 | 0.0 | 4.6 | 0.0 | 0.0 | -9.5 |
| 2399 | 429049.06 | 4757347.88 | 255.15 | 0 | N | A | -33.5 | 0.4 | 0.0 | 0.0 | 0.0 | 75.5 | 5.7 | -1.5 | 0.0 | 0.0 | 4.6 | 0.0 | 0.0 | -117.3 |
| 2399 | 429049.06 | 4757347.88 | 255.15 | 0 | E | A | -33.5 | 0.4 | 0.0 | 0.0 | 0.0 | 75.5 | 5.7 | -1.5 | 0.0 | 0.0 | 4.6 | 0.0 | 0.0 | -117.3 |
| 2412 | 429052.87 | 4757348.37 | 254.35 | 0 | D | A | 74.3 | 8.3 | 0.0 | 0.0 | 0.0 | 75.5 | 5.7 | -1.5 | 0.0 | 0.0 | 5.1 | 0.0 | 0.0 | -2.2 |
| 2412 | 429052.87 | 4757348.37 | 254.35 | 0 | N | A | -33.5 | 8.3 | 0.0 | 0.0 | 0.0 | 75.5 | 5.7 | -1.5 | 0.0 | 0.0 | 5.1 | 0.0 | 0.0 | -110.0 |
| 2412 | 429052.87 | 4757348.37 | 254.35 | 0 | E | A | -33.5 | 8.3 | 0.0 | 0.0 | 0.0 | 75.5 | 5.7 | -1.5 | 0.0 | 0.0 | 5.1 | 0.0 | 0.0 | -110.0 |
| 2439 | 429015.28 | 4757334.22 | 259.25 | 0 | D | A | 74.3 | 5.3 | 0.0 | 0.0 | 0.0 | 75.6 | 5.7 | -1.6 | 0.0 | 0.0 | 4.6 | 0.0 | 0.0 | -4.8 |
| 2439 | 429015.28 | 4757334.22 | 259.25 | 0 | N | A | -33.5 | 5.3 | 0.0 | 0.0 | 0.0 | 75.6 | 5.7 | -1.6 | 0.0 | 0.0 | 4.6 | 0.0 | 0.0 | -112.5 |
| 2439 | 429015.28 | 4757334.22 | 259.25 | 0 | E | A | -33.5 | 5.3 | 0.0 | 0.0 | 0.0 | 75.6 | 5.7 | -1.6 | 0.0 | 0.0 | 4.6 | 0.0 | 0.0 | -112.5 |

| Line Source, ISO 9613, Name: "Haul Truck (Final Cover Activity)", ID: "!06020000!Haul_Truck_Cover Activity" | | | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Nr. | X | Y | Z | Refl. | DEN | Freq. | Lw | l/a | Optime | K0 | Di | Adiv | Aatm | Agr | Afol | Ahous | Abar | Cmet | RL | Lr |
| | (m) | (m) | (m) | | | (Hz) | dB(A) | dB | dB | (dB) | (dB) | (dB) | (dB) | (dB) | (dB) | (dB) | (dB) | (dB) | (dB) | dB(A) |
| 2454 | 429012.72 | 4757339.35 | 257.84 | 0 | D | A | 74.3 | 9.3 | 0.0 | 0.0 | 0.0 | 75.6 | 5.7 | -1.6 | 0.0 | 0.0 | 4.6 | 0.0 | 0.0 | -0.7 |
| 2454 | 429012.72 | 4757339.35 | 257.84 | 0 | N | A | -33.5 | 9.3 | 0.0 | 0.0 | 0.0 | 75.6 | 5.7 | -1.6 | 0.0 | 0.0 | 4.6 | 0.0 | 0.0 | -108.5 |
| 2454 | 429012.72 | 4757339.35 | 257.84 | 0 | E | A | -33.5 | 9.3 | 0.0 | 0.0 | 0.0 | 75.6 | 5.7 | -1.6 | 0.0 | 0.0 | 4.6 | 0.0 | 0.0 | -108.5 |
| 2510 | 429188.00 | 4757249.94 | 268.50 | 0 | D | A | 74.3 | 10.5 | 0.0 | 0.0 | 0.0 | 75.9 | 5.9 | -1.3 | 0.0 | 0.0 | 4.6 | 0.0 | 0.0 | -0.2 |
| 2510 | 429188.00 | 4757249.94 | 268.50 | 0 | N | A | -33.5 | 10.5 | 0.0 | 0.0 | 0.0 | 75.9 | 5.9 | -1.3 | 0.0 | 0.0 | 4.6 | 0.0 | 0.0 | -108.0 |
| 2510 | 429188.00 | 4757249.94 | 268.50 | 0 | E | A | -33.5 | 10.5 | 0.0 | 0.0 | 0.0 | 75.9 | 5.9 | -1.3 | 0.0 | 0.0 | 4.6 | 0.0 | 0.0 | -108.0 |
| 2552 | 428845.13 | 4757660.44 | 243.50 | 0 | D | A | 74.3 | 8.7 | 0.0 | 0.0 | 0.0 | 74.2 | 5.1 | -2.0 | 0.0 | 0.0 | 14.6 | 0.0 | 0.0 | -8.8 |
| 2552 | 428845.13 | 4757660.44 | 243.50 | 0 | N | A | -33.5 | 8.7 | 0.0 | 0.0 | 0.0 | 74.2 | 5.1 | -2.0 | 0.0 | 0.0 | 14.6 | 0.0 | 0.0 | -116.6 |
| 2552 | 428845.13 | 4757660.44 | 243.50 | 0 | E | A | -33.5 | 8.7 | 0.0 | 0.0 | 0.0 | 74.2 | 5.1 | -2.0 | 0.0 | 0.0 | 14.6 | 0.0 | 0.0 | -116.6 |
| 2607 | 429166.32 | 4757367.17 | 249.56 | 0 | D | A | 74.3 | 9.5 | 0.0 | 0.0 | 0.0 | 75.3 | 5.6 | -1.2 | 0.0 | 0.0 | 4.5 | 0.0 | 0.0 | -0.4 |
| 2607 | 429166.32 | 4757367.17 | 249.56 | 0 | N | A | -33.5 | 9.5 | 0.0 | 0.0 | 0.0 | 75.3 | 5.6 | -1.2 | 0.0 | 0.0 | 4.5 | 0.0 | 0.0 | -108.2 |
| 2607 | 429166.32 | 4757367.17 | 249.56 | 0 | E | A | -33.5 | 9.5 | 0.0 | 0.0 | 0.0 | 75.3 | 5.6 | -1.2 | 0.0 | 0.0 | 4.5 | 0.0 | 0.0 | -108.2 |
| 2660 | 428837.40 | 4757660.36 | 243.50 | 0 | D | A | 74.3 | 8.3 | 0.0 | 0.0 | 0.0 | 74.2 | 5.1 | -2.0 | 0.0 | 0.0 | 14.5 | 0.0 | 0.0 | -9.2 |
| 2660 | 428837.40 | 4757660.36 | 243.50 | 0 | N | A | -33.5 | 8.3 | 0.0 | 0.0 | 0.0 | 74.2 | 5.1 | -2.0 | 0.0 | 0.0 | 14.5 | 0.0 | 0.0 | -117.0 |
| 2660 | 428837.40 | 4757660.36 | 243.50 | 0 | E | A | -33.5 | 8.3 | 0.0 | 0.0 | 0.0 | 74.2 | 5.1 | -2.0 | 0.0 | 0.0 | 14.5 | 0.0 | 0.0 | -117.0 |
| 2703 | 429178.35 | 4757251.41 | 268.12 | 0 | D | A | 74.3 | 9.2 | 0.0 | 0.0 | 0.0 | 75.9 | 5.9 | -1.3 | 0.0 | 0.0 | 4.6 | 0.0 | 0.0 | -1.5 |
| 2703 | 429178.35 | 4757251.41 | 268.12 | 0 | N | A | -33.5 | 9.2 | 0.0 | 0.0 | 0.0 | 75.9 | 5.9 | -1.3 | 0.0 | 0.0 | 4.6 | 0.0 | 0.0 | -109.3 |
| 2703 | 429178.35 | 4757251.41 | 268.12 | 0 | E | A | -33.5 | 9.2 | 0.0 | 0.0 | 0.0 | 75.9 | 5.9 | -1.3 | 0.0 | 0.0 | 4.6 | 0.0 | 0.0 | -109.3 |
| 2730 | 428900.81 | 4757735.99 | 253.50 | 0 | D | A | 74.3 | 6.9 | 0.0 | 0.0 | 0.0 | 73.6 | 4.8 | -2.1 | 0.0 | 0.0 | 16.1 | 0.0 | 0.0 | -11.3 |
| 2730 | 428900.81 | 4757735.99 | 253.50 | 0 | N | A | -33.5 | 6.9 | 0.0 | 0.0 | 0.0 | 73.6 | 4.8 | -2.1 | 0.0 | 0.0 | 16.1 | 0.0 | 0.0 | -119.1 |
| 2730 | 428900.81 | 4757735.99 | 253.50 | 0 | E | A | -33.5 | 6.9 | 0.0 | 0.0 | 0.0 | 73.6 | 4.8 | -2.1 | 0.0 | 0.0 | 16.1 | 0.0 | 0.0 | -119.1 |
| 2742 | 429110.92 | 4757261.72 | 264.29 | 0 | D | A | 74.3 | 9.1 | 0.0 | 0.0 | 0.0 | 75.9 | 5.9 | -1.5 | 0.0 | 0.0 | 4.6 | 0.0 | 0.0 | -1.5 |
| 2742 | 429110.92 | 4757261.72 | 264.29 | 0 | N | A | -33.5 | 9.1 | 0.0 | 0.0 | 0.0 | 75.9 | 5.9 | -1.5 | 0.0 | 0.0 | 4.6 | 0.0 | 0.0 | -109.3 |
| 2742 | 429110.92 | 4757261.72 | 264.29 | 0 | E | A | -33.5 | 9.1 | 0.0 | 0.0 | 0.0 | 75.9 | 5.9 | -1.5 | 0.0 | 0.0 | 4.6 | 0.0 | 0.0 | -109.3 |
| 2784 | 429162.91 | 4757362.40 | 251.42 | 0 | D | A | 74.3 | 8.5 | 0.0 | 0.0 | 0.0 | 75.3 | 5.6 | -1.3 | 0.0 | 0.0 | 4.5 | 0.0 | 0.0 | -1.5 |
| 2784 | 429162.91 | 4757362.40 | 251.42 | 0 | N | A | -33.5 | 8.5 | 0.0 | 0.0 | 0.0 | 75.3 | 5.6 | -1.3 | 0.0 | 0.0 | 4.5 | 0.0 | 0.0 | -109.3 |
| 2784 | 429162.91 | 4757362.40 | 251.42 | 0 | E | A | -33.5 | 8.5 | 0.0 | 0.0 | 0.0 | 75.3 | 5.6 | -1.3 | 0.0 | 0.0 | 4.5 | 0.0 | 0.0 | -109.3 |
| 2799 | 429159.62 | 4757361.98 | 252.20 | 1 | D | A | 74.3 | -6.5 | 0.0 | 0.0 | 0.0 | 75.4 | 5.6 | -1.4 | 0.0 | 0.0 | 4.6 | 0.0 | 63.6 | -80.0 |
| 2799 | 429159.62 | 4757361.98 | 252.20 | 1 | N | A | -33.5 | -6.5 | 0.0 | 0.0 | 0.0 | 75.4 | 5.6 | -1.4 | 0.0 | 0.0 | 4.6 | 0.0 | 63.6 | -187.7 |
| 2799 | 429159.62 | 4757361.98 | 252.20 | 1 | E | A | -33.5 | -6.5 | 0.0 | 0.0 | 0.0 | 75.4 | 5.6 | -1.4 | 0.0 | 0.0 | 4.6 | 0.0 | 63.6 | -187.7 |
| 2844 | 429170.30 | 4757252.64 | 267.68 | 0 | D | A | 74.3 | 9.0 | 0.0 | 0.0 | 0.0 | 75.9 | 5.9 | -1.3 | 0.0 | 0.0 | 4.6 | 0.0 | 0.0 | -1.7 |
| 2844 | 429170.30 | 4757252.64 | 267.68 | 0 | N | A | -33.5 | 9.0 | 0.0 | 0.0 | 0.0 | 75.9 | 5.9 | -1.3 | 0.0 | 0.0 | 4.6 | 0.0 | 0.0 | -109.5 |
| 2844 | 429170.30 | 4757252.64 | 267.68 | 0 | E | A | -33.5 | 9.0 | 0.0 | 0.0 | 0.0 | 75.9 | 5.9 | -1.3 | 0.0 | 0.0 | 4.6 | 0.0 | 0.0 | -109.5 |
| 2915 | 429151.00 | 4757360.88 | 252.39 | 0 | D | A | 74.3 | 8.3 | 0.0 | 0.0 | 0.0 | 75.4 | 5.6 | -1.3 | 0.0 | 0.0 | 4.5 | 0.0 | 0.0 | -1.7 |
| 2915 | 429151.00 | 4757360.88 | 252.39 | 0 | N | A | -33.5 | 8.3 | 0.0 | 0.0 | 0.0 | 75.4 | 5.6 | -1.3 | 0.0 | 0.0 | 4.5 | 0.0 | 0.0 | -109.5 |
| 2915 | 429151.00 | 4757360.88 | 252.39 | 0 | E | A | -33.5 | 8.3 | 0.0 | 0.0 | 0.0 | 75.4 | 5.6 | -1.3 | 0.0 | 0.0 | 4.5 | 0.0 | 0.0 | -109.5 |
| 2957 | 429098.74 | 4757263.58 | 263.50 | 0 | D | A | 74.3 | 8.1 | 0.0 | 0.0 | 0.0 | 75.9 | 5.9 | -1.5 | 0.0 | 0.0 | 4.6 | 0.0 | 0.0 | -2.5 |
| 2957 | 429098.74 | 4757263.58 | 263.50 | 0 | N | A | -33.5 | 8.1 | 0.0 | 0.0 | 0.0 | 75.9 | 5.9 | -1.5 | 0.0 | 0.0 | 4.6 | 0.0 | 0.0 | -110.3 |
| 2957 | 429098.74 | 4757263.58 | 263.50 | 0 | E | A | -33.5 | 8.1 | 0.0 | 0.0 | 0.0 | 75.9 | 5.9 | -1.5 | 0.0 | 0.0 | 4.6 | 0.0 | 0.0 | -110.3 |
| 2970 | 429248.73 | 4757240.66 | 268.50 | 0 | D | A | 74.3 | 8.0 | 0.0 | 0.0 | 0.0 | 75.9 | 5.9 | -1.2 | 0.0 | 0.0 | 4.5 | 0.0 | 0.0 | -2.8 |
| 2970 | 429248.73 | 4757240.66 | 268.50 | 0 | N | A | -33.5 | 8.0 | 0.0 | 0.0 | 0.0 | 75.9 | 5.9 | -1.2 | 0.0 | 0.0 | 4.5 | 0.0 | 0.0 | -110.6 |
| 2970 | 429248.73 | 4757240.66 | 268.50 | 0 | E | A | -33.5 | 8.0 | 0.0 | 0.0 | 0.0 | 75.9 | 5.9 | -1.2 | 0.0 | 0.0 | 4.5 | 0.0 | 0.0 | -110.6 |
| 3040 | 429156.92 | 4757361.64 | 252.33 | 0 | D | A | 74.3 | 7.2 | 0.0 | 0.0 | 0.0 | 75.4 | 5.6 | -1.3 | 0.0 | 0.0 | 4.5 | 0.0 | 0.0 | -2.8 |
| 3040 | 429156.92 | 4757361.64 | 252.33 | 0 | N | A | -33.5 | 7.2 | 0.0 | 0.0 | 0.0 | 75.4 | 5.6 | -1.3 | 0.0 | 0.0 | 4.5 | 0.0 | 0.0 | -110.6 |
| 3040 | 429156.92 | 4757361.64 | 252.33 | 0 | E | A | -33.5 | 7.2 | 0.0 | 0.0 | 0.0 | 75.4 | 5.6 | -1.3 | 0.0 | 0.0 | 4.5 | 0.0 | 0.0 | -110.6 |
| 3056 | 429157.06 | 4757361.66 | 252.32 | 1 | D | A | 74.3 | 6.9 | 0.0 | 0.0 | 0.0 | 75.4 | 5.6 | -1.4 | 0.0 | 0.0 | 4.6 | 0.0 | 63.6 | -66.5 |
| 3056 | 429157.06 | 4757361.66 | 252.32 | 1 | N | A | -33.5 | 6.9 | 0.0 | 0.0 | 0.0 | 75.4 | 5.6 | -1.4 | 0.0 | 0.0 | 4.6 | 0.0 | 63.6 | -174.3 |
| 3056 | 429157.06 | 4757361.66 | 252.32 | 1 | E | A | -33.5 | 6.9 | 0.0 | 0.0 | 0.0 | 75.4 | 5.6 | -1.4 | 0.0 | 0.0 | 4.6 | 0.0 | 63.6 | -174.3 |
| 3102 | 429196.31 | 4757248.67 | 268.50 | 0 | D | A | 74.3 | 7.5 | 0.0 | 0.0 | 0.0 | 75.9 | 5.9 | -1.3 | 0.0 | 0.0 | 4.6 | 0.0 | 0.0 | -3.2 |
| 3102 | 429196.31 | 4757248.67 | 268.50 | 0 | N | A | -33.5 | 7.5 | 0.0 | 0.0 | 0.0 | 75.9 | 5.9 | -1.3 | 0.0 | 0.0 | 4.6 | 0.0 | 0.0 | -111.0 |
| 3102 | 429196.31 | 4757248.67 | 268.50 | 0 | E | A | -33.5 | 7.5 | 0.0 | 0.0 | 0.0 | 75.9 | 5.9 | -1.3 | 0.0 | 0.0 | 4.6 | 0.0 | 0.0 | -111.0 |
| 3130 | 429166.32 | 4757373.83 | 248.50 | 0 | D | A | 74.3 | 6.7 | 0.0 | 0.0 | 0.0 | 75.3 | 5.6 | -1.2 | 0.0 | 0.0 | 4.5 | 0.0 | 0.0 | -3.2 |
| 3130 | 429166.32 | 4757373.83 | 248.50 | 0 | N | A | -33.5 | 6.7 | 0.0 | 0.0 | 0.0 | 75.3 | 5.6 | -1.2 | 0.0 | 0.0 | 4.5 | 0.0 | 0.0 | -111.0 |
| 3130 | 429166.32 | 4757373.83 | 248.50 | 0 | E | A | -33.5 | 6.7 | 0.0 | 0.0 | 0.0 | 75.3 | 5.6 | -1.2 | 0.0 | 0.0 | 4.5 | 0.0 | 0.0 | -111.0 |
| 3155 | 429104.43 | 4757262.71 | 263.72 | 0 | D | A | 74.3 | 7.1 | 0.0 | 0.0 | 0.0 | 75.9 | 5.9 | -1.5 | 0.0 | 0.0 | 4.6 | 0.0 | 0.0 | -3.5 |
| 3155 | 429104.43 | 4757262.71 | 263.72 | 0 | N | A | -33.5 | 7.1 | 0.0 | 0.0 | 0.0 | 75.9 | 5.9 | -1.5 | 0.0 | 0.0 | 4.6 | 0.0 | 0.0 | -111.3 |
| 3155 | 429104.43 | 4757262.71 | 263.72 | 0 | E | A | -33.5 | 7.1 | 0.0 | 0.0 | 0.0 | 75.9 | 5.9 | -1.5 | 0.0 | 0.0 | 4.6 | 0.0 | 0.0 | -111.3 |
| 3183 | 428832.50 | 4757660.31 | 243.50 | 0 | D | A | 74.3 | 4.9 | 0.0 | 0.0 | 0.0 | 74.2 | 5.1 | -2.0 | 0.0 | 0.0 | 14.5 | 0.0 | 0.0 | -12.6 |
| 3183 | 428832.50 | 4757660.31 | 243.50 | 0 | N | A | -33.5 | 4.9 | 0.0 | 0.0 | 0.0 | 74.2 | 5.1 | -2.0 | 0.0 | 0.0 | 14.5 | 0.0 | 0.0 | -120.4 |
| 3183 | 428832.50 | 4757660.31 | 243.50 | 0 | E | A | -33.5 | 4.9 | 0.0 | 0.0 | 0.0 | 74.2 | 5.1 | -2.0 | 0.0 | 0.0 | 14.5 | 0.0 | 0.0 | -120.4 |
| 3195 | 429201.28 | 4757247.91 | 268.50 | 0 | D | A | 74.3 | 6.5 | 0.0 | 0.0 | 0.0 | 75.9 | 5.9 | -1.3 | 0.0 | 0.0 | 4.6 | 0.0 | 0.0 | -4.2 |
| 3195 | 429201.28 | 4757247.91 | 268.50 | 0 | N | A | -33.5 | 6.5 | 0.0 | 0.0 | 0.0 | 75.9 | 5.9 | -1.3 | 0.0 | 0.0 | 4.6 | 0.0 | 0.0 | -112.0 |
| 3195 | 429201.28 | 4757247.91 | 268.50 | 0 | E | A | -33.5 | 6.5 | 0.0 | 0.0 | 0.0 | 75.9 | 5.9 | -1.3 | 0.0 | 0.0 | 4.6 | 0.0 | 0.0 | -112.0 |

| Line Source, ISO 9613, Name: "Haul Truck (Final Cover Activity)", ID: "!06020000!Haul_Truck_Cover Activity" | | | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Nr. | X | Y | Z | Refl. | DEN | Freq. | Lw | l/a | Optime | K0 | Di | Adiv | Aatm | Agr | Afol | Ahous | Abar | Cmet | RL | Lr |
| | (m) | (m) | (m) | | | (Hz) | dB(A) | dB | dB | (dB) | (dB) | (dB) | (dB) | (dB) | (dB) | (dB) | (dB) | (dB) | (dB) | dB(A) |
| 3272 | 429029.36 | 4757306.05 | 263.22 | 0 | D | A | 74.3 | 6.0 | 0.0 | 0.0 | 0.0 | 75.7 | 5.8 | -1.6 | 0.0 | 0.0 | 4.6 | 0.0 | 0.0 | -4.2 |
| 3272 | 429029.36 | 4757306.05 | 263.22 | 0 | N | A | -33.5 | 6.0 | 0.0 | 0.0 | 0.0 | 75.7 | 5.8 | -1.6 | 0.0 | 0.0 | 4.6 | 0.0 | 0.0 | -112.0 |
| 3272 | 429029.36 | 4757306.05 | 263.22 | 0 | E | A | -33.5 | 6.0 | 0.0 | 0.0 | 0.0 | 75.7 | 5.8 | -1.6 | 0.0 | 0.0 | 4.6 | 0.0 | 0.0 | -112.0 |
| 3318 | 429220.15 | 4757245.03 | 268.50 | 0 | D | A | 74.3 | 5.7 | 0.0 | 0.0 | 0.0 | 75.9 | 5.9 | -1.4 | 0.0 | 0.0 | 4.6 | 0.0 | 0.0 | -5.0 |
| 3318 | 429220.15 | 4757245.03 | 268.50 | 0 | N | A | -33.5 | 5.7 | 0.0 | 0.0 | 0.0 | 75.9 | 5.9 | -1.4 | 0.0 | 0.0 | 4.6 | 0.0 | 0.0 | -112.7 |
| 3318 | 429220.15 | 4757245.03 | 268.50 | 0 | E | A | -33.5 | 5.7 | 0.0 | 0.0 | 0.0 | 75.9 | 5.9 | -1.4 | 0.0 | 0.0 | 4.6 | 0.0 | 0.0 | -112.7 |
| 3410 | 428997.83 | 4757791.50 | 271.00 | 0 | D | A | 74.3 | -1.9 | 0.0 | 0.0 | 0.0 | 73.0 | 4.6 | -2.0 | 0.0 | 0.0 | 4.6 | 0.0 | 0.0 | -7.9 |
| 3410 | 428997.83 | 4757791.50 | 271.00 | 0 | N | A | -33.5 | -1.9 | 0.0 | 0.0 | 0.0 | 73.0 | 4.6 | -2.0 | 0.0 | 0.0 | 4.6 | 0.0 | 0.0 | -115.7 |
| 3410 | 428997.83 | 4757791.50 | 271.00 | 0 | E | A | -33.5 | -1.9 | 0.0 | 0.0 | 0.0 | 73.0 | 4.6 | -2.0 | 0.0 | 0.0 | 4.6 | 0.0 | 0.0 | -115.7 |
| 3451 | 429030.88 | 4757303.03 | 263.50 | 0 | D | A | 74.3 | 0.8 | 0.0 | 0.0 | 0.0 | 75.8 | 5.8 | -1.6 | 0.0 | 0.0 | 4.6 | 0.0 | 0.0 | -9.4 |
| 3451 | 429030.88 | 4757303.03 | 263.50 | 0 | N | A | -33.5 | 0.8 | 0.0 | 0.0 | 0.0 | 75.8 | 5.8 | -1.6 | 0.0 | 0.0 | 4.6 | 0.0 | 0.0 | -117.2 |
| 3451 | 429030.88 | 4757303.03 | 263.50 | 0 | E | A | -33.5 | 0.8 | 0.0 | 0.0 | 0.0 | 75.8 | 5.8 | -1.6 | 0.0 | 0.0 | 4.6 | 0.0 | 0.0 | -117.2 |
| 3491 | 428841.11 | 4757660.40 | 243.50 | 0 | D | A | 74.3 | -1.6 | 0.0 | 0.0 | 0.0 | 74.2 | 5.1 | -2.0 | 0.0 | 0.0 | 14.5 | 0.0 | 0.0 | -19.1 |
| 3491 | 428841.11 | 4757660.40 | 243.50 | 0 | N | A | -33.5 | -1.6 | 0.0 | 0.0 | 0.0 | 74.2 | 5.1 | -2.0 | 0.0 | 0.0 | 14.5 | 0.0 | 0.0 | -126.9 |
| 3491 | 428841.11 | 4757660.40 | 243.50 | 0 | E | A | -33.5 | -1.6 | 0.0 | 0.0 | 0.0 | 74.2 | 5.1 | -2.0 | 0.0 | 0.0 | 14.5 | 0.0 | 0.0 | -126.9 |
| 3518 | 429028.29 | 4757308.19 | 262.88 | 0 | D | A | 74.3 | -0.8 | 0.0 | 0.0 | 0.0 | 75.7 | 5.8 | -1.6 | 0.0 | 0.0 | 4.6 | 0.0 | 0.0 | -11.0 |
| 3518 | 429028.29 | 4757308.19 | 262.88 | 0 | N | A | -33.5 | -0.8 | 0.0 | 0.0 | 0.0 | 75.7 | 5.8 | -1.6 | 0.0 | 0.0 | 4.6 | 0.0 | 0.0 | -118.8 |
| 3518 | 429028.29 | 4757308.19 | 262.88 | 0 | E | A | -33.5 | -0.8 | 0.0 | 0.0 | 0.0 | 75.7 | 5.8 | -1.6 | 0.0 | 0.0 | 4.6 | 0.0 | 0.0 | -118.8 |
| 3543 | 429030.43 | 4757303.93 | 263.50 | 0 | D | A | 74.3 | -1.0 | 0.0 | 0.0 | 0.0 | 75.8 | 5.8 | -1.6 | 0.0 | 0.0 | 4.6 | 0.0 | 0.0 | -11.2 |
| 3543 | 429030.43 | 4757303.93 | 263.50 | 0 | N | A | -33.5 | -1.0 | 0.0 | 0.0 | 0.0 | 75.8 | 5.8 | -1.6 | 0.0 | 0.0 | 4.6 | 0.0 | 0.0 | -119.0 |
| 3543 | 429030.43 | 4757303.93 | 263.50 | 0 | E | A | -33.5 | -1.0 | 0.0 | 0.0 | 0.0 | 75.8 | 5.8 | -1.6 | 0.0 | 0.0 | 4.6 | 0.0 | 0.0 | -119.0 |
| 3573 | 429166.32 | 4757376.51 | 248.50 | 0 | D | A | 74.3 | -1.7 | 0.0 | 0.0 | 0.0 | 75.3 | 5.6 | -1.2 | 0.0 | 0.0 | 4.5 | 0.0 | 0.0 | -11.5 |
| 3573 | 429166.32 | 4757376.51 | 248.50 | 0 | N | A | -33.5 | -1.7 | 0.0 | 0.0 | 0.0 | 75.3 | 5.6 | -1.2 | 0.0 | 0.0 | 4.5 | 0.0 | 0.0 | -119.3 |
| 3573 | 429166.32 | 4757376.51 | 248.50 | 0 | E | A | -33.5 | -1.7 | 0.0 | 0.0 | 0.0 | 75.3 | 5.6 | -1.2 | 0.0 | 0.0 | 4.5 | 0.0 | 0.0 | -119.3 |
| 3645 | 429031.26 | 4757302.27 | 263.50 | 0 | D | A | 74.3 | -3.2 | 0.0 | 0.0 | 0.0 | 75.8 | 5.8 | -1.6 | 0.0 | 0.0 | 4.6 | 0.0 | 0.0 | -13.4 |
| 3645 | 429031.26 | 4757302.27 | 263.50 | 0 | N | A | -33.5 | -3.2 | 0.0 | 0.0 | 0.0 | 75.8 | 5.8 | -1.6 | 0.0 | 0.0 | 4.6 | 0.0 | 0.0 | -121.2 |
| 3645 | 429031.26 | 4757302.27 | 263.50 | 0 | E | A | -33.5 | -3.2 | 0.0 | 0.0 | 0.0 | 75.8 | 5.8 | -1.6 | 0.0 | 0.0 | 4.6 | 0.0 | 0.0 | -121.2 |

