

Appendix C.3

Noise and Vibration Assessment

**Crawford Nickel Project
Technical Data Report –
Noise and Vibration Assessment**

September 30, 2024

Prepared for:

Canada Nickel Company



Prepared by:

Stantec Consulting Ltd.



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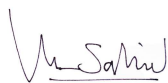


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Executive Summary

Canada Nickel Company Incorporated (Canada Nickel) proposes to develop, construct, operate, and progressively reclaim a new Open Pit nickel mine, collectively known as the Crawford Nickel Project, approximately 42 kilometres (km) north of Timmins, Ontario. The Project includes the development of an Open Pit, Stockpiles, two ore Processing Plants, and other mine related infrastructure, as well as a new rail spur line and the relocation of Highway 655 and an existing 500 kilovolt (kV) transmission line. Ore will be extracted from a single Open Pit that will be divided into an East Zone and Main Zone. The Project has a mineral reserve estimate of 1,715 million tonnes (Mt) and an expected Project life of 41 years.

This Technical Data Report (TDR) consolidates the results of noise and vibration assessment of the Project components and physical activities, in all phases of the Project, based upon a comparison of baseline environmental conditions and the predicted future conditions with and without the Project. The TDR will inform the completion of the associated Valued Component (VC) chapter and will be appended to the Impact Statement.

This TDR has been prepared pursuant to the *Impact Assessment Act, 2019* and in consideration of the Tailored Impact Statement Guidelines (TIS Guidelines) for the Project (Appendix A.1 of the Impact Statement). Noise and vibration effects from the Project were assessed as per the applicable federal, provincial, and municipal noise and vibration criteria. The blasting activities from the Project construction and operation were assessed separately. Similarly, the traffic noise effects associated with the realignment of Highway 655 and expansion of the rail spur line were assessed separately from the Project activities.

The following assessment scenarios were considered in this noise and vibration assessment for the Project and associated activities:

- Project construction and operations
- Project blasting
- Highway 655 realignment
- Rail spur line extension
- Transmission line relocation
- Project decommissioning and closure

Project construction and operation noise effects were assessed with the applicable Health Canada guidance document “Guidance for Evaluating Human Health Effects in Impact Assessment: Noise” (Health Canada 2023) and the Ministry of the Environment, Conservation and Parks (MECP, previously MOE) Publication NPC-300, Environmental Noise Guideline: Stationary and Transportation Sources – Approval and Planning, August 2013 (MOE 2013). Additionally, sleep disturbance and low-frequency noise effects were assessed per Health Canada (Health Canada 2023) requirements for the Project construction and operations.

The proposed Project is situated within the district of Cochrane. The available noise by-laws were reviewed as part of this assessment. No noise limits were provided in the by-laws; they only restrict construction time periods. In the absence of any vibration guidelines for the Project, the City of Toronto By-law No.514-2008 (City of Toronto 2008) for construction vibration limits were used for assessing vibration from Project construction and operation.

Noise (overpressure) and vibration from blasting were assessed in accordance with the MECP publication for Blasting, Model Municipal Noise Control By-Law NPC-119 (MOE 1982b). The traffic noise effects associated with Highway 655 was assessed with the applicable Health Canada noise guideline (Health Canada 2023) and Ontario Ministry of Transportation (MTO) Environmental Guide for Noise (MTO 2022). The rail spur line noise was assessed with the applicable Health Canada noise limits (Health Canada 2023).

A detailed noise assessment of the construction noise related to the transmission line was not completed as it was anticipated that construction would be carried out by small vehicles or equipment accessed via ground. Further, any construction along the transmission line corridor is expected to be short-term and temporary as construction moves along the corridor. Operational noise associated with the transmission line is not expected to exceed baseline conditions at receptor locations along the transmission line corridor. As such, an operation noise assessment for the transmission line was not completed. No residences were identified within 75 m of the transmission line right-of-way which is typical ZOI for vibration. Therefore, no vibration assessment was completed for transmission line construction.

There may be noise and vibration effects associated with the decommissioning and closure phase of the Project, mainly due to demolition. However, these effects are expected to be lower than the effects for the Construction Phase. To be conservative, it is assumed that noise and vibration effects during decommissioning and closure are identical to the construction phase effects, and a detailed noise and vibration assessment of the decommissioning and closure phase was not conducted.

A total of thirteen representative receptors were considered, eleven of them for the Project and two additional receptors for the existing rail corridor. Based on this noise and vibration effects assessment, the following conclusions are presented:

- Construction noise effects are expected to exceed applicable noise criteria at receptors R01, R02, and R03, and noise mitigation is required and recommended for the Project construction.
- Operation noise effects are expected to exceed applicable noise criteria at R01, R02, R03, R04, and R05, and additional noise mitigation is required and recommended.
- Vibration effects from construction and operation of the Project are not expected to exceed vibration limits at the receptors.
- Noise and vibration effects from decommissioning and closure phase of the Project are expected to be inconsequential compared to other phases of the Project. At worst, they are expected to match those predicted for construction. Therefore, if the noise and vibration effects from construction comply with the applicable limits, those from decommissioning and closure are also expected to be within the applicable limits.
- Blasting noise and vibration effects are not expected to exceed applicable limits at the receptors.

- Noise effects from rail spur line and Highway 655 realignment are expected to be within the applicable limits.
- For the Highway 655 realignment, specific construction equipment that could potentially be used has been identified to be louder than permissible MECP limits (NPC-115/118). Once equipment and construction schedules are finalized, Canada Nickel will review equipment noise to confirm that noise emissions are within the applicable MECP limits. If the sound levels are higher than the limits, Canada Nickel will explore noise control options for the associated equipment.
- Rail spur vibration effects are not expected to exceed applicable criteria at the receptor locations.
- Noise associated with the relocated transmission line is considered to be inconsequential and not expected to exceed baseline conditions at any of the receptor locations along the transmission line corridor.
- No buildings or receptors are identified within the vibration zone of influence for transmission line construction.
- Noise mitigation options for construction and operations of the Project are detailed in Section 7.1 of this report.
- A Noise and Vibration Management Plan is to be developed for the Project which will include a protocol to verify Project compliance with the applicable noise and vibration limits, and a complaint reporting process.

The construction and operational noise levels from the Project are expected to exceed the applicable limits at receptors R01 through R05. Recommended noise mitigation options are discussed below.

The following mitigation measures have been incorporated into the design of the Project and/or will be implemented as needed to avoid or reduce noise effects from the Project:

- Canada Nickel will impose restrictions within the Modelled Mine Boundary presented on Figure A.6 of this report and at R01 and R05 through the following controls:
 - Agreements with property owners within the restricted area to remove buildings (through acquisition of the property or other arrangements)
 - Agreements with other individual landowners to prevent construction of any seasonal or permanent housing through acquisition or specific agreements to defer any construction until after mine operations are completed
 - Crown Leases to be obtained on Crown lands, to restrict access
 - In addition to the receptor specific mitigations listed above, the following general mitigation are proposed:
 - Install signage and/or gates on trails to restrict access and prevent overnight stays in the Modelled Mine Boundary (agreement with landowners if needed to place the signs)
 - Work with the snowmobile clubs to prohibit overnight stays in warming huts except in cases of emergency along the snowmobile trail (signage for warming huts to be installed

- Canada Nickel and its contractors will maintain all mobile equipment and vehicles in good working order.
- Large stationary machinery (e.g., crushers) will be enclosed and primary crushers will be located below grade.
- For the Highway 655 realignment, specific construction equipment that could potentially be used has been identified to be louder than permissible MECP limits (NPC-115/118). Once equipment and construction schedules are finalized, Canada Nickel will review equipment noise to confirm that noise emissions are within the applicable MECP limits. If the sound levels are higher than the limits, Canada Nickel will explore noise control options for the associated equipment.

Details regarding the mitigation and management measures to be implemented to reduce noise emissions from mobile and non-mobile equipment will be further outlined in the Noise and Vibration Management Plan.

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Acronyms and Abbreviations

AADT	Annual Average Daily Traffic
ANSI	American National Standards Institute
CRSD	Cubed root scaled distance
dB	Un-weighted decibels
dBA	A-weighted Decibels
dBAI	Impulsive A-weighted Decibels
dB L	Linear (unweighted) Decibels
EPA	Environmental Protection Agency
FCM	Federation of Canadian Municipalities
FHWA	Federal Highway Administration
FTA	Federal Transit Administration
HA	Highly Annoyed
Hz	hertz
IAA	<i>Impact Assessment Act, 2019</i>
IK	Indigenous knowledge
IPT	In Process Tailings
ISO	International Organization for Standardization
kt	kilotonne
kW	kilowatt
kV	kilovolt
L _d	Daytime sound level (defined as 07:00 – 22:00 by Health Canada)
L _{dn}	Day-night sound level

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L _{eq} (n-hour)	Equivalent sound level over 'n' hour(s)
L _{LM}	Logarithmic Mean Sound Level
L _{max}	Maximum sound level
L _n	Nighttime sound level (defined as 22:00 to 07:00 by Health Canada)
LSA	Local Study Area
MECP	Ministry of the Environment, Conservation and Parks
Mt	Million tonnes
MTO	Ontario Ministry of Transportation
NPC	Noise Pollution Control
NSA	Noise Sensitive Area
OLA	Outdoor Living Area
OPSS	Ontario Provincial Standard Specifications
PA	Project Area
PPV	Peak Particle Velocity
RAC	Railway Association of Canada
RMS	Root Mean Square
RSA	Regional Study Area
ROW	Right-of-Way
SADT	Summer Average Daily Traffic
TDR	Technical Data Report
TIS Guidelines	Tailored Impact Statement Guidelines
tpd	tonnes per day
TNM	Traffic Noise Model
UTM	Universal Transverse Mercator

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VC	Valued Component
ZOI	Zone of Influence

1 Introduction

Canada Nickel proposes to develop, operate, and progressively reclaim the Crawford Nickel Project ('the Project'), a new Open Pit nickel mine and processing facility approximately 42 kilometres (km) north of Timmins, Ontario along Highway 655. The Project is being assessed in accordance with the *Impact Assessment Act, 2019*.

Stantec Consulting Ltd. (Stantec) has been retained by Canada Nickel to conduct an assessment of the effects of the Project on noise and vibration. This report provides a noise and vibration assessment of predicted changes from baseline conditions based on the proposed Project design and corresponding proposed activities during construction, operation, and decommissioning and closure of the Project.

This Technical Data Report – Noise and Vibration Assessment (Noise and Vibration TDR) has been prepared pursuant to the *Impact Assessment Act, 2019* and in consideration of the Tailored Impact Statement Guidelines: Crawford Nickel Project (Appendix A.1 of the Impact Statement [TIS Guidelines]). As per the TIS Guidelines, the predicted effects to noise and vibration are intended to include ambient noise and vibration levels at key receptors surrounding the Project and effects from the Project, highway realignment, and new and existing rail spur on the sensitive human (e.g., communities, traditional land uses, seasonal use cabins, and representative points along the Mattagami River, and Big Water Campgrounds) and wildlife receptors.

1.1 Study Objectives

The Noise and Vibration TDR will inform the Impact Statement for the Project. The objectives of this study are to describe and present available information on the predicted changes to noise and vibration levels as a result of the Project.

The scope of the Noise and Vibration TDR includes assessment of the following:

- Noise and vibration from Project construction
- Noise and vibration from Project operations
- Noise and vibration from Project blasting (construction and operation)
- Noise and vibration from construction and operation of the rail spur line
- Noise from Highway 655 realignment
- Noise from relocation of transmission line
- Noise and vibration from Project decommissioning and closure

1.2 Project Overview

The Project includes the development of an Open Pit, Stockpiles, two ore processing plants, and other mine related infrastructures, as well as new rail spur line and the relocation of Highway 655 and 500 kilovolt (kV) transmission line. Project components are shown on Figure A.1 in Appendix A of this report. Ore will be extracted from a single Open Pit that will be divided into an East Zone and Main Zone. The Project has a mineral reserve estimate of 1,715 million tonnes (Mt) and an expected project life of 41 years.

The Crawford Project site is located approximately 42 km north of the City of Timmins, Ontario, in the geographic townships of Crawford, Carnegie, Kidd, Lucas, Beck, Nesbitt, Wark and Prosser. A small portion of the Project extent within the geographic townships of Kidd and Wark also lies within the municipal boundary of the City of Timmins.

Based on the current Project design, the maximum rate of ore extraction will be up to 240,000 tonnes per day (tpd) during year 5 of operations and an average rate of 160,000 tpd over the life of mine. The two ore Processing Plants and associated service facilities will process run of mine ore delivered to primary crushers to produce nickel concentrate, iron concentrate, and tailings at a rate of approximately 60,000 tpd at the start of mine life, ramping up to a maximum of 120,000 tpd. In addition to nickel and iron, other metals such as cobalt, chromium, palladium and platinum are expected to be recovered from concentrate streams.

Based on the proposed processing rate and current information regarding the ore body, the current life of the proposed Project is expected to be approximately 41 years. Mining would be completed at a faster pace than milling, thus mining of ore would occur for about 30 years, then milling alone for the last 11 years.

Concentrate from the processing plants will be loaded onto rail cars and shipped via the rail spur line for refinement offsite.

1.3 Key Project Activities

The timing of activities and installation of Project components will occur in sequence to allow for the efficient extraction of materials. Various construction, operations, and decommissioning and closure activities are proposed throughout the life of the mine. For the purposes of the assessment, these project activities are anticipated to be advanced in three phases:

- Construction (Year -3 to Year -1)
- Operations
 - Operations phase 1 (Year 1 to Year 5); 60 kilotonnes per day (kt/d) milling capacity with ore extraction
 - Operations phase 2 (Year 5 to Year 30); 120 kt/d milling capacity with ore extraction
 - Operations phase 3 (Year 30 to Year 41); 60 kt/d milling capacity with no ore extraction

- Decommissioning and closure
 - Active closure (Year 41 to Year 46)
 - Passive closure (Year 46+)

1.3.1 Construction Phase

The construction phase will include the preparation of the site up to the point at which the first Process Plant has been commissioned and is ready to commence operations. This phase will include site preparation, physical construction, pre-production, and commissioning activities. Construction is anticipated to begin in the Main Zone and East Zone, and rock extracted at this time may be crushed into aggregate using a mobile aggregate crusher for use during the construction of roads and other infrastructure, as necessary.

It is noted that additional construction will occur through the Operations Phases of the Project, and that the Operations Phase is defined by the start of ore processing.

1.3.2 Operations Phase

The operations phase is focused on the active processing of ore and generation of concentrate for delivery to market, specifically operation of the Process Plant(s). Due to the sequential nature of the mine operations, the operations phase of the Project has been divided into three sub-phases based on the Open Pit extraction schedule and sequential operation of the two Process Plants.

The three sub-phases of the operations phase include:

- Operations phase 1 – This phase includes the operation of the first of two Process Plants that will be operating at an ore processing capacity of approximately 60 kt/day (or 21.9 Mt/a). In Process Tailings (IPT) carbonation within the process plant may also commence if a CO₂ source is available. Mining operations during this phase will produce more ore than the Process Plant can process, with surplus material to be stockpiled in the East Stockpile location for future processing. Construction will continue during the phase to expand and construct the second Process Plant and other supporting mine infrastructure, including the Highway 655 realignment. Material will begin to be stored within the West Stockpile at the end of this phase.
- Operations phase 2 – This phase includes the operation of both Process Plants that will be operating at an ore processing capacity of approximately 120 kt/d (or 43.8 Mt/a), including IPT carbonation. Mining operations during this phase will produce up to 240 kt/day, which is more ore than the process plants can process. Low grade ore will continue to be stockpiled in the East and/or the West Ore Stockpiles.
- Operations phase 3 – This phase includes continuation of the operation of both Process Plants at an ore processing capacity of approximately 120 kt/d (or 43.8 Mt/a) following completion of mining operations (e.g., no further extraction of ore from the Open Pit). The Process Plants, including IPT carbonation, will continue to operate by processing the ore stockpiled during operations phase 1 and 2. As mine operations cease, there will be an opportunity for

progressive reclamation of the pit, haul routes, and other infrastructures no longer used areas of the Project site.

1.3.3 Decommissioning and Closure Phase

Following the completion of ore processing, all Project operations will cease, and active closure will commence. Active closure includes the removal of buildings, structures, and other infrastructure, as well as reclamation and site stabilization activities. Once complete, the Project will then enter a passive closure phase as the pit lake fills. During this time, closure monitoring and adaptive mitigation will occur. Following pit lake filling, the Project site will be permanently closed.

Activities completed during the decommissioning and closure phase of the Project are focused on reclaiming the environments, establishing physical, chemical, and biological stability at the site, and meeting desired end land functions and uses. The Mine Development Closure Plan (refer to Appendix F of the Impact Statement for the Conceptual Closure Plan) will be updated throughout the life of the Project as necessary to reflect the environmental requirements in place at the time of closure. The Closure Plan will be prepared, refined, and implemented in accordance with the Ontario *Mining Act* and Ontario Regulation 35/24.

Progressive reclamation throughout the course of the mine life will occur, but the majority of the closure activities will commence at the cessation of mining activities and will be completed during the five year period after ore processing ceases. Ongoing closure monitoring and maintenance activities will be carried out throughout active and passive closure phases until the closure objectives have been satisfied and the Project has been moved to a closed out and abandoned status.

2 Study Area

The Project comprises approximately 11,785 hectares (ha) (118 square kilometres [km²]) along Highway 655 approximately 42 km north of the City of Timmins, Ontario. The Project is located within geographic townships of Crawford, Carnegie, Kidd, Lucas, Beck, Nesbitt, Wark and Prosser. The proposed Highway 655 realignment and rail spur line extend into the geographic Townships of Kidd and Wark (which are considered to be part of the City of Timmins).

2.1 Project Area

The **Project Area (PA)** encompasses the project footprint and is the anticipated area of physical disturbance associated with the construction, operation, and decommissioning and closure of the Project. The PA is shown on Figure A.1 in Appendix A of this report.

2.2 Local Study Area

The **Local Study Area (LSA)** for noise and vibration encompasses the area in which Project-related effects (direct or indirect) can be predicted or measured with a reasonable level of accuracy and confidence. The LSA for noise and vibration was selected to extend beyond the reasonably expected propagation limits of Project sources and noise/vibration-generating activities (e.g., equipment and machinery movement). This extent considered structures, topography, and foliage that could affect propagation. The LSA for Noise and Vibration is defined as 4 km from the boundary of the PA and from the existing rail spur line. The extent of the LSA for the Project is shown on Figure A.1 in Appendix A of this report.

2.3 Regional Study Area

The **Regional Study Area (RSA)** for noise and vibration includes the area within which potential cumulative effects – the residual effects from the Project in combination with those of past, present and reasonably foreseeable projects – on noise and vibration are likely to occur. The RSA contains both the PA and the LSA.

The RSA for Noise and Vibration is defined as approximately 8 km from the boundary of the PA and away from the existing rail spur line. See Figure A.1 in Appendix A of this report.

3 Guidelines and Regulatory Requirements

Noise and vibration effects are typically assessed quantitatively through comparison of predicted project noise and vibration levels to regulatory guidelines limits and/or changes in existing levels. The following subsections outline the regulatory and related guidelines that are applicable to the Project and considered for this assessment.

The Noise and Vibrations TDR has been prepared in accordance with the requirements of the TIS Guidelines, specifically Section 8.5, that describes the requirements for the characterization of effects to the acoustic environment.

3.1 Noise Criteria for Construction and Operation

3.1.1 Federal Guidelines

Health Canada provides guidance on noise criteria/limits in the document “Guidance for Evaluating Human Health Effects in Impact Assessment: Noise” (Health Canada 2023). This document provides objectives for sound levels based on day-night equivalent sound levels, L_{dn} , in A-weighted decibels (dBA) and community annoyance in % Highly Annoyed (%HA). In addition to this metric, Health Canada recognizes determination of the potential for sleep disturbance as an important component of the overall noise effects assessment. Further, Health Canada acknowledges Low Frequency Noise (LFN) as a potential effect. The %HA, sleep disturbance, and LFN metrics are assessed for the Project under the Health Canada assessment scenario and the criteria for the assessment are discussed under the following sections.

Although Health Canada does not publish regulations with respect to noise, and does not have enforceable noise guidelines, its publications provide guidance on the assessment methods for noise effects, with emphasis on the annoyance methods from the United States Environmental Protection Agency (United States Environmental Protection Agency 1974).

3.1.1.1 Community Annoyance

Health Canada recommends community annoyance is calculated from the day-night sound level, L_{dn} , that includes a 10 dB weighting for nighttime sound levels. The metric used to evaluate community annoyance from noise effects as a result of implementation of the Project is % Highly Annoyed (%HA).

Health Canada recommends noise mitigation when the change in %HA is greater than 6.5 % for long-term noise conditions. Health Canada also recommends mitigation when Project sound levels are greater than 75 dBA L_{dn} , regardless of the change in %HA.

3.1.1.2 Sleep Disturbance

Health Canada identifies sleep disturbance as “difficulty falling asleep; awakenings; curtailed sleep duration; alterations of sleep stages or depth; and increased body movements during sleep” (Health Canada 2023). Health Canada recommends two sets of noise criteria for evaluating the potential for sleep disturbance:

- A 60 dBA L_{max} (maximum sound level) criterion for any Project-related instantaneous noise events that should not exceed 10-15 times per night at any modelled receptors, and
- A 40 dBA L_n (nighttime sound level) annual average should not be exceeded at any modelled receptors.

3.1.1.3 Low-Frequency Noise

Health Canada (Health Canada 2023) identifies low-frequency noise as noise in the 20–200 Hz range, limiting levels to 65 dB for the 16 and 31.5 Hz octave bands and 70 dB for the 63 Hz octave band to guard against potential vibrations and rattles within buildings.

To evaluate low-frequency noise effects, Health Canada suggests a “rattle criterion”, where the energy sum of sound levels in the 16, 31.5, and 63 Hz octave bands for Project-related activities should be less than 70 dB.

3.1.2 Provincial Guidelines

The following subsections details provincial regulatory context for the construction and operational noise assessment.

3.1.2.1 Construction

The Ministry of the Environment, Conservation and Parks (MECP) Publication Noise Pollution Control (NPC)-115 “Model Municipal Noise Control By-law” (MOE 1978b)) and NPC-118 “Motorized Conveyances” (MOE 1982a) are the applicable provincial noise guidelines for construction projects. Both NPC-115 and NPC-118 limit noise emissions from construction equipment in Ontario. These NPC publications stipulate noise limits on individual pieces of construction equipment rather than site-wide combined performance limits or sound level at nearby receptors.

Considering the duration of the Project construction activities (see Section 1.3) which will span over three years, a receptor-based noise assessment is completed with the operational criteria as published in MECP Publication NPC-300, Environmental Noise Guideline: Stationary and Transportation Sources – Approval and Planning, August 2013 (MOE 2013) for the Project construction¹. The details as provided in the guideline are discussed in the operation section below.

¹ Notwithstanding that NPC-300 is an operational noise effects guideline, it is being applied to this project for construction noise.

3.1.2.2 Operation

MECP’s NPC-300 (MOE 2013) guideline provides sound level limits for operation of stationary noise sources based on surrounding land uses and/or acoustic environment. It provides receptor-specific limits for steady noise (e.g., heating ventilation and air conditioning), impulsive noise (e.g., rail car coupling and decoupling), and emergency equipment testing (e.g., emergency generators).

MECP NPC-300 provides noise limits based on the classifications of the receptors. The MECP classifications, based on ambient background sound, as provided in the MECP guideline are given below:

- Class 1 Area is used to describe an area with an acoustical environment typical of a major population centre, where the background sound level is dominated by the urban hum.
- Class 2 Area defines an area with an acoustical environment that has qualities representative of both Class 1 and Class 3 Areas. That means, absence of urban hum or a low ambient sound level is expected during early evening (i.e., between 19:00 and 23:00) than that in Class 1 Areas.
- Class 3 Area means a rural area with an acoustical environment dominated by natural sounds having little or no road traffic. Examples are small communities with populations of less than 1,000, agricultural areas, rural recreational areas, such as a cottage or a resort area, and wilderness areas.
- Class 4 Area is a newly classified area that would otherwise be defined as Class 1 (urban) or Class 2 (suburban). It has a relaxed criterion compared to any other Classes, is added for the new sound-sensitive developments in the industrial areas.

The area surrounding the Project is defined as a Class 3 Area, as per the MECP guidance, which is typical of a rural area with an acoustical environment that is dominated by natural sounds having little or no road traffic.

For steady and impulsive noise, NPC-300 defines the limits as the higher of the minimum hourly background sound level ($L_{eq(1-hour)}$) or the exclusion limits. Background noise levels should be established by monitoring performed over a minimum period of 48 hours. As per the guideline, the lowest hourly L_{eq} sound level should be selected to represent the background sound level to establish the assessment criteria. The lowest hourly sound levels ($L_{eq(1-hour)}$) from baseline monitoring (Appendix B.4 of the Impact Statement) were below the exclusion limits presented in the NPC-300, and therefore, exclusion limits as presented in Table 3.1 are applicable for this assessment.

Table 3.1 MECP Exclusion Limits for Steady Noise for Class 3 Area

Time Period	Class 3 Area Sound Level Limits (dBA)	
	Plane of Window POR	Outdoor POR
Daytime (07:00 – 19:00)	45	45
Evening (19:00 – 23:00)	40	40
Night-time (23:00 – 07:00)	40	N/A

Impulsive noise is noise of short duration (i.e., shorter than one second), such as noise from rail car coupling and decoupling. Impulsive noise is also assessed separately from steady noise sources, with its own set of noise criteria based on the number of impulses per hour. Impulsive sources are assessed separately from steady sources. Impulsive noise limits are based on the number of occurrences in a 1-hour period. The limit becomes more stringent as the number of impulses increases and is based on the defined Classification of the area. The impulsive noise limits for a Class 3 Area are shown in Table 3.2.

Table 3.2 MECP Exclusion Limits for Impulsive Noise for Class 3 Area

Number of Impulses per Hour	Impulsive Noise Limits (dBAI)		
	Plane of Window POR		Outdoor POR
	Daytime (07:00 - 19:00)	Evening and Nighttime (19:00 – 07:00)	Daytime (07:00 – 23:00)
9 or more	45	40	45
7-8	50	45	50
5-6	55	50	55
4	60	55	60
3	65	60	65
2	70	65	70
1	75	70	75

More than nine impulses per hour are expected from train coupling and decoupling activities at the site, as well as baghouse pulsing associated with the crushers and stockpiles. Therefore, a daytime limit of 45 dBAI, and an evening and nighttime limit of 40 dBAI are applied for the Project impulsive noise assessment.

Emergency equipment operating in emergency situations is excluded from compliance with provincial sound level limits. However, planned non-emergency operation (e.g., testing and maintenance) must comply with provincial sound level limits. The MECP guideline allows a sound level limit that is 5 dB higher than that for non-emergency equipment. That means a sound level limit of 50 dBA for daytime is applicable for testing of emergency generators for the Project, considering that the generators are expected to be tested during daytime hours.

3.1.3 Municipal Guidelines

The proposed Project is situated within the district of Cochrane. While specific noise by-law information for the Project site and the immediate surrounding area is not available, the available noise by-law information for the City of Timmins and Town of Cochrane was reviewed. These by-laws do not provide noise limits, only restrictions on the construction period.

City of Timmins By-Law 2006-6339 (Amended 2007-6420) (City of Timmins 2006) provides prohibition and regulation of certain noise categories. The by-law prohibits any noise from any excavation or

construction work except in the case of urgent necessity under special permit between the hours of 22:00 and 07:00.

A by-law exemption and/or special permit is required from the municipalities for conducting construction outside of the prohibited periods.

3.2 Vibration Criteria for Construction and Operations

Vibration effects are typically assessed through a comparison of predicted project vibration levels to the absolute limits provided in the regulatory guidelines.

There are no federal or municipal vibration guidelines applicable to the Project. Ontario Provincial Standard Specification 120 (Ontario Provincial Standard Specification 2014) specifies construction vibration limits from blasting for structural damage to underground structures (e.g., pipelines). Criteria for blasting is discussed under the following section (Section 3.3). No other provincial guidelines exist for assessing construction and operation vibration.

Available research demonstrates that peak particle velocity (PPV) is most appropriate for evaluating structural damage from vibration as it correlates well with damage caused by transient vibration sources typically found in construction. The PPV is the peak level of vibration velocity occurring at any instant, and it is quantified in millimeters per second (mm/s).

Root Mean Square (RMS) vibration velocity is commonly used to quantify vibration effects on humans since vibration typically takes some time for the human body to respond to vibration signals. The RMS amplitude is a value averaged signal for one-second period to describe the vibration amplitude for human responses, and is quantified in mm/s.

In the absence of other applicable guidelines, the City of Toronto By-law No.514-2008 (City of Toronto 2008) is applied. This by-law provides construction vibration limits for structural damage, and it limits equipment-specific vibrations in terms of PPV. Therefore, PPV is used for assessing vibration from Project construction and operation. The by-law also provides the maximum thresholds for potential damage (e.g., hairline cracking) of general buildings, on a frequency basis, not to be exceeded during construction. Vibration limits as provided in the City of Toronto By-Law are summarized in Table 3.3.

Table 3.3 City of Toronto By-Law Construction Vibration Limits

Type of Structure	Frequency of Vibration (Hz)	Vibration Peak Particle Velocity (mm/s)
All structures, standard construction	Less than 4	8
	4 to 10	15
	More than 10	25

Typically, heritage structures are more susceptible to vibration, and therefore, more stringent limits are used. However, as there are no heritage buildings identified within the LSA, the By-law 514 vibration limits are applicable to all buildings and structures for the project.

By-law No. 514-2008 also identifies the Zone of Influence (ZOI) for the area of land within or adjacent to a construction site that potentially may be affected by the operation of a construction equipment. By-law No. 514-2008 considers a vibration level of 5 mm/s (PPV) for establishing the ZOI for structural damage and is used for this assessment. The vibration level (PPV) measured will be equal to or greater than 5 mm/s at any frequency within ZOI.

Additionally, the potential ground-borne vibration (RMS) from Project rail spur line at the sensitive receptors is a concern for human comfort. Guidelines for New Development in Proximity to Railway Operation published by the Federation of Canadian Municipalities and the Railway Association of Canada (FCM/RAC 2013) is considered for assessing vibration in terms of RMS from the Project spur line on the nearby receptors. FCM/RAC Guidelines recommend vibration assessment at the nearby vibration sensitive receptors, such as residences within 75 m of the railway right-of-way (ROW) which is typical ZOI for vibration. FCM/RAC Guidelines recommend a maximum acceptable RMS vibration limit of 0.14 mm/s for human comfort inside buildings.

American National Standard Institute (ANSI) also provides guidelines and limits for assessing human exposure to vibration inside buildings (ANSI 1983) in terms of RMS values and is also considered for assessing vibration effects from the Project spur line on the nearby receptors. Acceptable vibration level from rail operation is 0.14 mm/s (RMS) for daytime and 0.1 mm/s (RMS) for nighttime as per the “ANSI S3.29-1983, Guide to Evaluation of Human Exposure to Vibration in Buildings” (ANSI 1983). These limits are applicable inside vibration sensitive spaces, such as dwellings.

3.3 Noise (Overpressure) and Vibration Criteria for Blasting

The extraction of material from the working face of the Open Pit mine requires the use of explosives. This generates the potential concern of high blast noise and ground-borne vibration levels at the sensitive receptors. Blasting activities are currently planned to occur solely during the daytime and expected to occur mainly in the Open Pit area.

Ontario Provincial Standard Specification 120 (OPSS120) (Ontario Provincial Standard Specification 2014) specifies construction vibration limits from blasting for structural damage to underground structures, such as pipelines. No underground structures exist in the vicinity of the Project; therefore, OPSS120 is not considered for the Project blasting effects assessment.

The MECP has established acceptable noise (overpressure) and vibration levels resulting from blasting in its publication Blasting, Model Municipal Noise Control By-Law NPC-119 (MOE 1982b). MECP publication NPC-119 restricts noise at structures to 120 dBL and ground-born vibration (PPV) to 10 mm/s as a cautionary limit. If the blasting operation carries out routine monitoring of noise and vibration, limits can be relaxed to 128 dBL for noise and 12.5 mm/s for vibration per guideline.

3.4 Noise Criteria for Highway 655 Realignment

3.4.1 Federal Guidelines

For the assessment of operation noise, the federal Health Canada guidelines described in Section 3.1.1 for community annoyance, sleep disturbance, and low-frequency noise are applicable. Health Canada recommends noise mitigation (Health Canada 2023) when the change in %HA is greater than 6.5%.

Health Canada recommends two sets of noise criteria for evaluating the potential for sleep disturbance which are considered for assessing highway noise effects:

- A 60 dBA L_{max} (maximum sound level) criterion for any Project-related instantaneous noise events that should not exceed 10-15 times per night at any modelled receptors, and
- A 40 dBA L_n (nighttime sound level) annual average should not be exceeded at any modelled receptors.

Low frequency noise from road traffic is not a concern, and therefore, an assessment is not required for the highway.

Construction noise from highway realignment is expected to occur during the Project Construction and Operation phase and is expected to be short-term in nature. Construction noise from Highway 655 will vary temporally and spatially as the highway realignment progresses. Predicted construction noise from highway realignment is expected to be inconsequential compared to the predicted Project construction or operation noise effects. Therefore, construction noise from the highway realignment is not assessed under Health Canada.

3.4.2 Provincial Guidelines

Provincial regulatory context for assessing construction and operational noise for Highway 655 realignment are discussed under this section.

The MECP stipulates limits on noise emissions from each piece of construction equipment, rather than for overall construction noise at the receptors. The specified limits outlined in MECP Publications NPC-115 (MOE 1978b) and NPC-118 (MOE 1982a) are summarized in Table 3.4.

Table 3.4 MECP Highway 655 Construction Equipment Noise Emission Limits

Type of Equipment	Maximum Allowed Noise Level ^a (dBA)	Distance at Which Noise Levels are Measured (m)
Excavation Equipment Under 75 kW Capacity ^b	83	15
Excavation Equipment with 75 kW or Greater Capacity ^b	85	15
Pneumatic Equipment ^c	85	7
Portable Compressors	76	7
Track Drills	100	15
Heavy Vehicles with Governed Diesel Engines	95	15
Notes:		
a Maximum permissible sound levels presented here are for equipment manufactured after Jan 1, 1981		
b Excavation equipment includes bulldozers, backhoes, front end loaders, graders, excavators, steam rollers and other equipment capable of being used for similar applications		
c Pneumatic equipment includes pavement breakers		

The Ontario Ministry of Transportation (MTO) Environmental Guide for Noise (MTO 2022) provides requirements for noise assessment and mitigation relating to the construction of new or expansion of existing provincial highways. When a highway construction project is proposed adjacent to noise sensitive areas (also referred as receptors in this report), a comparison of predicted future sound levels with the undertaking to that without the undertaking is completed. The MTO Guide requires that the assessments be completed based on a minimum 10-year future horizon year traffic (i.e., traffic volumes 10 years after the completion of the project).

Noise mitigation is warranted when sound levels are increased to 65 dBA or 5 dB over the “no-build” ambient, as per the MTO Guide. Noise mitigation where applied must be administratively, economically and technically feasible, and must provide at least 5 dB of reduction averaged over the first row of receptors. Mitigation measures are restricted to within the roadway right-of-way. As per the MTO Guide, use of $L_{eq(16-hour)}$ sound levels to assess noise effects from the Highway 655 realignment is appropriate.

3.5 Noise Criteria for Rail Spur Line

Rail spur line construction is included together with the Project construction activities within the PA and is not assessed separately. Health Canada recommends noise mitigation (Health Canada 2023) when the change in %HA is greater than 6.5%.

Health Canada recommends two sets of noise criteria for evaluating the potential for sleep disturbance which are considered for assessing noise effects from rail spur line:

- A 60 dBA L_{max} (maximum sound level) criterion for any Project-related instantaneous noise events that should not exceed 10-15 times per night at any modelled receptors, and
- A 40 dBA L_n (nighttime sound level) annual average should not be exceeded at any modelled receptors.

Low frequency noise from rail spur line is not a concern, and therefore, an assessment of low frequency noise for rail traffic noise from the Project is not required. It is a concern only where locomotives are idling (e.g., at the Project site).

4 Baseline

Baseline noise monitoring was completed for the Project in 2023 by WSP Canada Inc. and presented in the report titled “CNC Crawford Mine Baseline Noise Field Program,” dated March 8, 2024 (Appendix B.4 of the Impact Statement). The baseline data presented in the WSP Report, appended in Appendix B.4 of the Impact Statement is used for this assessment. Baseline noise monitoring for the Project was conducted for two seasons (Leaves-On and Leaves-Off) and it considered both long-term (48 hours) and short-term (20 minutes) monitoring. However, only the long-term monitoring data was utilized for this assessment as the short-term data collected was intended to support and supplement the data collected from the long-term monitoring. Furthermore, WSP baseline monitoring data was vetted for applicability, including removal of results for inclement weather (rain, snow, high winds, etc.).

Long term noise monitoring was conducted at 5 locations (ML1 through ML 5) within the RSA and they are shown on Figure A.2 in Appendix A of this report.

Table 4.1 summarizes the minimum hourly sound levels ($L_{eq(1-hour)}$) reported in the WSP baseline report (Appendix B.4 of the Impact Statement) for both monitoring periods (Leaves-On and Leaves-Off).

Table 4.1 Measured Minimum $L_{eq(1-hour)}$ Sound Levels

Monitoring Location	Measured Daytime (7:00 to 19:00) Minimum $L_{eq(1-hour)}$ Sound Level (dBA)	Measured Evening (19:00 to 23:00) Minimum $L_{eq(1-hour)}$ Sound Level (dBA)	Measured Nighttime (23:00 to 7:00) Minimum $L_{eq(1-hour)}$ Sound Level (dBA)
ML1	23	19	16
ML2	23	20	19
ML3	27	21	22
ML4	22	18	17
ML5	29	24	20

The collected hourly baseline sound levels from the WSP Baseline Report (Appendix B.4 of the Impact Statement) were used to calculate day-night sound levels (L_{dn}) for this assessment.

The L_{dn} was calculated using the energy averaged 15-hour daytime (07:00 to 22:00) and 9-hour nighttime (22:00 to 07:00) equivalent sound levels (L_d and L_n , respectively) from the measurements. A 10 dB penalty was applied to the nighttime sound level as required by Health Canada (Health Canada 2023) to reflect the heightened sensitivity or responsiveness of the community to noise effects during nighttime periods. The equation presented below is used to calculate L_{dn} :

$$L_{dn} = 10 \log_{10} \left[\frac{(15 \times 10^{(0.1 \times L_d)}) + (9 \times 10^{(0.1 \times L_n + 10)})}{24} \right]$$

Table 4.2 illustrates the L_d , L_n , and resulting minimum L_{dn} for all monitoring locations presented in the baseline report.

Table 4.2 Calculated Minimum L_{dn} from Baseline Measurements

Monitoring Location	Daytime (07:00 to 22:00) Sound Levels, L_d^a (dBA)	Nighttime (22:00 to 07:00) Sound Levels, L_n^a (dBA)	Day-Night Sound Levels, L_{dn}^a (dBA)
ML1	33	26	35
ML2	32	23	33
ML3	37	27	37
ML4	32	20	31
ML5	34	27	35

Note:
 a Calculated from hourly noise data reported in the WSP Baseline Report (Appendix B.4 of the Impact Statement)

5 Assessment Methods

5.1 Overview

Project noise levels are predicted in A-weighted noise scale (A-weighted decibel, dBA), which is the noise level that best reflects how people hear noise. However, noise from blasting is predicted in a linear noise scale (linear decibel, dBL) as associated for structural damages. Similarly, vibration for human perception is assessed in RMS vibration velocity, and that for structural damage is assessed in PPV.

Environmental noise pertains to the propagation of sound in the outdoor environment and is subject to the effects of atmospheric conditions. Noise is attenuated by distance as it propagates from the source of noise, is screened by intervening objects (e.g., berms, structures), and absorbed by the ground and atmosphere. The energy equivalent sound level, L_{eq} , is the parameter most often used to represent the time-varying aspects of environmental noise and is considered in this assessment. The L_{eq} is averaged over a specified time period, usually one hour ($L_{eq(1-hour)}$), as in the MECF guideline.

Another sound level metric and considered in the Health Canada guideline is the day-night sound level (L_{dn}) which is implemented to capture the nature of environmental noise over a 24-hour period. To account for responsiveness of the community to noise effects during nighttime period, a 10 dB penalty is applied to nighttime sound levels when calculating L_{dn} . Furthermore, Health Canada states that if the receptor is located in a quiet rural area, defined as an area where daytime background sound levels are 45 dBA or lower and nighttime background sound levels are 35 dBA or lower (Health Canada 2023), then a penalty of 10 dB is applied to calculated L_{dn} values, including for baseline and project noise. All five baseline monitoring locations satisfy the quiet rural area definition, so a 10 dB adjustment is universally applied.

The activities and equipment associated with the Project could alter noise and vibration environment in the surrounding areas if emissions/propagations are not properly addressed or controlled. Where noise and vibration-sensitive areas exist, they have been identified as receptors for this assessment. To capture the full context of the Project noise and vibration effects at receptors, the following assessment scenarios were considered:

- Project construction and operations
- Project blasting
- Rail spur line
- Highway 655 realignment
- Transmission line relocation
- Project decommissioning and closure

The section below describes the analysis approach and assessment methodology for prediction of noise and vibration effects for the Project.

5.2 Analysis Approach

The analysis approach for the scenarios considered for the Project noise and vibration effects are discussed under this section.

5.2.1 Project Construction and Operation Noise and Vibration Assessment

A worst-case scenario was used to assess noise and vibration for construction and operation phases of the Project. The predictable worst-case scenario for the Project was the simultaneous operation of all operable onsite equipment at maximum capacity during Year -1 (Construction phase) and Year 7 (Operations phase). The quantity of construction equipment operating in these years was calculated based on Project activities and material movement expected per the Project Feasibility Study (Ausenco Engineering Canada ULC 2023). Simultaneous operation of haul trucks and other mining equipment was considered in the assessment for both the construction and operation scenarios.

The following types of sources were considered for the Construction Phase scenario (Year -1):

- Primary and secondary roadstone crushers and associated baghouses, and vibrating screens
- Process Plant construction equipment and maintenance equipment such as cranes, loaders, telehandlers, boom trucks, forklifts, tractors, air compressors, tire handler, lube trucks, utility excavator, track dozers, etc.
- Rail spur line construction equipment such as, backhoe, chainsaw, compactor, compressor, concrete saw, crane, dozer, dump truck, jack hammer, etc.
- Mining equipment and trucks within and outside East Zone and Main Zone of the Open Pit
- Trucks and dozers on the Stockpiles and Impoundment Facility
- Power generators
- Grader and water trucks
- Water pump and pond construction excavator
- Transformers
- Three types of haul trucks moving materials from the Open Pit to Stockpiles, Impoundment Facility, and TMF

For the Operation Phase scenario (Year 7), construction equipment for the Process Plant, ponds, rail spur line, power generators are removed from the construction phase equipment list. The following additional sources were considered for the Operation Phase scenario (Year 7):

- Primary and secondary crushers and associated baghouses, conveyors
- Two sets of Process Plant equipment (e.g., ball mills, SAG mill, deslime cyclones, water pumps, compressors, coarse cleaners) noise breakout through the openings and doors
- Additional mining equipment and trucks at the site

- Idling locomotives near the Process Plant
- Rail car movements and coupling/decoupling near the Process Plant
- In-process Tailings equipment
- Additional transformers within the PA
- Emergency generators near the Process Plant

Detailed source summary tables with sound power levels and their characteristics for construction and operation assessment scenarios are provided in Appendix B of this report. The sound power levels for the noise sources were based on equipment manufacturers' datasheets, where available. Where these are not available, Stantec's historical sound power database, based on similar equipment power levels from other projects, has been used. Sound power levels from Stantec's database are based on site measurements from similar projects that were taken in accordance with applicable MECP guidelines.

A predictive analysis was performed using the commercially available software package CADNA/A, published by Datakustik GmbH and configured to implement the ISO 9613-2 (ISO 2024) environmental sound propagation algorithms. Rail traffic was modelled using the Federal Transit Administration rail noise implementation (FTA 2018) implementation within CADNA/A. The CADNA/A noise modelling software is widely accepted by the consulting industry and regulators.

The modelling considered the following factors for predicting noise at the receptor locations:

- Source sound power level and directivity
- Distance attenuation
- Source-receptor geometry, including heights and elevations
- Barrier effects of the building and surrounding topography
- Ground and air (atmospheric) attenuation

The model considers a conservative downwind condition, in which the wind direction is always oriented from each source location towards each receptor.

A ground absorption factor of 0.7 was used to represent the combination of vegetation, forested areas, waterbodies and compacted ground between the Project and receptors. Two orders of reflection were considered in the assessment. No foliage was considered in the model for forested areas, as a conservative approach. Typical Ontario meteorological values were used to initialize several parameters in the model. These included a temperature of 10 degrees Celsius and a relative humidity of 70%.

Most of the equipment were modeled as area sources, except for select equipment which remain in one location as point sources. Automobiles and mining trucks were modelled as line sources, while emissions through Process Plant openings were modelled as vertical area sources.

Noise modelling was conducted as per the Health Canada noise guideline and MECP NPC-300 noise modelling approach, and they are discussed further under the subsections below.

5.2.1.1 Project Noise Assessment (Health Canada)

Noise modelling for Health Canada (Health Canada 2023) assessment was completed based on day-night levels, which encompass the activities over the 24-hour period, with a 10 dB penalty for nighttime as described in Section 4. For calculation of L_{dn} , all sources were grouped together, including steady, impulsive, and emergency sources. The equation used to calculate L_{dn} is shown below:

$$L_{dn} = 10 \log_{10} \left[\frac{(15 \times 10^{(0.1 \times L_d)} + (9 \times 10^{(0.1 \times L_n + 10)}))}{24} \right]$$

L_{dn} , sound levels from Project construction and operation phases are modelled at the receptors and will be used to calculate community annoyance (%HA) as required by Health Canada. %HA is calculated using the equation below:

$$\%HA = 100 / [1 + e^{(10.4 - 0.132 * L_{dn})}]$$

Where:

L_{dn} is the Day-Night noise level (in dBA).

Noise effects associated with rail traffic within the PA were also included in the Project L_{dn} sound levels along with all other steady, impulsive (e.g., rail car coupling/decoupling, pulses from baghouses associated with primary and secondary crushers), and testing of emergency noise sources (e.g., emergency generators) within the PA. An impulsive noise penalty of 5 dB for baghouse pulses and 5 dB for railcar coupling and decoupling were applied as required by the guideline.

After calculation of %HA is completed for both baseline conditions and for noise effects from Project activities, the change in %HA is computed. If this change is greater than 6.5%, mitigation was considered, as per Health Canada.

For consideration of sleep disturbance, the L_{max} , the maximum sound level to occur from any single Project source, was calculated at each receptor. If this value was greater than 60 dBA and occurred more than 10-15 times, mitigation was considered, as per Health Canada. Adherence to the L_{max} criterion allows that no individual noise effect from the Project is substantial enough to cause sleep disturbance. However, the overall combined Project effects are also considered through calculation of the nighttime level, L_n , at each receptor. The L_n values are compared to an annual limit of 40 dBA², and mitigation is considered where this limit is exceeded, as per Health Canada.

² though the L_n is an annualized 40dBA, which allows for nighttime noise for period above and below this over the year, for the purposes of this assessment a single night 40dBA limit has been adopted.

Low-frequency noise was also assessed for Project activities. Octave band sound levels were calculated at each receptor at 16 Hz, 31.5 Hz, and 63 Hz octave bands. Sound levels in the 16 Hz octave band were not available, so it was assumed that these levels are equal to those in the 31.5 Hz octave band, under the expectation that 31.5 Hz sound levels are generally greater than those in the 16 Hz octave band. Where the octave band noise levels in the 16 Hz, 31.5 Hz, and 63 Hz octave bands exceeded, mitigation measures were considered. Additionally, the energy sum of the 16 Hz, 31.5 Hz, and 63 Hz octave band sound levels were calculated for assessing with Health Canada’s “rattle criterion.”

5.2.1.2 Project Noise Assessment (MECP)

The applicable MECP NPC-300 guideline requires that the predictable worst-case hourly noise ($L_{eq(1-hour)}$) from the Project be compared with the quietest hour or the exclusion limit where background noise is lower. The worst-case hourly noise for daytime, evening and night-time was modelled and assessed against the applicable limits.

As required by NPC-300, testing and maintenance of emergency sources during operation phase were assessed separately from rest of the steady noise sources for predictable worst-case (i.e., simultaneous testing of all emergency generators) hourly noise level ($L_{eq(1-hour)}$).

Similarly, impulsive noise sources are assessed separately from the rest of the operational sources and their assessment is based on the hourly logarithmic mean sound levels (L_{LM}). Impulsive sources assessed include coupling and decoupling noise from rail cars at the site, and pulses from the baghouses associated with primary and secondary crushers.

The MECP NPC-104 guideline (MOE 1978a) prescribes adjustments for sources with special qualities or characters of sound. They are punitive adjustments which apply to noise sources with subjectively annoying characteristics, including tonal sounds, quasi-impulsive sounds and beating sounds (sounds with cyclically varying amplitudes). Transformers associated with the Project are expected to exhibit tonality. As such, a tonal penalty of 5 dB was applied to transformers in this assessment.

5.2.1.3 Project Vibration Assessment

Vibration (PPV) from the Project construction and operation equipment were modelled based on the method described in the US FTA Manual (FTA 2018) using the following equation to estimate PPV:

$$PPV = PPV_{ref} \cdot \left(\frac{D_{ref}}{D}\right)^n$$

Where:

PPV = the vibration level of the piece of equipment at the point of reception (mm/s)

PPV_{ref} = the reference vibration velocity (mm/s) of the piece of equipment at a reference distance
 D_{ref} of 7.6 m

D = the straight-line distance from the equipment to the point of reception (m)

n = propagation coefficient based on soil class (FTA recommended value = 1.5)

Reference vibration levels for the type of equipment used for the Project are taken from the FTA Manual.

The fundamental equation used in the model is based on propagation relationships of vibration through soil. The extent to which vibrations may be experienced depends on several factors:

- The type of equipment
- The vibration frequency generated by the equipment
- Ground conditions - for example, soil type, moisture content and presence of rock
- Topography

Due to the factors above, there is inherent variability in predicting vibration levels without site-specific measurements. There are various formulae that have been developed empirically to predict vibration levels at a receiving point and they do not consider the variability of ground strata, the equipment-soil interaction process, coupling between the ground and the foundations, etc. Hence, these formulae can only provide a conservative assessment of vibration sufficient for the purpose of this assessment.

Project activities are expected 24 hours per day and 7 days per week. Therefore, this assessment considers both day and night activities.

The vibration assessment for the Project was conducted through developing the vibration zone of influence (ZOI) for the equipment used for Project construction and operations. The following assumptions were made for conducting the general construction assessment method:

- Any equipment and activities are located within the PA and the equipment generating high vibration are used for the purposes of the worst-case vibration effects assessment
- The assessment adopts the FTA Manual for construction equipment vibration levels and method
- ZOI presented in this report is for the most impactful equipment

No vibration assessment is conducted for the Project rail spur line as the distance between the rail line and the closest receptor is greater than the screening distance of 75 m identified in the FCM/RAC Guidelines (FCM/RAC 2013).

5.2.2 Blasting Noise and Vibration Assessment

Blasting was modelled and assessed separately from other Project noise and vibration sources as required by the applicable MECP NPC-119 guideline (MOE 1982b). The MECP blast analysis method was considered for this analysis.

Blasting will mainly occur within the Open Pit, with the majority taking place below ground level as the Open Pit is developed from surface downwards.

The peak noise from blasting is a function of the Cube Root Scaled Distance (CRSD), as expressed in equation below:

$$CRSD = \frac{D}{W^{\frac{1}{3}}}$$

Where:

D is the distance from the blast to the receptor (m).

W is the charge size (weight of explosive) per delay in kg.

There are two blast conditions (in front and behind the blast) that generate different blast levels. The predicted blast noise levels for these conditions are determined from the MECP graphs as provided in the guideline.

Similarly, the magnitude of ground-born vibration is expressed in PPV (mm/s) and is a function of the Square Root Scaled Distance (SRSD), as expressed in equation below:

$$SRSD = \frac{D}{W^{\frac{1}{2}}}$$

Where:

D is the distance from the blast to the receptor (m).

W is the charge size (weight of explosive) per delay in kg.

The predicted blast vibration levels (PPV) are determined from the MECP graph as provided in the guideline.

A maximum charge size of 2,088 kg per delay was calculated based on the amount of explosive material used per day for blasting and the number of holes blasted per day. The predicted blast noise and vibration levels were compared with the applicable limits.

5.2.3 Highway 655 Realignment Noise Assessment

Noise effects from the Highway 655 realignment are assessed separately from the Project. In accordance with the MTO Environmental Guide for Noise (MTO Guide), the extent for this noise effects assessment was determined using a perpendicular distance of 600 m from the closest edge of the Project pavement and a 100 m distance from the ends of the highway realignment.

Highway realignment noise is assessed for a minimum 10-year future horizon year traffic (i.e., traffic data 10 year after the date of completion of the project). Therefore, noise effects were assessed for 2040 horizon year. The assessment predicts road traffic noise levels for the Future No-build and Future Build scenario.

Health Canada (Health Canada 2023) does not provide details on how traffic noise is modelled. The MTO Environmental Guide for Noise (MTO 2022) recommends the latest version of the US Federal Highway Administration Traffic Noise Model (US FHWA TNM©) for road traffic noise assessments. The MTO Guide also refers the MECP NPC-306 guideline for assessing road traffic noise assessment. The recently published 'Methods to Determine Sound Levels Due to Road and Rail Traffic NPC 306', dated February 2020 which is currently in draft from MECP (MECP 2020) recommends TNM. Highway realignment traffic noise modelling was completed using US FHWA Traffic Noise Model version 3.1 (TNM v3.1).

The road traffic noise model considers the following inputs:

- Annual Average Daily Traffic (AADT) or Summer Average Daily Traffic (SADT)
- Commercial vehicle percentages including heavy and medium trucks
- Vehicle speed
- Shielding from intervening ground
- Pavement type
- Elevation profiles for the existing and new/modified roadways

Traffic volumes along the existing alignment and future realignment were based on the Traffic Impact Study for the Project (Stantec 2024). Traffic volumes for the future realigned highway scenario include traffic from the Project, whereas volumes for the current alignment are based on the assumption that the Project is not constructed and therefore do not include traffic from the Project. To calculate Project traffic north and south of the site, the maximum predicted traffic numbers, corresponding to Project Year 7, were divided based on the percentage employment propensity index from communities to the north and south of the Project.

The Traffic Impact Study noted a commercial vehicle percentage of 22.3%. Truck traffic split for Highway 655 was calculated based on the MTO traffic split for highways (75%/25% for heavy/medium truck).

Both AADT and SADT were provided for 2020 and 2030 in the Traffic Impact Study. The higher of the two (SADT) was used for this assessment. An annual traffic growth rate of approximately 0.7% is calculated from 2020-2030 traffic data and is used to calculate overall 2040 traffic volumes for this assessment.

A 90% - 10% day-night traffic volume split was applied, based on regional road values for the ORNAMENT (MOE 1989) as it is not a 400 series highway.

The input data used to complete the assessments are provided in Table 5.1.

Table 5.1 Highway 655 Realignment Future Traffic Data (2040)

Highway Alignment	Time Period	Traffic Speed (km/h)	Traffic Direction	Future Traffic Volume (2040) ¹			
				Hourly Auto	Hourly Medium Truck	Hourly Heavy Truck	Hourly Project Bus on Highway
Current	Day (07:00 – 22:00)	90	North/South	75	5	16	-
	Day (07:00 – 23:00)		North/South	70	5	15	-
	Night (22:00 – 07:00)		North/South	14	1	3	-
	Night (23:00 – 07:00)		North/South	16	1	3	-
Future	Day (07:00 – 22:00)	90	North	102	5	17	8
			South	162	5	20	25
	Day (07:00 – 23:00)		North	97	5	16	8
			South	158	5	19	25
	Night (22:00 – 07:00)		North	41	1	4	8
			South	101	1	7	25
	Night (23:00 – 07:00)		North	42	1	5	8
			South	103	1	8	25

Note:
 1. The Future alignment traffic volumes also include Project traffic, whereas the Current alignment traffic volumes do not include Project traffic

5.2.3.1 Federal Noise Assessment

From a federal guidance perspective, traffic noise modelling was completed based on day-night levels, which encompassed activities over the 24-hour period. The assessment included a 10 dB penalty for nighttime sound levels and a 10 dB adjustment for the highway L_{dn} for quiet rural area, in accordance with Health Canada. The calculated L_{dn} sound levels are used to calculate community annoyance (%HA) as required by Health Canada.

Given the steady nature of traffic noise and the distance between the receptors and the proposed Highway 655 re-alignment, sleep disturbance was not assessed for highway traffic. Low-frequency noise is not generally associated with road traffic, and therefore, was not assessed for the highway.

5.2.3.2 Provincial Noise Assessment

Construction activities will vary temporally and spatially as the highway construction progresses along the proposed corridor. Noise levels from construction at a given receptor location will also vary over time as different activities take place, and as those activities change location within the proposed right-of-way. The list of typical construction equipment considered for the assessment is identified in Table 5.2; these equipment sound levels will be compared to the applicable MECP NPC-115 and NPC-118 noise limits.

Table 5.2 Highway Construction Equipment with Sound Levels

Type of Construction Equipment	Typical Range of Maximum Sound Levels at 15 m (dBA)
Front-End Loader	77 – 85
Backhoe	66 – 80
Auger	76 – 84
Dump Truck	76 – 88
Concrete Truck	77 – 85
Concrete Pump and Boom	77 – 82
Vibratory Compactor	79 – 83
Paving Machine	77 – 89
Crane	73 – 83
Grader	79 – 85
Hoe Ram	90

For operations, traffic noise modelling was completed based on daytime noise levels ($L_{eq(16-hour)}$) and was compared with the MTO limits (MTO 2022) for provincial assessment (i.e., 65 dBA absolute or 5 dB relative change). Receptors within 600 m of the proposed highway alignment were considered for the provincial noise assessment.

5.2.4 Rail Spur Line Noise and Vibration Assessment

Existing rail operations from Kidd Creek Mine to the Kidd Metallurgical Site will be extended from Kidd Creek Mine to the Process Plant Area. Rail noise effects from the new spur line within the PA are assessed as part of the Project operation scenario. Rail noise effects from the rail beyond the PA are assessed separately and compared with the noise levels from the existing Kidd Creek Mine spur line. Day-night noise (L_{dn}) effects were modelled using FTA rail noise implementation (FTA 2018) within CADNA/A. Relevant rail traffic input data used for noise modelling are presented in Table 5.3.

Table 5.3 Rail Traffic Data

Spur Line Segment	Train Composition	Number of Train Passbys		Train Speed (km/h)
		Daytime (07:00 – 22:00)	Nighttime (22:00 – 07:00)	
Kidd Creek Mine (Existing)	2 Diesel Locomotives and 18 Freight Cars	2	2	50
Crawford Nickel Project (New)	2 Diesel Locomotives and 24 Freight Cars	4	4	50

As per Health Canada (Health Canada 2023), community annoyance and sleep disturbance noise assessments were completed for rail spur line operations. Low frequency noise from the rail spur line was

not a concern, and therefore, was not completed, as low frequency noise typically is a concern where locomotives are idling (e.g., within PA).

The community annoyance assessment was completed based on day-night levels, which encompass the activities over the 24-hour period. The assessment includes a 10 dB penalty for nighttime sound levels and a 10 dB adjustment for L_{dn} sound levels in quiet rural areas in accordance with Health Canada. The calculated L_{dn} sound levels are used to calculate community annoyance (%HA) as required by Health Canada. The calculated %HA is compared with the Health Canada limit of 6.5 %.

For consideration of sleep disturbance, the L_{max} , the maximum sound level to occur from any single Project source, was calculated at each receptor. If L_{max} is greater than 60 dBA at any receptor and expected to occur more than 10-15 times, then mitigation is required, as per Health Canada. Adherence to the L_{max} criterion ensures that no individual noise event from the Project is substantive enough to cause sleep disturbance. However, the overall combined Project effects are also considered through calculation of the nighttime level, L_n , at each receptor. The L_n values are compared to a limit of 40 dBA, and mitigation is required where this limit is exceeded, as per Health Canada.

Construction of the new spur line was included with the Project construction scenario as it is located within the PA and the new rail construction is happening simultaneously with the other Project construction activities.

As identified in the assessment, no vibration assessment was conducted for operation of the rail spur line as the distance between the rail spur line and the closest receptor is greater than the screening distance of 75 m identified in the FCM/RAC Guidelines (FCM/RAC 2013).

5.2.5 Noise and Vibration from Transmission Line

The transmission line relocation is being completed by other parties (i.e., Hydro One) and is subject to a separate approvals process. For the purpose of this assessment, it was assumed that work would be carried out by small vehicles or equipment. Most of the tower construction is expected to occur from the ground. In some rare cases, where specific tower locations are inaccessible by ground vehicles, there may be some helicopter noise (over a single day) associated with the final erection of each tower. Construction at any given location along the transmission line corridor will also only be for a short period of time. Therefore, noise generated due to the construction of the transmission line is expected to be negligible.