| Line Source, ISO 9613, Name: "Medium Truck", ID: "!060203!Medium Truck" | | | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Nr. | X | Y | Z | Refl. | DEN | Freq. | Lw | l/a | Optime | K0 | Di | Adiv | Aatm | Agr | Afol | Ahous | Abar | Cmet | RL | Lr |
| | (m) | (m) | (m) | | | (Hz) | dB(A) | dB | dB | (dB) | (dB) | (dB) | (dB) | (dB) | (dB) | (dB) | (dB) | (dB) | (dB) | dB(A) |
| 188 | 429084.05 | 4758613.70 | 270.50 | 0 | D | A | 71.4 | 21.2 | 0.0 | 0.0 | 0.0 | 64.7 | 2.9 | -1.6 | 0.0 | 0.0 | 4.9 | 0.0 | 0.0 | 21.7 |
| 188 | 429084.05 | 4758613.70 | 270.50 | 0 | N | A | -45.4 | 21.2 | 0.0 | 0.0 | 0.0 | 64.7 | 2.9 | -1.6 | 0.0 | 0.0 | 4.9 | 0.0 | 0.0 | -95.1 |
| 188 | 429084.05 | 4758613.70 | 270.50 | 0 | E | A | -45.4 | 21.2 | 0.0 | 0.0 | 0.0 | 64.7 | 2.9 | -1.6 | 0.0 | 0.0 | 4.9 | 0.0 | 0.0 | -95.1 |
| 287 | 429004.83 | 4757982.37 | 270.50 | 0 | D | A | 71.4 | 25.2 | 0.0 | 0.0 | 0.0 | 71.7 | 4.8 | -2.1 | 0.0 | 0.0 | 4.6 | 0.0 | 0.0 | 17.6 |
| 287 | 429004.83 | 4757982.37 | 270.50 | 0 | N | A | -45.4 | 25.2 | 0.0 | 0.0 | 0.0 | 71.7 | 4.8 | -2.1 | 0.0 | 0.0 | 4.6 | 0.0 | 0.0 | -99.2 |
| 287 | 429004.83 | 4757982.37 | 270.50 | 0 | E | A | -45.4 | 25.2 | 0.0 | 0.0 | 0.0 | 71.7 | 4.8 | -2.1 | 0.0 | 0.0 | 4.6 | 0.0 | 0.0 | -99.2 |
| 291 | 429006.77 | 4758470.30 | 270.50 | 0 | D | A | 71.4 | 20.8 | 0.0 | 0.0 | 0.0 | 67.2 | 3.5 | -1.8 | 0.0 | 0.0 | 4.9 | 0.0 | 0.0 | 18.4 |
| 291 | 429006.77 | 4758470.30 | 270.50 | 0 | N | A | -45.4 | 20.8 | 0.0 | 0.0 | 0.0 | 67.2 | 3.5 | -1.8 | 0.0 | 0.0 | 4.9 | 0.0 | 0.0 | -98.5 |
| 291 | 429006.77 | 4758470.30 | 270.50 | 0 | E | A | -45.4 | 20.8 | 0.0 | 0.0 | 0.0 | 67.2 | 3.5 | -1.8 | 0.0 | 0.0 | 4.9 | 0.0 | 0.0 | -98.5 |
| 517 | 429005.79 | 4758224.70 | 270.50 | 0 | D | A | 71.4 | 21.8 | 0.0 | 0.0 | 0.0 | 69.7 | 4.1 | -2.0 | 0.0 | 0.0 | 4.6 | 0.0 | 0.0 | 16.8 |
| 517 | 429005.79 | 4758224.70 | 270.50 | 0 | N | A | -45.4 | 21.8 | 0.0 | 0.0 | 0.0 | 69.7 | 4.1 | -2.0 | 0.0 | 0.0 | 4.6 | 0.0 | 0.0 | -100.1 |
| 517 | 429005.79 | 4758224.70 | 270.50 | 0 | E | A | -45.4 | 21.8 | 0.0 | 0.0 | 0.0 | 69.7 | 4.1 | -2.0 | 0.0 | 0.0 | 4.6 | 0.0 | 0.0 | -100.1 |
| 543 | 428407.97 | 4758503.60 | 243.00 | 0 | D | A | 71.4 | 22.6 | 0.0 | 0.0 | 0.0 | 71.7 | 4.8 | -1.3 | 0.0 | 0.0 | 9.3 | 0.0 | 0.0 | 9.5 |
| 543 | 428407.97 | 4758503.60 | 243.00 | 0 | N | A | -45.4 | 22.6 | 0.0 | 0.0 | 0.0 | 71.7 | 4.8 | -1.3 | 0.0 | 0.0 | 9.3 | 0.0 | 0.0 | -107.3 |
| 543 | 428407.97 | 4758503.60 | 243.00 | 0 | E | A | -45.4 | 22.6 | 0.0 | 0.0 | 0.0 | 71.7 | 4.8 | -1.3 | 0.0 | 0.0 | 9.3 | 0.0 | 0.0 | -107.3 |
| 559 | 429006.27 | 4758344.43 | 270.50 | 0 | D | A | 71.4 | 18.4 | 0.0 | 0.0 | 0.0 | 68.5 | 3.8 | -1.9 | 0.0 | 0.0 | 4.7 | 0.0 | 0.0 | 14.7 |
| 559 | 429006.27 | 4758344.43 | 270.50 | 0 | N | A | -45.4 | 18.4 | 0.0 | 0.0 | 0.0 | 68.5 | 3.8 | -1.9 | 0.0 | 0.0 | 4.7 | 0.0 | 0.0 | -102.2 |
| 559 | 429006.27 | 4758344.43 | 270.50 | 0 | E | A | -45.4 | 18.4 | 0.0 | 0.0 | 0.0 | 68.5 | 3.8 | -1.9 | 0.0 | 0.0 | 4.7 | 0.0 | 0.0 | -102.2 |
| 608 | 428493.63 | 4757964.81 | 243.00 | 0 | D | A | 71.4 | 22.5 | 0.0 | 0.0 | 0.0 | 73.7 | 5.4 | -2.0 | 0.0 | 0.0 | 14.1 | 0.0 | 0.0 | 2.7 |
| 608 | 428493.63 | 4757964.81 | 243.00 | 0 | N | A | -45.4 | 22.5 | 0.0 | 0.0 | 0.0 | 73.7 | 5.4 | -2.0 | 0.0 | 0.0 | 14.1 | 0.0 | 0.0 | -114.1 |
| 608 | 428493.63 | 4757964.81 | 243.00 | 0 | E | A | -45.4 | 22.5 | 0.0 | 0.0 | 0.0 | 73.7 | 5.4 | -2.0 | 0.0 | 0.0 | 14.1 | 0.0 | 0.0 | -114.1 |
| 610 | 428492.72 | 4758128.37 | 243.00 | 0 | D | A | 71.4 | 21.7 | 0.0 | 0.0 | 0.0 | 72.9 | 5.2 | -2.0 | 0.0 | 0.0 | 14.5 | 0.0 | 0.0 | 2.6 |
| 610 | 428492.72 | 4758128.37 | 243.00 | 0 | N | A | -45.4 | 21.7 | 0.0 | 0.0 | 0.0 | 72.9 | 5.2 | -2.0 | 0.0 | 0.0 | 14.5 | 0.0 | 0.0 | -114.2 |
| 610 | 428492.72 | 4758128.37 | 243.00 | 0 | E | A | -45.4 | 21.7 | 0.0 | 0.0 | 0.0 | 72.9 | 5.2 | -2.0 | 0.0 | 0.0 | 14.5 | 0.0 | 0.0 | -114.2 |
| 646 | 428408.40 | 4758350.82 | 243.00 | 0 | D | A | 71.4 | 20.9 | 0.0 | 0.0 | 0.0 | 72.3 | 5.0 | -1.3 | 0.0 | 0.0 | 9.6 | 0.0 | 0.0 | 6.6 |
| 646 | 428408.40 | 4758350.82 | 243.00 | 0 | N | A | -45.4 | 20.9 | 0.0 | 0.0 | 0.0 | 72.3 | 5.0 | -1.3 | 0.0 | 0.0 | 9.6 | 0.0 | 0.0 | -110.2 |
| 646 | 428408.40 | 4758350.82 | 243.00 | 0 | E | A | -45.4 | 20.9 | 0.0 | 0.0 | 0.0 | 72.3 | 5.0 | -1.3 | 0.0 | 0.0 | 9.6 | 0.0 | 0.0 | -110.2 |
| 726 | 428692.61 | 4757769.27 | 243.00 | 0 | D | A | 71.4 | 22.0 | 0.0 | 0.0 | 0.0 | 74.0 | 5.6 | -2.0 | 0.0 | 0.0 | 14.8 | 0.0 | 0.0 | 1.1 |
| 726 | 428692.61 | 4757769.27 | 243.00 | 0 | N | A | -45.4 | 22.0 | 0.0 | 0.0 | 0.0 | 74.0 | 5.6 | -2.0 | 0.0 | 0.0 | 14.8 | 0.0 | 0.0 | -115.7 |
| 726 | 428692.61 | 4757769.27 | 243.00 | 0 | E | A | -45.4 | 22.0 | 0.0 | 0.0 | 0.0 | 74.0 | 5.6 | -2.0 | 0.0 | 0.0 | 14.8 | 0.0 | 0.0 | -115.7 |
| 900 | 428560.41 | 4757821.65 | 243.00 | 0 | D | A | 71.4 | 20.9 | 0.0 | 0.0 | 0.0 | 74.1 | 5.6 | -2.0 | 0.0 | 0.0 | 13.5 | 0.0 | 0.0 | 1.0 |
| 900 | 428560.41 | 4757821.65 | 243.00 | 0 | N | A | -45.4 | 20.9 | 0.0 | 0.0 | 0.0 | 74.1 | 5.6 | -2.0 | 0.0 | 0.0 | 13.5 | 0.0 | 0.0 | -115.8 |

| Line Source, ISO 9613, Name: "Medium Truck", ID: "!060203!Medium Truck" | | | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Nr. | X | Y | Z | Refl. | DEN | Freq. | Lw | l/a | Optime | K0 | Di | Adiv | Aatm | Agr | Afol | Ahous | Abar | Cmet | RL | Lr |
| | (m) | (m) | (m) | | | (Hz) | dB(A) | dB | dB | (dB) | (dB) | (dB) | (dB) | (dB) | (dB) | (dB) | (dB) | (dB) | (dB) | dB(A) |
| 900 | 428560.41 | 4757821.65 | 243.00 | 0 | E | A | -45.4 | 20.9 | 0.0 | 0.0 | 0.0 | 74.1 | 5.6 | -2.0 | 0.0 | 0.0 | 13.5 | 0.0 | 0.0 | -115.8 |
| 1114 | 428957.71 | 4757758.14 | 261.89 | 0 | D | A | 71.4 | 18.6 | 0.0 | 0.0 | 0.0 | 73.3 | 5.3 | -2.2 | 0.0 | 0.0 | 10.4 | 0.0 | 0.0 | 3.1 |
| 1114 | 428957.71 | 4757758.14 | 261.89 | 0 | N | A | -45.4 | 18.6 | 0.0 | 0.0 | 0.0 | 73.3 | 5.3 | -2.2 | 0.0 | 0.0 | 10.4 | 0.0 | 0.0 | -113.8 |
| 1114 | 428957.71 | 4757758.14 | 261.89 | 0 | E | A | -45.4 | 18.6 | 0.0 | 0.0 | 0.0 | 73.3 | 5.3 | -2.2 | 0.0 | 0.0 | 10.4 | 0.0 | 0.0 | -113.8 |
| 1143 | 429035.09 | 4758560.36 | 270.50 | 0 | D | A | 71.4 | 10.8 | 0.0 | 0.0 | 0.0 | 65.9 | 3.2 | -1.7 | 0.0 | 0.0 | 4.9 | 0.0 | 0.0 | 9.9 |
| 1143 | 429035.09 | 4758560.36 | 270.50 | 0 | N | A | -45.4 | 10.8 | 0.0 | 0.0 | 0.0 | 65.9 | 3.2 | -1.7 | 0.0 | 0.0 | 4.9 | 0.0 | 0.0 | -106.9 |
| 1143 | 429035.09 | 4758560.36 | 270.50 | 0 | E | A | -45.4 | 10.8 | 0.0 | 0.0 | 0.0 | 65.9 | 3.2 | -1.7 | 0.0 | 0.0 | 4.9 | 0.0 | 0.0 | -106.9 |
| 1157 | 428386.28 | 4758621.38 | 243.00 | 0 | D | A | 71.4 | 16.3 | 0.0 | 0.0 | 0.0 | 71.5 | 4.7 | -1.1 | 0.0 | 0.0 | 7.6 | 0.0 | 0.0 | 5.0 |
| 1157 | 428386.28 | 4758621.38 | 243.00 | 0 | N | A | -45.4 | 16.3 | 0.0 | 0.0 | 0.0 | 71.5 | 4.7 | -1.1 | 0.0 | 0.0 | 7.6 | 0.0 | 0.0 | -111.9 |
| 1157 | 428386.28 | 4758621.38 | 243.00 | 0 | E | A | -45.4 | 16.3 | 0.0 | 0.0 | 0.0 | 71.5 | 4.7 | -1.1 | 0.0 | 0.0 | 7.6 | 0.0 | 0.0 | -111.9 |
| 1172 | 429011.25 | 4758534.38 | 270.50 | 0 | D | A | 71.4 | 11.0 | 0.0 | 0.0 | 0.0 | 66.4 | 3.3 | -1.8 | 0.0 | 0.0 | 4.9 | 0.0 | 0.0 | 9.5 |
| 1172 | 429011.25 | 4758534.38 | 270.50 | 0 | N | A | -45.4 | 11.0 | 0.0 | 0.0 | 0.0 | 66.4 | 3.3 | -1.8 | 0.0 | 0.0 | 4.9 | 0.0 | 0.0 | -107.3 |
| 1172 | 429011.25 | 4758534.38 | 270.50 | 0 | E | A | -45.4 | 11.0 | 0.0 | 0.0 | 0.0 | 66.4 | 3.3 | -1.8 | 0.0 | 0.0 | 4.9 | 0.0 | 0.0 | -107.3 |
| 1228 | 429006.50 | 4758402.42 | 270.50 | 0 | D | A | 71.4 | 12.3 | 0.0 | 0.0 | 0.0 | 67.9 | 3.7 | -1.9 | 0.0 | 0.0 | 4.8 | 0.0 | 0.0 | 9.1 |
| 1228 | 429006.50 | 4758402.42 | 270.50 | 0 | N | A | -45.4 | 12.3 | 0.0 | 0.0 | 0.0 | 67.9 | 3.7 | -1.9 | 0.0 | 0.0 | 4.8 | 0.0 | 0.0 | -107.7 |
| 1228 | 429006.50 | 4758402.42 | 270.50 | 0 | E | A | -45.4 | 12.3 | 0.0 | 0.0 | 0.0 | 67.9 | 3.7 | -1.9 | 0.0 | 0.0 | 4.8 | 0.0 | 0.0 | -107.7 |
| 1348 | 429006.44 | 4758386.49 | 270.50 | 0 | D | A | 71.4 | 11.8 | 0.0 | 0.0 | 0.0 | 68.1 | 3.7 | -1.9 | 0.0 | 0.0 | 4.8 | 0.0 | 0.0 | 8.5 |
| 1348 | 429006.44 | 4758386.49 | 270.50 | 0 | N | A | -45.4 | 11.8 | 0.0 | 0.0 | 0.0 | 68.1 | 3.7 | -1.9 | 0.0 | 0.0 | 4.8 | 0.0 | 0.0 | -108.3 |
| 1348 | 429006.44 | 4758386.49 | 270.50 | 0 | E | A | -45.4 | 11.8 | 0.0 | 0.0 | 0.0 | 68.1 | 3.7 | -1.9 | 0.0 | 0.0 | 4.8 | 0.0 | 0.0 | -108.3 |
| 1376 | 428347.64 | 4758621.66 | 243.00 | 0 | D | A | 71.4 | 15.4 | 0.0 | 0.0 | 0.0 | 71.8 | 4.8 | -1.1 | 0.0 | 0.0 | 6.3 | 0.0 | 0.0 | 5.0 |
| 1376 | 428347.64 | 4758621.66 | 243.00 | 0 | N | A | -45.4 | 15.4 | 0.0 | 0.0 | 0.0 | 71.8 | 4.8 | -1.1 | 0.0 | 0.0 | 6.3 | 0.0 | 0.0 | -111.8 |
| 1376 | 428347.64 | 4758621.66 | 243.00 | 0 | E | A | -45.4 | 15.4 | 0.0 | 0.0 | 0.0 | 71.8 | 4.8 | -1.1 | 0.0 | 0.0 | 6.3 | 0.0 | 0.0 | -111.8 |
| 1390 | 428462.31 | 4758202.84 | 243.00 | 0 | D | A | 71.4 | 16.2 | 0.0 | 0.0 | 0.0 | 72.7 | 5.1 | -2.0 | 0.0 | 0.0 | 12.7 | 0.0 | 0.0 | -0.9 |
| 1390 | 428462.31 | 4758202.84 | 243.00 | 0 | N | A | -45.4 | 16.2 | 0.0 | 0.0 | 0.0 | 72.7 | 5.1 | -2.0 | 0.0 | 0.0 | 12.7 | 0.0 | 0.0 | -117.7 |
| 1390 | 428462.31 | 4758202.84 | 243.00 | 0 | E | A | -45.4 | 16.2 | 0.0 | 0.0 | 0.0 | 72.7 | 5.1 | -2.0 | 0.0 | 0.0 | 12.7 | 0.0 | 0.0 | -117.7 |
| 1491 | 428799.79 | 4757722.24 | 245.79 | 0 | D | A | 71.4 | 17.1 | 0.0 | 0.0 | 0.0 | 73.9 | 5.5 | -2.2 | 0.0 | 0.0 | 15.3 | 0.0 | 0.0 | -4.0 |
| 1491 | 428799.79 | 4757722.24 | 245.79 | 0 | N | A | -45.4 | 17.1 | 0.0 | 0.0 | 0.0 | 73.9 | 5.5 | -2.2 | 0.0 | 0.0 | 15.3 | 0.0 | 0.0 | -120.8 |
| 1491 | 428799.79 | 4757722.24 | 245.79 | 0 | E | A | -45.4 | 17.1 | 0.0 | 0.0 | 0.0 | 73.9 | 5.5 | -2.2 | 0.0 | 0.0 | 15.3 | 0.0 | 0.0 | -120.8 |
| 1600 | 429028.24 | 4758552.89 | 270.50 | 0 | D | A | 71.4 | 9.2 | 0.0 | 0.0 | 0.0 | 66.1 | 3.2 | -1.7 | 0.0 | 0.0 | 4.9 | 0.0 | 0.0 | 8.1 |
| 1600 | 429028.24 | 4758552.89 | 270.50 | 0 | N | A | -45.4 | 9.2 | 0.0 | 0.0 | 0.0 | 66.1 | 3.2 | -1.7 | 0.0 | 0.0 | 4.9 | 0.0 | 0.0 | -108.7 |
| 1600 | 429028.24 | 4758552.89 | 270.50 | 0 | E | A | -45.4 | 9.2 | 0.0 | 0.0 | 0.0 | 66.1 | 3.2 | -1.7 | 0.0 | 0.0 | 4.9 | 0.0 | 0.0 | -108.7 |
| 1612 | 428408.63 | 4758271.00 | 243.00 | 0 | D | A | 71.4 | 15.7 | 0.0 | 0.0 | 0.0 | 72.7 | 5.1 | -1.3 | 0.0 | 0.0 | 9.7 | 0.0 | 0.0 | 0.9 |
| 1612 | 428408.63 | 4758271.00 | 243.00 | 0 | N | A | -45.4 | 15.7 | 0.0 | 0.0 | 0.0 | 72.7 | 5.1 | -1.3 | 0.0 | 0.0 | 9.7 | 0.0 | 0.0 | -115.9 |
| 1612 | 428408.63 | 4758271.00 | 243.00 | 0 | E | A | -45.4 | 15.7 | 0.0 | 0.0 | 0.0 | 72.7 | 5.1 | -1.3 | 0.0 | 0.0 | 9.7 | 0.0 | 0.0 | -115.9 |
| 1666 | 429022.89 | 4758547.07 | 270.50 | 0 | D | A | 71.4 | 8.8 | 0.0 | 0.0 | 0.0 | 66.2 | 3.2 | -1.7 | 0.0 | 0.0 | 4.9 | 0.0 | 0.0 | 7.6 |
| 1666 | 429022.89 | 4758547.07 | 270.50 | 0 | N | A | -45.4 | 8.8 | 0.0 | 0.0 | 0.0 | 66.2 | 3.2 | -1.7 | 0.0 | 0.0 | 4.9 | 0.0 | 0.0 | -109.2 |
| 1666 | 429022.89 | 4758547.07 | 270.50 | 0 | E | A | -45.4 | 8.8 | 0.0 | 0.0 | 0.0 | 66.2 | 3.2 | -1.7 | 0.0 | 0.0 | 4.9 | 0.0 | 0.0 | -109.2 |
| 1785 | 428408.77 | 4758219.20 | 243.00 | 0 | D | A | 71.4 | 15.2 | 0.0 | 0.0 | 0.0 | 72.9 | 5.2 | -1.4 | 0.0 | 0.0 | 9.7 | 0.0 | 0.0 | 0.2 |
| 1785 | 428408.77 | 4758219.20 | 243.00 | 0 | N | A | -45.4 | 15.2 | 0.0 | 0.0 | 0.0 | 72.9 | 5.2 | -1.4 | 0.0 | 0.0 | 9.7 | 0.0 | 0.0 | -116.6 |
| 1785 | 428408.77 | 4758219.20 | 243.00 | 0 | E | A | -45.4 | 15.2 | 0.0 | 0.0 | 0.0 | 72.9 | 5.2 | -1.4 | 0.0 | 0.0 | 9.7 | 0.0 | 0.0 | -116.6 |
| 1816 | 429017.91 | 4758541.64 | 270.50 | 0 | D | A | 71.4 | 8.5 | 0.0 | 0.0 | 0.0 | 66.3 | 3.3 | -1.8 | 0.0 | 0.0 | 4.9 | 0.0 | 0.0 | 7.2 |
| 1816 | 429017.91 | 4758541.64 | 270.50 | 0 | N | A | -45.4 | 8.5 | 0.0 | 0.0 | 0.0 | 66.3 | 3.3 | -1.8 | 0.0 | 0.0 | 4.9 | 0.0 | 0.0 | -109.6 |
| 1816 | 429017.91 | 4758541.64 | 270.50 | 0 | E | A | -45.4 | 8.5 | 0.0 | 0.0 | 0.0 | 66.3 | 3.3 | -1.8 | 0.0 | 0.0 | 4.9 | 0.0 | 0.0 | -109.6 |
| 1932 | 428494.23 | 4757857.41 | 243.00 | 0 | D | A | 71.4 | 15.7 | 0.0 | 0.0 | 0.0 | 74.2 | 5.6 | -1.9 | 0.0 | 0.0 | 12.9 | 0.0 | 0.0 | -3.8 |
| 1932 | 428494.23 | 4757857.41 | 243.00 | 0 | N | A | -45.4 | 15.7 | 0.0 | 0.0 | 0.0 | 74.2 | 5.6 | -1.9 | 0.0 | 0.0 | 12.9 | 0.0 | 0.0 | -120.6 |
| 1932 | 428494.23 | 4757857.41 | 243.00 | 0 | E | A | -45.4 | 15.7 | 0.0 | 0.0 | 0.0 | 74.2 | 5.6 | -1.9 | 0.0 | 0.0 | 12.9 | 0.0 | 0.0 | -120.6 |
| 1944 | 428407.68 | 4758604.92 | 243.00 | 0 | D | A | 71.4 | 12.9 | 0.0 | 0.0 | 0.0 | 71.4 | 4.7 | -1.6 | 0.0 | 0.0 | 9.0 | 0.0 | 0.0 | 0.9 |
| 1944 | 428407.68 | 4758604.92 | 243.00 | 0 | N | A | -45.4 | 12.9 | 0.0 | 0.0 | 0.0 | 71.4 | 4.7 | -1.6 | 0.0 | 0.0 | 9.0 | 0.0 | 0.0 | -116.0 |
| 1944 | 428407.68 | 4758604.92 | 243.00 | 0 | E | A | -45.4 | 12.9 | 0.0 | 0.0 | 0.0 | 71.4 | 4.7 | -1.6 | 0.0 | 0.0 | 9.0 | 0.0 | 0.0 | -116.0 |
| 1969 | 429000.34 | 4757804.02 | 270.50 | 0 | D | A | 71.4 | 14.1 | 0.0 | 0.0 | 0.0 | 73.0 | 5.2 | -2.0 | 0.0 | 0.0 | 4.6 | 0.0 | 0.0 | 4.8 |
| 1969 | 429000.34 | 4757804.02 | 270.50 | 0 | N | A | -45.4 | 14.1 | 0.0 | 0.0 | 0.0 | 73.0 | 5.2 | -2.0 | 0.0 | 0.0 | 4.6 | 0.0 | 0.0 | -112.0 |
| 1969 | 429000.34 | 4757804.02 | 270.50 | 0 | E | A | -45.4 | 14.1 | 0.0 | 0.0 | 0.0 | 73.0 | 5.2 | -2.0 | 0.0 | 0.0 | 4.6 | 0.0 | 0.0 | -112.0 |
| 1981 | 428304.43 | 4758621.98 | 243.00 | 0 | D | A | 71.4 | 13.2 | 0.0 | 0.0 | 0.0 | 72.1 | 4.9 | -1.1 | 0.0 | 0.0 | 5.3 | 0.0 | 0.0 | 3.3 |
| 1981 | 428304.43 | 4758621.98 | 243.00 | 0 | N | A | -45.4 | 13.2 | 0.0 | 0.0 | 0.0 | 72.1 | 4.9 | -1.1 | 0.0 | 0.0 | 5.3 | 0.0 | 0.0 | -113.5 |
| 1981 | 428304.43 | 4758621.98 | 243.00 | 0 | E | A | -45.4 | 13.2 | 0.0 | 0.0 | 0.0 | 72.1 | 4.9 | -1.1 | 0.0 | 0.0 | 5.3 | 0.0 | 0.0 | -113.5 |
| 2046 | 429006.11 | 4758305.38 | 270.50 | 0 | D | A | 71.4 | 9.6 | 0.0 | 0.0 | 0.0 | 68.9 | 3.9 | -1.9 | 0.0 | 0.0 | 4.7 | 0.0 | 0.0 | 5.4 |
| 2046 | 429006.11 | 4758305.38 | 270.50 | 0 | N | A | -45.4 | 9.6 | 0.0 | 0.0 | 0.0 | 68.9 | 3.9 | -1.9 | 0.0 | 0.0 | 4.7 | 0.0 | 0.0 | -111.4 |
| 2046 | 429006.11 | 4758305.38 | 270.50 | 0 | E | A | -45.4 | 9.6 | 0.0 | 0.0 | 0.0 | 68.9 | 3.9 | -1.9 | 0.0 | 0.0 | 4.7 | 0.0 | 0.0 | -111.4 |
| 2058 | 428852.19 | 4757726.47 | 249.74 | 0 | D | A | 71.4 | 14.3 | 0.0 | 0.0 | 0.0 | 73.8 | 5.5 | -2.2 | 0.0 | 0.0 | 14.8 | 0.0 | 0.0 | -6.2 |
| 2058 | 428852.19 | 4757726.47 | 249.74 | 0 | N | A | -45.4 | 14.3 | 0.0 | 0.0 | 0.0 | 73.8 | 5.5 | -2.2 | 0.0 | 0.0 | 14.8 | 0.0 | 0.0 | -123.0 |
| 2058 | 428852.19 | 4757726.47 | 249.74 | 0 | E | A | -45.4 | 14.3 | 0.0 | 0.0 | 0.0 | 73.8 | 5.5 | -2.2 | 0.0 | 0.0 | 14.8 | 0.0 | 0.0 | -123.0 |
| 2140 | 428886.68 | 4757731.93 | 251.92 | 0 | D | A | 71.4 | 13.8 | 0.0 | 0.0 | 0.0 | 73.7 | 5.4 | -2.2 | 0.0 | 0.0 | 14.4 | 0.0 | 0.0 | -6.2 |
| 2140 | 428886.68 | 4757731.93 | 251.92 | 0 | N | A | -45.4 | 13.8 | 0.0 | 0.0 | 0.0 | 73.7 | 5.4 | -2.2 | 0.0 | 0.0 | 14.4 | 0.0 | 0.0 | -123.0 |