Transmission line relocation is expected to be carried out by small vehicles or equipment and no receptors are identified within the vibration screening distance of 75 m to the relocated transmission line. As such, vibration generated due to the construction of the transmission line is expected to be negligible.

With regards to the transmission line operation noise, corona noise is the most common noise associated with AC transmission lines due to foul weather conditions and is heard as a crackling or hissing sound. However, during detriment weather conditions, other noises such as wind and/or rain will likely be more audible than the corona noise. AC transmission lines are not known to generate audible noise issues associated with them during fair-weather conditions (Chartier and Stearns 1981). Therefore, operational

noise associated with the transmission lines is not expected to exceed baseline conditions at receptor locations along the transmission line corridor(s). Therefore, operation noise due to transmission line(s) is not assessed.

5.2.6 Noise and Vibration from Decommissioning and Closure

There may be noise and vibration effects associated with the Decommissioning and Closure Phase of the Project, mainly due to demolition. However, the effects from these activities are expected to be lower than the effects for the Construction or Operations Phase. To be conservative, it is assumed that noise and vibration effects during the Decommissioning and Closure are not greater than the Construction Phase effects. Therefore, a detailed noise and vibration assessment of the Decommissioning and Closure Phase was not completed as part of this assessment.

5.3 Receptors

As defined in the MECP NPC-300 (MOE 2013), effects should be considered at noise and vibration-sensitive areas, such as residences, campgrounds, schools, churches, or hospitals. Additionally, Health Canada (Health Canada 2023) requires consideration of noise effects at recreation areas such as Indigenous hunting and fishing cabins, or cultural or religious gathering areas. Furthermore, the TIS Guidelines for the Project (IAAC 2023) require assessment of effects at representative points along Mattagami River and the Big Water Campgrounds at Big Water Lake.

Given the above, Stantec identified 13 representative receptors (R01 through R13) for this assessment. Of these 13 representative receptors, 12 are located within the LSA, and 1 is located outside of the LSA but within the RSA (R07, located at the Mattagami River). The receptors were selected based on a review of the aerial photography, the WSP baseline report (Appendix B.4 of the Impact Statement) engagement with Indigenous nations, and a field verification program conducted in 2024. The receptors identified include existing dwellings, camps or cottages, habitation structures or locations of overnight areas, Indigenous sites (overnight Indigenous locations), a representative location along the Mattagami River and another representative location at the Big Water Campgrounds. For the purpose of this study, no accessible vacant lot receptors were identified in the area.

The receptors are modelled at 1.5 m above grade as they are assumed to be single-storey camps, cottages, dwellings, and Indigenous sites. The receptors are presented in Table 5.4 and shown in Figure A.3 in Appendix A of this report.

Table 5.4 Receptor List

Receptor Description	Receptor ID	Coordinates (UTM Zone 17N)		Height (m)
		Easting (m)	Northing (m)	
House South of Site, At Lake 300m East of Highway 655	R01	473500.1	5398566	1.5
Camp/Cottage on Davis Lake	R02	471449.9	5403929	1.5
Camp on the West Buskegau River	R03	477544.4	5408361	1.5
Camp/Cottage East of Site	R04	477052.3	5403390	1.5
Camp/Cottage Near Highway 655 South of Site	R05	475946.3	5387777	1.5
Big Water Lake Campgrounds - Indigenous Site	R06	479442	5384066	1.5
Mattagami River - Indigenous Site	R07	-. ^a	-. ^a	1.5
Overnight Indigenous Location	R08	-. ^a	-. ^a	1.5
Overnight Indigenous Location	R09	-. ^a	-. ^a	1.5
Overnight Indigenous Location	R10	-. ^a	-. ^a	1.5
Overnight Indigenous Location	R11	-. ^a	-. ^a	1.5
Camp/Cottage North of Existing Rail Corridor	R12	484849.9	5384101	1.5
Camp/Cottage North of Existing Rail Corridor	R13	485094.5	5383767	1.5
Note: a To protect confidentiality, geographic coordinates for Indigenous receptors, other than that at Big Water Lake Campgrounds, are not provided.				

The identified Indigenous receptors are locations where overnight stays in buildings were noted through engagement with the Indigenous nations. This assessment does not consider Indigenous hunting and/or fishing cabins or structures within the LSA that the Indigenous nations reported as not having been in use for over 10 years. There are, however, expansive areas within the LSA where Indigenous nations have reported engaging in fishing, hunting, trapping and/or gathering activities. Although these activities may involve overnight stays at times, they are not within established buildings or campsites and are identified as passive receptors. Thus, the noise and vibration assessment of those expansive locations are not included in this TDR due to following reasons:

- L_{dn} , %HA, and sleep disturbance assessment criteria per Health Canada are intended for receptors with overnight stay at established buildings and are not applicable for daytime use passive receptors, and
- They are not considered receptors under provincial noise guideline MECP NPC-300.

Passive effects from noise (e.g., sensory disturbance) on traditional land and resource use is further discussed in Chapter 25 of the Impact Statement.

5.3.1 Receptors Applicable to Each Assessment Scenario

Due to the large size of the Project and associated study areas, all receptors are not expected to experience noise or vibration effects to the same degree from each piece of equipment at the site and/or from all Project assessment scenarios. For example, R12 and R13 are the furthest receptors away from the PA and are not expected to experience noise or vibration effects from activities occurring within the PA. Conversely, receptors R12 and R13 are among the closest receptors to the rail spur line and are expected to experience noise effects only from the rail spur line. Therefore, receptors R12 and R13 are not included in assessment of the Project noise and vibration assessment but are included in the assessment of rail spur line. See Table 5.5 for a list of applicable receptors for each assessment scenario.

Table 5.5 Applicable Receptors for each Assessment Scenario

Assessment Scenario	Applicable Receptors
Project Construction, Operation, and Blasting	R01-R11
Rail Spur Line	R05, R06, R10-R13
Highway Realignment	R01 for assessment per MTO, R01, R02, R07, and R08 for assessment per Health Canada

6 Assessment Results

The assessment results for noise and vibration are provided under separate sections for the construction and operations scenarios below.

6.1 Project Noise Assessment

6.1.1 Construction

Construction noise for the Project was assessed per the method described in Section 5.2.1 following the Health Canada and MECP guidelines. Unmitigated sound levels for the Construction and Operation Phases were predicted at receptors R01 through R11 and assessed with the Health Canada and MECP noise limits provided in Section 3.1.

Project construction steady noise results per MECP guideline and compliance status for the representative receptors are presented in Table 6.1. $L_{eq(1-hour)}$ noise contours for construction are provided in Figure A.5.1 in Appendix A of this report.

Table 6.1 Construction Steady Noise ($L_{eq(1-hour)}$) Assessment (MECP)

Receptor ID	NPC-300 $L_{eq(1-hour)}$ Sound Level Criteria (dBA)			Predicted $L_{eq(1-hour)}$ Sound Levels (dBA)			Compliance With Limits?
	Daytime (07:00-19:00)	Evening (19:00-23:00)	Nighttime (23:00-07:00)	Daytime (07:00-19:00)	Evening (19:00-23:00)	Nighttime (23:00-07:00)	
R01	45	40	40	44	44	44	No
R02	45	40	40	43	43	43	No
R03	45	40	40	47	47	47	No
R04	45	40	40	39	39	39	Yes
R05	45	40	40	40	40	40	Yes
R06	45	40	40	17	17	17	Yes
R07	45	40	40	19	19	19	Yes
R08	45	40	40	27	27	27	Yes
R09	45	40	40	36	36	36	Yes
R10	45	40	40	17	17	17	Yes
R11	45	40	40	17	17	17	Yes

Predicted Project construction noise levels are within MECP NPC-300 limits at all representative receptors modelled, except at receptor R03 (Camp on the West Buskegau River) for daytime and receptors R01 through R03 for evening and nighttime periods. The sound level at R03 is expected to exceed limits by 2 dB during daytime and at R01 through R03 by 3-7 dB during evening and nighttime. Mitigation to address construction noise effects at these receptors are discussed in Section 7.

Noise assessment per Health Canada and compliance status for the representative receptors are presented in Table 6.2. L_{dn} noise contours for construction are provided in Figure A.5.2 in Appendix A of this report.

Table 6.2 Construction Noise (L_{dn}) and %HA Assessment (Health Canada)

Receptor ID	Representative Baseline Noise Monitor	Baseline L _{dn} Sound Level (dBA)	Adjusted ^a Baseline L _{dn} Sound Level (dBA)	Baseline %HA	Predicted Project L _d Sound Level (dBA)	Predicted Project L _n Sound Level (dBA)	Predicted Project L _{dn} Sound Level (dBA)	Adjusted ^a Project L _{dn} Sound Level (dBA)	Cumulative Adjusted ^a L _{dn} Sound Level (dBA)	Cumulative %HA	Change in %HA	Compliance With 6.5 % Limit?
R01	ML-3	37	47	1.5	44	44	51	61	61	8.4	6.9	No
R02	ML-3	37	47	1.5	43	43	49	59	60	7.4	5.9	Yes
R03	ML-2	33	43	0.8	47	47	53	63	63	11.5	10.7	No
R04	ML-2	33	43	0.8	39	39	45	55	56	4.4	3.6	Yes
R05	ML-3	37	47	1.5	41	41	47	57	57	5.6	4.1	Yes
R06	ML-5	35	45	1.2	16	16	22	32	46	1.2	0.0	Yes
R07	ML-4	31	41	0.7	16	16	23	33	42	0.7	0.1	Yes
R08	ML-4	31	41	0.7	26	26	33	43	45	1.1	0.4	Yes
R09	ML-3	37	47	1.5	36	36	42	52	53	3.3	1.8	Yes
R10	ML-5	35	45	1.2	16	16	22	32	46	1.2	0.0	Yes
R11	ML-5	35	45	1.2	16	16	22	32	46	1.2	0.0	Yes

Note:
 a. A 10 dB penalty is applied to baseline and predicted L_{dn} sound levels to account for the receptor location in a quiet rural area, per Health Canada.

Predicted L_{dn} sound levels from Project construction are within the Health Canada maximum L_{dn} noise limit of 75 dBA at all representative receptors. However, the change in %HA limit of 6.5 % is exceeded at receptors R01 and R03. Mitigation measures related to construction noise for these receptors are discussed in Section 7.

Construction noise was assessed for sleep disturbance as well, following the Health Canada method described in Section 5.2.1.1. L_{max} and L_n sound levels for the construction phase were predicted at representative receptors R01 through R11 and assessed with the Health Canada sleep disturbance limits provided in Section 3.1.1.2.

Sleep disturbance noise assessment per Health Canada and compliance status are presented in Table 6.3.

Table 6.3 Construction Sleep Disturbance Assessment (Health Canada)

Receptor ID	Predicted Project L_n Sound Level (dBA)	Compliance With 40 dBA L_n Limit?	Predicted Project L_{max} Sound Level (dBA)	Compliance With 60 dBA L_{max} Limit?
R01	44	No	51	Yes
R02	43	No	44	Yes
R03	47	No	44	Yes
R04	39	Yes	37	Yes
R05	41	No	54	Yes
R06	16	Yes	24	Yes
R07	16	Yes	17	Yes
R08	26	Yes	26	Yes
R09	36	Yes	38	Yes
R10	16	Yes	23	Yes
R11	16	Yes	23	Yes

Exceedance of sleep disturbance criteria were identified at receptors R01, R02, R03, and R05 for the L_n condition. All receptors are shown to be in compliance with the 60 dBA L_{max} condition. Mitigation measures related to construction noise are discussed in Section 7.

LFN from Project construction was also assessed, per the method described in Section 5.2.1.1. LFN from Project construction was predicted at representative receptors R01 through R11 and assessed with the limits provided in Section 3.1.1.3. The LFN assessment and compliance status for Project construction are presented in Table 6.4.

Table 6.4 Construction Low Frequency Noise Assessment (Health Canada)

Receptor ID	Predicted ^a 16-Hz Octave Band Sound Level (dB)	Predicted 31.5-Hz Octave Band Sound Level (dB)	Predicted 63-Hz Octave Band Sound Level (dB)	Compliance with Limits (16 Hz: 65 dB, 31.5 Hz: 65 dB, 63 Hz: 70 dB)?	"Rattle" Energy Sum of Individual Frequency Band (dB)	Compliance with 70 dB Energy Sum Limit?
R01	52	52	59	Yes	61	Yes
R02	58	58	62	Yes	65	Yes
R03	62	62	64	Yes	68	Yes
R04	57	57	59	Yes	63	Yes
R05	49	49	55	Yes	57	Yes
R06	31	31	37	Yes	39	Yes
R07	31	31	39	Yes	40	Yes
R08	38	38	48	Yes	49	Yes
R09	48	48	54	Yes	56	Yes
R10	30	30	38	Yes	39	Yes
R11	31	31	38	Yes	40	Yes

Note:
 a. Sound levels in the 16 Hz octave band were not available and were instead set to be equal to that of the 31.5 Hz band, as they are not expected to be higher than that in the 31.5 Hz octave band.

LFN from Project construction is expected to be within the applicable limits at the representative receptors, and no mitigation is required.

6.1.2 Operation

Similar to construction noise assessment, operation noise also was assessed per the method described in Section 5.2.1 following the Health Canada and MECP guidelines. Operation noise levels at receptors R01 through R11 were predicted and assessed with the applicable Health Canada and MECP noise limits provided in Section 3.1.

Project steady operation noise results per MECP guideline and compliance status are presented in Table 6.5. L_{eq} (1-hour) noise contours for this scenario are provided in Figure A.5.3 in Appendix A of this report.

Table 6.5 Operation Steady Noise (L_{eq} (1-hour)) Assessment (MECP)

Receptor ID	NPC-300 L_{eq} (1-hour) Sound Level Criteria (dBA)			Predicted L_{eq} (1-hour) Sound Level at Receptor (dBA)			Compliance With Limits?
	Daytime (07:00-19:00)	Evening (19:00-23:00)	Nighttime (23:00-07:00)	Daytime (07:00-19:00)	Evening (19:00-23:00)	Nighttime (23:00-07:00)	
R01	45	40	40	44	44	44	No
R02	45	40	40	47	47	47	No
R03	45	40	40	47	47	47	No
R04	45	40	40	51	51	51	No
R05	45	40	40	41	41	41	No
R06	45	40	40	19	19	19	Yes
R07	45	40	40	16	16	16	Yes
R08	45	40	40	36	36	36	Yes
R09	45	40	40	37	37	37	Yes
R10	45	40	40	21	21	21	Yes
R11	45	40	40	24	24	24	Yes

Predicted sound levels are within MECP NPC-300 limits for operation at all representative receptors modelled, except at receptors R02 through R04 for daytime and receptors R01 through R05 for evening and nighttime. Sound level exceedances in the range of 2-6 dB at receptors R02 through R04 are expected during daytime and 1-11 dB at receptors R01 through R05 during evening and nighttime periods. Mitigation measures for operational noise compliance at these receptors are discussed in Section 7.

Noise assessment of emergency generator testing for operation was completed separately (as per NPC-300 guidance), and the assessment and compliance status are presented in Table 6.6. L_{eq} (1-hour) noise contours for generator testing are provided in Figure A.5.4 in Appendix A of this report.

Table 6.6 Noise (L_{eq} (1-hour)) Assessment for Emergency Generator Testing (MECP)

Receptor ID	NPC-300 L_{eq} (1-hour) Daytime Sound Level Criteria (dBA)	Predicted Daytime L_{eq} (1-hour) Sound Levels at Receptor ^a	Compliance With Limits?
R01	50	-	N/A
R02	50	29	Yes
R03	50	23	Yes
R04	50	23	Yes
R05	50	-	N/A
R06	50	-	N/A
R07	50	-	N/A
R08	50	22	Yes
R09	50	-	N/A
R10	50	-	N/A
R11	50	-	N/A

Note:
 a. Where predicted sound levels are low enough to be considered inconsequential, the cell is populated with a “-”.

Predicted noise levels from emergency generator testing are within the applicable limits at the representative receptors.

Project impulsive noise results (L_{LLM}) per MECP guideline is modelled separately and compliance status are presented in Table 6.7.

Table 6.7 Impulsive Noise (L_{LLM}) Assessment (MECP)

Receptor ID	NPC-300 L_{LLM} Sound Level Criteria (dBAI)			Predicted L_{LLM} Sound Level at Receptor (dBAI) ^a			Compliance With Limit?
	Daytime (07:00-19:00)	Evening (19:00-23:00)	Nighttime (23:00-07:00)	Daytime (07:00-19:00)	Evening (19:00-23:00)	Nighttime (23:00-07:00)	
R01	45	40	40	-	-	-	N/A
R02	45	40	40	29	29	29	Yes
R03	45	40	40	19	19	19	Yes
R04	45	40	40	15	15	15	Yes
R05	45	40	40	-	-	-	N/A
R06	45	40	40	-	-	-	N/A
R07	45	40	40	-	-	-	N/A
R08	45	40	40	21	21	21	Yes
R09	45	40	40	-	-	-	N/A

Receptor ID	NPC-300 L _{LLM} Sound Level Criteria (dBAI)			Predicted L _{LLM} Sound Level at Receptor (dBAI) ^a			Compliance With Limit?
	Daytime (07:00-19:00)	Evening (19:00-23:00)	Nighttime (23:00-07:00)	Daytime (07:00-19:00)	Evening (19:00-23:00)	Nighttime (23:00-07:00)	
R10	45	40	40	-	-	-	N/A
R11	45	40	40	-	-	-	N/A

Note:
 a Where predicted sound levels are low enough to be considered inconsequential, the cell is populated with a “-”.

Predicted impulsive noise levels (L_{LLM}) from the Project are within the applicable limits at the representative receptors.

The Project operation noise assessment results per the Health Canada and the compliance status for the representative receptors are presented in Table 6.8. L_{dn} noise contours for construction are provided in Figure A.5.2 in Appendix A of this report.

Predicted L_{dn} sound levels from Project operation are within the Health Canada maximum noise limit of 75 dBA at all representative receptors. However, %HA limits are exceeded at receptors R02, R03, and R04. Mitigation measures to address operational noise at these receptors are discussed in Section 7.

Table 6.8 Operation Noise (L_{dn}) and %HA Assessment (Health Canada)

Receptor ID	Representative Baseline Noise Monitor	Baseline L _{dn} Sound Level (dBA)	Adjusted ^a Baseline L _{dn} Sound Level (dBA)	Baseline %HA	Predicted Project L _d Sound Level (dBA)	Predicted Project L _n Sound Level (dBA)	Predicted Project L _{dn} Sound Level (dBA)	Adjusted ^a Project L _{dn} Sound Level (dBA)	Cumulative Adjusted ^a L _{dn} Sound Level (dBA)	Cumulative %HA	Change in %HA	Compliance With 6.5% Limit?
R01	ML-3	37	47	1.5	38	40	47	57	57	5.4	3.9	Yes
R02	ML-3	37	47	1.5	47	47	53	63	63	11.6	10.1	No
R03	ML-2	33	43	0.8	47	47	53	63	63	11.0	10.2	No
R04	ML-2	33	43	0.8	50	50	57	67	67	16.7	15.9	No
R05	ML-3	37	47	1.5	35	37	44	54	54	3.8	2.3	Yes
R06	ML-5	35	45	1.2	13	15	22	32	46	1.2	0.0	Yes
R07	ML-4	31	41	0.7	10	12	18	28	41	0.7	0.0	Yes
R08	ML-4	31	41	0.7	35	35	41	51	52	2.7	2.0	Yes
R09	ML-3	37	47	1.5	33	35	41	51	52	2.9	1.4	Yes
R10	ML-5	35	45	1.2	15	17	23	33	46	1.2	0.0	Yes
R11	ML-5	35	45	1.2	18	20	26	36	46	1.3	0.1	Yes

Note:
 a. A 10 dB penalty is applied to baseline and predicted L_{dn} sound levels to account for the receptor location in a quiet rural area, per Health Canada.

Operation noise was assessed for sleep disturbance as well, following the Health Canada method described in Section 5.2.1.1. L_{max} and L_n sound levels for the operation phase were predicted at representative receptors R01 through R11 and assessed with the Health Canada sleep disturbance limits provided in Section 3.1.1.2.

Sleep disturbance noise assessment per Health Canada and compliance status are presented in Table 6.9.

Table 6.9 Operation Sleep Disturbance Assessment (Health Canada)

Receptor ID	Predicted Project L_n Sound Level (dBA)	Compliance With 40 dBA L_n Limit?	Predicted Project L_{max} Sound Level (dBA)	Compliance With 60 dBA L_{max} Limit?
R01	40	Yes	62	Yes ^a
R02	47	No	50	Yes
R03	47	No	42	Yes
R04	50	No	60	Yes
R05	37	Yes	61	Yes ^a
R06	15	Yes	34	Yes
R07	12	Yes	24	Yes
R08	35	Yes	38	Yes
R09	35	Yes	47	Yes
R10	17	Yes	36	Yes
R11	20	Yes	39	Yes

Note

a. L_{max} values at some of the receptors (e.g., R01 and R05) along the rail spur line exceed the 60 dBA limit and are caused by rail pass-bys. These exceedances occur less than 10 times per night; therefore, they are expected to remain compliant with the Health Canada sleep disturbance criteria.

Exceedance of sleep disturbance criteria is identified at receptors R02, R03, and R04 for the L_n condition. Mitigation measures related to operation noise are discussed in Section 7.

LFN from Project operation also was assessed, per the method described in Section 5.2.1.1. LFN from Project construction was predicted at representative receptors R01 through R11 and assessed with the limits provided in Section 3.1.1.3. LFN assessment and compliance status for Project operation are presented in Table 6.10.

Table 6.10 Operation Low Frequency Noise Assessment (Health Canada)

Receptor ID	Predicted ^a 16-Hz Octave Band Sound Level ^b (dB)	Predicted 31.5-Hz Octave Band Sound Level ^b (dB)	Predicted 63-Hz Octave Band Sound Level ^b (dB)	Compliance with Limits (16 Hz: 65 dB, 31.5 Hz: 65 dB, 63 Hz: 70 dB)?	"Rattle" Energy Sum of Individual Frequency Band (dB)	Compliance with 70 dB Energy Sum Limit?
R01	46	46	58	Yes	47	Yes
R02	65	65	58	Yes	66	Yes
R03	65	65	60	Yes	66	Yes
R04	66	66	61	Yes	67	Yes
R05	-	-	-	N/A	-	N/A
R06	-	-	-	N/A	-	N/A
R07	-	-	-	N/A	-	N/A
R08	46	46	55	Yes	56	Yes
R09	38	38	47	Yes	48	Yes
R10	-	-	-	N/A	-	N/A
R11	-	-	-	N/A	-	N/A

Notes:

a. Sound levels in the 16-Hz octave band were not available and were instead set to be equal to that of the 31.5 Hz band, as they are not expected to be higher than that in the 31.5 Hz octave band.

b. Where predicted sound levels are low enough to be considered inconsequential, the cell is populated with a "-".

LFN from Project operations are expected to be within the applicable limits at the receptors modelled, and no mitigation is required.

6.2 Blasting Noise Assessment

Noise levels due to Project blasting are determined as per MECP methodology identified in Section 5.2.2 for two blast conditions (in front and behind the blast). The predicted blasting noise for the maximum charge size of 2,088 kg per delay was calculated at the representative receptors identified for the Project, and the results are presented in Table 6.11.

Table 6.11 Project Blasting Noise Assessment (MECP)

Receptor ID	Predicted Peak Blasting Noise Level - Behind Working Face (dBL)	Predicted Peak Blasting Noise Level - In Front of Working Face (dBL)	Cautionary Blasting Noise Limit (dBL) ^a	Compliance with Limit?
R01	112	107	120	Yes
R02	116	113	120	Yes
R03	120	117	120	Yes
R04	114	111	120	Yes
R05	109	102	120	Yes

Receptor ID	Predicted Peak Blasting Noise Level - Behind Working Face (dBL)	Predicted Peak Blasting Noise Level - In Front of Working Face (dBL)	Cautionary Blasting Noise Limit (dBL) ^a	Compliance with Limit?
R06	108	101	120	Yes
R07	111	106	120	Yes
R08	113	108	120	Yes
R09	112	107	120	Yes
R10	108	101	120	Yes
R11	108	100	120	Yes

Note:
 a. The cautionary limit is applied conservatively in this assessment.

Predicted noise levels are within the cautionary limit. Therefore, compliance is expected and monitoring is not required.

6.3 Blasting Vibration Assessment

Vibration levels, based on PPV, due to Project blasting are determined as per MECP methodology identified in Section 5.2.2. The predicted blasting vibration for the maximum charge size of 2,088 kg per delay was calculated at the representative receptors identified for the Project, and the results are presented in Table 6.12.

Table 6.12 Project Blasting Vibration Assessment (MECP)

Receptor ID	Predicted Blasting Vibration (PPV) Level (mm/sec)	Cautionary Blasting Vibration (PPV) Limit (mm/sec) ^a	Comply with Limit?
R01	0.3	10	Yes
R02	0.9	10	Yes
R03	3.5	10	Yes
R04	0.6	10	Yes
R05	0.1	10	Yes
R06	0.1	10	Yes
R07	0.2	10	Yes
R08	0.3	10	Yes
R09	0.3	10	Yes
R10	0.1	10	Yes
R11	0.1	10	Yes

Note:
 a. The cautionary limit is applied conservatively in this assessment.

Predicted vibration levels are within the cautionary limit.

6.4 Project Vibration Assessment

Vibration ZOIs for the construction and mining equipment were calculated to assess the potential construction and operation vibration effects from the Project. The vibration ZOI for the Project construction and mining equipment are provided in Table 6.13.

Table 6.13 Vibration ZOI for Construction and Mining Equipment

Equipment	ZOI (m) ^a
Vibratory Roller	8
General Equipment (e.g., Excavator, Dozer)	5
Note:	
a Setback distances are established based on 5 mm/s PPV limit for non-heritage structures.	

Based on a review of air photos, no structures/buildings on the ground within the vibration ZOI are identified. Thus, vibration mitigation is not required for operations.

6.5 Highway 655 Realignment Noise Assessment

6.5.1 Construction

Table 6.14 lists typical construction equipment (based on Stantec's database of field measurements of construction equipment) considered for the assessment and a comparison of their noise emissions to the applicable NPC-115 and NPC-118 noise limits.

Table 6.14 Construction Equipment Sound Level Assessment - MECP

Type of Equipment	Typical Range of Maximum Sound Levels at 15 m (dBA)	NPC-115/118 Sound Level at 15 m (dBA)	Comply with NPC-115/118 Limit?
Front-End Loader	77 – 85	85	Yes
Backhoe	66 – 80	85	Yes
Auger	76 – 84	85	Yes
Dump Truck	76 – 88	95 ^b	Yes
Concrete Truck	77 – 85	85	Yes
Concrete Pump and Boom	77 – 82	85	Yes
Vibratory Compactor	79 – 83	85	Yes
Paving Machine ^a	77 – 89	85	No
Crane	73 – 83	85	Yes
Grader	79 – 85	85	Yes
Hoe Ram ^a	90	85	No
Notes:			
a. These equipment units have potential to exceed the applicable MECP limits and precautions/noise control feasibility should be investigated if they are used near sensitive receptors.			
b Refers to the NPC-118 Sound Level at 15 m.			

The typical sound levels presented in Table 6.14 shows that most equipment can be operated in compliance with the MECP NPC-115/118 limits. The list also shows that there exists potential for higher sound levels than permissible limits for the paving machine and hoe ram. Mitigation measures related to construction equipment noise levels are discussed in Section 7.

6.5.2 Operation

The assessment of traffic noise (operation noise) effects due to the Highway 655 realignment was conducted in accordance with the applicable MTO (MTO 2022) and Health Canada (Health Canada 2023).

6.5.2.1 Federal Noise Assessment (Health Canada)

The Highway 655 realignment will reduce highway traffic noise at some receptors (east of the existing alignment) while the highway moves away from those receptors. Similarly, it will increase highway traffic noise at other receptors (west of the existing alignment) while the highway is realigned closer to those receptors.

Operation noise (road traffic noise) was assessed per the method described in Section 5.2.3.1 following the Health Canada guidelines and the levels were predicted at the relevant receptors R01, R02, R07, and R08.

Noise assessment per Health Canada and compliance status for highway realignment are presented in Table 6.15.

Predicted L_{dn} sound levels from Highway 655 realignment are within the Health Canada maximum noise limit of 75 dBA and the change in %HA is within 6.5 % threshold at the modelled receptors.

Table 6.15 Highway 655 Realignment Noise Assessment (Health Canada)

Receptor ID	Baseline (Existing) L _{dn} Sound Level (dBA)	Adjusted ^a Baseline (Existing) L _{dn} Sound Level (dBA)	Baseline (Existing) %HA	Predicted Project L _d Sound Level (dBA)	Predicted Project L _n Sound Level (dBA)	Predicted Project L _{dn} Sound Level (dBA)	Adjusted ^a Project L _{dn} Sound Level (dBA)	Cumulative Adjusted ^a L _{dn} Sound Level (dBA)	Cumulative %HA	Change in %HA	Compliance with 6.5% Limit?
R01	39	49	1.9	34	31	38	48	51	2.6	0.7	Yes
R02	27	37	0.4	32	29	36	46	47	1.4	1.0	Yes
R07	14	24	0.1	18	15	22	32	32	0.2	0.1	Yes
R08	16	26	0.1	21	18	25	35	35	0.3	0.2	Yes

Note:
 a. A 10 dB penalty is applied to baseline and predicted L_{dn} sound levels to account for the receptor location in a quiet rural area, per Health Canada.

6.5.2.2 Provincial Noise Assessment (MTO)

Operation noise (road traffic noise) was assessed per the method described in Section 5.2.3.2 following the MTO guideline. Of the receptors assessed in Table 6.15 above, only R01 is within the area of investigation (600 m from the edge of the highway) as identified in MTO guideline. Therefore, only R01 is assessed with the MTO limits. Operation noise level (road traffic noise) at receptor R01 is predicted and assessed with the applicable MTO noise limits provided in Section 5.2.3.2.

Highway realignment operation noise results per MTO guideline and compliance status are presented in Table 6.16.

Table 6.16 Highway 655 Realignment Noise Assessment (MTO)

Receptor ID	Future No Build Daytime Sound Levels (dBA)	Future Build Daytime Sound Levels (dBA)	Is Future Build Sound Level \geq 65 dBA?	Increase in Sound Levels (dB)	Predicted Increase Greater than 5 dB?	Should Mitigation be Investigated?	Compliance with MTO Limits?
R01	38	33	No	-5	No	No	Yes

Sound level due to the realignment of Highway 655 is expected to decrease by 5 dB at the closest receptor (R01).

6.6 Rail Spur Line Noise Assessment

Operation noise from the rail spur line was assessed per the method described in Section 5.2.4 following Health Canada, and the levels were predicted at the relevant receptor R05, R06, and R10 – R13. Noise assessment per Health Canada and compliance status for the rail spur line are presented in Table 6.17 and Table 6.18.

Predicted L_{dn} sound levels from the rail spur line are within the Health Canada maximum noise limit of 75 dBA and the change in %HA is within 6.5% threshold at the modelled receptors.

Table 6.17 Rail Spur Noise (L_{dn}) and %HA Assessment (Health Canada)

Receptor ID	Baseline (Existing) L _{dn} Sound Level (dBA)	Adjusted ^a Baseline (Existing) L _{dn} Sound Level (dBA)	Baseline (Existing) %HA	Predicted Project L _d Sound Level (dBA)	Predicted Project L _n Sound Level (dBA)	Predicted Project L _{dn} Sound Level (dBA)	Adjusted ^a Project L _{dn} Sound Level (dBA)	Cumulative Adjusted ^a L _{dn} Sound Level (dBA)	Cumulative %HA	Change in %HA	Compliance with 6.5% Limit?
R05	47	47	1.6	43	45	51	51	52	3.0	1.4	Yes
R06	35	45	1.1	30	32	38	48	50	2.1	1.0	Yes
R10	35	45	1.2	30	33	39	49	50	2.3	1.1	Yes
R11	36	46	1.3	31	33	39	49	51	2.4	1.1	Yes
R12	37	47	1.5	32	34	40	50	52	2.8	1.3	Yes
R13	35	45	1.1	30	32	38	48	50	2.2	1.1	Yes

Note:
 a. A 10 dB penalty is applied to baseline and predicted L_{dn} sound levels to account for the receptor location in a quiet rural area, per Health Canada, for all receptors, except R05. At R05, existing rail traffic in the area results in sound levels at that do not meet Health Canada's criteria for a quiet rural area.

Table 6.18 Rail Spur Noise Sleep Disturbance Assessment (Health Canada)

Receptor ID	Predicted Project L _n Sound Level (dBA)	Compliance With 40 dBA L _n Limit?	Predicted L _{max} Sound Level (dBA)	Compliance With 60 dBA L _{max} Limit?
R05	45	N/A ^a	66	Yes ^b
R06	32	Yes	45	Yes
R10	33	Yes	45	Yes
R11	33	Yes	45	Yes
R12	34	Yes	52	Yes
R13	32	Yes	49	Yes

Notes:

- L_n levels at R05 due to Project rail spur activity are predicted to exceed 40 dBA. However, L_n levels from existing rail activity are greater than 40 dBA. Health Canada does not provide guidance on sleep disturbance assessment when the baseline or existing environment exceeds the 40 dBA L_n threshold. Therefore, a sleep disturbance assessment for R05 is not applicable.
- L_{max} at R05 exceeds the 60 dBA limit and is caused by rail pass-bys. This exceedance occurs less than 10 times per night; therefore, it is expected to remain compliant with the Health Canada sleep disturbance criteria.

Predicted L_n sound levels from the rail spur line are within the Health Canada maximum noise limit of 40 dBA. The predicted L_{max} sound levels from the rail spur line are within the Health Canada maximum noise limit of 60 dBA at all receptors other than R05, where the L_n criterion is not applicable.

6.7 Summary of Exceedances

A summary of noise and vibration exceedances of federal and provincial criteria is provided in Table 6.19.

Table 6.19 Summary of Exceedances (Non-Compliance)^a

Receptor ID	Compliance with Construction Noise Limits?			Compliance with Operation Noise Limits?		
	Health Canada Assessment		NPC-300 Assessment	Health Canada Assessment		NPC-300 Assessment
	%HA	Sleep Disturbance	Hourly Sound Levels	%HA	Sleep Disturbance	Hourly Sound Levels
R01	No	No	No	Yes	Yes	No
R02	Yes	No	No	No	No	No
R03	No	No	No	No	No	No
R04	Yes	Yes	Yes	No	No	No
R05	Yes	No	Yes	Yes	Yes	No
R06	Yes	Yes	Yes	Yes	Yes	Yes
R07	Yes	Yes	Yes	Yes	Yes	Yes

Receptor ID	Compliance with Construction Noise Limits?			Compliance with Operation Noise Limits?		
	Health Canada Assessment		NPC-300 Assessment	Health Canada Assessment		NPC-300 Assessment
	%HA	Sleep Disturbance	Hourly Sound Levels	%HA	Sleep Disturbance	Hourly Sound Levels
R08	Yes	Yes	Yes	Yes	Yes	Yes
R09	Yes	Yes	Yes	Yes	Yes	Yes
R10	Yes	Yes	Yes	Yes	Yes	Yes
R11	Yes	Yes	Yes	Yes	Yes	Yes
R12	N/A ^b	N/A ^b	N/A ^b	N/A ^b	N/A ^b	N/A ^b
R13	N/A ^b	N/A ^b	N/A ^b	N/A ^b	N/A ^b	N/A ^b

Notes:

- This table displays a summary only of the noise and vibration criteria that were exceeded. All other assessments presented in earlier results are not displayed in this table if there are no predicted exceedances for the criteria at any of the receptors.
- Assessment metric not applicable and not assessed at the given receptor.

No mitigation is required for vibration effects.

7 Mitigation, Management and Monitoring

7.1 Noise Mitigation

The following mitigation measures have been incorporated into the design of the Project and/or will be implemented as needed to avoid or reduce noise effects from the Project:

- A Noise and Vibration Management Plan will be developed for the Project which will describe:
 - requirements for the routine management/maintenance of sources of noise and vibration during construction and operations.
 - communication protocol requirements and a procedure for verifying and addressing complaints.
- Canada Nickel will impose restrictions within the Modelled Mine Boundary presented on Figure A.6 of this report and also at R01 and R05 through the following controls:
 - Agreements with property owners within the restricted area to remove buildings (through acquisition of the property or other arrangements)
 - Agreements with other individual landowners to prevent construction of any seasonal or permanent housing through acquisition or specific agreements to defer any construction until after mine operations are completed
 - Crown Leases to be obtained on Crown lands, to restrict access
 - In addition to the receptor specific mitigations listed above, the following general mitigation are proposed:
 - Install signage and/or gates on trails to restrict access and prevent overnight stays in the Modelled Mine Boundary (agreement with landowners if needed to place the signs)
 - Work with the snowmobile clubs to prohibit overnight stays in warming huts except in cases of emergency along the snowmobile trail (signage for warming huts to be installed)
- Canada Nickel and its contractors will maintain all mobile equipment and vehicles in good working order.
- Large stationary machinery (e.g., crushers) will be enclosed and primary crushers will be located below grade.
- For the Highway 655 realignment, specific construction equipment that could potentially be used has been identified to be louder than permissible MECP limits (NPC-115/118). Once equipment and construction schedules are finalized, Canada Nickel will review equipment noise to confirm that noise emissions are within the applicable MECP limits. If the sound levels are higher than the limits, Canada Nickel will explore noise control options for the associated equipment.

The implementation of the mitigation measures and other commitments described in this section will be the responsibility of Crawford Nickel and/or their contractors. The mechanisms used to ensure that contractors and subcontractors to comply with these measures will include environmental protection plans and contract documents.

Mitigation measures proposed are generally considered to be effective for use in similar applications and environmental conditions.

Detailed design of the Project and mitigation strategies is currently ongoing. Mitigation measures will be refined in consideration of environmental assessment approval conditions and permit stipulations which will be incorporated into final environmental management planning. The effectiveness of these mitigation measures will be confirmed by qualified noise and vibration professionals and engineers as part of the development of detailed mitigation and environmental management planning. These detailed mitigation measures and monitoring programs including adaptive management procedures will be reviewed by applicable regulatory agencies prior to their implementation.

7.2 Management and Monitoring Plan

Canada Nickel will implement follow-up and monitoring programs to verify the accuracy of effects and to evaluate the effectiveness of mitigation measures, the results of which will be used to identify and implement adaptive management measures, as appropriate. The plan will identify monitoring instrumentation, monitoring period or frequency, and reporting processes. Monitoring metrics and limits will be taken from this assessment, as per federal (Health Canada) and Provincial (MECP) guidelines.

8 Conclusions

Noise and vibration effects from the Project were assessed as per the applicable criteria identified in Section 3 of this report. Thirteen representative receptors were considered in this assessment. The following assessment scenarios were considered for this noise and vibration assessment for the Project and associated activities:

- Project construction and operations
- Project blasting
- Rail spur line
- Highway 655 realignment
- Transmission line relocation
- Project decommissioning and closure

Based on this noise and vibration effects assessment, the following conclusions are presented:

- Construction noise effects are expected to exceed applicable noise criteria at receptors R01, R02, and R03, and noise mitigation is required and recommended for the Project construction.
- Operation noise effects are expected to exceed applicable noise criteria at R01, R02, R03, R04, and R05, and additional noise mitigation is required and recommended.
- Vibration effects from construction and operation of the Project are not expected to exceed vibration limits at the receptors.
- Noise and vibration effects from decommissioning and closure phase of the Project are expected to be inconsequential compared to other phases of the Project. At worst, they are expected to match those predicted for construction. Therefore, if the noise and vibration effects from construction comply with the applicable limits, those from decommissioning and closure are also expected to be within the applicable limits.
- Blasting noise and vibration effects are not expected to exceed applicable limits at the receptors.
- Noise effects from rail spur line and Highway 655 realignment are expected to be within the applicable limits.
- For the Highway 655 realignment, specific construction equipment that could potentially be used has been identified to be louder than permissible MECP limits (NPC-115/118). Once equipment and construction schedules are finalized, Canada Nickel will review equipment noise to confirm that noise emissions are within the applicable MECP limits. If the sound levels are higher than the limits, Canada Nickel will explore noise control options for the associated equipment.
- Rail spur vibration effects are not expected to exceed applicable criteria at the receptor locations.

- Noise associated with the relocated transmission line is considered to be inconsequential and not expected to exceed baseline conditions at any of the receptor locations along the transmission line corridor.
- No buildings or receptors are identified within vibration zone of influence for transmission line construction.
- Noise mitigation options for construction and operations of the Project are detailed in Section 7.1 of this report.
- A Noise and Vibration Management Plan is to be developed for the Project which will include a protocol to verify Project compliance with the applicable noise and vibration limits, and a complaint reporting process.

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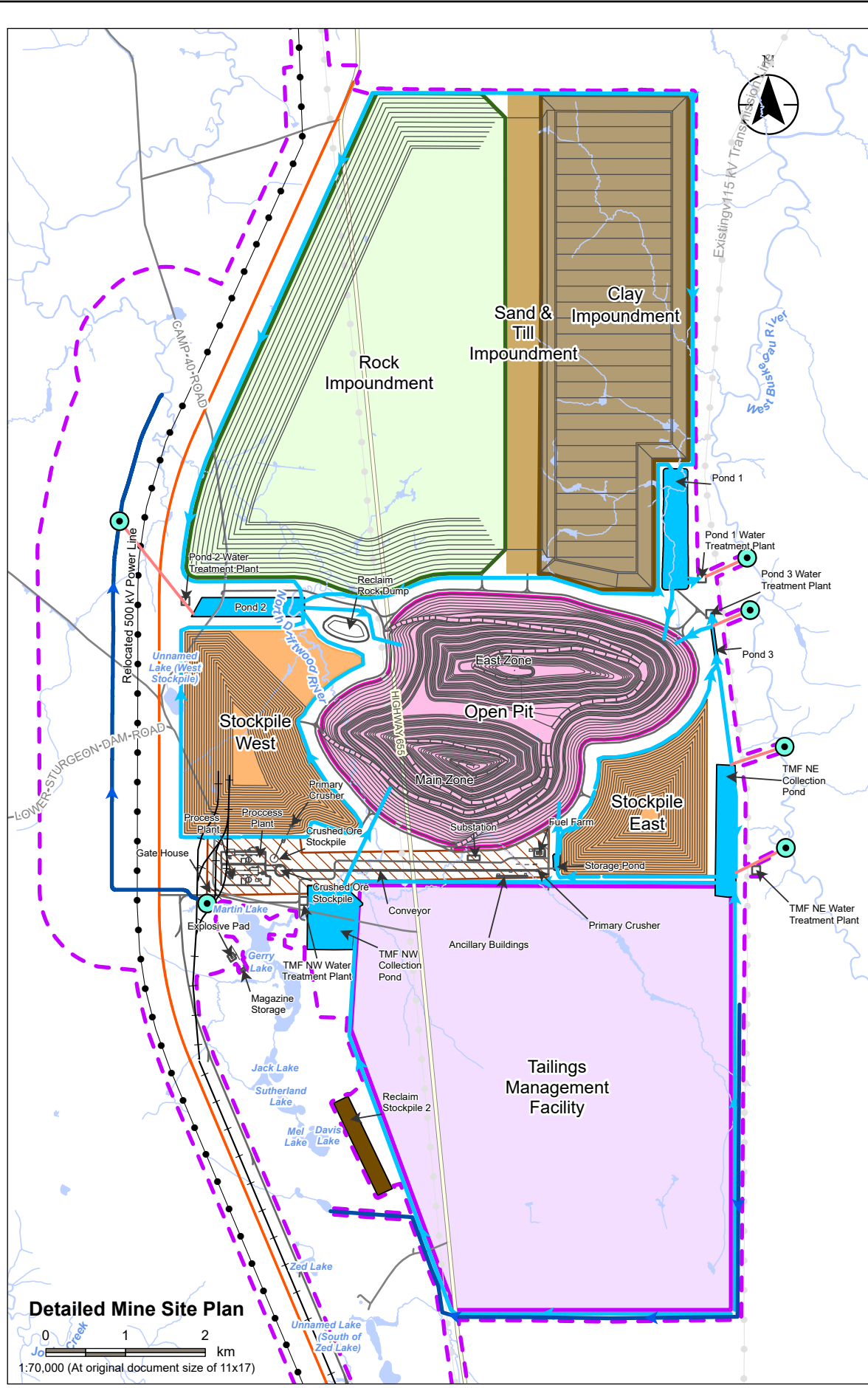
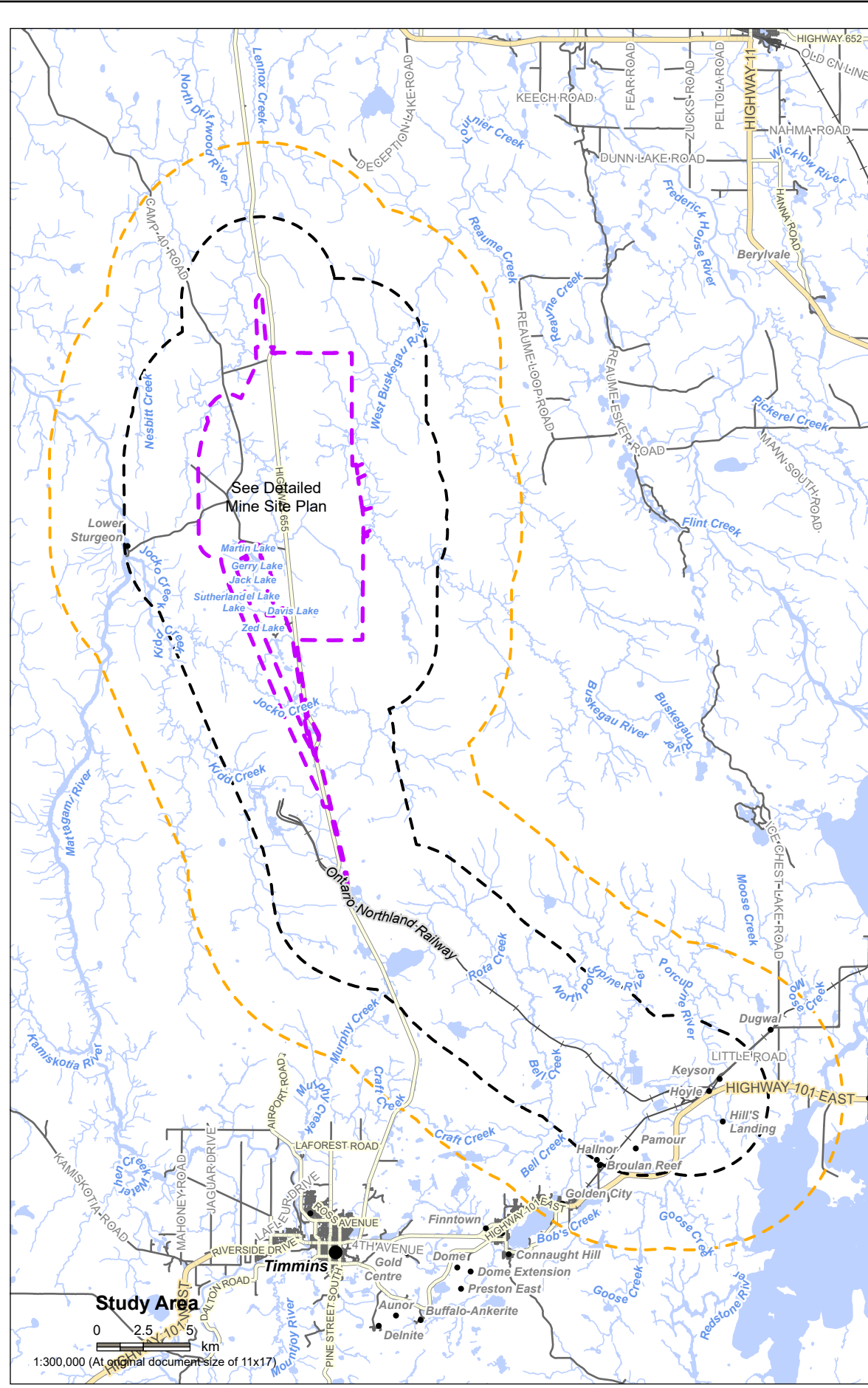
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Appendices

Appendix A Figures

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- Legend**
- Project Area
 - Local Study Area (4km Buffer of PA)
 - Regional Study Area (8km Buffer of PA)
- Base Features**
- Expressway / Highway
 - Major Road
 - Minor Road
 - Railway
 - Watercourse
 - Waterbody
- Ancillary Infrastructure**
- Relocated Hwy 655
 - Rail Spur Line
 - Transmission Line
- Proposed Project Components**
- Discharge Route
 - Non-Contact Water Channel
 - Contact Water Channel
 - Site Road
 - Discharge Location
 - Ore Stockpile
 - Open Pit
 - Clay Impoundment
 - Pond
 - Tailings Management Facility
 - Rock Impoundment
 - Reclaim Stockpile
 - Sand & Till Impoundment
 - Process Plant Area

Notes

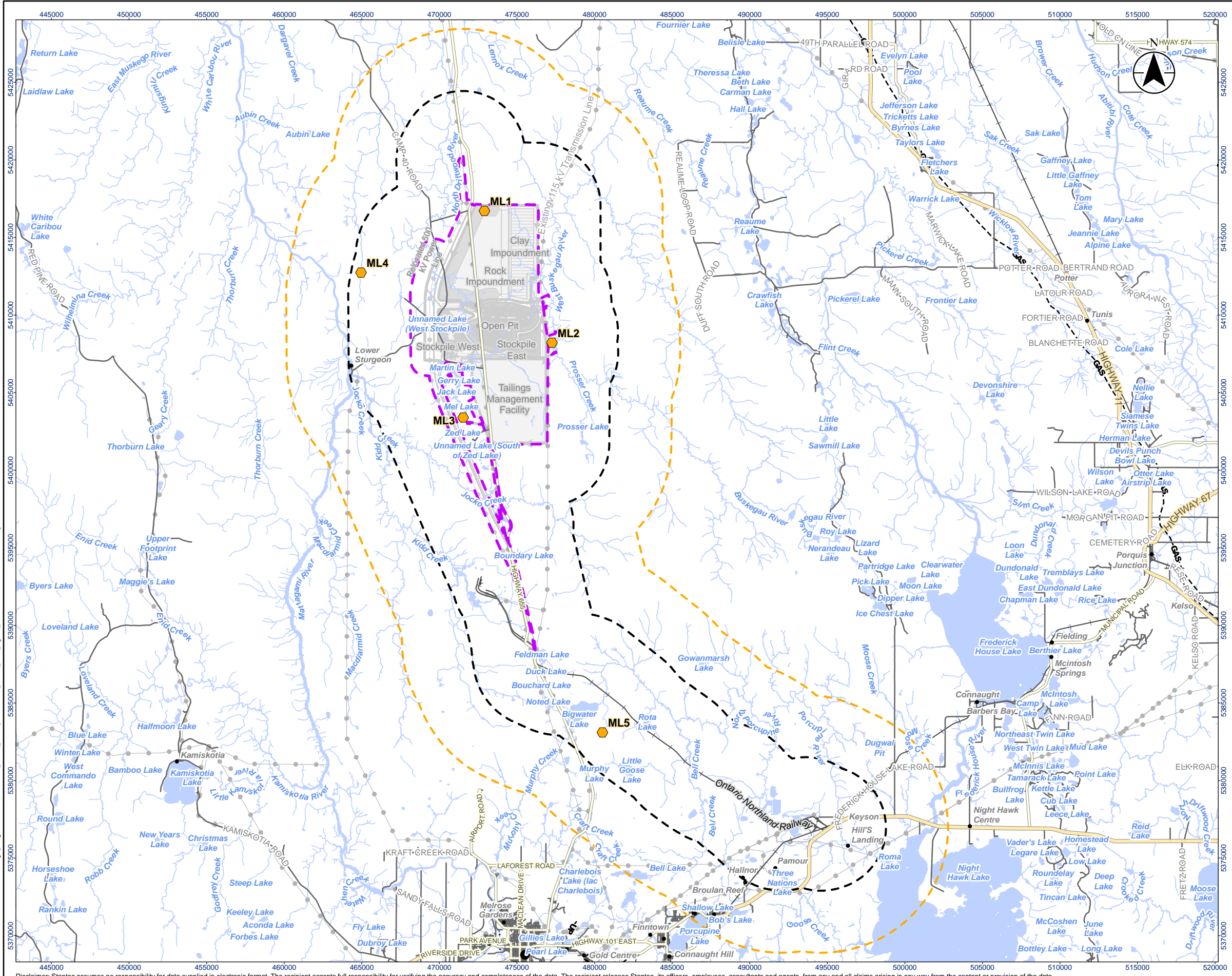
1. Coordinate System: NAD 1983 UTM Zone 17N
2. Base features produced under license with the Ontario Ministry of Natural Resources and Forestry © King's Printer for Ontario, 2023.



Project Location: Timmins, Ontario
 160930456 REVA
 Prepared by toghlan on 2024-09-10

Client/Project: Canada Nickel Company (CNC)
 Crawford Nickel Project

Figure No.: **A.1**
 Title: **Project Components and Study Area**

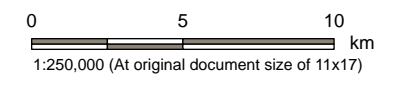


Legend

- Project Area
- Local Study Area
- Regional Study Area
- Proposed Project Components
- Baseline Noise Monitoring Location

Base Features

- Expressway / Highway
- Major Road
- Minor Road
- Railway
- Existing Transmission Line
- Submerged Communication Line
- GAS- Natural Gas Pipeline
- WA- Water Pipeline
- UP- Unknown Pipeline
- Watercourse
- Waterbody



Notes

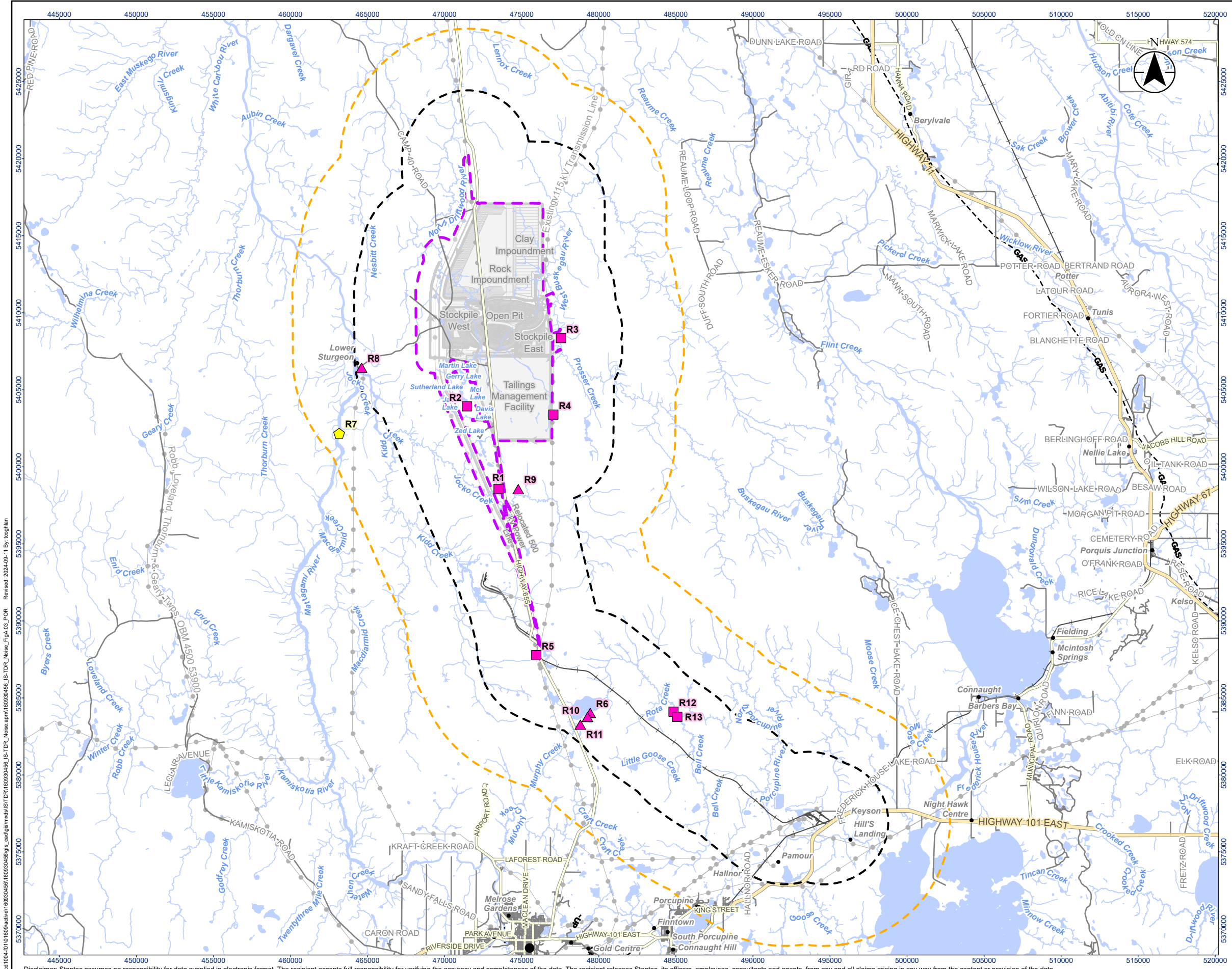
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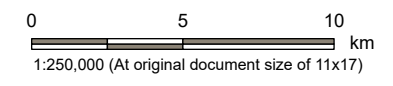
Project Location: Timmins, Ontario
 Prepared by: malcazaren on 2024-08-28
 160930456 REVA

Client/Project: Canada Nickel Company (CNC) Crawford Nickel Project

Figure No. **A.2**
 Title **Baseline Noise Monitoring Locations**



- Legend**
- Project Area
 - Local Study Area
 - Regional Study Area
 - Base Features**
 - Expressway / Highway
 - Major Road
 - Minor Road
 - Railway
 - Existing Transmission Line
 - Submerged Communication Line
 - GAS- Natural Gas Pipeline
 - WA- Water Pipeline
 - UP- Unknown Pipeline
 - Watercourse
 - Waterbody
 - Proposed Project Components
 - Sensitive Receptor - Non-Indigenous
 - ▲ Sensitive Receptor - Indigenous
 - Representative Receptor - Indigenous



Notes

1. Coordinate System: NAD 1983 UTM Zone 17N
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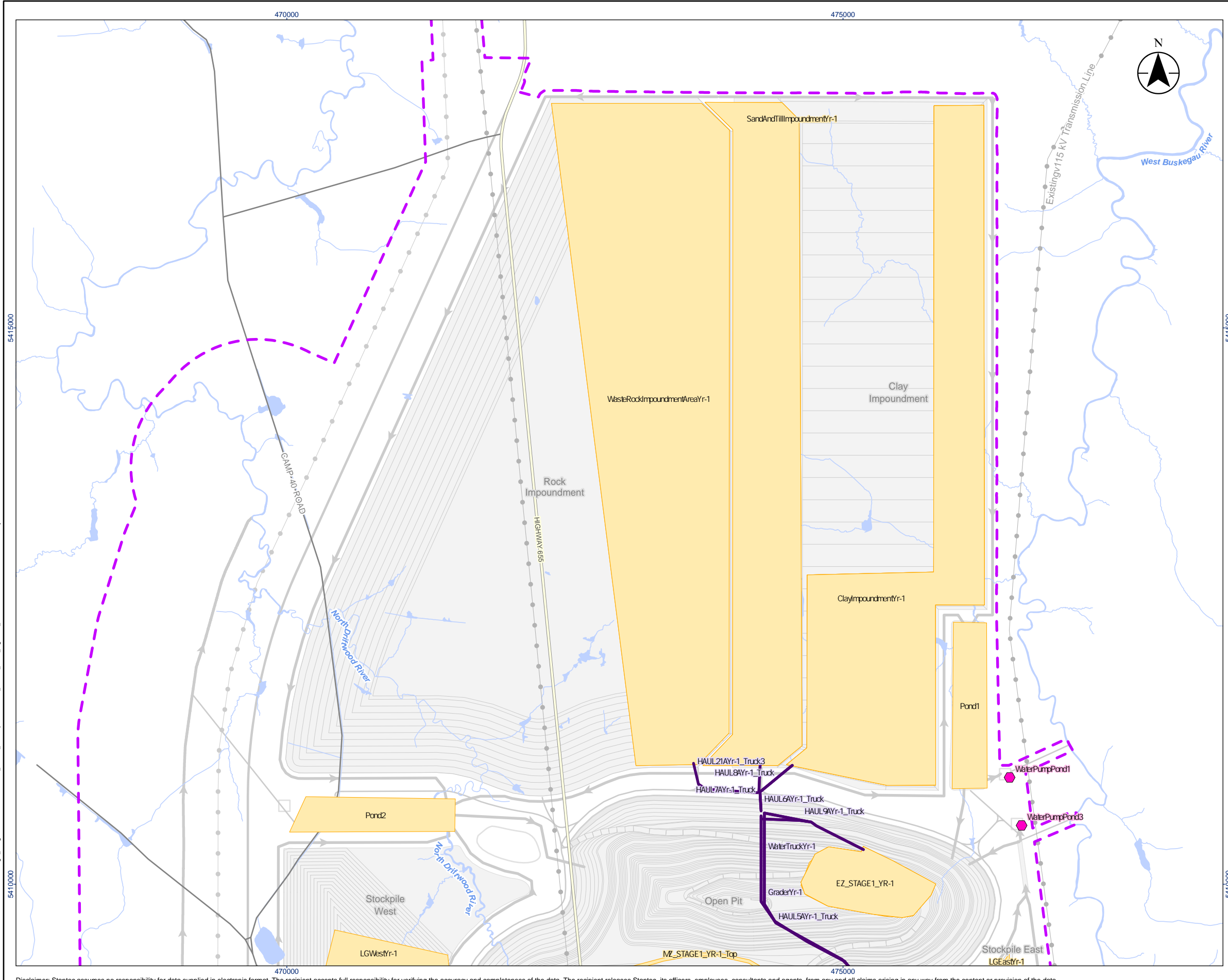
Project Location: Timmins, Ontario
 160930456 REVA
 Prepared by tcoghlan on 2024-09-11













Client/Project: Canada Nickel Company (CNC)
 Crawford Nickel Project

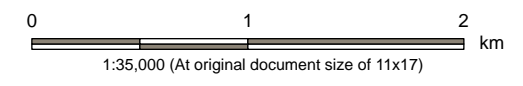
Figure No.: **A.3**

Title: **Receptor Locations**

\s1004-101009\active\160930456\gis_data\gis_mxd\160930456_IS-TDR_Noise.aprx\160930456_IS-TDR_Noise_FigA.03_FCR_Reviseet_2024-09-11_By:tcoghlan



- Legend**
-  Project Area
 -  Local Study Area
 -  Regional Study Area
 -  Proposed Project Components
 -  Point Source - Construction
 -  Line Source - Construction
 -  Area Source - Construction
- Base Features**
-  Existing Major Road
 -  Minor Road
 -  Existing Transmission Line
 -  Watercourse
 -  Waterbody



- Notes**
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 3. The Project Components and baseline information on this figure are considered preliminary and may be further refined through the development of the Impact Statement based on feedback received from agencies, Indigenous peoples, the public, and project stakeholders.