| Line Source, ISO 9613, Name: "Medium Truck", ID: "!060203!Medium Truck" | | | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Nr. | X | Y | Z | Refl. | DEN | Freq. | Lw | l/a | Optime | K0 | Di | Adiv | Aatm | Agr | Afol | Ahous | Abar | Cmet | RL | Lr |
| | (m) | (m) | (m) | | | (Hz) | dB(A) | dB | dB | (dB) | (dB) | (dB) | (dB) | (dB) | (dB) | (dB) | (dB) | (dB) | (dB) | dB(A) |
| 2140 | 428886.68 | 4757731.93 | 251.92 | 0 | E | A | -45.4 | 13.8 | 0.0 | 0.0 | 0.0 | 73.7 | 5.4 | -2.2 | 0.0 | 0.0 | 14.4 | 0.0 | 0.0 | -123.0 |
| 2193 | 428993.35 | 4757781.80 | 268.10 | 0 | D | A | 71.4 | 13.1 | 0.0 | 0.0 | 0.0 | 73.1 | 5.2 | -2.1 | 0.0 | 0.0 | 4.6 | 0.0 | 0.0 | 3.6 |
| 2193 | 428993.35 | 4757781.80 | 268.10 | 0 | N | A | -45.4 | 13.1 | 0.0 | 0.0 | 0.0 | 73.1 | 5.2 | -2.1 | 0.0 | 0.0 | 4.6 | 0.0 | 0.0 | -113.2 |
| 2193 | 428993.35 | 4757781.80 | 268.10 | 0 | E | A | -45.4 | 13.1 | 0.0 | 0.0 | 0.0 | 73.1 | 5.2 | -2.1 | 0.0 | 0.0 | 4.6 | 0.0 | 0.0 | -113.2 |
| 2207 | 428323.21 | 4758621.84 | 243.00 | 0 | D | A | 71.4 | 11.5 | 0.0 | 0.0 | 0.0 | 72.0 | 4.9 | -1.1 | 0.0 | 0.0 | 5.6 | 0.0 | 0.0 | 1.5 |
| 2207 | 428323.21 | 4758621.84 | 243.00 | 0 | N | A | -45.4 | 11.5 | 0.0 | 0.0 | 0.0 | 72.0 | 4.9 | -1.1 | 0.0 | 0.0 | 5.6 | 0.0 | 0.0 | -115.3 |
| 2207 | 428323.21 | 4758621.84 | 243.00 | 0 | E | A | -45.4 | 11.5 | 0.0 | 0.0 | 0.0 | 72.0 | 4.9 | -1.1 | 0.0 | 0.0 | 5.6 | 0.0 | 0.0 | -115.3 |
| 2221 | 428408.70 | 4758244.16 | 243.00 | 0 | D | A | 71.4 | 12.3 | 0.0 | 0.0 | 0.0 | 72.8 | 5.1 | -1.3 | 0.0 | 0.0 | 9.7 | 0.0 | 0.0 | -2.6 |
| 2221 | 428408.70 | 4758244.16 | 243.00 | 0 | N | A | -45.4 | 12.3 | 0.0 | 0.0 | 0.0 | 72.8 | 5.1 | -1.3 | 0.0 | 0.0 | 9.7 | 0.0 | 0.0 | -119.4 |
| 2221 | 428408.70 | 4758244.16 | 243.00 | 0 | E | A | -45.4 | 12.3 | 0.0 | 0.0 | 0.0 | 72.8 | 5.1 | -1.3 | 0.0 | 0.0 | 9.7 | 0.0 | 0.0 | -119.4 |
| 2236 | 428286.68 | 4758622.11 | 243.00 | 0 | D | A | 71.4 | 11.6 | 0.0 | 0.0 | 0.0 | 72.3 | 4.9 | -1.0 | 0.0 | 0.0 | 5.0 | 0.0 | 0.0 | 1.8 |
| 2236 | 428286.68 | 4758622.11 | 243.00 | 0 | N | A | -45.4 | 11.6 | 0.0 | 0.0 | 0.0 | 72.3 | 4.9 | -1.0 | 0.0 | 0.0 | 5.0 | 0.0 | 0.0 | -115.0 |
| 2236 | 428286.68 | 4758622.11 | 243.00 | 0 | E | A | -45.4 | 11.6 | 0.0 | 0.0 | 0.0 | 72.3 | 4.9 | -1.0 | 0.0 | 0.0 | 5.0 | 0.0 | 0.0 | -115.0 |
| 2275 | 428764.18 | 4757719.36 | 243.00 | 0 | D | A | 71.4 | 13.0 | 0.0 | 0.0 | 0.0 | 74.0 | 5.6 | -2.1 | 0.0 | 0.0 | 14.7 | 0.0 | 0.0 | -7.9 |
| 2275 | 428764.18 | 4757719.36 | 243.00 | 0 | N | A | -45.4 | 13.0 | 0.0 | 0.0 | 0.0 | 74.0 | 5.6 | -2.1 | 0.0 | 0.0 | 14.7 | 0.0 | 0.0 | -124.7 |
| 2275 | 428764.18 | 4757719.36 | 243.00 | 0 | E | A | -45.4 | 13.0 | 0.0 | 0.0 | 0.0 | 74.0 | 5.6 | -2.1 | 0.0 | 0.0 | 14.7 | 0.0 | 0.0 | -124.7 |
| 2424 | 428918.15 | 4757741.75 | 257.50 | 0 | D | A | 71.4 | 11.6 | 0.0 | 0.0 | 0.0 | 73.5 | 5.4 | -2.2 | 0.0 | 0.0 | 12.0 | 0.0 | 0.0 | -5.8 |
| 2424 | 428918.15 | 4757741.75 | 257.50 | 0 | N | A | -45.4 | 11.6 | 0.0 | 0.0 | 0.0 | 73.5 | 5.4 | -2.2 | 0.0 | 0.0 | 12.0 | 0.0 | 0.0 | -122.6 |
| 2424 | 428918.15 | 4757741.75 | 257.50 | 0 | E | A | -45.4 | 11.6 | 0.0 | 0.0 | 0.0 | 73.5 | 5.4 | -2.2 | 0.0 | 0.0 | 12.0 | 0.0 | 0.0 | -122.6 |
| 2496 | 428425.20 | 4758202.73 | 243.00 | 0 | D | A | 71.4 | 10.6 | 0.0 | 0.0 | 0.0 | 72.9 | 5.2 | -1.5 | 0.0 | 0.0 | 10.4 | 0.0 | 0.0 | -5.0 |
| 2496 | 428425.20 | 4758202.73 | 243.00 | 0 | N | A | -45.4 | 10.6 | 0.0 | 0.0 | 0.0 | 72.9 | 5.2 | -1.5 | 0.0 | 0.0 | 10.4 | 0.0 | 0.0 | -121.8 |
| 2496 | 428425.20 | 4758202.73 | 243.00 | 0 | E | A | -45.4 | 10.6 | 0.0 | 0.0 | 0.0 | 72.9 | 5.2 | -1.5 | 0.0 | 0.0 | 10.4 | 0.0 | 0.0 | -121.8 |
| 2565 | 428832.09 | 4757724.85 | 248.95 | 0 | D | A | 71.4 | 11.2 | 0.0 | 0.0 | 0.0 | 73.8 | 5.5 | -2.2 | 0.0 | 0.0 | 14.8 | 0.0 | 0.0 | -9.4 |
| 2565 | 428832.09 | 4757724.85 | 248.95 | 0 | N | A | -45.4 | 11.2 | 0.0 | 0.0 | 0.0 | 73.8 | 5.5 | -2.2 | 0.0 | 0.0 | 14.8 | 0.0 | 0.0 | -126.2 |
| 2565 | 428832.09 | 4757724.85 | 248.95 | 0 | E | A | -45.4 | 11.2 | 0.0 | 0.0 | 0.0 | 73.8 | 5.5 | -2.2 | 0.0 | 0.0 | 14.8 | 0.0 | 0.0 | -126.2 |
| 2579 | 428436.19 | 4758202.77 | 243.00 | 0 | D | A | 71.4 | 10.2 | 0.0 | 0.0 | 0.0 | 72.8 | 5.1 | -1.6 | 0.0 | 0.0 | 11.0 | 0.0 | 0.0 | -5.8 |
| 2579 | 428436.19 | 4758202.77 | 243.00 | 0 | N | A | -45.4 | 10.2 | 0.0 | 0.0 | 0.0 | 72.8 | 5.1 | -1.6 | 0.0 | 0.0 | 11.0 | 0.0 | 0.0 | -122.6 |
| 2579 | 428436.19 | 4758202.77 | 243.00 | 0 | E | A | -45.4 | 10.2 | 0.0 | 0.0 | 0.0 | 72.8 | 5.1 | -1.6 | 0.0 | 0.0 | 11.0 | 0.0 | 0.0 | -122.6 |
| 2593 | 428414.12 | 4758202.70 | 243.00 | 0 | D | A | 71.4 | 10.3 | 0.0 | 0.0 | 0.0 | 72.9 | 5.2 | -1.3 | 0.0 | 0.0 | 9.8 | 0.0 | 0.0 | -5.0 |
| 2593 | 428414.12 | 4758202.70 | 243.00 | 0 | N | A | -45.4 | 10.3 | 0.0 | 0.0 | 0.0 | 72.9 | 5.2 | -1.3 | 0.0 | 0.0 | 9.8 | 0.0 | 0.0 | -121.8 |
| 2593 | 428414.12 | 4758202.70 | 243.00 | 0 | E | A | -45.4 | 10.3 | 0.0 | 0.0 | 0.0 | 72.9 | 5.2 | -1.3 | 0.0 | 0.0 | 9.8 | 0.0 | 0.0 | -121.8 |
| 2634 | 428487.75 | 4758202.91 | 243.00 | 0 | D | A | 71.4 | 9.6 | 0.0 | 0.0 | 0.0 | 72.5 | 5.0 | -2.0 | 0.0 | 0.0 | 14.3 | 0.0 | 0.0 | -8.9 |
| 2634 | 428487.75 | 4758202.91 | 243.00 | 0 | N | A | -45.4 | 9.6 | 0.0 | 0.0 | 0.0 | 72.5 | 5.0 | -2.0 | 0.0 | 0.0 | 14.3 | 0.0 | 0.0 | -125.7 |
| 2634 | 428487.75 | 4758202.91 | 243.00 | 0 | E | A | -45.4 | 9.6 | 0.0 | 0.0 | 0.0 | 72.5 | 5.0 | -2.0 | 0.0 | 0.0 | 14.3 | 0.0 | 0.0 | -125.7 |
| 2673 | 428407.64 | 4758618.24 | 243.00 | 0 | D | A | 71.4 | 7.8 | 0.0 | 0.0 | 0.0 | 71.4 | 4.6 | -1.5 | 0.0 | 0.0 | 8.8 | 0.0 | 0.0 | -4.2 |
| 2673 | 428407.64 | 4758618.24 | 243.00 | 0 | N | A | -45.4 | 7.8 | 0.0 | 0.0 | 0.0 | 71.4 | 4.6 | -1.5 | 0.0 | 0.0 | 8.8 | 0.0 | 0.0 | -121.0 |
| 2673 | 428407.64 | 4758618.24 | 243.00 | 0 | E | A | -45.4 | 7.8 | 0.0 | 0.0 | 0.0 | 71.4 | 4.6 | -1.5 | 0.0 | 0.0 | 8.8 | 0.0 | 0.0 | -121.0 |
| 2688 | 428907.05 | 4757738.29 | 254.95 | 0 | D | A | 71.4 | 9.8 | 0.0 | 0.0 | 0.0 | 73.6 | 5.4 | -2.1 | 0.0 | 0.0 | 13.3 | 0.0 | 0.0 | -8.9 |
| 2688 | 428907.05 | 4757738.29 | 254.95 | 0 | N | A | -45.4 | 9.8 | 0.0 | 0.0 | 0.0 | 73.6 | 5.4 | -2.1 | 0.0 | 0.0 | 13.3 | 0.0 | 0.0 | -125.7 |
| 2688 | 428907.05 | 4757738.29 | 254.95 | 0 | E | A | -45.4 | 9.8 | 0.0 | 0.0 | 0.0 | 73.6 | 5.4 | -2.1 | 0.0 | 0.0 | 13.3 | 0.0 | 0.0 | -125.7 |
| 2770 | 428870.42 | 4757727.95 | 250.50 | 0 | D | A | 71.4 | 9.8 | 0.0 | 0.0 | 0.0 | 73.7 | 5.5 | -2.2 | 0.0 | 0.0 | 14.8 | 0.0 | 0.0 | -10.6 |
| 2770 | 428870.42 | 4757727.95 | 250.50 | 0 | N | A | -45.4 | 9.8 | 0.0 | 0.0 | 0.0 | 73.7 | 5.5 | -2.2 | 0.0 | 0.0 | 14.8 | 0.0 | 0.0 | -127.5 |
| 2770 | 428870.42 | 4757727.95 | 250.50 | 0 | E | A | -45.4 | 9.8 | 0.0 | 0.0 | 0.0 | 73.7 | 5.5 | -2.2 | 0.0 | 0.0 | 14.8 | 0.0 | 0.0 | -127.5 |
| 2887 | 428626.19 | 4757820.09 | 243.00 | 0 | D | A | 71.4 | 9.8 | 0.0 | 0.0 | 0.0 | 73.9 | 5.5 | -2.0 | 0.0 | 0.0 | 15.0 | 0.0 | 0.0 | -11.3 |
| 2887 | 428626.19 | 4757820.09 | 243.00 | 0 | N | A | -45.4 | 9.8 | 0.0 | 0.0 | 0.0 | 73.9 | 5.5 | -2.0 | 0.0 | 0.0 | 15.0 | 0.0 | 0.0 | -128.2 |
| 2887 | 428626.19 | 4757820.09 | 243.00 | 0 | E | A | -45.4 | 9.8 | 0.0 | 0.0 | 0.0 | 73.9 | 5.5 | -2.0 | 0.0 | 0.0 | 15.0 | 0.0 | 0.0 | -128.2 |
| 3072 | 428494.39 | 4757830.04 | 243.00 | 0 | D | A | 71.4 | 8.9 | 0.0 | 0.0 | 0.0 | 74.3 | 5.7 | -1.9 | 0.0 | 0.0 | 12.8 | 0.0 | 0.0 | -10.6 |
| 3072 | 428494.39 | 4757830.04 | 243.00 | 0 | N | A | -45.4 | 8.9 | 0.0 | 0.0 | 0.0 | 74.3 | 5.7 | -1.9 | 0.0 | 0.0 | 12.8 | 0.0 | 0.0 | -127.4 |
| 3072 | 428494.39 | 4757830.04 | 243.00 | 0 | E | A | -45.4 | 8.9 | 0.0 | 0.0 | 0.0 | 74.3 | 5.7 | -1.9 | 0.0 | 0.0 | 12.8 | 0.0 | 0.0 | -127.4 |
| 3232 | 428900.52 | 4757736.25 | 253.00 | 0 | D | A | 71.4 | 6.9 | 0.0 | 0.0 | 0.0 | 73.6 | 5.4 | -2.1 | 0.0 | 0.0 | 14.3 | 0.0 | 0.0 | -12.9 |
| 3232 | 428900.52 | 4757736.25 | 253.00 | 0 | N | A | -45.4 | 6.9 | 0.0 | 0.0 | 0.0 | 73.6 | 5.4 | -2.1 | 0.0 | 0.0 | 14.3 | 0.0 | 0.0 | -129.7 |
| 3232 | 428900.52 | 4757736.25 | 253.00 | 0 | E | A | -45.4 | 6.9 | 0.0 | 0.0 | 0.0 | 73.6 | 5.4 | -2.1 | 0.0 | 0.0 | 14.3 | 0.0 | 0.0 | -129.7 |
| 3291 | 428494.35 | 4757836.46 | 243.00 | 0 | D | A | 71.4 | 7.1 | 0.0 | 0.0 | 0.0 | 74.3 | 5.7 | -1.9 | 0.0 | 0.0 | 12.8 | 0.0 | 0.0 | -12.4 |
| 3291 | 428494.35 | 4757836.46 | 243.00 | 0 | N | A | -45.4 | 7.1 | 0.0 | 0.0 | 0.0 | 74.3 | 5.7 | -1.9 | 0.0 | 0.0 | 12.8 | 0.0 | 0.0 | -129.2 |
| 3291 | 428494.35 | 4757836.46 | 243.00 | 0 | E | A | -45.4 | 7.1 | 0.0 | 0.0 | 0.0 | 74.3 | 5.7 | -1.9 | 0.0 | 0.0 | 12.8 | 0.0 | 0.0 | -129.2 |
| 3331 | 428496.91 | 4757823.15 | 243.00 | 0 | D | A | 71.4 | 7.0 | 0.0 | 0.0 | 0.0 | 74.3 | 5.7 | -2.0 | 0.0 | 0.0 | 12.9 | 0.0 | 0.0 | -12.7 |
| 3331 | 428496.91 | 4757823.15 | 243.00 | 0 | N | A | -45.4 | 7.0 | 0.0 | 0.0 | 0.0 | 74.3 | 5.7 | -2.0 | 0.0 | 0.0 | 12.9 | 0.0 | 0.0 | -129.5 |
| 3331 | 428496.91 | 4757823.15 | 243.00 | 0 | E | A | -45.4 | 7.0 | 0.0 | 0.0 | 0.0 | 74.3 | 5.7 | -2.0 | 0.0 | 0.0 | 12.9 | 0.0 | 0.0 | -129.5 |
| 3369 | 428494.42 | 4757824.70 | 243.00 | 0 | D | A | 71.4 | 4.7 | 0.0 | 0.0 | 0.0 | 74.3 | 5.7 | -1.9 | 0.0 | 0.0 | 12.8 | 0.0 | 0.0 | -14.8 |
| 3369 | 428494.42 | 4757824.70 | 243.00 | 0 | N | A | -45.4 | 4.7 | 0.0 | 0.0 | 0.0 | 74.3 | 5.7 | -1.9 | 0.0 | 0.0 | 12.8 | 0.0 | 0.0 | -131.6 |
| 3369 | 428494.42 | 4757824.70 | 243.00 | 0 | E | A | -45.4 | 4.7 | 0.0 | 0.0 | 0.0 | 74.3 | 5.7 | -1.9 | 0.0 | 0.0 | 12.8 | 0.0 | 0.0 | -131.6 |
| 3382 | 428315.50 | 4758621.90 | 243.00 | 0 | D | A | 71.4 | 0.6 | 0.0 | 0.0 | 0.0 | 72.1 | 4.9 | -1.1 | 0.0 | 0.0 | 5.5 | 0.0 | 0.0 | -9.3 |
| 3382 | 428315.50 | 4758621.90 | 243.00 | 0 | N | A | -45.4 | 0.6 | 0.0 | 0.0 | 0.0 | 72.1 | 4.9 | -1.1 | 0.0 | 0.0 | 5.5 | 0.0 | 0.0 | -126.1 |

| Line Source, ISO 9613, Name: "Medium Truck", ID: "!060203!Medium Truck" | | | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Nr. | X | Y | Z | Refl. | DEN | Freq. | Lw | l/a | Optime | K0 | Di | Adiv | Aatm | Agr | Afol | Ahous | Abar | Cmet | RL | Lr |
| | (m) | (m) | (m) | | | (Hz) | dB(A) | dB | dB | (dB) | (dB) | (dB) | (dB) | (dB) | (dB) | (dB) | (dB) | (dB) | (dB) | dB(A) |
| 3382 | 428315.50 | 4758621.90 | 243.00 | 0 | E | A | -45.4 | 0.6 | 0.0 | 0.0 | 0.0 | 72.1 | 4.9 | -1.1 | 0.0 | 0.0 | 5.5 | 0.0 | 0.0 | -126.1 |
| 3558 | 428407.65 | 4758614.97 | 243.00 | 0 | D | A | 71.4 | -2.4 | 0.0 | 0.0 | 0.0 | 71.4 | 4.7 | -1.6 | 0.0 | 0.0 | 8.9 | 0.0 | 0.0 | -14.3 |
| 3558 | 428407.65 | 4758614.97 | 243.00 | 0 | N | A | -45.4 | -2.4 | 0.0 | 0.0 | 0.0 | 71.4 | 4.7 | -1.6 | 0.0 | 0.0 | 8.9 | 0.0 | 0.0 | -131.2 |
| 3558 | 428407.65 | 4758614.97 | 243.00 | 0 | E | A | -45.4 | -2.4 | 0.0 | 0.0 | 0.0 | 71.4 | 4.7 | -1.6 | 0.0 | 0.0 | 8.9 | 0.0 | 0.0 | -131.2 |
| 3617 | 428996.41 | 4757791.53 | 270.50 | 0 | D | A | 71.4 | -2.0 | 0.0 | 0.0 | 0.0 | 73.0 | 5.2 | -2.1 | 0.0 | 0.0 | 4.6 | 0.0 | 0.0 | -11.4 |
| 3617 | 428996.41 | 4757791.53 | 270.50 | 0 | N | A | -45.4 | -2.0 | 0.0 | 0.0 | 0.0 | 73.0 | 5.2 | -2.1 | 0.0 | 0.0 | 4.6 | 0.0 | 0.0 | -128.2 |
| 3617 | 428996.41 | 4757791.53 | 270.50 | 0 | E | A | -45.4 | -2.0 | 0.0 | 0.0 | 0.0 | 73.0 | 5.2 | -2.1 | 0.0 | 0.0 | 4.6 | 0.0 | 0.0 | -128.2 |
| 3728 | 428407.71 | 4758595.06 | 243.00 | 0 | D | A | 71.4 | -7.4 | 0.0 | 0.0 | 0.0 | 71.4 | 4.7 | -1.4 | 0.0 | 0.0 | 8.9 | 0.0 | 0.0 | -19.6 |
| 3728 | 428407.71 | 4758595.06 | 243.00 | 0 | N | A | -45.4 | -7.4 | 0.0 | 0.0 | 0.0 | 71.4 | 4.7 | -1.4 | 0.0 | 0.0 | 8.9 | 0.0 | 0.0 | -136.4 |
| 3728 | 428407.71 | 4758595.06 | 243.00 | 0 | E | A | -45.4 | -7.4 | 0.0 | 0.0 | 0.0 | 71.4 | 4.7 | -1.4 | 0.0 | 0.0 | 8.9 | 0.0 | 0.0 | -136.4 |