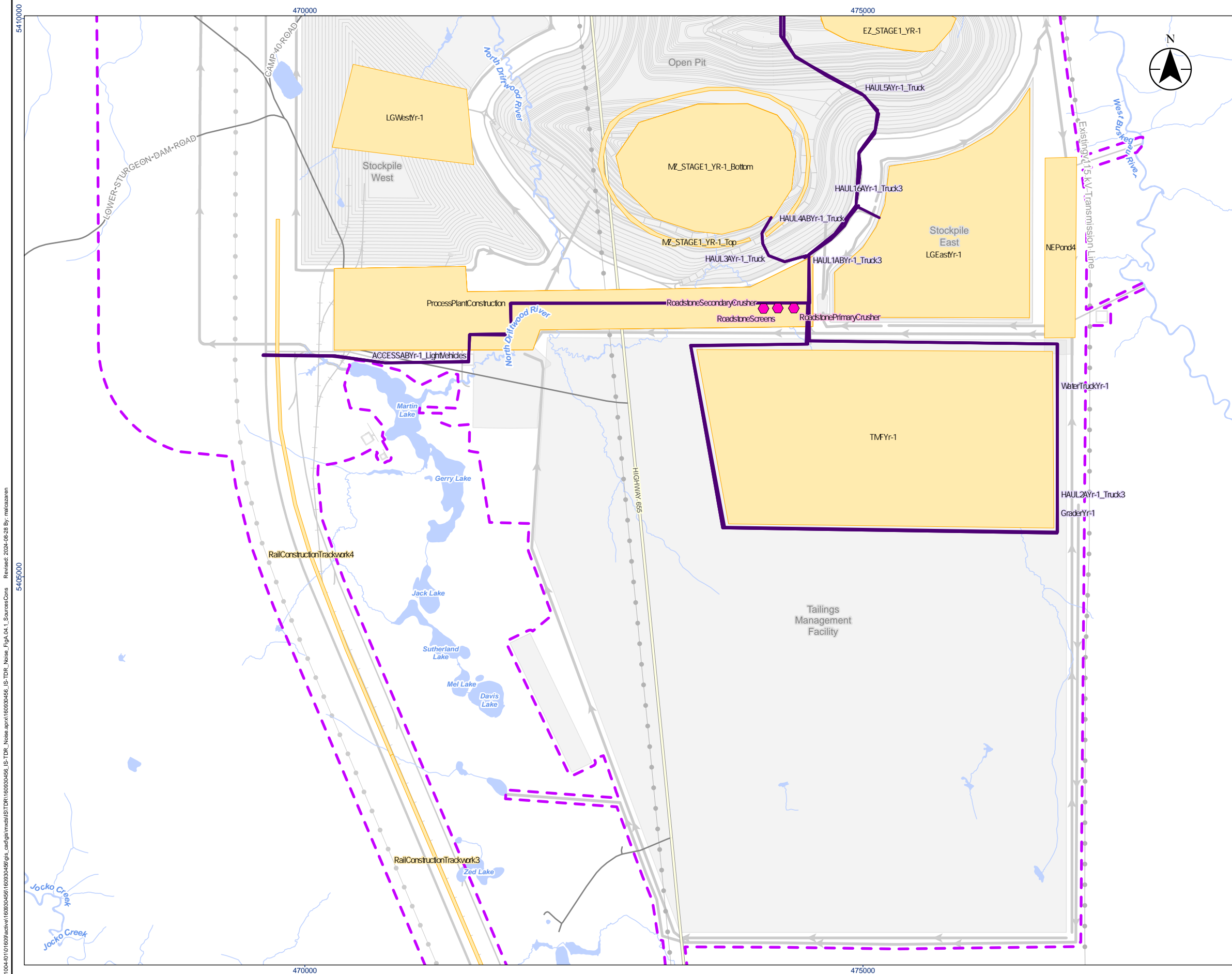


Project Location: Timmins, Ontario
 Prepared by: malcazaren on 2024-08-28
 160930456 REVA

Client/Project:
 Canada Nickel Company (CNC)
 Crawford Nickel Project

Figure No. **A.4.1.1**
 Title **Construction (Year -1) Noise Sources (1 of 3)**

V:\01\04\1010109\active\160930456\160930456\gis_cad\gis\mxd\160930456_IS-TDR_Noise.aprx\160930456_IS-TDR_Noise_FigA.04.1_SourcesCons_Revisee_2024-08-28_By: malcazaren



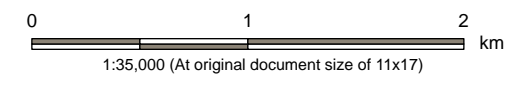
Legend

- Project Area
- Local Study Area
- Regional Study Area

Base Features

- Existing Major Road
- Minor Road
- Existing Transmission Line
- Watercourse
- Waterbody

- Proposed Project Components
- Point Source - Construction
- Line Source - Construction
- Area Source - Construction



- Notes**
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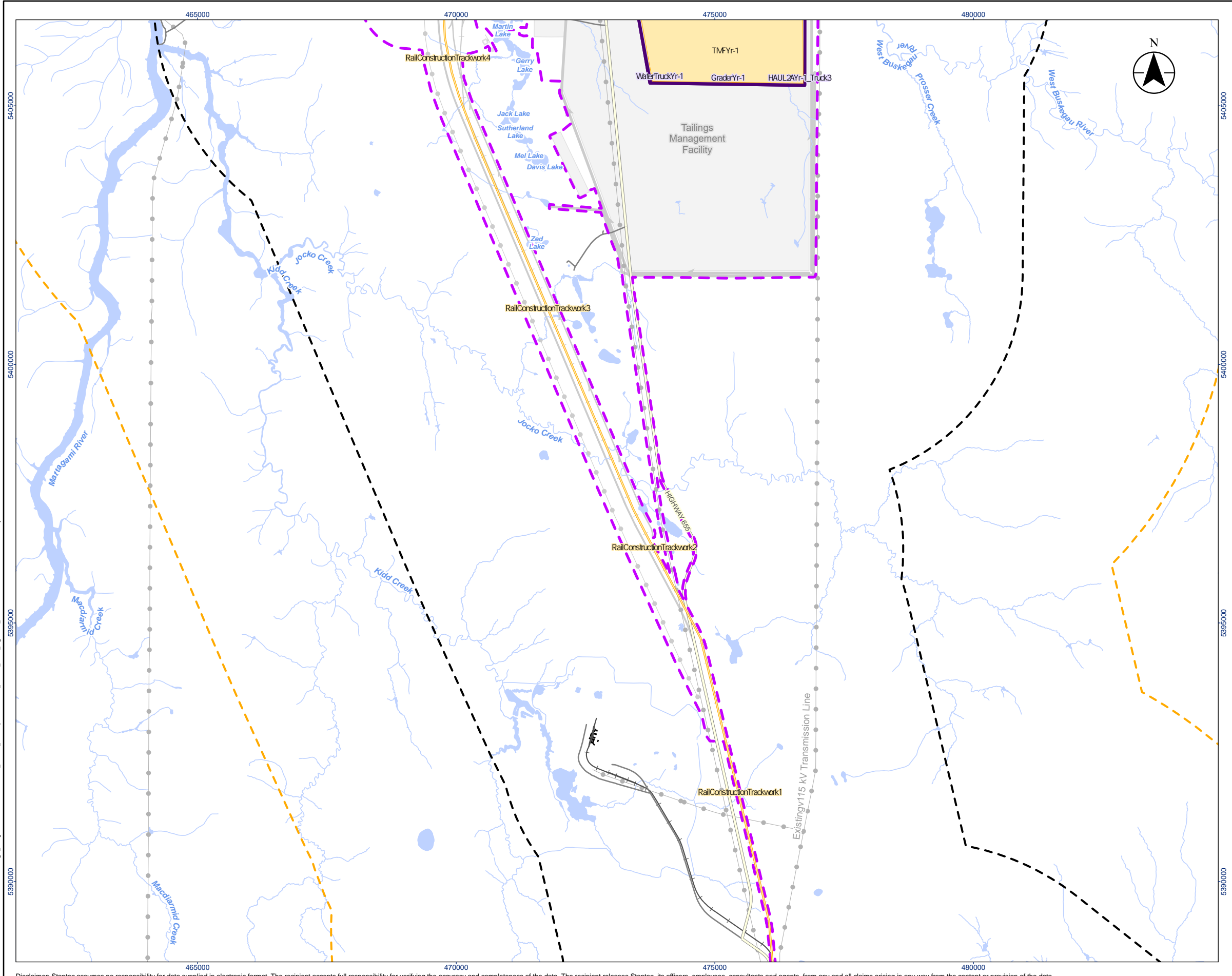


Project Location: Timmins, Ontario
 Prepared by: malcazaren on 2024-08-28

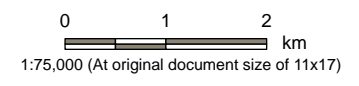
Client/Project: Canada Nickel Company (CNC)
 Crawford Nickel Project

Figure No.: **A.4.1.2**
 Title: **Construction (Year -1) Noise Sources (2 of 3)**

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- Legend**
- Project Area
 - Local Study Area
 - Regional Study Area
 - Proposed Project Components
 - Line Source - Construction
 - Area Source - Construction
- Base Features**
- Existing Major Road
 - Minor Road
 - Railway
 - Existing Transmission Line
 - Unknown Pipeline
 - Watercourse
 - Waterbody



Notes

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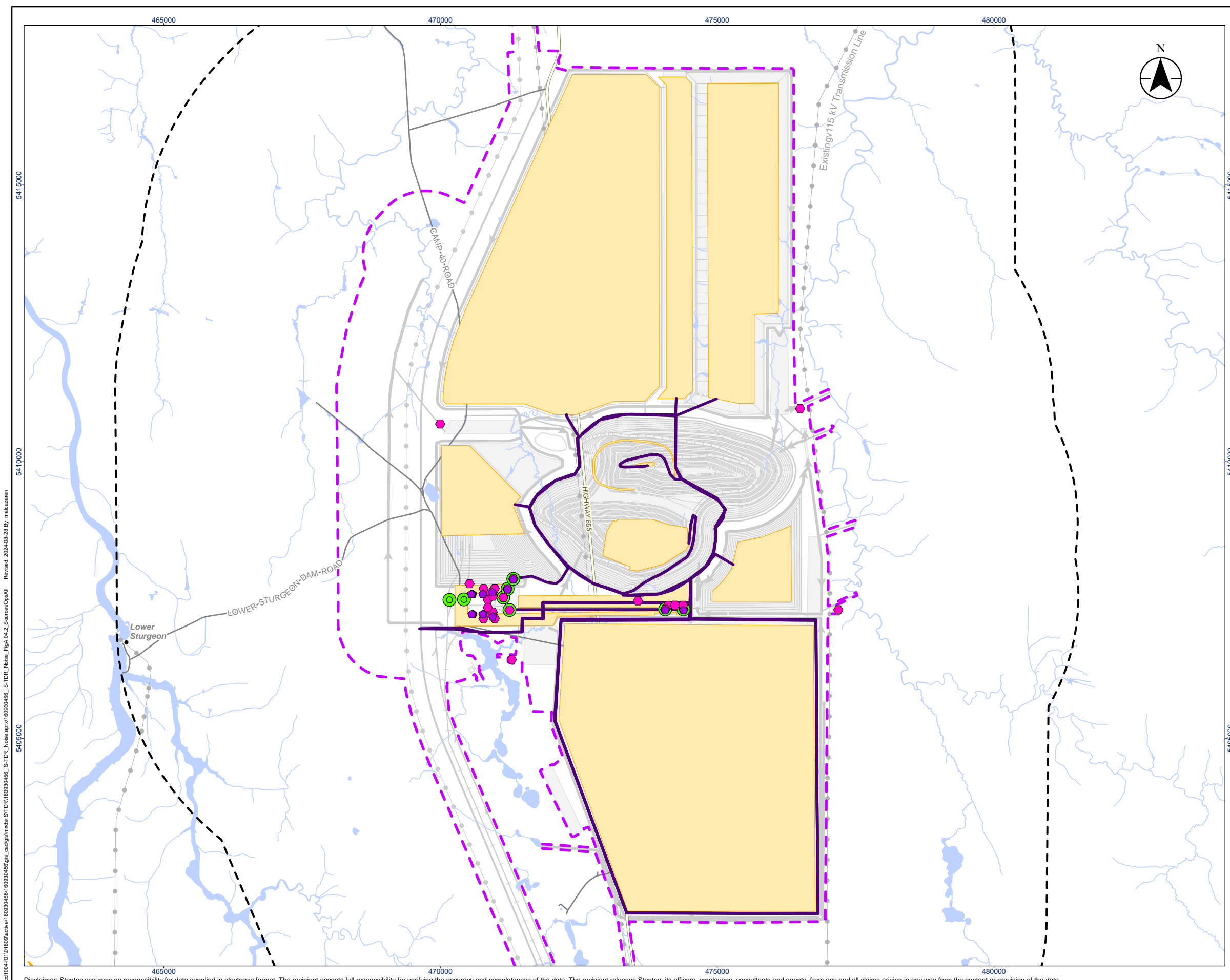


Project Location: Timmins, Ontario
 Prepared by: malcazare on 2024-08-28
 160930456 REVA

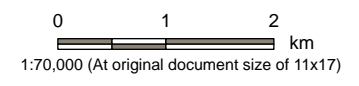
Client/Project: Canada Nickel Company (CNC)
 Crawford Nickel Project

Figure No.: **A.4.1.3**
 Title: **Construction (Year -1) Noise Sources (3 of 3)**

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- Legend**
- Project Area
 - Local Study Area
 - Regional Study Area
 - Existing Major Road
 - Minor Road
 - Existing Transmission Line
 - Watercourse
 - Waterbody
 - Proposed Project Components
 - ◆ Emergency Generator
 - Point Source - Operation
 - Impulsive Noise Source
 - Line Source - Operation
 - Area Source - Operation



- Notes**
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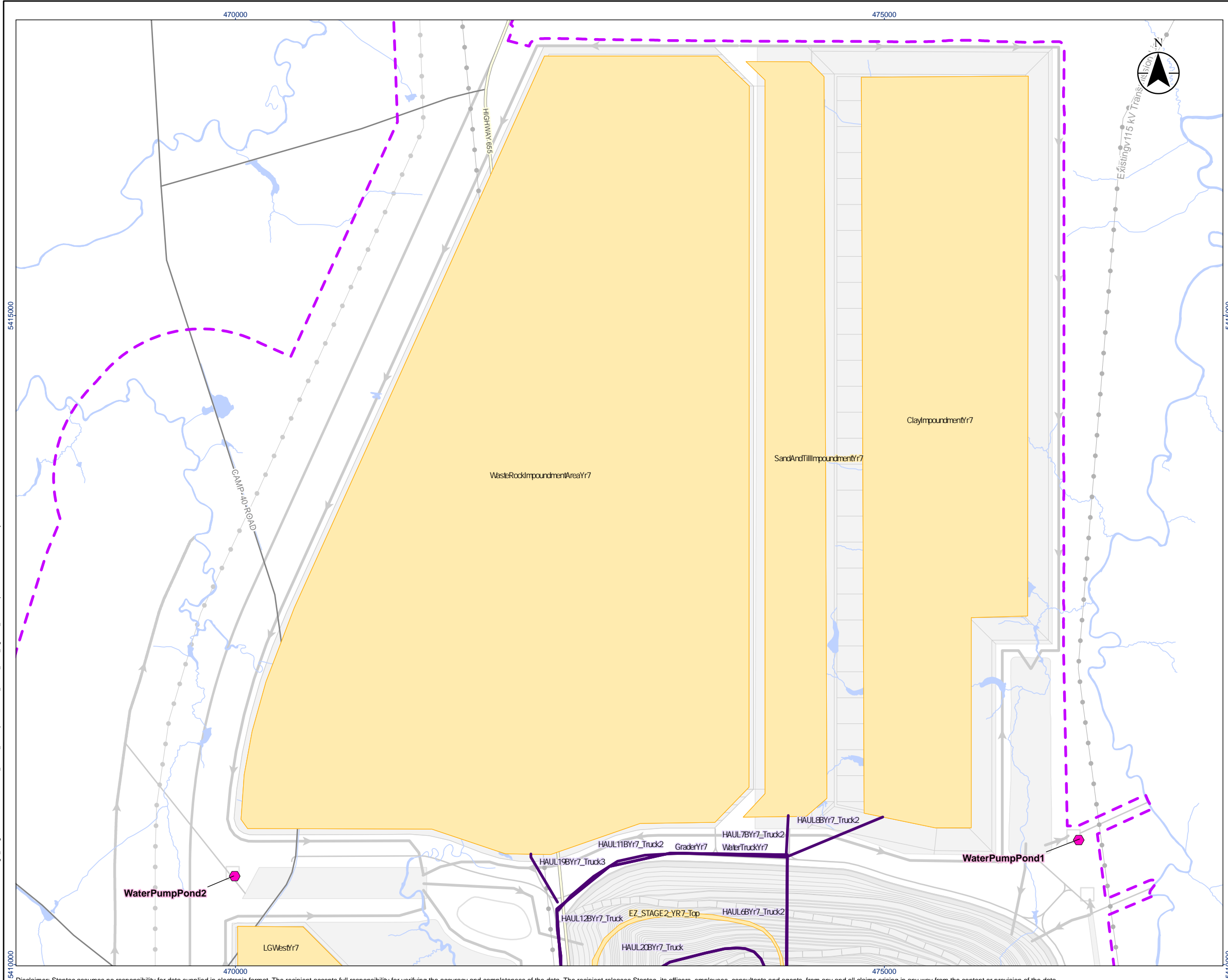














Project Location
 Timmins, Ontario
 160930456 REVA
 Prepared by malcazaren on 2024-08-28

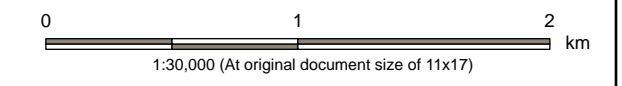
Client/Project
 Canada Nickel Company (CNC)
 Crawford Nickel Project

Figure No.
A.4.2

Title
Operation (Year 7) Noise Sources Overview



- Legend**
-  Project Area
 -  Local Study Area
 -  Regional Study Area
 - Base Features**
 -  Existing Major Road
 -  Minor Road
 -  Existing Transmission Line
 -  Watercourse
 -  Waterbody
 -  Proposed Project Components
 -  Point Source - Operation
 -  Line Source - Operation
 -  Area Source - Operation



- Notes**
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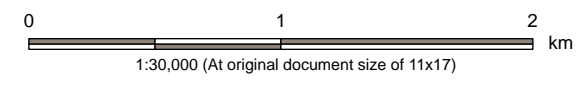
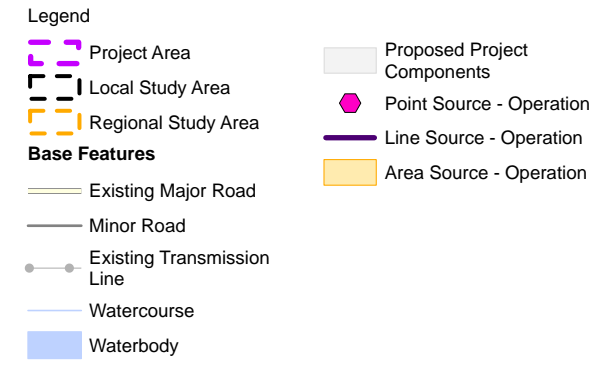
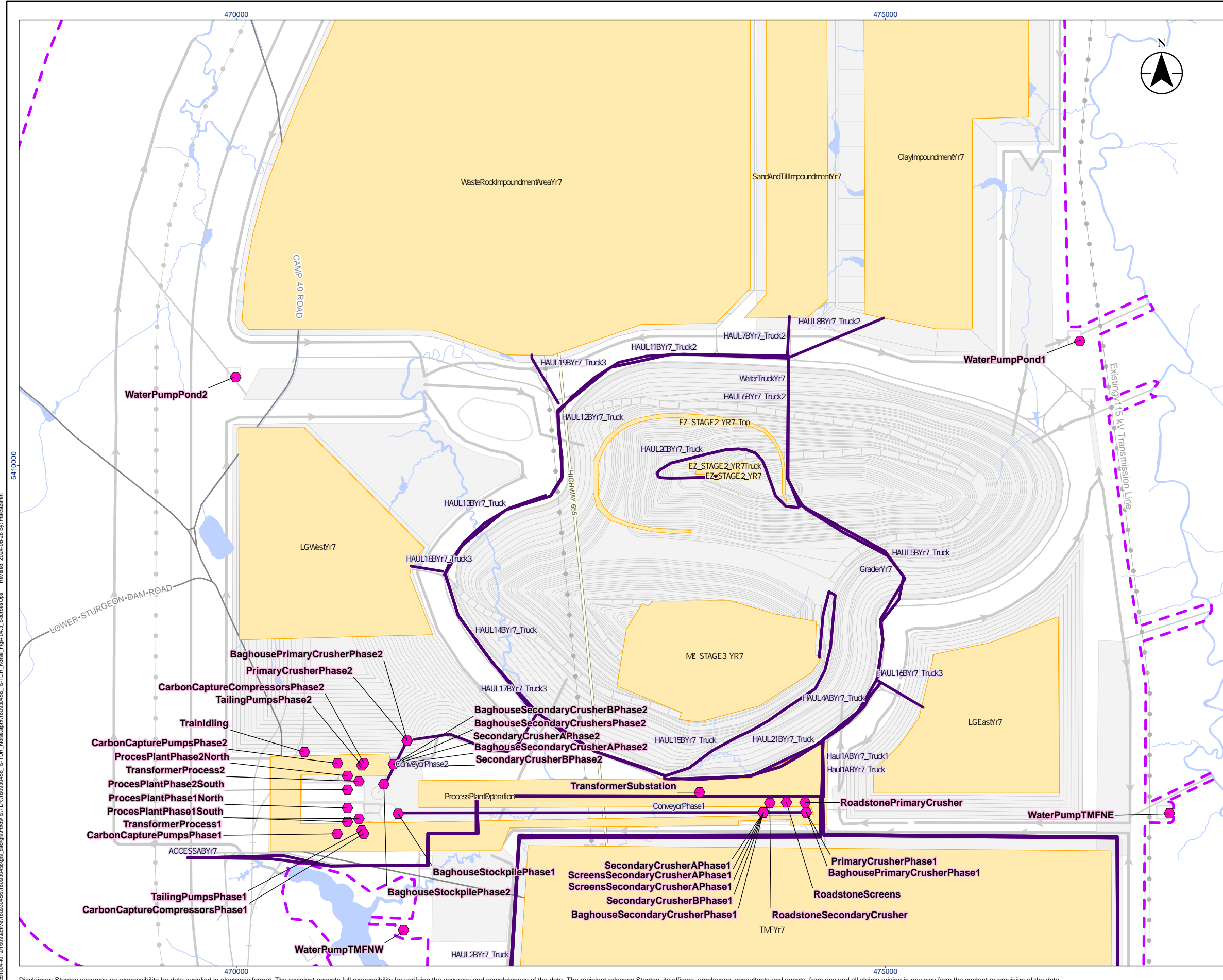


Project Location: Timmins, Ontario
 160930456 REVA
 Prepared by malcazaren on 2024-08-28

Client/Project: Canada Nickel Company (CNC)
 Crawford Nickel Project

Figure No.: **A.4.3.1**
 Title: **Operation (Year 7) Noise Sources (1 of 3)**

V:\1004\1010\160930456\160930456\GIS\mxd\160930456_gis_cad\gis\mxd\160930456_IS-TDR_Noise_FigA.04.3_SourcesCpa
 Revised: 2024-08-28 By: malcazaren



Notes

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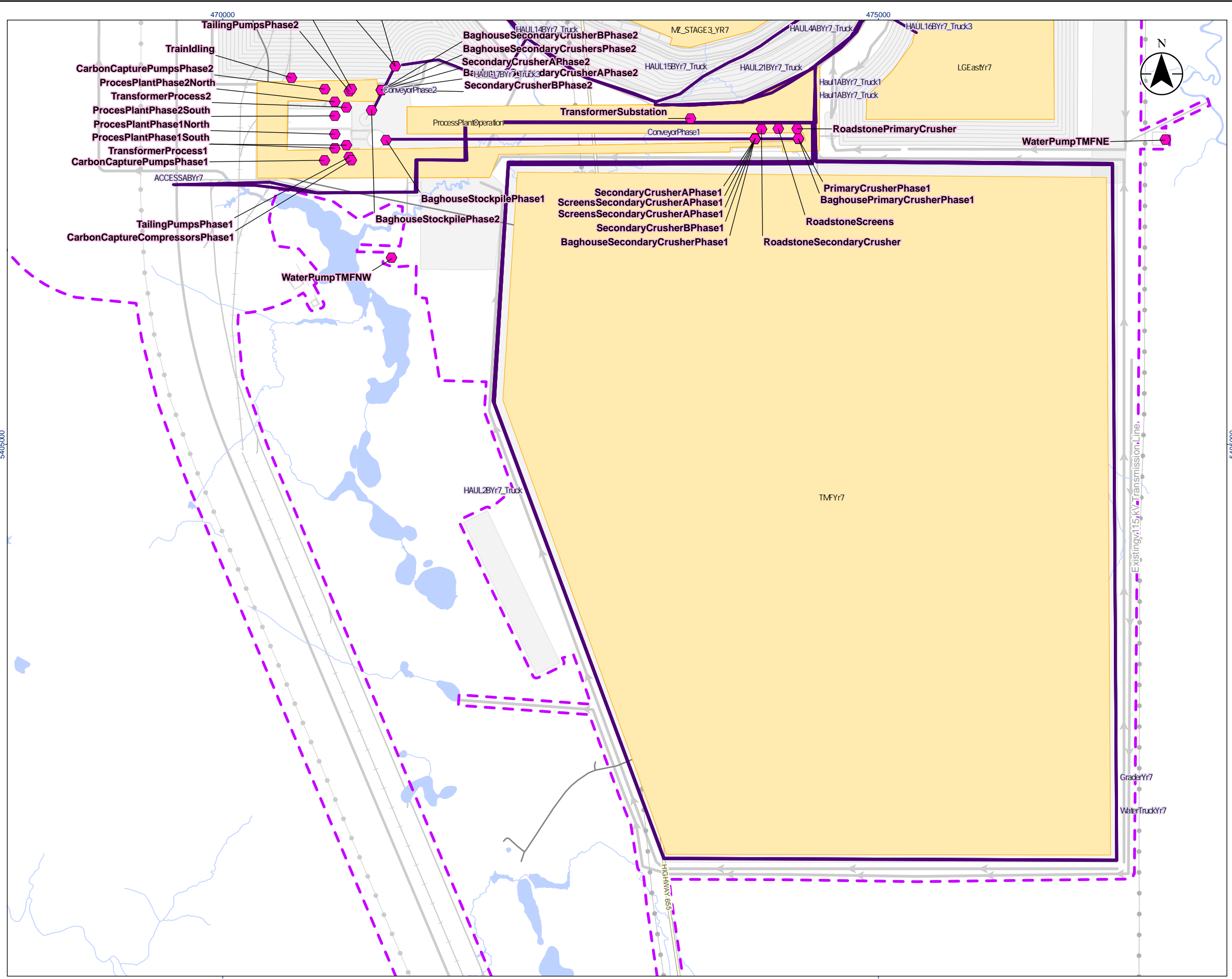


Project Location: Timmins, Ontario
 160930456 REVA
 Prepared by malcazaren on 2024-08-28

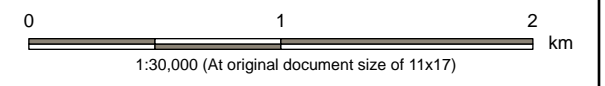
Client/Project:
 Canada Nickel Company (CNC)
 Crawford Nickel Project

Figure No.
A.4.3.2
 Title
Operation (Year 7) Noise Sources (2 of 3)

V:\1004\1010\160930456\160930456\GIS\DR\160930456\IS-TDR_Noise_FigA.04.3_SourcesCpa_Revisee_2024-08-28_By_malczaan
 5405000
 470000
 475000
 5405000
 5405000



- Legend**
- Project Area
 - Local Study Area
 - Regional Study Area
 - Existing Major Road
 - Minor Road
 - Existing Transmission Line
 - Watercourse
 - Waterbody
 - Proposed Project Components
 - Point Source - Operation
 - Line Source - Operation
 - Area Source - Operation



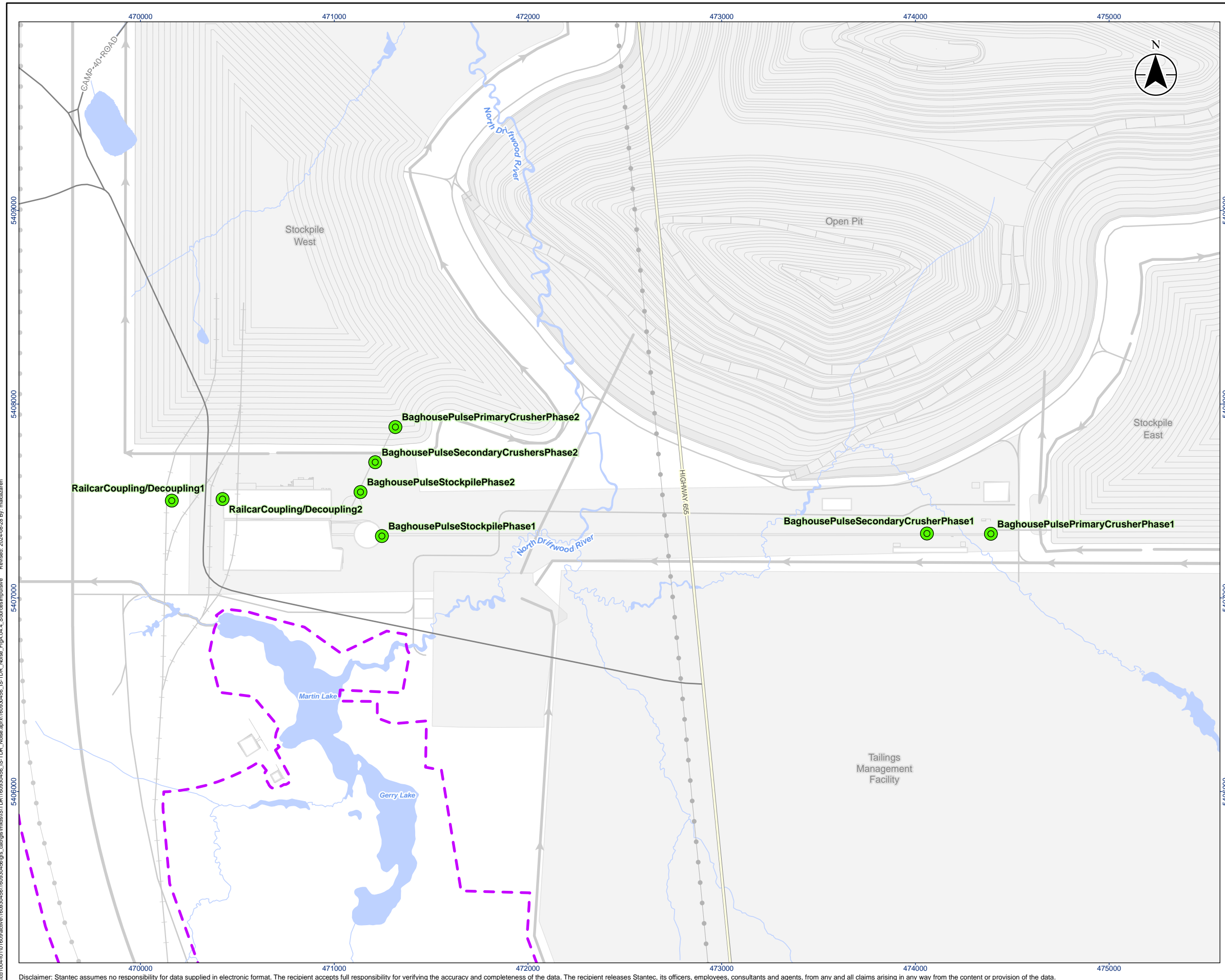
- Notes**
- Coordinate System: NAD 1983 UTM Zone 17N
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 - The Project Components and baseline information on this figure are considered preliminary and may be further refined through the development of the Impact Statement based on feedback received from agencies, Indigenous peoples, the public, and project stakeholders.



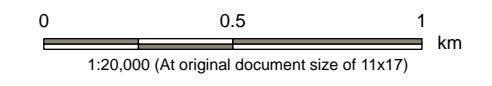
Project Location: Timmins, Ontario
 Prepared by: malcazen on 2024-08-28
 160930456 REVA

Client/Project: Canada Nickel Company (CNC)
 Crawford Nickel Project

Figure No.: **A.4.3.3**
 Title: **Operation (Year 7) Noise Sources (3 of 3)**



- Legend**
- Project Area
 - Proposed Project Components
 - Impulsive Noise Source
 - Existing Major Road
 - Minor Road
 - Existing Transmission Line
 - Watercourse
 - Waterbody



- Notes**
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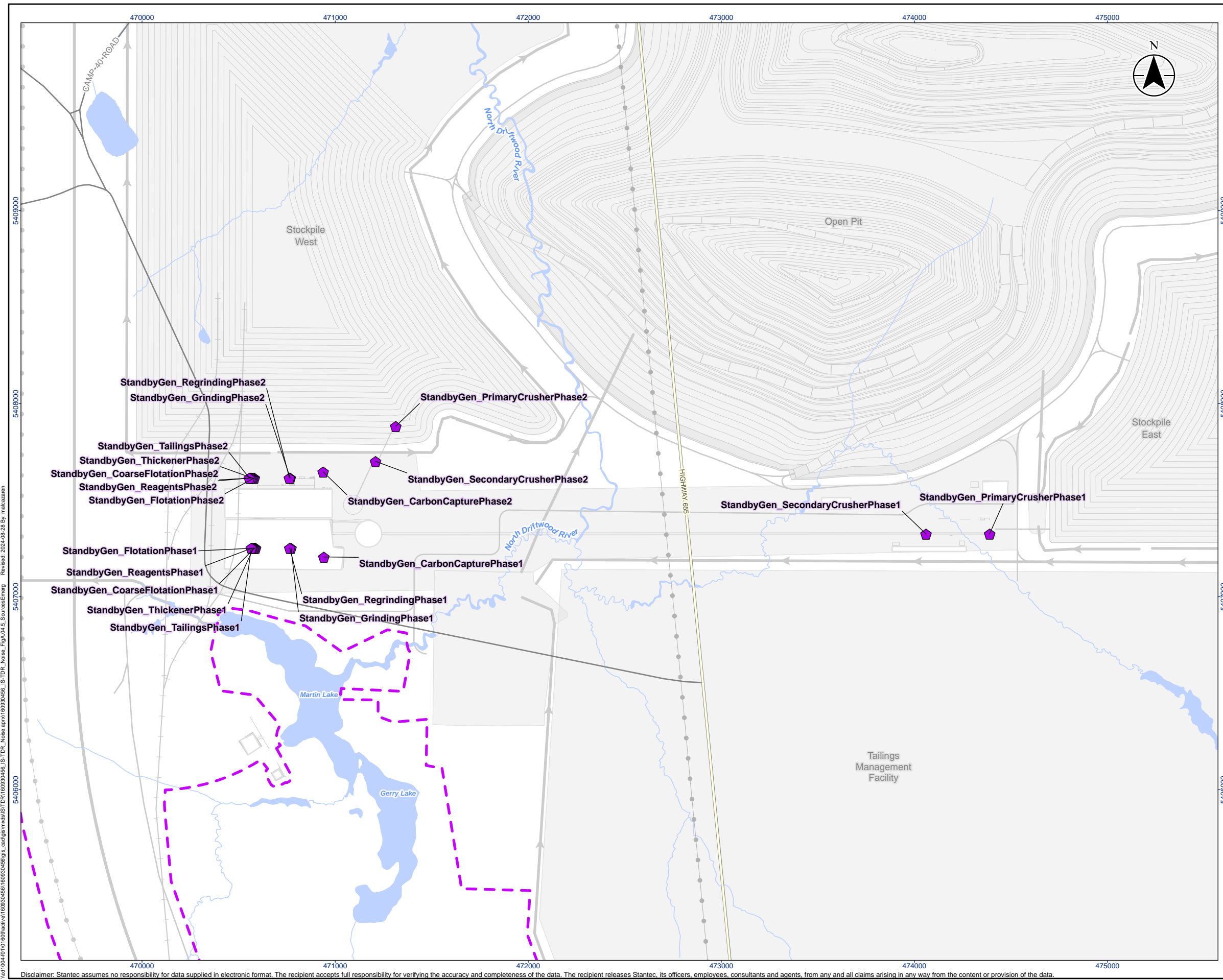


Project Location: Timmins, Ontario 160930456 REVA
Prepared by malcazaren on 2024-08-28

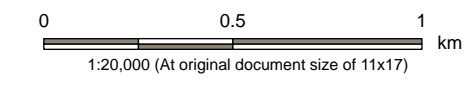
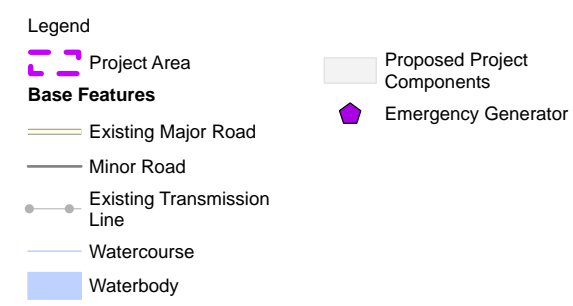
Client/Project
Canada Nickel Company (CNC)
Crawford Nickel Project

Figure No.
A.4.4
Title
Operation (Year 7) Impulsive Noise Sources

V:\01004\101069\active\160930456\160930456\GIS\TDR_Noise.aprx\160930456_IS-TDR_Noise_FigA.4.4_SourcesImpulsive Revised: 2024-08-28 By: malcazaren



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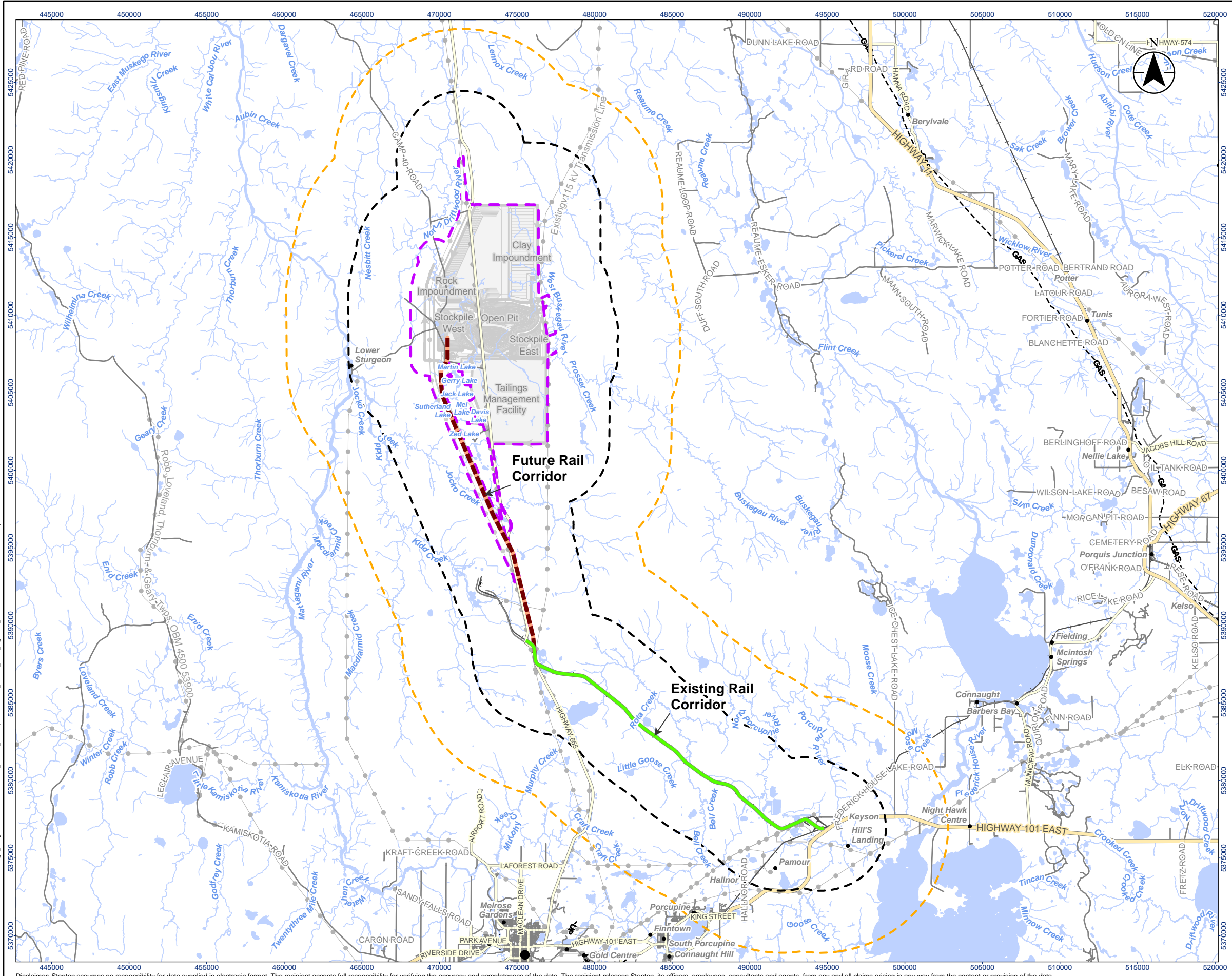
- Notes**
- 1. Coordinate System: NAD 1983 UTM Zone 17N
 - 2. Base features produced under license with the Ontario Ministry of Natural Resources and Forestry © King's Printer for Ontario, 2023.
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Project Location: Timmins, Ontario
160930456 REVA
Prepared by malcazaren on 2024-08-28

Client/Project: Canada Nickel Company (CNC), Crawford Nickel Project

Figure No.: **A.4.5**
Title: **Operation (Year 7) Emergency Generator Noise Sources**

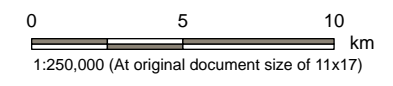


Legend

- Project Area
- Local Study Area
- Regional Study Area
- Proposed Project Components
- Existing Rail Corridor
- Future Rail Corridor

Base Features

- Expressway / Highway
- Existing Major Road
- Minor Road
- Railway
- Existing Transmission Line
- Submerged Communication Line
- GAS- Natural Gas Pipeline
- WA- Water Pipeline
- UP- Unknown Pipeline
- Watercourse
- Waterbody



Notes

1. Coordinate System: NAD 1983 UTM Zone 17N
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3. The Project Components and baseline information on this figure are considered preliminary and may be further refined through the development of the Impact Statement based on feedback received from agencies, Indigenous peoples, the public, and project stakeholders.

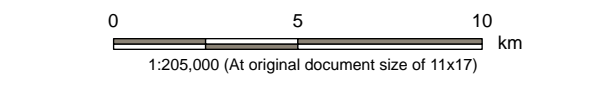
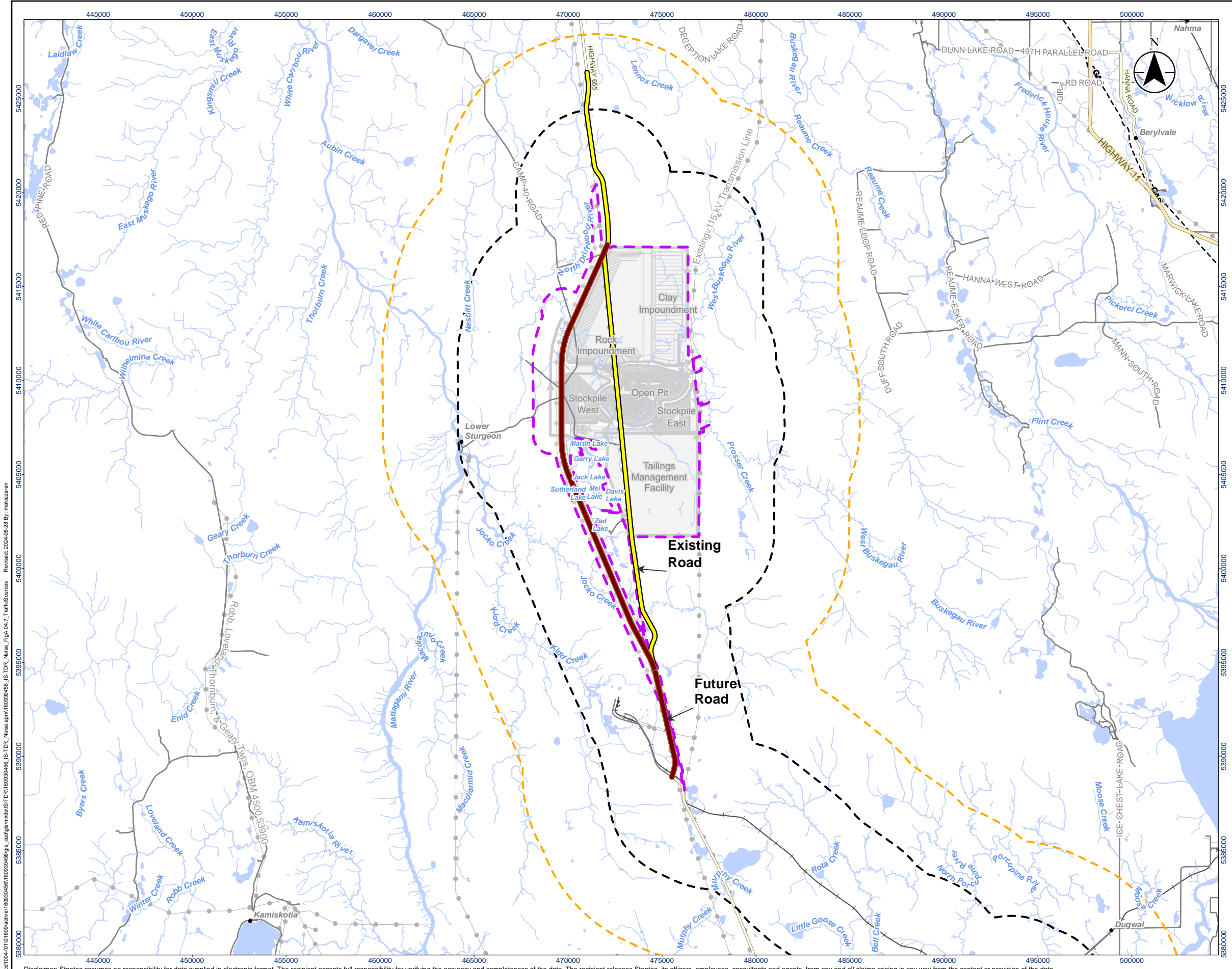


Project Location: Timmins, Ontario
 Prepared by: malcazaren on 2024-08-28
 160930456 REVA

Client/Project: Canada Nickel Company (CNC) Crawford Nickel Project

Figure No. **A.4.6**
 Title **Noise Sources – Rail**

V:\1004\10109\active\160930456\160930456\gis_cad\gis\mxd\160930456\IS_TDR_Noise.aprx\160930456_IS_TDR_Noise_FigA.4.6_SourcesRail
 Revised: 2024-08-28 By: malcazaren



- Notes**
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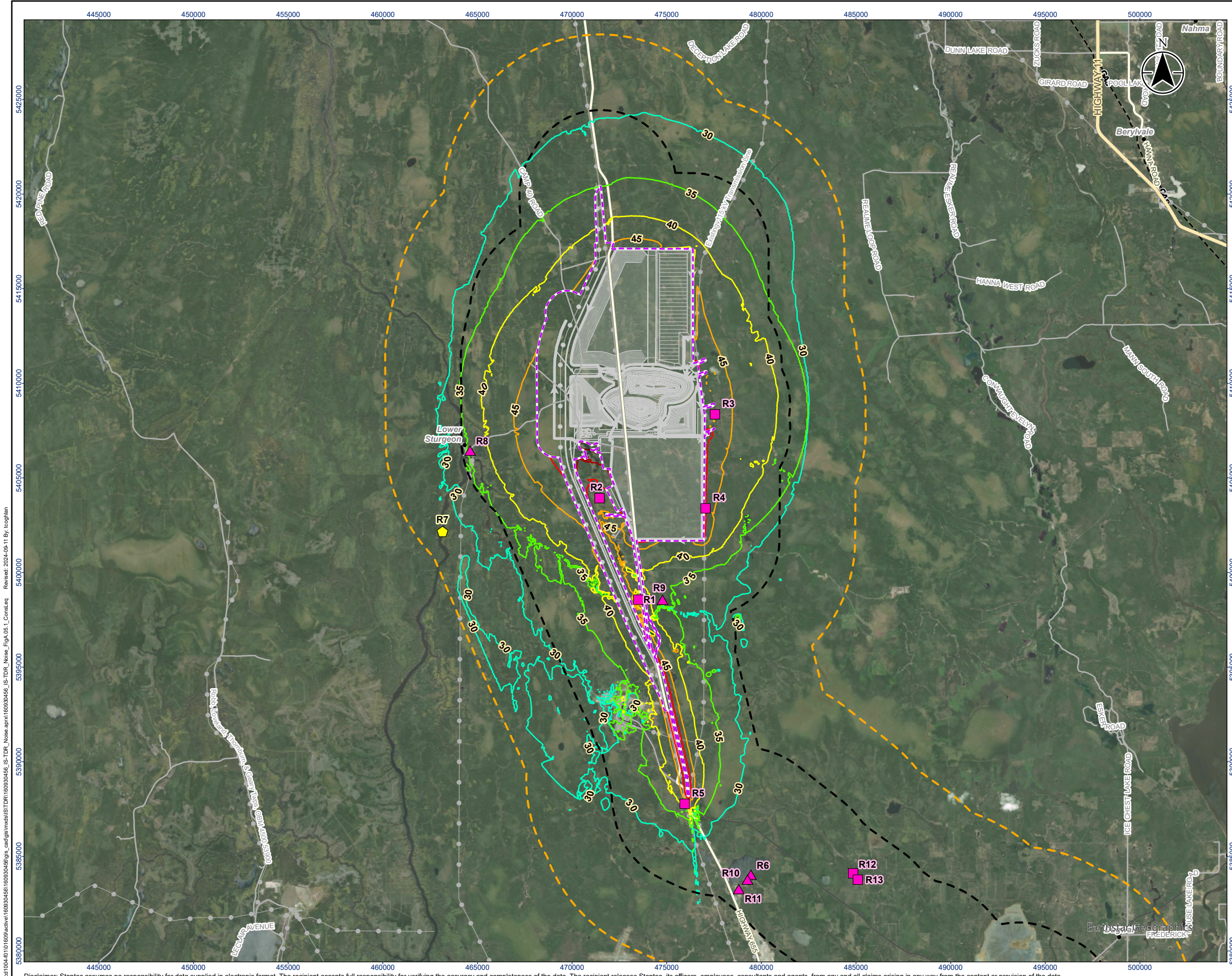


Project Location: Timmins, Ontario
 160930456 REVA
 Prepared by malcazaren on 2024-08-28

Client/Project:
 Canada Nickel Company (CNC)
 Crawford Nickel Project

Figure No.
A.4.7
 Title
Noise Sources – Road (Highway 655)

V:\104\10109\active\160930456\160930456\gis\carriage\mxd\160930456_IS-TDR_Noise_FigA.4.7_TrafficSources_Revise.dwg
 2024-08-28 By: malcazaren



Legend

- Project Area
- Local Study Area
- Regional Study Area

Base Features

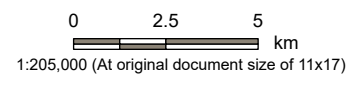
- Expressway / Highway
- Major Road
- Minor Road
- Railway
- Existing Transmission Line
- GAS- Natural Gas Pipeline
- UP- Unknown Pipeline

Proposed Project Components

- Sensitive Receptor - Non-Indigenous
- Sensitive Receptor - Indigenous
- Representative Receptor - Indigenous

Leq(1-hour) Noise Contour (dBA)

- 30
- 35
- 40
- 45
- 50
- 55
- 60



Notes

- Coordinate System: NAD 1983 UTM Zone 17N
- Base features produced under license with the Ontario Ministry of Natural Resources and Forestry © King's Printer for Ontario, 2023.

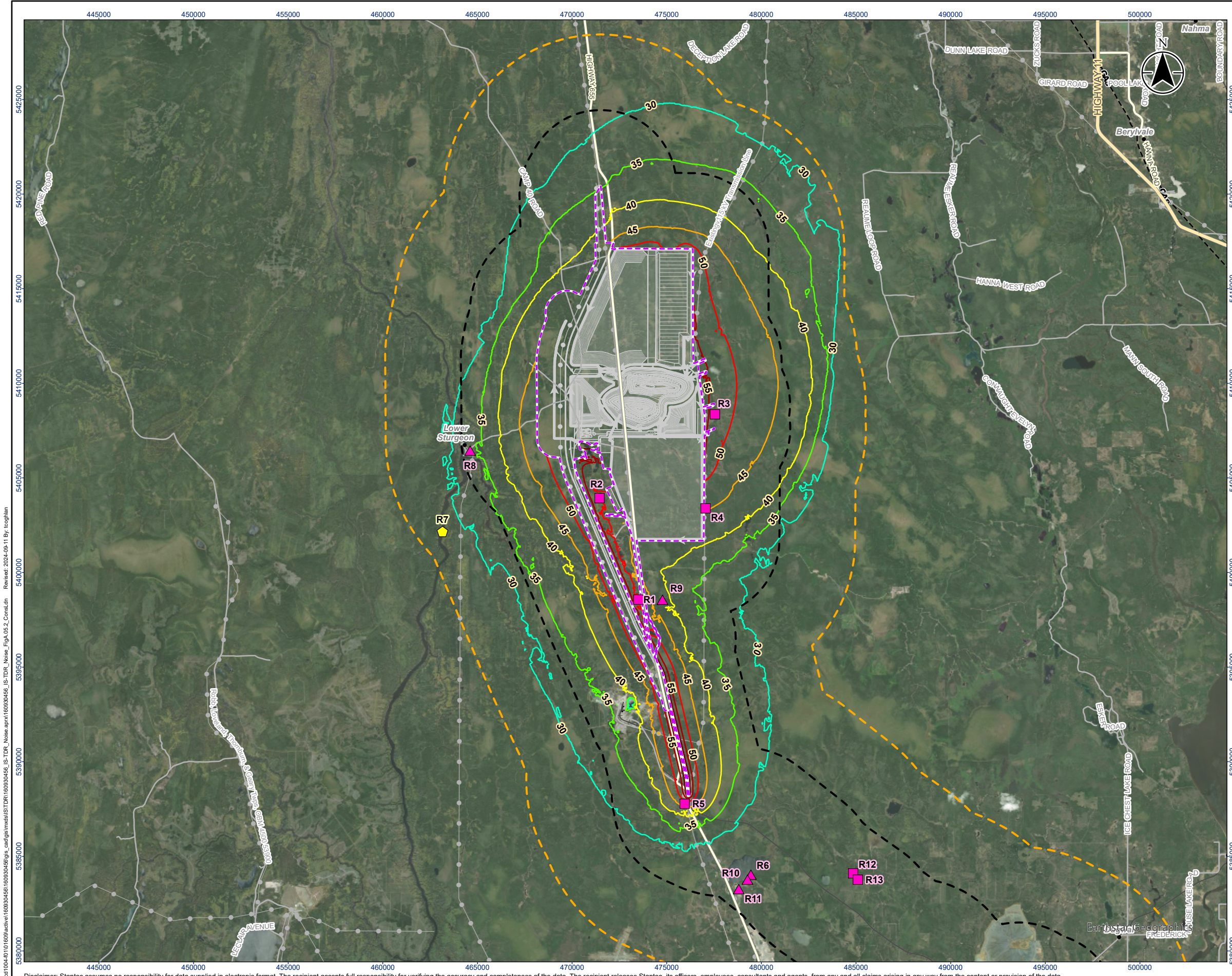


Project Location: Timmins, Ontario
 160930456 REVA
 Prepared by tcoglan on 2024-09-11

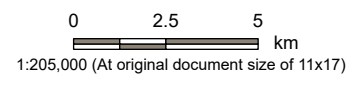
Client/Project: Canada Nickel Company (CNC)
 Crawford Nickel Project

Figure No. **A.5.1**
 Title **Construction (Year -1) Leq (1-hour) Noise Contours (Project Steady Noise – Daytime/Evening/Nighttime)**

V:\1004-1010\1009\active\160930456\160930456\gis_data\gis_data\160930456_IS-TDR_Noise.aprx\160930456_IS-TDR_Noise_FigA.05_1_Constr.qxd
 Revised: 2024-09-11 By: tcoglan



- Legend**
- Project Area
 - Local Study Area
 - Regional Study Area
- Base Features**
- Expressway / Highway
 - Major Road
 - Minor Road
 - + Railway
 - Existing Transmission Line
 - GAS- Natural Gas Pipeline
 - UP- Unknown Pipeline
- Sensitive Receptor - Non-Indigenous
 - Sensitive Receptor - Indigenous
 - Representative Receptor - Indigenous
- L_{dn} Noise Contour (dBA)**
- 30
 - 35
 - 40
 - 45
 - 50
 - 55
 - 60



Notes

- Coordinate System: NAD 1983 UTM Zone 17N
- Base features produced under license with the Ontario Ministry of Natural Resources and Forestry © King's Printer for Ontario, 2023.



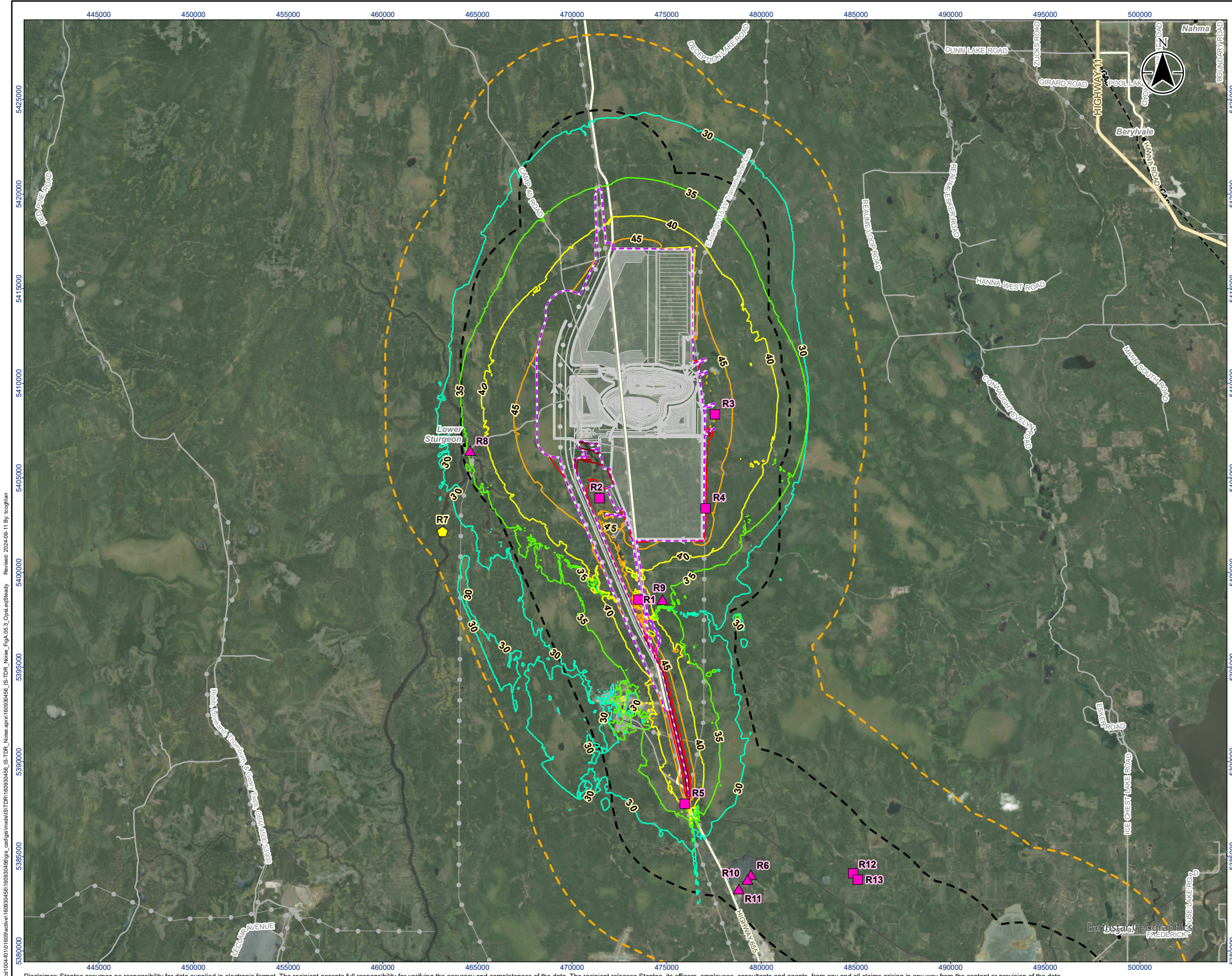
Project Location: Timmins, Ontario
 160930456 REVA
 Prepared by tcoglan on 2024-09-11

Client/Project: Canada Nickel Company (CNC)
 Crawford Nickel Project




Figure No.: **A.5.2**

Title: **Construction (Year -1) L_{dn} Noise Contours (Project Steady Noise)**








V:\1004-101\160930456\160930456\gis_data\gis_data\160930456_IS-TDR_Noise.aprx\160930456_IS-TDR_Noise_FigA.05.2_Constr.mxd
 Revised: 2024-09-11 By: tcoglan
 5380000 5385000 5390000 5395000 5400000 5405000 5410000 5415000 5420000 5425000






Legend

-  Project Area
-  Local Study Area
-  Regional Study Area








Base Features

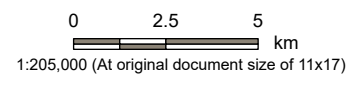
-  Expressway / Highway
-  Major Road
-  Minor Road
-  Railway
-  Existing Transmission Line
-  -GAS- Natural Gas Pipeline
-  -UP- Unknown Pipeline

Proposed Project Components

-  Sensitive Receptor - Non-Indigenous
-  Sensitive Receptor - Indigenous
-  Representative Receptor - Indigenous

Leq(1-hour) Noise Contour (dBA)

-  30
-  35
-  40
-  45
-  50
-  55
-  60



Notes

- Coordinate System: NAD 1983 UTM Zone 17N
- Base features produced under license with the Ontario Ministry of Natural Resources and Forestry © King's Printer for Ontario, 2023.



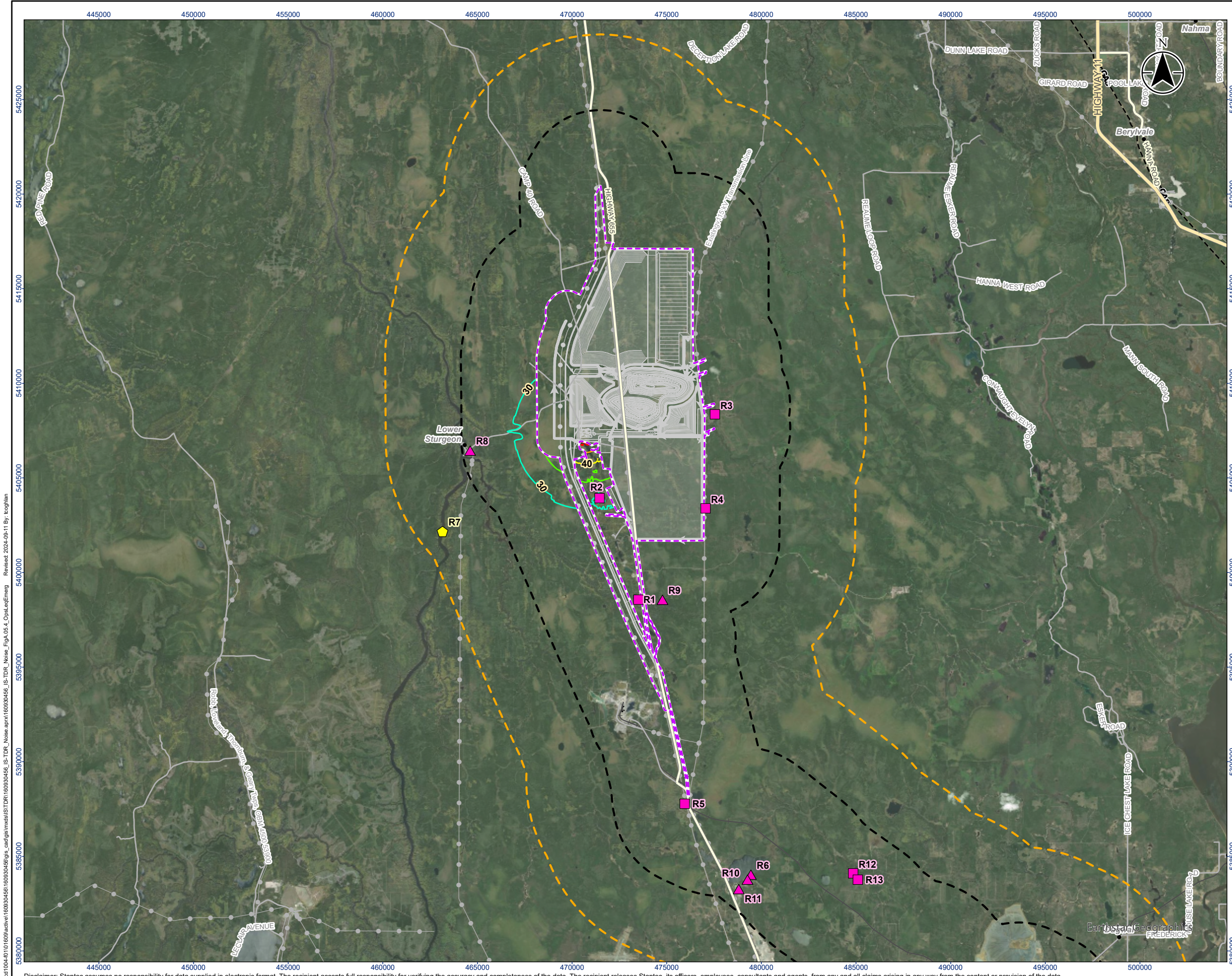
Project Location: Timmins, Ontario
 160930456 REVA
 Prepared by tcoghlan on 2024-09-11

Client/Project: Canada Nickel Company (CNC)
 Crawford Nickel Project

Figure No. **A.5.3**

Title: **Operation (Year 7) Leq (1-hour) Noise Contours (Project Steady Noise – Daytime/Evening/Nighttime)**

V:\11004-10\1009\active\160930456\gis_data\gis_md\160930456\IS-TDR_Noise.aprx\160930456_IS-TDR_Noise_FigA.05.3_CrossSteady_Reviewed_2024-09-11 By: tcoghlan
 5380000 5385000 5390000 5395000 5400000 5405000 5410000 5415000 5420000 5425000



Legend

- Project Area
- Local Study Area
- Regional Study Area

Base Features

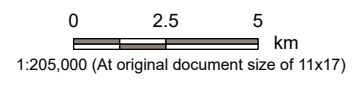
- Expressway / Highway
- Major Road
- Minor Road
- Railway
- Existing Transmission Line
- GAS- Natural Gas Pipeline
- UP- Unknown Pipeline

Proposed Project Components

- Sensitive Receptor - Non-Indigenous
- Sensitive Receptor - Indigenous
- Representative Receptor - Indigenous

Leq(1-hour) Noise Contour (dBA)

- 30
- 35
- 40
- 45
- 50
- 55



Notes

- Coordinate System: NAD 1983 UTM Zone 17N
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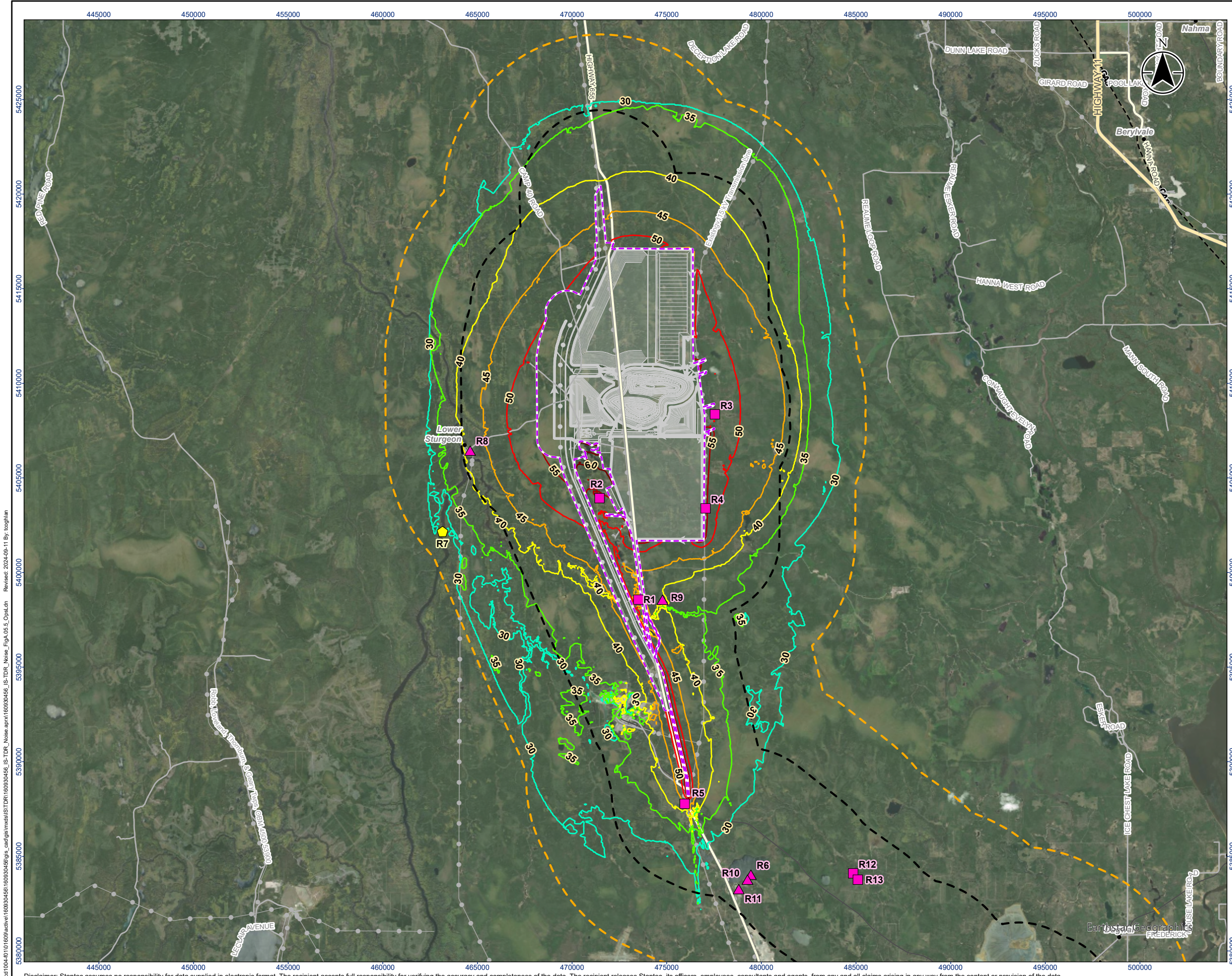
Project Location: Timmins, Ontario
 160930456 REVA
 Prepared by: toghlan on 2024-09-11

Client/Project: Canada Nickel Company (CNC)
 Crawford Nickel Project

Figure No.: **A.5.4**

Title: **Operation (Year 7) Leq (1-hour) Noise Contours (Emergency Generator Testing – Daytime)**

V:\1004-10\1009\active\160930456\160930456\gis_data\gis_data\160930456_IS-TDR_Noise.aprx\160930456_IS-TDR_Noise_FigA.05.4_CrossSection.mxd
 Revised: 2024-09-11 By: toghlan
 5380000 5385000 5390000 5395000 5400000 5405000 5410000 5415000 5420000 5425000



Legend

- Project Area
- Local Study Area
- Regional Study Area

Base Features

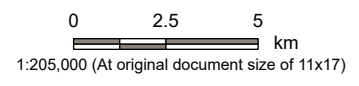
- Expressway / Highway
- Major Road
- Minor Road
- Railway
- Existing Transmission Line
- GAS- Natural Gas Pipeline
- UP- Unknown Pipeline

Proposed Project Components

- Sensitive Receptor - Non-Indigenous
- Sensitive Receptor - Indigenous
- Representative Receptor - Indigenous

L_{dn} Noise Contour (dBA)

- 30
- 35
- 40
- 45
- 50
- 55
- 60



Notes

- Coordinate System: NAD 1983 UTM Zone 17N
- Base features produced under license with the Ontario Ministry of Natural Resources and Forestry © King's Printer for Ontario, 2023.

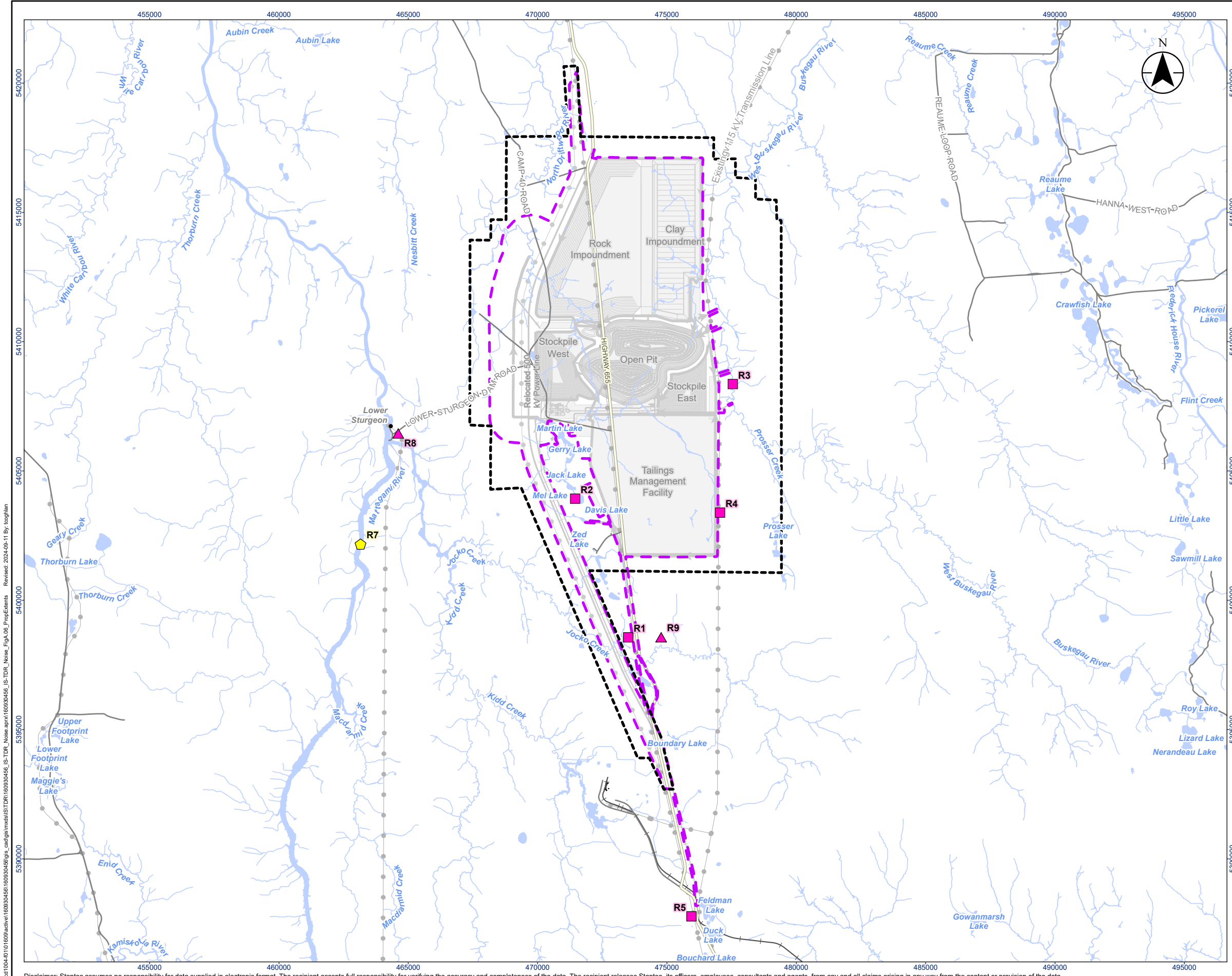


Project Location: Timmins, Ontario
 160930456 REVA
 Prepared by: tcoghlan on 2024-09-11

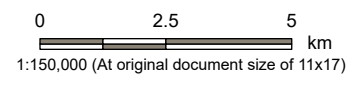
Client/Project: Canada Nickel Company (CNC)
 Crawford Nickel Project

Figure No.: **A.5.5**
 Title: **Operation (Year 7) L_{dn} Noise Contours (Project Steady Noise)**

V:\1004-10\1009\active\160930456\gis_data\gis_data\160930456_IS-TDR_Noise.aprx\160930456_IS-TDR_Noise_FigA.05.5_CrsLdn
 Revised: 2024-09-11 By: toghlan



- Legend**
- Project Area
 - Modelled Mine Boundary
- Base Features**
- Major Road
 - Minor Road
 - Railway
 - Existing Transmission Line
 - Unknown Pipeline
 - Watercourse
 - Waterbody
- Proposed Project Components
 - Sensitive Receptor - Non-Indigenous
 - Sensitive Receptor - Indigenous
 - Representative Receptor - Indigenous



Notes

1. Coordinate System: NAD 1983 UTM Zone 17N
2. Base features produced under license with the Ontario Ministry of Natural Resources and Forestry © King's Printer for Ontario, 2023.



Project Location: Timmins, Ontario
 160930456 REVA
 Prepared by tcoglan on 2024-09-11

Client/Project: Canada Nickel Company (CNC)
 Crawford Nickel Project

Figure No. **A.6**
 Title **Modelled Mine Boundary**

\s1004-101009\active\160930456\gis_data\160930456\IS-TDR_Noise.aprx\160930456_IS-TDR_Noise_FigA.06_PropExtents_2024-09-11 By: toghlan

Appendix B Source Summary Tables

Table B-1 Source Summary Table Construction (Year -1)

Type of Source	Source ID	Description	Overall Sound Power Level (dBA)	Sound Characteristics	Number of Sources / Movements per hour
Point Source	RoadstonePrimaryCrusher	Roadstone Primary Crusher	124	S	1
	RoadstoneScreens	Roadstone Vibrating Screens	116	S	1
	RoadstoneSecondaryCrusher	Roadstone Secondary Crusher	124	S	1
	WaterPumpPond1	Water Treatment Plant Water Pump at Pond 1	106	S	1
	WaterPumpPond3	Water Treatment Plant Water Pump at Pond 3	106	S	1
Line Source (i.e., Moving Point Source)	ACCESSABYr-1_LightVehicles	Entrance, Past Plant to Haul1, Cars	102	S	62
	GraderYr-1	GraderYr-1	112	S	1
	HAUL16AYr-1_Truck3	Ring Road to LG East Stockpile, Truck3	119	S	12
	HAUL1ABYr-1_Truck3	Access to Pit Ring Road, Truck3	119	S	4
	HAUL21AYr-1_Truck3	Ring Road into Waste Rock Dump WRD1, Truck3	119	S	2
	HAUL2AYr-1_Truck3	Haul1 Around TMF Perimeter - 1Way, Truck3	119	S	1
	HAUL3AYr-1_Truck1	MZ1A Entrance to Pit Ring Road, Truck1	114	S	32
	HAUL3AYr-1_Truck2	MZ1A Entrance to Pit Ring Road, Truck2	117	S	80
	HAUL3AYr-1_Truck3	MZ1A Entrance to Pit Ring Road, Truck3	107	S	4
	HAUL4ABYr-1_Truck1	MZ Entrance to Pit Ring Road, Truck1	113	S	32
	HAUL4ABYr-1_Truck2	MZ Entrance to Pit Ring Road, Truck2	115	S	80
	HAUL4ABYr-1_Truck3	MZ Entrance to Pit Ring Road, Truck3	119	S	2
	HAUL5AYr-1_Truck1	LG East to EZ1 Entrance, Truck1	114	S	32
	HAUL5AYr-1_Truck2	LG East to EZ1 Entrance, Truck2	115	S	80
	HAUL5AYr-1_Truck3	LG East to EZ1 Entrance, Truck3	119	S	16
	HAUL6AYr-1_Truck1	EZ1 Entrance to Pit Ring Road Intersection, Truck1	114	S	32
	HAUL6AYr-1_Truck2	EZ1 Entrance to Pit Ring Road Intersection, Truck2	115	S	100
	HAUL6AYr-1_Truck3	EZ1 Entrance to Pit Ring Road Intersection, Truck3	119	S	18
	HAUL7AYr-1_Truck1	Pit Ring Road to Sand and Till South End, Truck1	114	S	16
	HAUL7AYr-1_Truck2	Pit Ring Road to Sand and Till South End, Truck2	115	S	28
	HAUL8AYr-1_Truck1	Pit Ring Road to Clay Impoundment, Truck1	114	S	16
	HAUL8AYr-1_Truck2	Pit Ring Road to Clay Impoundment, Truck2	115	S	72
	HAUL8AYr-1_Truck3	Pit Ring Road to Clay Impoundment, Truck3	119	S	16
	HAUL9AYr-1_Truck2	EZ1 Entrance to HAUL6A, Truck2	115	S	20
	HAUL9AYr-1_Truck3	EZ1 Entrance to HAUL6A, Truck3	119	S	34
WaterTruckYr-1	WaterTruckYr-1	120	S	1	
Area Source (i.e. equipment moving within an area)	ClayImpoundmentYr-1	Track Dozer1	113	S	1
		Front End Loader1	111	S	1
	ClayImpoundmentYr-1Truck1	ClayImpoundmentYr-1Truck1	114	S	8
	ClayImpoundmentYr-1Truck2	ClayImpoundmentYr-1Truck2	115	S	36
	ClayImpoundmentYr-1Truck3	ClayImpoundmentYr-1Truck3	119	S	8
EZ_STAGE1_YR-1_1	Excavator2	Excavator2	117	S	2
	Excavator3	Excavator3	122	S	1

Table B-1 Source Summary Table Construction (Year -1)

Type of Source	Source ID	Description	Overall Sound Power Level (dBA)	Sound Characteristics	Number of Sources / Movements per hour
Area Source (i.e. equipment moving within an area)	EZ_STAGE1_YR-1_2	Track Dozer2	116	S	2
		Track Dozer3	116	S	3
		Wheel Dozer	111	S	1
		Blasthole Drill1	124	S	3
		Utility Excavator	109	S	1
	EZ_STAGE1_YR-1_Truck2	Mining Activity Within EZ1_Yr-1_Truck2	115	S	10
	EZ_STAGE1_YR-1_Truck3	Mining Activity Within EZ1_Yr-1_Truck3	119	S	17
	LGEastYr-1	Track Dozer3	116	S	1
	LGEastYr-1Truck3	LGEastYr-1Truck3	119	S	6
	LGWestYr-1	Track Dozer3	116	S	1
	MZ_STAGE1_YR-1_Bottom	Excavator1	114	S	7
		Track Dozer1	113	S	6
		Wheel Dozer	111	S	1
		Utility Excavator	109	S	1
	MZ_STAGE1_YR-1_Bottom_Truck1	Mining Activity Within MZ Truck1	114	S	16
	MZ_STAGE1_YR-1_Bottom_Truck2	Mining Activity Within MZ Truck2	115	S	40
	MZ_STAGE1_YR-1_Bottom_Truck3	Mining Activity Within MZ Truck3	119	S	2
	MZ_STAGE1_YR-1_Top	Pre-split Drill2	124	S	1
	NEPond4	Utility Excavator	109	S	1
	Pond1	Utility Excavator	109	S	1
	Pond2	Utility Excavator	109	S	1
	ProcessPlantConstruction1	Crane1	105	S	2
		Crane2	107	S	3
		Crane3	107	S	2
		Loader	97	S	8
	ProcessPlantConstruction2	Boomtruck	100	S	4
		Telehandler	99	S	10
		Forklift	116	S	4
	ProcessPlantConstruction3	Tirehandler	116	S	1
		Lubetruck	104	S	1
Trucktractor		123	S	2	
Air Compressor		103	S	8	
ProcessPlantConstruction4	Welding Machine	96	S	8	
	Light Plant	93	S	12	
	Genset1	107	S	3	
	Genset2	88	S	1	

Table B-1 Source Summary Table Construction (Year -1)

Type of Source	Source ID	Description	Overall Sound Power Level (dBA)	Sound Characteristics	Number of Sources / Movements per hour
Area Source (i.e. equipment moving within an area)	ProcessPlantConstruction5	Genset1	107	S	4
		Genset2	88	S	4
		Genset3	79	S	4
		Genset4	88	S	2
		Genset5	93	S	2
	ProcessPlantConstruction6	Track Dozer1	113	S	2
		Utility Excavator	109	S	2
	RailConstructionTrackwork1	Rail Construction Backhoe	113	S	1
		Rail Construction Compactor	107	S	1
		Rail Construction Crane	107	S	1
		Rail Construction Dump Truck	112	S	1
		Rail Construction Rail Saw	115	S	1
		Rail Construction Equalizer	110	S	1
		Rail Construction Tamper	111	S	1
		Rail Construction Spike Driver	102	S	1
		Rail Construction Tie Cutter	109	S	1
		Rail Construction Tie Handler	108	S	1
	SandAndTillImpoundmentYr-1	Track Dozer2	116	S	1
		Front End Loader2	116	S	2
	SandAndTillImpoundmentYr-1Truck1	SandAndTillImpoundmentYr-1Truck1	114	S	8
SandAndTillImpoundmentYr-1Truck2	SandAndTillImpoundmentYr-1Truck2	115	S	14	
TMFYr-1	Utility Excavator	109	S	1	
WasteRockImpoundmentAreaYr-1	Track Dozer3	116	S	1	
	Front End Loader3	119	S	1	
WasteRockImpoundmentAreaYr-1Truck3	WasteRockImpoundmentAreaYr-1Truck3	119	S	1	

Notes: overall sound power level is subject to equipment sound power level, equipment quantity, trips per hour, vehicle speed as applicable.
 S = Steady State, T = Tonal, I = Impulsive (Sound Penalty applied as per MECP or HC requirements for assessment)

Table B-2 Source Summary Table Operation (Year 7)

Type of Source	Source ID	Equipment Type	Overall Sound Power Level (dBA)	Sound Characteristics	Number of Sources / Movements per hour
Point Source	BaghousePrimaryCrusherPhase1	Baghouse at Primary Crusher Phase 1	105	S	1
	BaghousePrimaryCrusherPhase2	Baghouse at Primary Crusher Phase 2	105	S	1
	BaghousePulsePrimaryCrusherPh	Baghouse Pulse at Primary Crusher Phase 1	104	I	1
	BaghousePulsePrimaryCrusherPh	Baghouse Pulse at Primary Crusher Phase 2	104	I	1
	BaghousePulseSecondaryCrusher	Baghouse Pulse at Secondary Crusher Phase 1	104	I	1
	BaghousePulseSecondaryCrusher	Baghouse Pulse at Secondary Crushers Phase 2	104	I	1
	BaghousePulseStockpilePhase1	Baghouse Pulse at Stockpile Phase 1	104	I	1
	BaghousePulseStockpilePhase2	Baghouse Pulse at Stockpile Phase 2	104	I	1
	BaghouseSecondaryCrusherApha	Screens at Secondary Crusher A Phase2	116	S	1
	BaghouseSecondaryCrusherBpha	Screens at Secondary Crusher B Phase2	116	S	1
	BaghouseSecondaryCrusherPhase	Baghouse at Secondary Crusher Phase 1	105	S	1
	BaghouseSecondaryCrushersPhas	Baghouse at Secondary Crushers Phase 2	105	S	1
	BaghouseStockpilePhase1	Baghouse at Stockpile Phase 1	105	S	1
	BaghouseStockpilePhase2	Baghouse at Stockpile Phase 2	105	S	1
	CarbonCaptureCompressorsPhas	CarbonCaptureTankAreaCompressorsPhase1	111	S	1
	CarbonCaptureCompressorsPhas	CarbonCaptureTankAreaCompressorsPhase2	111	S	1
	CarbonCapturePumpsPhase1	CarbonCaptureTankFeedPumpsPhase1	115	S	1
	CarbonCapturePumpsPhase2	CarbonCaptureTankFeedPumpsPhase2	115	S	1
	PrimaryCrusherPhase1	Primary Crusher Phase 1	124	S	1
	PrimaryCrusherPhase2	Primary Crusher Phase 2	124	S	1
	ProcesPlantPhase1North	Process Plant Phase 1 Bay Door Noise North	124	S	1
	ProcesPlantPhase1South	Process Plant Phase 1 Bay Door Noise South	124	S	1
	ProcesPlantPhase2North	Process Plant Phase 2 Bay Door Noise North	124	S	1
	ProcesPlantPhase2South	Process Plant Phase 2 Bay Door Noise South	124	S	1
	RailCoupling1	Rail Car Coupling/Decoupling Activity	117	I	1
	RailCoupling2	Rail Car Coupling/Decoupling Activity	117	I	1
	RoadstonePrimaryCrusher	Roadstone Primary Crusher	124	S	1
	RoadstoneScreens	Roadstone Vibrating Screens	116	S	1
	RoadstoneSecondaryCrusher	Roadstone Secondary Crusher	124	S	1
	ScreensSecondaryCrusherAphase	Screens at Secondary Crusher A Phase 1	116	S	1
	ScreensSecondaryCrusherAphase	Screens at Secondary Crusher A Phase 1	116	S	1
	SecondaryCrusherAphase1	Secondary Crusher A Phase 1	124	S	1
	SecondaryCrusherAphase2	Secondary Crusher A Phase 2	124	S	1
	SecondaryCrusherBPhase1	Secondary Crusher B Phase 1	124	S	1
	SecondaryCrusherBPhase2	Secondary Crusher B Phase 2	124	S	1

Table B-2 Source Summary Table Operation (Year 7)

Type of Source	Source ID	Equipment Type	Overall Sound Power Level (dBA)	Sound Characteristics	Number of Sources / Movements per hour
Point Source	TailingPumpsPhase1	TailingPumpsPhase1	112	S	1
	TailingPumpsPhase2	TailingPumpsPhase2	112	S	1
	TrainIdling	Train idling while loading	110	S	1
	TransformerProcess1	Transformer at Process Plant1	112	T	1
	TransformerProcess2	Transformer at Process Plant2	112	T	1
	TransformerSubstation	Transformer at Substation	112	T	1
	WaterPumpPond1	Water Treatment Plant Water Pump at Pond 1	106	S	1
	WaterPumpPond2	Water Treatment Plant Water Pump at Pond 2	106	S	1
	WaterPumpTMFNE	Water Treatment Plant Water Pump at NE TMF	106	S	1
	WaterPumpTMFNW	Water Treatment Plant Water Pump at NW TMF	106	S	1
Line Source (Moving Point Source)	ACCESSABYr7_LightVehicles	Entrance, Past Plant to Haul1, Cars	102	S	156
	ACCESSABYr7_Truck3	Entrance, Past Plant to Haul1, Truck3	119	S	12
	ConveyorPhase1	Conveyor Phase 1	96/m	S	1
	ConveyorPhase2	Conveyor Phase 2	96/m	S	1
	GraderYr7	GraderYr7	112	S	1
	HAUL11BYr7_Truck2	Ring Road S&T to WRD, Truck2	115	S	90
	HAUL12BYr7_Truck2	Ring Road - WRD to Future MZ3 Entrance, Truck2	115	S	90
	HAUL12BYr7_Truck3	Ring Road - WRD to Future MZ3 Entrance, Truck3	119	S	122
	HAUL13BYr7_Truck2	Ring Road - Future MZ3 Entrance to LG West Entrance, Truck2	115	S	90
	HAUL13BYr7_Truck3	Ring Road - Future MZ3 Entrance to LG West Entrance, Truck3	119	S	122
	HAUL14BYr7_Truck2	LG East to PC 2 Entrance, Truck2	115	S	90
	HAUL14BYr7_Truck3	LG East to PC 2 Entrance, Truck3	119	S	130
	HAUL15BYr7_Truck2	Ring Road - PC 2 to MZ3 Entrance, Truck2	115	S	90
	HAUL15BYr7_Truck3	Ring Road - PC 2 to MZ3 Entrance, Truck3	119	S	146
	HAUL16BYr7_Truck3	Ring Road to LG East Stockpile, Truck3	119	S	12
	HAUL17BYr7_Truck3	Ring Road to PC2, Truck3	119	S	20
	HAUL18BYr7_Truck3	Ring Road to LG West Stockpile, Truck3	119	S	8
	HAUL19BYr7_Truck3	Ring Road to Waste Rock Impoundment, Truck3	119	S	122
	Haul1ABYr7_Truck1	Access to Pit Ring Road, Truck1	114	S	4
	Haul1ABYr7_Truck2	Access to Pit Ring Road, Truck2	115	S	6
Haul1ABYr7_Truck3	Access to Pit Ring Road, Truck3	119	S	26	
HAUL20BYr7_Truck1	Ring Road to EZ2 Entrance, Truck1	114	S	2	
HAUL20BYr7_Truck2	Ring Road to EZ2 Entrance, Truck2	115	S	10	

Table B-2 Source Summary Table Operation (Year 7)

Type of Source	Source ID	Equipment Type	Overall Sound Power Level (dBA)	Sound Characteristics	Number of Sources / Movements per hour
Line Source (Moving Point Source)	HAUL21BYr7_Truck1	Ring Road - MZ3 Entrance to HAUL4AB, Truck1	114	S	4
	HAUL21BYr7_Truck2	Ring Road - MZ3 Entrance to HAUL4AB, Truck2	115	S	14
	HAUL21BYr7_Truck3	Ring Road - MZ3 Entrance to HAUL4AB, Truck3	119	S	36
	HAUL2BYr7_Truck1	Haul1 to TMF Perimeter Road, Truck1	114	S	2
	HAUL2BYr7_Truck2	Haul1 to TMF Perimeter Road, Truck2	115	S	3
	HAUL2BYr7_Truck3	Haul1 to TMF Perimeter Road, Truck3	119	S	3
	HAUL4ABYr7_Truck1	MZ Entrance to Pit Ring Road, Truck1	114	S	2
	HAUL4ABYr7_Truck2	MZ Entrance to Pit Ring Road, Truck2	115	S	10
	HAUL4ABYr7_Truck3	MZ Entrance to Pit Ring Road, Truck3	117	S	12
	HAUL5BYr7_Truck1	LG East to E22 Entrance, Truck1	114	S	2
	HAUL5BYr7_Truck2	LG East to E22 Entrance, Truck2	115	S	10
	HAUL6BYr7_Truck2	E22 Entrance to Pit Ring Road Intersection, Truck2	115	S	18
	HAUL7BYr7_Truck2	Pit Ring Road to Sand and Till, Truck2	115	S	46
	HAUL8BYr7_Truck2	Pit Ring Road to Clay Impoundment, Truck2	115	S	62
	WaterTruckYr7	WaterTruckYr7	120	S	1
Area Source (i.e. equipment moving within an area)	ClayImpoundmentYr7	Track Dozer1	113	S	1
		Front End Loader1	111	S	2
	ClayImpoundmentYr7Truck2	ClayImpoundmentYr7Truck2	115	S	31
	EZ_STAGE2_YR7_1	Excavator1	114	S	5
		Excavator3	122	S	2
	EZ_STAGE2_YR7_2	Track Dozer1	113	S	6
		Track Dozer2	116	S	4
		Wheel Dozer	111	S	1
		Utility Excavator	109	S	1
	EZ_STAGE2_YR7_Top	Pre-split Drill2	124	S	1
	EZ_STAGE2_YR7Truck1	Mining Activity Within E22_Yr7Truck1	114	S	1
	EZ_STAGE2_YR7Truck2	Mining Activity Within E22_Yr7Truck2	115	S	5
	LGEastYr7	Track Dozer3	116	S	1
	LGEastYr7Truck3	LGEastYr7Truck3	119	S	6
	LGWestYr7	Track Dozer3	116	S	1
LGWestYr7Truck3	LGWestYr7Truck3	119	S	4	

Table B-2 Source Summary Table Operation (Year 7)

Type of Source	Source ID	Equipment Type	Overall Sound Power Level (dBA)	Sound Characteristics	Number of Sources / Movements per hour
Area Source (i.e. equipment moving within an area)	MZ_STAGE3_YR7	Excavator3	122	S	2
		Shovel	117	S	3
		Blasthole Drill1	124	S	7
		Utility Excavator	109	S	1
		Track Dozer3	116	S	8
		Wheel Dozer	111	S	1
	MZ_STAGE3_YR7_Truck2	Truck2 at the bottom of Pit	115	S	45
	MZ_STAGE3_YR7_Truck3	Truck3 at the bottom of Pit	119	S	73
	ProcessPlantOperation1	Light vehicles	102	S	20
		Trucktractor	123	S	1
		Water tanker	120	S	1
		Utility Excavator	109	S	10
	ProcessPlantOperation2	Forklift	116	S	4
		Loader	97	S	4
		Front End Loader1	111	S	2
		Trucktractor	123	S	2
	ProcessPlantOperation3	Trucktractor	123	S	2
		Front End Loader1	111	S	2
		Utility Excavator	109	S	2
	SandAndTillImpoundmentYr7	Track Dozer2	116	S	1
		Front End Loader2	116	S	2
	SandAndTillImpoundmentYr7Truck	SandAndTillImpoundmentYr7Truck2	115	S	23
	TMFYr7	Utility Excavator	109	S	1
WasteRockImpoundmentAreaYr7	Track Dozer3	116	S	1	
	Front End Loader3	119	S	1	
	Utility Excavator	109	S	2	
WasteRockImpoundmentAreaYr7	WasteRockImpoundmentAreaYr7Truck3	119	S	61	

Notes: overall sound power level is subject to equipment sound power level, equipment quantity, trips per hour, vehicle speed as applicable.
 S = Steady State, T = Tonal, I = Impulsive (Sound Penalty applied as per MECP or HC requirements for assessment)

Table B-3 Source Summary Table Emergency Equipment Testing

Source ID	Overall Sound Power Level (dBA)	Sound Characteristics
StandbyGen_CarbonCapturePhase1	107	S
StandbyGen_CarbonCapturePhase2	107	S
StandbyGen_CoarseFlotationPhase1	107	S
StandbyGen_CoarseFlotationPhase2	107	S
StandbyGen_FlotationPhase1	107	S
StandbyGen_FlotationPhase2	107	S
StandbyGen_GrindingPhase1	107	S
StandbyGen_GrindingPhase2	107	S
StandbyGen_PrimaryCrusherPhase1	107	S
StandbyGen_PrimaryCrusherPhase2	107	S
StandbyGen_ReagentsPhase1	107	S
StandbyGen_ReagentsPhase2	107	S
StandbyGen_RegrindingPhase1	107	S
StandbyGen_RegrindingPhase2	107	S
StandbyGen_SecondaryCrusherPhase1	107	S
StandbyGen_SecondaryCrusherPhase2	107	S
StandbyGen_TailingsPhase1	107	S
StandbyGen_TailingsPhase2	107	S
StandbyGen_ThickenerPhase1	107	S
StandbyGen_ThickenerPhase2	107	S

Table B-4 Sound Power Levels for Assessed Equipment

Name	ID	Sound Power Level
		dBA
Blasthole Drill	Drill1	124
Pioneer / Pre-Split Drill	Drill2	124
Clay Excavator	Excavator1	114
Sand Excavator	Excavator2	117
Rock Excavator	Excavator3	122
Rope Shovel	Shovel	117
Clay Truck	Truck1	114
Sand Truck	Truck2	115
Rock Truck	Truck3	119
Clay Dozer	TD1	113
Sand Dozer	TD2	116
Rock Dozer	TD3	116
Wheel Dozer	RT	111
Rock Grader	Grader	112
Water Tanker (Dust Suppression)	Tanker	120
Clay Support	FEL1	111
Sand Support	FEL2	116
Rock Support	FEL3	119
Utility Excavaor (Trenches / Scaling / Rock Breaker)	UX	109
PassengerVehiclesToSite	Car	102
Telehandler	Telehandler	99
Lube Truck	LubeTruck	104
Mobile Crane - 300 T	Crane1	105
Mobile Crane - 75 T	Crane2	107
Mobile Crane - 100 T	Crane3	107
Skid Steer Loader	Loader	97
Boom Truck 28t	BoomTruck	100
Forklift Diesel 4t	Forklift	116
Tire Handler Truck	TireHandler	116
Truck Tractor for trailers	TruckTractor	123
Mobile Air Compressor 185CFM	AirCompressor	103
Welding Machine Diesel 400A	WeldingMachine	96
Light Plant	LightPlant	93
Genset 6kW	Genset1	89
Genset 60kW	Genset2	93
Generator 125-149 kVA	Gen1	107
Generator 19-29 kVA	Gen2	88
Generator 400-499 kVA	Gen3	79
Generator 50-59 kVA	Gen4	88
Generator 70-84 kVA	Gen5	93
Conveyor	Conveyor	96
Crusher	Crusher	124
Baghouse	Baghouse	105
Train Engines	TrainEngines	110
Screens	Screens	116
Rail Construction Backhoe	Rhoe	113
Rail Construction Compactor	Rcompa	107

Table B-4 Sound Power Levels for Assessed Equipment

Name	ID	Sound Power Level
		dBA
Rail Construction Crane	Rcra	107
Rail Construction Dump Truck	Rdu	112
Rail Construction Rail Saw	Rrail	115
Rail Construction Equalizer	Req	110
Rail Construction Tamper	Rta	111
Rail Construction Spike Driver	Rdri	102
Rail Construction Tie Cutter	Rcut	109
Rail Construction Tie Handler	Rha	108
Rail Construction Tie Inserter	Rins	113
166 MVA Transformer	Transformer	107
Diesel Water Pump WP004	WaterPump	106
Compressor for mini piling, adjusted levels	Compressors	103

Appendix C Sample Calculations – CADNA/A

R03 Ldn Results for Operation (Year 7)

Receiver
 Name: Camp on the West Buskegau River
 ID: R03
 X: 477544.39 m
 Y: 5408361.48 m
 Z: 269.98 m

Line Source, ISO 9613, Name: "Conveyor Phase 1", ID: "!0405!ConveyorPhase1"																				
Nr.	X	Y	Z	Refl.	DEN	Freq.	Lw	l/a	Optime	K0	Di	Adiv	Aatm	Agr	Afol	Ahous	Abar	Cmet	RL	Lr
	(m)	(m)	(m)			(Hz)	dB(A)	dB	dB	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	dB(A)
11	471410.41	5407325.67	280.07	0	DEN	A	95.8	25.2	0.0	0.0	0.0	86.9	17.2	0.8	0.0	0.0	3.4	0.0	0.0	12.8
34	471926.75	5407326.23	280.40	0	DEN	A	95.8	28.5	0.0	0.0	0.0	86.1	16.2	0.7	0.0	0.0	3.5	0.0	0.0	17.8
47	472627.93	5407326.98	280.86	0	DEN	A	95.8	28.5	0.0	0.0	0.0	85.0	14.8	0.6	0.0	0.0	3.6	0.0	0.0	20.3
63	473329.11	5407327.73	281.32	0	DEN	A	95.8	28.5	0.0	0.0	0.0	83.8	13.3	0.4	0.0	0.0	3.8	0.0	0.0	23.1
73	474030.29	5407328.48	281.77	0	DEN	A	95.8	28.5	0.0	0.0	0.0	82.3	11.7	0.2	0.0	0.0	3.9	0.0	0.0	26.2

Point Source, ISO 9613, Name: "Roadstone Primary Crusher", ID: "!01!RoadstonePrimaryCrusher"																				
Nr.	X	Y	Z	Refl.	DEN	Freq.	Lw	l/a	Optime	K0	Di	Adiv	Aatm	Agr	Afol	Ahous	Abar	Cmet	RL	Lr
	(m)	(m)	(m)			(Hz)	dB(A)	dB	dB	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	dB(A)
133	474380.50	5407405.29	273.00	0	DEN	A	124.2	0.0	0.0	0.0	0.0	81.4	8.1	4.9	0.0	0.0	2.3	0.0	0.0	27.6

Point Source, ISO 9613, Name: "Primary Crusher Phase 1", ID: "!0404!PrimaryCrusherPhase1"																				
Nr.	X	Y	Z	Refl.	DEN	Freq.	Lw	l/a	Optime	K0	Di	Adiv	Aatm	Agr	Afol	Ahous	Abar	Cmet	RL	Lr
	(m)	(m)	(m)			(Hz)	dB(A)	dB	dB	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	dB(A)
151	474389.84	5407328.56	273.00	0	DEN	A	124.2	0.0	0.0	0.0	0.0	81.4	8.1	4.9	0.0	0.0	2.3	0.0	0.0	27.6

Area Source, ISO 9613, Name: "Mining Activity Within MZ", ID: "!0406!MZ_STAGE3_YR7"																				
Nr.	X	Y	Z	Refl.	DEN	Freq.	Lw	l/a	Optime	K0	Di	Adiv	Aatm	Agr	Afol	Ahous	Abar	Cmet	RL	Lr
	(m)	(m)	(m)			(Hz)	dB(A)	dB	dB	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	dB(A)
163	473625.08	5408378.75	80.00	0	DEN	A	73.7	51.7	0.0	0.0	0.0	82.9	10.5	1.2	0.0	0.0	4.7	0.0	0.0	26.1
704	474103.44	5408447.41	80.00	0	DEN	A	73.7	45.8	0.0	0.0	0.0	81.7	9.6	1.1	0.0	0.0	12.1	0.0	0.0	15.0
838	473475.37	5408678.96	80.00	0	DEN	A	73.7	46.6	0.0	0.0	0.0	83.2	10.8	1.2	0.0	0.0	3.3	0.0	0.0	21.7
857	473968.84	5408397.19	80.00	0	DEN	A	73.7	44.9	0.0	0.0	0.0	82.1	9.8	1.1	0.0	0.0	9.4	0.0	0.0	16.1
878	473146.28	5408638.55	80.00	0	DEN	A	73.7	46.6	0.0	0.0	0.0	83.9	11.4	1.3	0.0	0.0	3.0	0.0	0.0	20.7
886	473856.10	5408390.80	80.00	0	DEN	A	73.7	44.9	0.0	0.0	0.0	82.3	10.1	1.1	0.0	0.0	7.4	0.0	0.0	17.6
910	474109.71	5408673.22	80.00	0	DEN	A	73.7	44.1	0.0	0.0	0.0	81.8	9.6	1.1	0.0	0.0	11.6	0.0	0.0	13.8
918	473874.56	5408668.48	80.00	0	DEN	A	73.7	44.8	0.0	0.0	0.0	82.3	10.1	1.1	0.0	0.0	7.1	0.0	0.0	17.8
939	473805.70	5408378.79	80.00	0	DEN	A	73.7	44.9	0.0	0.0	0.0	82.5	10.2	1.2	0.0	0.0	6.7	0.0	0.0	18.1
951	473539.05	5408679.14	80.00	0	DEN	A	73.7	45.3	0.0	0.0	0.0	83.1	10.7	1.2	0.0	0.0	3.4	0.0	0.0	20.6
979	473223.55	5408685.73	80.00	0	DEN	A	73.7	46.1	0.0	0.0	0.0	83.7	11.2	1.3	0.0	0.0	3.0	0.0	0.0	20.4
1037	473768.81	5408665.69	80.00	0	DEN	A	73.7	44.8	0.0	0.0	0.0	82.6	10.2	1.2	0.0	0.0	5.7	0.0	0.0	18.7
1151	473288.13	5408698.61	80.00	0	DEN	A	73.7	45.3	0.0	0.0	0.0	83.6	11.1	1.3	0.0	0.0	3.1	0.0	0.0	19.8
1234	473399.50	5408684.91	80.00	0	DEN	A	73.7	44.5	0.0	0.0	0.0	83.4	10.9	1.3	0.0	0.0	3.2	0.0	0.0	19.4
1312	473916.78	5408656.38	80.00	0	DEN	A	73.7	43.0	0.0	0.0	0.0	82.2	10.0	1.1	0.0	0.0	7.8	0.0	0.0	15.5
1815	473731.49	5408665.54	80.00	0	DEN	A	73.7	42.9	0.0	0.0	0.0	82.7	10.3	1.2	0.0	0.0	5.3	0.0	0.0	17.1
1824	473290.16	5408432.75	80.00	0	DEN	A	73.7	43.7	0.0	0.0	0.0	83.6	11.1	1.3	0.0	0.0	3.1	0.0	0.0	18.3
1853	473079.94	5408566.63	80.00	0	DEN	A	73.7	44.0	0.0	0.0	0.0	84.0	11.5	1.3	0.0	0.0	3.0	0.0	0.0	17.9
1861	472998.70	5408409.79	80.00	0	DEN	A	73.7	44.2	0.0	0.0	0.0	84.2	11.6	1.3	0.0	0.0	3.0	0.0	0.0	17.8
1913	474017.79	5408667.86	80.00	0	DEN	A	73.7	41.4	0.0	0.0	0.0	82.0	9.8	1.1	0.0	0.0	9.7	0.0	0.0	12.6
1927	473389.50	5408406.61	80.00	0	DEN	A	73.7	42.9	0.0	0.0	0.0	83.4	10.9	1.3	0.0	0.0	3.2	0.0	0.0	17.8
1932	473481.79	5408395.31	80.00	0	DEN	A	73.7	42.4	0.0	0.0	0.0	83.2	10.8	1.2	0.0	0.0	3.4	0.0	0.0	17.6
2097	473324.49	5408418.86	80.00	0	DEN	A	73.7	42.6	0.0	0.0	0.0	83.5	11.0	1.3	0.0	0.0	3.1	0.0	0.0	17.3
2133	474015.19	5408410.47	80.00	0	DEN	A	73.7	40.8	0.0	0.0	0.0	82.0	9.8	1.1	0.0	0.0	10.3	0.0	0.0	11.3
2350	473933.04	5408387.88	80.00	0	DEN	A	73.7	40.3	0.0	0.0	0.0	82.2	9.9	1.1	0.0	0.0	8.8	0.0	0.0	12.0
2376	473364.79	5408684.86	80.00	0	DEN	A	73.7	41.5	0.0	0.0	0.0	83.5	11.0	1.3	0.0	0.0	3.1	0.0	0.0	16.3
2379	474033.21	5408421.87	80.00	0	DEN	A	73.7	39.8	0.0	0.0	0.0	81.9	9.7	1.1	0.0	0.0	10.6	0.0	0.0	10.1
2974	473063.47	5408379.61	80.00	0	DEN	A	73.7	40.6	0.0	0.0	0.0	84.0	11.5	1.3	0.0	0.0	3.0	0.0	0.0	14.4
3223	473585.28	5408674.21	80.00	0	DEN	A	73.7	38.6	0.0	0.0	0.0	83.0	10.6	1.2	0.0	0.0	4.1	0.0	0.0	13.4
3263	473112.38	5408365.51	80.00	0	DEN	A	73.7	39.4	0.0	0.0	0.0	83.9	11.4	1.3	0.0	0.0	3.0	0.0	0.0	13.3
3337	473155.09	5408397.35	80.00	0	DEN	A	73.7	39.1	0.0	0.0	0.0	83.9	11.3	1.3	0.0	0.0	3.0	0.0	0.0	13.2
3418	473504.49	5408388.52	80.00	0	DEN	A	73.7	37.8	0.0	0.0	0.0	83.1	10.7	1.2	0.0	0.0	3.4	0.0	0.0	13.0
3654	473713.01	5408665.37	80.00	0	DEN	A	73.7	36.6	0.0	0.0	0.0	82.7	10.4	1.2	0.0	0.0	5.1	0.0	0.0	10.9
4048	473090.95	5408373.16	80.00	0	DEN	A	73.7	36.4	0.0	0.0	0.0	84.0	11.4	1.3	0.0	0.0	3.0	0.0	0.0	10.3

Area Source, ISO 9613, Name: "LGEastYr7", ID: "I0406!LGEastYr7"																				
Nr.	X	Y	Z	Refl.	DEN	Freq.	Lw	l/a	Optime	K0	Di	Adiv	Aatm	Agr	Afol	Ahous	Abar	Cmet	RL	Lr
	(m)	(m)	(m)			(Hz)	dB(A)	dB	dB	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	dB(A)
4309	476222.82	5407888.30	340.70	0	DEN	A	54.4	38.7	0.0	0.0	0.0	74.0	4.5	1.2	0.0	0.0	3.2	0.0	0.0	10.2
4312	476049.34	5408501.44	340.70	0	DEN	A	54.4	41.7	0.0	0.0	0.0	74.5	4.7	1.3	0.0	0.0	3.2	0.0	0.0	12.4
4734	475678.14	5408469.43	340.70	0	DEN	A	54.4	44.6	0.0	0.0	0.0	76.4	5.5	1.4	0.0	0.0	3.1	0.0	0.0	12.6

Point Source, ISO 9613, Name: "Primary Crusher Phase 2", ID: "I0404!PrimaryCrusherPhase2"																				
Nr.	X	Y	Z	Refl.	DEN	Freq.	Lw	l/a	Optime	K0	Di	Adiv	Aatm	Agr	Afol	Ahous	Abar	Cmet	RL	Lr
	(m)	(m)	(m)			(Hz)	dB(A)	dB	dB	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	dB(A)
825	471314.83	5407882.20	273.06	0	DEN	A	124.2	0.0	0.0	0.0	0.0	86.9	12.4	4.5	0.0	0.0	2.1	0.0	0.0	18.4

Point Source, ISO 9613, Name: "Secondary Crusher B Phase 2", ID: "I0404!SecondaryCrusherBPhase2"																				
Nr.	X	Y	Z	Refl.	DEN	Freq.	Lw	l/a	Optime	K0	Di	Adiv	Aatm	Agr	Afol	Ahous	Abar	Cmet	RL	Lr
	(m)	(m)	(m)			(Hz)	dB(A)	dB	dB	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	dB(A)
845	471210.63	5407700.65	271.97	0	DEN	A	124.2	0.0	0.0	0.0	0.0	87.1	12.5	4.5	0.0	0.0	2.1	0.0	0.0	18.1

Point Source, ISO 9613, Name: "Secondary Crusher A Phase 2", ID: "I0404!SecondaryCrusherAPhase2"																				
Nr.	X	Y	Z	Refl.	DEN	Freq.	Lw	l/a	Optime	K0	Di	Adiv	Aatm	Agr	Afol	Ahous	Abar	Cmet	RL	Lr
	(m)	(m)	(m)			(Hz)	dB(A)	dB	dB	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	dB(A)
848	471209.96	5407700.98	271.97	0	DEN	A	124.2	0.0	0.0	0.0	0.0	87.1	12.5	4.5	0.0	0.0	2.1	0.0	0.0	18.1

Line Source, ISO 9613, Name: "Haul1 to TMF Perimeter Road, Truck1", ID: "I0405!HAUL2BYr7_Truck1"																				
Nr.	X	Y	Z	Refl.	DEN	Freq.	Lw	l/a	Optime	K0	Di	Adiv	Aatm	Agr	Afol	Ahous	Abar	Cmet	RL	Lr
	(m)	(m)	(m)			(Hz)	dB(A)	dB	dB	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	dB(A)
985	476787.85	5406810.48	278.08	0	DEN	A	72.9	28.2	0.0	0.0	0.0	75.7	3.7	2.0	0.0	0.0	2.6	0.0	0.0	17.0
991	476791.62	5406146.79	278.92	0	DEN	A	72.9	28.2	0.0	0.0	0.0	78.4	4.6	2.2	0.0	0.0	2.5	0.0	0.0	13.5
997	476795.40	5405483.10	279.77	0	DEN	A	72.9	28.2	0.0	0.0	0.0	80.5	5.4	2.2	0.0	0.0	2.4	0.0	0.0	10.6
2182	475365.57	5407153.24	276.67	0	DEN	A	72.9	27.5	0.0	0.0	0.0	78.9	4.8	2.2	0.0	0.0	3.4	0.0	0.0	11.1
2187	475933.73	5407148.87	277.06	0	DEN	A	72.9	27.5	0.0	0.0	0.0	77.1	4.2	2.1	0.0	0.0	5.2	0.0	0.0	11.9
2192	476501.88	5407144.50	277.46	0	DEN	A	72.9	27.5	0.0	0.0	0.0	75.1	3.5	2.0	0.0	0.0	3.9	0.0	0.0	15.9

Line Source, ISO 9613, Name: "Entrance, Past Plant to Haul1, Truck3", ID: "I0405!ACCESSABYr7_Truck3"																				
Nr.	X	Y	Z	Refl.	DEN	Freq.	Lw	l/a	Optime	K0	Di	Adiv	Aatm	Agr	Afol	Ahous	Abar	Cmet	RL	Lr
	(m)	(m)	(m)			(Hz)	dB(A)	dB	dB	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	dB(A)
1043	472176.70	5407452.07	273.62	0	DEN	A	82.7	28.2	0.0	0.0	0.0	85.7	4.1	2.4	0.0	0.0	1.7	0.0	0.0	17.0
1049	472836.96	5407451.62	274.87	0	DEN	A	82.7	28.2	0.0	0.0	0.0	84.6	3.7	2.4	0.0	0.0	1.7	0.0	0.0	18.4
1077	473497.22	5407451.17	276.12	0	DEN	A	82.7	28.2	0.0	0.0	0.0	83.4	3.4	2.5	0.0	0.0	1.7	0.0	0.0	20.0
1083	474157.48	5407450.72	277.36	0	DEN	A	82.7	28.2	0.0	0.0	0.0	81.9	3.0	2.5	0.0	0.0	1.7	0.0	0.0	21.8
4607	471097.21	5406919.61	275.00	0	DEN	A	82.7	28.7	0.0	0.0	0.0	87.4	4.7	2.2	0.0	0.0	1.8	0.0	0.0	15.3
5573	469934.50	5406977.47	277.55	0	DEN	A	82.7	27.9	0.0	0.0	0.0	88.8	5.2	2.1	0.0	0.0	1.9	0.0	0.0	12.6
5582	471660.28	5407166.11	274.28	0	DEN	A	82.7	25.7	0.0	0.0	0.0	86.6	4.4	2.3	0.0	0.0	1.8	0.0	0.0	13.4
5855	470485.88	5406945.03	277.00	0	DEN	A	82.7	26.9	0.0	0.0	0.0	88.1	5.0	2.2	0.0	0.0	1.8	0.0	0.0	12.4
6279	471846.89	5407308.25	274.07	0	DEN	A	82.7	24.6	0.0	0.0	0.0	86.3	4.3	2.3	0.0	0.0	1.7	0.0	0.0	12.7
7075	471470.57	5407045.80	273.21	0	DEN	A	82.7	23.9	0.0	0.0	0.0	86.9	4.5	2.3	0.0	0.0	1.8	0.0	0.0	11.1

Line Source, ISO 9613, Name: "Haul1 to TMF Perimeter Road, Truck2", ID: "I0405!HAUL2BYr7_Truck2"																				
Nr.	X	Y	Z	Refl.	DEN	Freq.	Lw	l/a	Optime	K0	Di	Adiv	Aatm	Agr	Afol	Ahous	Abar	Cmet	RL	Lr
	(m)	(m)	(m)			(Hz)	dB(A)	dB	dB	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	dB(A)
1093	476787.85	5406810.48	279.98	0	DEN	A	72.4	28.2	0.0	0.0	0.0	75.7	1.8	2.6	0.0	0.0	1.7	0.0	0.0	18.8
1099	476791.62	5406146.79	280.82	0	DEN	A	72.4	28.2	0.0	0.0	0.0	78.4	2.2	2.6	0.0	0.0	1.7	0.0	0.0	15.8
1103	476795.40	5405483.10	281.67	0	DEN	A	72.4	28.2	0.0	0.0	0.0	80.5	2.6	2.6	0.0	0.0	1.6	0.0	0.0	13.3
1109	476799.18	5404819.41	282.51	0	DEN	A	72.4	28.2	0.0	0.0	0.0	82.2	3.1	2.6	0.0	0.0	0.0	0.0	0.0	12.9
1116	476802.95	5404155.71	283.36	0	DEN	A	72.4	28.2	0.0	0.0	0.0	83.6	3.4	2.5	0.0	0.0	0.0	0.0	0.0	11.1
2354	475365.57	5407153.24	278.57	0	DEN	A	72.4	27.5	0.0	0.0	0.0	78.9	2.3	2.6	0.0	0.0	2.4	0.0	0.0	13.7
2357	475933.73	5407148.87	278.96	0	DEN	A	72.4	27.5	0.0	0.0	0.0	77.1	2.0	2.6	0.0	0.0	3.5	0.0	0.0	14.8
2360	476501.88	5407144.50	279.36	0	DEN	A	72.4	27.5	0.0	0.0	0.0	75.1	1.7	2.6	0.0	0.0	2.4	0.0	0.0	18.3
4552	474242.61	5407138.14	278.59	0	DEN	A	72.4	27.1	0.0	0.0	0.0	81.9	3.0	2.6	0.0	0.0	1.7	0.0	0.0	10.4