| Line Source, ISO 9613, Name: "Small Vehicle", ID: "!060203!Small Vehicle" | | | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Nr. | X | Y | Z | Refl. | DEN | Freq. | Lw | l/a | Optime | K0 | Di | Adiv | Aatm | Agr | Afol | Ahous | Abar | Cmet | RL | Lr |
| | (m) | (m) | (m) | | | (Hz) | dB(A) | dB | dB | (dB) | (dB) | (dB) | (dB) | (dB) | (dB) | (dB) | (dB) | (dB) | (dB) | dB(A) |
| 3219 | 428409.04 | 4758506.20 | 241.00 | 0 | D | A | 53.7 | 22.5 | 0.0 | 0.0 | 0.0 | 71.7 | 3.5 | -2.0 | 0.0 | 0.0 | 6.8 | 0.0 | 0.0 | -3.8 |
| 3219 | 428409.04 | 4758506.20 | 241.00 | 0 | N | A | -58.8 | 22.5 | 0.0 | 0.0 | 0.0 | 71.7 | 3.5 | -2.0 | 0.0 | 0.0 | 6.8 | 0.0 | 0.0 | -116.3 |
| 3219 | 428409.04 | 4758506.20 | 241.00 | 0 | E | A | -58.8 | 22.5 | 0.0 | 0.0 | 0.0 | 71.7 | 3.5 | -2.0 | 0.0 | 0.0 | 6.8 | 0.0 | 0.0 | -116.3 |
| 3357 | 428409.11 | 4758352.61 | 241.00 | 0 | D | A | 53.7 | 21.1 | 0.0 | 0.0 | 0.0 | 72.3 | 3.6 | -2.2 | 0.0 | 0.0 | 7.2 | 0.0 | 0.0 | -6.1 |
| 3357 | 428409.11 | 4758352.61 | 241.00 | 0 | N | A | -58.8 | 21.1 | 0.0 | 0.0 | 0.0 | 72.3 | 3.6 | -2.2 | 0.0 | 0.0 | 7.2 | 0.0 | 0.0 | -118.7 |
| 3357 | 428409.11 | 4758352.61 | 241.00 | 0 | E | A | -58.8 | 21.1 | 0.0 | 0.0 | 0.0 | 72.3 | 3.6 | -2.2 | 0.0 | 0.0 | 7.2 | 0.0 | 0.0 | -118.7 |
| 3463 | 428386.71 | 4758621.99 | 241.00 | 0 | D | A | 53.7 | 16.5 | 0.0 | 0.0 | 0.0 | 71.5 | 3.5 | -2.7 | 0.0 | 0.0 | 6.4 | 0.0 | 0.0 | -8.5 |
| 3463 | 428386.71 | 4758621.99 | 241.00 | 0 | N | A | -58.8 | 16.5 | 0.0 | 0.0 | 0.0 | 71.5 | 3.5 | -2.7 | 0.0 | 0.0 | 6.4 | 0.0 | 0.0 | -121.0 |
| 3463 | 428386.71 | 4758621.99 | 241.00 | 0 | E | A | -58.8 | 16.5 | 0.0 | 0.0 | 0.0 | 71.5 | 3.5 | -2.7 | 0.0 | 0.0 | 6.4 | 0.0 | 0.0 | -121.0 |
| 3602 | 428347.59 | 4758622.28 | 241.00 | 0 | D | A | 53.7 | 15.3 | 0.0 | 0.0 | 0.0 | 71.8 | 3.5 | -2.8 | 0.0 | 0.0 | 5.7 | 0.0 | 0.0 | -9.2 |
| 3602 | 428347.59 | 4758622.28 | 241.00 | 0 | N | A | -58.8 | 15.3 | 0.0 | 0.0 | 0.0 | 71.8 | 3.5 | -2.8 | 0.0 | 0.0 | 5.7 | 0.0 | 0.0 | -121.7 |
| 3602 | 428347.59 | 4758622.28 | 241.00 | 0 | E | A | -58.8 | 15.3 | 0.0 | 0.0 | 0.0 | 71.8 | 3.5 | -2.8 | 0.0 | 0.0 | 5.7 | 0.0 | 0.0 | -121.7 |
| 3630 | 428409.15 | 4758272.98 | 241.00 | 0 | D | A | 53.7 | 14.9 | 0.0 | 0.0 | 0.0 | 72.7 | 3.7 | -2.4 | 0.0 | 0.0 | 7.3 | 0.0 | 0.0 | -12.7 |
| 3630 | 428409.15 | 4758272.98 | 241.00 | 0 | N | A | -58.8 | 14.9 | 0.0 | 0.0 | 0.0 | 72.7 | 3.7 | -2.4 | 0.0 | 0.0 | 7.3 | 0.0 | 0.0 | -125.2 |
| 3630 | 428409.15 | 4758272.98 | 241.00 | 0 | E | A | -58.8 | 14.9 | 0.0 | 0.0 | 0.0 | 72.7 | 3.7 | -2.4 | 0.0 | 0.0 | 7.3 | 0.0 | 0.0 | -125.2 |
| 3675 | 428408.99 | 4758605.33 | 241.00 | 0 | D | A | 53.7 | 12.8 | 0.0 | 0.0 | 0.0 | 71.4 | 3.4 | -1.8 | 0.0 | 0.0 | 6.3 | 0.0 | 0.0 | -12.8 |
| 3675 | 428408.99 | 4758605.33 | 241.00 | 0 | N | A | -58.8 | 12.8 | 0.0 | 0.0 | 0.0 | 71.4 | 3.4 | -1.8 | 0.0 | 0.0 | 6.3 | 0.0 | 0.0 | -125.4 |
| 3675 | 428408.99 | 4758605.33 | 241.00 | 0 | E | A | -58.8 | 12.8 | 0.0 | 0.0 | 0.0 | 71.4 | 3.4 | -1.8 | 0.0 | 0.0 | 6.3 | 0.0 | 0.0 | -125.4 |
| 3688 | 428304.18 | 4758622.60 | 241.00 | 0 | D | A | 53.7 | 13.1 | 0.0 | 0.0 | 0.0 | 72.1 | 3.6 | -3.0 | 0.0 | 0.0 | 5.2 | 0.0 | 0.0 | -11.0 |
| 3688 | 428304.18 | 4758622.60 | 241.00 | 0 | N | A | -58.8 | 13.1 | 0.0 | 0.0 | 0.0 | 72.1 | 3.6 | -3.0 | 0.0 | 0.0 | 5.2 | 0.0 | 0.0 | -123.6 |
| 3688 | 428304.18 | 4758622.60 | 241.00 | 0 | E | A | -58.8 | 13.1 | 0.0 | 0.0 | 0.0 | 72.1 | 3.6 | -3.0 | 0.0 | 0.0 | 5.2 | 0.0 | 0.0 | -123.6 |
| 3703 | 428323.13 | 4758622.46 | 241.00 | 0 | D | A | 53.7 | 11.8 | 0.0 | 0.0 | 0.0 | 72.0 | 3.5 | -2.9 | 0.0 | 0.0 | 5.4 | 0.0 | 0.0 | -12.5 |
| 3703 | 428323.13 | 4758622.46 | 241.00 | 0 | N | A | -58.8 | 11.8 | 0.0 | 0.0 | 0.0 | 72.0 | 3.5 | -2.9 | 0.0 | 0.0 | 5.4 | 0.0 | 0.0 | -125.0 |
| 3703 | 428323.13 | 4758622.46 | 241.00 | 0 | E | A | -58.8 | 11.8 | 0.0 | 0.0 | 0.0 | 72.0 | 3.5 | -2.9 | 0.0 | 0.0 | 5.4 | 0.0 | 0.0 | -125.0 |
| 3716 | 428286.72 | 4758622.72 | 241.00 | 0 | D | A | 53.7 | 11.6 | 0.0 | 0.0 | 0.0 | 72.3 | 3.6 | -3.0 | 0.0 | 0.0 | 5.0 | 0.0 | 0.0 | -12.6 |
| 3716 | 428286.72 | 4758622.72 | 241.00 | 0 | N | A | -58.8 | 11.6 | 0.0 | 0.0 | 0.0 | 72.3 | 3.6 | -3.0 | 0.0 | 0.0 | 5.0 | 0.0 | 0.0 | -125.1 |
| 3716 | 428286.72 | 4758622.72 | 241.00 | 0 | E | A | -58.8 | 11.6 | 0.0 | 0.0 | 0.0 | 72.3 | 3.6 | -3.0 | 0.0 | 0.0 | 5.0 | 0.0 | 0.0 | -125.1 |
| 3740 | 428408.99 | 4758618.60 | 241.00 | 0 | D | A | 53.7 | 8.1 | 0.0 | 0.0 | 0.0 | 71.4 | 3.4 | -3.2 | 0.0 | 0.0 | 7.4 | 0.0 | 0.0 | -17.2 |
| 3740 | 428408.99 | 4758618.60 | 241.00 | 0 | N | A | -58.8 | 8.1 | 0.0 | 0.0 | 0.0 | 71.4 | 3.4 | -3.2 | 0.0 | 0.0 | 7.4 | 0.0 | 0.0 | -129.7 |
| 3740 | 428408.99 | 4758618.60 | 241.00 | 0 | E | A | -58.8 | 8.1 | 0.0 | 0.0 | 0.0 | 71.4 | 3.4 | -3.2 | 0.0 | 0.0 | 7.4 | 0.0 | 0.0 | -129.7 |
| 3752 | 428314.97 | 4758622.52 | 241.00 | 0 | D | A | 53.7 | 0.5 | 0.0 | 0.0 | 0.0 | 72.1 | 3.6 | -3.0 | 0.0 | 0.0 | 5.3 | 0.0 | 0.0 | -23.7 |
| 3752 | 428314.97 | 4758622.52 | 241.00 | 0 | N | A | -58.8 | 0.5 | 0.0 | 0.0 | 0.0 | 72.1 | 3.6 | -3.0 | 0.0 | 0.0 | 5.3 | 0.0 | 0.0 | -136.2 |
| 3752 | 428314.97 | 4758622.52 | 241.00 | 0 | E | A | -58.8 | 0.5 | 0.0 | 0.0 | 0.0 | 72.1 | 3.6 | -3.0 | 0.0 | 0.0 | 5.3 | 0.0 | 0.0 | -136.2 |
| 3765 | 428408.99 | 4758615.07 | 241.00 | 0 | D | A | 53.7 | -2.3 | 0.0 | 0.0 | 0.0 | 71.4 | 3.4 | -3.0 | 0.0 | 0.0 | 7.3 | 0.0 | 0.0 | -27.6 |
| 3765 | 428408.99 | 4758615.07 | 241.00 | 0 | N | A | -58.8 | -2.3 | 0.0 | 0.0 | 0.0 | 71.4 | 3.4 | -3.0 | 0.0 | 0.0 | 7.3 | 0.0 | 0.0 | -140.2 |
| 3765 | 428408.99 | 4758615.07 | 241.00 | 0 | E | A | -58.8 | -2.3 | 0.0 | 0.0 | 0.0 | 71.4 | 3.4 | -3.0 | 0.0 | 0.0 | 7.3 | 0.0 | 0.0 | -140.2 |
| 3779 | 428409.00 | 4758595.79 | 241.00 | 0 | D | A | 53.7 | -7.0 | 0.0 | 0.0 | 0.0 | 71.4 | 3.4 | -1.8 | 0.0 | 0.0 | 6.3 | 0.0 | 0.0 | -32.7 |
| 3779 | 428409.00 | 4758595.79 | 241.00 | 0 | N | A | -58.8 | -7.0 | 0.0 | 0.0 | 0.0 | 71.4 | 3.4 | -1.8 | 0.0 | 0.0 | 6.3 | 0.0 | 0.0 | -145.2 |
| 3779 | 428409.00 | 4758595.79 | 241.00 | 0 | E | A | -58.8 | -7.0 | 0.0 | 0.0 | 0.0 | 71.4 | 3.4 | -1.8 | 0.0 | 0.0 | 6.3 | 0.0 | 0.0 | -145.2 |

Receiver
Name: R3_4.5m
ID: R3_4.5m
X: 429119.63 m
Y: 4758999.34 m
Z: 244.50 m

| Point Source, ISO 9613, Name: "Cracker Cartridge", ID: "!08!Cracker_Cartridge" | | | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Nr. | X | Y | Z | Refl. | DEN | Freq. | Lw | l/a | Optime | K0 | Di | Adiv | Aatm | Agr | Afol | Ahous | Abar | Cmet | RL | Lr |
| | (m) | (m) | (m) | | | (Hz) | dB(A) | dB | dB | (dB) | (dB) | (dB) | (dB) | (dB) | (dB) | (dB) | (dB) | (dB) | (dB) | dB(A) |
| 3 | 429112.85 | 4758823.47 | 300.00 | 0 | DEN | A | 126.6 | 0.0 | 0.0 | 0.0 | 0.0 | 56.3 | 2.0 | -0.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 68.7 |

| Point Source, ISO 9613, Name: "Cracker Cartridge", ID: "!08!Cracker_Cartridge" | | | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Nr. | X | Y | Z | Refl. | DEN | Freq. | Lw | l/a | Optime | K0 | Di | Adiv | Aatm | Agr | Afol | Ahous | Abar | Cmet | RL | Lr |
| | (m) | (m) | (m) | | | (Hz) | dB(A) | dB | dB | (dB) | (dB) | (dB) | (dB) | (dB) | (dB) | (dB) | (dB) | (dB) | (dB) | dB(A) |
| 5 | 429312.85 | 4758823.47 | 300.00 | 0 | DEN | A | 126.6 | 0.0 | 0.0 | 0.0 | 0.0 | 59.5 | 2.9 | -0.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 64.7 |

| Point Source, ISO 9613, Name: "Cracker Cartridge", ID: "!08!Cracker_Cartridge" | | | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Nr. | X | Y | Z | Refl. | DEN | Freq. | Lw | l/a | Optime | K0 | Di | Adiv | Aatm | Agr | Afol | Ahous | Abar | Cmet | RL | Lr |
| | (m) | (m) | (m) | | | (Hz) | dB(A) | dB | dB | (dB) | (dB) | (dB) | (dB) | (dB) | (dB) | (dB) | (dB) | (dB) | (dB) | dB(A) |
| 109 | 428912.85 | 4758823.47 | 300.00 | 0 | DEN | A | 126.6 | 0.0 | 0.0 | 0.0 | 0.0 | 59.9 | 3.0 | -0.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 64.3 |

| Point Source, ISO 9613, Name: "Whistler Cartridge", ID: "!07!Whistler_Cartridge" | | | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Nr. | X | Y | Z | Refl. | DEN | Freq. | Lw | l/a | Optime | K0 | Di | Adiv | Aatm | Agr | Afol | Ahous | Abar | Cmet | RL | Lr |
| | (m) | (m) | (m) | | | (Hz) | dB(A) | dB | dB | (dB) | (dB) | (dB) | (dB) | (dB) | (dB) | (dB) | (dB) | (dB) | (dB) | dB(A) |
| 111 | 429112.85 | 4758823.47 | 300.00 | 0 | DEN | A | 121.6 | 0.0 | 0.0 | 0.0 | 0.0 | 56.3 | 1.8 | -0.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 64.0 |

| Point Source, ISO 9613, Name: "Electronic Distress", ID: "!09!Electronic_Distress" | | | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Nr. | X | Y | Z | Refl. | DEN | Freq. | Lw | l/a | Optime | K0 | Di | Adiv | Aatm | Agr | Afol | Ahous | Abar | Cmet | RL | Lr |
| | (m) | (m) | (m) | | | (Hz) | dB(A) | dB | dB | (dB) | (dB) | (dB) | (dB) | (dB) | (dB) | (dB) | (dB) | (dB) | (dB) | dB(A) |
| 113 | 429112.85 | 4758823.47 | 300.00 | 0 | DEN | 500 | 121.6 | 0.0 | 0.0 | 0.0 | 0.0 | 56.3 | 0.4 | -0.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 65.4 |

| Point Source, ISO 9613, Name: "Propane Cannon", ID: "!06!Propane_Cannon" | | | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Nr. | X | Y | Z | Refl. | DEN | Freq. | Lw | l/a | Optime | K0 | Di | Adiv | Aatm | Agr | Afol | Ahous | Abar | Cmet | RL | Lr |
| | (m) | (m) | (m) | | | (Hz) | dB(A) | dB | dB | (dB) | (dB) | (dB) | (dB) | (dB) | (dB) | (dB) | (dB) | (dB) | (dB) | dB(A) |
| 152 | 429112.85 | 4758823.47 | 300.00 | 0 | DEN | A | 119.5 | 0.0 | 0.0 | 0.0 | 0.0 | 56.3 | 1.3 | -0.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 62.2 |

| Point Source, ISO 9613, Name: "Cracker Cartridge", ID: "!08!Cracker_Cartridge" | | | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Nr. | X | Y | Z | Refl. | DEN | Freq. | Lw | l/a | Optime | K0 | Di | Adiv | Aatm | Agr | Afol | Ahous | Abar | Cmet | RL | Lr |
| | (m) | (m) | (m) | | | (Hz) | dB(A) | dB | dB | (dB) | (dB) | (dB) | (dB) | (dB) | (dB) | (dB) | (dB) | (dB) | (dB) | dB(A) |
| 153 | 428712.85 | 4758823.47 | 300.00 | 0 | DEN | A | 126.6 | 0.0 | 0.0 | 0.0 | 0.0 | 64.0 | 4.6 | -0.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 58.6 |

| Point Source, ISO 9613, Name: "Whistler Cartridge", ID: "!07!Whistler_Cartridge" | | | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Nr. | X | Y | Z | Refl. | DEN | Freq. | Lw | l/a | Optime | K0 | Di | Adiv | Aatm | Agr | Afol | Ahous | Abar | Cmet | RL | Lr |
| | (m) | (m) | (m) | | | (Hz) | dB(A) | dB | dB | (dB) | (dB) | (dB) | (dB) | (dB) | (dB) | (dB) | (dB) | (dB) | (dB) | dB(A) |
| 155 | 429312.85 | 4758823.47 | 300.00 | 0 | DEN | A | 121.6 | 0.0 | 0.0 | 0.0 | 0.0 | 59.5 | 2.5 | -0.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 60.1 |

| Point Source, ISO 9613, Name: "Electronic Distress", ID: "!09!Electronic_Distress" | | | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Nr. | X | Y | Z | Refl. | DEN | Freq. | Lw | l/a | Optime | K0 | Di | Adiv | Aatm | Agr | Afol | Ahous | Abar | Cmet | RL | Lr |
| | (m) | (m) | (m) | | | (Hz) | dB(A) | dB | dB | (dB) | (dB) | (dB) | (dB) | (dB) | (dB) | (dB) | (dB) | (dB) | (dB) | dB(A) |
| 156 | 429312.85 | 4758823.47 | 300.00 | 0 | DEN | 500 | 121.6 | 0.0 | 0.0 | 0.0 | 0.0 | 59.5 | 0.5 | -0.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 62.1 |

| Point Source, ISO 9613, Name: "Whistler Cartridge", ID: "!07!Whistler_Cartridge" | | | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Nr. | X | Y | Z | Refl. | DEN | Freq. | Lw | l/a | Optime | K0 | Di | Adiv | Aatm | Agr | Afol | Ahous | Abar | Cmet | RL | Lr |
| | (m) | (m) | (m) | | | (Hz) | dB(A) | dB | dB | (dB) | (dB) | (dB) | (dB) | (dB) | (dB) | (dB) | (dB) | (dB) | (dB) | dB(A) |
| 204 | 428912.85 | 4758823.47 | 300.00 | 0 | DEN | A | 121.6 | 0.0 | 0.0 | 0.0 | 0.0 | 59.9 | 2.6 | -0.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 59.7 |

| Point Source, ISO 9613, Name: "Electronic Distress", ID: "!09!Electronic_Distress" | | | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Nr. | X | Y | Z | Refl. | DEN | Freq. | Lw | l/a | Optime | K0 | Di | Adiv | Aatm | Agr | Afol | Ahous | Abar | Cmet | RL | Lr |
| | (m) | (m) | (m) | | | (Hz) | dB(A) | dB | dB | (dB) | (dB) | (dB) | (dB) | (dB) | (dB) | (dB) | (dB) | (dB) | (dB) | dB(A) |
| 215 | 428912.85 | 4758823.47 | 300.00 | 0 | DEN | 500 | 121.6 | 0.0 | 0.0 | 0.0 | 0.0 | 59.9 | 0.5 | -0.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 61.7 |

| Point Source, ISO 9613, Name: "Propane Cannon", ID: "!06!Propane_Cannon" | | | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Nr. | X | Y | Z | Refl. | DEN | Freq. | Lw | l/a | Optime | K0 | Di | Adiv | Aatm | Agr | Afol | Ahous | Abar | Cmet | RL | Lr |
| | (m) | (m) | (m) | | | (Hz) | dB(A) | dB | dB | (dB) | (dB) | (dB) | (dB) | (dB) | (dB) | (dB) | (dB) | (dB) | (dB) | dB(A) |
| 217 | 429312.85 | 4758823.47 | 300.00 | 0 | DEN | A | 119.5 | 0.0 | 0.0 | 0.0 | 0.0 | 59.5 | 1.7 | -0.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 58.6 |

| Point Source, ISO 9613, Name: "Propane Cannon", ID: "!06!Propane_Cannon" | | | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Nr. | X | Y | Z | Refl. | DEN | Freq. | Lw | l/a | Optime | K0 | Di | Adiv | Aatm | Agr | Afol | Ahous | Abar | Cmet | RL | Lr |
| | (m) | (m) | (m) | | | (Hz) | dB(A) | dB | dB | (dB) | (dB) | (dB) | (dB) | (dB) | (dB) | (dB) | (dB) | (dB) | (dB) | dB(A) |
| 219 | 428912.85 | 4758823.47 | 300.00 | 0 | DEN | A | 119.5 | 0.0 | 0.0 | 0.0 | 0.0 | 59.9 | 1.7 | -0.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 58.3 |

| Point Source, ISO 9613, Name: "Cracker Cartridge", ID: "!08!Cracker_Cartridge" | | | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Nr. | X | Y | Z | Refl. | DEN | Freq. | Lw | l/a | Optime | K0 | Di | Adiv | Aatm | Agr | Afol | Ahous | Abar | Cmet | RL | Lr |
| | (m) | (m) | (m) | | | (Hz) | dB(A) | dB | dB | (dB) | (dB) | (dB) | (dB) | (dB) | (dB) | (dB) | (dB) | (dB) | (dB) | dB(A) |
| 234 | 428512.85 | 4758823.47 | 300.00 | 0 | DEN | A | 126.6 | 0.0 | 0.0 | 0.0 | 0.0 | 67.0 | 6.3 | -0.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 53.6 |

| Point Source, ISO 9613, Name: "Cracker Cartridge", ID: "!08!Cracker_Cartridge" | | | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Nr. | X | Y | Z | Refl. | DEN | Freq. | Lw | l/a | Optime | K0 | Di | Adiv | Aatm | Agr | Afol | Ahous | Abar | Cmet | RL | Lr |
| | (m) | (m) | (m) | | | (Hz) | dB(A) | dB | dB | (dB) | (dB) | (dB) | (dB) | (dB) | (dB) | (dB) | (dB) | (dB) | (dB) | dB(A) |
| 236 | 428520.46 | 4758612.38 | 300.00 | 0 | DEN | A | 126.6 | 0.0 | 0.0 | 0.0 | 0.0 | 68.1 | 7.0 | -0.9 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 52.4 |

| Point Source, ISO 9613, Name: "Whistler Cartridge", ID: "!07!Whistler_Cartridge" | | | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Nr. | X | Y | Z | Refl. | DEN | Freq. | Lw | l/a | Optime | K0 | Di | Adiv | Aatm | Agr | Afol | Ahous | Abar | Cmet | RL | Lr |
| | (m) | (m) | (m) | | | (Hz) | dB(A) | dB | dB | (dB) | (dB) | (dB) | (dB) | (dB) | (dB) | (dB) | (dB) | (dB) | (dB) | dB(A) |
| 238 | 428712.85 | 4758823.47 | 300.00 | 0 | DEN | A | 121.6 | 0.0 | 0.0 | 0.0 | 0.0 | 64.0 | 3.8 | -0.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 54.4 |

| Point Source, ISO 9613, Name: "Electronic Distress", ID: "!09!Electronic_Distress" | | | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Nr. | X | Y | Z | Refl. | DEN | Freq. | Lw | l/a | Optime | K0 | Di | Adiv | Aatm | Agr | Afol | Ahous | Abar | Cmet | RL | Lr |
| | (m) | (m) | (m) | | | (Hz) | dB(A) | dB | dB | (dB) | (dB) | (dB) | (dB) | (dB) | (dB) | (dB) | (dB) | (dB) | (dB) | dB(A) |
| 259 | 428712.85 | 4758823.47 | 300.00 | 0 | DEN | 500 | 121.6 | 0.0 | 0.0 | 0.0 | 0.0 | 64.0 | 0.9 | -0.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 57.3 |

| Point Source, ISO 9613, Name: "Cracker Cartridge", ID: "!08!Cracker_Cartridge" | | | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Nr. | X | Y | Z | Refl. | DEN | Freq. | Lw | l/a | Optime | K0 | Di | Adiv | Aatm | Agr | Afol | Ahous | Abar | Cmet | RL | Lr |
| | (m) | (m) | (m) | | | (Hz) | dB(A) | dB | dB | (dB) | (dB) | (dB) | (dB) | (dB) | (dB) | (dB) | (dB) | (dB) | (dB) | dB(A) |
| 276 | 428520.46 | 4758412.38 | 300.00 | 0 | DEN | A | 126.6 | 0.0 | 0.0 | 0.0 | 0.0 | 69.5 | 8.1 | -0.9 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 49.9 |

| Point Source, ISO 9613, Name: "Cracker Cartridge", ID: "!08!Cracker_Cartridge" | | | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Nr. | X | Y | Z | Refl. | DEN | Freq. | Lw | l/a | Optime | K0 | Di | Adiv | Aatm | Agr | Afol | Ahous | Abar | Cmet | RL | Lr |
| | (m) | (m) | (m) | | | (Hz) | dB(A) | dB | dB | (dB) | (dB) | (dB) | (dB) | (dB) | (dB) | (dB) | (dB) | (dB) | (dB) | dB(A) |
| 298 | 428520.46 | 4758212.38 | 300.00 | 0 | DEN | A | 126.6 | 0.0 | 0.0 | 0.0 | 0.0 | 70.9 | 9.4 | -0.9 | 0.0 | 0.0 | 4.8 | 0.0 | 0.0 | 42.5 |