Point Source, ISO 9613, Name: "Water Treatment Plant Water Pump at NE TMF Pond", ID: "I0404!WaterPumpTMFNE"																				
Nr.	X	Y	Z	Refl.	DEN	Freq.	Lw	l/a	Optime	K0	Di	Adiv	Aatm	Agr	Afol	Ahous	Abar	Cmet	RL	Lr
	(m)	(m)	(m)			(Hz)	dB(A)	dB	dB	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	dB(A)
1247	477187.30	5407323.03	273.50	0	DEN	A	106.4	0.0	0.0	0.0	0.0	71.8	5.1	0.6	0.0	0.0	3.7	0.0	0.0	25.2

Line Source, ISO 9613, Name: "Conveyor Phase 2", ID: "I0405!ConveyorPhase2"																				
Nr.	X	Y	Z	Refl.	DEN	Freq.	Lw	l/a	Optime	K0	Di	Adiv	Aatm	Agr	Afol	Ahous	Abar	Cmet	RL	Lr
	(m)	(m)	(m)			(Hz)	dB(A)	dB	dB	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	dB(A)
1265	471229.09	5407711.81	281.04	0	DEN	A	95.8	25.5	0.0	0.0	0.0	87.1	17.4	0.8	0.0	0.0	3.4	0.0	0.0	12.7

Point Source, ISO 9613, Name: "Roadstone Vibrating Screens", ID: "I01!RoadstoneScreens"																				
Nr.	X	Y	Z	Refl.	DEN	Freq.	Lw	l/a	Optime	K0	Di	Adiv	Aatm	Agr	Afol	Ahous	Abar	Cmet	RL	Lr
	(m)	(m)	(m)			(Hz)	dB(A)	dB	dB	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	dB(A)
1304	474236.64	5407406.28	277.00	0	DEN	A	116.3	0.0	0.0	0.0	0.0	81.7	6.9	1.5	0.0	0.0	2.8	0.0	0.0	23.4

Area Source, ISO 9613, Name: "SandAndTillImpoundmentYr7", ID: "I0406!SandAndTillImpoundmentYr7"																				
Nr.	X	Y	Z	Refl.	DEN	Freq.	Lw	l/a	Optime	K0	Di	Adiv	Aatm	Agr	Afol	Ahous	Abar	Cmet	RL	Lr
	(m)	(m)	(m)			(Hz)	dB(A)	dB	dB	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	dB(A)
1637	474357.83	5411526.54	317.70	0	DEN	A	56.5	52.2	0.0	0.0	0.0	84.0	9.3	2.0	0.0	0.0	2.2	0.0	0.0	11.1

Area Source, ISO 9613, Name: "Mining Activity Within EZ2_Yr7 1/2", ID: "I0406!EZ_STAGE2_YR7_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)
1771	473636.87	5409957.87	94.10	0	DEN	A	85.0	32.6	0.0	0.0	0.0	83.5	8.0	2.0	0.0	0.0	11.8	0.0	0.0	12.3

Point Source, ISO 9613, Name: "Screens at Secondary Crusher A Phase 1", ID: "I0404!ScreensSecondaryCrusherAPhase1"																				
Nr.	X	Y	Z	Refl.	DEN	Freq.	Lw	l/a	Optime	K0	Di	Adiv	Aatm	Agr	Afol	Ahous	Abar	Cmet	RL	Lr
	(m)	(m)	(m)			(Hz)	dB(A)	dB	dB	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	dB(A)
1776	474058.89	5407329.97	277.00	0	DEN	A	116.3	0.0	0.0	0.0	0.0	82.2	7.2	1.5	0.0	0.0	2.7	0.0	0.0	22.7

Point Source, ISO 9613, Name: "Screens at Secondary Crusher A Phase 1", ID: "I0404!ScreensSecondaryCrusherAPhase1"																				
Nr.	X	Y	Z	Refl.	DEN	Freq.	Lw	l/a	Optime	K0	Di	Adiv	Aatm	Agr	Afol	Ahous	Abar	Cmet	RL	Lr
	(m)	(m)	(m)			(Hz)	dB(A)	dB	dB	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	dB(A)
1782	474058.89	5407327.92	277.00	0	DEN	A	116.3	0.0	0.0	0.0	0.0	82.2	7.2	1.5	0.0	0.0	2.7	0.0	0.0	22.7

Line Source, ISO 9613, Name: "Ring Road S&T to WRD, Truck2", ID: "I0405!HAUL11BYr7_Truck2"																				
Nr.	X	Y	Z	Refl.	DEN	Freq.	Lw	l/a	Optime	K0	Di	Adiv	Aatm	Agr	Afol	Ahous	Abar	Cmet	RL	Lr
	(m)	(m)	(m)			(Hz)	dB(A)	dB	dB	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	dB(A)
1794	473843.81	5410843.46	281.95	0	DEN	A	88.3	29.0	0.0	0.0	0.0	84.0	3.5	2.5	0.0	0.0	1.7	0.0	0.0	25.7
3457	473299.32	5410851.36	282.32	0	DEN	A	88.3	24.6	0.0	0.0	0.0	84.8	3.8	2.5	0.0	0.0	1.7	0.0	0.0	20.2
3862	473049.43	5410819.79	280.32	0	DEN	A	88.3	23.3	0.0	0.0	0.0	85.2	3.9	2.4	0.0	0.0	1.7	0.0	0.0	18.5
3867	472670.65	5410604.10	278.11	0	DEN	A	88.3	23.7	0.0	0.0	0.0	85.6	4.0	2.4	0.0	0.0	1.7	0.0	0.0	18.3
3898	472852.15	5410738.25	279.11	0	DEN	A	88.3	23.4	0.0	0.0	0.0	85.4	4.0	2.4	0.0	0.0	1.7	0.0	0.0	18.2
4636	472533.87	5410472.58	276.48	0	DEN	A	88.3	21.6	0.0	0.0	0.0	85.7	4.1	2.4	0.0	0.0	1.7	0.0	0.0	16.1

Line Source, ISO 9613, Name: "Ring Road - PC 2 to MZ3 Entrance, Truck2", ID: "I0405!HAUL15BYr7_Truck2"																				
Nr.	X	Y	Z	Refl.	DEN	Freq.	Lw	l/a	Optime	K0	Di	Adiv	Aatm	Agr	Afol	Ahous	Abar	Cmet	RL	Lr
	(m)	(m)	(m)			(Hz)	dB(A)	dB	dB	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	dB(A)
2119	474327.07	5408193.56	163.65	0	DEN	A	88.3	25.1	0.0	0.0	0.0	81.2	2.8	2.6	0.0	0.0	12.4	0.0	0.0	14.4
3083	472946.84	5407738.27	279.31	0	DEN	A	88.3	25.8	0.0	0.0	0.0	84.3	3.6	2.5	0.0	0.0	1.7	0.0	0.0	22.0
3221	473761.22	5407857.46	230.14	0	DEN	A	88.3	23.5	0.0	0.0	0.0	82.6	3.2	2.5	0.0	0.0	1.7	0.0	0.0	21.9
3379	473575.20	5407737.54	252.27	0	DEN	A	88.3	23.4	0.0	0.0	0.0	83.1	3.3	2.5	0.0	0.0	1.7	0.0	0.0	21.2
3425	474032.98	5407997.91	199.48	0	DEN	A	88.3	21.9	0.0	0.0	0.0	82.0	3.0	2.6	0.0	0.0	2.1	0.0	0.0	20.7
3444	472639.08	5407872.42	278.47	0	DEN	A	88.3	24.7	0.0	0.0	0.0	84.9	3.8	2.5	0.0	0.0	1.7	0.0	0.0	20.2
3589	473395.24	5407640.89	272.71	0	DEN	A	88.3	22.9	0.0	0.0	0.0	83.5	3.4	2.5	0.0	0.0	1.7	0.0	0.0	20.2
3622	472402.34	5408034.19	276.45	0	DEN	A	88.3	24.5	0.0	0.0	0.0	85.2	3.9	2.4	0.0	0.0	1.7	0.0	0.0	19.5
3676	474147.88	5408070.45	185.63	0	DEN	A	88.3	20.7	0.0	0.0	0.0	81.7	2.9	2.6	0.0	0.0	3.0	0.0	0.0	18.9
3691	473215.60	5407644.75	281.85	0	DEN	A	88.3	22.7	0.0	0.0	0.0	83.8	3.5	2.5	0.0	0.0	1.7	0.0	0.0	19.6
3844	473912.49	5407935.27	213.27	0	DEN	A	88.3	20.7	0.0	0.0	0.0	82.3	3.1	2.6	0.0	0.0	1.7	0.0	0.0	19.5

Line Source, ISO 9613, Name: "Entrance, Past Plant to Haul1, Cars", ID: "I0405!ACCESSABYr7_LightVehicles"																				
Nr.	X	Y	Z	Refl.	DEN	Freq.	Lw	l/a	Optime	K0	Di	Adiv	Aatm	Agr	Afol	Ahous	Abar	Cmet	RL	Lr
	(m)	(m)	(m)			(Hz)	dB(A)	dB	dB	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	dB(A)
1885	472836.96	5407451.62	270.87	0	DEN	A	80.5	28.2	0.0	0.0	0.0	84.6	8.3	2.2	0.0	0.0	3.0	0.0	0.0	10.6
1896	474157.48	5407450.72	273.36	0	DEN	A	80.5	28.2	0.0	0.0	0.0	81.9	7.0	2.7	0.0	0.0	2.9	0.0	0.0	14.3

Line Source, ISO 9613, Name: "Pit Ring Road to Clay Impoundment, Truck2", ID: "I0405!HAUL8BYr7_Truck2"																				
Nr.	X	Y	Z	Refl.	DEN	Freq.	Lw	l/a	Optime	K0	Di	Adiv	Aatm	Agr	Afol	Ahous	Abar	Cmet	RL	Lr
	(m)	(m)	(m)			(Hz)	dB(A)	dB	dB	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	dB(A)
1920	474617.59	5410983.47	318.96	0	DEN	A	86.8	29.1	0.0	0.0	0.0	82.9	3.2	2.5	0.0	0.0	1.7	0.0	0.0	25.5

Area Source, ISO 9613, Name: "SandAndTillImpoundmentYr7Truck2", ID: "!0406!SandAndTillImpoundmentYr7Truck2"																				
Nr.	X	Y	Z	Ref.	DEN	Freq.	Lw	l/a	Optime	K0	Di	Adiv	Aatm	Agr	Afol	Ahou	Abar	Cmet	RL	Lr
	(m)	(m)	(m)			(Hz)	dB(A)	dB	dB	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	dB(A)
2412	474433.69	5412440.09	317.40	0	D	A	63.5	49.2	-7.8	0.0	0.0	85.2	3.9	2.4	0.0	0.0	1.7	0.0	0.0	11.7
2412	474433.69	5412440.09	317.40	0	N	A	63.5	49.2	-7.8	0.0	0.0	85.2	3.9	2.4	0.0	0.0	1.7	0.0	0.0	11.7
2418	474515.99	5411743.85	317.40	0	D	A	63.5	46.1	-7.8	0.0	0.0	84.1	3.6	2.5	0.0	0.0	1.7	0.0	0.0	10.0
2418	474515.99	5411743.85	317.40	0	N	A	63.5	46.1	-7.8	0.0	0.0	84.1	3.6	2.5	0.0	0.0	1.7	0.0	0.0	10.0
2422	474431.85	5412900.02	317.40	0	D	A	63.5	49.2	-7.8	0.0	0.0	85.8	4.1	2.4	0.0	0.0	1.7	0.0	0.0	10.9
2422	474431.85	5412900.02	317.40	0	N	A	63.5	49.2	-7.8	0.0	0.0	85.8	4.1	2.4	0.0	0.0	1.7	0.0	0.0	10.9
2432	474237.60	5411766.00	317.40	0	D	A	63.5	49.2	-7.8	0.0	0.0	84.5	3.7	2.5	0.0	0.0	1.7	0.0	0.0	12.5
2432	474237.60	5411766.00	317.40	0	N	A	63.5	49.2	-7.8	0.0	0.0	84.5	3.7	2.5	0.0	0.0	1.7	0.0	0.0	12.5
2436	474315.30	5412219.61	317.40	0	D	A	63.5	49.2	-7.8	0.0	0.0	85.0	3.9	2.4	0.0	0.0	1.7	0.0	0.0	11.9
2436	474315.30	5412219.61	317.40	0	N	A	63.5	49.2	-7.8	0.0	0.0	85.0	3.9	2.4	0.0	0.0	1.7	0.0	0.0	11.9
2438	474357.83	5411526.54	317.40	0	D	A	63.5	52.2	-7.8	0.0	0.0	84.0	3.6	2.5	0.0	0.0	1.7	0.0	0.0	16.2
2438	474357.83	5411526.54	317.40	0	N	A	63.5	52.2	-7.8	0.0	0.0	84.0	3.6	2.5	0.0	0.0	1.7	0.0	0.0	16.2
8838	474124.20	5411198.32	317.40	0	D	A	63.5	46.2	-7.8	0.0	0.0	84.0	3.5	2.5	0.0	0.0	1.7	0.0	0.0	10.3
8838	474124.20	5411198.32	317.40	0	N	A	63.5	46.2	-7.8	0.0	0.0	84.0	3.5	2.5	0.0	0.0	1.7	0.0	0.0	10.3

Line Source, ISO 9613, Name: "Ring Road - Future MZ3 Entrance to LG West Entrance, Truck3", ID: "!0405!HAUL13BYr7_Truck3"																				
Nr.	X	Y	Z	Ref.	DEN	Freq.	Lw	l/a	Optime	K0	Di	Adiv	Aatm	Agr	Afol	Ahou	Abar	Cmet	RL	Lr
	(m)	(m)	(m)			(Hz)	dB(A)	dB	dB	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	dB(A)
2513	472239.26	5409720.28	273.68	0	D	A	92.1	24.8	0.0	0.0	0.0	85.8	4.1	2.4	0.0	0.0	1.7	0.0	0.0	22.9
2513	472239.26	5409720.28	273.68	0	N	A	92.1	24.8	0.0	0.0	0.0	85.8	4.1	2.4	0.0	0.0	1.7	0.0	0.0	22.9
2513	472239.26	5409720.28	273.68	0	E	A	92.1	24.8	0.0	0.0	0.0	85.8	4.1	2.4	0.0	0.0	1.7	0.0	0.0	22.9
3215	472002.52	5409612.43	272.00	0	D	A	92.1	23.5	0.0	0.0	0.0	86.1	4.2	2.3	0.0	0.0	1.7	0.0	0.0	21.2
3215	472002.52	5409612.43	272.00	0	N	A	92.1	23.5	0.0	0.0	0.0	86.1	4.2	2.3	0.0	0.0	1.7	0.0	0.0	21.2
3215	472002.52	5409612.43	272.00	0	E	A	92.1	23.5	0.0	0.0	0.0	86.1	4.2	2.3	0.0	0.0	1.7	0.0	0.0	21.2
3245	471828.92	5409480.91	271.40	0	D	A	92.1	23.3	0.0	0.0	0.0	86.3	4.3	2.3	0.0	0.0	1.7	0.0	0.0	20.8
3245	471828.92	5409480.91	271.40	0	N	A	92.1	23.3	0.0	0.0	0.0	86.3	4.3	2.3	0.0	0.0	1.7	0.0	0.0	20.8
3245	471828.92	5409480.91	271.40	0	E	A	92.1	23.3	0.0	0.0	0.0	86.3	4.3	2.3	0.0	0.0	1.7	0.0	0.0	20.8
3440	471697.40	5409330.98	272.65	0	D	A	92.1	22.7	0.0	0.0	0.0	86.5	4.3	2.3	0.0	0.0	1.8	0.0	0.0	19.9
3440	471697.40	5409330.98	272.65	0	N	A	92.1	22.7	0.0	0.0	0.0	86.5	4.3	2.3	0.0	0.0	1.8	0.0	0.0	19.9
3440	471697.40	5409330.98	272.65	0	E	A	92.1	22.7	0.0	0.0	0.0	86.5	4.3	2.3	0.0	0.0	1.8	0.0	0.0	19.9
4188	471623.74	5409207.35	274.00	0	D	A	92.1	20.2	0.0	0.0	0.0	86.5	4.4	2.3	0.0	0.0	1.8	0.0	0.0	17.3
4188	471623.74	5409207.35	274.00	0	N	A	92.1	20.2	0.0	0.0	0.0	86.5	4.4	2.3	0.0	0.0	1.8	0.0	0.0	17.3
4188	471623.74	5409207.35	274.00	0	E	A	92.1	20.2	0.0	0.0	0.0	86.5	4.4	2.3	0.0	0.0	1.8	0.0	0.0	17.3

Line Source, ISO 9613, Name: "Access to Pit Ring Road, Truck3", ID: "!0405!Haul1ABYr7_Truck3"																				
Nr.	X	Y	Z	Ref.	DEN	Freq.	Lw	l/a	Optime	K0	Di	Adiv	Aatm	Agr	Afol	Ahou	Abar	Cmet	RL	Lr
	(m)	(m)	(m)			(Hz)	dB(A)	dB	dB	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	dB(A)
2638	474520.30	5407657.28	279.63	0	DEN	A	85.3	26.2	0.0	0.0	0.0	80.8	2.7	2.6	0.0	0.0	2.9	0.0	0.0	22.5

Line Source, ISO 9613, Name: "Ring Road to LG East Stockpile, Truck3", ID: "!0405!HAUL16BYr7_Truck3"																				
Nr.	X	Y	Z	Ref.	DEN	Freq.	Lw	l/a	Optime	K0	Di	Adiv	Aatm	Agr	Afol	Ahou	Abar	Cmet	RL	Lr
	(m)	(m)	(m)			(Hz)	dB(A)	dB	dB	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	dB(A)
3146	475116.04	5408240.77	313.63	0	DEN	A	81.9	26.1	0.0	0.0	0.0	78.7	2.3	2.6	0.0	0.0	2.5	0.0	0.0	21.9

Line Source, ISO 9613, Name: "Ring Road - WRD to Future MZ3 Entrance, Truck3", ID: "!0405!HAUL12BYr7_Truck3"																				
Nr.	X	Y	Z	Ref.	DEN	Freq.	Lw	l/a	Optime	K0	Di	Adiv	Aatm	Agr	Afol	Ahou	Abar	Cmet	RL	Lr
	(m)	(m)	(m)			(Hz)	dB(A)	dB	dB	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	dB(A)
3226	472494.41	5410164.82	275.20	0	D	A	92.1	22.8	0.0	0.0	0.0	85.6	4.0	2.4	0.0	0.0	1.7	0.0	0.0	21.2
3226	472494.41	5410164.82	275.20	0	N	A	92.1	22.8	0.0	0.0	0.0	85.6	4.0	2.4	0.0	0.0	1.7	0.0	0.0	21.2
3226	472494.41	5410164.82	275.20	0	E	A	92.1	22.8	0.0	0.0	0.0	85.6	4.0	2.4	0.0	0.0	1.7	0.0	0.0	21.2
3367	472507.56	5409985.95	275.00	0	D	A	92.1	22.3	0.0	0.0	0.0	85.5	4.0	2.4	0.0	0.0	1.7	0.0	0.0	20.8
3367	472507.56	5409985.95	275.00	0	N	A	92.1	22.3	0.0	0.0	0.0	85.5	4.0	2.4	0.0	0.0	1.7	0.0	0.0	20.8
3367	472507.56	5409985.95	275.00	0	E	A	92.1	22.3	0.0	0.0	0.0	85.5	4.0	2.4	0.0	0.0	1.7	0.0	0.0	20.8
3409	472465.48	5409836.02	274.79	0	D	A	92.1	21.9	0.0	0.0	0.0	85.5	4.0	2.4	0.0	0.0	1.7	0.0	0.0	20.5
3409	472465.48	5409836.02	274.79	0	N	A	92.1	21.9	0.0	0.0	0.0	85.5	4.0	2.4	0.0	0.0	1.7	0.0	0.0	20.5
3409	472465.48	5409836.02	274.79	0	E	A	92.1	21.9	0.0	0.0	0.0	85.5	4.0	2.4	0.0	0.0	1.7	0.0	0.0	20.5
3422	472478.63	5410341.06	275.65	0	D	A	92.1	22.1	0.0	0.0	0.0	85.7	4.1	2.4	0.0	0.0	1.7	0.0	0.0	20.4
3422	472478.63	5410341.06	275.65	0	N	A	92.1	22.1	0.0	0.0	0.0	85.7	4.1	2.4	0.0	0.0	1.7	0.0	0.0	20.4
3422	472478.63	5410341.06	275.65	0	E	A	92.1	22.1	0.0	0.0	0.0	85.7	4.1	2.4	0.0	0.0	1.7	0.0	0.0	20.4

Point Source, ISO 9613, Name: "Screens at Secondary Crusher B Phase2", ID: "!0404!BaghouseSecondaryCrusherBPhase2"																				
Nr.	X	Y	Z	Refl.	DEN	Freq.	Lw	l/a	Optime	K0	Di	Adiv	Aatm	Agr	Afol	AhouS	Abar	Cmet	RL	Lr
	(m)	(m)	(m)			(Hz)	dB(A)	dB	dB	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)
3255	471210.53	5407700.50	275.97	0	DEN	A	116.3	0.0	0.0	0.0	0.0	87.1	10.6	1.0	0.0	0.0	2.8	0.0	0.0	14.9

Point Source, ISO 9613, Name: "Screens at Secondary Crusher A Phase2", ID: "!0404!BaghouseSecondaryCrusherAPhase2"																				
Nr.	X	Y	Z	Refl.	DEN	Freq.	Lw	l/a	Optime	K0	Di	Adiv	Aatm	Agr	Afol	AhouS	Abar	Cmet	RL	Lr
	(m)	(m)	(m)			(Hz)	dB(A)	dB	dB	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)
3259	471209.85	5407700.81	275.97	0	DEN	A	116.3	0.0	0.0	0.0	0.0	87.1	10.6	1.0	0.0	0.0	2.8	0.0	0.0	14.9

Line Source, ISO 9613, Name: "Ring Road - MZ3 Entrance to HAUL4AB, Truck3", ID: "!0405!HAUL21BYr7_Truck3"																				
Nr.	X	Y	Z	Refl.	DEN	Freq.	Lw	l/a	Optime	K0	Di	Adiv	Aatm	Agr	Afol	AhouS	Abar	Cmet	RL	Lr
	(m)	(m)	(m)			(Hz)	dB(A)	dB	dB	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)
3270	474411.97	5407813.37	281.66	0	DEN	A	86.9	23.0	0.0	0.0	0.0	81.0	2.8	2.6	0.0	0.0	1.7	0.0	0.0	21.9
3340	474071.12	5407644.63	280.34	0	DEN	A	86.9	23.8	0.0	0.0	0.0	82.0	3.0	2.5	0.0	0.0	1.7	0.0	0.0	21.5
3587	473676.29	5407590.64	281.76	0	DEN	A	86.9	23.7	0.0	0.0	0.0	82.9	3.2	2.5	0.0	0.0	1.7	0.0	0.0	20.3
3627	474256.73	5407718.87	280.99	0	DEN	A	86.9	22.1	0.0	0.0	0.0	81.5	2.9	2.6	0.0	0.0	1.7	0.0	0.0	20.4
3831	473453.56	5407587.26	282.27	0	DEN	A	86.9	23.2	0.0	0.0	0.0	83.4	3.4	2.5	0.0	0.0	1.7	0.0	0.0	19.2
3858	473875.39	5407604.14	280.91	0	DEN	A	86.9	22.1	0.0	0.0	0.0	82.5	3.1	2.5	0.0	0.0	1.7	0.0	0.0	19.2

Line Source, ISO 9613, Name: "EZ2 Entrance to Pit Ring Road Intersection, Truck2", ID: "!0405!HAUL6BYr7_Truck2"																				
Nr.	X	Y	Z	Refl.	DEN	Freq.	Lw	l/a	Optime	K0	Di	Adiv	Aatm	Agr	Afol	AhouS	Abar	Cmet	RL	Lr
	(m)	(m)	(m)			(Hz)	dB(A)	dB	dB	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)
3383	474251.51	5410361.05	281.72	0	DEN	A	81.5	29.6	0.0	0.0	0.0	82.7	3.2	2.5	0.0	0.0	1.7	0.0	0.0	21.0
5117	474293.23	5409792.12	282.40	0	DEN	A	81.5	23.7	0.0	0.0	0.0	82.0	3.0	2.6	0.0	0.0	1.6	0.0	0.0	15.9

Area Source, ISO 9613, Name: "Proces Plant Operation2", ID: "!0406!ProcessPlantOperation2"																				
Nr.	X	Y	Z	Refl.	DEN	Freq.	Lw	l/a	Optime	K0	Di	Adiv	Aatm	Agr	Afol	AhouS	Abar	Cmet	RL	Lr
	(m)	(m)	(m)			(Hz)	dB(A)	dB	dB	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)
3405	474418.83	5407549.96	277.83	0	DEN	A	65.8	43.9	0.0	0.0	0.0	81.2	8.6	0.9	0.0	0.0	3.8	0.0	0.0	15.2
3453	474312.83	5407586.62	277.17	0	DEN	A	65.8	43.6	0.0	0.0	0.0	81.4	8.8	0.9	0.0	0.0	3.3	0.0	0.0	15.0
3660	472100.05	5407438.19	274.69	0	DEN	A	65.8	47.3	0.0	0.0	0.0	85.8	12.0	1.0	0.0	0.0	2.8	0.0	0.0	11.4
3725	474439.23	5407441.62	277.17	0	DEN	A	65.8	42.3	0.0	0.0	0.0	81.2	8.6	0.9	0.0	0.0	3.9	0.0	0.0	13.5
3836	473036.78	5407448.29	274.50	0	DEN	A	65.8	45.0	0.0	0.0	0.0	84.3	10.8	1.1	0.0	0.0	2.9	0.0	0.0	11.8
3849	473769.16	5407499.74	277.96	0	DEN	A	65.8	43.4	0.0	0.0	0.0	82.8	9.7	1.0	0.0	0.0	3.0	0.0	0.0	12.7
3854	471696.33	5407493.60	273.08	0	DEN	A	65.8	47.1	0.0	0.0	0.0	86.4	12.5	1.0	0.0	0.0	2.8	0.0	0.0	10.2
4418	474309.73	5407688.94	278.60	0	DEN	A	65.8	40.3	0.0	0.0	0.0	81.4	8.8	0.9	0.0	0.0	3.2	0.0	0.0	11.9
4514	473380.07	5407517.26	280.28	0	DEN	A	65.8	42.4	0.0	0.0	0.0	83.6	10.3	1.0	0.0	0.0	2.9	0.0	0.0	10.4
4524	474224.56	5407506.07	276.50	0	DEN	A	65.8	40.6	0.0	0.0	0.0	81.7	9.0	0.9	0.0	0.0	3.2	0.0	0.0	11.7
4632	474009.75	5407434.26	276.50	0	DEN	A	65.8	40.6	0.0	0.0	0.0	82.3	9.4	1.0	0.0	0.0	3.1	0.0	0.0	10.7
5087	474286.82	5407403.85	276.50	0	DEN	A	65.8	39.0	0.0	0.0	0.0	81.6	8.9	0.9	0.0	0.0	3.2	0.0	0.0	10.1

Line Source, ISO 9613, Name: "LG East to PC 2 Entrance, Truck2", ID: "!0405!HAUL14BYr7_Truck2"																				
Nr.	X	Y	Z	Refl.	DEN	Freq.	Lw	l/a	Optime	K0	Di	Adiv	Aatm	Agr	Afol	AhouS	Abar	Cmet	RL	Lr
	(m)	(m)	(m)			(Hz)	dB(A)	dB	dB	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)
3413	472051.18	5408389.29	272.90	0	DEN	A	88.3	25.9	0.0	0.0	0.0	85.8	4.1	2.4	0.0	0.0	1.7	0.0	0.0	20.2
3466	471818.39	5408693.11	272.80	0	DEN	A	88.3	25.8	0.0	0.0	0.0	86.2	4.2	2.4	0.0	0.0	1.7	0.0	0.0	19.6
3696	471656.62	5409008.76	273.53	0	DEN	A	88.3	25.3	0.0	0.0	0.0	86.5	4.3	2.3	0.0	0.0	1.7	0.0	0.0	18.8
4248	472232.68	5408168.34	272.97	0	DEN	A	88.3	22.7	0.0	0.0	0.0	85.5	4.0	2.4	0.0	0.0	1.7	0.0	0.0	17.4

Area Source, ISO 9613, Name: "Proces Plant Operation1", ID: "!0406!ProcessPlantOperation1"																				
Nr.	X	Y	Z	Refl.	DEN	Freq.	Lw	l/a	Optime	K0	Di	Adiv	Aatm	Agr	Afol	AhouS	Abar	Cmet	RL	Lr
	(m)	(m)	(m)			(Hz)	dB(A)	dB	dB	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)
3584	474418.83	5407549.96	278.33	0	DEN	A	65.1	43.9	0.0	0.0	0.0	81.2	8.1	1.4	0.0	0.0	3.3	0.0	0.0	14.9
3657	474312.83	5407586.62	277.67	0	DEN	A	65.1	43.6	0.0	0.0	0.0	81.4	8.3	1.5	0.0	0.0	3.0	0.0	0.0	14.6
3841	472100.05	5407438.19	275.19	0	DEN	A	65.1	47.3	0.0	0.0	0.0	85.8	11.3	1.7	0.0	0.0	2.5	0.0	0.0	11.1
3881	474439.23	5407441.62	277.67	0	DEN	A	65.1	42.3	0.0	0.0	0.0	81.2	8.1	1.4	0.0	0.0	3.4	0.0	0.0	13.1
4057	473036.78	5407448.29	275.00	0	DEN	A	65.1	45.0	0.0	0.0	0.0	84.3	10.1	1.7	0.0	0.0	2.5	0.0	0.0	11.5
4079	473769.16	5407499.74	278.46	0	DEN	A	65.1	43.4	0.0	0.0	0.0	82.8	9.1	1.6	0.0	0.0	2.7	0.0	0.0	12.4
4622	474309.73	5407688.94	279.10	0	DEN	A	65.1	40.3	0.0	0.0	0.0	81.4	8.2	1.5	0.0	0.0	2.8	0.0	0.0	11.5
4692	473380.07	5407517.26	280.78	0	DEN	A	65.1	42.4	0.0	0.0	0.0	83.6	9.6	1.6	0.0	0.0	2.6	0.0	0.0	10.0
4697	474224.56	5407506.07	277.00	0	DEN	A	65.1	40.6	0.0	0.0	0.0	81.7	8.4	1.5	0.0	0.0	2.8	0.0	0.0	11.3
4866	474009.75	5407434.26	277.00	0	DEN	A	65.1	40.6	0.0	0.0	0.0	82.3	8.8	1.5	0.0	0.0	2.7	0.0	0.0	10.3

Line Source, ISO 9613, Name: "Ring Road - Future MZ3 Entrance to LG West Entrance, Truck2", ID: "!0405!HAUL13BYr7_Truck2"																				
Nr.	X	Y	Z	Refl.	DEN	Freq.	Lw	l/a	Optime	K0	Di	Adiv	Aatm	Agr	Afol	Ahous	Abar	Cmet	RL	Lr
	(m)	(m)	(m)			(Hz)	dB(A)	dB	dB	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	dB(A)
3667	472239.26	5409720.28	273.58	0	DEN	A	88.3	24.8	0.0	0.0	0.0	85.8	4.1	2.4	0.0	0.0	1.7	0.0	0.0	19.2
4173	472002.52	5409612.43	271.90	0	DEN	A	88.3	23.5	0.0	0.0	0.0	86.1	4.2	2.4	0.0	0.0	1.7	0.0	0.0	17.4
4271	471828.92	5409480.91	271.30	0	DEN	A	88.3	23.3	0.0	0.0	0.0	86.3	4.3	2.4	0.0	0.0	1.7	0.0	0.0	17.0
4589	471697.40	5409330.98	272.55	0	DEN	A	88.3	22.7	0.0	0.0	0.0	86.5	4.3	2.3	0.0	0.0	1.7	0.0	0.0	16.2
5670	471623.74	5409207.35	273.90	0	DEN	A	88.3	20.2	0.0	0.0	0.0	86.5	4.4	2.3	0.0	0.0	1.7	0.0	0.0	13.5

Area Source, ISO 9613, Name: "Proces Plant Operation3", ID: "!0406!ProcessPlantOperation3"																				
Nr.	X	Y	Z	Refl.	DEN	Freq.	Lw	l/a	Optime	K0	Di	Adiv	Aatm	Agr	Afol	Ahous	Abar	Cmet	RL	Lr
	(m)	(m)	(m)			(Hz)	dB(A)	dB	dB	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	dB(A)
3681	474418.83	5407549.96	277.83	0	DEN	A	64.6	43.9	0.0	0.0	0.0	81.2	7.9	1.3	0.0	0.0	3.4	0.0	0.0	14.6
3732	474312.83	5407586.62	277.17	0	DEN	A	64.6	43.6	0.0	0.0	0.0	81.4	8.1	1.3	0.0	0.0	3.0	0.0	0.0	14.4
3921	472100.05	5407438.19	274.69	0	DEN	A	64.6	47.3	0.0	0.0	0.0	85.8	11.0	1.3	0.0	0.0	2.6	0.0	0.0	11.1
4145	474439.23	5407441.62	277.17	0	DEN	A	64.6	42.3	0.0	0.0	0.0	81.2	8.0	1.3	0.0	0.0	3.4	0.0	0.0	12.9
4230	473036.78	5407448.29	274.50	0	DEN	A	64.6	45.0	0.0	0.0	0.0	84.3	9.9	1.4	0.0	0.0	2.6	0.0	0.0	11.4
4257	473769.16	5407499.74	277.96	0	DEN	A	64.6	43.4	0.0	0.0	0.0	82.8	8.9	1.4	0.0	0.0	2.7	0.0	0.0	12.2
4756	474309.73	5407688.94	278.60	0	DEN	A	64.6	40.3	0.0	0.0	0.0	81.4	8.1	1.3	0.0	0.0	2.8	0.0	0.0	11.3
4861	474224.56	5407506.07	276.50	0	DEN	A	64.6	40.6	0.0	0.0	0.0	81.7	8.2	1.3	0.0	0.0	2.8	0.0	0.0	11.1
5206	474009.75	5407434.26	276.50	0	DEN	A	64.6	40.6	0.0	0.0	0.0	82.3	8.6	1.4	0.0	0.0	2.8	0.0	0.0	10.1

Line Source, ISO 9613, Name: "Pit Ring Road to Sand and Till, Truck2", ID: "!0405!HAUL7BYr7_Truck2"																				
Nr.	X	Y	Z	Refl.	DEN	Freq.	Lw	l/a	Optime	K0	Di	Adiv	Aatm	Agr	Afol	Ahous	Abar	Cmet	RL	Lr
	(m)	(m)	(m)			(Hz)	dB(A)	dB	dB	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	dB(A)
3701	474251.57	5410989.94	299.20	0	DEN	A	85.4	25.1	0.0	0.0	0.0	83.5	3.4	2.5	0.0	0.0	1.7	0.0	0.0	19.4

Point Source, ISO 9613, Name: "Water Treatment Plant Water Pump at Pond 1", ID: "!0404!WaterPumpPond1"																				
Nr.	X	Y	Z	Refl.	DEN	Freq.	Lw	l/a	Optime	K0	Di	Adiv	Aatm	Agr	Afol	Ahous	Abar	Cmet	RL	Lr
	(m)	(m)	(m)			(Hz)	dB(A)	dB	dB	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	dB(A)
3871	476497.40	5410959.69	273.50	0	DEN	A	106.4	0.0	0.0	0.0	0.0	79.9	9.5	1.7	0.0	0.0	2.9	0.0	0.0	12.4

Line Source, ISO 9613, Name: "MZ Entrance to Pit Ring Road, Truck3", ID: "!0405!HAUL44BYr7_Truck3"																				
Nr.	X	Y	Z	Refl.	DEN	Freq.	Lw	l/a	Optime	K0	Di	Adiv	Aatm	Agr	Afol	Ahous	Abar	Cmet	RL	Lr
	(m)	(m)	(m)			(Hz)	dB(A)	dB	dB	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	dB(A)
4044	474593.87	5407938.63	282.01	0	DEN	A	81.9	24.5	0.0	0.0	0.0	80.5	2.6	2.6	0.0	0.0	1.7	0.0	0.0	19.0
4568	474772.82	5408081.79	283.88	0	DEN	A	81.9	22.5	0.0	0.0	0.0	79.9	2.5	2.6	0.0	0.0	1.9	0.0	0.0	17.5
4711	474915.97	5408269.69	286.88	0	DEN	A	81.9	21.5	0.0	0.0	0.0	79.4	2.4	2.6	0.0	0.0	2.3	0.0	0.0	16.6
5957	474853.34	5408180.21	285.02	0	DEN	A	81.9	19.0	0.0	0.0	0.0	79.6	2.5	2.6	0.0	0.0	2.1	0.0	0.0	14.1

Line Source, ISO 9613, Name: "Ring Road - WRD to Future MZ3 Entrance, Truck2", ID: "!0405!HAUL12BYr7_Truck2"																				
Nr.	X	Y	Z	Refl.	DEN	Freq.	Lw	l/a	Optime	K0	Di	Adiv	Aatm	Agr	Afol	Ahous	Abar	Cmet	RL	Lr
	(m)	(m)	(m)			(Hz)	dB(A)	dB	dB	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	dB(A)
4233	472494.41	5410164.82	275.10	0	DEN	A	88.3	22.8	0.0	0.0	0.0	85.6	4.0	2.4	0.0	0.0	1.7	0.0	0.0	17.4
4342	472507.56	5409985.95	274.90	0	DEN	A	88.3	22.3	0.0	0.0	0.0	85.5	4.0	2.4	0.0	0.0	1.7	0.0	0.0	17.0
4519	472465.48	5409836.02	274.69	0	DEN	A	88.3	21.9	0.0	0.0	0.0	85.5	4.0	2.4	0.0	0.0	1.7	0.0	0.0	16.7
4540	472478.63	5410341.06	275.55	0	DEN	A	88.3	22.1	0.0	0.0	0.0	85.7	4.1	2.4	0.0	0.0	1.7	0.0	0.0	16.6

Area Source, ISO 9613, Name: "LGWestYr7Truck3", ID: "!0406!LGWestYr7Truck3"																				
Nr.	X	Y	Z	Refl.	DEN	Freq.	Lw	l/a	Optime	K0	Di	Adiv	Aatm	Agr	Afol	Ahous	Abar	Cmet	RL	Lr
	(m)	(m)	(m)			(Hz)	dB(A)	dB	dB	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	dB(A)
4360	470579.20	5409845.59	287.00	0	D	A	62.2	53.7	-7.8	0.0	0.0	88.1	4.9	2.2	0.0	0.0	1.8	0.0	0.0	11.1
4360	470579.20	5409845.59	287.00	0	N	A	62.2	53.7	-7.8	0.0	0.0	88.1	4.9	2.2	0.0	0.0	1.8	0.0	0.0	11.1
4373	470328.55	5409031.08	287.00	0	D	A	62.2	53.7	-7.8	0.0	0.0	88.2	5.0	2.2	0.0	0.0	1.8	0.0	0.0	10.9
4373	470328.55	5409031.08	287.00	0	N	A	62.2	53.7	-7.8	0.0	0.0	88.2	5.0	2.2	0.0	0.0	1.8	0.0	0.0	10.9
6329	471209.19	5408843.47	287.00	0	D	A	62.2	52.2	-7.8	0.0	0.0	87.1	4.6	2.3	0.0	0.0	1.8	0.0	0.0	11.0
6329	471209.19	5408843.47	287.00	0	N	A	62.2	52.2	-7.8	0.0	0.0	87.1	4.6	2.3	0.0	0.0	1.8	0.0	0.0	11.0
6810	470270.31	5410020.99	287.00	0	D	A	62.2	53.1	-7.8	0.0	0.0	88.5	5.1	2.1	0.0	0.0	1.8	0.0	0.0	10.0
6810	470270.31	5410020.99	287.00	0	N	A	62.2	53.1	-7.8	0.0	0.0	88.5	5.1	2.1	0.0	0.0	1.8	0.0	0.0	10.0

Line Source, ISO 9613, Name: "LG East to E2Z Entrance, Truck2", ID: "!0405!HAUL5BYr7_Truck2"																				
Nr.	X	Y	Z	Refl.	DEN	Freq.	Lw	l/a	Optime	K0	Di	Adiv	Aatm	Agr	Afol	Ahous	Abar	Cmet	RL	Lr
	(m)	(m)	(m)			(Hz)	dB(A)	dB	dB	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	dB(A)
4584	474844.40	5409397.05	282.24	0	DEN	A	78.5	25.8	0.0	0.0	0.0	80.2	2.6	2.6	0.0	0.0	1.6	0.0	0.0	17.2
4747	474960.71	5408520.21	283.70	0	DEN	A	78.5	24.6	0.0	0.0	0.0	79.3	2.4	2.6	0.0	0.0	2.5	0.0	0.0	16.3
5281	474531.24	5409575.99	282.40	0	DEN	A	78.5	25.3	0.0	0.0	0.0	81.2	2.8	2.6	0.0	0.0	1.6	0.0	0.0	15.5
5449	475077.03	5409227.05	281.95	0	DEN	A	78.5	23.1	0.0	0.0	0.0	79.3	2.4	2.6	0.0	0.0	1.7	0.0	0.0	15.5

Line Source, ISO 9613, Name: "LG East to E2Z Entrance, Truck2", ID: "!0405!HAUL5BYr7_Truck2"																				
Nr.	X	Y	Z	Refl.	DEN	Freq.	Lw	l/a	Optime	K0	Di	Adiv	Aatm	Agr	Afol	Ahous	Abar	Cmet	RL	Lr
	(m)	(m)	(m)			(Hz)	dB(A)	dB	dB	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	dB(A)
5609	475121.76	5409057.05	281.73	0	DEN	A	78.5	22.6	0.0	0.0	0.0	79.0	2.3	2.6	0.0	0.0	1.7	0.0	0.0	15.4
6793	474969.66	5408726.00	282.20	0	DEN	A	78.5	21.0	0.0	0.0	0.0	79.3	2.4	2.6	0.0	0.0	2.6	0.0	0.0	12.6

Point Source, ISO 9613, Name: "Transformer at Substation", ID: "!0404!TransformerSubstation"																				
Nr.	X	Y	Z	Refl.	DEN	Freq.	Lw	l/a	Optime	K0	Di	Adiv	Aatm	Agr	Afol	Ahous	Abar	Cmet	RL	Lr
	(m)	(m)	(m)			(Hz)	dB(A)	dB	dB	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	dB(A)
4769	473567.29	5407483.70	279.80	0	DEN	A	107.0	0.0	0.0	0.0	0.0	83.2	7.8	-0.9	0.0	0.0	3.5	0.0	0.0	13.4

Point Source, ISO 9613, Name: "Baghouse at Primary Crusher Phase 1", ID: "!0404!BaghousePrimaryCrusherPhase1"																				
Nr.	X	Y	Z	Refl.	DEN	Freq.	Lw	l/a	Optime	K0	Di	Adiv	Aatm	Agr	Afol	Ahous	Abar	Cmet	RL	Lr
	(m)	(m)	(m)			(Hz)	dB(A)	dB	dB	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	dB(A)
4846	474389.63	5407330.76	284.00	0	DEN	A	105.1	0.0	0.0	0.0	0.0	81.4	7.1	2.1	0.0	0.0	2.7	0.0	0.0	11.8

Line Source, ISO 9613, Name: "Ring Road to PC2, Truck3", ID: "!0405!HAUL17BYr7_Truck3"																				
Nr.	X	Y	Z	Refl.	DEN	Freq.	Lw	l/a	Optime	K0	Di	Adiv	Aatm	Agr	Afol	Ahous	Abar	Cmet	RL	Lr
	(m)	(m)	(m)			(Hz)	dB(A)	dB	dB	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	dB(A)
5082	472252.41	5407986.84	273.35	0	DEN	A	84.4	24.4	0.0	0.0	0.0	85.5	4.0	2.4	0.0	0.0	1.7	0.0	0.0	15.2
5462	471507.46	5407911.84	275.60	0	DEN	A	84.4	24.4	0.0	0.0	0.0	86.6	4.4	2.3	0.0	0.0	1.8	0.0	0.0	13.8
6366	472003.83	5407809.29	273.31	0	DEN	A	84.4	22.2	0.0	0.0	0.0	85.9	4.1	2.4	0.0	0.0	1.7	0.0	0.0	12.5
6633	471846.01	5407852.69	273.81	0	DEN	A	84.4	22.1	0.0	0.0	0.0	86.1	4.2	2.3	0.0	0.0	1.7	0.0	0.0	12.1
7166	472134.04	5407832.96	273.00	0	DEN	A	84.4	20.7	0.0	0.0	0.0	85.7	4.1	2.4	0.0	0.0	1.7	0.0	0.0	11.3
7196	471707.91	5407907.93	274.07	0	DEN	A	84.4	21.3	0.0	0.0	0.0	86.3	4.3	2.3	0.0	0.0	1.7	0.0	0.0	11.0

Line Source, ISO 9613, Name: "MZ Entrance to Pit Ring Road, Truck2", ID: "!0405!HAUL4ABYr7_Truck2"																				
Nr.	X	Y	Z	Refl.	DEN	Freq.	Lw	l/a	Optime	K0	Di	Adiv	Aatm	Agr	Afol	Ahous	Abar	Cmet	RL	Lr
	(m)	(m)	(m)			(Hz)	dB(A)	dB	dB	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	dB(A)
5303	474593.87	5407938.63	281.91	0	DEN	A	78.5	24.5	0.0	0.0	0.0	80.5	2.6	2.6	0.0	0.0	1.7	0.0	0.0	15.6
6064	474772.82	5408081.79	283.78	0	DEN	A	78.5	22.5	0.0	0.0	0.0	79.9	2.5	2.6	0.0	0.0	1.9	0.0	0.0	14.1
6509	474915.97	5408269.69	286.78	0	DEN	A	78.5	21.5	0.0	0.0	0.0	79.4	2.4	2.6	0.0	0.0	2.3	0.0	0.0	13.2
7966	474853.34	5408180.21	284.92	0	DEN	A	78.5	19.0	0.0	0.0	0.0	79.6	2.5	2.6	0.0	0.0	2.1	0.0	0.0	10.7

Point Source, ISO 9613, Name: "Baghouse at Secondary Crusher Phase 1", ID: "!0404!BaghouseSecondaryCrusherPhase1"																				
Nr.	X	Y	Z	Refl.	DEN	Freq.	Lw	l/a	Optime	K0	Di	Adiv	Aatm	Agr	Afol	Ahous	Abar	Cmet	RL	Lr
	(m)	(m)	(m)			(Hz)	dB(A)	dB	dB	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	dB(A)
5327	474059.39	5407332.13	284.00	0	DEN	A	105.1	0.0	0.0	0.0	0.0	82.2	7.5	2.1	0.0	0.0	2.5	0.0	0.0	10.7

Line Source, ISO 9613, Name: "Ring Road - MZ3 Entrance to HAUL4AB, Truck2", ID: "!0405!HAUL21BYr7_Truck2"																				
Nr.	X	Y	Z	Refl.	DEN	Freq.	Lw	l/a	Optime	K0	Di	Adiv	Aatm	Agr	Afol	Ahous	Abar	Cmet	RL	Lr
	(m)	(m)	(m)			(Hz)	dB(A)	dB	dB	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	dB(A)
5460	474411.97	5407813.37	281.56	0	DEN	A	80.2	23.0	0.0	0.0	0.0	81.0	2.8	2.6	0.0	0.0	1.7	0.0	0.0	15.2
5505	474071.12	5407644.63	280.24	0	DEN	A	80.2	23.8	0.0	0.0	0.0	82.0	3.0	2.6	0.0	0.0	1.6	0.0	0.0	14.8
6010	473676.29	5407590.64	281.66	0	DEN	A	80.2	23.7	0.0	0.0	0.0	82.9	3.2	2.5	0.0	0.0	1.7	0.0	0.0	13.6
6267	474256.73	5407718.87	280.89	0	DEN	A	80.2	22.1	0.0	0.0	0.0	81.5	2.9	2.6	0.0	0.0	1.6	0.0	0.0	13.7
6790	473453.56	5407587.26	282.17	0	DEN	A	80.2	23.2	0.0	0.0	0.0	83.4	3.4	2.5	0.0	0.0	1.7	0.0	0.0	12.5
6886	473875.39	5407604.14	280.81	0	DEN	A	80.2	22.1	0.0	0.0	0.0	82.5	3.1	2.6	0.0	0.0	1.6	0.0	0.0	12.5

Line Source, ISO 9613, Name: "Access to Pit Ring Road, Truck2", ID: "!0405!Haul1ABYr7_Truck2"																				
Nr.	X	Y	Z	Refl.	DEN	Freq.	Lw	l/a	Optime	K0	Di	Adiv	Aatm	Agr	Afol	Ahous	Abar	Cmet	RL	Lr
	(m)	(m)	(m)			(Hz)	dB(A)	dB	dB	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	dB(A)
6373	474520.30	5407657.28	279.53	0	DEN	A	75.4	26.2	0.0	0.0	0.0	80.8	2.7	2.6	0.0	0.0	2.8	0.0	0.0	12.6

Line Source, ISO 9613, Name: "Ring Road to E2Z Entrance, Truck2", ID: "!0405!HAUL20BYr7_Truck2"																				
Nr.	X	Y	Z	Refl.	DEN	Freq.	Lw	l/a	Optime	K0	Di	Adiv	Aatm	Agr	Afol	Ahous	Abar	Cmet	RL	Lr
	(m)	(m)	(m)			(Hz)	dB(A)	dB	dB	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	dB(A)
7338	473482.49	5410053.99	178.56	0	DEN	A	78.5	24.5	0.0	0.0	0.0	83.9	3.5	2.5	0.0	0.0	1.7	0.0	0.0	11.3

R03 Leq, 1-hour Results for Operation (Year 7)

Receiver

Name: Camp on the West Buskegau River

ID: R03

X: 477544.39 m

Y: 5408361.48 m

Z: 269.98 m

Area Source, ISO 9613, Name: "Mining Activity Within EZ1 Yr-1 2/2", ID: "!0303!EZ_STAGE1_YR-1_2"

Nr.	X (m)	Y (m)	Z (m)	Refl.	DEN	Freq. (Hz)	Lw dB(A)	l/a dB	Optime dB	K0 (dB)	Di (dB)	Adiv (dB)	Aatm (dB)	Agr (dB)	Afol (dB)	Ahous (dB)	Abar (dB)	Cmet (dB)	RL (dB)	Lr dB(A)
15	475151.95	5409971.69	237.20	0	DEN	A	72.6	53.7	0.0	0.0	0.0	80.2	9.1	0.7	0.0	0.0	3.5	0.0	0.0	32.8
207	475541.52	5410003.55	237.20	0	DEN	A	72.6	51.0	0.0	0.0	0.0	79.3	8.4	0.6	0.0	0.0	3.6	0.0	0.0	31.7
586	474841.73	5410132.33	237.20	0	DEN	A	72.6	48.2	0.0	0.0	0.0	81.2	9.8	0.9	0.0	0.0	3.4	0.0	0.0	25.6
806	475220.99	5409778.11	237.20	0	DEN	A	72.6	44.2	0.0	0.0	0.0	79.7	8.7	0.7	0.0	0.0	3.6	0.0	0.0	24.2
893	475392.95	5410211.63	237.20	0	DEN	A	72.6	42.7	0.0	0.0	0.0	80.1	9.0	0.7	0.0	0.0	3.5	0.0	0.0	22.0
982	474965.15	5409807.59	237.20	0	DEN	A	72.6	42.3	0.0	0.0	0.0	80.4	9.2	0.8	0.0	0.0	3.5	0.0	0.0	21.0
984	474909.23	5410275.55	237.20	0	DEN	A	72.6	43.8	0.0	0.0	0.0	81.3	9.9	0.9	0.0	0.0	3.4	0.0	0.0	21.0
2689	474661.10	5410031.71	237.20	0	DEN	A	72.6	38.8	0.0	0.0	0.0	81.5	10.0	0.9	0.0	0.0	3.4	0.0	0.0	15.6
2992	475755.08	5409883.26	237.20	0	DEN	A	72.6	34.8	0.0	0.0	0.0	78.4	7.8	0.5	0.0	0.0	9.1	0.0	0.0	11.6
4026	475510.45	5409710.11	237.20	0	DEN	A	72.6	32.1	0.0	0.0	0.0	78.8	8.0	0.6	0.0	0.0	4.2	0.0	0.0	13.2

Area Source, ISO 9613, Name: "LGEastYr-1Truck3", ID: "!0303!LGEastYr-1Truck3"

Nr.	X (m)	Y (m)	Z (m)	Refl.	DEN	Freq. (Hz)	Lw dB(A)	l/a dB	Optime dB	K0 (dB)	Di (dB)	Adiv (dB)	Aatm (dB)	Agr (dB)	Afol (dB)	Ahous (dB)	Abar (dB)	Cmet (dB)	RL (dB)	Lr dB(A)
27	476151.95	5408098.05	291.00	0	D	A	63.0	50.1	-7.8	0.0	0.0	74.0	1.5	2.6	0.0	0.0	1.7	0.0	0.0	25.5
27	476151.95	5408098.05	291.00	0	N	A	63.0	50.1	-7.8	0.0	0.0	74.0	1.5	2.6	0.0	0.0	1.7	0.0	0.0	25.5
27	476151.95	5408098.05	291.00	0	E	A	63.0	50.1	-7.8	0.0	0.0	74.0	1.5	2.6	0.0	0.0	1.7	0.0	0.0	25.5
43	475861.09	5408098.95	291.00	0	D	A	63.0	50.1	-7.8	0.0	0.0	75.6	1.7	2.6	0.0	0.0	1.7	0.0	0.0	23.6
43	475861.09	5408098.95	291.00	0	N	A	63.0	50.1	-7.8	0.0	0.0	75.6	1.7	2.6	0.0	0.0	1.7	0.0	0.0	23.6
43	475861.09	5408098.95	291.00	0	E	A	63.0	50.1	-7.8	0.0	0.0	75.6	1.7	2.6	0.0	0.0	1.7	0.0	0.0	23.6
45	476307.38	5407942.04	291.00	0	D	A	63.0	50.1	-7.8	0.0	0.0	73.3	1.4	2.6	0.0	0.0	0.0	0.0	0.0	28.0
45	476307.38	5407942.04	291.00	0	N	A	63.0	50.1	-7.8	0.0	0.0	73.3	1.4	2.6	0.0	0.0	0.0	0.0	0.0	28.0
45	476307.38	5407942.04	291.00	0	E	A	63.0	50.1	-7.8	0.0	0.0	73.3	1.4	2.6	0.0	0.0	0.0	0.0	0.0	28.0
47	476327.36	5407630.91	291.00	0	D	A	63.0	50.1	-7.8	0.0	0.0	74.0	1.5	2.6	0.0	0.0	0.0	0.0	0.0	27.2
47	476327.36	5407630.91	291.00	0	N	A	63.0	50.1	-7.8	0.0	0.0	74.0	1.5	2.6	0.0	0.0	0.0	0.0	0.0	27.2
47	476327.36	5407630.91	291.00	0	E	A	63.0	50.1	-7.8	0.0	0.0	74.0	1.5	2.6	0.0	0.0	0.0	0.0	0.0	27.2
113	476131.96	5408409.17	291.00	0	D	A	63.0	50.1	-7.8	0.0	0.0	74.0	1.5	2.6	0.0	0.0	1.7	0.0	0.0	25.5
113	476131.96	5408409.17	291.00	0	N	A	63.0	50.1	-7.8	0.0	0.0	74.0	1.5	2.6	0.0	0.0	1.7	0.0	0.0	25.5
113	476131.96	5408409.17	291.00	0	E	A	63.0	50.1	-7.8	0.0	0.0	74.0	1.5	2.6	0.0	0.0	1.7	0.0	0.0	25.5
115	475841.10	5408410.07	291.00	0	D	A	63.0	50.1	-7.8	0.0	0.0	75.6	1.7	2.6	0.0	0.0	1.7	0.0	0.0	23.6
115	475841.10	5408410.07	291.00	0	N	A	63.0	50.1	-7.8	0.0	0.0	75.6	1.7	2.6	0.0	0.0	1.7	0.0	0.0	23.6
115	475841.10	5408410.07	291.00	0	E	A	63.0	50.1	-7.8	0.0	0.0	75.6	1.7	2.6	0.0	0.0	1.7	0.0	0.0	23.6
117	476189.69	5408642.29	291.00	0	D	A	63.0	47.1	-7.8	0.0	0.0	73.8	1.5	2.6	0.0	0.0	0.0	0.0	0.0	24.4
117	476189.69	5408642.29	291.00	0	N	A	63.0	47.1	-7.8	0.0	0.0	73.8	1.5	2.6	0.0	0.0	0.0	0.0	0.0	24.4
117	476189.69	5408642.29	291.00	0	E	A	63.0	47.1	-7.8	0.0	0.0	73.8	1.5	2.6	0.0	0.0	0.0	0.0	0.0	24.4
130	476345.11	5408486.28	291.00	0	D	A	63.0	47.1	-7.8	0.0	0.0	72.6	1.3	2.6	0.0	0.0	0.0	0.0	0.0	25.8
130	476345.11	5408486.28	291.00	0	N	A	63.0	47.1	-7.8	0.0	0.0	72.6	1.3	2.6	0.0	0.0	0.0	0.0	0.0	25.8
130	476345.11	5408486.28	291.00	0	E	A	63.0	47.1	-7.8	0.0	0.0	72.6	1.3	2.6	0.0	0.0	0.0	0.0	0.0	25.8
132	476247.41	5408875.40	291.00	0	D	A	63.0	50.1	-7.8	0.0	0.0	73.9	1.5	2.6	0.0	0.0	0.0	0.0	0.0	27.4
132	476247.41	5408875.40	291.00	0	N	A	63.0	50.1	-7.8	0.0	0.0	73.9	1.5	2.6	0.0	0.0	0.0	0.0	0.0	27.4
132	476247.41	5408875.40	291.00	0	E	A	63.0	50.1	-7.8	0.0	0.0	73.9	1.5	2.6	0.0	0.0	0.0	0.0	0.0	27.4
149	475735.64	5407788.27	291.00	0	D	A	63.0	53.1	-7.8	0.0	0.0	76.6	1.9	2.6	0.0	0.0	1.7	0.0	0.0	25.6
149	475735.64	5407788.27	291.00	0	N	A	63.0	53.1	-7.8	0.0	0.0	76.6	1.9	2.6	0.0	0.0	1.7	0.0	0.0	25.6
149	475735.64	5407788.27	291.00	0	E	A	63.0	53.1	-7.8	0.0	0.0	76.6	1.9	2.6	0.0	0.0	1.7	0.0	0.0	25.6
151	475901.06	5407476.70	291.00	0	D	A	63.0	50.1	-7.8	0.0	0.0	76.4	1.9	2.6	0.0	0.0	1.7	0.0	0.0	22.7
151	475901.06	5407476.70	291.00	0	N	A	63.0	50.1	-7.8	0.0	0.0	76.4	1.9	2.6	0.0	0.0	1.7	0.0	0.0	22.7
151	475901.06	5407476.70	291.00	0	E	A	63.0	50.1	-7.8	0.0	0.0	76.4	1.9	2.6	0.0	0.0	1.7	0.0	0.0	22.7
153	476191.93	5407475.80	291.00	0	D	A	63.0	50.1	-7.8	0.0	0.0	75.2	1.7	2.6	0.0	0.0	0.0	0.0	0.0	25.9
153	476191.93	5407475.80	291.00	0	N	A	63.0	50.1	-7.8	0.0	0.0	75.2	1.7	2.6	0.0	0.0	0.0	0.0	0.0	25.9
153	476191.93	5407475.80	291.00	0	E	A	63.0	50.1	-7.8	0.0	0.0	75.2	1.7	2.6	0.0	0.0	0.0	0.0	0.0	25.9
204	475444.78	5407789.17	291.00	0	D	A	63.0	53.1	-7.8	0.0	0.0	77.8	2.1	2.6	0.0	0.0	1.7	0.0	0.0	24.2
204	475444.78	5407789.17	291.00	0	N	A	63.0	53.1	-7.8	0.0	0.0	77.8	2.1	2.6	0.0	0.0	1.7	0.0	0.0	24.2

Line Source, ISO 9613, Name: "LG East to EZ1 Entrance, Truck3", ID: "!0302!HAUL5AYr-1_Truck3"																				
Nr.	X	Y	Z	Refl.	DEN	Freq.	Lw	l/a	Optime	K0	Di	Adiv	Aatm	Agr	Afol	Ahouus	Abar	Cmet	RL	Lr
	(m)	(m)	(m)			(Hz)	dB(A)	dB	dB	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	dB(A)
4576	474969.66	5408726.00	281.37	0	DEN	A	83.9	21.0	0.0	0.0	0.0	79.3	2.4	2.6	0.0	0.0	1.7	0.0	0.0	19.0
4581	474325.45	5409754.94	282.61	0	DEN	A	83.9	23.4	0.0	0.0	0.0	81.9	3.0	2.5	0.0	0.0	1.7	0.0	0.0	18.2
4717	474262.82	5409960.73	282.11	0	DEN	A	83.9	23.7	0.0	0.0	0.0	82.2	3.1	2.5	0.0	0.0	1.7	0.0	0.0	18.1
5331	474262.82	5410497.57	281.68	0	DEN	A	83.9	23.7	0.0	0.0	0.0	82.9	3.2	2.5	0.0	0.0	1.7	0.0	0.0	17.3

Line Source, ISO 9613, Name: "Entrance, Past Plant to Haul1, Cars", ID: "!0302!ACCESSABYr-1_LightVehicles"																				
Nr.	X	Y	Z	Refl.	DEN	Freq.	Lw	l/a	Optime	K0	Di	Adiv	Aatm	Agr	Afol	Ahouus	Abar	Cmet	RL	Lr
	(m)	(m)	(m)			(Hz)	dB(A)	dB	dB	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	dB(A)
2877	474157.48	5407450.72	273.36	0	DEN	A	76.5	28.2	0.0	0.0	0.0	81.9	7.0	2.7	0.0	0.0	2.9	0.0	0.0	10.3

Area Source, ISO 9613, Name: "Proces Plant Construction Area 6", ID: "!0303!ProcessPlantConstruction6"																				
Nr.	X	Y	Z	Refl.	DEN	Freq.	Lw	l/a	Optime	K0	Di	Adiv	Aatm	Agr	Afol	Ahouus	Abar	Cmet	RL	Lr
	(m)	(m)	(m)			(Hz)	dB(A)	dB	dB	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	dB(A)
4276	474363.73	5407569.46	275.96	0	DEN	A	54.2	52.5	0.0	0.0	0.0	81.3	8.4	1.7	0.0	0.0	2.7	0.0	0.0	12.5

Line Source, ISO 9613, Name: "MZ Entrance to Pit Ring Road, Truck1", ID: "!0302!HAUL4ABYr-1_Truck1"																				
Nr.	X	Y	Z	Refl.	DEN	Freq.	Lw	l/a	Optime	K0	Di	Adiv	Aatm	Agr	Afol	Ahouus	Abar	Cmet	RL	Lr
	(m)	(m)	(m)			(Hz)	dB(A)	dB	dB	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	dB(A)
2950	474593.87	5407938.63	277.86	0	DEN	A	84.9	24.5	0.0	0.0	0.0	80.5	5.4	2.2	0.0	0.0	2.4	0.0	0.0	18.9
3635	474772.82	5408081.79	280.12	0	DEN	A	84.9	22.5	0.0	0.0	0.0	79.9	5.2	2.2	0.0	0.0	2.4	0.0	0.0	17.7
3868	474915.97	5408269.69	281.69	0	DEN	A	84.9	21.5	0.0	0.0	0.0	79.4	5.0	2.2	0.0	0.0	2.4	0.0	0.0	17.4
5425	474853.34	5408180.21	281.55	0	DEN	A	84.9	19.0	0.0	0.0	0.0	79.6	5.1	2.2	0.0	0.0	2.4	0.0	0.0	14.6

Area Source, ISO 9613, Name: "Mining Activity At Top of MZ", ID: "!0303!MZ_STAGE1_YR-1_Top"																				
Nr.	X	Y	Z	Refl.	DEN	Freq.	Lw	l/a	Optime	K0	Di	Adiv	Aatm	Agr	Afol	Ahouus	Abar	Cmet	RL	Lr
	(m)	(m)	(m)			(Hz)	dB(A)	dB	dB	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	dB(A)
3184	474512.45	5408739.79	281.15	0	DEN	A	71.7	37.8	0.0	0.0	0.0	80.7	10.0	0.6	0.0	0.0	3.6	0.0	0.0	14.6
3560	473613.25	5409365.95	281.15	0	DEN	A	71.7	39.1	0.0	0.0	0.0	83.2	12.3	1.0	0.0	0.0	3.3	0.0	0.0	11.0
3639	474272.53	5408186.35	280.71	0	DEN	A	71.7	37.0	0.0	0.0	0.0	81.3	10.5	0.7	0.0	0.0	3.6	0.0	0.0	12.7
3862	474207.66	5408116.79	280.56	0	DEN	A	71.7	36.5	0.0	0.0	0.0	81.5	10.7	0.7	0.0	0.0	3.5	0.0	0.0	11.8
4032	474492.48	5408583.36	281.18	0	DEN	A	71.7	35.3	0.0	0.0	0.0	80.7	10.0	0.6	0.0	0.0	3.6	0.0	0.0	12.1
4049	474064.30	5409330.69	281.32	0	DEN	A	71.7	36.5	0.0	0.0	0.0	82.2	11.3	0.8	0.0	0.0	3.4	0.0	0.0	10.5
4519	474283.64	5409238.25	281.30	0	DEN	A	71.7	35.4	0.0	0.0	0.0	81.6	10.8	0.7	0.0	0.0	3.5	0.0	0.0	10.6
4586	474426.01	5408366.00	280.73	0	DEN	A	71.7	34.6	0.0	0.0	0.0	80.9	10.2	0.6	0.0	0.0	3.6	0.0	0.0	11.1
5309	474368.19	5408283.07	280.74	0	DEN	A	71.7	34.1	0.0	0.0	0.0	81.0	10.3	0.6	0.0	0.0	3.6	0.0	0.0	10.3

Line Source, ISO 9613, Name: "EZ1 Entrance to Pit Ring Road Intersection, Truck2", ID: "!0302!HAUL6AYr-1_Truck2"																				
Nr.	X	Y	Z	Refl.	DEN	Freq.	Lw	l/a	Optime	K0	Di	Adiv	Aatm	Agr	Afol	Ahouus	Abar	Cmet	RL	Lr
	(m)	(m)	(m)			(Hz)	dB(A)	dB	dB	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	dB(A)
3389	474258.57	5410741.04	281.20	0	DEN	A	89.4	22.1	0.0	0.0	0.0	83.2	3.3	2.5	0.0	0.0	1.7	0.0	0.0	20.9

Line Source, ISO 9613, Name: "EZ1 Entrance to HAUL6A, Truck2", ID: "!0302!HAUL9AYr-1_Truck2"																				
Nr.	X	Y	Z	Refl.	DEN	Freq.	Lw	l/a	Optime	K0	Di	Adiv	Aatm	Agr	Afol	Ahouus	Abar	Cmet	RL	Lr
	(m)	(m)	(m)			(Hz)	dB(A)	dB	dB	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	dB(A)
3395	474972.91	5410418.01	259.90	0	DEN	A	82.4	26.8	0.0	0.0	0.0	81.4	2.8	2.6	0.0	0.0	1.6	0.0	0.0	20.8
4598	474437.04	5410580.68	281.81	0	DEN	A	82.4	25.4	0.0	0.0	0.0	82.6	3.2	2.5	0.0	0.0	1.7	0.0	0.0	17.8
7348	474661.52	5410567.07	282.10	0	DEN	A	82.4	20.1	0.0	0.0	0.0	82.2	3.1	2.6	0.0	0.0	1.6	0.0	0.0	13.1
7969	474737.66	5410542.39	282.24	0	DEN	A	82.4	17.9	0.0	0.0	0.0	82.0	3.0	2.6	0.0	0.0	1.6	0.0	0.0	11.1

Point Source, ISO 9613, Name: "Water Treatment Plant Water Pump at Pond 3", ID: "!0301!WaterPumpPond3"																				
Nr.	X	Y	Z	Refl.	DEN	Freq.	Lw	l/a	Optime	K0	Di	Adiv	Aatm	Agr	Afol	Ahouus	Abar	Cmet	RL	Lr
	(m)	(m)	(m)			(Hz)	dB(A)	dB	dB	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	dB(A)
3603	476605.21	5410528.45	275.27	0	DEN	A	106.4	0.0	0.0	0.0	0.0	78.5	8.6	1.5	0.0	0.0	3.1	0.0	0.0	14.8

Line Source, ISO 9613, Name: "Ring Road to LG East Stockpile, Truck3", ID: "!0302!HAUL16AYr-1_Truck3"																				
Nr.	X	Y	Z	Refl.	DEN	Freq.	Lw	l/a	Optime	K0	Di	Adiv	Aatm	Agr	Afol	Ahouus	Abar	Cmet	RL	Lr
	(m)	(m)	(m)			(Hz)	dB(A)	dB	dB	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	dB(A)
3799	475046.13	5408266.03	287.36	0	DEN	A	82.7	23.5	0.0	0.0	0.0	79.0	2.3	2.6	0.0	0.0	1.7	0.0	0.0	20.6

Area Source, ISO 9613, Name: "Proces Plant Construction Area 1", ID: "!0303!ProcessPlantConstruction1"																				
Nr.	X	Y	Z	Refl.	DEN	Freq.	Lw	l/a	Optime	K0	Di	Adiv	Aatm	Agr	Afol	Ahouus	Abar	Cmet	RL	Lr
	(m)	(m)	(m)			(Hz)	dB(A)	dB	dB	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	dB(A)
6038	474363.73	5407569.46	276.16	0	DEN	A	52.1	52.5	0.0	0.0	0.0	81.3	7.2	1.1	0.0	0.0	2.8	0.0	0.0	12.2

Line Source, ISO 9613, Name: "MZ1A Entrance to Pit Ring Road, Truck1", ID: "!0302!HAUL3AYr-1_Truck1"																				
Nr.	X	Y	Z	Refl.	DEN	Freq.	Lw	l/a	Optime	K0	Di	Adiv	Aatm	Agr	Afol	Ahous	Abar	Cmet	RL	Lr
	(m)	(m)	(m)			(Hz)	dB(A)	dB	dB	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	dB(A)
3850	474397.03	5407849.16	276.71	0	DEN	A	84.9	23.1	0.0	0.0	0.0	81.1	5.7	2.2	0.0	0.0	2.3	0.0	0.0	16.7
4710	474135.88	5408147.02	273.00	0	DEN	A	84.9	22.1	0.0	0.0	0.0	81.7	6.0	2.2	0.0	0.0	2.3	0.0	0.0	14.9
4729	474227.03	5407849.16	276.61	0	DEN	A	84.9	21.8	0.0	0.0	0.0	81.5	5.9	2.2	0.0	0.0	2.3	0.0	0.0	14.8
5754	474128.61	5407929.69	277.56	0	DEN	A	84.9	20.8	0.0	0.0	0.0	81.7	6.0	2.2	0.0	0.0	2.3	0.0	0.0	13.4
6510	474098.06	5408030.30	279.32	0	DEN	A	84.9	19.7	0.0	0.0	0.0	81.8	6.0	2.2	0.0	0.0	2.3	0.0	0.0	12.3

Line Source, ISO 9613, Name: "Pit Ring Road to Clay Impoundment, Truck3", ID: "!0302!HAUL8AYr-1_Truck3"																				
Nr.	X	Y	Z	Refl.	DEN	Freq.	Lw	l/a	Optime	K0	Di	Adiv	Aatm	Agr	Afol	Ahous	Abar	Cmet	RL	Lr
	(m)	(m)	(m)			(Hz)	dB(A)	dB	dB	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	dB(A)
3907	474396.36	5410947.18	292.56	0	DEN	A	83.9	25.8	0.0	0.0	0.0	83.2	3.3	2.5	0.0	0.0	1.7	0.0	0.0	19.1

Point Source, ISO 9613, Name: "Water Treatment Plant Water Pump at Pond 1", ID: "!0301!WaterPumpPond1"																				
Nr.	X	Y	Z	Refl.	DEN	Freq.	Lw	l/a	Optime	K0	Di	Adiv	Aatm	Agr	Afol	Ahous	Abar	Cmet	RL	Lr
	(m)	(m)	(m)			(Hz)	dB(A)	dB	dB	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	dB(A)
3960	476497.40	5410959.69	273.50	0	DEN	A	106.4	0.0	0.0	0.0	0.0	79.9	9.5	1.7	0.0	0.0	2.9	0.0	0.0	12.4

Area Source, ISO 9613, Name: "Pond1 Excavator Activity", ID: "!0303!Pond1"																				
Nr.	X	Y	Z	Refl.	DEN	Freq.	Lw	l/a	Optime	K0	Di	Adiv	Aatm	Agr	Afol	Ahous	Abar	Cmet	RL	Lr
	(m)	(m)	(m)			(Hz)	dB(A)	dB	dB	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	dB(A)
4000	476140.20	5411110.39	282.61	0	DEN	A	52.7	50.7	0.0	0.0	0.0	80.8	7.5	1.9	0.0	0.0	0.0	0.0	0.0	13.2

Area Source, ISO 9613, Name: "ClayImpoundmentYr-1", ID: "!0303!ClayImpoundmentYr-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)
6148	475613.53	5411159.53	303.50	0	DEN	A	48.8	52.5	0.0	0.0	0.0	81.6	8.5	1.0	0.0	0.0	0.0	0.0	0.0	10.1

Area Source, ISO 9613, Name: "Proces Plant Construction Area 5", ID: "!0303!ProcessPlantConstruction5"																				
Nr.	X	Y	Z	Refl.	DEN	Freq.	Lw	l/a	Optime	K0	Di	Adiv	Aatm	Agr	Afol	Ahous	Abar	Cmet	RL	Lr
	(m)	(m)	(m)			(Hz)	dB(A)	dB	dB	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	dB(A)
5056	474160.00	5407357.07	273.90	0	DEN	A	49.8	50.4	0.0	0.0	0.0	82.0	4.4	0.4	0.0	0.0	3.1	0.0	0.0	10.4
7174	474363.73	5407569.46	275.06	0	DEN	A	49.8	52.5	0.0	0.0	0.0	81.3	4.2	0.5	0.0	0.0	3.0	0.0	0.0	13.3

Line Source, ISO 9613, Name: "Pit Ring Road to Clay Impoundment, Truck1", ID: "!0302!HAUL8AYr-1_Truck1"																				
Nr.	X	Y	Z	Refl.	DEN	Freq.	Lw	l/a	Optime	K0	Di	Adiv	Aatm	Agr	Afol	Ahous	Abar	Cmet	RL	Lr
	(m)	(m)	(m)			(Hz)	dB(A)	dB	dB	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	dB(A)
5351	474396.36	5410947.18	290.56	0	DEN	A	81.9	25.8	0.0	0.0	0.0	83.2	6.7	2.2	0.0	0.0	2.3	0.0	0.0	13.4

Line Source, ISO 9613, Name: "Pit Ring Road to Sand and Till South End, Truck2", ID: "!0302!HAUL7AYr-1_Truck2"																				
Nr.	X	Y	Z	Refl.	DEN	Freq.	Lw	l/a	Optime	K0	Di	Adiv	Aatm	Agr	Afol	Ahous	Abar	Cmet	RL	Lr
	(m)	(m)	(m)			(Hz)	dB(A)	dB	dB	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	dB(A)
5401	474249.29	5410951.41	288.70	0	DEN	A	83.9	23.8	0.0	0.0	0.0	83.4	3.4	2.5	0.0	0.0	1.7	0.0	0.0	16.7

Line Source, ISO 9613, Name: "EZ1 Entrance to Pit Ring Road Intersection, Truck1", ID: "!0302!HAUL6AYr-1_Truck1"																				
Nr.	X	Y	Z	Refl.	DEN	Freq.	Lw	l/a	Optime	K0	Di	Adiv	Aatm	Agr	Afol	Ahous	Abar	Cmet	RL	Lr
	(m)	(m)	(m)			(Hz)	dB(A)	dB	dB	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	dB(A)
6032	474258.57	5410741.04	279.30	0	DEN	A	84.9	22.1	0.0	0.0	0.0	83.2	6.7	2.2	0.0	0.0	2.3	0.0	0.0	12.7

Line Source, ISO 9613, Name: "EZ1 Entrance to Pit Ring Road Intersection, Truck3", ID: "!0302!HAUL6AYr-1_Truck3"																				
Nr.	X	Y	Z	Refl.	DEN	Freq.	Lw	l/a	Optime	K0	Di	Adiv	Aatm	Agr	Afol	Ahous	Abar	Cmet	RL	Lr
	(m)	(m)	(m)			(Hz)	dB(A)	dB	dB	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	dB(A)
6194	474258.57	5410741.04	281.30	0	DEN	A	84.4	22.1	0.0	0.0	0.0	83.2	3.3	2.5	0.0	0.0	1.7	0.0	0.0	15.9

Line Source, ISO 9613, Name: "Access to Pit Ring Road, Truck3", ID: "!0302!HAUL1ABYr-1_Truck3"																				
Nr.	X	Y	Z	Refl.	DEN	Freq.	Lw	l/a	Optime	K0	Di	Adiv	Aatm	Agr	Afol	Ahous	Abar	Cmet	RL	Lr
	(m)	(m)	(m)			(Hz)	dB(A)	dB	dB	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	dB(A)
6245	474520.30	5407657.28	278.72	0	DEN	A	77.9	26.2	0.0	0.0	0.0	80.8	2.7	2.6	0.0	0.0	1.7	0.0	0.0	16.3

Line Source, ISO 9613, Name: "Pit Ring Road to Sand and Till South End, Truck1", ID: "!0302!HAUL7AYr-1_Truck1"																				
Nr.	X	Y	Z	Refl.	DEN	Freq.	Lw	l/a	Optime	K0	Di	Adiv	Aatm	Agr	Afol	Ahous	Abar	Cmet	RL	Lr
	(m)	(m)	(m)			(Hz)	dB(A)	dB	dB	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	dB(A)
6756	474249.30	5410951.40	286.80	0	DEN	A	81.9	23.8	0.0	0.0	0.0	83.4	6.8	2.1	0.0	0.0	2.3	0.0	0.0	11.0

Line Source, ISO 9613, Name: "MZ1A Entrance to Pit Ring Road, Truck3", ID: "!0302!HAUL3AYr-1_Truck3"																				
Nr.	X	Y	Z	Refl.	DEN	Freq.	Lw	l/a	Optime	K0	Di	Adiv	Aatm	Agr	Afol	Ahous	Abar	Cmet	RL	Lr
	(m)	(m)	(m)			(Hz)	dB(A)	dB	dB	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	dB(A)
7542	474397.03	5407849.16	278.71	0	DEN	A	77.9	23.1	0.0	0.0	0.0	81.1	2.8	2.6	0.0	0.0	1.7	0.0	0.0	12.9
7962	474135.88	5408147.02	275.00	0	DEN	A	77.9	22.1	0.0	0.0	0.0	81.7	2.9	2.6	0.0	0.0	1.7	0.0	0.0	11.2
7975	474227.03	5407849.16	278.61	0	DEN	A	77.9	21.8	0.0	0.0	0.0	81.5	2.9	2.6	0.0	0.0	1.7	0.0	0.0	11.1

Line Source, ISO 9613, Name: "MZ Entrance to Pit Ring Road, Truck3", ID: "!0302!HAUL4ABYr-1_Truck3"																				
Nr.	X	Y	Z	Refl.	DEN	Freq.	Lw	l/a	Optime	K0	Di	Adiv	Aatm	Agr	Afol	Ahous	Abar	Cmet	RL	Lr
	(m)	(m)	(m)			(Hz)	dB(A)	dB	dB	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	dB(A)
7790	474593.87	5407938.63	279.86	0	DEN	A	74.9	24.5	0.0	0.0	0.0	80.5	2.6	2.6	0.0	0.0	1.7	0.0	0.0	12.0
8051	474772.82	5408081.79	282.12	0	DEN	A	74.9	22.5	0.0	0.0	0.0	79.9	2.5	2.6	0.0	0.0	1.7	0.0	0.0	10.7
8095	474915.97	5408269.69	283.69	0	DEN	A	74.9	21.5	0.0	0.0	0.0	79.4	2.4	2.6	0.0	0.0	1.7	0.0	0.0	10.3

Line Source, ISO 9613, Name: "Ring Road into Waste Rock Dump WRD1, Truck3", ID: "!0302!HAUL21AYr-1_Truck3"																				
Nr.	X	Y	Z	Refl.	DEN	Freq.	Lw	l/a	Optime	K0	Di	Adiv	Aatm	Agr	Afol	Ahous	Abar	Cmet	RL	Lr
	(m)	(m)	(m)			(Hz)	dB(A)	dB	dB	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	dB(A)
8038	474001.47	5410838.46	281.34	0	DEN	A	74.9	26.6	0.0	0.0	0.0	83.7	3.5	2.5	0.0	0.0	1.7	0.0	0.0	10.2

R03 Ldn Results for Construction (Year -1)

Receiver
 Name: Camp on the West Buskegau River
 ID: R03
 X: 477544.39 m
 Y: 5408361.48 m
 Z: 269.98 m

Line Source, ISO 9613, Name: "Conveyor Phase 1", ID: "!0405!ConveyorPhase1"																				
Nr.	X (m)	Y (m)	Z (m)	Refl.	DEN	Freq. (Hz)	Lw dB(A)	l/a dB	Optime dB	K0 (dB)	Di (dB)	Adiv (dB)	Aatm (dB)	Agr (dB)	Afol (dB)	Ahous (dB)	Abar (dB)	Cmet (dB)	RL (dB)	Lr dB(A)
11	471410.41	5407325.67	280.07	0	DEN	A	95.8	25.2	0.0	0.0	0.0	86.9	17.2	0.8	0.0	0.0	3.4	0.0	0.0	12.8
34	471926.75	5407326.23	280.40	0	DEN	A	95.8	28.5	0.0	0.0	0.0	86.1	16.2	0.7	0.0	0.0	3.5	0.0	0.0	17.8
47	472627.93	5407326.98	280.86	0	DEN	A	95.8	28.5	0.0	0.0	0.0	85.0	14.8	0.6	0.0	0.0	3.6	0.0	0.0	20.3
63	473329.11	5407327.73	281.32	0	DEN	A	95.8	28.5	0.0	0.0	0.0	83.8	13.3	0.4	0.0	0.0	3.8	0.0	0.0	23.1
73	474030.29	5407328.48	281.77	0	DEN	A	95.8	28.5	0.0	0.0	0.0	82.3	11.7	0.2	0.0	0.0	3.9	0.0	0.0	26.2

Point Source, ISO 9613, Name: "Roadstone Primary Crusher", ID: "!01!RoadstonePrimaryCrusher"																				
Nr.	X (m)	Y (m)	Z (m)	Refl.	DEN	Freq. (Hz)	Lw dB(A)	l/a dB	Optime dB	K0 (dB)	Di (dB)	Adiv (dB)	Aatm (dB)	Agr (dB)	Afol (dB)	Ahous (dB)	Abar (dB)	Cmet (dB)	RL (dB)	Lr dB(A)
133	474380.50	5407405.29	273.00	0	DEN	A	124.2	0.0	0.0	0.0	0.0	81.4	8.1	4.9	0.0	0.0	2.3	0.0	0.0	27.6

Point Source, ISO 9613, Name: "Primary Crusher Phase 1", ID: "!0404!PrimaryCrusherPhase1"																				
Nr.	X (m)	Y (m)	Z (m)	Refl.	DEN	Freq. (Hz)	Lw dB(A)	l/a dB	Optime dB	K0 (dB)	Di (dB)	Adiv (dB)	Aatm (dB)	Agr (dB)	Afol (dB)	Ahous (dB)	Abar (dB)	Cmet (dB)	RL (dB)	Lr dB(A)
151	474389.84	5407328.56	273.00	0	DEN	A	124.2	0.0	0.0	0.0	0.0	81.4	8.1	4.9	0.0	0.0	2.3	0.0	0.0	27.6

Area Source, ISO 9613, Name: "Mining Activity Within MZ", ID: "!0406!MZ_STAGE3_YR7"																				
Nr.	X (m)	Y (m)	Z (m)	Refl.	DEN	Freq. (Hz)	Lw dB(A)	l/a dB	Optime dB	K0 (dB)	Di (dB)	Adiv (dB)	Aatm (dB)	Agr (dB)	Afol (dB)	Ahous (dB)	Abar (dB)	Cmet (dB)	RL (dB)	Lr dB(A)
163	473625.08	5408378.75	80.00	0	DEN	A	73.7	51.7	0.0	0.0	0.0	82.9	10.5	1.2	0.0	0.0	4.7	0.0	0.0	26.1
704	474103.44	5408447.41	80.00	0	DEN	A	73.7	45.8	0.0	0.0	0.0	81.7	9.6	1.1	0.0	0.0	12.1	0.0	0.0	15.0
838	473475.37	5408678.96	80.00	0	DEN	A	73.7	46.6	0.0	0.0	0.0	83.2	10.8	1.2	0.0	0.0	3.3	0.0	0.0	21.7
857	473968.84	5408397.19	80.00	0	DEN	A	73.7	44.9	0.0	0.0	0.0	82.1	9.8	1.1	0.0	0.0	9.4	0.0	0.0	16.1
878	473146.28	5408638.55	80.00	0	DEN	A	73.7	46.6	0.0	0.0	0.0	83.9	11.4	1.3	0.0	0.0	3.0	0.0	0.0	20.7
886	473856.10	5408390.80	80.00	0	DEN	A	73.7	44.9	0.0	0.0	0.0	82.3	10.1	1.1	0.0	0.0	7.4	0.0	0.0	17.6
910	474109.71	5408673.22	80.00	0	DEN	A	73.7	44.1	0.0	0.0	0.0	81.8	9.6	1.1	0.0	0.0	11.6	0.0	0.0	13.8
918	473874.56	5408668.48	80.00	0	DEN	A	73.7	44.8	0.0	0.0	0.0	82.3	10.1	1.1	0.0	0.0	7.1	0.0	0.0	17.8
939	473805.70	5408378.79	80.00	0	DEN	A	73.7	44.9	0.0	0.0	0.0	82.5	10.2	1.2	0.0	0.0	6.7	0.0	0.0	18.1
951	473539.05	5408679.14	80.00	0	DEN	A	73.7	45.3	0.0	0.0	0.0	83.1	10.7	1.2	0.0	0.0	3.4	0.0	0.0	20.6
979	473223.55	5408685.73	80.00	0	DEN	A	73.7	46.1	0.0	0.0	0.0	83.7	11.2	1.3	0.0	0.0	3.0	0.0	0.0	20.4
1037	473768.81	5408665.69	80.00	0	DEN	A	73.7	44.8	0.0	0.0	0.0	82.6	10.2	1.2	0.0	0.0	5.7	0.0	0.0	18.7
1151	473288.13	5408698.61	80.00	0	DEN	A	73.7	45.3	0.0	0.0	0.0	83.6	11.1	1.3	0.0	0.0	3.1	0.0	0.0	19.8
1234	473399.50	5408684.91	80.00	0	DEN	A	73.7	44.5	0.0	0.0	0.0	83.4	10.9	1.3	0.0	0.0	3.2	0.0	0.0	19.4
1312	473916.78	5408656.38	80.00	0	DEN	A	73.7	43.0	0.0	0.0	0.0	82.2	10.0	1.1	0.0	0.0	7.8	0.0	0.0	15.5
1815	473731.49	5408665.54	80.00	0	DEN	A	73.7	42.9	0.0	0.0	0.0	82.7	10.3	1.2	0.0	0.0	5.3	0.0	0.0	17.1
1824	473290.16	5408432.75	80.00	0	DEN	A	73.7	43.7	0.0	0.0	0.0	83.6	11.1	1.3	0.0	0.0	3.1	0.0	0.0	18.3
1853	473079.94	5408566.63	80.00	0	DEN	A	73.7	44.0	0.0	0.0	0.0	84.0	11.5	1.3	0.0	0.0	3.0	0.0	0.0	17.9
1861	472998.70	5408409.79	80.00	0	DEN	A	73.7	44.2	0.0	0.0	0.0	84.2	11.6	1.3	0.0	0.0	3.0	0.0	0.0	17.8
1913	474017.79	5408667.86	80.00	0	DEN	A	73.7	41.4	0.0	0.0	0.0	82.0	9.8	1.1	0.0	0.0	9.7	0.0	0.0	12.6
1927	473389.50	5408406.61	80.00	0	DEN	A	73.7	42.9	0.0	0.0	0.0	83.4	10.9	1.3	0.0	0.0	3.2	0.0	0.0	17.8
1932	473481.79	5408395.31	80.00	0	DEN	A	73.7	42.4	0.0	0.0	0.0	83.2	10.8	1.2	0.0	0.0	3.4	0.0	0.0	17.6
2097	473324.49	5408418.86	80.00	0	DEN	A	73.7	42.6	0.0	0.0	0.0	83.5	11.0	1.3	0.0	0.0	3.1	0.0	0.0	17.3
2133	474015.19	5408410.47	80.00	0	DEN	A	73.7	40.8	0.0	0.0	0.0	82.0	9.8	1.1	0.0	0.0	10.3	0.0	0.0	11.3
2350	473933.04	5408387.88	80.00	0	DEN	A	73.7	40.3	0.0	0.0	0.0	82.2	9.9	1.1	0.0	0.0	8.8	0.0	0.0	12.0
2376	473364.79	5408684.86	80.00	0	DEN	A	73.7	41.5	0.0	0.0	0.0	83.5	11.0	1.3	0.0	0.0	3.1	0.0	0.0	16.3
2379	474033.21	5408421.87	80.00	0	DEN	A	73.7	39.8	0.0	0.0	0.0	81.9	9.7	1.1	0.0	0.0	10.6	0.0	0.0	10.1
2974	473063.47	5408379.61	80.00	0	DEN	A	73.7	40.6	0.0	0.0	0.0	84.0	11.5	1.3	0.0	0.0	3.0	0.0	0.0	14.4
3223	473585.28	5408674.21	80.00	0	DEN	A	73.7	38.6	0.0	0.0	0.0	83.0	10.6	1.2	0.0	0.0	4.1	0.0	0.0	13.4
3263	473112.38	5408365.51	80.00	0	DEN	A	73.7	39.4	0.0	0.0	0.0	83.9	11.4	1.3	0.0	0.0	3.0	0.0	0.0	13.3
3337	473155.09	5408397.35	80.00	0	DEN	A	73.7	39.1	0.0	0.0	0.0	83.9	11.3	1.3	0.0	0.0	3.0	0.0	0.0	13.2
3418	473504.49	5408388.52	80.00	0	DEN	A	73.7	37.8	0.0	0.0	0.0	83.1	10.7	1.2	0.0	0.0	3.4	0.0	0.0	13.0
3654	473713.01	5408665.37	80.00	0	DEN	A	73.7	36.6	0.0	0.0	0.0	82.7	10.4	1.2	0.0	0.0	5.1	0.0	0.0	10.9
4048	473090.95	5408373.16	80.00	0	DEN	A	73.7	36.4	0.0	0.0	0.0	84.0	11.4	1.3	0.0	0.0	3.0	0.0	0.0	10.3

Area Source, ISO 9613, Name: "Mining Activity Within MZ", ID: "I0406!MZ_STAGE3_YR7"																				
Nr.	X	Y	Z	Refl.	DEN	Freq.	Lw	l/a	Optime	K0	Di	Adiv	Aatm	Agr	Afol	Ahous	Abar	Cmet	RL	Lr
	(m)	(m)	(m)			(Hz)	dB(A)	dB	dB	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	dB(A)
4178	473510.97	5408385.90	80.00	0	DEN	A	73.7	35.0	0.0	0.0	0.0	83.1	10.7	1.2	0.0	0.0	3.4	0.0	0.0	10.2

Point Source, ISO 9613, Name: "Roadstone Secondary Crusher", ID: "I01!RoadstoneSecondaryCrusher"																				
Nr.	X	Y	Z	Refl.	DEN	Freq.	Lw	l/a	Optime	K0	Di	Adiv	Aatm	Agr	Afol	Ahous	Abar	Cmet	RL	Lr
	(m)	(m)	(m)			(Hz)	dB(A)	dB	dB	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	dB(A)
165	474108.60	5407402.50	277.00	0	DEN	A	124.2	0.0	0.0	0.0	0.0	82.0	8.5	1.6	0.0	0.0	2.8	0.0	0.0	29.3

Point Source, ISO 9613, Name: "Secondary Crusher B Phase 1", ID: "I0404!SecondaryCrusherBPhase1"																				
Nr.	X	Y	Z	Refl.	DEN	Freq.	Lw	l/a	Optime	K0	Di	Adiv	Aatm	Agr	Afol	Ahous	Abar	Cmet	RL	Lr
	(m)	(m)	(m)			(Hz)	dB(A)	dB	dB	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	dB(A)
167	474059.60	5407330.14	273.00	0	DEN	A	124.2	0.0	0.0	0.0	0.0	82.2	8.6	5.0	0.0	0.0	2.0	0.0	0.0	26.4

Point Source, ISO 9613, Name: "Secondary Crusher A Phase 1", ID: "I0404!SecondaryCrusherAPhase1"																				
Nr.	X	Y	Z	Refl.	DEN	Freq.	Lw	l/a	Optime	K0	Di	Adiv	Aatm	Agr	Afol	Ahous	Abar	Cmet	RL	Lr
	(m)	(m)	(m)			(Hz)	dB(A)	dB	dB	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	dB(A)
169	474059.39	5407327.72	273.00	0	DEN	A	124.2	0.0	0.0	0.0	0.0	82.2	8.6	5.0	0.0	0.0	2.0	0.0	0.0	26.4

Line Source, ISO 9613, Name: "WaterTruckYr7", ID: "I0405!WaterTruckYr7"																				
Nr.	X	Y	Z	Refl.	DEN	Freq.	Lw	l/a	Optime	K0	Di	Adiv	Aatm	Agr	Afol	Ahous	Abar	Cmet	RL	Lr
	(m)	(m)	(m)			(Hz)	dB(A)	dB	dB	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	dB(A)
183	476784.38	5406799.75	280.75	0	DEN	A	77.0	28.2	0.0	0.0	0.0	75.8	6.6	0.4	0.0	0.0	0.0	0.0	0.0	22.3
185	476788.83	5406137.11	281.56	0	DEN	A	77.0	28.2	0.0	0.0	0.0	78.4	8.1	0.8	0.0	0.0	3.4	0.0	0.0	14.4
187	476793.29	5405474.46	282.36	0	DEN	A	77.0	28.2	0.0	0.0	0.0	80.5	9.5	1.1	0.0	0.0	3.2	0.0	0.0	10.9
197	476797.74	5404811.81	283.17	0	DEN	A	77.0	28.2	0.0	0.0	0.0	82.2	10.7	1.5	0.0	0.0	0.0	0.0	0.0	10.8
893	475371.89	5407144.39	279.11	0	DEN	A	77.0	27.5	0.0	0.0	0.0	78.9	8.4	0.9	0.0	0.0	5.1	0.0	0.0	11.1
898	475935.99	5407139.06	279.60	0	DEN	A	77.0	27.5	0.0	0.0	0.0	77.1	7.3	0.6	0.0	0.0	7.2	0.0	0.0	12.2
904	476500.10	5407133.74	280.10	0	DEN	A	77.0	27.5	0.0	0.0	0.0	75.1	6.3	0.3	0.0	0.0	4.9	0.0	0.0	17.8
4155	474678.39	5409514.30	282.66	0	DEN	A	77.0	28.6	0.0	0.0	0.0	80.8	9.7	1.2	0.0	0.0	3.1	0.0	0.0	10.8
4938	475056.83	5408974.80	283.34	0	DEN	A	77.0	25.6	0.0	0.0	0.0	79.2	8.6	0.9	0.0	0.0	3.4	0.0	0.0	10.5

Line Source, ISO 9613, Name: "Haul1 to TMF Perimeter Road, Truck3", ID: "I0405!HAUL2BYr7_Truck3"																				
Nr.	X	Y	Z	Refl.	DEN	Freq.	Lw	l/a	Optime	K0	Di	Adiv	Aatm	Agr	Afol	Ahous	Abar	Cmet	RL	Lr
	(m)	(m)	(m)			(Hz)	dB(A)	dB	dB	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	dB(A)
242	476787.85	5406810.48	280.08	0	DEN	A	76.7	28.2	0.0	0.0	0.0	75.7	1.8	2.6	0.0	0.0	1.7	0.0	0.0	23.1
260	476791.62	5406146.79	280.92	0	DEN	A	76.7	28.2	0.0	0.0	0.0	78.4	2.2	2.6	0.0	0.0	1.7	0.0	0.0	20.0
262	476795.40	5405483.10	281.77	0	DEN	A	76.7	28.2	0.0	0.0	0.0	80.5	2.6	2.6	0.0	0.0	1.7	0.0	0.0	17.5
278	476799.18	5404819.41	282.61	0	DEN	A	76.7	28.2	0.0	0.0	0.0	82.2	3.1	2.5	0.0	0.0	0.0	0.0	0.0	17.1
286	476802.95	5404155.71	283.46	0	DEN	A	76.7	28.2	0.0	0.0	0.0	83.6	3.4	2.5	0.0	0.0	0.0	0.0	0.0	15.3
300	476806.73	5403492.03	284.31	0	DEN	A	76.7	28.2	0.0	0.0	0.0	84.8	3.8	2.4	0.0	0.0	0.0	0.0	0.0	13.8
314	476810.51	5402828.33	285.15	0	DEN	A	76.7	28.2	0.0	0.0	0.0	85.9	4.2	2.4	0.0	0.0	0.0	0.0	0.0	12.4
961	474797.42	5407157.61	278.27	0	DEN	A	76.7	27.5	0.0	0.0	0.0	80.5	2.7	2.6	0.0	0.0	6.5	0.0	0.0	12.0
963	475365.57	5407153.24	278.67	0	DEN	A	76.7	27.5	0.0	0.0	0.0	78.9	2.3	2.6	0.0	0.0	2.4	0.0	0.0	17.9
969	475933.73	5407148.87	279.06	0	DEN	A	76.7	27.5	0.0	0.0	0.0	77.1	2.0	2.6	0.0	0.0	3.5	0.0	0.0	19.0
971	476501.88	5407144.50	279.46	0	DEN	A	76.7	27.5	0.0	0.0	0.0	75.1	1.7	2.6	0.0	0.0	2.4	0.0	0.0	22.5
3347	472503.62	5407132.52	281.66	0	DEN	A	76.7	28.1	0.0	0.0	0.0	85.3	3.9	2.4	0.0	0.0	1.7	0.0	0.0	11.4
3350	473150.44	5407134.61	280.56	0	DEN	A	76.7	28.1	0.0	0.0	0.0	84.2	3.6	2.5	0.0	0.0	1.7	0.0	0.0	12.8
3354	473730.23	5407136.49	279.56	0	DEN	A	76.7	27.1	0.0	0.0	0.0	83.1	3.3	2.5	0.0	0.0	1.7	0.0	0.0	13.2
3358	474242.61	5407138.14	278.69	0	DEN	A	76.7	27.1	0.0	0.0	0.0	81.9	3.0	2.5	0.0	0.0	1.7	0.0	0.0	14.6
4293	472556.85	5404013.92	283.59	0	DEN	A	76.7	29.7	0.0	0.0	0.0	87.4	4.7	2.2	0.0	0.0	1.8	0.0	0.0	10.2
4297	472233.32	5404880.94	283.38	0	DEN	A	76.7	29.7	0.0	0.0	0.0	87.1	4.6	2.3	0.0	0.0	1.8	0.0	0.0	10.7
5101	472098.72	5405768.71	283.01	0	DEN	A	76.7	29.6	0.0	0.0	0.0	86.6	4.4	2.3	0.0	0.0	1.8	0.0	0.0	11.2
5105	472153.05	5406677.22	282.48	0	DEN	A	76.7	29.6	0.0	0.0	0.0	86.0	4.2	2.4	0.0	0.0	1.7	0.0	0.0	11.9
6623	474497.24	5407294.13	278.13	0	DEN	A	76.7	24.9	0.0	0.0	0.0	81.2	2.8	2.6	0.0	0.0	2.2	0.0	0.0	12.8
6653	474513.34	5407312.11	278.17	0	DEN	A	76.7	24.8	0.0	0.0	0.0	81.1	2.8	2.6	0.0	0.0	2.3	0.0	0.0	12.7

Point Source, ISO 9613, Name: "Process Plant Phase 2 Bay Door Noise North", ID: "I0404!ProcesPlantPhase2North"																				
Nr.	X	Y	Z	Refl.	DEN	Freq.	Lw	l/a	Optime	K0	Di	Adiv	Aatm	Agr	Afol	Ahous	Abar	Cmet	RL	Lr
	(m)	(m)	(m)			(Hz)	dB(A)	dB	dB	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	dB(A)
351	470855.00	5407611.15	275.04	0	DEN	500	124.0	0.0	0.0	6.0	0.0	87.6	13.0	4.7	0.0	0.0	0.1	0.0	0.0	24.7

Point Source, ISO 9613, Name: "Process Plant Phase 1 Bay Door Noise North", ID: "I0404!ProcesPlantPhase1North"																				
Nr.	X	Y	Z	Refl.	DEN	Freq.	Lw	l/a	Optime	K0	Di	Adiv	Aatm	Agr	Afol	Ahous	Abar	Cmet	RL	Lr
	(m)	(m)	(m)			(Hz)	dB(A)	dB	dB	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	dB(A)
362	470855.00	5407363.84	275.24	0	DEN	500	124.0	0.0	0.0	6.0	0.0	87.6	13.0	4.8	0.0	0.0	0.0	0.0	0.0	24.6

Area Source, ISO 9613, Name: "Mining Activity Within MZ Truck3", ID: "I0406!MZ_STAGE3_YR7_Truck3"																				
Nr.	X	Y	Z	Ref.	DEN	Freq.	Lw	l/a	Optime	K0	Di	Adiv	Aatm	Agr	Afol	Ahous	Abar	Cmet	RL	Lr
	(m)	(m)	(m)			(Hz)	dB(A)	dB	dB	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB(A)
2222	473805.69	5408378.68	80.00	0	D	A	76.6	44.9	-4.8	0.0	0.0	82.5	3.1	2.5	0.0	0.0	3.3	0.0	0.0	25.3
2222	473805.69	5408378.68	80.00	0	N	A	76.6	44.9	-4.8	0.0	0.0	82.5	3.1	2.5	0.0	0.0	3.3	0.0	0.0	25.3
2231	473539.11	5408679.30	80.00	0	D	A	76.6	45.3	-4.8	0.0	0.0	83.1	3.3	2.5	0.0	0.0	1.8	0.0	0.0	26.4
2231	473539.11	5408679.30	80.00	0	N	A	76.6	45.3	-4.8	0.0	0.0	83.1	3.3	2.5	0.0	0.0	1.8	0.0	0.0	26.4
2244	473223.87	5408685.75	80.00	0	D	A	76.6	46.0	-4.8	0.0	0.0	83.7	3.5	2.5	0.0	0.0	1.7	0.0	0.0	26.4
2244	473223.87	5408685.75	80.00	0	N	A	76.6	46.0	-4.8	0.0	0.0	83.7	3.5	2.5	0.0	0.0	1.7	0.0	0.0	26.4
2250	473769.27	5408665.57	80.00	0	D	A	76.6	44.8	-4.8	0.0	0.0	82.6	3.2	2.5	0.0	0.0	2.7	0.0	0.0	25.6
2250	473769.27	5408665.57	80.00	0	N	A	76.6	44.8	-4.8	0.0	0.0	82.6	3.2	2.5	0.0	0.0	2.7	0.0	0.0	25.6
2265	473152.53	5408646.55	80.00	0	D	A	76.6	46.0	-4.8	0.0	0.0	83.9	3.5	2.5	0.0	0.0	1.7	0.0	0.0	26.2
2265	473152.53	5408646.55	80.00	0	N	A	76.6	46.0	-4.8	0.0	0.0	83.9	3.5	2.5	0.0	0.0	1.7	0.0	0.0	26.2
2505	473288.16	5408698.78	80.00	0	D	A	76.6	45.3	-4.8	0.0	0.0	83.6	3.4	2.5	0.0	0.0	1.7	0.0	0.0	25.8
2505	473288.16	5408698.78	80.00	0	N	A	76.6	45.3	-4.8	0.0	0.0	83.6	3.4	2.5	0.0	0.0	1.7	0.0	0.0	25.8
2625	473399.53	5408685.08	80.00	0	D	A	76.6	44.5	-4.8	0.0	0.0	83.4	3.4	2.5	0.0	0.0	1.7	0.0	0.0	25.3
2625	473399.53	5408685.08	80.00	0	N	A	76.6	44.5	-4.8	0.0	0.0	83.4	3.4	2.5	0.0	0.0	1.7	0.0	0.0	25.3
2813	473916.78	5408656.52	80.00	0	D	A	76.6	43.0	-4.8	0.0	0.0	82.2	3.1	2.5	0.0	0.0	3.9	0.0	0.0	23.1
2813	473916.78	5408656.52	80.00	0	N	A	76.6	43.0	-4.8	0.0	0.0	82.2	3.1	2.5	0.0	0.0	3.9	0.0	0.0	23.1
3099	473731.49	5408665.41	80.00	0	D	A	76.6	42.9	-4.8	0.0	0.0	82.7	3.2	2.5	0.0	0.0	2.5	0.0	0.0	23.7
3099	473731.49	5408665.41	80.00	0	N	A	76.6	42.9	-4.8	0.0	0.0	82.7	3.2	2.5	0.0	0.0	2.5	0.0	0.0	23.7
3143	473290.21	5408433.09	80.00	0	D	A	76.6	43.7	-4.8	0.0	0.0	83.6	3.4	2.5	0.0	0.0	1.7	0.0	0.0	24.3
3143	473290.21	5408433.09	80.00	0	N	A	76.6	43.7	-4.8	0.0	0.0	83.6	3.4	2.5	0.0	0.0	1.7	0.0	0.0	24.3
3157	473080.33	5408565.50	80.00	0	D	A	76.6	44.0	-4.8	0.0	0.0	84.0	3.6	2.5	0.0	0.0	1.7	0.0	0.0	24.0
3157	473080.33	5408565.50	80.00	0	N	A	76.6	44.0	-4.8	0.0	0.0	84.0	3.6	2.5	0.0	0.0	1.7	0.0	0.0	24.0
3171	472999.31	5408408.43	80.00	0	D	A	76.6	44.1	-4.8	0.0	0.0	84.2	3.6	2.5	0.0	0.0	1.7	0.0	0.0	24.0
3171	472999.31	5408408.43	80.00	0	N	A	76.6	44.1	-4.8	0.0	0.0	84.2	3.6	2.5	0.0	0.0	1.7	0.0	0.0	24.0
3228	474017.79	5408667.88	80.00	0	D	A	76.6	41.4	-4.8	0.0	0.0	82.0	3.0	2.5	0.0	0.0	5.2	0.0	0.0	20.5
3228	474017.79	5408667.88	80.00	0	N	A	76.6	41.4	-4.8	0.0	0.0	82.0	3.0	2.5	0.0	0.0	5.2	0.0	0.0	20.5
3251	473389.55	5408406.96	80.00	0	D	A	76.6	42.9	-4.8	0.0	0.0	83.4	3.4	2.5	0.0	0.0	1.7	0.0	0.0	23.7
3251	473389.55	5408406.96	80.00	0	N	A	76.6	42.9	-4.8	0.0	0.0	83.4	3.4	2.5	0.0	0.0	1.7	0.0	0.0	23.7
3266	473481.89	5408395.64	80.00	0	D	A	76.6	42.4	-4.8	0.0	0.0	83.2	3.3	2.5	0.0	0.0	1.8	0.0	0.0	23.4
3266	473481.89	5408395.64	80.00	0	N	A	76.6	42.4	-4.8	0.0	0.0	83.2	3.3	2.5	0.0	0.0	1.8	0.0	0.0	23.4
3394	473324.52	5408419.22	80.00	0	D	A	76.6	42.6	-4.8	0.0	0.0	83.5	3.4	2.5	0.0	0.0	1.7	0.0	0.0	23.3
3394	473324.52	5408419.22	80.00	0	N	A	76.6	42.6	-4.8	0.0	0.0	83.5	3.4	2.5	0.0	0.0	1.7	0.0	0.0	23.3
3435	474015.66	5408410.34	80.00	0	D	A	76.6	40.6	-4.8	0.0	0.0	82.0	3.0	2.5	0.0	0.0	5.7	0.0	0.0	19.2
3435	474015.66	5408410.34	80.00	0	N	A	76.6	40.6	-4.8	0.0	0.0	82.0	3.0	2.5	0.0	0.0	5.7	0.0	0.0	19.2
3599	473933.04	5408387.77	80.00	0	D	A	76.6	40.3	-4.8	0.0	0.0	82.2	3.0	2.5	0.0	0.0	4.5	0.0	0.0	19.8
3599	473933.04	5408387.77	80.00	0	N	A	76.6	40.3	-4.8	0.0	0.0	82.2	3.0	2.5	0.0	0.0	4.5	0.0	0.0	19.8
3644	473364.80	5408685.03	80.00	0	D	A	76.6	41.5	-4.8	0.0	0.0	83.5	3.4	2.5	0.0	0.0	1.7	0.0	0.0	22.2
3644	473364.80	5408685.03	80.00	0	N	A	76.6	41.5	-4.8	0.0	0.0	83.5	3.4	2.5	0.0	0.0	1.7	0.0	0.0	22.2
3651	474033.26	5408421.48	80.00	0	D	A	76.6	39.8	-4.8	0.0	0.0	81.9	3.0	2.5	0.0	0.0	5.9	0.0	0.0	18.2
3651	474033.26	5408421.48	80.00	0	N	A	76.6	39.8	-4.8	0.0	0.0	81.9	3.0	2.5	0.0	0.0	5.9	0.0	0.0	18.2
3687	474181.18	5408465.40	80.00	0	D	A	76.6	39.2	-4.8	0.0	0.0	81.6	2.9	2.6	0.0	0.0	8.6	0.0	0.0	15.4
3687	474181.18	5408465.40	80.00	0	N	A	76.6	39.2	-4.8	0.0	0.0	81.6	2.9	2.6	0.0	0.0	8.6	0.0	0.0	15.4
4040	473063.61	5408378.72	80.00	0	D	A	76.6	40.5	-4.8	0.0	0.0	84.0	3.6	2.5	0.0	0.0	1.7	0.0	0.0	20.6
4040	473063.61	5408378.72	80.00	0	N	A	76.6	40.5	-4.8	0.0	0.0	84.0	3.6	2.5	0.0	0.0	1.7	0.0	0.0	20.6
4150	474037.76	5408662.28	80.00	0	D	A	76.6	38.0	-4.8	0.0	0.0	81.9	3.0	2.5	0.0	0.0	5.5	0.0	0.0	16.8
4150	474037.76	5408662.28	80.00	0	N	A	76.6	38.0	-4.8	0.0	0.0	81.9	3.0	2.5	0.0	0.0	5.5	0.0	0.0	16.8
4239	474163.28	5408666.09	80.00	0	D	A	76.6	37.4	-4.8	0.0	0.0	81.6	2.9	2.6	0.0	0.0	7.7	0.0	0.0	14.4
4239	474163.28	5408666.09	80.00	0	N	A	76.6	37.4	-4.8	0.0	0.0	81.6	2.9	2.6	0.0	0.0	7.7	0.0	0.0	14.4
4283	473585.33	5408674.37	80.00	0	D	A	76.6	38.6	-4.8	0.0	0.0	83.0	3.3	2.5	0.0	0.0	2.1	0.0	0.0	19.6
4283	473585.33	5408674.37	80.00	0	N	A	76.6	38.6	-4.8	0.0	0.0	83.0	3.3	2.5	0.0	0.0	2.1	0.0	0.0	19.6
4337	473112.52	5408365.03	80.00	0	D	A	76.6	39.3	-4.8	0.0	0.0	83.9	3.5	2.5	0.0	0.0	1.7	0.0	0.0	19.5
4337	473112.52	5408365.03	80.00	0	N	A	76.6	39.3	-4.8	0.0	0.0	83.9	3.5	2.5	0.0	0.0	1.7	0.0	0.0	19.5
4432	473155.11	5408397.23	80.00	0	D	A	76.6	39.1	-4.8	0.0	0.0	83.9	3.5	2.5	0.0	0.0	1.7	0.0	0.0	19.3
4432	473155.11	5408397.23	80.00	0	N	A	76.6	39.1	-4.8	0.0	0.0	83.9	3.5	2.5	0.0	0.0	1.7	0.0	0.0	19.3
4454	473974.98	5408659.48	80.00	0	D	A	76.6	37.3	-4.8	0.0	0.0	82.1	3.0	2.5	0.0	0.0	4.6	0.0	0.0	16.8
4454	473974.98	5408659.48	80.00	0	N	A	76.6	37.3	-4.8	0.0	0.0	82.1	3.0	2.5	0.0	0.0	4.6	0.0	0.0	16.8
4594	473504.59	5408388.85	80.00	0	D	A	76.6	37.8	-4.8	0.0	0.0	83.1	3.3	2.5	0.0	0.0	1.8	0.0	0.0	18.8
4594	473504.59	5408388.85	80.00	0	N	A	76.6	37.8	-4.8	0.0	0.0	83.1	3.3	2.5	0.0	0.0	1.8	0.0	0.0	18.8
4603	473112.94	5408611.02	80.00	0	D	A	76.6	38.5	-4.8	0.0	0.0	84.0	3.5	2.5	0.0	0.0	1.7	0.0	0.0	18.6
4603	473112.94	5408611.02	80.00	0	N	A	76.6	38.5	-4.8	0.0	0.0	84.0	3.5	2.5	0.0	0.0	1.7	0.0	0.0	18.6
4793	474044.46	5408428.60	80.00	0	D	A	76.6	35.9	-4.8	0.0	0.0	81.9	3.0	2.5	0.0	0.0	6.1	0.0	0.0	14.1
4793	474044.46	5408428.60	80.00	0	N	A	76.6	35.9	-4.8	0.0	0.0	81.9	3.0	2.5	0.0	0.0	6.1	0.0	0.0	14.1
4806	474143.71	5408663.77	80.00	0	D	A	76.6	35.6	-4.8	0.0	0.0	81.7	2.9	2.6	0.0	0.0	7.3	0.0	0.0	12.9

Area Source, ISO 9613, Name: "Mining Activity Within MZ Truck3", ID: "!0406!MZ_STAGE3_YR7_Truck3"																				
Nr.	X	Y	Z	Refl.	DEN	Freq.	Lw	l/a	Optime	K0	Di	Adiv	Aatm	Agr	Afol	Ahouus	Abar	Cmet	RL	Lr
	(m)	(m)	(m)			(Hz)	dB(A)	dB	dB	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)
4806	474143.71	5408663.77	80.00	0	N	A	76.6	35.6	-4.8	0.0	0.0	81.7	2.9	2.6	0.0	0.0	7.3	0.0	0.0	12.9
4827	473713.02	5408665.25	80.00	0	D	A	76.6	36.6	-4.8	0.0	0.0	82.7	3.2	2.5	0.0	0.0	2.5	0.0	0.0	17.5
4827	473713.02	5408665.25	80.00	0	N	A	76.6	36.6	-4.8	0.0	0.0	82.7	3.2	2.5	0.0	0.0	2.5	0.0	0.0	17.5
5176	474002.98	5408403.52	80.00	0	D	A	76.6	35.4	-4.8	0.0	0.0	82.0	3.0	2.5	0.0	0.0	5.5	0.0	0.0	14.1
5176	474002.98	5408403.52	80.00	0	N	A	76.6	35.4	-4.8	0.0	0.0	82.0	3.0	2.5	0.0	0.0	5.5	0.0	0.0	14.1
5435	473511.47	5408386.07	80.00	0	D	A	76.6	35.7	-4.8	0.0	0.0	83.1	3.3	2.5	0.0	0.0	1.8	0.0	0.0	16.8
5435	473511.47	5408386.07	80.00	0	N	A	76.6	35.7	-4.8	0.0	0.0	83.1	3.3	2.5	0.0	0.0	1.8	0.0	0.0	16.8
5569	473091.11	5408372.60	80.00	0	D	A	76.6	36.4	-4.8	0.0	0.0	84.0	3.5	2.5	0.0	0.0	1.7	0.0	0.0	16.5
5569	473091.11	5408372.60	80.00	0	N	A	76.6	36.4	-4.8	0.0	0.0	84.0	3.5	2.5	0.0	0.0	1.7	0.0	0.0	16.5
5673	473822.71	5408670.36	80.00	0	D	A	76.6	34.7	-4.8	0.0	0.0	82.5	3.1	2.5	0.0	0.0	3.1	0.0	0.0	15.3
5673	473822.71	5408670.36	80.00	0	N	A	76.6	34.7	-4.8	0.0	0.0	82.5	3.1	2.5	0.0	0.0	3.1	0.0	0.0	15.3
5830	473633.15	5408078.09	80.00	0	D	A	76.6	34.6	-4.8	0.0	0.0	82.9	3.2	2.5	0.0	0.0	5.9	0.0	0.0	11.8
5830	473633.15	5408078.09	80.00	0	N	A	76.6	34.6	-4.8	0.0	0.0	82.9	3.2	2.5	0.0	0.0	5.9	0.0	0.0	11.8
6353	473558.95	5408057.84	80.00	0	D	A	76.6	34.1	-4.8	0.0	0.0	83.0	3.3	2.5	0.0	0.0	4.9	0.0	0.0	12.1
6353	473558.95	5408057.84	80.00	0	N	A	76.6	34.1	-4.8	0.0	0.0	83.0	3.3	2.5	0.0	0.0	4.9	0.0	0.0	12.1
6467	473794.07	5408665.17	80.00	0	D	A	76.6	33.6	-4.8	0.0	0.0	82.5	3.1	2.5	0.0	0.0	2.9	0.0	0.0	14.3
6467	473794.07	5408665.17	80.00	0	N	A	76.6	33.6	-4.8	0.0	0.0	82.5	3.1	2.5	0.0	0.0	2.9	0.0	0.0	14.3
7303	473587.68	5408065.77	80.00	0	D	A	76.6	32.4	-4.8	0.0	0.0	83.0	3.3	2.5	0.0	0.0	5.3	0.0	0.0	10.1
7303	473587.68	5408065.77	80.00	0	N	A	76.6	32.4	-4.8	0.0	0.0	83.0	3.3	2.5	0.0	0.0	5.3	0.0	0.0	10.1
7641	473531.53	5408050.30	80.00	0	D	A	76.6	31.8	-4.8	0.0	0.0	83.1	3.3	2.5	0.0	0.0	4.6	0.0	0.0	10.1
7641	473531.53	5408050.30	80.00	0	N	A	76.6	31.8	-4.8	0.0	0.0	83.1	3.3	2.5	0.0	0.0	4.6	0.0	0.0	10.1
7864	473540.67	5408089.52	80.00	0	D	A	76.6	31.1	-4.8	0.0	0.0	83.1	3.3	2.5	0.0	0.0	2.2	0.0	0.0	11.8
7864	473540.67	5408089.52	80.00	0	N	A	76.6	31.1	-4.8	0.0	0.0	83.1	3.3	2.5	0.0	0.0	2.2	0.0	0.0	11.8
8134	473039.24	5408522.97	80.00	0	D	A	76.6	31.8	-4.8	0.0	0.0	84.1	3.6	2.5	0.0	0.0	1.7	0.0	0.0	11.8
8134	473039.24	5408522.97	80.00	0	N	A	76.6	31.8	-4.8	0.0	0.0	84.1	3.6	2.5	0.0	0.0	1.7	0.0	0.0	11.8
8772	473438.06	5408679.11	80.00	0	D	A	76.6	30.1	-4.8	0.0	0.0	83.3	3.4	2.5	0.0	0.0	1.7	0.0	0.0	11.0
8772	473438.06	5408679.11	80.00	0	N	A	76.6	30.1	-4.8	0.0	0.0	83.3	3.4	2.5	0.0	0.0	1.7	0.0	0.0	11.0