| Point Source, ISO 9613, Name: "Propane Cannon", ID: "!06!Propane_Cannon" | | | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Nr. | X | Y | Z | Refl. | DEN | Freq. | Lw | l/a | Optime | K0 | Di | Adiv | Aatm | Agr | Afol | Ahous | Abar | Cmet | RL | Lr |
| | (m) | (m) | (m) | | | (Hz) | dB(A) | dB | dB | (dB) | (dB) | (dB) | (dB) | (dB) | (dB) | (dB) | (dB) | (dB) | (dB) | dB(A) |
| 370 | 428712.85 | 4758823.47 | 300.00 | 0 | DEN | A | 119.5 | 0.0 | 0.0 | 0.0 | 0.0 | 64.0 | 2.4 | -0.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 53.4 |

| Point Source, ISO 9613, Name: "Cracker Cartridge", ID: "!08!Cracker_Cartridge" | | | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Nr. | X | Y | Z | Refl. | DEN | Freq. | Lw | l/a | Optime | K0 | Di | Adiv | Aatm | Agr | Afol | Ahous | Abar | Cmet | RL | Lr |
| | (m) | (m) | (m) | | | (Hz) | dB(A) | dB | dB | (dB) | (dB) | (dB) | (dB) | (dB) | (dB) | (dB) | (dB) | (dB) | (dB) | dB(A) |
| 374 | 428521.09 | 4758075.55 | 300.00 | 0 | DEN | A | 126.6 | 0.0 | 0.0 | 0.0 | 0.0 | 71.8 | 10.3 | -0.9 | 0.0 | 0.0 | 4.8 | 0.0 | 0.0 | 40.6 |

| Point Source, ISO 9613, Name: "Whistler Cartridge", ID: "!07!Whistler_Cartridge" | | | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Nr. | X | Y | Z | Refl. | DEN | Freq. | Lw | l/a | Optime | K0 | Di | Adiv | Aatm | Agr | Afol | Ahous | Abar | Cmet | RL | Lr |
| | (m) | (m) | (m) | | | (Hz) | dB(A) | dB | dB | (dB) | (dB) | (dB) | (dB) | (dB) | (dB) | (dB) | (dB) | (dB) | (dB) | dB(A) |
| 376 | 428512.85 | 4758823.47 | 300.00 | 0 | DEN | A | 121.6 | 0.0 | 0.0 | 0.0 | 0.0 | 67.0 | 5.1 | -0.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 49.8 |

| Point Source, ISO 9613, Name: "Electronic Distress", ID: "!09!Electronic_Distress" | | | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Nr. | X | Y | Z | Refl. | DEN | Freq. | Lw | l/a | Optime | K0 | Di | Adiv | Aatm | Agr | Afol | Ahous | Abar | Cmet | RL | Lr |
| | (m) | (m) | (m) | | | (Hz) | dB(A) | dB | dB | (dB) | (dB) | (dB) | (dB) | (dB) | (dB) | (dB) | (dB) | (dB) | (dB) | dB(A) |
| 379 | 428512.85 | 4758823.47 | 300.00 | 0 | DEN | 500 | 121.6 | 0.0 | 0.0 | 0.0 | 0.0 | 67.0 | 1.2 | -0.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 53.6 |

| Point Source, ISO 9613, Name: "Cracker Cartridge", ID: "!08!Cracker_Cartridge" | | | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Nr. | X | Y | Z | Refl. | DEN | Freq. | Lw | l/a | Optime | K0 | Di | Adiv | Aatm | Agr | Afol | Ahous | Abar | Cmet | RL | Lr |
| | (m) | (m) | (m) | | | (Hz) | dB(A) | dB | dB | (dB) | (dB) | (dB) | (dB) | (dB) | (dB) | (dB) | (dB) | (dB) | (dB) | dB(A) |
| 382 | 428711.08 | 4757813.90 | 300.00 | 0 | DEN | A | 126.6 | 0.0 | 0.0 | 0.0 | 0.0 | 73.0 | 11.5 | -0.9 | 0.0 | 0.0 | 4.8 | 0.0 | 0.0 | 38.3 |

| Point Source, ISO 9613, Name: "Whistler Cartridge", ID: "!07!Whistler_Cartridge" | | | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Nr. | X | Y | Z | Refl. | DEN | Freq. | Lw | l/a | Optime | K0 | Di | Adiv | Aatm | Agr | Afol | Ahous | Abar | Cmet | RL | Lr |
| | (m) | (m) | (m) | | | (Hz) | dB(A) | dB | dB | (dB) | (dB) | (dB) | (dB) | (dB) | (dB) | (dB) | (dB) | (dB) | (dB) | dB(A) |
| 403 | 428520.46 | 4758612.38 | 300.00 | 0 | DEN | A | 121.6 | 0.0 | 0.0 | 0.0 | 0.0 | 68.1 | 5.6 | -0.9 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 48.8 |

| Point Source, ISO 9613, Name: "Electronic Distress", ID: "!09!Electronic_Distress" | | | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Nr. | X | Y | Z | Refl. | DEN | Freq. | Lw | l/a | Optime | K0 | Di | Adiv | Aatm | Agr | Afol | Ahous | Abar | Cmet | RL | Lr |
| | (m) | (m) | (m) | | | (Hz) | dB(A) | dB | dB | (dB) | (dB) | (dB) | (dB) | (dB) | (dB) | (dB) | (dB) | (dB) | (dB) | dB(A) |
| 417 | 428520.46 | 4758612.38 | 300.00 | 0 | DEN | 500 | 121.6 | 0.0 | 0.0 | 0.0 | 0.0 | 68.1 | 1.4 | -0.9 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 53.0 |

| Point Source, ISO 9613, Name: "Cracker Cartridge", ID: "!08!Cracker_Cartridge" | | | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Nr. | X | Y | Z | Refl. | DEN | Freq. | Lw | l/a | Optime | K0 | Di | Adiv | Aatm | Agr | Afol | Ahous | Abar | Cmet | RL | Lr |
| | (m) | (m) | (m) | | | (Hz) | dB(A) | dB | dB | (dB) | (dB) | (dB) | (dB) | (dB) | (dB) | (dB) | (dB) | (dB) | (dB) | dB(A) |
| 472 | 428517.96 | 4757857.68 | 300.00 | 0 | DEN | A | 126.6 | 0.0 | 0.0 | 0.0 | 0.0 | 73.2 | 11.8 | -0.9 | 0.0 | 0.0 | 4.8 | 0.0 | 0.0 | 37.7 |

| Point Source, ISO 9613, Name: "Cracker Cartridge", ID: "!08!Cracker_Cartridge" | | | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Nr. | X | Y | Z | Refl. | DEN | Freq. | Lw | l/a | Optime | K0 | Di | Adiv | Aatm | Agr | Afol | Ahous | Abar | Cmet | RL | Lr |
| | (m) | (m) | (m) | | | (Hz) | dB(A) | dB | dB | (dB) | (dB) | (dB) | (dB) | (dB) | (dB) | (dB) | (dB) | (dB) | (dB) | dB(A) |
| 475 | 429121.58 | 4757700.07 | 300.00 | 0 | DEN | A | 126.6 | 0.0 | 0.0 | 0.0 | 0.0 | 73.3 | 11.9 | -1.0 | 0.0 | 0.0 | 4.8 | 0.0 | 0.0 | 37.6 |

| Point Source, ISO 9613, Name: "Cracker Cartridge", ID: "!08!Cracker_Cartridge" | | | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Nr. | X | Y | Z | Refl. | DEN | Freq. | Lw | l/a | Optime | K0 | Di | Adiv | Aatm | Agr | Afol | Ahous | Abar | Cmet | RL | Lr |
| | (m) | (m) | (m) | | | (Hz) | dB(A) | dB | dB | (dB) | (dB) | (dB) | (dB) | (dB) | (dB) | (dB) | (dB) | (dB) | (dB) | dB(A) |
| 477 | 428960.36 | 4757702.58 | 300.00 | 0 | DEN | A | 126.6 | 0.0 | 0.0 | 0.0 | 0.0 | 73.3 | 11.9 | -1.0 | 0.0 | 0.0 | 4.8 | 0.0 | 0.0 | 37.5 |

| Point Source, ISO 9613, Name: "Cracker Cartridge", ID: "!08!Cracker_Cartridge" | | | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Nr. | X | Y | Z | Refl. | DEN | Freq. | Lw | l/a | Optime | K0 | Di | Adiv | Aatm | Agr | Afol | Ahous | Abar | Cmet | RL | Lr |
| | (m) | (m) | (m) | | | (Hz) | dB(A) | dB | dB | (dB) | (dB) | (dB) | (dB) | (dB) | (dB) | (dB) | (dB) | (dB) | (dB) | dB(A) |
| 479 | 428854.17 | 4757711.96 | 300.00 | 0 | DEN | A | 126.6 | 0.0 | 0.0 | 0.0 | 0.0 | 73.4 | 12.0 | -0.9 | 0.0 | 0.0 | 4.8 | 0.0 | 0.0 | 37.4 |

| Point Source, ISO 9613, Name: "Propane Cannon", ID: "!06!Propane_Cannon" | | | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Nr. | X | Y | Z | Refl. | DEN | Freq. | Lw | l/a | Optime | K0 | Di | Adiv | Aatm | Agr | Afol | Ahous | Abar | Cmet | RL | Lr |
| | (m) | (m) | (m) | | | (Hz) | dB(A) | dB | dB | (dB) | (dB) | (dB) | (dB) | (dB) | (dB) | (dB) | (dB) | (dB) | (dB) | dB(A) |
| 496 | 428512.85 | 4758823.47 | 300.00 | 0 | DEN | A | 119.5 | 0.0 | 0.0 | 0.0 | 0.0 | 67.0 | 3.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 49.4 |

| Point Source, ISO 9613, Name: "Whistler Cartridge", ID: "!07!Whistler_Cartridge" | | | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Nr. | X | Y | Z | Refl. | DEN | Freq. | Lw | l/a | Optime | K0 | Di | Adiv | Aatm | Agr | Afol | Ahous | Abar | Cmet | RL | Lr |
| | (m) | (m) | (m) | | | (Hz) | dB(A) | dB | dB | (dB) | (dB) | (dB) | (dB) | (dB) | (dB) | (dB) | (dB) | (dB) | (dB) | dB(A) |
| 498 | 428520.46 | 4758412.38 | 300.00 | 0 | DEN | A | 121.6 | 0.0 | 0.0 | 0.0 | 0.0 | 69.5 | 6.3 | -0.9 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 46.7 |

| Point Source, ISO 9613, Name: "Electronic Distress", ID: "!09!Electronic_Distress" | | | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Nr. | X | Y | Z | Refl. | DEN | Freq. | Lw | l/a | Optime | K0 | Di | Adiv | Aatm | Agr | Afol | Ahous | Abar | Cmet | RL | Lr |
| | (m) | (m) | (m) | | | (Hz) | dB(A) | dB | dB | (dB) | (dB) | (dB) | (dB) | (dB) | (dB) | (dB) | (dB) | (dB) | (dB) | dB(A) |
| 500 | 428520.46 | 4758412.38 | 300.00 | 0 | DEN | 500 | 121.6 | 0.0 | 0.0 | 0.0 | 0.0 | 69.5 | 1.6 | -0.9 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 51.4 |

| Point Source, ISO 9613, Name: "Propane Cannon", ID: "!06!Propane_Cannon" | | | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Nr. | X | Y | Z | Refl. | DEN | Freq. | Lw | l/a | Optime | K0 | Di | Adiv | Aatm | Agr | Afol | Ahous | Abar | Cmet | RL | Lr |
| | (m) | (m) | (m) | | | (Hz) | dB(A) | dB | dB | (dB) | (dB) | (dB) | (dB) | (dB) | (dB) | (dB) | (dB) | (dB) | (dB) | dB(A) |
| 546 | 428520.46 | 4758612.38 | 300.00 | 0 | DEN | A | 119.5 | 0.0 | 0.0 | 0.0 | 0.0 | 68.1 | 3.3 | -0.6 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 48.7 |

| Point Source, ISO 9613, Name: "Whistler Cartridge", ID: "!07!Whistler_Cartridge" | | | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Nr. | X | Y | Z | Refl. | DEN | Freq. | Lw | l/a | Optime | K0 | Di | Adiv | Aatm | Agr | Afol | Ahous | Abar | Cmet | RL | Lr |
| | (m) | (m) | (m) | | | (Hz) | dB(A) | dB | dB | (dB) | (dB) | (dB) | (dB) | (dB) | (dB) | (dB) | (dB) | (dB) | (dB) | dB(A) |
| 548 | 428520.46 | 4758212.38 | 300.00 | 0 | DEN | A | 121.6 | 0.0 | 0.0 | 0.0 | 0.0 | 70.9 | 7.2 | -0.9 | 0.0 | 0.0 | 4.8 | 0.0 | 0.0 | 39.7 |

| Point Source, ISO 9613, Name: "Electronic Distress", ID: "!09!Electronic_Distress" | | | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Nr. | X | Y | Z | Refl. | DEN | Freq. | Lw | l/a | Optime | K0 | Di | Adiv | Aatm | Agr | Afol | Ahous | Abar | Cmet | RL | Lr |
| | (m) | (m) | (m) | | | (Hz) | dB(A) | dB | dB | (dB) | (dB) | (dB) | (dB) | (dB) | (dB) | (dB) | (dB) | (dB) | (dB) | dB(A) |
| 550 | 428520.46 | 4758212.38 | 300.00 | 0 | DEN | 500 | 121.6 | 0.0 | 0.0 | 0.0 | 0.0 | 70.9 | 1.9 | -0.9 | 0.0 | 0.0 | 4.8 | 0.0 | 0.0 | 44.9 |

| Point Source, ISO 9613, Name: "Propane Cannon", ID: "!06!Propane_Cannon" | | | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Nr. | X | Y | Z | Refl. | DEN | Freq. | Lw | l/a | Optime | K0 | Di | Adiv | Aatm | Agr | Afol | Ahous | Abar | Cmet | RL | Lr |
| | (m) | (m) | (m) | | | (Hz) | dB(A) | dB | dB | (dB) | (dB) | (dB) | (dB) | (dB) | (dB) | (dB) | (dB) | (dB) | (dB) | dB(A) |
| 552 | 428520.46 | 4758412.38 | 300.00 | 0 | DEN | A | 119.5 | 0.0 | 0.0 | 0.0 | 0.0 | 69.5 | 3.7 | -0.6 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 46.9 |

| Point Source, ISO 9613, Name: "Whistler Cartridge", ID: "!07!Whistler_Cartridge" | | | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Nr. | X | Y | Z | Refl. | DEN | Freq. | Lw | l/a | Optime | K0 | Di | Adiv | Aatm | Agr | Afol | Ahous | Abar | Cmet | RL | Lr |
| | (m) | (m) | (m) | | | (Hz) | dB(A) | dB | dB | (dB) | (dB) | (dB) | (dB) | (dB) | (dB) | (dB) | (dB) | (dB) | (dB) | dB(A) |
| 554 | 428521.09 | 4758075.55 | 300.00 | 0 | DEN | A | 121.6 | 0.0 | 0.0 | 0.0 | 0.0 | 71.8 | 7.8 | -0.9 | 0.0 | 0.0 | 4.8 | 0.0 | 0.0 | 38.2 |

| Point Source, ISO 9613, Name: "Electronic Distress", ID: "!09!Electronic_Distress" | | | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Nr. | X | Y | Z | Refl. | DEN | Freq. | Lw | l/a | Optime | K0 | Di | Adiv | Aatm | Agr | Afol | Ahous | Abar | Cmet | RL | Lr |
| | (m) | (m) | (m) | | | (Hz) | dB(A) | dB | dB | (dB) | (dB) | (dB) | (dB) | (dB) | (dB) | (dB) | (dB) | (dB) | (dB) | dB(A) |
| 590 | 428521.09 | 4758075.55 | 300.00 | 0 | DEN | 500 | 121.6 | 0.0 | 0.0 | 0.0 | 0.0 | 71.8 | 2.1 | -0.9 | 0.0 | 0.0 | 4.8 | 0.0 | 0.0 | 43.8 |

| Point Source, ISO 9613, Name: "Whistler Cartridge", ID: "!07!Whistler_Cartridge" | | | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Nr. | X | Y | Z | Refl. | DEN | Freq. | Lw | l/a | Optime | K0 | Di | Adiv | Aatm | Agr | Afol | Ahous | Abar | Cmet | RL | Lr |
| | (m) | (m) | (m) | | | (Hz) | dB(A) | dB | dB | (dB) | (dB) | (dB) | (dB) | (dB) | (dB) | (dB) | (dB) | (dB) | (dB) | dB(A) |
| 592 | 428711.08 | 4757813.90 | 300.00 | 0 | DEN | A | 121.6 | 0.0 | 0.0 | 0.0 | 0.0 | 73.0 | 8.6 | -1.0 | 0.0 | 0.0 | 4.8 | 0.0 | 0.0 | 36.3 |

| Point Source, ISO 9613, Name: "Electronic Distress", ID: "!09!Electronic_Distress" | | | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Nr. | X | Y | Z | Refl. | DEN | Freq. | Lw | l/a | Optime | K0 | Di | Adiv | Aatm | Agr | Afol | Ahous | Abar | Cmet | RL | Lr |
| | (m) | (m) | (m) | | | (Hz) | dB(A) | dB | dB | (dB) | (dB) | (dB) | (dB) | (dB) | (dB) | (dB) | (dB) | (dB) | (dB) | dB(A) |
| 594 | 428711.08 | 4757813.90 | 300.00 | 0 | DEN | 500 | 121.6 | 0.0 | 0.0 | 0.0 | 0.0 | 73.0 | 2.4 | -1.0 | 0.0 | 0.0 | 4.8 | 0.0 | 0.0 | 42.4 |

| Point Source, ISO 9613, Name: "Propane Cannon", ID: "!06!Propane_Cannon" | | | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Nr. | X | Y | Z | Refl. | DEN | Freq. | Lw | l/a | Optime | K0 | Di | Adiv | Aatm | Agr | Afol | Ahous | Abar | Cmet | RL | Lr |
| | (m) | (m) | (m) | | | (Hz) | dB(A) | dB | dB | (dB) | (dB) | (dB) | (dB) | (dB) | (dB) | (dB) | (dB) | (dB) | (dB) | dB(A) |
| 596 | 428520.46 | 4758212.38 | 300.00 | 0 | DEN | A | 119.5 | 0.0 | 0.0 | 0.0 | 0.0 | 70.9 | 4.2 | -0.6 | 0.0 | 0.0 | 4.6 | 0.0 | 0.0 | 40.4 |

| Point Source, ISO 9613, Name: "Whistler Cartridge", ID: "!07!Whistler_Cartridge" | | | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Nr. | X | Y | Z | Refl. | DEN | Freq. | Lw | l/a | Optime | K0 | Di | Adiv | Aatm | Agr | Afol | Ahous | Abar | Cmet | RL | Lr |
| | (m) | (m) | (m) | | | (Hz) | dB(A) | dB | dB | (dB) | (dB) | (dB) | (dB) | (dB) | (dB) | (dB) | (dB) | (dB) | (dB) | dB(A) |
| 598 | 428517.96 | 4757857.68 | 300.00 | 0 | DEN | A | 121.6 | 0.0 | 0.0 | 0.0 | 0.0 | 73.2 | 8.8 | -1.0 | 0.0 | 0.0 | 4.8 | 0.0 | 0.0 | 35.8 |

| Point Source, ISO 9613, Name: "Electronic Distress", ID: "!09!Electronic_Distress" | | | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Nr. | X | Y | Z | Refl. | DEN | Freq. | Lw | l/a | Optime | K0 | Di | Adiv | Aatm | Agr | Afol | Ahous | Abar | Cmet | RL | Lr |
| | (m) | (m) | (m) | | | (Hz) | dB(A) | dB | dB | (dB) | (dB) | (dB) | (dB) | (dB) | (dB) | (dB) | (dB) | (dB) | (dB) | dB(A) |
| 615 | 428517.96 | 4757857.68 | 300.00 | 0 | DEN | 500 | 121.6 | 0.0 | 0.0 | 0.0 | 0.0 | 73.2 | 2.5 | -1.0 | 0.0 | 0.0 | 4.8 | 0.0 | 0.0 | 42.1 |

| Point Source, ISO 9613, Name: "Whistler Cartridge", ID: "!07!Whistler_Cartridge" | | | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Nr. | X | Y | Z | Refl. | DEN | Freq. | Lw | l/a | Optime | K0 | Di | Adiv | Aatm | Agr | Afol | Ahous | Abar | Cmet | RL | Lr |
| | (m) | (m) | (m) | | | (Hz) | dB(A) | dB | dB | (dB) | (dB) | (dB) | (dB) | (dB) | (dB) | (dB) | (dB) | (dB) | (dB) | dB(A) |
| 634 | 429121.58 | 4757700.07 | 300.00 | 0 | DEN | A | 121.6 | 0.0 | 0.0 | 0.0 | 0.0 | 73.3 | 8.8 | -1.0 | 0.0 | 0.0 | 4.8 | 0.0 | 0.0 | 35.8 |

| Point Source, ISO 9613, Name: "Electronic Distress", ID: "!09!Electronic_Distress" | | | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Nr. | X | Y | Z | Refl. | DEN | Freq. | Lw | l/a | Optime | K0 | Di | Adiv | Aatm | Agr | Afol | Ahous | Abar | Cmet | RL | Lr |
| | (m) | (m) | (m) | | | (Hz) | dB(A) | dB | dB | (dB) | (dB) | (dB) | (dB) | (dB) | (dB) | (dB) | (dB) | (dB) | (dB) | dB(A) |
| 636 | 429121.58 | 4757700.07 | 300.00 | 0 | DEN | 500 | 121.6 | 0.0 | 0.0 | 0.0 | 0.0 | 73.3 | 2.5 | -1.0 | 0.0 | 0.0 | 4.8 | 0.0 | 0.0 | 42.0 |

| Point Source, ISO 9613, Name: "Whistler Cartridge", ID: "!07!Whistler_Cartridge" | | | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Nr. | X | Y | Z | Refl. | DEN | Freq. | Lw | l/a | Optime | K0 | Di | Adiv | Aatm | Agr | Afol | Ahous | Abar | Cmet | RL | Lr |
| | (m) | (m) | (m) | | | (Hz) | dB(A) | dB | dB | (dB) | (dB) | (dB) | (dB) | (dB) | (dB) | (dB) | (dB) | (dB) | (dB) | dB(A) |
| 651 | 428960.36 | 4757702.58 | 300.00 | 0 | DEN | A | 121.6 | 0.0 | 0.0 | 0.0 | 0.0 | 73.3 | 8.8 | -1.0 | 0.0 | 0.0 | 4.8 | 0.0 | 0.0 | 35.7 |

| Point Source, ISO 9613, Name: "Electronic Distress", ID: "!09!Electronic_Distress" | | | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Nr. | X | Y | Z | Refl. | DEN | Freq. | Lw | l/a | Optime | K0 | Di | Adiv | Aatm | Agr | Afol | Ahous | Abar | Cmet | RL | Lr |
| | (m) | (m) | (m) | | | (Hz) | dB(A) | dB | dB | (dB) | (dB) | (dB) | (dB) | (dB) | (dB) | (dB) | (dB) | (dB) | (dB) | dB(A) |
| 653 | 428960.36 | 4757702.58 | 300.00 | 0 | DEN | 500 | 121.6 | 0.0 | 0.0 | 0.0 | 0.0 | 73.3 | 2.5 | -1.0 | 0.0 | 0.0 | 4.8 | 0.0 | 0.0 | 42.0 |

| Point Source, ISO 9613, Name: "Whistler Cartridge", ID: "!07!Whistler_Cartridge" | | | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Nr. | X | Y | Z | Refl. | DEN | Freq. | Lw | l/a | Optime | K0 | Di | Adiv | Aatm | Agr | Afol | Ahous | Abar | Cmet | RL | Lr |
| | (m) | (m) | (m) | | | (Hz) | dB(A) | dB | dB | (dB) | (dB) | (dB) | (dB) | (dB) | (dB) | (dB) | (dB) | (dB) | (dB) | dB(A) |
| 656 | 428854.17 | 4757711.96 | 300.00 | 0 | DEN | A | 121.6 | 0.0 | 0.0 | 0.0 | 0.0 | 73.4 | 8.9 | -1.0 | 0.0 | 0.0 | 4.8 | 0.0 | 0.0 | 35.6 |

| Point Source, ISO 9613, Name: "Electronic Distress", ID: "!09!Electronic_Distress" | | | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Nr. | X | Y | Z | Refl. | DEN | Freq. | Lw | l/a | Optime | K0 | Di | Adiv | Aatm | Agr | Afol | Ahous | Abar | Cmet | RL | Lr |
| | (m) | (m) | (m) | | | (Hz) | dB(A) | dB | dB | (dB) | (dB) | (dB) | (dB) | (dB) | (dB) | (dB) | (dB) | (dB) | (dB) | dB(A) |
| 675 | 428854.17 | 4757711.96 | 300.00 | 0 | DEN | 500 | 121.6 | 0.0 | 0.0 | 0.0 | 0.0 | 73.4 | 2.5 | -1.0 | 0.0 | 0.0 | 4.8 | 0.0 | 0.0 | 41.9 |

| Point Source, ISO 9613, Name: "Propane Cannon", ID: "!06!Propane_Cannon" | | | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Nr. | X | Y | Z | Refl. | DEN | Freq. | Lw | l/a | Optime | K0 | Di | Adiv | Aatm | Agr | Afol | Ahous | Abar | Cmet | RL | Lr |
| | (m) | (m) | (m) | | | (Hz) | dB(A) | dB | dB | (dB) | (dB) | (dB) | (dB) | (dB) | (dB) | (dB) | (dB) | (dB) | (dB) | dB(A) |
| 696 | 428521.09 | 4758075.55 | 300.00 | 0 | DEN | A | 119.5 | 0.0 | 0.0 | 0.0 | 0.0 | 71.8 | 4.5 | -0.6 | 0.0 | 0.0 | 4.6 | 0.0 | 0.0 | 39.2 |

| Point Source, ISO 9613, Name: "Propane Cannon", ID: "!06!Propane_Cannon" | | | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Nr. | X | Y | Z | Refl. | DEN | Freq. | Lw | l/a | Optime | K0 | Di | Adiv | Aatm | Agr | Afol | Ahous | Abar | Cmet | RL | Lr |
| | (m) | (m) | (m) | | | (Hz) | dB(A) | dB | dB | (dB) | (dB) | (dB) | (dB) | (dB) | (dB) | (dB) | (dB) | (dB) | (dB) | dB(A) |
| 699 | 428711.08 | 4757813.90 | 300.00 | 0 | DEN | A | 119.5 | 0.0 | 0.0 | 0.0 | 0.0 | 73.0 | 4.9 | -0.5 | 0.0 | 0.0 | 4.6 | 0.0 | 0.0 | 37.6 |

| Point Source, ISO 9613, Name: "Propane Cannon", ID: "!06!Propane_Cannon" | | | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Nr. | X | Y | Z | Refl. | DEN | Freq. | Lw | l/a | Optime | K0 | Di | Adiv | Aatm | Agr | Afol | Ahous | Abar | Cmet | RL | Lr |
| | (m) | (m) | (m) | | | (Hz) | dB(A) | dB | dB | (dB) | (dB) | (dB) | (dB) | (dB) | (dB) | (dB) | (dB) | (dB) | (dB) | dB(A) |
| 701 | 428517.96 | 4757857.68 | 300.00 | 0 | DEN | A | 119.5 | 0.0 | 0.0 | 0.0 | 0.0 | 73.2 | 5.0 | -0.5 | 0.0 | 0.0 | 4.6 | 0.0 | 0.0 | 37.3 |

| Point Source, ISO 9613, Name: "Propane Cannon", ID: "!06!Propane_Cannon" | | | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Nr. | X | Y | Z | Refl. | DEN | Freq. | Lw | l/a | Optime | K0 | Di | Adiv | Aatm | Agr | Afol | Ahous | Abar | Cmet | RL | Lr |
| | (m) | (m) | (m) | | | (Hz) | dB(A) | dB | dB | (dB) | (dB) | (dB) | (dB) | (dB) | (dB) | (dB) | (dB) | (dB) | (dB) | dB(A) |
| 703 | 429121.58 | 4757700.07 | 300.00 | 0 | DEN | A | 119.5 | 0.0 | 0.0 | 0.0 | 0.0 | 73.3 | 5.0 | -0.6 | 0.0 | 0.0 | 4.6 | 0.0 | 0.0 | 37.2 |

| Point Source, ISO 9613, Name: "Propane Cannon", ID: "!06!Propane_Cannon" | | | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Nr. | X | Y | Z | Refl. | DEN | Freq. | Lw | l/a | Optime | K0 | Di | Adiv | Aatm | Agr | Afol | Ahous | Abar | Cmet | RL | Lr |
| | (m) | (m) | (m) | | | (Hz) | dB(A) | dB | dB | (dB) | (dB) | (dB) | (dB) | (dB) | (dB) | (dB) | (dB) | (dB) | (dB) | dB(A) |
| 705 | 428960.36 | 4757702.58 | 300.00 | 0 | DEN | A | 119.5 | 0.0 | 0.0 | 0.0 | 0.0 | 73.3 | 5.0 | -0.6 | 0.0 | 0.0 | 4.6 | 0.0 | 0.0 | 37.2 |

| Point Source, ISO 9613, Name: "Propane Cannon", ID: "!06!Propane_Cannon" | | | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Nr. | X | Y | Z | Refl. | DEN | Freq. | Lw | l/a | Optime | K0 | Di | Adiv | Aatm | Agr | Afol | Ahous | Abar | Cmet | RL | Lr |
| | (m) | (m) | (m) | | | (Hz) | dB(A) | dB | dB | (dB) | (dB) | (dB) | (dB) | (dB) | (dB) | (dB) | (dB) | (dB) | (dB) | dB(A) |
| 707 | 428854.17 | 4757711.96 | 300.00 | 0 | DEN | A | 119.5 | 0.0 | 0.0 | 0.0 | 0.0 | 73.4 | 5.0 | -0.5 | 0.0 | 0.0 | 4.6 | 0.0 | 0.0 | 37.1 |