Line Source, ISO 9613, Name: "Ring Road - PC 2 to MZ3 Entrance, Truck3", ID: "!0405!HAUL15BYr7_Truck3"																				
Nr.	X	Y	Z	Refl.	DEN	Freq.	Lw	l/a	Optime	K0	Di	Adiv	Aatm	Agr	Afol	Ahouus	Abar	Cmet	RL	Lr
	(m)	(m)	(m)			(Hz)	dB(A)	dB	dB	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)
694	474594.31	5408798.93	125.00	0	DEN	A	93.0	26.1	0.0	0.0	0.0	80.5	2.7	2.6	0.0	0.0	21.5	0.0	0.0	11.8
819	474504.34	5408687.89	96.35	0	DEN	A	93.0	25.2	0.0	0.0	0.0	80.7	2.7	2.6	0.0	0.0	18.6	0.0	0.0	13.5
832	474327.08	5408193.56	163.75	0	DEN	A	93.0	25.1	0.0	0.0	0.0	81.2	2.8	2.6	0.0	0.0	12.4	0.0	0.0	19.0
1225	474542.24	5408940.56	118.85	0	DEN	A	93.0	22.6	0.0	0.0	0.0	80.7	2.7	2.6	0.0	0.0	17.4	0.0	0.0	12.2
1239	472946.84	5407738.26	279.41	0	DEN	A	93.0	25.8	0.0	0.0	0.0	84.3	3.6	2.5	0.0	0.0	1.7	0.0	0.0	26.6
1319	474496.11	5408352.62	139.39	0	DEN	A	93.0	22.0	0.0	0.0	0.0	80.7	2.7	2.6	0.0	0.0	17.7	0.0	0.0	11.3
1787	473761.23	5407857.46	230.24	0	DEN	A	93.0	23.5	0.0	0.0	0.0	82.6	3.2	2.5	0.0	0.0	1.7	0.0	0.0	26.5
1908	473575.20	5407737.55	252.37	0	DEN	A	93.0	23.4	0.0	0.0	0.0	83.1	3.3	2.5	0.0	0.0	1.7	0.0	0.0	25.8
2073	474032.98	5407997.91	199.58	0	DEN	A	93.0	21.9	0.0	0.0	0.0	82.0	3.0	2.5	0.0	0.0	2.1	0.0	0.0	25.3
2085	472639.08	5407872.42	278.57	0	DEN	A	93.0	24.7	0.0	0.0	0.0	84.9	3.8	2.4	0.0	0.0	1.7	0.0	0.0	24.8
2152	473395.25	5407640.90	272.81	0	DEN	A	93.0	22.9	0.0	0.0	0.0	83.5	3.4	2.5	0.0	0.0	1.7	0.0	0.0	24.8
2165	472402.34	5408034.19	276.55	0	DEN	A	93.0	24.5	0.0	0.0	0.0	85.2	3.9	2.4	0.0	0.0	1.7	0.0	0.0	24.2
2237	474147.88	5408070.45	185.73	0	DEN	A	93.0	20.7	0.0	0.0	0.0	81.7	2.9	2.6	0.0	0.0	3.0	0.0	0.0	23.5
2256	473215.60	5407644.75	281.95	0	DEN	A	93.0	22.7	0.0	0.0	0.0	83.8	3.5	2.5	0.0	0.0	1.7	0.0	0.0	24.2
2403	473912.49	5407935.26	213.37	0	DEN	A	93.0	20.7	0.0	0.0	0.0	82.3	3.1	2.5	0.0	0.0	1.7	0.0	0.0	24.1

Area Source, ISO 9613, Name: "LGEastYr7Truck3", ID: "!0406!LGEastYr7Truck3"																				
Nr.	X	Y	Z	Refl.	DEN	Freq.	Lw	l/a	Optime	K0	Di	Adiv	Aatm	Agr	Afol	Ahouus	Abar	Cmet	RL	Lr
	(m)	(m)	(m)			(Hz)	dB(A)	dB	dB	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)
711	475739.66	5407981.90	341.00	0	D	A	64.5	51.3	-7.8	0.0	0.0	76.3	1.8	2.6	0.0	0.0	1.7	0.0	0.0	25.5
711	475739.66	5407981.90	341.00	0	N	A	64.5	51.3	-7.8	0.0	0.0	76.3	1.8	2.6	0.0	0.0	1.7	0.0	0.0	25.5
723	476098.73	5407782.52	341.00	0	D	A	64.5	51.3	-7.8	0.0	0.0	74.9	1.6	2.6	0.0	0.0	1.7	0.0	0.0	27.2
723	476098.73	5407782.52	341.00	0	N	A	64.5	51.3	-7.8	0.0	0.0	74.9	1.6	2.6	0.0	0.0	1.7	0.0	0.0	27.2
732	475677.06	5408184.12	341.00	0	D	A	64.5	51.3	-7.8	0.0	0.0	76.5	1.9	2.6	0.0	0.0	1.7	0.0	0.0	25.4
732	475677.06	5408184.12	341.00	0	N	A	64.5	51.3	-7.8	0.0	0.0	76.5	1.9	2.6	0.0	0.0	1.7	0.0	0.0	25.4
738	475910.94	5408389.18	341.00	0	D	A	64.5	51.3	-7.8	0.0	0.0	75.3	1.7	2.6	0.0	0.0	1.7	0.0	0.0	26.7
738	475910.94	5408389.18	341.00	0	N	A	64.5	51.3	-7.8	0.0	0.0	75.3	1.7	2.6	0.0	0.0	1.7	0.0	0.0	26.7
1162	476172.75	5408323.05	341.00	0	D	A	64.5	47.4	-7.8	0.0	0.0	73.8	1.5	2.6	0.0	0.0	1.7	0.0	0.0	24.5
1162	476172.75	5408323.05	341.00	0	N	A	64.5	47.4	-7.8	0.0	0.0	73.8	1.5	2.6	0.0	0.0	1.7	0.0	0.0	24.5
1168	476282.73	5408025.14	341.00	0	D	A	64.5	44.4	-7.8	0.0	0.0	73.3	1.4	2.6	0.0	0.0	0.0	0.0	0.0	23.7
1168	476282.73	5408025.14	341.00	0	N	A	64.5	44.4	-7.8	0.0	0.0	73.3	1.4	2.6	0.0	0.0	0.0	0.0	0.0	23.7
1171	476284.52	5407799.10	341.00	0	D	A	64.5	44.4	-7.8	0.0	0.0	73.8	1.5	2.6	0.0	0.0	0.0	0.0	0.0	23.2

Area Source, ISO 9613, Name: "LGEastYr7Truck3", ID: "I0406!LGEastYr7Truck3"																				
Nr.	X	Y	Z	Refl.	DEN	Freq.	Lw	l/a	Optime	K0	Di	Adiv	Aatm	Agr	Afol	Ahou	Abar	Cmet	RL	Lr
	(m)	(m)	(m)			(Hz)	dB(A)	dB	dB	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	dB(A)
1171	476284.52	5407799.10	341.00	0	N	A	64.5	44.4	-7.8	0.0	0.0	73.8	1.5	2.6	0.0	0.0	0.0	0.0	0.0	23.2
1176	476223.71	5408682.70	341.00	0	D	A	64.5	47.4	-7.8	0.0	0.0	73.7	1.5	2.6	0.0	0.0	1.7	0.0	0.0	24.6
1176	476223.71	5408682.70	341.00	0	N	A	64.5	47.4	-7.8	0.0	0.0	73.7	1.5	2.6	0.0	0.0	1.7	0.0	0.0	24.6
1179	476225.50	5408456.65	341.00	0	D	A	64.5	47.4	-7.8	0.0	0.0	73.4	1.4	2.6	0.0	0.0	1.8	0.0	0.0	24.9
1179	476225.50	5408456.65	341.00	0	N	A	64.5	47.4	-7.8	0.0	0.0	73.4	1.4	2.6	0.0	0.0	1.8	0.0	0.0	24.9
1833	475206.79	5407608.12	341.00	0	D	A	64.5	50.9	-7.8	0.0	0.0	78.8	2.3	2.6	0.0	0.0	1.7	0.0	0.0	22.2
1833	475206.79	5407608.12	341.00	0	N	A	64.5	50.9	-7.8	0.0	0.0	78.8	2.3	2.6	0.0	0.0	1.7	0.0	0.0	22.2
1839	475474.20	5407663.08	341.00	0	D	A	64.5	47.9	-7.8	0.0	0.0	77.8	2.1	2.6	0.0	0.0	1.7	0.0	0.0	20.4
1839	475474.20	5407663.08	341.00	0	N	A	64.5	47.9	-7.8	0.0	0.0	77.8	2.1	2.6	0.0	0.0	1.7	0.0	0.0	20.4
1844	475877.05	5407541.40	341.00	0	D	A	64.5	47.9	-7.8	0.0	0.0	76.4	1.9	2.6	0.0	0.0	1.7	0.0	0.0	22.0
1844	475877.05	5407541.40	341.00	0	N	A	64.5	47.9	-7.8	0.0	0.0	76.4	1.9	2.6	0.0	0.0	1.7	0.0	0.0	22.0
2370	475364.48	5407860.21	341.00	0	D	A	64.5	48.7	-7.8	0.0	0.0	78.0	2.1	2.6	0.0	0.0	1.7	0.0	0.0	21.0
2370	475364.48	5407860.21	341.00	0	N	A	64.5	48.7	-7.8	0.0	0.0	78.0	2.1	2.6	0.0	0.0	1.7	0.0	0.0	21.0
2373	475590.44	5407830.29	341.00	0	D	A	64.5	45.7	-7.8	0.0	0.0	77.1	2.0	2.6	0.0	0.0	1.7	0.0	0.0	19.0
2373	475590.44	5407830.29	341.00	0	N	A	64.5	45.7	-7.8	0.0	0.0	77.1	2.0	2.6	0.0	0.0	1.7	0.0	0.0	19.0
2374	475946.46	5407637.31	341.00	0	D	A	64.5	45.7	-7.8	0.0	0.0	75.9	1.8	2.6	0.0	0.0	1.7	0.0	0.0	20.4
2374	475946.46	5407637.31	341.00	0	N	A	64.5	45.7	-7.8	0.0	0.0	75.9	1.8	2.6	0.0	0.0	1.7	0.0	0.0	20.4
3431	475481.22	5408420.22	341.00	0	D	A	64.5	49.8	-7.8	0.0	0.0	77.3	2.0	2.6	0.0	0.0	1.7	0.0	0.0	22.9
3431	475481.22	5408420.22	341.00	0	N	A	64.5	49.8	-7.8	0.0	0.0	77.3	2.0	2.6	0.0	0.0	1.7	0.0	0.0	22.9
4274	476097.63	5408292.74	341.00	0	D	A	64.5	38.7	-7.8	0.0	0.0	74.2	1.5	2.6	0.0	0.0	1.7	0.0	0.0	15.3
4274	476097.63	5408292.74	341.00	0	N	A	64.5	38.7	-7.8	0.0	0.0	74.2	1.5	2.6	0.0	0.0	1.7	0.0	0.0	15.3
4276	476222.82	5407888.30	341.00	0	D	A	64.5	38.7	-7.8	0.0	0.0	74.0	1.5	2.6	0.0	0.0	1.7	0.0	0.0	15.6
4276	476222.82	5407888.30	341.00	0	N	A	64.5	38.7	-7.8	0.0	0.0	74.0	1.5	2.6	0.0	0.0	1.7	0.0	0.0	15.6
4279	476049.34	5408501.44	341.00	0	D	A	64.5	41.7	-7.8	0.0	0.0	74.5	1.6	2.6	0.0	0.0	1.7	0.0	0.0	18.0
4279	476049.34	5408501.44	341.00	0	N	A	64.5	41.7	-7.8	0.0	0.0	74.5	1.6	2.6	0.0	0.0	1.7	0.0	0.0	18.0
4723	475678.14	5408469.43	341.00	0	D	A	64.5	44.6	-7.8	0.0	0.0	76.4	1.9	2.6	0.0	0.0	1.7	0.0	0.0	18.7
4723	475678.14	5408469.43	341.00	0	N	A	64.5	44.6	-7.8	0.0	0.0	76.4	1.9	2.6	0.0	0.0	1.7	0.0	0.0	18.7
8003	476156.52	5407579.30	341.00	0	D	A	64.5	34.7	-7.8	0.0	0.0	75.1	1.7	2.6	0.0	0.0	1.7	0.0	0.0	10.4
8003	476156.52	5407579.30	341.00	0	N	A	64.5	34.7	-7.8	0.0	0.0	75.1	1.7	2.6	0.0	0.0	1.7	0.0	0.0	10.4
8395	474973.01	5407662.21	341.00	0	D	A	64.5	41.6	-7.8	0.0	0.0	79.5	2.4	2.6	0.0	0.0	1.7	0.0	0.0	12.1
8395	474973.01	5407662.21	341.00	0	N	A	64.5	41.6	-7.8	0.0	0.0	79.5	2.4	2.6	0.0	0.0	1.7	0.0	0.0	12.1

Line Source, ISO 9613, Name: "GraderYr7", ID: "I0405!GraderYr7"																				
Nr.	X	Y	Z	Refl.	DEN	Freq.	Lw	l/a	Optime	K0	Di	Adiv	Aatm	Agr	Afol	Ahou	Abar	Cmet	RL	Lr
	(m)	(m)	(m)			(Hz)	dB(A)	dB	dB	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	dB(A)
741	476784.43	5406799.64	279.16	0	DEN	A	74.8	28.2	0.0	0.0	0.0	75.8	5.2	1.5	0.0	0.0	3.0	0.0	0.0	17.6
746	476788.99	5406136.76	279.98	0	DEN	A	74.8	28.2	0.0	0.0	0.0	78.4	6.3	1.8	0.0	0.0	2.7	0.0	0.0	13.8
753	476793.54	5405473.88	280.80	0	DEN	A	74.8	28.2	0.0	0.0	0.0	80.5	7.3	2.0	0.0	0.0	2.5	0.0	0.0	10.7
1753	475371.89	5407144.39	277.51	0	DEN	A	74.8	27.5	0.0	0.0	0.0	78.9	6.6	1.8	0.0	0.0	4.0	0.0	0.0	11.0
1758	475935.99	5407139.06	278.00	0	DEN	A	74.8	27.5	0.0	0.0	0.0	77.1	5.7	1.6	0.0	0.0	5.9	0.0	0.0	12.0
1764	476500.10	5407133.74	278.50	0	DEN	A	74.8	27.5	0.0	0.0	0.0	75.1	5.0	1.4	0.0	0.0	4.2	0.0	0.0	16.7
4810	474678.39	5409514.30	281.06	0	DEN	A	74.8	28.6	0.0	0.0	0.0	80.8	7.5	2.0	0.0	0.0	2.4	0.0	0.0	10.7
5933	475056.83	5408974.80	281.74	0	DEN	A	74.8	25.6	0.0	0.0	0.0	79.2	6.7	1.9	0.0	0.0	2.6	0.0	0.0	10.1

Area Source, ISO 9613, Name: "LGEastYr7", ID: "I0406!LGEastYr7"																				
Nr.	X	Y	Z	Refl.	DEN	Freq.	Lw	l/a	Optime	K0	Di	Adiv	Aatm	Agr	Afol	Ahou	Abar	Cmet	RL	Lr
	(m)	(m)	(m)			(Hz)	dB(A)	dB	dB	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	dB(A)
804	475739.66	5407981.90	340.70	0	DEN	A	54.4	51.3	0.0	0.0	0.0	76.3	5.4	1.4	0.0	0.0	3.1	0.0	0.0	19.5
806	476098.73	5407782.52	340.70	0	DEN	A	54.4	51.3	0.0	0.0	0.0	74.9	4.8	1.3	0.0	0.0	3.2	0.0	0.0	21.6
808	475677.06	5408184.12	340.70	0	DEN	A	54.4	51.3	0.0	0.0	0.0	76.5	5.5	1.4	0.0	0.0	3.1	0.0	0.0	19.3
810	475910.94	5408389.18	340.70	0	DEN	A	54.4	51.3	0.0	0.0	0.0	75.3	5.0	1.3	0.0	0.0	3.2	0.0	0.0	21.0
1189	476172.75	5408323.05	340.70	0	DEN	A	54.4	47.4	0.0	0.0	0.0	73.8	4.4	1.2	0.0	0.0	3.2	0.0	0.0	19.2
1196	476282.73	5408025.14	340.70	0	DEN	A	54.4	44.4	0.0	0.0	0.0	73.3	4.3	1.2	0.0	0.0	0.0	0.0	0.0	20.0
1199	476284.52	5407799.10	340.70	0	DEN	A	54.4	44.4	0.0	0.0	0.0	73.8	4.4	1.2	0.0	0.0	0.0	0.0	0.0	19.4
1203	476223.71	5408682.70	340.70	0	DEN	A	54.4	47.4	0.0	0.0	0.0	73.7	4.4	1.2	0.0	0.0	3.2	0.0	0.0	19.3
1212	476225.50	5408456.65	340.70	0	DEN	A	54.4	47.4	0.0	0.0	0.0	73.4	4.3	1.2	0.0	0.0	3.3	0.0	0.0	19.6
1867	475206.79	5407608.12	340.70	0	DEN	A	54.4	50.9	0.0	0.0	0.0	78.8	6.6	1.6	0.0	0.0	3.0	0.0	0.0	15.4
1870	475474.20	5407663.08	340.70	0	DEN	A	54.4	47.9	0.0	0.0	0.0	77.8	6.1	1.5	0.0	0.0	3.0	0.0	0.0	13.9
1876	475877.05	5407541.40	340.70	0	DEN	A	54.4	47.9	0.0	0.0	0.0	76.4	5.4	1.4	0.0	0.0	3.1	0.0	0.0	16.0
2386	475364.48	5407860.21	340.70	0	DEN	A	54.4	48.7	0.0	0.0	0.0	78.0	6.2	1.5	0.0	0.0	3.0	0.0	0.0	14.4
2389	475590.44	5407830.29	340.70	0	DEN	A	54.4	45.7	0.0	0.0	0.0	77.1	5.8	1.4	0.0	0.0	3.1	0.0	0.0	12.7
2391	475946.46	5407637.31	340.70	0	DEN	A	54.4	45.7	0.0	0.0	0.0	75.9	5.2	1.4	0.0	0.0	3.1	0.0	0.0	14.5
3463	475481.22	5408420.22	340.70	0	DEN	A	54.4	49.8	0.0	0.0	0.0	77.3	5.9	1.5	0.0	0.0	3.1	0.0	0.0	16.6

Area Source, ISO 9613, Name: "LGEastYr7", ID: "!0406!LGEastYr7"																				
Nr.	X	Y	Z	Refl.	DEN	Freq.	Lw	l/a	Optime	K0	Di	Adiv	Aatm	Agr	Afol	Ahous	Abar	Cmet	RL	Lr
	(m)	(m)	(m)			(Hz)	dB(A)	dB	dB	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	dB(A)
4309	476222.82	5407888.30	340.70	0	DEN	A	54.4	38.7	0.0	0.0	0.0	74.0	4.5	1.2	0.0	0.0	3.2	0.0	0.0	10.2
4312	476049.34	5408501.44	340.70	0	DEN	A	54.4	41.7	0.0	0.0	0.0	74.5	4.7	1.3	0.0	0.0	3.2	0.0	0.0	12.4
4734	475678.14	5408469.43	340.70	0	DEN	A	54.4	44.6	0.0	0.0	0.0	76.4	5.5	1.4	0.0	0.0	3.1	0.0	0.0	12.6

Point Source, ISO 9613, Name: "Primary Crusher Phase 2", ID: "!0404!PrimaryCrusherPhase2"																				
Nr.	X	Y	Z	Refl.	DEN	Freq.	Lw	l/a	Optime	K0	Di	Adiv	Aatm	Agr	Afol	Ahous	Abar	Cmet	RL	Lr
	(m)	(m)	(m)			(Hz)	dB(A)	dB	dB	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	dB(A)
825	471314.83	5407882.20	273.06	0	DEN	A	124.2	0.0	0.0	0.0	0.0	86.9	12.4	4.5	0.0	0.0	2.1	0.0	0.0	18.4

Point Source, ISO 9613, Name: "Secondary Crusher B Phase 2", ID: "!0404!SecondaryCrusherBPhase2"																				
Nr.	X	Y	Z	Refl.	DEN	Freq.	Lw	l/a	Optime	K0	Di	Adiv	Aatm	Agr	Afol	Ahous	Abar	Cmet	RL	Lr
	(m)	(m)	(m)			(Hz)	dB(A)	dB	dB	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	dB(A)
845	471210.63	5407700.65	271.97	0	DEN	A	124.2	0.0	0.0	0.0	0.0	87.1	12.5	4.5	0.0	0.0	2.1	0.0	0.0	18.1

Point Source, ISO 9613, Name: "Secondary Crusher A Phase 2", ID: "!0404!SecondaryCrusherAPhase2"																				
Nr.	X	Y	Z	Refl.	DEN	Freq.	Lw	l/a	Optime	K0	Di	Adiv	Aatm	Agr	Afol	Ahous	Abar	Cmet	RL	Lr
	(m)	(m)	(m)			(Hz)	dB(A)	dB	dB	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	dB(A)
848	471209.96	5407700.98	271.97	0	DEN	A	124.2	0.0	0.0	0.0	0.0	87.1	12.5	4.5	0.0	0.0	2.1	0.0	0.0	18.1

Line Source, ISO 9613, Name: "Haul1 to TMF Perimeter Road, Truck1", ID: "!0405!HAUL2BYr7_Truck1"																				
Nr.	X	Y	Z	Refl.	DEN	Freq.	Lw	l/a	Optime	K0	Di	Adiv	Aatm	Agr	Afol	Ahous	Abar	Cmet	RL	Lr
	(m)	(m)	(m)			(Hz)	dB(A)	dB	dB	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	dB(A)
985	476787.85	5406810.48	278.08	0	DEN	A	72.9	28.2	0.0	0.0	0.0	75.7	3.7	2.0	0.0	0.0	2.6	0.0	0.0	17.0
991	476791.62	5406146.79	278.92	0	DEN	A	72.9	28.2	0.0	0.0	0.0	78.4	4.6	2.2	0.0	0.0	2.5	0.0	0.0	13.5
997	476795.40	5405483.10	279.77	0	DEN	A	72.9	28.2	0.0	0.0	0.0	80.5	5.4	2.2	0.0	0.0	2.4	0.0	0.0	10.6
2182	475365.57	5407153.24	276.67	0	DEN	A	72.9	27.5	0.0	0.0	0.0	78.9	4.8	2.2	0.0	0.0	3.4	0.0	0.0	11.1
2187	475933.73	5407148.87	277.06	0	DEN	A	72.9	27.5	0.0	0.0	0.0	77.1	4.2	2.1	0.0	0.0	5.2	0.0	0.0	11.9
2192	476501.88	5407144.50	277.46	0	DEN	A	72.9	27.5	0.0	0.0	0.0	75.1	3.5	2.0	0.0	0.0	3.9	0.0	0.0	15.9

Line Source, ISO 9613, Name: "Entrance, Past Plant to Haul1, Truck3", ID: "!0405!ACCESSABYr7_Truck3"																				
Nr.	X	Y	Z	Refl.	DEN	Freq.	Lw	l/a	Optime	K0	Di	Adiv	Aatm	Agr	Afol	Ahous	Abar	Cmet	RL	Lr
	(m)	(m)	(m)			(Hz)	dB(A)	dB	dB	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	dB(A)
1043	472176.70	5407452.07	273.62	0	DEN	A	82.7	28.2	0.0	0.0	0.0	85.7	4.1	2.4	0.0	0.0	1.7	0.0	0.0	17.0
1049	472836.96	5407451.62	274.87	0	DEN	A	82.7	28.2	0.0	0.0	0.0	84.6	3.7	2.4	0.0	0.0	1.7	0.0	0.0	18.4
1077	473497.22	5407451.17	276.12	0	DEN	A	82.7	28.2	0.0	0.0	0.0	83.4	3.4	2.5	0.0	0.0	1.7	0.0	0.0	20.0
1083	474157.48	5407450.72	277.36	0	DEN	A	82.7	28.2	0.0	0.0	0.0	81.9	3.0	2.5	0.0	0.0	1.7	0.0	0.0	21.8
4607	471097.21	5406919.61	275.00	0	DEN	A	82.7	28.7	0.0	0.0	0.0	87.4	4.7	2.2	0.0	0.0	1.8	0.0	0.0	15.3
5573	469934.50	5406977.47	277.55	0	DEN	A	82.7	27.9	0.0	0.0	0.0	88.8	5.2	2.1	0.0	0.0	1.9	0.0	0.0	12.6
5582	471660.28	5407166.11	274.28	0	DEN	A	82.7	25.7	0.0	0.0	0.0	86.6	4.4	2.3	0.0	0.0	1.8	0.0	0.0	13.4
5855	470485.88	5406945.03	277.00	0	DEN	A	82.7	26.9	0.0	0.0	0.0	88.1	5.0	2.2	0.0	0.0	1.8	0.0	0.0	12.4
6279	471846.89	5407308.25	274.07	0	DEN	A	82.7	24.6	0.0	0.0	0.0	86.3	4.3	2.3	0.0	0.0	1.7	0.0	0.0	12.7
7075	471470.57	5407045.80	273.21	0	DEN	A	82.7	23.9	0.0	0.0	0.0	86.9	4.5	2.3	0.0	0.0	1.8	0.0	0.0	11.1

Line Source, ISO 9613, Name: "Haul1 to TMF Perimeter Road, Truck2", ID: "!0405!HAUL2BYr7_Truck2"																				
Nr.	X	Y	Z	Refl.	DEN	Freq.	Lw	l/a	Optime	K0	Di	Adiv	Aatm	Agr	Afol	Ahous	Abar	Cmet	RL	Lr
	(m)	(m)	(m)			(Hz)	dB(A)	dB	dB	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	dB(A)
1093	476787.85	5406810.48	279.98	0	DEN	A	72.4	28.2	0.0	0.0	0.0	75.7	1.8	2.6	0.0	0.0	1.7	0.0	0.0	18.8
1099	476791.62	5406146.79	280.82	0	DEN	A	72.4	28.2	0.0	0.0	0.0	78.4	2.2	2.6	0.0	0.0	1.7	0.0	0.0	15.8
1103	476795.40	5405483.10	281.67	0	DEN	A	72.4	28.2	0.0	0.0	0.0	80.5	2.6	2.6	0.0	0.0	1.6	0.0	0.0	13.3
1109	476799.18	5404819.41	282.51	0	DEN	A	72.4	28.2	0.0	0.0	0.0	82.2	3.1	2.6	0.0	0.0	0.0	0.0	0.0	12.9
1116	476802.95	5404155.71	283.36	0	DEN	A	72.4	28.2	0.0	0.0	0.0	83.6	3.4	2.5	0.0	0.0	0.0	0.0	0.0	11.1
2354	475365.57	5407153.24	278.57	0	DEN	A	72.4	27.5	0.0	0.0	0.0	78.9	2.3	2.6	0.0	0.0	2.4	0.0	0.0	13.7
2357	475933.73	5407148.87	278.96	0	DEN	A	72.4	27.5	0.0	0.0	0.0	77.1	2.0	2.6	0.0	0.0	3.5	0.0	0.0	14.8
2360	476501.88	5407144.50	279.36	0	DEN	A	72.4	27.5	0.0	0.0	0.0	75.1	1.7	2.6	0.0	0.0	2.4	0.0	0.0	18.3
4552	474242.61	5407138.14	278.59	0	DEN	A	72.4	27.1	0.0	0.0	0.0	81.9	3.0	2.6	0.0	0.0	1.7	0.0	0.0	10.4

Point Source, ISO 9613, Name: "Water Treatment Plant Water Pump at NE TMF Pond", ID: "!0404!WaterPumpTMFNE"																				
Nr.	X	Y	Z	Refl.	DEN	Freq.	Lw	l/a	Optime	K0	Di	Adiv	Aatm	Agr	Afol	Ahous	Abar	Cmet	RL	Lr
	(m)	(m)	(m)			(Hz)	dB(A)	dB	dB	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	dB(A)
1247	477187.30	5407323.03	273.50	0	DEN	A	106.4	0.0	0.0	0.0	0.0	71.8	5.1	0.6	0.0	0.0	3.7	0.0	0.0	25.2

Line Source, ISO 9613, Name: "Conveyor Phase 2", ID: "I0405!ConveyorPhase2"																				
Nr.	X	Y	Z	Refl.	DEN	Freq.	Lw	l/a	Optime	K0	Di	Adiv	Aatm	Agr	Afol	Ahou	Abar	Cmet	RL	Lr
	(m)	(m)	(m)			(Hz)	dB(A)	dB	dB	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	dB(A)
1265	471229.09	5407711.81	281.04	0	DEN	A	95.8	25.5	0.0	0.0	0.0	87.1	17.4	0.8	0.0	0.0	3.4	0.0	0.0	12.7

Point Source, ISO 9613, Name: "Roadstone Vibrating Screens", ID: "I01!RoadstoneScreens"																				
Nr.	X	Y	Z	Refl.	DEN	Freq.	Lw	l/a	Optime	K0	Di	Adiv	Aatm	Agr	Afol	Ahou	Abar	Cmet	RL	Lr
	(m)	(m)	(m)			(Hz)	dB(A)	dB	dB	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	dB(A)
1304	474236.64	5407406.28	277.00	0	DEN	A	116.3	0.0	0.0	0.0	0.0	81.7	6.9	1.5	0.0	0.0	2.8	0.0	0.0	23.4

Area Source, ISO 9613, Name: "SandAndTillImpoundmentYr7", ID: "I0406!SandAndTillImpoundmentYr7"																				
Nr.	X	Y	Z	Refl.	DEN	Freq.	Lw	l/a	Optime	K0	Di	Adiv	Aatm	Agr	Afol	Ahou	Abar	Cmet	RL	Lr
	(m)	(m)	(m)			(Hz)	dB(A)	dB	dB	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	dB(A)
1637	474357.83	5411526.54	317.70	0	DEN	A	56.5	52.2	0.0	0.0	0.0	84.0	9.3	2.0	0.0	0.0	2.2	0.0	0.0	11.1

Area Source, ISO 9613, Name: "Mining Activity Within EZ2_Yr7 1/2", ID: "I0406!EZ_STAGE2_YR7_1"																				
Nr.	X	Y	Z	Refl.	DEN	Freq.	Lw	l/a	Optime	K0	Di	Adiv	Aatm	Agr	Afol	Ahou	Abar	Cmet	RL	Lr
	(m)	(m)	(m)			(Hz)	dB(A)	dB	dB	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	dB(A)
1771	473636.87	5409957.87	94.10	0	DEN	A	85.0	32.6	0.0	0.0	0.0	83.5	8.0	2.0	0.0	0.0	11.8	0.0	0.0	12.3

Point Source, ISO 9613, Name: "Screens at Secondary Crusher A Phase 1", ID: "I0404!ScreensSecondaryCrusherAPhase1"																				
Nr.	X	Y	Z	Refl.	DEN	Freq.	Lw	l/a	Optime	K0	Di	Adiv	Aatm	Agr	Afol	Ahou	Abar	Cmet	RL	Lr
	(m)	(m)	(m)			(Hz)	dB(A)	dB	dB	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	dB(A)
1776	474058.89	5407329.97	277.00	0	DEN	A	116.3	0.0	0.0	0.0	0.0	82.2	7.2	1.5	0.0	0.0	2.7	0.0	0.0	22.7

Point Source, ISO 9613, Name: "Screens at Secondary Crusher A Phase 1", ID: "I0404!ScreensSecondaryCrusherAPhase1"																				
Nr.	X	Y	Z	Refl.	DEN	Freq.	Lw	l/a	Optime	K0	Di	Adiv	Aatm	Agr	Afol	Ahou	Abar	Cmet	RL	Lr
	(m)	(m)	(m)			(Hz)	dB(A)	dB	dB	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	dB(A)
1782	474058.89	5407327.92	277.00	0	DEN	A	116.3	0.0	0.0	0.0	0.0	82.2	7.2	1.5	0.0	0.0	2.7	0.0	0.0	22.7

Line Source, ISO 9613, Name: "Ring Road S&T to WRD, Truck2", ID: "I0405!HAUL11BYr7_Truck2"																				
Nr.	X	Y	Z	Refl.	DEN	Freq.	Lw	l/a	Optime	K0	Di	Adiv	Aatm	Agr	Afol	Ahou	Abar	Cmet	RL	Lr
	(m)	(m)	(m)			(Hz)	dB(A)	dB	dB	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	dB(A)
1794	473843.81	5410843.46	281.95	0	DEN	A	88.3	29.0	0.0	0.0	0.0	84.0	3.5	2.5	0.0	0.0	1.7	0.0	0.0	25.7
3457	473299.32	5410851.36	282.32	0	DEN	A	88.3	24.6	0.0	0.0	0.0	84.8	3.8	2.5	0.0	0.0	1.7	0.0	0.0	20.2
3862	473049.43	5410819.79	280.32	0	DEN	A	88.3	23.3	0.0	0.0	0.0	85.2	3.9	2.4	0.0	0.0	1.7	0.0	0.0	18.5
3867	472670.65	5410604.10	278.11	0	DEN	A	88.3	23.7	0.0	0.0	0.0	85.6	4.0	2.4	0.0	0.0	1.7	0.0	0.0	18.3
3898	472852.15	5410738.25	279.11	0	DEN	A	88.3	23.4	0.0	0.0	0.0	85.4	4.0	2.4	0.0	0.0	1.7	0.0	0.0	18.2
4636	472533.87	5410472.58	276.48	0	DEN	A	88.3	21.6	0.0	0.0	0.0	85.7	4.1	2.4	0.0	0.0	1.7	0.0	0.0	16.1

Line Source, ISO 9613, Name: "Ring Road - PC 2 to MZ3 Entrance, Truck2", ID: "I0405!HAUL15BYr7_Truck2"																				
Nr.	X	Y	Z	Refl.	DEN	Freq.	Lw	l/a	Optime	K0	Di	Adiv	Aatm	Agr	Afol	Ahou	Abar	Cmet	RL	Lr
	(m)	(m)	(m)			(Hz)	dB(A)	dB	dB	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	dB(A)
2119	474327.07	5408193.56	163.65	0	DEN	A	88.3	25.1	0.0	0.0	0.0	81.2	2.8	2.6	0.0	0.0	12.4	0.0	0.0	14.4
3083	472946.84	5407738.27	279.31	0	DEN	A	88.3	25.8	0.0	0.0	0.0	84.3	3.6	2.5	0.0	0.0	1.7	0.0	0.0	22.0
3221	473761.22	5407857.46	230.14	0	DEN	A	88.3	23.5	0.0	0.0	0.0	82.6	3.2	2.5	0.0	0.0	1.7	0.0	0.0	21.9
3379	473575.20	5407737.54	252.27	0	DEN	A	88.3	23.4	0.0	0.0	0.0	83.1	3.3	2.5	0.0	0.0	1.7	0.0	0.0	21.2
3425	474032.98	5407997.91	199.48	0	DEN	A	88.3	21.9	0.0	0.0	0.0	82.0	3.0	2.6	0.0	0.0	2.1	0.0	0.0	20.7
3444	472639.08	5407872.42	278.47	0	DEN	A	88.3	24.7	0.0	0.0	0.0	84.9	3.8	2.5	0.0	0.0	1.7	0.0	0.0	20.2
3589	473395.24	5407640.89	272.71	0	DEN	A	88.3	22.9	0.0	0.0	0.0	83.5	3.4	2.5	0.0	0.0	1.7	0.0	0.0	20.2
3622	472402.34	5408034.19	276.45	0	DEN	A	88.3	24.5	0.0	0.0	0.0	85.2	3.9	2.4	0.0	0.0	1.7	0.0	0.0	19.5
3676	474147.88	5408070.45	185.63	0	DEN	A	88.3	20.7	0.0	0.0	0.0	81.7	2.9	2.6	0.0	0.0	3.0	0.0	0.0	18.9
3691	473215.60	5407644.75	281.85	0	DEN	A	88.3	22.7	0.0	0.0	0.0	83.8	3.5	2.5	0.0	0.0	1.7	0.0	0.0	19.6
3844	473912.49	5407935.27	213.27	0	DEN	A	88.3	20.7	0.0	0.0	0.0	82.3	3.1	2.6	0.0	0.0	1.7	0.0	0.0	19.5

Line Source, ISO 9613, Name: "Entrance, Past Plant to Haul1, Cars", ID: "I0405!ACCESSABYr7_LightVehicles"																				
Nr.	X	Y	Z	Refl.	DEN	Freq.	Lw	l/a	Optime	K0	Di	Adiv	Aatm	Agr	Afol	Ahou	Abar	Cmet	RL	Lr
	(m)	(m)	(m)			(Hz)	dB(A)	dB	dB	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	dB(A)
1885	472836.96	5407451.62	270.87	0	DEN	A	80.5	28.2	0.0	0.0	0.0	84.6	8.3	2.2	0.0	0.0	3.0	0.0	0.0	10.6
1896	474157.48	5407450.72	273.36	0	DEN	A	80.5	28.2	0.0	0.0	0.0	81.9	7.0	2.7	0.0	0.0	2.9	0.0	0.0	14.3

Line Source, ISO 9613, Name: "Pit Ring Road to Clay Impoundment, Truck2", ID: "I0405!HAUL8BYr7_Truck2"																				
Nr.	X	Y	Z	Refl.	DEN	Freq.	Lw	l/a	Optime	K0	Di	Adiv	Aatm	Agr	Afol	Ahou	Abar	Cmet	RL	Lr
	(m)	(m)	(m)			(Hz)	dB(A)	dB	dB	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	dB(A)
1920	474617.59	5410983.47	318.96	0	DEN	A	86.8	29.1	0.0	0.0	0.0	82.9	3.2	2.5	0.0	0.0	1.7	0.0	0.0	25.5

R03 Ldn Results for Construction (Year -1)

Line Source, ISO 9613, Name: "LG East to PC 2 Entrance, Truck3", ID: "I0405!HAUL14BYr7_Truck3"																				
Nr.	X	Y	Z	Refl.	DEN	Freq.	Lw	l/a	Optime	K0	Di	Adiv	Aatm	Agr	Afol	Ahous	Abar	Cmet	RL	Lr
	(m)	(m)	(m)			(Hz)	dB(A)	dB	dB	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)
2104	472051.18	5408389.29	273.00	0	DEN	A	92.4	25.9	0.0	0.0	0.0	85.8	4.1	2.4	0.0	0.0	1.7	0.0	0.0	24.3
2214	471818.39	5408693.11	272.90	0	DEN	A	92.4	25.8	0.0	0.0	0.0	86.2	4.2	2.3	0.0	0.0	1.7	0.0	0.0	23.7
2509	471656.62	5409008.76	273.63	0	DEN	A	92.4	25.3	0.0	0.0	0.0	86.5	4.3	2.3	0.0	0.0	1.8	0.0	0.0	22.9
3211	472232.68	5408168.34	273.07	0	DEN	A	92.4	22.7	0.0	0.0	0.0	85.5	4.0	2.4	0.0	0.0	1.7	0.0	0.0	21.5

Area Source, ISO 9613, Name: "Mining Activity Within MZ Truck2", ID: "I0406!MZ_STAGE3_YR7_Truck2"																				
Nr.	X	Y	Z	Refl.	DEN	Freq.	Lw	l/a	Optime	K0	Di	Adiv	Aatm	Agr	Afol	Ahous	Abar	Cmet	RL	Lr
	(m)	(m)	(m)			(Hz)	dB(A)	dB	dB	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)
2128	473625.08	5408378.75	79.90	0	D	A	70.4	51.7	-4.8	0.0	0.0	82.9	3.2	2.5	0.0	0.0	2.3	0.0	0.0	26.4
2128	473625.08	5408378.75	79.90	0	N	A	70.4	51.7	-4.8	0.0	0.0	82.9	3.2	2.5	0.0	0.0	2.3	0.0	0.0	26.4
3094	474310.57	5408581.19	79.90	0	D	A	70.4	47.3	-4.8	0.0	0.0	81.2	2.8	2.6	0.0	0.0	14.0	0.0	0.0	12.3
3094	474310.57	5408581.19	79.90	0	N	A	70.4	47.3	-4.8	0.0	0.0	81.2	2.8	2.6	0.0	0.0	14.0	0.0	0.0	12.3
3605	474103.44	5408447.41	79.90	0	D	A	70.4	45.8	-4.8	0.0	0.0	81.7	2.9	2.6	0.0	0.0	7.1	0.0	0.0	17.1
3605	474103.44	5408447.41	79.90	0	N	A	70.4	45.8	-4.8	0.0	0.0	81.7	2.9	2.6	0.0	0.0	7.1	0.0	0.0	17.1
3740	473475.37	5408678.96	79.90	0	D	A	70.4	46.6	-4.8	0.0	0.0	83.2	3.3	2.5	0.0	0.0	1.7	0.0	0.0	21.4
3740	473475.37	5408678.96	79.90	0	N	A	70.4	46.6	-4.8	0.0	0.0	83.2	3.3	2.5	0.0	0.0	1.7	0.0	0.0	21.4
3876	473968.84	5408397.19	79.90	0	D	A	70.4	44.9	-4.8	0.0	0.0	82.1	3.0	2.6	0.0	0.0	5.0	0.0	0.0	17.9
3876	473968.84	5408397.19	79.90	0	N	A	70.4	44.9	-4.8	0.0	0.0	82.1	3.0	2.6	0.0	0.0	5.0	0.0	0.0	17.9
3891	474224.17	5408486.74	79.90	0	D	A	70.4	44.1	-4.8	0.0	0.0	81.4	2.9	2.6	0.0	0.0	12.1	0.0	0.0	10.7
3891	474224.17	5408486.74	79.90	0	N	A	70.4	44.1	-4.8	0.0	0.0	81.4	2.9	2.6	0.0	0.0	12.1	0.0	0.0	10.7
3915	473146.28	5408638.55	79.90	0	D	A	70.4	46.6	-4.8	0.0	0.0	83.9	3.5	2.5	0.0	0.0	1.7	0.0	0.0	20.6
3915	473146.28	5408638.55	79.90	0	N	A	70.4	46.6	-4.8	0.0	0.0	83.9	3.5	2.5	0.0	0.0	1.7	0.0	0.0	20.6
4054	473856.10	5408390.80	79.90	0	D	A	70.4	44.9	-4.8	0.0	0.0	82.3	3.1	2.6	0.0	0.0	3.7	0.0	0.0	18.9
4054	473856.10	5408390.80	79.90	0	N	A	70.4	44.9	-4.8	0.0	0.0	82.3	3.1	2.6	0.0	0.0	3.7	0.0	0.0	18.9
4067	474109.71	5408673.22	79.90	0	D	A	70.4	44.1	-4.8	0.0	0.0	81.8	2.9	2.6	0.0	0.0	6.6	0.0	0.0	15.8
4067	474109.71	5408673.22	79.90	0	N	A	70.4	44.1	-4.8	0.0	0.0	81.8	2.9	2.6	0.0	0.0	6.6	0.0	0.0	15.8
4074	473874.56	5408668.48	79.90	0	D	A	70.4	44.8	-4.8	0.0	0.0	82.3	3.1	2.6	0.0	0.0	3.5	0.0	0.0	19.0
4074	473874.56	5408668.48	79.90	0	N	A	70.4	44.8	-4.8	0.0	0.0	82.3	3.1	2.6	0.0	0.0	3.5	0.0	0.0	19.0
4095	473805.70	5408378.79	79.90	0	D	A	70.4	44.9	-4.8	0.0	0.0	82.5	3.1	2.6	0.0	0.0	3.2	0.0	0.0	19.1
4095	473805.70	5408378.79	79.90	0	N	A	70.4	44.9	-4.8	0.0	0.0	82.5	3.1	2.6	0.0	0.0	3.2	0.0	0.0	19.1
4111	473539.05	5408679.14	79.90	0	D	A	70.4	45.3	-4.8	0.0	0.0	83.1	3.3	2.5	0.0	0.0	1.8	0.0	0.0	20.3
4111	473539.05	5408679.14	79.90	0	N	A	70.4	45.3	-4.8	0.0	0.0	83.1	3.3	2.5	0.0	0.0	1.8	0.0	0.0	20.3
4140	473223.55	5408685.73	79.90	0	D	A	70.4	46.1	-4.8	0.0	0.0	83.7	3.5	2.5	0.0	0.0	1.7	0.0	0.0	20.3
4140	473223.55	5408685.73	79.90	0	N	A	70.4	46.1	-4.8	0.0	0.0	83.7	3.5	2.5	0.0	0.0	1.7	0.0	0.0	20.3
4193	473768.81	5408665.69	79.90	0	D	A	70.4	44.8	-4.8	0.0	0.0	82.6	3.2	2.6	0.0	0.0	2.7	0.0	0.0	19.4
4193	473768.81	5408665.69	79.90	0	N	A	70.4	44.8	-4.8	0.0	0.0	82.6	3.2	2.6	0.0	0.0	2.7	0.0	0.0	19.4
4319	473288.13	5408698.61	79.90	0	D	A	70.4	45.3	-4.8	0.0	0.0	83.6	3.4	2.5	0.0	0.0	1.7	0.0	0.0	19.6
4319	473288.13	5408698.61	79.90	0	N	A	70.4	45.3	-4.8	0.0	0.0	83.6	3.4	2.5	0.0	0.0	1.7	0.0	0.0	19.6
4564	473399.50	5408684.91	79.90	0	D	A	70.4	44.5	-4.8	0.0	0.0	83.4	3.4	2.5	0.0	0.0	1.7	0.0	0.0	19.1
4564	473399.50	5408684.91	79.90	0	N	A	70.4	44.5	-4.8	0.0	0.0	83.4	3.4	2.5	0.0	0.0	1.7	0.0	0.0	19.1
4611	473916.78	5408656.38	79.90	0	D	A	70.4	43.0	-4.8	0.0	0.0	82.2	3.1	2.6	0.0	0.0	3.9	0.0	0.0	16.9
4611	473916.78	5408656.38	79.90	0	N	A	70.4	43.0	-4.8	0.0	0.0	82.2	3.1	2.6	0.0	0.0	3.9	0.0	0.0	16.9
4743	473731.49	5408665.54	79.90	0	D	A	70.4	42.9	-4.8	0.0	0.0	82.7	3.2	2.5	0.0	0.0	2.5	0.0	0.0	17.6
4743	473731.49	5408665.54	79.90	0	N	A	70.4	42.9	-4.8	0.0	0.0	82.7	3.2	2.5	0.0	0.0	2.5	0.0	0.0	17.6
4800	473290.16	5408432.75	79.90	0	D	A	70.4	43.7	-4.8	0.0	0.0	83.6	3.4	2.5	0.0	0.0	1.7	0.0	0.0	18.2
4800	473290.16	5408432.75	79.90	0	N	A	70.4	43.7	-4.8	0.0	0.0	83.6	3.4	2.5	0.0	0.0	1.7	0.0	0.0	18.2
4818	473079.94	5408566.63	79.90	0	D	A	70.4	44.0	-4.8	0.0	0.0	84.0	3.6	2.5	0.0	0.0	1.7	0.0	0.0	17.9
4818	473079.94	5408566.63	79.90	0	N	A	70.4	44.0	-4.8	0.0	0.0	84.0	3.6	2.5	0.0	0.0	1.7	0.0	0.0	17.9
4832	472998.70	5408409.79	79.90	0	D	A	70.4	44.2	-4.8	0.0	0.0	84.2	3.6	2.5	0.0	0.0	1.7	0.0	0.0	17.9
4832	472998.70	5408409.79	79.90	0	N	A	70.4	44.2	-4.8	0.0	0.0	84.2	3.6	2.5	0.0	0.0	1.7	0.0	0.0	17.9
5170	474017.79	5408667.86	79.90	0	D	A	70.4	41.4	-4.8	0.0	0.0	82.0	3.0	2.6	0.0	0.0	5.2	0.0	0.0	14.3
5170	474017.79	5408667.86	79.90	0	N	A	70.4	41.4	-4.8	0.0	0.0	82.0	3.0	2.6	0.0	0.0	5.2	0.0	0.0	14.3
5198	473389.50	5408406.61	79.90	0	D	A	70.4	42.9	-4.8	0.0	0.0	83.4	3.4	2.5	0.0	0.0	1.7	0.0	0.0	17.5
5198	473389.50	5408406.61	79.90	0	N	A	70.4	42.9	-4.8	0.0	0.0	83.4	3.4	2.5	0.0	0.0	1.7	0.0	0.0	17.5
5211	473481.79	5408395.31	79.90	0	D	A	70.4	42.4	-4.8	0.0	0.0	83.2	3.3	2.5	0.0	0.0	1.8	0.0	0.0	17.3
5211	473481.79	5408395.31	79.90	0	N	A	70.4	42.4	-4.8	0.0	0.0	83.2	3.3	2.5	0.0	0.0	1.8	0.0	0.0	17.3
5399	473324.49	5408418.86	79.90	0	D	A	70.4	42.6	-4.8	0.0	0.0	83.5	3.4	2.5	0.0	0.0	1.7	0.0	0.0	17.1
5399	473324.49	5408418.86	79.90	0	N	A	70.4	42.6	-4.8	0.0	0.0	83.5	3.4	2.5	0.0	0.0	1.7	0.0	0.0	17.1
5457	474015.19	5408410.47	79.90	0	D	A	70.4	40.8	-4.8	0.0	0.0	82.0	3.0	2.6	0.0	0.0	5.7	0.0	0.0	13.2
5457	474015.19	5408410.47	79.90	0	N	A	70.4	40.8	-4.8	0.0	0.0	82.0	3.0	2.6	0.0	0.0	5.7	0.0	0.0	13.2
5825	473933.04	5408387.88	79.90	0	D	A	70.4	40.3	-4.8	0.0	0.0	82.2	3.0	2.6	0.0	0.0	4.5	0.0	0.0	13.7
5825	473933.04	5408387.88	79.90	0	N	A	70.4	40.3	-4.8	0.0	0.0	82.2	3.0	2.6	0.0	0.0	4.5	0.0	0.0	13.7
5884	473364.79	5408684.86	79.90	0	D	A	70.4	41.5	-4.8	0.0	0.0	83.5	3.4	2.5	0.0	0.0	1.7	0.0	0.0	16.0

Area Source, ISO 9613, Name: "Mining Activity Within MZ Truck2", ID: "I0406!MZ_STAGE3_YR7_Truck2"																				
Nr.	X	Y	Z	Refl.	DEN	Freq.	Lw	l/a	Optime	K0	Di	Adiv	Aatm	Agr	Afol	Ahous	Abar	Cmet	RL	Lr
	(m)	(m)	(m)			(Hz)	dB(A)	dB	dB	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	dB(A)
5884	473364.79	5408684.86	79.90	0	N	A	70.4	41.5	-4.8	0.0	0.0	83.5	3.4	2.5	0.0	0.0	1.7	0.0	0.0	16.0
5901	474033.21	5408421.87	79.90	0	D	A	70.4	39.8	-4.8	0.0	0.0	81.9	3.0	2.6	0.0	0.0	5.9	0.0	0.0	12.1
5901	474033.21	5408421.87	79.90	0	N	A	70.4	39.8	-4.8	0.0	0.0	81.9	3.0	2.6	0.0	0.0	5.9	0.0	0.0	12.1
6826	473063.47	5408379.61	79.90	0	D	A	70.4	40.6	-4.8	0.0	0.0	84.0	3.6	2.5	0.0	0.0	1.7	0.0	0.0	14.5
6826	473063.47	5408379.61	79.90	0	N	A	70.4	40.6	-4.8	0.0	0.0	84.0	3.6	2.5	0.0	0.0	1.7	0.0	0.0	14.5
7080	474037.76	5408662.27	79.90	0	D	A	70.4	38.0	-4.8	0.0	0.0	81.9	3.0	2.6	0.0	0.0	5.5	0.0	0.0	10.6
7080	474037.76	5408662.27	79.90	0	N	A	70.4	38.0	-4.8	0.0	0.0	81.9	3.0	2.6	0.0	0.0	5.5	0.0	0.0	10.6
7318	473585.28	5408674.21	79.90	0	D	A	70.4	38.6	-4.8	0.0	0.0	83.0	3.3	2.5	0.0	0.0	2.0	0.0	0.0	13.4
7318	473585.28	5408674.21	79.90	0	N	A	70.4	38.6	-4.8	0.0	0.0	83.0	3.3	2.5	0.0	0.0	2.0	0.0	0.0	13.4
7432	473112.38	5408365.51	79.90	0	D	A	70.4	39.4	-4.8	0.0	0.0	83.9	3.5	2.5	0.0	0.0	1.7	0.0	0.0	13.3
7432	473112.38	5408365.51	79.90	0	N	A	70.4	39.4	-4.8	0.0	0.0	83.9	3.5	2.5	0.0	0.0	1.7	0.0	0.0	13.3
7501	473155.09	5408397.35	79.90	0	D	A	70.4	39.1	-4.8	0.0	0.0	83.9	3.5	2.5	0.0	0.0	1.7	0.0	0.0	13.2
7501	473155.09	5408397.35	79.90	0	N	A	70.4	39.1	-4.8	0.0	0.0	83.9	3.5	2.5	0.0	0.0	1.7	0.0	0.0	13.2
7522	473974.99	5408659.33	79.90	0	D	A	70.4	37.3	-4.8	0.0	0.0	82.1	3.0	2.6	0.0	0.0	4.6	0.0	0.0	10.6
7522	473974.99	5408659.33	79.90	0	N	A	70.4	37.3	-4.8	0.0	0.0	82.1	3.0	2.6	0.0	0.0	4.6	0.0	0.0	10.6
7674	473504.49	5408388.52	79.90	0	D	A	70.4	37.8	-4.8	0.0	0.0	83.1	3.3	2.5	0.0	0.0	1.8	0.0	0.0	12.7
7674	473504.49	5408388.52	79.90	0	N	A	70.4	37.8	-4.8	0.0	0.0	83.1	3.3	2.5	0.0	0.0	1.8	0.0	0.0	12.7
8170	473713.01	5408665.37	79.90	0	D	A	70.4	36.6	-4.8	0.0	0.0	82.7	3.2	2.5	0.0	0.0	2.4	0.0	0.0	11.3
8170	473713.01	5408665.37	79.90	0	N	A	70.4	36.6	-4.8	0.0	0.0	82.7	3.2	2.5	0.0	0.0	2.4	0.0	0.0	11.3
9018	473090.95	5408373.16	79.90	0	D	A	70.4	36.4	-4.8	0.0	0.0	84.0	3.5	2.5	0.0	0.0	1.7	0.0	0.0	10.4
9018	473090.95	5408373.16	79.90	0	N	A	70.4	36.4	-4.8	0.0	0.0	84.0	3.5	2.5	0.0	0.0	1.7	0.0	0.0	10.4

Line Source, ISO 9613, Name: "Ring Road to Waste Rock Impoundment, Truck3", ID: "I0405!HAUL19BYr7_Truck3"																				
Nr.	X	Y	Z	Refl.	DEN	Freq.	Lw	l/a	Optime	K0	Di	Adiv	Aatm	Agr	Afol	Ahous	Abar	Cmet	RL	Lr
	(m)	(m)	(m)			(Hz)	dB(A)	dB	dB	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	dB(A)
2159	472378.67	5410654.08	287.77	0	D	A	92.1	26.1	0.0	0.0	0.0	86.0	4.2	2.4	0.0	0.0	1.7	0.0	0.0	23.9
2159	472378.67	5410654.08	287.77	0	N	A	92.1	26.1	0.0	0.0	0.0	86.0	4.2	2.4	0.0	0.0	1.7	0.0	0.0	23.9
2159	472378.67	5410654.08	287.77	0	E	A	92.1	26.1	0.0	0.0	0.0	86.0	4.2	2.4	0.0	0.0	1.7	0.0	0.0	23.9
6988	472276.08	5410840.11	302.15	0	D	A	92.1	14.1	0.0	0.0	0.0	86.3	4.3	2.3	0.0	0.0	1.7	0.0	0.0	11.5
6988	472276.08	5410840.11	302.15	0	N	A	92.1	14.1	0.0	0.0	0.0	86.3	4.3	2.3	0.0	0.0	1.7	0.0	0.0	11.5
6988	472276.08	5410840.11	302.15	0	E	A	92.1	14.1	0.0	0.0	0.0	86.3	4.3	2.3	0.0	0.0	1.7	0.0	0.0	11.5

Area Source, ISO 9613, Name: "ClayImpoundmentYr7Truck2", ID: "I0406!ClayImpoundmentYr7Truck2"																				
Nr.	X	Y	Z	Refl.	DEN	Freq.	Lw	l/a	Optime	K0	Di	Adiv	Aatm	Agr	Afol	Ahous	Abar	Cmet	RL	Lr
	(m)	(m)	(m)			(Hz)	dB(A)	dB	dB	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	dB(A)
2275	475180.68	5413680.26	356.90	0	D	A	61.0	51.7	-7.8	0.0	0.0	86.3	4.3	2.4	0.0	0.0	1.7	0.0	0.0	10.2
2275	475180.68	5413680.26	356.90	0	N	A	61.0	51.7	-7.8	0.0	0.0	86.3	4.3	2.4	0.0	0.0	1.7	0.0	0.0	10.2
2329	475254.80	5412396.41	356.90	0	D	A	61.0	54.7	-7.8	0.0	0.0	84.3	3.6	2.5	0.0	0.0	1.7	0.0	0.0	15.7
2329	475254.80	5412396.41	356.90	0	N	A	61.0	54.7	-7.8	0.0	0.0	84.3	3.6	2.5	0.0	0.0	1.7	0.0	0.0	15.7
2333	474978.49	5412133.86	356.90	0	D	A	61.0	51.7	-7.8	0.0	0.0	84.2	3.6	2.5	0.0	0.0	1.7	0.0	0.0	12.9
2333	474978.49	5412133.86	356.90	0	N	A	61.0	51.7	-7.8	0.0	0.0	84.2	3.6	2.5	0.0	0.0	1.7	0.0	0.0	12.9
2336	474980.24	5411664.47	356.90	0	D	A	61.0	51.7	-7.8	0.0	0.0	83.4	3.4	2.5	0.0	0.0	1.7	0.0	0.0	13.9
2336	474980.24	5411664.47	356.90	0	N	A	61.0	51.7	-7.8	0.0	0.0	83.4	3.4	2.5	0.0	0.0	1.7	0.0	0.0	13.9
2338	475253.04	5412865.79	356.90	0	D	A	61.0	54.7	-7.8	0.0	0.0	85.1	3.9	2.4	0.0	0.0	1.7	0.0	0.0	14.8
2338	475253.04	5412865.79	356.90	0	N	A	61.0	54.7	-7.8	0.0	0.0	85.1	3.9	2.4	0.0	0.0	1.7	0.0	0.0	14.8
2342	474974.98	5413072.64	356.90	0	D	A	61.0	51.7	-7.8	0.0	0.0	85.6	4.0	2.4	0.0	0.0	1.7	0.0	0.0	11.1
2342	474974.98	5413072.64	356.90	0	N	A	61.0	51.7	-7.8	0.0	0.0	85.6	4.0	2.4	0.0	0.0	1.7	0.0	0.0	11.1
2345	474973.23	5413542.03	356.90	0	D	A	61.0	51.7	-7.8	0.0	0.0	86.2	4.3	2.4	0.0	0.0	1.7	0.0	0.0	10.3
2345	474973.23	5413542.03	356.90	0	N	A	61.0	51.7	-7.8	0.0	0.0	86.2	4.3	2.4	0.0	0.0	1.7	0.0	0.0	10.3
4012	475908.00	5412852.31	356.90	0	D	A	61.0	50.4	-7.8	0.0	0.0	84.6	3.7	2.5	0.0	0.0	0.0	0.0	0.0	12.8
4012	475908.00	5412852.31	356.90	0	N	A	61.0	50.4	-7.8	0.0	0.0	84.6	3.7	2.5	0.0	0.0	0.0	0.0	0.0	12.8
4162	475393.02	5411599.12	356.90	0	D	A	61.0	50.5	-7.8	0.0	0.0	82.8	3.2	2.5	0.0	0.0	1.7	0.0	0.0	13.5
4162	475393.02	5411599.12	356.90	0	N	A	61.0	50.5	-7.8	0.0	0.0	82.8	3.2	2.5	0.0	0.0	1.7	0.0	0.0	13.5
4166	475485.65	5412123.27	356.90	0	D	A	61.0	50.5	-7.8	0.0	0.0	83.6	3.4	2.5	0.0	0.0	1.7	0.0	0.0	12.4
4166	475485.65	5412123.27	356.90	0	N	A	61.0	50.5	-7.8	0.0	0.0	83.6	3.4	2.5	0.0	0.0	1.7	0.0	0.0	12.4
4169	475163.91	5411379.52	356.90	0	D	A	61.0	53.5	-7.8	0.0	0.0	82.7	3.2	2.5	0.0	0.0	1.7	0.0	0.0	16.6
4169	475163.91	5411379.52	356.90	0	N	A	61.0	53.5	-7.8	0.0	0.0	82.7	3.2	2.5	0.0	0.0	1.7	0.0	0.0	16.6
5358	475626.96	5411577.72	356.90	0	D	A	61.0	47.0	-7.8	0.0	0.0	82.5	3.1	2.6	0.0	0.0	0.0	0.0	0.0	12.0
5358	475626.96	5411577.72	356.90	0	N	A	61.0	47.0	-7.8	0.0	0.0	82.5	3.1	2.6	0.0	0.0	0.0	0.0	0.0	12.0
5362	475627.10	5412101.97	356.90	0	D	A	61.0	47.0	-7.8	0.0	0.0	83.5	3.4	2.5	0.0	0.0	0.0	0.0	0.0	10.8
5362	475627.10	5412101.97	356.90	0	N	A	61.0	47.0	-7.8	0.0	0.0	83.5	3.4	2.5	0.0	0.0	0.0	0.0	0.0	10.8
5365	475542.01	5411315.70	356.90	0	D	A	61.0	50.0	-7.8	0.0	0.0	82.1	3.0	2.6	0.0	0.0	1.6	0.0	0.0	13.9
5365	475542.01	5411315.70	356.90	0	N	A	61.0	50.0	-7.8	0.0	0.0	82.1	3.0	2.6	0.0	0.0	1.6	0.0	0.0	13.9