# B.5 - TCEC Stationary Sources Sample CadnaA Calculation - R10 at 4.5 m

Receiver
Name: R10_4.5m
ID: R10_4.5m
X: 428293.37 m
Y: 4757278.39 m
Z: 245.29 m

Point Source, ISO 9613, Name: "O2 Cooler", ID: "!02!O2_Cooler"

| Nr. | X | Y | Z | Refl. | DEN | Freq. | Lw | l/a | Optime | K0 | Di | Adiv | Aatm | Agr | Afol | Ahous | Abar | Cmet | RL | Lr |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | (m) | (m) | (m) | | | (Hz) | dB(A) | dB | dB | (dB) | (dB) | (dB) | (dB) | (dB) | (dB) | (dB) | (dB) | (dB) | (dB) | dB(A) |
| 3189 | 429076.58 | 4757457.95 | 245.12 | 0 | DEN | 500 | 107.3 | 0.0 | 0.0 | 0.0 | 0.0 | 69.1 | 1.5 | -0.3 | 0.0 | 0.0 | 15.6 | 0.0 | 0.0 | 21.3 |

Point Source, ISO 9613, Name: "Amine Coooler", ID: "!02!Amine_Cooler"

| Nr. | X | Y | Z | Refl. | DEN | Freq. | Lw | l/a | Optime | K0 | Di | Adiv | Aatm | Agr | Afol | Ahous | Abar | Cmet | RL | Lr |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | (m) | (m) | (m) | | | (Hz) | dB(A) | dB | dB | (dB) | (dB) | (dB) | (dB) | (dB) | (dB) | (dB) | (dB) | (dB) | (dB) | dB(A) |
| 3203 | 429064.99 | 4757457.21 | 246.62 | 0 | DEN | 500 | 104.8 | 0.0 | 0.0 | 0.0 | 0.0 | 69.0 | 1.5 | -1.0 | 0.0 | 0.0 | 10.9 | 0.0 | 0.0 | 24.5 |

Point Source, ISO 9613, Name: "Existing Flare", ID: "!03!Flare_01"

| Nr. | X | Y | Z | Refl. | DEN | Freq. | Lw | l/a | Optime | K0 | Di | Adiv | Aatm | Agr | Afol | Ahous | Abar | Cmet | RL | Lr |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | (m) | (m) | (m) | | | (Hz) | dB(A) | dB | dB | (dB) | (dB) | (dB) | (dB) | (dB) | (dB) | (dB) | (dB) | (dB) | (dB) | dB(A) |
| 3217 | 429107.46 | 4757491.91 | 257.35 | 0 | DEN | A | 104.1 | 0.0 | 0.0 | 0.0 | 0.0 | 69.5 | 2.7 | 0.2 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 31.7 |

Point Source, ISO 9613, Name: "Existing Flare", ID: "!03!Flare_02"

| Nr. | X | Y | Z | Refl. | DEN | Freq. | Lw | l/a | Optime | K0 | Di | Adiv | Aatm | Agr | Afol | Ahous | Abar | Cmet | RL | Lr |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | (m) | (m) | (m) | | | (Hz) | dB(A) | dB | dB | (dB) | (dB) | (dB) | (dB) | (dB) | (dB) | (dB) | (dB) | (dB) | (dB) | dB(A) |
| 3231 | 429114.31 | 4757491.88 | 257.36 | 0 | DEN | A | 104.1 | 0.0 | 0.0 | 0.0 | 0.0 | 69.6 | 2.7 | 0.2 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 31.6 |

Point Source, ISO 9613, Name: "Gen at Flare", ID: "!03!Gen_01"

| Nr. | X | Y | Z | Refl. | DEN | Freq. | Lw | l/a | Optime | K0 | Di | Adiv | Aatm | Agr | Afol | Ahous | Abar | Cmet | RL | Lr |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | (m) | (m) | (m) | | | (Hz) | dB(A) | dB | dB | (dB) | (dB) | (dB) | (dB) | (dB) | (dB) | (dB) | (dB) | (dB) | (dB) | dB(A) |
| 3244 | 429107.43 | 4757541.54 | 243.19 | 0 | DEN | A | 104.1 | 0.0 | 0.0 | 0.0 | 0.0 | 69.6 | 2.7 | 0.2 | 0.0 | 0.0 | 3.8 | 0.0 | 0.0 | 27.7 |

Point Source, ISO 9613, Name: "Future Flare", ID: "!02!Flare_03"

| Nr. | X | Y | Z | Refl. | DEN | Freq. | Lw | l/a | Optime | K0 | Di | Adiv | Aatm | Agr | Afol | Ahous | Abar | Cmet | RL | Lr |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | (m) | (m) | (m) | | | (Hz) | dB(A) | dB | dB | (dB) | (dB) | (dB) | (dB) | (dB) | (dB) | (dB) | (dB) | (dB) | (dB) | dB(A) |
| 3258 | 429124.09 | 4757491.98 | 257.37 | 0 | DEN | A | 104.1 | 0.0 | 0.0 | 0.0 | 0.0 | 69.7 | 2.7 | 0.2 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 31.5 |

Point Source, ISO 9613, Name: "Future Flare", ID: "!02!Flare_04"

| Nr. | X | Y | Z | Refl. | DEN | Freq. | Lw | l/a | Optime | K0 | Di | Adiv | Aatm | Agr | Afol | Ahous | Abar | Cmet | RL | Lr |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | (m) | (m) | (m) | | | (Hz) | dB(A) | dB | dB | (dB) | (dB) | (dB) | (dB) | (dB) | (dB) | (dB) | (dB) | (dB) | (dB) | dB(A) |
| 3271 | 429133.35 | 4757491.71 | 257.38 | 0 | DEN | A | 104.1 | 0.0 | 0.0 | 0.0 | 0.0 | 69.8 | 2.7 | 0.2 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 31.4 |

Point Source, ISO 9613, Name: "NRU High Oil Cooler", ID: "!02!NRU_High_Oil_Cooler"

| Nr. | X | Y | Z | Refl. | DEN | Freq. | Lw | l/a | Optime | K0 | Di | Adiv | Aatm | Agr | Afol | Ahous | Abar | Cmet | RL | Lr |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | (m) | (m) | (m) | | | (Hz) | dB(A) | dB | dB | (dB) | (dB) | (dB) | (dB) | (dB) | (dB) | (dB) | (dB) | (dB) | (dB) | dB(A) |
| 3285 | 429059.80 | 4757412.43 | 246.17 | 0 | DEN | A | 98.9 | 0.0 | 0.0 | 0.0 | 0.0 | 68.8 | 2.5 | 0.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 27.5 |

Point Source, ISO 9613, Name: "NRU Low Oil Cooler", ID: "!02!NRU_Low_Oil_Cooler"

| Nr. | X | Y | Z | Refl. | DEN | Freq. | Lw | l/a | Optime | K0 | Di | Adiv | Aatm | Agr | Afol | Ahous | Abar | Cmet | RL | Lr |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | (m) | (m) | (m) | | | (Hz) | dB(A) | dB | dB | (dB) | (dB) | (dB) | (dB) | (dB) | (dB) | (dB) | (dB) | (dB) | (dB) | dB(A) |
| 3300 | 429059.54 | 4757417.13 | 246.06 | 0 | DEN | A | 98.6 | 0.0 | 0.0 | 0.0 | 0.0 | 68.8 | 2.5 | 0.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 27.2 |
| 3314 | 429059.54 | 4757417.13 | 246.06 | 1 | DEN | A | 98.6 | 0.0 | 0.0 | 0.0 | 0.0 | 68.8 | 2.5 | 0.1 | 0.0 | 0.0 | 0.0 | 0.0 | 36.2 | -9.1 |

Point Source, ISO 9613, Name: "1st Stage LFG Compressor B", ID: "!02!LFG_Comp_B"

| Nr. | X | Y | Z | Refl. | DEN | Freq. | Lw | l/a | Optime | K0 | Di | Adiv | Aatm | Agr | Afol | Ahous | Abar | Cmet | RL | Lr |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | (m) | (m) | (m) | | | (Hz) | dB(A) | dB | dB | (dB) | (dB) | (dB) | (dB) | (dB) | (dB) | (dB) | (dB) | (dB) | (dB) | dB(A) |
| 3328 | 429093.52 | 4757416.97 | 246.08 | 0 | DEN | A | 98.5 | 0.0 | 0.0 | 0.0 | 0.0 | 69.2 | 3.1 | -0.2 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 26.4 |
| 3341 | 429093.52 | 4757416.97 | 246.08 | 1 | DEN | A | 98.5 | 0.0 | 0.0 | 0.0 | 0.0 | 69.7 | 3.2 | -0.2 | 0.0 | 0.0 | 0.0 | 0.0 | 1.3 | 24.6 |
| 3354 | 429093.52 | 4757416.97 | 246.08 | 1 | DEN | A | 98.5 | 0.0 | 0.0 | 0.0 | 0.0 | 69.2 | 3.1 | -0.2 | 0.0 | 0.0 | 0.0 | 0.0 | 1.3 | 25.1 |

Point Source, ISO 9613, Name: "NRU High Gas Cooler", ID: "!02!NRU_High_Gas_Cooler"

| Nr. | X | Y | Z | Refl. | DEN | Freq. | Lw | l/a | Optime | K0 | Di | Adiv | Aatm | Agr | Afol | Ahous | Abar | Cmet | RL | Lr |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | (m) | (m) | (m) | | | (Hz) | dB(A) | dB | dB | (dB) | (dB) | (dB) | (dB) | (dB) | (dB) | (dB) | (dB) | (dB) | (dB) | dB(A) |
| 3367 | 429046.15 | 4757416.47 | 246.06 | 0 | DEN | A | 98.0 | 0.0 | 0.0 | 0.0 | 0.0 | 68.7 | 2.6 | 0.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 26.7 |

| Point Source, ISO 9613, Name: "1st Stage LFG Compressor C", ID: "!02!LFG_Comp_C" | | | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Nr. | X | Y | Z | Refl. | DEN | Freq. | Lw | l/a | Optime | K0 | Di | Adiv | Aatm | Agr | Afol | Ahous | Abar | Cmet | RL | Lr |
| | (m) | (m) | (m) | | | (Hz) | dB(A) | dB | dB | (dB) | (dB) | (dB) | (dB) | (dB) | (dB) | (dB) | (dB) | (dB) | (dB) | dB(A) |
| 3380 | 429099.11 | 4757411.88 | 246.20 | 0 | DEN | A | 98.5 | 0.0 | 0.0 | 0.0 | 0.0 | 69.2 | 3.1 | -0.2 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 26.4 |
| 3394 | 429099.11 | 4757411.88 | 246.20 | 1 | DEN | A | 98.5 | 0.0 | 0.0 | 0.0 | 0.0 | 69.6 | 3.2 | -0.2 | 0.0 | 0.0 | 0.0 | 0.0 | 1.3 | 24.7 |
| 3407 | 429099.11 | 4757411.88 | 246.20 | 1 | DEN | A | 98.5 | 0.0 | 0.0 | 0.0 | 0.0 | 69.3 | 3.1 | -0.2 | 0.0 | 0.0 | 0.0 | 0.0 | 1.9 | 24.5 |

| Point Source, ISO 9613, Name: "1st Stage LFG Compressor A", ID: "!02!LFG_Comp_A" | | | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Nr. | X | Y | Z | Refl. | DEN | Freq. | Lw | l/a | Optime | K0 | Di | Adiv | Aatm | Agr | Afol | Ahous | Abar | Cmet | RL | Lr |
| | (m) | (m) | (m) | | | (Hz) | dB(A) | dB | dB | (dB) | (dB) | (dB) | (dB) | (dB) | (dB) | (dB) | (dB) | (dB) | (dB) | dB(A) |
| 3421 | 429098.94 | 4757416.63 | 246.09 | 0 | DEN | A | 98.5 | 0.0 | 0.0 | 0.0 | 0.0 | 69.2 | 3.1 | -0.2 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 26.4 |
| 3435 | 429098.94 | 4757416.63 | 246.09 | 1 | DEN | A | 98.5 | 0.0 | 0.0 | 0.0 | 0.0 | 69.6 | 3.2 | -0.2 | 0.0 | 0.0 | 0.0 | 0.0 | 1.3 | 24.7 |
| 3448 | 429098.94 | 4757416.63 | 246.09 | 1 | DEN | A | 98.5 | 0.0 | 0.0 | 0.0 | 0.0 | 69.3 | 3.1 | -0.2 | 0.0 | 0.0 | 0.0 | 0.0 | 1.3 | 25.1 |

| Point Source, ISO 9613, Name: "1st Stage Blowers Cooler", ID: "!02!St_1_Blowers_Cooler" | | | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Nr. | X | Y | Z | Refl. | DEN | Freq. | Lw | l/a | Optime | K0 | Di | Adiv | Aatm | Agr | Afol | Ahous | Abar | Cmet | RL | Lr |
| | (m) | (m) | (m) | | | (Hz) | dB(A) | dB | dB | (dB) | (dB) | (dB) | (dB) | (dB) | (dB) | (dB) | (dB) | (dB) | (dB) | dB(A) |
| 3462 | 429131.30 | 4757457.84 | 245.15 | 0 | DEN | A | 98.3 | 0.0 | 0.0 | 0.0 | 0.0 | 69.7 | 3.0 | -0.1 | 0.0 | 0.0 | 15.3 | 0.0 | 0.0 | 10.4 |

| Point Source, ISO 9613, Name: "2nd Stage Blowers Cooler", ID: "!02!St_2_Blower_Cooler" | | | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Nr. | X | Y | Z | Refl. | DEN | Freq. | Lw | l/a | Optime | K0 | Di | Adiv | Aatm | Agr | Afol | Ahous | Abar | Cmet | RL | Lr |
| | (m) | (m) | (m) | | | (Hz) | dB(A) | dB | dB | (dB) | (dB) | (dB) | (dB) | (dB) | (dB) | (dB) | (dB) | (dB) | (dB) | dB(A) |
| 3476 | 429142.55 | 4757457.31 | 245.16 | 0 | DEN | A | 98.3 | 0.0 | 0.0 | 0.0 | 0.0 | 69.8 | 3.0 | -0.1 | 0.0 | 0.0 | 16.0 | 0.0 | 0.0 | 9.5 |

| Point Source, ISO 9613, Name: "2nd Stage LFG Gas Cooler", ID: "!02!LFG_2_Gas_Cooler" | | | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Nr. | X | Y | Z | Refl. | DEN | Freq. | Lw | l/a | Optime | K0 | Di | Adiv | Aatm | Agr | Afol | Ahous | Abar | Cmet | RL | Lr |
| | (m) | (m) | (m) | | | (Hz) | dB(A) | dB | dB | (dB) | (dB) | (dB) | (dB) | (dB) | (dB) | (dB) | (dB) | (dB) | (dB) | dB(A) |
| 3490 | 429070.92 | 4757415.55 | 246.11 | 0 | DEN | A | 97.1 | 0.0 | 0.0 | 0.0 | 0.0 | 68.9 | 2.5 | 0.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 25.6 |
| 3502 | 429070.92 | 4757415.55 | 246.11 | 1 | DEN | A | 97.1 | 0.0 | 0.0 | 0.0 | 0.0 | 69.0 | 2.5 | 0.1 | 0.0 | 0.0 | 0.0 | 0.0 | 1.4 | 24.1 |

| Point Source, ISO 9613, Name: "Booster Gas Cooler", ID: "!02!Booster_Gas_Cooler" | | | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Nr. | X | Y | Z | Refl. | DEN | Freq. | Lw | l/a | Optime | K0 | Di | Adiv | Aatm | Agr | Afol | Ahous | Abar | Cmet | RL | Lr |
| | (m) | (m) | (m) | | | (Hz) | dB(A) | dB | dB | (dB) | (dB) | (dB) | (dB) | (dB) | (dB) | (dB) | (dB) | (dB) | (dB) | dB(A) |
| 3516 | 429058.50 | 4757459.31 | 245.07 | 0 | DEN | A | 96.6 | 0.0 | 0.0 | 0.0 | 0.0 | 68.9 | 2.5 | 0.1 | 0.0 | 0.0 | 4.8 | 0.0 | 0.0 | 20.2 |

| Point Source, ISO 9613, Name: "1st Stage Gas Cooler", ID: "!02!St_1_Gas_Cooler" | | | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Nr. | X | Y | Z | Refl. | DEN | Freq. | Lw | l/a | Optime | K0 | Di | Adiv | Aatm | Agr | Afol | Ahous | Abar | Cmet | RL | Lr |
| | (m) | (m) | (m) | | | (Hz) | dB(A) | dB | dB | (dB) | (dB) | (dB) | (dB) | (dB) | (dB) | (dB) | (dB) | (dB) | (dB) | dB(A) |
| 3530 | 429077.09 | 4757415.72 | 246.11 | 0 | DEN | A | 96.5 | 0.0 | 0.0 | 0.0 | 0.0 | 69.0 | 2.6 | 0.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 24.9 |
| 3544 | 429077.09 | 4757415.72 | 246.11 | 1 | DEN | A | 96.5 | 0.0 | 0.0 | 0.0 | 0.0 | 69.8 | 2.7 | -0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 2.2 | 21.8 |
| 3557 | 429077.09 | 4757415.72 | 246.11 | 1 | DEN | A | 96.5 | 0.0 | 0.0 | 0.0 | 0.0 | 69.0 | 2.6 | 0.1 | 0.0 | 0.0 | 0.0 | 0.0 | 1.4 | 23.5 |

| Point Source, ISO 9613, Name: "Louvre 09", ID: "!02!Louvre_09" | | | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Nr. | X | Y | Z | Refl. | DEN | Freq. | Lw | l/a | Optime | K0 | Di | Adiv | Aatm | Agr | Afol | Ahous | Abar | Cmet | RL | Lr |
| | (m) | (m) | (m) | | | (Hz) | dB(A) | dB | dB | (dB) | (dB) | (dB) | (dB) | (dB) | (dB) | (dB) | (dB) | (dB) | (dB) | dB(A) |
| 3571 | 429041.51 | 4757421.10 | 249.95 | 0 | DEN | A | 95.9 | 0.0 | 0.0 | 0.0 | 0.0 | 68.6 | 4.6 | -0.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 23.4 |
| 3586 | 429041.51 | 4757421.10 | 249.95 | 1 | DEN | A | 95.9 | 0.0 | 0.0 | 0.0 | 0.0 | 70.2 | 5.2 | -1.1 | 0.0 | 0.0 | 0.0 | 0.0 | 2.9 | 18.7 |

| Point Source, ISO 9613, Name: "Louvre 01", ID: "!02!Louvre_01" | | | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Nr. | X | Y | Z | Refl. | DEN | Freq. | Lw | l/a | Optime | K0 | Di | Adiv | Aatm | Agr | Afol | Ahous | Abar | Cmet | RL | Lr |
| | (m) | (m) | (m) | | | (Hz) | dB(A) | dB | dB | (dB) | (dB) | (dB) | (dB) | (dB) | (dB) | (dB) | (dB) | (dB) | (dB) | dB(A) |
| 3600 | 429044.45 | 4757454.30 | 249.17 | 0 | DEN | A | 95.9 | 0.0 | 0.0 | 0.0 | 0.0 | 68.7 | 4.7 | -0.7 | 0.0 | 0.0 | 11.4 | 0.0 | 0.0 | 11.8 |

| Point Source, ISO 9613, Name: "Louvre 10", ID: "!02!Louvre_10" | | | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Nr. | X | Y | Z | Refl. | DEN | Freq. | Lw | l/a | Optime | K0 | Di | Adiv | Aatm | Agr | Afol | Ahous | Abar | Cmet | RL | Lr |
| | (m) | (m) | (m) | | | (Hz) | dB(A) | dB | dB | (dB) | (dB) | (dB) | (dB) | (dB) | (dB) | (dB) | (dB) | (dB) | (dB) | dB(A) |
| 3614 | 429055.51 | 4757421.10 | 249.96 | 0 | DEN | A | 95.9 | 0.0 | 0.0 | 0.0 | 0.0 | 68.8 | 4.7 | -0.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 23.3 |
| 3627 | 429055.51 | 4757421.10 | 249.96 | 1 | DEN | A | 95.9 | 0.0 | 0.0 | 0.0 | 0.0 | 70.0 | 5.2 | -1.1 | 0.0 | 0.0 | 0.0 | 0.0 | 2.9 | 18.9 |

| Point Source, ISO 9613, Name: "2nd Stage LFG Oil Cooler B", ID: "!02!St_2_LFG_Oil_Cooler_B" | | | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Nr. | X | Y | Z | Refl. | DEN | Freq. | Lw | l/a | Optime | K0 | Di | Adiv | Aatm | Agr | Afol | Ahous | Abar | Cmet | RL | Lr |
| | (m) | (m) | (m) | | | (Hz) | dB(A) | dB | dB | (dB) | (dB) | (dB) | (dB) | (dB) | (dB) | (dB) | (dB) | (dB) | (dB) | dB(A) |
| 3641 | 429082.57 | 4757417.12 | 246.08 | 0 | DEN | A | 96.1 | 0.0 | 0.0 | 0.0 | 0.0 | 69.1 | 2.6 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 24.4 |
| 3655 | 429082.57 | 4757417.12 | 246.08 | 1 | DEN | A | 96.1 | 0.0 | 0.0 | 0.0 | 0.0 | 69.8 | 2.8 | -0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 2.2 | 21.5 |
| 3668 | 429082.57 | 4757417.12 | 246.08 | 1 | DEN | A | 96.1 | 0.0 | 0.0 | 0.0 | 0.0 | 69.1 | 2.6 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 1.4 | 23.0 |

| Point Source, ISO 9613, Name: "Louvre 02", ID: "!02!Louvre_02" | | | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Nr. | X | Y | Z | Refl. | DEN | Freq. | Lw | l/a | Optime | K0 | Di | Adiv | Aatm | Agr | Afol | Ahous | Abar | Cmet | RL | Lr |
| | (m) | (m) | (m) | | | (Hz) | dB(A) | dB | dB | (dB) | (dB) | (dB) | (dB) | (dB) | (dB) | (dB) | (dB) | (dB) | (dB) | dB(A) |
| 3682 | 429058.45 | 4757454.30 | 249.19 | 0 | DEN | A | 95.9 | 0.0 | 0.0 | 0.0 | 0.0 | 68.9 | 4.7 | -0.8 | 0.0 | 0.0 | 16.8 | 0.0 | 0.0 | 6.3 |

| Point Source, ISO 9613, Name: "2nd Stage LFG Oil Cooler A", ID: "!02!St_2_LFG_Oil_Cooler_A" | | | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Nr. | X | Y | Z | Refl. | DEN | Freq. | Lw | l/a | Optime | K0 | Di | Adiv | Aatm | Agr | Afol | Ahous | Abar | Cmet | RL | Lr |
| | (m) | (m) | (m) | | | (Hz) | dB(A) | dB | dB | (dB) | (dB) | (dB) | (dB) | (dB) | (dB) | (dB) | (dB) | (dB) | (dB) | dB(A) |
| 3696 | 429088.10 | 4757416.88 | 246.08 | 0 | DEN | A | 96.1 | 0.0 | 0.0 | 0.0 | 0.0 | 69.1 | 2.6 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 24.4 |
| 3710 | 429088.10 | 4757416.88 | 246.08 | 1 | DEN | A | 96.1 | 0.0 | 0.0 | 0.0 | 0.0 | 69.7 | 2.7 | -0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 2.2 | 21.5 |
| 3724 | 429088.10 | 4757416.88 | 246.08 | 1 | DEN | A | 96.1 | 0.0 | 0.0 | 0.0 | 0.0 | 69.2 | 2.6 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 1.4 | 23.0 |

| Point Source, ISO 9613, Name: "Louvre 11", ID: "!02!Louvre_11" | | | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Nr. | X | Y | Z | Refl. | DEN | Freq. | Lw | l/a | Optime | K0 | Di | Adiv | Aatm | Agr | Afol | Ahous | Abar | Cmet | RL | Lr |
| | (m) | (m) | (m) | | | (Hz) | dB(A) | dB | dB | (dB) | (dB) | (dB) | (dB) | (dB) | (dB) | (dB) | (dB) | (dB) | (dB) | dB(A) |
| 3739 | 429069.51 | 4757421.10 | 249.98 | 0 | DEN | A | 95.9 | 0.0 | 0.0 | 0.0 | 0.0 | 68.9 | 4.8 | -0.9 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 23.1 |
| 3751 | 429069.51 | 4757421.10 | 249.98 | 1 | DEN | A | 95.9 | 0.0 | 0.0 | 0.0 | 0.0 | 69.9 | 5.1 | -1.1 | 0.0 | 0.0 | 0.0 | 0.0 | 1.2 | 20.8 |

| Point Source, ISO 9613, Name: "Louvre 03", ID: "!02!Louvre_03" | | | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Nr. | X | Y | Z | Refl. | DEN | Freq. | Lw | l/a | Optime | K0 | Di | Adiv | Aatm | Agr | Afol | Ahous | Abar | Cmet | RL | Lr |
| | (m) | (m) | (m) | | | (Hz) | dB(A) | dB | dB | (dB) | (dB) | (dB) | (dB) | (dB) | (dB) | (dB) | (dB) | (dB) | (dB) | dB(A) |
| 3764 | 429072.45 | 4757454.30 | 249.20 | 0 | DEN | A | 95.9 | 0.0 | 0.0 | 0.0 | 0.0 | 69.0 | 4.8 | -0.8 | 0.0 | 0.0 | 18.6 | 0.0 | 0.0 | 4.3 |

| Point Source, ISO 9613, Name: "Louvre 12", ID: "!02!Louvre_12" | | | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Nr. | X | Y | Z | Refl. | DEN | Freq. | Lw | l/a | Optime | K0 | Di | Adiv | Aatm | Agr | Afol | Ahous | Abar | Cmet | RL | Lr |
| | (m) | (m) | (m) | | | (Hz) | dB(A) | dB | dB | (dB) | (dB) | (dB) | (dB) | (dB) | (dB) | (dB) | (dB) | (dB) | (dB) | dB(A) |
| 3779 | 429083.51 | 4757421.10 | 249.99 | 0 | DEN | A | 95.9 | 0.0 | 0.0 | 0.0 | 0.0 | 69.1 | 4.8 | -0.9 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 22.9 |
| 3793 | 429083.51 | 4757421.10 | 249.99 | 1 | DEN | A | 95.9 | 0.0 | 0.0 | 0.0 | 0.0 | 69.8 | 5.1 | -1.0 | 0.0 | 0.0 | 0.0 | 0.0 | 1.2 | 20.9 |

| Point Source, ISO 9613, Name: "Louvre 04", ID: "!02!Louvre_04" | | | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Nr. | X | Y | Z | Refl. | DEN | Freq. | Lw | l/a | Optime | K0 | Di | Adiv | Aatm | Agr | Afol | Ahous | Abar | Cmet | RL | Lr |
| | (m) | (m) | (m) | | | (Hz) | dB(A) | dB | dB | (dB) | (dB) | (dB) | (dB) | (dB) | (dB) | (dB) | (dB) | (dB) | (dB) | dB(A) |
| 3806 | 429086.45 | 4757454.30 | 249.21 | 0 | DEN | A | 95.9 | 0.0 | 0.0 | 0.0 | 0.0 | 69.2 | 4.9 | -0.9 | 0.0 | 0.0 | 19.6 | 0.0 | 0.0 | 3.1 |

| Point Source, ISO 9613, Name: "Louvre 13", ID: "!02!Louvre_13" | | | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Nr. | X | Y | Z | Refl. | DEN | Freq. | Lw | l/a | Optime | K0 | Di | Adiv | Aatm | Agr | Afol | Ahous | Abar | Cmet | RL | Lr |
| | (m) | (m) | (m) | | | (Hz) | dB(A) | dB | dB | (dB) | (dB) | (dB) | (dB) | (dB) | (dB) | (dB) | (dB) | (dB) | (dB) | dB(A) |
| 3820 | 429097.51 | 4757421.10 | 249.99 | 0 | DEN | A | 95.9 | 0.0 | 0.0 | 0.0 | 0.0 | 69.2 | 4.9 | -0.9 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 22.7 |

| Point Source, ISO 9613, Name: "Louvre 05", ID: "!02!Louvre_05" | | | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Nr. | X | Y | Z | Refl. | DEN | Freq. | Lw | l/a | Optime | K0 | Di | Adiv | Aatm | Agr | Afol | Ahous | Abar | Cmet | RL | Lr |
| | (m) | (m) | (m) | | | (Hz) | dB(A) | dB | dB | (dB) | (dB) | (dB) | (dB) | (dB) | (dB) | (dB) | (dB) | (dB) | (dB) | dB(A) |
| 3834 | 429100.45 | 4757454.30 | 249.23 | 0 | DEN | A | 95.9 | 0.0 | 0.0 | 0.0 | 0.0 | 69.3 | 4.9 | -0.9 | 0.0 | 0.0 | 20.3 | 0.0 | 0.0 | 2.3 |

| Point Source, ISO 9613, Name: "Louvre 14", ID: "!02!Louvre_14" | | | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Nr. | X | Y | Z | Refl. | DEN | Freq. | Lw | l/a | Optime | K0 | Di | Adiv | Aatm | Agr | Afol | Ahous | Abar | Cmet | RL | Lr |
| | (m) | (m) | (m) | | | (Hz) | dB(A) | dB | dB | (dB) | (dB) | (dB) | (dB) | (dB) | (dB) | (dB) | (dB) | (dB) | (dB) | dB(A) |
| 3848 | 429111.51 | 4757421.10 | 249.99 | 0 | DEN | A | 95.9 | 0.0 | 0.0 | 0.0 | 0.0 | 69.4 | 4.9 | -1.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 22.6 |

| Point Source, ISO 9613, Name: "Amine Reflux Condenser", ID: "!02!Amine_Ref_Cond" | | | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Nr. | X | Y | Z | Refl. | DEN | Freq. | Lw | l/a | Optime | K0 | Di | Adiv | Aatm | Agr | Afol | Ahous | Abar | Cmet | RL | Lr |
| | (m) | (m) | (m) | | | (Hz) | dB(A) | dB | dB | (dB) | (dB) | (dB) | (dB) | (dB) | (dB) | (dB) | (dB) | (dB) | (dB) | dB(A) |
| 3862 | 429066.30 | 4757457.26 | 245.62 | 0 | DEN | 500 | 95.5 | 0.0 | 0.0 | 0.0 | 0.0 | 69.0 | 1.5 | -0.8 | 0.0 | 0.0 | 15.7 | 0.0 | 0.0 | 10.2 |

| Point Source, ISO 9613, Name: "Louvre 06", ID: "!02!Louvre_06" | | | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Nr. | X | Y | Z | Refl. | DEN | Freq. | Lw | l/a | Optime | K0 | Di | Adiv | Aatm | Agr | Afol | Ahous | Abar | Cmet | RL | Lr |
| | (m) | (m) | (m) | | | (Hz) | dB(A) | dB | dB | (dB) | (dB) | (dB) | (dB) | (dB) | (dB) | (dB) | (dB) | (dB) | (dB) | dB(A) |
| 3876 | 429114.45 | 4757454.30 | 249.23 | 0 | DEN | A | 95.9 | 0.0 | 0.0 | 0.0 | 0.0 | 69.5 | 5.0 | -0.9 | 0.0 | 0.0 | 20.8 | 0.0 | 0.0 | 1.6 |

| Point Source, ISO 9613, Name: "Louvre 15", ID: "!02!Louvre_15" | | | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Nr. | X | Y | Z | Refl. | DEN | Freq. | Lw | l/a | Optime | K0 | Di | Adiv | Aatm | Agr | Afol | Ahous | Abar | Cmet | RL | Lr |
| | (m) | (m) | (m) | | | (Hz) | dB(A) | dB | dB | (dB) | (dB) | (dB) | (dB) | (dB) | (dB) | (dB) | (dB) | (dB) | (dB) | dB(A) |
| 3890 | 429125.51 | 4757421.10 | 249.99 | 0 | DEN | A | 95.9 | 0.0 | 0.0 | 0.0 | 0.0 | 69.5 | 5.0 | -1.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 22.4 |

| Point Source, ISO 9613, Name: "Louvre 07", ID: "!02!Louvre_07" | | | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Nr. | X | Y | Z | Refl. | DEN | Freq. | Lw | l/a | Optime | K0 | Di | Adiv | Aatm | Agr | Afol | Ahous | Abar | Cmet | RL | Lr |
| | (m) | (m) | (m) | | | (Hz) | dB(A) | dB | dB | (dB) | (dB) | (dB) | (dB) | (dB) | (dB) | (dB) | (dB) | (dB) | (dB) | dB(A) |
| 3904 | 429128.45 | 4757454.30 | 249.23 | 0 | DEN | A | 95.9 | 0.0 | 0.0 | 0.0 | 0.0 | 69.6 | 5.0 | -1.0 | 0.0 | 0.0 | 21.1 | 0.0 | 0.0 | 1.1 |

| Point Source, ISO 9613, Name: "Louvre 16", ID: "!02!Louvre_16" | | | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Nr. | X | Y | Z | Refl. | DEN | Freq. | Lw | l/a | Optime | K0 | Di | Adiv | Aatm | Agr | Afol | Ahous | Abar | Cmet | RL | Lr |
| | (m) | (m) | (m) | | | (Hz) | dB(A) | dB | dB | (dB) | (dB) | (dB) | (dB) | (dB) | (dB) | (dB) | (dB) | (dB) | (dB) | dB(A) |
| 3918 | 429139.51 | 4757421.10 | 249.99 | 0 | DEN | A | 95.9 | 0.0 | 0.0 | 0.0 | 0.0 | 69.7 | 5.0 | -1.0 | 0.0 | 0.0 | 2.9 | 0.0 | 0.0 | 19.3 |

| Point Source, ISO 9613, Name: "Louvre 08", ID: "!02!Louvre_08" | | | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Nr. | X | Y | Z | Refl. | DEN | Freq. | Lw | l/a | Optime | K0 | Di | Adiv | Aatm | Agr | Afol | Ahous | Abar | Cmet | RL | Lr |
| | (m) | (m) | (m) | | | (Hz) | dB(A) | dB | dB | (dB) | (dB) | (dB) | (dB) | (dB) | (dB) | (dB) | (dB) | (dB) | (dB) | dB(A) |
| 3933 | 429142.45 | 4757454.30 | 249.23 | 0 | DEN | A | 95.9 | 0.0 | 0.0 | 0.0 | 0.0 | 69.8 | 5.1 | -1.0 | 0.0 | 0.0 | 21.4 | 0.0 | 0.0 | 0.7 |

| Point Source, ISO 9613, Name: "Mobile Gen Doosan", ID: "!03!Gen_Doosan" | | | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Nr. | X | Y | Z | Refl. | DEN | Freq. | Lw | l/a | Optime | K0 | Di | Adiv | Aatm | Agr | Afol | Ahous | Abar | Cmet | RL | Lr |
| | (m) | (m) | (m) | | | (Hz) | dB(A) | dB | dB | (dB) | (dB) | (dB) | (dB) | (dB) | (dB) | (dB) | (dB) | (dB) | (dB) | dB(A) |
| 3948 | 428739.75 | 4758148.07 | 276.22 | 0 | DEN | 500 | 97.0 | 0.0 | 0.0 | 0.0 | 0.0 | 70.8 | 1.9 | -0.6 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 24.9 |

| Point Source, ISO 9613, Name: "NRU Low Gas Cooler", ID: "!02!NRU_Low_Gas_Cooler" | | | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Nr. | X | Y | Z | Refl. | DEN | Freq. | Lw | l/a | Optime | K0 | Di | Adiv | Aatm | Agr | Afol | Ahous | Abar | Cmet | RL | Lr |
| | (m) | (m) | (m) | | | (Hz) | dB(A) | dB | dB | (dB) | (dB) | (dB) | (dB) | (dB) | (dB) | (dB) | (dB) | (dB) | (dB) | dB(A) |
| 3962 | 429053.11 | 4757417.08 | 246.05 | 0 | DEN | A | 93.6 | 0.0 | 0.0 | 0.0 | 0.0 | 68.8 | 2.3 | 0.2 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 22.3 |
| 3977 | 429053.11 | 4757417.08 | 246.05 | 1 | DEN | A | 93.6 | 0.0 | 0.0 | 0.0 | 0.0 | 68.8 | 2.3 | 0.2 | 0.0 | 0.0 | 0.0 | 0.0 | 37.0 | -14.7 |

| Area Source, ISO 9613, Name: "WWMT Breakout Top", ID: "!02!WWMT_Breakout_top" | | | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Nr. | X | Y | Z | Refl. | DEN | Freq. | Lw | l/a | Optime | K0 | Di | Adiv | Aatm | Agr | Afol | Ahous | Abar | Cmet | RL | Lr |
| | (m) | (m) | (m) | | | (Hz) | dB(A) | dB | dB | (dB) | (dB) | (dB) | (dB) | (dB) | (dB) | (dB) | (dB) | (dB) | (dB) | dB(A) |
| 3994 | 429141.55 | 4757421.53 | 253.98 | 0 | DEN | A | 58.2 | 6.6 | 0.0 | 0.0 | 0.0 | 69.7 | 1.2 | 0.0 | 0.0 | 0.0 | 4.5 | 0.0 | 0.0 | -10.6 |
| 4005 | 429097.56 | 4757425.34 | 253.87 | 0 | DEN | A | 58.2 | 28.1 | 0.0 | 0.0 | 0.0 | 69.3 | 1.1 | 0.2 | 0.0 | 0.0 | 4.1 | 0.0 | 0.0 | 11.6 |
| 4020 | 429074.10 | 4757427.49 | 253.81 | 0 | DEN | A | 58.2 | 10.8 | 0.0 | 0.0 | 0.0 | 69.0 | 1.1 | 0.3 | 0.0 | 0.0 | 4.0 | 0.0 | 0.0 | -5.4 |
| 4034 | 429062.44 | 4757436.36 | 253.60 | 0 | DEN | A | 58.2 | 30.3 | 0.0 | 0.0 | 0.0 | 68.9 | 1.1 | 0.3 | 0.0 | 0.0 | 4.0 | 0.0 | 0.0 | 14.2 |
| 4048 | 429089.54 | 4757449.84 | 253.30 | 0 | DEN | A | 58.2 | 28.4 | 0.0 | 0.0 | 0.0 | 69.2 | 1.1 | 0.2 | 0.0 | 0.0 | 4.1 | 0.0 | 0.0 | 11.9 |
| 4059 | 429119.76 | 4757442.95 | 253.47 | 0 | DEN | A | 58.2 | 28.2 | 0.0 | 0.0 | 0.0 | 69.5 | 1.1 | 0.1 | 0.0 | 0.0 | 4.1 | 0.0 | 0.0 | 11.4 |
| 4074 | 429132.49 | 4757432.00 | 253.73 | 0 | DEN | A | 58.2 | 25.9 | 0.0 | 0.0 | 0.0 | 69.6 | 1.2 | 0.1 | 0.0 | 0.0 | 4.1 | 0.0 | 0.0 | 9.1 |
| 4088 | 429144.61 | 4757422.05 | 253.97 | 0 | DEN | A | 58.2 | 4.0 | 0.0 | 0.0 | 0.0 | 69.7 | 1.2 | 0.0 | 0.0 | 0.0 | 4.2 | 0.0 | 0.0 | -13.0 |

| Point Source, ISO 9613, Name: "Booster Oil Cooler", ID: "!02!Booster_Oil_Cooler" | | | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Nr. | X | Y | Z | Refl. | DEN | Freq. | Lw | l/a | Optime | K0 | Di | Adiv | Aatm | Agr | Afol | Ahous | Abar | Cmet | RL | Lr |
| | (m) | (m) | (m) | | | (Hz) | dB(A) | dB | dB | (dB) | (dB) | (dB) | (dB) | (dB) | (dB) | (dB) | (dB) | (dB) | (dB) | dB(A) |
| 4102 | 429065.75 | 4757417.30 | 246.06 | 0 | DEN | A | 89.7 | 0.0 | 0.0 | 0.0 | 0.0 | 68.9 | 7.0 | -0.9 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 14.6 |
| 4116 | 429065.75 | 4757417.30 | 246.06 | 1 | DEN | A | 89.7 | 0.0 | 0.0 | 0.0 | 0.0 | 69.9 | 7.5 | -1.0 | 0.0 | 0.0 | 0.0 | 0.0 | 1.1 | 12.2 |
| 4130 | 429065.75 | 4757417.30 | 246.06 | 1 | DEN | A | 89.7 | 0.0 | 0.0 | 0.0 | 0.0 | 68.9 | 7.0 | -0.9 | 0.0 | 0.0 | 0.0 | 0.0 | 1.0 | 13.6 |

| Point Source, ISO 9613, Name: "Mobile Gen", ID: "!03!Gen_03" | | | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Nr. | X | Y | Z | Refl. | DEN | Freq. | Lw | l/a | Optime | K0 | Di | Adiv | Aatm | Agr | Afol | Ahous | Abar | Cmet | RL | Lr |
| | (m) | (m) | (m) | | | (Hz) | dB(A) | dB | dB | (dB) | (dB) | (dB) | (dB) | (dB) | (dB) | (dB) | (dB) | (dB) | (dB) | dB(A) |
| 4144 | 428405.88 | 4758384.20 | 242.00 | 0 | DEN | 500 | 90.5 | 0.0 | 0.0 | 0.0 | 0.0 | 71.9 | 2.1 | -0.9 | 0.0 | 0.0 | 4.8 | 0.0 | 0.0 | 12.6 |

| Point Source, ISO 9613, Name: "Chilled Water Unit", ID: "!02!Chill_Water" | | | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Nr. | X | Y | Z | Refl. | DEN | Freq. | Lw | l/a | Optime | K0 | Di | Adiv | Aatm | Agr | Afol | Ahous | Abar | Cmet | RL | Lr |
| | (m) | (m) | (m) | | | (Hz) | dB(A) | dB | dB | (dB) | (dB) | (dB) | (dB) | (dB) | (dB) | (dB) | (dB) | (dB) | (dB) | dB(A) |
| 4159 | 429108.40 | 4757459.03 | 245.12 | 0 | DEN | 500 | 88.0 | 0.0 | 0.0 | 0.0 | 0.0 | 69.4 | 1.6 | -0.4 | 0.0 | 0.0 | 15.2 | 0.0 | 0.0 | 2.1 |

| Point Source, ISO 9613, Name: "XFMR 7MVA", ID: "!02!Transformer_3" | | | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Nr. | X | Y | Z | Refl. | DEN | Freq. | Lw | l/a | Optime | K0 | Di | Adiv | Aatm | Agr | Afol | Ahous | Abar | Cmet | RL | Lr |
| | (m) | (m) | (m) | | | (Hz) | dB(A) | dB | dB | (dB) | (dB) | (dB) | (dB) | (dB) | (dB) | (dB) | (dB) | (dB) | (dB) | dB(A) |
| 4173 | 429133.01 | 4757405.91 | 246.33 | 0 | DEN | A | 86.7 | 0.0 | 0.0 | 0.0 | 0.0 | 69.6 | 2.2 | -0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 14.9 |
| 4187 | 429133.01 | 4757405.91 | 246.33 | 1 | DEN | A | 86.7 | 0.0 | 0.0 | 0.0 | 0.0 | 69.6 | 2.2 | -0.0 | 0.0 | 0.0 | 11.1 | 0.0 | 4.1 | -0.3 |

| Point Source, ISO 9613, Name: "CATD50P1 (Mobile Gen)", ID: "!03!Gen_02" | | | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Nr. | X | Y | Z | Refl. | DEN | Freq. | Lw | l/a | Optime | K0 | Di | Adiv | Aatm | Agr | Afol | Ahous | Abar | Cmet | RL | Lr |
| | (m) | (m) | (m) | | | (Hz) | dB(A) | dB | dB | (dB) | (dB) | (dB) | (dB) | (dB) | (dB) | (dB) | (dB) | (dB) | (dB) | dB(A) |
| 4201 | 428409.04 | 4758692.09 | 242.00 | 0 | DEN | A | 89.5 | 0.0 | 0.0 | 0.0 | 0.0 | 74.0 | 2.7 | 1.7 | 0.0 | 0.0 | 3.0 | 0.0 | 0.0 | 8.0 |

| vert. Area Source, ISO 9613, Name: "WWMT Breakout long", ID: "!02!WWMT_Breakout_long_north" | | | | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Nr. | X | Y | Z | Refl. | DEN | Freq. | Lw | l/a | Optime | K0 | Di | Adiv | Aatm | Agr | Afol | Ahous | Abar | Cmet | RL | Lr |
| | (m) | (m) | (m) | | | (Hz) | dB(A) | dB | dB | (dB) | (dB) | (dB) | (dB) | (dB) | (dB) | (dB) | (dB) | (dB) | (dB) | dB(A) |
| 4215 | 429140.85 | 4757421.10 | 249.49 | 0 | DEN | A | 59.1 | 9.9 | 0.0 | 3.0 | 0.0 | 69.7 | 1.6 | -0.3 | 0.0 | 0.0 | 2.4 | 0.0 | 0.0 | -1.4 |
| 4230 | 429088.50 | 4757421.10 | 249.47 | 0 | DEN | A | 59.1 | 19.8 | 0.0 | 3.0 | 0.0 | 69.1 | 1.5 | -0.2 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 11.4 |
| 4244 | 429040.83 | 4757421.10 | 249.45 | 0 | DEN | A | 59.1 | -3.0 | 0.0 | 3.0 | 0.0 | 68.6 | 1.4 | -0.0 | 0.0 | 0.0 | 4.1 | 0.0 | 0.0 | -15.0 |
| 4258 | 429092.29 | 4757421.10 | 249.47 | 1 | DEN | A | 59.1 | 9.8 | 0.0 | 3.0 | 0.0 | 69.7 | 1.6 | -0.3 | 0.0 | 0.0 | 0.0 | 0.0 | 1.7 | -0.8 |
| 4272 | 429064.05 | 4757421.10 | 249.46 | 1 | DEN | A | 59.1 | 16.7 | 0.0 | 3.0 | 0.0 | 70.0 | 1.6 | -0.3 | 0.0 | 0.0 | 0.0 | 0.0 | 3.7 | 3.9 |
| 4288 | 429140.85 | 4757421.10 | 250.49 | 0 | DEN | A | 59.1 | 9.9 | 0.0 | 3.0 | 0.0 | 69.7 | 1.6 | -0.3 | 0.0 | 0.0 | 1.9 | 0.0 | 0.0 | -0.9 |
| 4300 | 429088.50 | 4757421.10 | 250.47 | 0 | DEN | A | 59.1 | 19.8 | 0.0 | 3.0 | 0.0 | 69.1 | 1.5 | -0.2 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 11.4 |
| 4315 | 429040.83 | 4757421.10 | 250.45 | 0 | DEN | A | 59.1 | -3.0 | 0.0 | 3.0 | 0.0 | 68.6 | 1.4 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | -10.9 |
| 4328 | 429092.29 | 4757421.10 | 250.47 | 1 | DEN | A | 59.1 | 9.8 | 0.0 | 3.0 | 0.0 | 69.7 | 1.6 | -0.3 | 0.0 | 0.0 | 0.0 | 0.0 | 1.7 | -0.8 |
| 4342 | 429064.05 | 4757421.10 | 250.46 | 1 | DEN | A | 59.1 | 16.7 | 0.0 | 3.0 | 0.0 | 70.0 | 1.6 | -0.3 | 0.0 | 0.0 | 0.0 | 0.0 | 3.7 | 3.8 |
| 4358 | 429140.85 | 4757421.10 | 253.49 | 0 | DEN | A | 59.1 | 9.9 | 0.0 | 3.0 | 0.0 | 69.7 | 1.6 | -0.2 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.9 |
| 4372 | 429088.50 | 4757421.10 | 253.47 | 0 | DEN | A | 59.1 | 19.8 | 0.0 | 3.0 | 0.0 | 69.1 | 1.5 | -0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 11.2 |
| 4385 | 429040.83 | 4757421.10 | 253.45 | 0 | DEN | A | 59.1 | -3.0 | 0.0 | 3.0 | 0.0 | 68.6 | 1.4 | 0.2 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | -11.1 |
| 4401 | 429140.85 | 4757421.10 | 252.49 | 0 | DEN | A | 59.1 | 9.9 | 0.0 | 3.0 | 0.0 | 69.7 | 1.6 | -0.2 | 0.0 | 0.0 | 1.8 | 0.0 | 0.0 | -0.8 |
| 4413 | 429088.50 | 4757421.10 | 252.47 | 0 | DEN | A | 59.1 | 19.8 | 0.0 | 3.0 | 0.0 | 69.1 | 1.5 | -0.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 11.3 |
| 4426 | 429040.83 | 4757421.10 | 252.45 | 0 | DEN | A | 59.1 | -3.0 | 0.0 | 3.0 | 0.0 | 68.6 | 1.4 | 0.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | -11.1 |
| 4441 | 429092.29 | 4757421.10 | 252.47 | 1 | DEN | A | 59.1 | 9.8 | 0.0 | 3.0 | 0.0 | 69.7 | 1.6 | -0.2 | 0.0 | 0.0 | 0.0 | 0.0 | 1.7 | -0.9 |
| 4455 | 429064.05 | 4757421.10 | 252.46 | 1 | DEN | A | 59.1 | 16.7 | 0.0 | 3.0 | 0.0 | 70.0 | 1.6 | -0.3 | 0.0 | 0.0 | 0.0 | 0.0 | 3.8 | 3.7 |
| 4470 | 429140.85 | 4757421.10 | 251.49 | 0 | DEN | A | 59.1 | 9.9 | 0.0 | 3.0 | 0.0 | 69.7 | 1.6 | -0.3 | 0.0 | 0.0 | 1.8 | 0.0 | 0.0 | -0.8 |
| 4485 | 429088.50 | 4757421.10 | 251.47 | 0 | DEN | A | 59.1 | 19.8 | 0.0 | 3.0 | 0.0 | 69.1 | 1.5 | -0.2 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 11.4 |
| 4499 | 429040.83 | 4757421.10 | 251.45 | 0 | DEN | A | 59.1 | -3.0 | 0.0 | 3.0 | 0.0 | 68.6 | 1.4 | 0.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | -11.0 |
| 4512 | 429092.29 | 4757421.10 | 251.47 | 1 | DEN | A | 59.1 | 9.8 | 0.0 | 3.0 | 0.0 | 69.7 | 1.6 | -0.3 | 0.0 | 0.0 | 0.0 | 0.0 | 1.7 | -0.8 |
| 4526 | 429064.05 | 4757421.10 | 251.46 | 1 | DEN | A | 59.1 | 16.7 | 0.0 | 3.0 | 0.0 | 70.0 | 1.6 | -0.3 | 0.0 | 0.0 | 0.0 | 0.0 | 3.8 | 3.8 |
| 4542 | 429140.85 | 4757421.10 | 245.49 | 0 | DEN | A | 59.1 | 9.9 | 0.0 | 3.0 | 0.0 | 69.7 | 1.6 | 1.0 | 0.0 | 0.0 | 3.8 | 0.0 | 0.0 | -4.0 |
| 4555 | 429088.50 | 4757421.10 | 245.47 | 0 | DEN | A | 59.1 | 19.8 | 0.0 | 3.0 | 0.0 | 69.1 | 1.5 | 1.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 10.1 |
| 4568 | 429040.83 | 4757421.10 | 245.45 | 0 | DEN | A | 59.1 | -3.0 | 0.0 | 3.0 | 0.0 | 68.6 | 1.4 | 1.2 | 0.0 | 0.0 | 5.3 | 0.0 | 0.0 | -17.4 |
| 4581 | 429092.29 | 4757421.10 | 245.47 | 1 | DEN | A | 59.1 | 9.8 | 0.0 | 3.0 | 0.0 | 69.7 | 1.6 | 1.0 | 0.0 | 0.0 | 0.0 | 0.0 | 1.9 | -2.4 |
| 4595 | 429064.05 | 4757421.10 | 245.46 | 1 | DEN | A | 59.1 | 16.7 | 0.0 | 3.0 | 0.0 | 70.0 | 1.6 | 1.0 | 0.0 | 0.0 | 0.0 | 0.0 | 3.6 | 2.6 |
| 4609 | 429140.85 | 4757421.10 | 244.49 | 0 | DEN | A | 59.1 | 9.9 | 0.0 | 3.0 | 0.0 | 69.7 | 1.6 | 2.3 | 0.0 | 0.0 | 3.7 | 0.0 | 0.0 | -5.2 |
| 4622 | 429088.50 | 4757421.10 | 244.47 | 0 | DEN | A | 59.1 | 19.8 | 0.0 | 3.0 | 0.0 | 69.1 | 1.5 | 2.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 8.9 |
| 4635 | 429040.83 | 4757421.10 | 244.45 | 0 | DEN | A | 59.1 | -3.0 | 0.0 | 3.0 | 0.0 | 68.6 | 1.4 | 2.4 | 0.0 | 0.0 | 5.2 | 0.0 | 0.0 | -18.5 |
| 4649 | 429092.29 | 4757421.10 | 244.47 | 1 | DEN | A | 59.1 | 9.8 | 0.0 | 3.0 | 0.0 | 69.7 | 1.6 | 2.3 | 0.0 | 0.0 | 0.0 | 0.0 | 2.3 | -4.0 |
| 4664 | 429064.05 | 4757421.10 | 244.46 | 1 | DEN | A | 59.1 | 16.7 | 0.0 | 3.0 | 0.0 | 70.0 | 1.6 | 2.2 | 0.0 | 0.0 | 0.0 | 0.0 | 4.5 | 0.4 |
| 4678 | 429140.85 | 4757421.10 | 246.49 | 0 | DEN | A | 59.1 | 9.9 | 0.0 | 3.0 | 0.0 | 69.7 | 1.6 | 0.2 | 0.0 | 0.0 | 3.7 | 0.0 | 0.0 | -3.1 |
| 4692 | 429088.50 | 4757421.10 | 246.47 | 0 | DEN | A | 59.1 | 19.8 | 0.0 | 3.0 | 0.0 | 69.1 | 1.5 | 0.2 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 11.0 |
| 4707 | 429040.83 | 4757421.10 | 246.45 | 0 | DEN | A | 59.1 | -3.0 | 0.0 | 3.0 | 0.0 | 68.6 | 1.4 | 0.3 | 0.0 | 0.0 | 5.3 | 0.0 | 0.0 | -16.6 |
| 4720 | 429092.29 | 4757421.10 | 246.47 | 1 | DEN | A | 59.1 | 9.8 | 0.0 | 3.0 | 0.0 | 69.7 | 1.6 | 0.2 | 0.0 | 0.0 | 0.0 | 0.0 | 1.7 | -1.3 |
| 4733 | 429064.05 | 4757421.10 | 246.46 | 1 | DEN | A | 59.1 | 16.7 | 0.0 | 3.0 | 0.0 | 70.0 | 1.6 | 0.1 | 0.0 | 0.0 | 0.0 | 0.0 | 3.3 | 3.8 |
| 4745 | 429140.85 | 4757421.10 | 248.49 | 0 | DEN | A | 59.1 | 9.9 | 0.0 | 3.0 | 0.0 | 69.7 | 1.6 | -0.2 | 0.0 | 0.0 | 2.9 | 0.0 | 0.0 | -1.9 |
| 4759 | 429088.50 | 4757421.10 | 248.47 | 0 | DEN | A | 59.1 | 19.8 | 0.0 | 3.0 | 0.0 | 69.1 | 1.5 | -0.2 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 11.4 |
| 4773 | 429040.83 | 4757421.10 | 248.45 | 0 | DEN | A | 59.1 | -3.0 | 0.0 | 3.0 | 0.0 | 68.6 | 1.4 | -0.1 | 0.0 | 0.0 | 4.9 | 0.0 | 0.0 | -15.8 |
| 4785 | 429092.29 | 4757421.10 | 248.47 | 1 | DEN | A | 59.1 | 9.8 | 0.0 | 3.0 | 0.0 | 69.7 | 1.6 | -0.2 | 0.0 | 0.0 | 0.0 | 0.0 | 1.7 | -0.8 |
| 4798 | 429064.05 | 4757421.10 | 248.46 | 1 | DEN | A | 59.1 | 16.7 | 0.0 | 3.0 | 0.0 | 70.0 | 1.6 | -0.3 | 0.0 | 0.0 | 0.0 | 0.0 | 3.6 | 3.9 |
| 4813 | 429140.85 | 4757421.10 | 247.49 | 0 | DEN | A | 59.1 | 9.9 | 0.0 | 3.0 | 0.0 | 69.7 | 1.6 | -0.1 | 0.0 | 0.0 | 3.3 | 0.0 | 0.0 | -2.5 |
| 4827 | 429088.50 | 4757421.10 | 247.47 | 0 | DEN | A | 59.1 | 19.8 | 0.0 | 3.0 | 0.0 | 69.1 | 1.5 | -0.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 11.2 |
| 4842 | 429040.83 | 4757421.10 | 247.45 | 0 | DEN | A | 59.1 | -3.0 | 0.0 | 3.0 | 0.0 | 68.6 | 1.4 | 0.1 | 0.0 | 0.0 | 5.2 | 0.0 | 0.0 | -16.2 |
| 4855 | 429092.29 | 4757421.10 | 247.47 | 1 | DEN | A | 59.1 | 9.8 | 0.0 | 3.0 | 0.0 | 69.7 | 1.6 | -0.1 | 0.0 | 0.0 | 0.0 | 0.0 | 1.7 | -1.0 |
| 4868 | 429064.05 | 4757421.10 | 247.46 | 1 | DEN | A | 59.1 | 16.7 | 0.0 | 3.0 | 0.0 | 70.0 | 1.6 | -0.2 | 0.0 | 0.0 | 0.0 | 0.0 | 3.4 | 4.0 |

| vert. Area Source, ISO 9613, Name: "WWMT Breakout Long", ID: "!02!WWMT_breakout_long_north" | | | | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Nr. | X | Y | Z | Refl. | DEN | Freq. | Lw | l/a | Optime | K0 | Di | Adiv | Aatm | Agr | Afol | Ahous | Abar | Cmet | RL | Lr |
| | (m) | (m) | (m) | | | (Hz) | dB(A) | dB | dB | (dB) | (dB) | (dB) | (dB) | (dB) | (dB) | (dB) | (dB) | (dB) | (dB) | dB(A) |
| 4882 | 429093.18 | 4757454.30 | 249.70 | 0 | DEN | A | 59.1 | 20.2 | 0.0 | 3.0 | 0.0 | 69.3 | 1.5 | -0.2 | 0.0 | 0.0 | 14.6 | 0.0 | 0.0 | -2.9 |
| 4896 | 429093.18 | 4757454.30 | 250.70 | 0 | DEN | A | 59.1 | 20.2 | 0.0 | 3.0 | 0.0 | 69.3 | 1.5 | -0.1 | 0.0 | 0.0 | 12.8 | 0.0 | 0.0 | -1.2 |
| 4910 | 429093.18 | 4757454.30 | 248.70 | 0 | DEN | A | 59.1 | 20.2 | 0.0 | 3.0 | 0.0 | 69.3 | 1.5 | -0.2 | 0.0 | 0.0 | 14.7 | 0.0 | 0.0 | -3.0 |
| 4925 | 429093.18 | 4757454.30 | 246.70 | 0 | DEN | A | 59.1 | 20.2 | 0.0 | 3.0 | 0.0 | 69.3 | 1.5 | -0.0 | 0.0 | 0.0 | 14.8 | 0.0 | 0.0 | -3.3 |
| 4939 | 429093.18 | 4757454.30 | 247.70 | 0 | DEN | A | 59.1 | 20.2 | 0.0 | 3.0 | 0.0 | 69.3 | 1.5 | -0.1 | 0.0 | 0.0 | 14.8 | 0.0 | 0.0 | -3.2 |
| 4952 | 429093.18 | 4757454.30 | 244.70 | 0 | DEN | A | 59.1 | 20.2 | 0.0 | 3.0 | 0.0 | 69.3 | 1.5 | 1.1 | 0.0 | 0.0 | 14.3 | 0.0 | 0.0 | -3.9 |
| 4966 | 429093.18 | 4757454.30 | 243.70 | 0 | DEN | A | 59.1 | 20.2 | 0.0 | 3.0 | 0.0 | 69.3 | 1.5 | 2.4 | 0.0 | 0.0 | 13.4 | 0.0 | 0.0 | -4.2 |
| 4981 | 429093.18 | 4757454.30 | 245.70 | 0 | DEN | A | 59.1 | 20.2 | 0.0 | 3.0 | 0.0 | 69.3 | 1.5 | 0.3 | 0.0 | 0.0 | 14.8 | 0.0 | 0.0 | -3.5 |
| 4994 | 429093.18 | 4757454.30 | 251.70 | 0 | DEN | A | 59.1 | 20.2 | 0.0 | 3.0 | 0.0 | 69.3 | 1.5 | -0.0 | 0.0 | 0.0 | 12.5 | 0.0 | 0.0 | -0.9 |
| 5008 | 429093.18 | 4757454.30 | 252.70 | 0 | DEN | A | 59.1 | 20.2 | 0.0 | 3.0 | 0.0 | 69.3 | 1.5 | 0.0 | 0.0 | 0.0 | 11.9 | 0.0 | 0.0 | -0.4 |

| Point Source, ISO 9613, Name: "XFMR 3MVA", ID: "!02!Transformer_1" | | | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Nr. | X | Y | Z | Refl. | DEN | Freq. | Lw | l/a | Optime | K0 | Di | Adiv | Aatm | Agr | Afol | Ahous | Abar | Cmet | RL | Lr |
| | (m) | (m) | (m) | | | (Hz) | dB(A) | dB | dB | (dB) | (dB) | (dB) | (dB) | (dB) | (dB) | (dB) | (dB) | (dB) | (dB) | dB(A) |
| 5021 | 429124.92 | 4757406.08 | 246.33 | 0 | DEN | A | 81.3 | 0.0 | 0.0 | 0.0 | 0.0 | 69.5 | 2.2 | -0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 9.6 |
| 5034 | 429124.92 | 4757406.08 | 246.33 | 1 | DEN | A | 81.3 | 0.0 | 0.0 | 0.0 | 0.0 | 69.6 | 2.2 | -0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 1.8 | 7.7 |

| Point Source, ISO 9613, Name: "XFMR 3MVA", ID: "!02!Transformer_2" | | | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Nr. | X | Y | Z | Refl. | DEN | Freq. | Lw | l/a | Optime | K0 | Di | Adiv | Aatm | Agr | Afol | Ahous | Abar | Cmet | RL | Lr |
| | (m) | (m) | (m) | | | (Hz) | dB(A) | dB | dB | (dB) | (dB) | (dB) | (dB) | (dB) | (dB) | (dB) | (dB) | (dB) | (dB) | dB(A) |
| 5049 | 429128.75 | 4757406.08 | 246.33 | 0 | DEN | A | 81.3 | 0.0 | 0.0 | 0.0 | 0.0 | 69.5 | 2.2 | -0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 9.5 |
| 5063 | 429128.75 | 4757406.08 | 246.33 | 1 | DEN | A | 81.3 | 0.0 | 0.0 | 0.0 | 0.0 | 69.6 | 2.2 | -0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 1.8 | 7.7 |

| Point Source, ISO 9613, Name: "Amine ReBoiler", ID: "!02!Amine_ReBoiler" | | | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Nr. | X | Y | Z | Refl. | DEN | Freq. | Lw | l/a | Optime | K0 | Di | Adiv | Aatm | Agr | Afol | Ahous | Abar | Cmet | RL | Lr |
| | (m) | (m) | (m) | | | (Hz) | dB(A) | dB | dB | (dB) | (dB) | (dB) | (dB) | (dB) | (dB) | (dB) | (dB) | (dB) | (dB) | dB(A) |
| 5078 | 429070.49 | 4757466.34 | 244.92 | 0 | DEN | 500 | 78.2 | 0.0 | 0.0 | 0.0 | 0.0 | 69.1 | 1.5 | -0.3 | 0.0 | 0.0 | 4.8 | 0.0 | 0.0 | 3.1 |

| vert. Area Source, ISO 9613, Name: "WWMT Breakout Short", ID: "!02!WWMT_breakout_short_west" | | | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Nr. | X | Y | Z | Refl. | DEN | Freq. | Lw | l/a | Optime | K0 | Di | Adiv | Aatm | Agr | Afol | Ahous | Abar | Cmet | RL | Lr |
| | (m) | (m) | (m) | | | (Hz) | dB(A) | dB | dB | (dB) | (dB) | (dB) | (dB) | (dB) | (dB) | (dB) | (dB) | (dB) | (dB) | dB(A) |
| 5090 | 429040.58 | 4757430.14 | 250.24 | 0 | DEN | A | 59.1 | 12.6 | 0.0 | 3.0 | 0.0 | 68.6 | 1.4 | 0.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 4.5 |
| 5104 | 429040.58 | 4757446.74 | 249.85 | 0 | DEN | A | 59.1 | 11.8 | 0.0 | 3.0 | 0.0 | 68.7 | 1.4 | 0.0 | 0.0 | 0.0 | 4.2 | 0.0 | 0.0 | -0.5 |
| 5120 | 429040.58 | 4757437.70 | 251.06 | 0 | DEN | A | 59.1 | 15.2 | 0.0 | 3.0 | 0.0 | 68.7 | 1.4 | 0.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 7.1 |
| 5138 | 429040.58 | 4757437.70 | 247.06 | 0 | DEN | A | 59.1 | 15.2 | 0.0 | 3.0 | 0.0 | 68.7 | 1.4 | 0.1 | 0.0 | 0.0 | 5.8 | 0.0 | 0.0 | 1.3 |
| 5154 | 429040.58 | 4757437.70 | 249.06 | 0 | DEN | A | 59.1 | 15.2 | 0.0 | 3.0 | 0.0 | 68.7 | 1.4 | -0.0 | 0.0 | 0.0 | 4.2 | 0.0 | 0.0 | 3.0 |
| 5168 | 429040.58 | 4757437.70 | 248.06 | 0 | DEN | A | 59.1 | 15.2 | 0.0 | 3.0 | 0.0 | 68.7 | 1.4 | -0.0 | 0.0 | 0.0 | 4.6 | 0.0 | 0.0 | 2.6 |
| 5182 | 429040.58 | 4757437.70 | 245.06 | 0 | DEN | A | 59.1 | 15.2 | 0.0 | 3.0 | 0.0 | 68.7 | 1.4 | 1.2 | 0.0 | 0.0 | 8.0 | 0.0 | 0.0 | -2.0 |
| 5196 | 429040.58 | 4757437.70 | 244.06 | 0 | DEN | A | 59.1 | 15.2 | 0.0 | 3.0 | 0.0 | 68.7 | 1.4 | 2.4 | 0.0 | 0.0 | 8.1 | 0.0 | 0.0 | -3.3 |
| 5210 | 429040.58 | 4757437.70 | 246.06 | 0 | DEN | A | 59.1 | 15.2 | 0.0 | 3.0 | 0.0 | 68.7 | 1.4 | 0.3 | 0.0 | 0.0 | 7.1 | 0.0 | 0.0 | -0.3 |
| 5224 | 429040.58 | 4757437.70 | 252.06 | 0 | DEN | A | 59.1 | 15.2 | 0.0 | 3.0 | 0.0 | 68.7 | 1.4 | 0.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 7.0 |
| 5238 | 429040.58 | 4757437.70 | 253.06 | 0 | DEN | A | 59.1 | 15.2 | 0.0 | 3.0 | 0.0 | 68.7 | 1.4 | 0.2 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 7.0 |

| vert. Area Source, ISO 9613, Name: "WWMT Breakout Short", ID: "!02!WWMT_breakout_short_east" | | | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Nr. | X | Y | Z | Refl. | DEN | Freq. | Lw | l/a | Optime | K0 | Di | Adiv | Aatm | Agr | Afol | Ahous | Abar | Cmet | RL | Lr |
| | (m) | (m) | (m) | | | (Hz) | dB(A) | dB | dB | (dB) | (dB) | (dB) | (dB) | (dB) | (dB) | (dB) | (dB) | (dB) | (dB) | dB(A) |
| 5252 | 429145.78 | 4757438.53 | 250.09 | 0 | DEN | A | 59.1 | 15.0 | 0.0 | 3.0 | 0.0 | 69.8 | 1.6 | -0.3 | 0.0 | 0.0 | 19.4 | 0.0 | 0.0 | -13.4 |
| 5266 | 429145.78 | 4757421.96 | 250.47 | 0 | DEN | A | 59.1 | 2.1 | 0.0 | 3.0 | 0.0 | 69.7 | 1.6 | -0.3 | 0.0 | 0.0 | 15.9 | 0.0 | 0.0 | -22.8 |
| 5280 | 429145.78 | 4757421.13 | 250.49 | 0 | DEN | A | 59.1 | -12.3 | 0.0 | 3.0 | 0.0 | 69.7 | 1.6 | -0.3 | 0.0 | 0.0 | 2.3 | 0.0 | 0.0 | -23.6 |
| 5294 | 429145.78 | 4757438.53 | 249.09 | 0 | DEN | A | 59.1 | 15.0 | 0.0 | 3.0 | 0.0 | 69.8 | 1.6 | -0.3 | 0.0 | 0.0 | 19.9 | 0.0 | 0.0 | -13.9 |
| 5308 | 429145.78 | 4757421.96 | 249.47 | 0 | DEN | A | 59.1 | 2.1 | 0.0 | 3.0 | 0.0 | 69.7 | 1.6 | -0.3 | 0.0 | 0.0 | 16.3 | 0.0 | 0.0 | -23.2 |
| 5322 | 429145.78 | 4757421.13 | 249.49 | 0 | DEN | A | 59.1 | -12.3 | 0.0 | 3.0 | 0.0 | 69.7 | 1.6 | -0.3 | 0.0 | 0.0 | 2.9 | 0.0 | 0.0 | -24.2 |
| 5336 | 429145.78 | 4757438.53 | 251.09 | 0 | DEN | A | 59.1 | 15.0 | 0.0 | 3.0 | 0.0 | 69.8 | 1.6 | -0.3 | 0.0 | 0.0 | 18.6 | 0.0 | 0.0 | -12.7 |
| 5350 | 429145.78 | 4757421.96 | 251.47 | 0 | DEN | A | 59.1 | 2.1 | 0.0 | 3.0 | 0.0 | 69.7 | 1.6 | -0.3 | 0.0 | 0.0 | 15.1 | 0.0 | 0.0 | -22.0 |
| 5363 | 429145.78 | 4757421.13 | 251.49 | 0 | DEN | A | 59.1 | -12.3 | 0.0 | 3.0 | 0.0 | 69.7 | 1.6 | -0.3 | 0.0 | 0.0 | 2.1 | 0.0 | 0.0 | -23.4 |
| 5378 | 429145.78 | 4757438.53 | 253.09 | 0 | DEN | A | 59.1 | 15.0 | 0.0 | 3.0 | 0.0 | 69.8 | 1.6 | -0.2 | 0.0 | 0.0 | 16.3 | 0.0 | 0.0 | -10.4 |
| 5392 | 429145.78 | 4757421.96 | 253.47 | 0 | DEN | A | 59.1 | 2.1 | 0.0 | 3.0 | 0.0 | 69.7 | 1.6 | -0.2 | 0.0 | 0.0 | 8.9 | 0.0 | 0.0 | -15.9 |
| 5406 | 429145.78 | 4757421.13 | 253.49 | 0 | DEN | A | 59.1 | -12.3 | 0.0 | 3.0 | 0.0 | 69.7 | 1.6 | -0.2 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | -21.4 |
| 5420 | 429145.78 | 4757438.53 | 252.09 | 0 | DEN | A | 59.1 | 15.0 | 0.0 | 3.0 | 0.0 | 69.8 | 1.6 | -0.2 | 0.0 | 0.0 | 18.4 | 0.0 | 0.0 | -12.4 |
| 5434 | 429145.78 | 4757421.96 | 252.47 | 0 | DEN | A | 59.1 | 2.1 | 0.0 | 3.0 | 0.0 | 69.7 | 1.6 | -0.2 | 0.0 | 0.0 | 13.9 | 0.0 | 0.0 | -20.8 |
| 5448 | 429145.78 | 4757421.13 | 252.49 | 0 | DEN | A | 59.1 | -12.3 | 0.0 | 3.0 | 0.0 | 69.7 | 1.6 | -0.2 | 0.0 | 0.0 | 2.1 | 0.0 | 0.0 | -23.4 |
| 5463 | 429145.78 | 4757438.53 | 245.09 | 0 | DEN | A | 59.1 | 15.0 | 0.0 | 3.0 | 0.0 | 69.8 | 1.6 | 1.0 | 0.0 | 0.0 | 19.9 | 0.0 | 0.0 | -15.3 |
| 5477 | 429145.78 | 4757421.96 | 245.47 | 0 | DEN | A | 59.1 | 2.1 | 0.0 | 3.0 | 0.0 | 69.7 | 1.6 | 1.0 | 0.0 | 0.0 | 16.7 | 0.0 | 0.0 | -24.9 |
| 5490 | 429145.78 | 4757421.13 | 245.49 | 0 | DEN | A | 59.1 | -12.3 | 0.0 | 3.0 | 0.0 | 69.7 | 1.6 | 1.0 | 0.0 | 0.0 | 4.4 | 0.0 | 0.0 | -27.1 |
| 5504 | 429145.78 | 4757438.53 | 244.09 | 0 | DEN | A | 59.1 | 15.0 | 0.0 | 3.0 | 0.0 | 69.8 | 1.6 | 2.3 | 0.0 | 0.0 | 19.0 | 0.0 | 0.0 | -15.5 |
| 5517 | 429145.78 | 4757421.96 | 244.47 | 0 | DEN | A | 59.1 | 2.1 | 0.0 | 3.0 | 0.0 | 69.7 | 1.6 | 2.3 | 0.0 | 0.0 | 15.9 | 0.0 | 0.0 | -25.4 |
| 5530 | 429145.78 | 4757421.13 | 244.49 | 0 | DEN | A | 59.1 | -12.3 | 0.0 | 3.0 | 0.0 | 69.7 | 1.6 | 2.3 | 0.0 | 0.0 | 4.3 | 0.0 | 0.0 | -28.1 |
| 5545 | 429145.78 | 4757438.53 | 246.09 | 0 | DEN | A | 59.1 | 15.0 | 0.0 | 3.0 | 0.0 | 69.8 | 1.6 | 0.1 | 0.0 | 0.0 | 20.4 | 0.0 | 0.0 | -14.8 |
| 5560 | 429145.78 | 4757421.96 | 246.47 | 0 | DEN | A | 59.1 | 2.1 | 0.0 | 3.0 | 0.0 | 69.7 | 1.6 | 0.1 | 0.0 | 0.0 | 17.1 | 0.0 | 0.0 | -24.5 |
| 5572 | 429145.78 | 4757421.13 | 246.49 | 0 | DEN | A | 59.1 | -12.3 | 0.0 | 3.0 | 0.0 | 69.7 | 1.6 | 0.1 | 0.0 | 0.0 | 4.3 | 0.0 | 0.0 | -26.1 |
| 5585 | 429145.78 | 4757438.53 | 248.09 | 0 | DEN | A | 59.1 | 15.0 | 0.0 | 3.0 | 0.0 | 69.8 | 1.6 | -0.3 | 0.0 | 0.0 | 20.2 | 0.0 | 0.0 | -14.2 |
| 5598 | 429145.78 | 4757421.96 | 248.47 | 0 | DEN | A | 59.1 | 2.1 | 0.0 | 3.0 | 0.0 | 69.7 | 1.6 | -0.3 | 0.0 | 0.0 | 16.8 | 0.0 | 0.0 | -23.7 |
| 5611 | 429145.78 | 4757421.13 | 248.49 | 0 | DEN | A | 59.1 | -12.3 | 0.0 | 3.0 | 0.0 | 69.7 | 1.6 | -0.3 | 0.0 | 0.0 | 3.5 | 0.0 | 0.0 | -24.8 |
| 5624 | 429145.78 | 4757438.53 | 247.09 | 0 | DEN | A | 59.1 | 15.0 | 0.0 | 3.0 | 0.0 | 69.8 | 1.6 | -0.1 | 0.0 | 0.0 | 20.3 | 0.0 | 0.0 | -14.5 |
| 5639 | 429145.78 | 4757421.96 | 247.47 | 0 | DEN | A | 59.1 | 2.1 | 0.0 | 3.0 | 0.0 | 69.7 | 1.6 | -0.1 | 0.0 | 0.0 | 17.0 | 0.0 | 0.0 | -24.1 |
| 5653 | 429145.78 | 4757421.13 | 247.49 | 0 | DEN | A | 59.1 | -12.3 | 0.0 | 3.0 | 0.0 | 69.7 | 1.6 | -0.1 | 0.0 | 0.0 | 4.0 | 0.0 | 0.0 | -25.4 |