Area Source, ISO 9613, Name: "SandAndTillImpoundmentYr7Truck2", ID: "I0406!SandAndTillImpoundmentYr7Truck2"																				
Nr.	X	Y	Z	Refl.	DEN	Freq.	Lw	l/a	Optime	K0	Di	Adiv	Aatm	Agr	Afol	Ahou5	Abar	Cmet	RL	Lr
	(m)	(m)	(m)			(Hz)	dB(A)	dB	dB	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	dB(A)
2412	474433.69	5412440.09	317.40	0	D	A	63.5	49.2	-7.8	0.0	0.0	85.2	3.9	2.4	0.0	0.0	1.7	0.0	0.0	11.7
2412	474433.69	5412440.09	317.40	0	N	A	63.5	49.2	-7.8	0.0	0.0	85.2	3.9	2.4	0.0	0.0	1.7	0.0	0.0	11.7
2418	474515.99	5411743.85	317.40	0	D	A	63.5	46.1	-7.8	0.0	0.0	84.1	3.6	2.5	0.0	0.0	1.7	0.0	0.0	10.0
2418	474515.99	5411743.85	317.40	0	N	A	63.5	46.1	-7.8	0.0	0.0	84.1	3.6	2.5	0.0	0.0	1.7	0.0	0.0	10.0
2422	474431.85	5412900.02	317.40	0	D	A	63.5	49.2	-7.8	0.0	0.0	85.8	4.1	2.4	0.0	0.0	1.7	0.0	0.0	10.9
2422	474431.85	5412900.02	317.40	0	N	A	63.5	49.2	-7.8	0.0	0.0	85.8	4.1	2.4	0.0	0.0	1.7	0.0	0.0	10.9
2432	474237.60	5411766.00	317.40	0	D	A	63.5	49.2	-7.8	0.0	0.0	84.5	3.7	2.5	0.0	0.0	1.7	0.0	0.0	12.5
2432	474237.60	5411766.00	317.40	0	N	A	63.5	49.2	-7.8	0.0	0.0	84.5	3.7	2.5	0.0	0.0	1.7	0.0	0.0	12.5
2436	474315.30	5412219.61	317.40	0	D	A	63.5	49.2	-7.8	0.0	0.0	85.0	3.9	2.4	0.0	0.0	1.7	0.0	0.0	11.9
2436	474315.30	5412219.61	317.40	0	N	A	63.5	49.2	-7.8	0.0	0.0	85.0	3.9	2.4	0.0	0.0	1.7	0.0	0.0	11.9
2438	474357.83	5411526.54	317.40	0	D	A	63.5	52.2	-7.8	0.0	0.0	84.0	3.6	2.5	0.0	0.0	1.7	0.0	0.0	16.2
2438	474357.83	5411526.54	317.40	0	N	A	63.5	52.2	-7.8	0.0	0.0	84.0	3.6	2.5	0.0	0.0	1.7	0.0	0.0	16.2
8838	474124.20	5411198.32	317.40	0	D	A	63.5	46.2	-7.8	0.0	0.0	84.0	3.5	2.5	0.0	0.0	1.7	0.0	0.0	10.3
8838	474124.20	5411198.32	317.40	0	N	A	63.5	46.2	-7.8	0.0	0.0	84.0	3.5	2.5	0.0	0.0	1.7	0.0	0.0	10.3

Line Source, ISO 9613, Name: "Ring Road - Future MZ3 Entrance to LG West Entrance, Truck3", ID: "I0405!HAUL13BYr7_Truck3"																				
Nr.	X	Y	Z	Refl.	DEN	Freq.	Lw	l/a	Optime	K0	Di	Adiv	Aatm	Agr	Afol	Ahou5	Abar	Cmet	RL	Lr
	(m)	(m)	(m)			(Hz)	dB(A)	dB	dB	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	dB(A)
2513	472239.26	5409720.28	273.68	0	D	A	92.1	24.8	0.0	0.0	0.0	85.8	4.1	2.4	0.0	0.0	1.7	0.0	0.0	22.9
2513	472239.26	5409720.28	273.68	0	N	A	92.1	24.8	0.0	0.0	0.0	85.8	4.1	2.4	0.0	0.0	1.7	0.0	0.0	22.9
2513	472239.26	5409720.28	273.68	0	E	A	92.1	24.8	0.0	0.0	0.0	85.8	4.1	2.4	0.0	0.0	1.7	0.0	0.0	22.9
3215	472002.52	5409612.43	272.00	0	D	A	92.1	23.5	0.0	0.0	0.0	86.1	4.2	2.3	0.0	0.0	1.7	0.0	0.0	21.2
3215	472002.52	5409612.43	272.00	0	N	A	92.1	23.5	0.0	0.0	0.0	86.1	4.2	2.3	0.0	0.0	1.7	0.0	0.0	21.2
3215	472002.52	5409612.43	272.00	0	E	A	92.1	23.5	0.0	0.0	0.0	86.1	4.2	2.3	0.0	0.0	1.7	0.0	0.0	21.2
3245	471828.92	5409480.91	271.40	0	D	A	92.1	23.3	0.0	0.0	0.0	86.3	4.3	2.3	0.0	0.0	1.7	0.0	0.0	20.8
3245	471828.92	5409480.91	271.40	0	N	A	92.1	23.3	0.0	0.0	0.0	86.3	4.3	2.3	0.0	0.0	1.7	0.0	0.0	20.8
3245	471828.92	5409480.91	271.40	0	E	A	92.1	23.3	0.0	0.0	0.0	86.3	4.3	2.3	0.0	0.0	1.7	0.0	0.0	20.8
3440	471697.40	5409330.98	272.65	0	D	A	92.1	22.7	0.0	0.0	0.0	86.5	4.3	2.3	0.0	0.0	1.8	0.0	0.0	19.9
3440	471697.40	5409330.98	272.65	0	N	A	92.1	22.7	0.0	0.0	0.0	86.5	4.3	2.3	0.0	0.0	1.8	0.0	0.0	19.9
3440	471697.40	5409330.98	272.65	0	E	A	92.1	22.7	0.0	0.0	0.0	86.5	4.3	2.3	0.0	0.0	1.8	0.0	0.0	19.9
4188	471623.74	5409207.35	274.00	0	D	A	92.1	20.2	0.0	0.0	0.0	86.5	4.4	2.3	0.0	0.0	1.8	0.0	0.0	17.3
4188	471623.74	5409207.35	274.00	0	N	A	92.1	20.2	0.0	0.0	0.0	86.5	4.4	2.3	0.0	0.0	1.8	0.0	0.0	17.3
4188	471623.74	5409207.35	274.00	0	E	A	92.1	20.2	0.0	0.0	0.0	86.5	4.4	2.3	0.0	0.0	1.8	0.0	0.0	17.3

Line Source, ISO 9613, Name: "Access to Pit Ring Road, Truck3", ID: "I0405!Haul1ABYr7_Truck3"																				
Nr.	X	Y	Z	Refl.	DEN	Freq.	Lw	l/a	Optime	K0	Di	Adiv	Aatm	Agr	Afol	Ahou5	Abar	Cmet	RL	Lr
	(m)	(m)	(m)			(Hz)	dB(A)	dB	dB	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	dB(A)
2638	474520.30	5407657.28	279.63	0	DEN	A	85.3	26.2	0.0	0.0	0.0	80.8	2.7	2.6	0.0	0.0	2.9	0.0	0.0	22.5

Line Source, ISO 9613, Name: "Ring Road to LG East Stockpile, Truck3", ID: "I0405!HAUL16BYr7_Truck3"																				
Nr.	X	Y	Z	Refl.	DEN	Freq.	Lw	l/a	Optime	K0	Di	Adiv	Aatm	Agr	Afol	Ahou5	Abar	Cmet	RL	Lr
	(m)	(m)	(m)			(Hz)	dB(A)	dB	dB	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	dB(A)
3146	475116.04	5408240.77	313.63	0	DEN	A	81.9	26.1	0.0	0.0	0.0	78.7	2.3	2.6	0.0	0.0	2.5	0.0	0.0	21.9

Line Source, ISO 9613, Name: "Ring Road - WRD to Future MZ3 Entrance, Truck3", ID: "I0405!HAUL12BYr7_Truck3"																				
Nr.	X	Y	Z	Refl.	DEN	Freq.	Lw	l/a	Optime	K0	Di	Adiv	Aatm	Agr	Afol	Ahou5	Abar	Cmet	RL	Lr
	(m)	(m)	(m)			(Hz)	dB(A)	dB	dB	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	dB(A)
3226	472494.41	5410164.82	275.20	0	D	A	92.1	22.8	0.0	0.0	0.0	85.6	4.0	2.4	0.0	0.0	1.7	0.0	0.0	21.2
3226	472494.41	5410164.82	275.20	0	N	A	92.1	22.8	0.0	0.0	0.0	85.6	4.0	2.4	0.0	0.0	1.7	0.0	0.0	21.2
3226	472494.41	5410164.82	275.20	0	E	A	92.1	22.8	0.0	0.0	0.0	85.6	4.0	2.4	0.0	0.0	1.7	0.0	0.0	21.2
3367	472507.56	5409985.95	275.00	0	D	A	92.1	22.3	0.0	0.0	0.0	85.5	4.0	2.4	0.0	0.0	1.7	0.0	0.0	20.8
3367	472507.56	5409985.95	275.00	0	N	A	92.1	22.3	0.0	0.0	0.0	85.5	4.0	2.4	0.0	0.0	1.7	0.0	0.0	20.8
3367	472507.56	5409985.95	275.00	0	E	A	92.1	22.3	0.0	0.0	0.0	85.5	4.0	2.4	0.0	0.0	1.7	0.0	0.0	20.8
3409	472465.48	5409836.02	274.79	0	D	A	92.1	21.9	0.0	0.0	0.0	85.5	4.0	2.4	0.0	0.0	1.7	0.0	0.0	20.5
3409	472465.48	5409836.02	274.79	0	N	A	92.1	21.9	0.0	0.0	0.0	85.5	4.0	2.4	0.0	0.0	1.7	0.0	0.0	20.5
3409	472465.48	5409836.02	274.79	0	E	A	92.1	21.9	0.0	0.0	0.0	85.5	4.0	2.4	0.0	0.0	1.7	0.0	0.0	20.5
3422	472478.63	5410341.06	275.65	0	D	A	92.1	22.1	0.0	0.0	0.0	85.7	4.1	2.4	0.0	0.0	1.7	0.0	0.0	20.4
3422	472478.63	5410341.06	275.65	0	N	A	92.1	22.1	0.0	0.0	0.0	85.7	4.1	2.4	0.0	0.0	1.7	0.0	0.0	20.4
3422	472478.63	5410341.06	275.65	0	E	A	92.1	22.1	0.0	0.0	0.0	85.7	4.1	2.4	0.0	0.0	1.7	0.0	0.0	20.4

Point Source, ISO 9613, Name: "Screens at Secondary Crusher B Phase2", ID: "!0404!BaghouseSecondaryCrusherBPhase2"																				
Nr.	X	Y	Z	Refl.	DEN	Freq.	Lw	l/a	Optime	K0	Di	Adiv	Aatm	Agr	Afol	Ahous	Abar	Cmet	RL	Lr
	(m)	(m)	(m)			(Hz)	dB(A)	dB	dB	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)
3255	471210.53	5407700.50	275.97	0	DEN	A	116.3	0.0	0.0	0.0	0.0	87.1	10.6	1.0	0.0	2.8	0.0	0.0	14.9	

Point Source, ISO 9613, Name: "Screens at Secondary Crusher A Phase2", ID: "!0404!BaghouseSecondaryCrusherAPhase2"																				
Nr.	X	Y	Z	Refl.	DEN	Freq.	Lw	l/a	Optime	K0	Di	Adiv	Aatm	Agr	Afol	Ahous	Abar	Cmet	RL	Lr
	(m)	(m)	(m)			(Hz)	dB(A)	dB	dB	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)
3259	471209.85	5407700.81	275.97	0	DEN	A	116.3	0.0	0.0	0.0	0.0	87.1	10.6	1.0	0.0	2.8	0.0	0.0	14.9	

Line Source, ISO 9613, Name: "Ring Road - MZ3 Entrance to HAUL4AB, Truck3", ID: "!0405!HAUL21BYr7_Truck3"																				
Nr.	X	Y	Z	Refl.	DEN	Freq.	Lw	l/a	Optime	K0	Di	Adiv	Aatm	Agr	Afol	Ahous	Abar	Cmet	RL	Lr
	(m)	(m)	(m)			(Hz)	dB(A)	dB	dB	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)
3270	474411.97	5407813.37	281.66	0	DEN	A	86.9	23.0	0.0	0.0	0.0	81.0	2.8	2.6	0.0	0.0	1.7	0.0	0.0	21.9
3340	474071.12	5407644.63	280.34	0	DEN	A	86.9	23.8	0.0	0.0	0.0	82.0	3.0	2.5	0.0	0.0	1.7	0.0	0.0	21.5
3587	473676.29	5407590.64	281.76	0	DEN	A	86.9	23.7	0.0	0.0	0.0	82.9	3.2	2.5	0.0	0.0	1.7	0.0	0.0	20.3
3627	474256.73	5407718.87	280.99	0	DEN	A	86.9	22.1	0.0	0.0	0.0	81.5	2.9	2.6	0.0	0.0	1.7	0.0	0.0	20.4
3831	473453.56	5407587.26	282.27	0	DEN	A	86.9	23.2	0.0	0.0	0.0	83.4	3.4	2.5	0.0	0.0	1.7	0.0	0.0	19.2
3858	473875.39	5407604.14	280.91	0	DEN	A	86.9	22.1	0.0	0.0	0.0	82.5	3.1	2.5	0.0	0.0	1.7	0.0	0.0	19.2

Line Source, ISO 9613, Name: "E22 Entrance to Pit Ring Road Intersection, Truck2", ID: "!0405!HAUL6BYr7_Truck2"																				
Nr.	X	Y	Z	Refl.	DEN	Freq.	Lw	l/a	Optime	K0	Di	Adiv	Aatm	Agr	Afol	Ahous	Abar	Cmet	RL	Lr
	(m)	(m)	(m)			(Hz)	dB(A)	dB	dB	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)
3383	474251.51	5410361.05	281.72	0	DEN	A	81.5	29.6	0.0	0.0	0.0	82.7	3.2	2.5	0.0	0.0	1.7	0.0	0.0	21.0
5117	474293.23	5409792.12	282.40	0	DEN	A	81.5	23.7	0.0	0.0	0.0	82.0	3.0	2.6	0.0	0.0	1.6	0.0	0.0	15.9

Area Source, ISO 9613, Name: "Proces Plant Operation2", ID: "!0406!ProcessPlantOperation2"																				
Nr.	X	Y	Z	Refl.	DEN	Freq.	Lw	l/a	Optime	K0	Di	Adiv	Aatm	Agr	Afol	Ahous	Abar	Cmet	RL	Lr
	(m)	(m)	(m)			(Hz)	dB(A)	dB	dB	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)
3405	474418.83	5407549.96	277.83	0	DEN	A	65.8	43.9	0.0	0.0	0.0	81.2	8.6	0.9	0.0	0.0	3.8	0.0	0.0	15.2
3453	474312.83	5407586.62	277.17	0	DEN	A	65.8	43.6	0.0	0.0	0.0	81.4	8.8	0.9	0.0	0.0	3.3	0.0	0.0	15.0
3660	472100.05	5407438.19	274.69	0	DEN	A	65.8	47.3	0.0	0.0	0.0	85.8	12.0	1.0	0.0	0.0	2.8	0.0	0.0	11.4
3725	474439.23	5407441.62	277.17	0	DEN	A	65.8	42.3	0.0	0.0	0.0	81.2	8.6	0.9	0.0	0.0	3.9	0.0	0.0	13.5
3836	473036.78	5407448.29	274.50	0	DEN	A	65.8	45.0	0.0	0.0	0.0	84.3	10.8	1.1	0.0	0.0	2.9	0.0	0.0	11.8
3849	473769.16	5407499.74	277.96	0	DEN	A	65.8	43.4	0.0	0.0	0.0	82.8	9.7	1.0	0.0	0.0	3.0	0.0	0.0	12.7
3854	471696.33	5407493.60	273.08	0	DEN	A	65.8	47.1	0.0	0.0	0.0	86.4	12.5	1.0	0.0	0.0	2.8	0.0	0.0	10.2
4418	474309.73	5407688.94	278.60	0	DEN	A	65.8	40.3	0.0	0.0	0.0	81.4	8.8	0.9	0.0	0.0	3.2	0.0	0.0	11.9
4514	473380.07	5407517.26	280.28	0	DEN	A	65.8	42.4	0.0	0.0	0.0	83.6	10.3	1.0	0.0	0.0	2.9	0.0	0.0	10.4
4524	474224.56	5407506.07	276.50	0	DEN	A	65.8	40.6	0.0	0.0	0.0	81.7	9.0	0.9	0.0	0.0	3.2	0.0	0.0	11.7
4632	474009.75	5407434.26	276.50	0	DEN	A	65.8	40.6	0.0	0.0	0.0	82.3	9.4	1.0	0.0	0.0	3.1	0.0	0.0	10.7
5087	474286.82	5407403.85	276.50	0	DEN	A	65.8	39.0	0.0	0.0	0.0	81.6	8.9	0.9	0.0	0.0	3.2	0.0	0.0	10.1

Line Source, ISO 9613, Name: "LG East to PC 2 Entrance, Truck2", ID: "!0405!HAUL14BYr7_Truck2"																				
Nr.	X	Y	Z	Refl.	DEN	Freq.	Lw	l/a	Optime	K0	Di	Adiv	Aatm	Agr	Afol	Ahous	Abar	Cmet	RL	Lr
	(m)	(m)	(m)			(Hz)	dB(A)	dB	dB	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)
3413	472051.18	5408389.29	272.90	0	DEN	A	88.3	25.9	0.0	0.0	0.0	85.8	4.1	2.4	0.0	0.0	1.7	0.0	0.0	20.2
3466	471818.39	5408693.11	272.80	0	DEN	A	88.3	25.8	0.0	0.0	0.0	86.2	4.2	2.4	0.0	0.0	1.7	0.0	0.0	19.6
3696	471656.62	5409008.76	273.53	0	DEN	A	88.3	25.3	0.0	0.0	0.0	86.5	4.3	2.3	0.0	0.0	1.7	0.0	0.0	18.8
4248	472232.68	5408168.34	272.97	0	DEN	A	88.3	22.7	0.0	0.0	0.0	85.5	4.0	2.4	0.0	0.0	1.7	0.0	0.0	17.4

Area Source, ISO 9613, Name: "Proces Plant Operation1", ID: "!0406!ProcessPlantOperation1"																				
Nr.	X	Y	Z	Refl.	DEN	Freq.	Lw	l/a	Optime	K0	Di	Adiv	Aatm	Agr	Afol	Ahous	Abar	Cmet	RL	Lr
	(m)	(m)	(m)			(Hz)	dB(A)	dB	dB	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)
3584	474418.83	5407549.96	278.33	0	DEN	A	65.1	43.9	0.0	0.0	0.0	81.2	8.1	1.4	0.0	0.0	3.3	0.0	0.0	14.9
3657	474312.83	5407586.62	277.67	0	DEN	A	65.1	43.6	0.0	0.0	0.0	81.4	8.3	1.5	0.0	0.0	3.0	0.0	0.0	14.6
3841	472100.05	5407438.19	275.19	0	DEN	A	65.1	47.3	0.0	0.0	0.0	85.8	11.3	1.7	0.0	0.0	2.5	0.0	0.0	11.1
3881	474439.23	5407441.62	277.67	0	DEN	A	65.1	42.3	0.0	0.0	0.0	81.2	8.1	1.4	0.0	0.0	3.4	0.0	0.0	13.1
4057	473036.78	5407448.29	275.00	0	DEN	A	65.1	45.0	0.0	0.0	0.0	84.3	10.1	1.7	0.0	0.0	2.5	0.0	0.0	11.5
4079	473769.16	5407499.74	278.46	0	DEN	A	65.1	43.4	0.0	0.0	0.0	82.8	9.1	1.6	0.0	0.0	2.7	0.0	0.0	12.4
4622	474309.73	5407688.94	279.10	0	DEN	A	65.1	40.3	0.0	0.0	0.0	81.4	8.2	1.5	0.0	0.0	2.8	0.0	0.0	11.5
4692	473380.07	5407517.26	280.78	0	DEN	A	65.1	42.4	0.0	0.0	0.0	83.6	9.6	1.6	0.0	0.0	2.6	0.0	0.0	10.0
4697	474224.56	5407506.07	277.00	0	DEN	A	65.1	40.6	0.0	0.0	0.0	81.7	8.4	1.5	0.0	0.0	2.8	0.0	0.0	11.3
4866	474009.75	5407434.26	277.00	0	DEN	A	65.1	40.6	0.0	0.0	0.0	82.3	8.8	1.5	0.0	0.0	2.7	0.0	0.0	10.3

Line Source, ISO 9613, Name: "Ring Road - Future MZ3 Entrance to LG West Entrance, Truck2", ID: "!0405!HAUL13BYr7_Truck2"																				
Nr.	X	Y	Z	Refl.	DEN	Freq.	Lw	l/a	Optime	K0	Di	Adiv	Aatm	Agr	Afol	Ahous	Abar	Cmet	RL	Lr
	(m)	(m)	(m)			(Hz)	dB(A)	dB	dB	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	dB(A)
3667	472239.26	5409720.28	273.58	0	DEN	A	88.3	24.8	0.0	0.0	0.0	85.8	4.1	2.4	0.0	0.0	1.7	0.0	0.0	19.2
4173	472002.52	5409612.43	271.90	0	DEN	A	88.3	23.5	0.0	0.0	0.0	86.1	4.2	2.4	0.0	0.0	1.7	0.0	0.0	17.4
4271	471828.92	5409480.91	271.30	0	DEN	A	88.3	23.3	0.0	0.0	0.0	86.3	4.3	2.4	0.0	0.0	1.7	0.0	0.0	17.0
4589	471697.40	5409330.98	272.55	0	DEN	A	88.3	22.7	0.0	0.0	0.0	86.5	4.3	2.3	0.0	0.0	1.7	0.0	0.0	16.2
5670	471623.74	5409207.35	273.90	0	DEN	A	88.3	20.2	0.0	0.0	0.0	86.5	4.4	2.3	0.0	0.0	1.7	0.0	0.0	13.5

Area Source, ISO 9613, Name: "Proces Plant Operation3", ID: "!0406!ProcessPlantOperation3"																				
Nr.	X	Y	Z	Refl.	DEN	Freq.	Lw	l/a	Optime	K0	Di	Adiv	Aatm	Agr	Afol	Ahous	Abar	Cmet	RL	Lr
	(m)	(m)	(m)			(Hz)	dB(A)	dB	dB	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	dB(A)
3681	474418.83	5407549.96	277.83	0	DEN	A	64.6	43.9	0.0	0.0	0.0	81.2	7.9	1.3	0.0	0.0	3.4	0.0	0.0	14.6
3732	474312.83	5407586.62	277.17	0	DEN	A	64.6	43.6	0.0	0.0	0.0	81.4	8.1	1.3	0.0	0.0	3.0	0.0	0.0	14.4
3921	472100.05	5407438.19	274.69	0	DEN	A	64.6	47.3	0.0	0.0	0.0	85.8	11.0	1.3	0.0	0.0	2.6	0.0	0.0	11.1
4145	474439.23	5407441.62	277.17	0	DEN	A	64.6	42.3	0.0	0.0	0.0	81.2	8.0	1.3	0.0	0.0	3.4	0.0	0.0	12.9
4230	473036.78	5407448.29	274.50	0	DEN	A	64.6	45.0	0.0	0.0	0.0	84.3	9.9	1.4	0.0	0.0	2.6	0.0	0.0	11.4
4257	473769.16	5407499.74	277.96	0	DEN	A	64.6	43.4	0.0	0.0	0.0	82.8	8.9	1.4	0.0	0.0	2.7	0.0	0.0	12.2
4756	474309.73	5407688.94	278.60	0	DEN	A	64.6	40.3	0.0	0.0	0.0	81.4	8.1	1.3	0.0	0.0	2.8	0.0	0.0	11.3
4861	474224.56	5407506.07	276.50	0	DEN	A	64.6	40.6	0.0	0.0	0.0	81.7	8.2	1.3	0.0	0.0	2.8	0.0	0.0	11.1
5206	474009.75	5407434.26	276.50	0	DEN	A	64.6	40.6	0.0	0.0	0.0	82.3	8.6	1.4	0.0	0.0	2.8	0.0	0.0	10.1

Line Source, ISO 9613, Name: "Pit Ring Road to Sand and Till, Truck2", ID: "!0405!HAUL7BYr7_Truck2"																				
Nr.	X	Y	Z	Refl.	DEN	Freq.	Lw	l/a	Optime	K0	Di	Adiv	Aatm	Agr	Afol	Ahous	Abar	Cmet	RL	Lr
	(m)	(m)	(m)			(Hz)	dB(A)	dB	dB	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	dB(A)
3701	474251.57	5410989.94	299.20	0	DEN	A	85.4	25.1	0.0	0.0	0.0	83.5	3.4	2.5	0.0	0.0	1.7	0.0	0.0	19.4

Point Source, ISO 9613, Name: "Water Treatment Plant Water Pump at Pond 1", ID: "!0404!WaterPumpPond1"																				
Nr.	X	Y	Z	Refl.	DEN	Freq.	Lw	l/a	Optime	K0	Di	Adiv	Aatm	Agr	Afol	Ahous	Abar	Cmet	RL	Lr
	(m)	(m)	(m)			(Hz)	dB(A)	dB	dB	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	dB(A)
3871	476497.40	5410959.69	273.50	0	DEN	A	106.4	0.0	0.0	0.0	0.0	79.9	9.5	1.7	0.0	0.0	2.9	0.0	0.0	12.4

Line Source, ISO 9613, Name: "MZ Entrance to Pit Ring Road, Truck3", ID: "!0405!HAUL4BYr7_Truck3"																				
Nr.	X	Y	Z	Refl.	DEN	Freq.	Lw	l/a	Optime	K0	Di	Adiv	Aatm	Agr	Afol	Ahous	Abar	Cmet	RL	Lr
	(m)	(m)	(m)			(Hz)	dB(A)	dB	dB	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	dB(A)
4044	474593.87	5407938.63	282.01	0	DEN	A	81.9	24.5	0.0	0.0	0.0	80.5	2.6	2.6	0.0	0.0	1.7	0.0	0.0	19.0
4568	474772.82	5408081.79	283.88	0	DEN	A	81.9	22.5	0.0	0.0	0.0	79.9	2.5	2.6	0.0	0.0	1.9	0.0	0.0	17.5
4711	474915.97	5408269.69	286.88	0	DEN	A	81.9	21.5	0.0	0.0	0.0	79.4	2.4	2.6	0.0	0.0	2.3	0.0	0.0	16.6
5957	474853.34	5408180.21	285.02	0	DEN	A	81.9	19.0	0.0	0.0	0.0	79.6	2.5	2.6	0.0	0.0	2.1	0.0	0.0	14.1

Line Source, ISO 9613, Name: "Ring Road - WRD to Future MZ3 Entrance, Truck2", ID: "!0405!HAUL12BYr7_Truck2"																				
Nr.	X	Y	Z	Refl.	DEN	Freq.	Lw	l/a	Optime	K0	Di	Adiv	Aatm	Agr	Afol	Ahous	Abar	Cmet	RL	Lr
	(m)	(m)	(m)			(Hz)	dB(A)	dB	dB	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	dB(A)
4233	472494.41	5410164.82	275.10	0	DEN	A	88.3	22.8	0.0	0.0	0.0	85.6	4.0	2.4	0.0	0.0	1.7	0.0	0.0	17.4
4342	472507.56	5409985.95	274.90	0	DEN	A	88.3	22.3	0.0	0.0	0.0	85.5	4.0	2.4	0.0	0.0	1.7	0.0	0.0	17.0
4519	472465.48	5409836.02	274.69	0	DEN	A	88.3	21.9	0.0	0.0	0.0	85.5	4.0	2.4	0.0	0.0	1.7	0.0	0.0	16.7
4540	472478.63	5410341.06	275.55	0	DEN	A	88.3	22.1	0.0	0.0	0.0	85.7	4.1	2.4	0.0	0.0	1.7	0.0	0.0	16.6

Area Source, ISO 9613, Name: "LGWestYr7Truck3", ID: "!0406!LGWestYr7Truck3"																				
Nr.	X	Y	Z	Refl.	DEN	Freq.	Lw	l/a	Optime	K0	Di	Adiv	Aatm	Agr	Afol	Ahous	Abar	Cmet	RL	Lr
	(m)	(m)	(m)			(Hz)	dB(A)	dB	dB	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	dB(A)
4360	470579.20	5409845.59	287.00	0	D	A	62.2	53.7	-7.8	0.0	0.0	88.1	4.9	2.2	0.0	0.0	1.8	0.0	0.0	11.1
4360	470579.20	5409845.59	287.00	0	N	A	62.2	53.7	-7.8	0.0	0.0	88.1	4.9	2.2	0.0	0.0	1.8	0.0	0.0	11.1
4373	470328.55	5409031.08	287.00	0	D	A	62.2	53.7	-7.8	0.0	0.0	88.2	5.0	2.2	0.0	0.0	1.8	0.0	0.0	10.9
4373	470328.55	5409031.08	287.00	0	N	A	62.2	53.7	-7.8	0.0	0.0	88.2	5.0	2.2	0.0	0.0	1.8	0.0	0.0	10.9
6329	471209.19	5408843.47	287.00	0	D	A	62.2	52.2	-7.8	0.0	0.0	87.1	4.6	2.3	0.0	0.0	1.8	0.0	0.0	11.0
6329	471209.19	5408843.47	287.00	0	N	A	62.2	52.2	-7.8	0.0	0.0	87.1	4.6	2.3	0.0	0.0	1.8	0.0	0.0	11.0
6810	470270.31	5410020.99	287.00	0	D	A	62.2	53.1	-7.8	0.0	0.0	88.5	5.1	2.1	0.0	0.0	1.8	0.0	0.0	10.0
6810	470270.31	5410020.99	287.00	0	N	A	62.2	53.1	-7.8	0.0	0.0	88.5	5.1	2.1	0.0	0.0	1.8	0.0	0.0	10.0

Line Source, ISO 9613, Name: "LG East to E22 Entrance, Truck2", ID: "!0405!HAUL5BYr7_Truck2"																				
Nr.	X	Y	Z	Refl.	DEN	Freq.	Lw	l/a	Optime	K0	Di	Adiv	Aatm	Agr	Afol	Ahous	Abar	Cmet	RL	Lr
	(m)	(m)	(m)			(Hz)	dB(A)	dB	dB	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	dB(A)
4584	474844.40	5409397.05	282.24	0	DEN	A	78.5	25.8	0.0	0.0	0.0	80.2	2.6	2.6	0.0	0.0	1.6	0.0	0.0	17.2
4747	474960.71	5408520.21	283.70	0	DEN	A	78.5	24.6	0.0	0.0	0.0	79.3	2.4	2.6	0.0	0.0	2.5	0.0	0.0	16.3
5281	474531.24	5409575.99	282.40	0	DEN	A	78.5	25.3	0.0	0.0	0.0	81.2	2.8	2.6	0.0	0.0	1.6	0.0	0.0	15.5
5449	475077.03	5409227.05	281.95	0	DEN	A	78.5	23.1	0.0	0.0	0.0	79.3	2.4	2.6	0.0	0.0	1.7	0.0	0.0	15.5

Line Source, ISO 9613, Name: "LG East to E22 Entrance, Truck2", ID: "!0405!HAUL5BYr7_Truck2"																				
Nr.	X	Y	Z	Refl.	DEN	Freq.	Lw	l/a	Optime	K0	Di	Adiv	Aatm	Agr	Afol	Ahours	Abar	Cmet	RL	Lr
	(m)	(m)	(m)			(Hz)	dB(A)	dB	dB	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	dB(A)
5609	475121.76	5409057.05	281.73	0	DEN	A	78.5	22.6	0.0	0.0	0.0	79.0	2.3	2.6	0.0	0.0	1.7	0.0	0.0	15.4
6793	474969.66	5408726.00	282.20	0	DEN	A	78.5	21.0	0.0	0.0	0.0	79.3	2.4	2.6	0.0	0.0	2.6	0.0	0.0	12.6

Point Source, ISO 9613, Name: "Transformer at Substation", ID: "!0404!TransformerSubstation"																				
Nr.	X	Y	Z	Refl.	DEN	Freq.	Lw	l/a	Optime	K0	Di	Adiv	Aatm	Agr	Afol	Ahours	Abar	Cmet	RL	Lr
	(m)	(m)	(m)			(Hz)	dB(A)	dB	dB	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	dB(A)
4769	473567.29	5407483.70	279.80	0	DEN	A	107.0	0.0	0.0	0.0	0.0	83.2	7.8	-0.9	0.0	0.0	3.5	0.0	0.0	13.4

Point Source, ISO 9613, Name: "Baghouse at Primary Crusher Phase 1", ID: "!0404!BaghousePrimaryCrusherPhase1"																				
Nr.	X	Y	Z	Refl.	DEN	Freq.	Lw	l/a	Optime	K0	Di	Adiv	Aatm	Agr	Afol	Ahours	Abar	Cmet	RL	Lr
	(m)	(m)	(m)			(Hz)	dB(A)	dB	dB	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	dB(A)
4846	474389.63	5407330.76	284.00	0	DEN	A	105.1	0.0	0.0	0.0	0.0	81.4	7.1	2.1	0.0	0.0	2.7	0.0	0.0	11.8

Line Source, ISO 9613, Name: "Ring Road to PC2, Truck3", ID: "!0405!HAUL17BYr7_Truck3"																				
Nr.	X	Y	Z	Refl.	DEN	Freq.	Lw	l/a	Optime	K0	Di	Adiv	Aatm	Agr	Afol	Ahours	Abar	Cmet	RL	Lr
	(m)	(m)	(m)			(Hz)	dB(A)	dB	dB	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	dB(A)
5082	472252.41	5407986.84	273.35	0	DEN	A	84.4	24.4	0.0	0.0	0.0	85.5	4.0	2.4	0.0	0.0	1.7	0.0	0.0	15.2
5462	471507.46	5407911.84	275.60	0	DEN	A	84.4	24.4	0.0	0.0	0.0	86.6	4.4	2.3	0.0	0.0	1.8	0.0	0.0	13.8
6366	472003.83	5407809.29	273.31	0	DEN	A	84.4	22.2	0.0	0.0	0.0	85.9	4.1	2.4	0.0	0.0	1.7	0.0	0.0	12.5
6633	471846.01	5407852.69	273.81	0	DEN	A	84.4	22.1	0.0	0.0	0.0	86.1	4.2	2.3	0.0	0.0	1.7	0.0	0.0	12.1
7166	472134.04	5407832.96	273.00	0	DEN	A	84.4	20.7	0.0	0.0	0.0	85.7	4.1	2.4	0.0	0.0	1.7	0.0	0.0	11.3
7196	471707.91	5407907.93	274.07	0	DEN	A	84.4	21.3	0.0	0.0	0.0	86.3	4.3	2.3	0.0	0.0	1.7	0.0	0.0	11.0

Line Source, ISO 9613, Name: "MZ Entrance to Pit Ring Road, Truck2", ID: "!0405!HAUL4ABYr7_Truck2"																				
Nr.	X	Y	Z	Refl.	DEN	Freq.	Lw	l/a	Optime	K0	Di	Adiv	Aatm	Agr	Afol	Ahours	Abar	Cmet	RL	Lr
	(m)	(m)	(m)			(Hz)	dB(A)	dB	dB	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	dB(A)
5303	474593.87	5407938.63	281.91	0	DEN	A	78.5	24.5	0.0	0.0	0.0	80.5	2.6	2.6	0.0	0.0	1.7	0.0	0.0	15.6
6064	474772.82	5408081.79	283.78	0	DEN	A	78.5	22.5	0.0	0.0	0.0	79.9	2.5	2.6	0.0	0.0	1.9	0.0	0.0	14.1
6509	474915.97	5408269.69	286.78	0	DEN	A	78.5	21.5	0.0	0.0	0.0	79.4	2.4	2.6	0.0	0.0	2.3	0.0	0.0	13.2
7966	474853.34	5408180.21	284.92	0	DEN	A	78.5	19.0	0.0	0.0	0.0	79.6	2.5	2.6	0.0	0.0	2.1	0.0	0.0	10.7

Point Source, ISO 9613, Name: "Baghouse at Secondary Crusher Phase 1", ID: "!0404!BaghouseSecondaryCrusherPhase1"																				
Nr.	X	Y	Z	Refl.	DEN	Freq.	Lw	l/a	Optime	K0	Di	Adiv	Aatm	Agr	Afol	Ahours	Abar	Cmet	RL	Lr
	(m)	(m)	(m)			(Hz)	dB(A)	dB	dB	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	dB(A)
5327	474059.39	5407332.13	284.00	0	DEN	A	105.1	0.0	0.0	0.0	0.0	82.2	7.5	2.1	0.0	0.0	2.5	0.0	0.0	10.7

Line Source, ISO 9613, Name: "Ring Road - MZ3 Entrance to HAUL4AB, Truck2", ID: "!0405!HAUL21BYr7_Truck2"																				
Nr.	X	Y	Z	Refl.	DEN	Freq.	Lw	l/a	Optime	K0	Di	Adiv	Aatm	Agr	Afol	Ahours	Abar	Cmet	RL	Lr
	(m)	(m)	(m)			(Hz)	dB(A)	dB	dB	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	dB(A)
5460	474411.97	5407813.37	281.56	0	DEN	A	80.2	23.0	0.0	0.0	0.0	81.0	2.8	2.6	0.0	0.0	1.7	0.0	0.0	15.2
5505	474071.12	5407644.63	280.24	0	DEN	A	80.2	23.8	0.0	0.0	0.0	82.0	3.0	2.6	0.0	0.0	1.6	0.0	0.0	14.8
6010	473676.29	5407590.64	281.66	0	DEN	A	80.2	23.7	0.0	0.0	0.0	82.9	3.2	2.5	0.0	0.0	1.7	0.0	0.0	13.6
6267	474256.73	5407718.87	280.89	0	DEN	A	80.2	22.1	0.0	0.0	0.0	81.5	2.9	2.6	0.0	0.0	1.6	0.0	0.0	13.7
6790	473453.56	5407587.26	282.17	0	DEN	A	80.2	23.2	0.0	0.0	0.0	83.4	3.4	2.5	0.0	0.0	1.7	0.0	0.0	12.5
6886	473875.39	5407604.14	280.81	0	DEN	A	80.2	22.1	0.0	0.0	0.0	82.5	3.1	2.6	0.0	0.0	1.6	0.0	0.0	12.5

Line Source, ISO 9613, Name: "Access to Pit Ring Road, Truck2", ID: "!0405!Haul1ABYr7_Truck2"																				
Nr.	X	Y	Z	Refl.	DEN	Freq.	Lw	l/a	Optime	K0	Di	Adiv	Aatm	Agr	Afol	Ahours	Abar	Cmet	RL	Lr
	(m)	(m)	(m)			(Hz)	dB(A)	dB	dB	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	dB(A)
6373	474520.30	5407657.28	279.53	0	DEN	A	75.4	26.2	0.0	0.0	0.0	80.8	2.7	2.6	0.0	0.0	2.8	0.0	0.0	12.6

Line Source, ISO 9613, Name: "Ring Road to E22 Entrance, Truck2", ID: "!0405!HAUL20BYr7_Truck2"																				
Nr.	X	Y	Z	Refl.	DEN	Freq.	Lw	l/a	Optime	K0	Di	Adiv	Aatm	Agr	Afol	Ahours	Abar	Cmet	RL	Lr
	(m)	(m)	(m)			(Hz)	dB(A)	dB	dB	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	dB(A)
7338	473482.49	5410053.99	178.56	0	DEN	A	78.5	24.5	0.0	0.0	0.0	83.9	3.5	2.5	0.0	0.0	1.7	0.0	0.0	11.3

R03 Leq, 1-hour Results for Construction (Year -1)

Receiver

Name: Camp on the West Buskegau River
 ID: R03
 X: 477544.39 m
 Y: 5408361.48 m
 Z: 269.98 m

Area Source, ISO 9613, Name: "Mining Activity Within EZ1 Yr-1 2/2", ID: "!0303!EZ_STAGE1_YR-1_2"

Nr.	X (m)	Y (m)	Z (m)	Refl.	DEN	Freq. (Hz)	Lw dB(A)	l/a dB	Optime dB	K0 (dB)	Di (dB)	Adiv (dB)	Aatm (dB)	Agr (dB)	Afol (dB)	Ahous (dB)	Abar (dB)	Cmet (dB)	RL (dB)	Lr dB(A)
15	475151.95	5409971.69	237.20	0	DEN	A	72.6	53.7	0.0	0.0	0.0	80.2	9.1	0.7	0.0	0.0	3.5	0.0	0.0	32.8
207	475541.52	5410003.55	237.20	0	DEN	A	72.6	51.0	0.0	0.0	0.0	79.3	8.4	0.6	0.0	0.0	3.6	0.0	0.0	31.7
586	474841.73	5410132.33	237.20	0	DEN	A	72.6	48.2	0.0	0.0	0.0	81.2	9.8	0.9	0.0	0.0	3.4	0.0	0.0	25.6
806	475220.99	5409778.11	237.20	0	DEN	A	72.6	44.2	0.0	0.0	0.0	79.7	8.7	0.7	0.0	0.0	3.6	0.0	0.0	24.2
893	475392.95	5410211.63	237.20	0	DEN	A	72.6	42.7	0.0	0.0	0.0	80.1	9.0	0.7	0.0	0.0	3.5	0.0	0.0	22.0
982	474965.15	5409807.59	237.20	0	DEN	A	72.6	42.3	0.0	0.0	0.0	80.4	9.2	0.8	0.0	0.0	3.5	0.0	0.0	21.0
984	474909.23	5410275.55	237.20	0	DEN	A	72.6	43.8	0.0	0.0	0.0	81.3	9.9	0.9	0.0	0.0	3.4	0.0	0.0	21.0
2689	474661.10	5410031.71	237.20	0	DEN	A	72.6	38.8	0.0	0.0	0.0	81.5	10.0	0.9	0.0	0.0	3.4	0.0	0.0	15.6
2992	475755.08	5409883.26	237.20	0	DEN	A	72.6	34.8	0.0	0.0	0.0	78.4	7.8	0.5	0.0	0.0	9.1	0.0	0.0	11.6
4026	475510.45	5409710.11	237.20	0	DEN	A	72.6	32.1	0.0	0.0	0.0	78.8	8.0	0.6	0.0	0.0	4.2	0.0	0.0	13.2

Area Source, ISO 9613, Name: "LGEastYr-1Truck3", ID: "!0303!LGEastYr-1Truck3"

Nr.	X (m)	Y (m)	Z (m)	Refl.	DEN	Freq. (Hz)	Lw dB(A)	l/a dB	Optime dB	K0 (dB)	Di (dB)	Adiv (dB)	Aatm (dB)	Agr (dB)	Afol (dB)	Ahous (dB)	Abar (dB)	Cmet (dB)	RL (dB)	Lr dB(A)
27	476151.95	5408098.05	291.00	0	D	A	63.0	50.1	-7.8	0.0	0.0	74.0	1.5	2.6	0.0	0.0	1.7	0.0	0.0	25.5
27	476151.95	5408098.05	291.00	0	N	A	63.0	50.1	-7.8	0.0	0.0	74.0	1.5	2.6	0.0	0.0	1.7	0.0	0.0	25.5
27	476151.95	5408098.05	291.00	0	E	A	63.0	50.1	-7.8	0.0	0.0	74.0	1.5	2.6	0.0	0.0	1.7	0.0	0.0	25.5
43	475861.09	5408098.95	291.00	0	D	A	63.0	50.1	-7.8	0.0	0.0	75.6	1.7	2.6	0.0	0.0	1.7	0.0	0.0	23.6
43	475861.09	5408098.95	291.00	0	N	A	63.0	50.1	-7.8	0.0	0.0	75.6	1.7	2.6	0.0	0.0	1.7	0.0	0.0	23.6
43	475861.09	5408098.95	291.00	0	E	A	63.0	50.1	-7.8	0.0	0.0	75.6	1.7	2.6	0.0	0.0	1.7	0.0	0.0	23.6
45	476307.38	5407942.04	291.00	0	D	A	63.0	50.1	-7.8	0.0	0.0	73.3	1.4	2.6	0.0	0.0	0.0	0.0	0.0	28.0
45	476307.38	5407942.04	291.00	0	N	A	63.0	50.1	-7.8	0.0	0.0	73.3	1.4	2.6	0.0	0.0	0.0	0.0	0.0	28.0
45	476307.38	5407942.04	291.00	0	E	A	63.0	50.1	-7.8	0.0	0.0	73.3	1.4	2.6	0.0	0.0	0.0	0.0	0.0	28.0
47	476327.36	5407630.91	291.00	0	D	A	63.0	50.1	-7.8	0.0	0.0	74.0	1.5	2.6	0.0	0.0	0.0	0.0	0.0	27.2
47	476327.36	5407630.91	291.00	0	N	A	63.0	50.1	-7.8	0.0	0.0	74.0	1.5	2.6	0.0	0.0	0.0	0.0	0.0	27.2
47	476327.36	5407630.91	291.00	0	E	A	63.0	50.1	-7.8	0.0	0.0	74.0	1.5	2.6	0.0	0.0	0.0	0.0	0.0	27.2
113	476131.96	5408409.17	291.00	0	D	A	63.0	50.1	-7.8	0.0	0.0	74.0	1.5	2.6	0.0	0.0	1.7	0.0	0.0	25.5
113	476131.96	5408409.17	291.00	0	N	A	63.0	50.1	-7.8	0.0	0.0	74.0	1.5	2.6	0.0	0.0	1.7	0.0	0.0	25.5
113	476131.96	5408409.17	291.00	0	E	A	63.0	50.1	-7.8	0.0	0.0	74.0	1.5	2.6	0.0	0.0	1.7	0.0	0.0	25.5
115	475841.10	5408410.07	291.00	0	D	A	63.0	50.1	-7.8	0.0	0.0	75.6	1.7	2.6	0.0	0.0	1.7	0.0	0.0	23.6
115	475841.10	5408410.07	291.00	0	N	A	63.0	50.1	-7.8	0.0	0.0	75.6	1.7	2.6	0.0	0.0	1.7	0.0	0.0	23.6
115	475841.10	5408410.07	291.00	0	E	A	63.0	50.1	-7.8	0.0	0.0	75.6	1.7	2.6	0.0	0.0	1.7	0.0	0.0	23.6
117	476189.69	5408642.29	291.00	0	D	A	63.0	47.1	-7.8	0.0	0.0	73.8	1.5	2.6	0.0	0.0	0.0	0.0	0.0	24.4
117	476189.69	5408642.29	291.00	0	N	A	63.0	47.1	-7.8	0.0	0.0	73.8	1.5	2.6	0.0	0.0	0.0	0.0	0.0	24.4
117	476189.69	5408642.29	291.00	0	E	A	63.0	47.1	-7.8	0.0	0.0	73.8	1.5	2.6	0.0	0.0	0.0	0.0	0.0	24.4
130	476345.11	5408486.28	291.00	0	D	A	63.0	47.1	-7.8	0.0	0.0	72.6	1.3	2.6	0.0	0.0	0.0	0.0	0.0	25.8
130	476345.11	5408486.28	291.00	0	N	A	63.0	47.1	-7.8	0.0	0.0	72.6	1.3	2.6	0.0	0.0	0.0	0.0	0.0	25.8
130	476345.11	5408486.28	291.00	0	E	A	63.0	47.1	-7.8	0.0	0.0	72.6	1.3	2.6	0.0	0.0	0.0	0.0	0.0	25.8
132	476247.41	5408875.40	291.00	0	D	A	63.0	50.1	-7.8	0.0	0.0	73.9	1.5	2.6	0.0	0.0	0.0	0.0	0.0	27.4
132	476247.41	5408875.40	291.00	0	N	A	63.0	50.1	-7.8	0.0	0.0	73.9	1.5	2.6	0.0	0.0	0.0	0.0	0.0	27.4
132	476247.41	5408875.40	291.00	0	E	A	63.0	50.1	-7.8	0.0	0.0	73.9	1.5	2.6	0.0	0.0	0.0	0.0	0.0	27.4
149	475735.64	5407788.27	291.00	0	D	A	63.0	53.1	-7.8	0.0	0.0	76.6	1.9	2.6	0.0	0.0	1.7	0.0	0.0	25.6
149	475735.64	5407788.27	291.00	0	N	A	63.0	53.1	-7.8	0.0	0.0	76.6	1.9	2.6	0.0	0.0	1.7	0.0	0.0	25.6
149	475735.64	5407788.27	291.00	0	E	A	63.0	53.1	-7.8	0.0	0.0	76.6	1.9	2.6	0.0	0.0	1.7	0.0	0.0	25.6
151	475901.06	5407476.70	291.00	0	D	A	63.0	50.1	-7.8	0.0	0.0	76.4	1.9	2.6	0.0	0.0	1.7	0.0	0.0	22.7
151	475901.06	5407476.70	291.00	0	N	A	63.0	50.1	-7.8	0.0	0.0	76.4	1.9	2.6	0.0	0.0	1.7	0.0	0.0	22.7
151	475901.06	5407476.70	291.00	0	E	A	63.0	50.1	-7.8	0.0	0.0	76.4	1.9	2.6	0.0	0.0	1.7	0.0	0.0	22.7
153	476191.93	5407475.80	291.00	0	D	A	63.0	50.1	-7.8	0.0	0.0	75.2	1.7	2.6	0.0	0.0	0.0	0.0	0.0	25.9
153	476191.93	5407475.80	291.00	0	N	A	63.0	50.1	-7.8	0.0	0.0	75.2	1.7	2.6	0.0	0.0	0.0	0.0	0.0	25.9
153	476191.93	5407475.80	291.00	0	E	A	63.0	50.1	-7.8	0.0	0.0	75.2	1.7	2.6	0.0	0.0	0.0	0.0	0.0	25.9
204	475444.78	5407789.17	291.00	0	D	A	63.0	53.1	-7.8	0.0	0.0	77.8	2.1	2.6	0.0	0.0	1.7	0.0	0.0	24.2
204	475444.78	5407789.17	291.00	0	N	A	63.0	53.1	-7.8	0.0	0.0	77.8	2.1	2.6	0.0	0.0	1.7	0.0	0.0	24.2

Area Source, ISO 9613, Name: "LGEastYr-1Truck3", ID: "I0303!LGEastYr-1Truck3"																				
Nr.	X	Y	Z	Refl.	DEN	Freq.	Lw	l/a	Optime	K0	Di	Adiv	Aatm	Agr	Afol	Ahou	Abar	Cmet	RL	Lr
	(m)	(m)	(m)			(Hz)	dB(A)	dB	dB	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	dB(A)
204	475444.78	5407789.17	291.00	0	E	A	63.0	53.1	-7.8	0.0	0.0	77.8	2.1	2.6	0.0	0.0	1.7	0.0	0.0	24.2
205	475173.90	5407478.95	291.00	0	D	A	63.0	53.1	-7.8	0.0	0.0	79.1	2.3	2.6	0.0	0.0	1.7	0.0	0.0	22.7
205	475173.90	5407478.95	291.00	0	N	A	63.0	53.1	-7.8	0.0	0.0	79.1	2.3	2.6	0.0	0.0	1.7	0.0	0.0	22.7
205	475173.90	5407478.95	291.00	0	E	A	63.0	53.1	-7.8	0.0	0.0	79.1	2.3	2.6	0.0	0.0	1.7	0.0	0.0	22.7
1067	474989.05	5407731.91	291.00	0	D	A	63.0	48.2	-7.8	0.0	0.0	79.4	2.4	2.6	0.0	0.0	1.7	0.0	0.0	17.4
1067	474989.05	5407731.91	291.00	0	N	A	63.0	48.2	-7.8	0.0	0.0	79.4	2.4	2.6	0.0	0.0	1.7	0.0	0.0	17.4
1067	474989.05	5407731.91	291.00	0	E	A	63.0	48.2	-7.8	0.0	0.0	79.4	2.4	2.6	0.0	0.0	1.7	0.0	0.0	17.4
1070	475223.76	5408006.64	291.00	0	D	A	63.0	48.2	-7.8	0.0	0.0	78.4	2.2	2.6	0.0	0.0	1.7	0.0	0.0	18.5
1070	475223.76	5408006.64	291.00	0	N	A	63.0	48.2	-7.8	0.0	0.0	78.4	2.2	2.6	0.0	0.0	1.7	0.0	0.0	18.5
1070	475223.76	5408006.64	291.00	0	E	A	63.0	48.2	-7.8	0.0	0.0	78.4	2.2	2.6	0.0	0.0	1.7	0.0	0.0	18.5
1077	475403.16	5408278.92	291.00	0	D	A	63.0	48.2	-7.8	0.0	0.0	77.6	2.1	2.6	0.0	0.0	1.7	0.0	0.0	19.5
1077	475403.16	5408278.92	291.00	0	N	A	63.0	48.2	-7.8	0.0	0.0	77.6	2.1	2.6	0.0	0.0	1.7	0.0	0.0	19.5
1077	475403.16	5408278.92	291.00	0	E	A	63.0	48.2	-7.8	0.0	0.0	77.6	2.1	2.6	0.0	0.0	1.7	0.0	0.0	19.5
1084	475631.13	5408421.20	291.00	0	D	A	63.0	45.2	-7.8	0.0	0.0	76.6	1.9	2.6	0.0	0.0	1.7	0.0	0.0	17.6
1084	475631.13	5408421.20	291.00	0	N	A	63.0	45.2	-7.8	0.0	0.0	76.6	1.9	2.6	0.0	0.0	1.7	0.0	0.0	17.6
1084	475631.13	5408421.20	291.00	0	E	A	63.0	45.2	-7.8	0.0	0.0	76.6	1.9	2.6	0.0	0.0	1.7	0.0	0.0	17.6
1092	475865.84	5408695.93	291.00	0	D	A	63.0	45.2	-7.8	0.0	0.0	75.7	1.7	2.6	0.0	0.0	1.7	0.0	0.0	18.7
1092	475865.84	5408695.93	291.00	0	N	A	63.0	45.2	-7.8	0.0	0.0	75.7	1.7	2.6	0.0	0.0	1.7	0.0	0.0	18.7
1092	475865.84	5408695.93	291.00	0	E	A	63.0	45.2	-7.8	0.0	0.0	75.7	1.7	2.6	0.0	0.0	1.7	0.0	0.0	18.7
1100	476443.27	5408611.90	291.00	0	D	A	63.0	38.9	-7.8	0.0	0.0	72.1	1.3	2.6	0.0	0.0	0.0	0.0	0.0	18.3
1100	476443.27	5408611.90	291.00	0	N	A	63.0	38.9	-7.8	0.0	0.0	72.1	1.3	2.6	0.0	0.0	0.0	0.0	0.0	18.3
1100	476443.27	5408611.90	291.00	0	E	A	63.0	38.9	-7.8	0.0	0.0	72.1	1.3	2.6	0.0	0.0	0.0	0.0	0.0	18.3
1103	476402.99	5408890.98	291.00	0	D	A	63.0	38.9	-7.8	0.0	0.0	73.0	1.4	2.6	0.0	0.0	0.0	0.0	0.0	17.2
1103	476402.99	5408890.98	291.00	0	N	A	63.0	38.9	-7.8	0.0	0.0	73.0	1.4	2.6	0.0	0.0	0.0	0.0	0.0	17.2
1103	476402.99	5408890.98	291.00	0	E	A	63.0	38.9	-7.8	0.0	0.0	73.0	1.4	2.6	0.0	0.0	0.0	0.0	0.0	17.2
1107	476443.11	5408440.32	291.00	0	D	A	63.0	41.9	-7.8	0.0	0.0	71.9	1.2	2.6	0.0	0.0	0.0	0.0	0.0	21.5
1107	476443.11	5408440.32	291.00	0	N	A	63.0	41.9	-7.8	0.0	0.0	71.9	1.2	2.6	0.0	0.0	0.0	0.0	0.0	21.5
1107	476443.11	5408440.32	291.00	0	E	A	63.0	41.9	-7.8	0.0	0.0	71.9	1.2	2.6	0.0	0.0	0.0	0.0	0.0	21.5
1116	476473.25	5408145.22	291.00	0	D	A	63.0	41.9	-7.8	0.0	0.0	71.8	1.2	2.6	0.0	0.0	0.0	0.0	0.0	21.6
1116	476473.25	5408145.22	291.00	0	N	A	63.0	41.9	-7.8	0.0	0.0	71.8	1.2	2.6	0.0	0.0	0.0	0.0	0.0	21.6
1116	476473.25	5408145.22	291.00	0	E	A	63.0	41.9	-7.8	0.0	0.0	71.8	1.2	2.6	0.0	0.0	0.0	0.0	0.0	21.6
1120	476462.95	5407957.61	291.00	0	D	A	63.0	38.9	-7.8	0.0	0.0	72.2	1.3	2.6	0.0	0.0	0.0	0.0	0.0	18.1
1120	476462.95	5407957.61	291.00	0	N	A	63.0	38.9	-7.8	0.0	0.0	72.2	1.3	2.6	0.0	0.0	0.0	0.0	0.0	18.1
1120	476462.95	5407957.61	291.00	0	E	A	63.0	38.9	-7.8	0.0	0.0	72.2	1.3	2.6	0.0	0.0	0.0	0.0	0.0	18.1
1124	476482.94	5407646.49	291.00	0	D	A	63.0	38.9	-7.8	0.0	0.0	73.1	1.4	2.6	0.0	0.0	0.0	0.0	0.0	17.1
1124	476482.94	5407646.49	291.00	0	N	A	63.0	38.9	-7.8	0.0	0.0	73.1	1.4	2.6	0.0	0.0	0.0	0.0	0.0	17.1
1124	476482.94	5407646.49	291.00	0	E	A	63.0	38.9	-7.8	0.0	0.0	73.1	1.4	2.6	0.0	0.0	0.0	0.0	0.0	17.1
1130	476453.86	5409142.67	291.00	0	D	A	63.0	45.0	-7.8	0.0	0.0	73.6	1.4	2.6	0.0	0.0	0.0	0.0	0.0	22.6
1130	476453.86	5409142.67	291.00	0	N	A	63.0	45.0	-7.8	0.0	0.0	73.6	1.4	2.6	0.0	0.0	0.0	0.0	0.0	22.6
1130	476453.86	5409142.67	291.00	0	E	A	63.0	45.0	-7.8	0.0	0.0	73.6	1.4	2.6	0.0	0.0	0.0	0.0	0.0	22.6
1133	476433.42	5408939.04	291.00	0	D	A	63.0	41.9	-7.8	0.0	0.0	73.0	1.4	2.6	0.0	0.0	0.0	0.0	0.0	20.3
1133	476433.42	5408939.04	291.00	0	N	A	63.0	41.9	-7.8	0.0	0.0	73.0	1.4	2.6	0.0	0.0	0.0	0.0	0.0	20.3
1133	476433.42	5408939.04	291.00	0	E	A	63.0	41.9	-7.8	0.0	0.0	73.0	1.4	2.6	0.0	0.0	0.0	0.0	0.0	20.3
1140	476473.70	5408659.97	291.00	0	D	A	63.0	41.9	-7.8	0.0	0.0	71.9	1.3	2.6	0.0	0.0	0.0	0.0	0.0	21.5
1140	476473.70	5408659.97	291.00	0	N	A	63.0	41.9	-7.8	0.0	0.0	71.9	1.3	2.6	0.0	0.0	0.0	0.0	0.0	21.5
1140	476473.70	5408659.97	291.00	0	E	A	63.0	41.9	-7.8	0.0	0.0	71.9	1.3	2.6	0.0	0.0	0.0	0.0	0.0	21.5
2978	475317.68	5408340.82	291.00	0	D	A	63.0	45.6	-7.8	0.0	0.0	78.0	2.1	2.6	0.0	0.0	1.7	0.0	0.0	16.5
2978	475317.68	5408340.82	291.00	0	N	A	63.0	45.6	-7.8	0.0	0.0	78.0	2.1	2.6	0.0	0.0	1.7	0.0	0.0	16.5
2978	475317.68	5408340.82	291.00	0	E	A	63.0	45.6	-7.8	0.0	0.0	78.0	2.1	2.6	0.0	0.0	1.7	0.0	0.0	16.5
2983	475502.91	5408514.06	291.00	0	D	A	63.0	42.6	-7.8	0.0	0.0	77.2	2.0	2.6	0.0	0.0	1.7	0.0	0.0	14.3
2983	475502.91	5408514.06	291.00	0	N	A	63.0	42.6	-7.8	0.0	0.0	77.2	2.0	2.6	0.0	0.0	1.7	0.0	0.0	14.3
2983	475502.91	5408514.06	291.00	0	E	A	63.0	42.6	-7.8	0.0	0.0	77.2	2.0	2.6	0.0	0.0	1.7	0.0	0.0	14.3
2987	475823.10	5408726.88	291.00	0	D	A	63.0	42.6	-7.8	0.0	0.0	75.9	1.8	2.6	0.0	0.0	1.7	0.0	0.0	15.8
2987	475823.10	5408726.88	291.00	0	N	A	63.0	42.6	-7.8	0.0	0.0	75.9	1.8	2.6	0.0	0.0	1.7	0.0	0.0	15.8
2987	475823.10	5408726.88	291.00	0	E	A	63.0	42.6	-7.8	0.0	0.0	75.9	1.8	2.6	0.0	0.0	1.7	0.0	0.0	15.8
3856	475367.03	5408585.41	291.00	0	D	A	63.0	48.6	-7.8	0.0	0.0	77.8	2.1	2.6	0.0	0.0	1.7	0.0	0.0	19.7
3856	475367.03	5408585.41	291.00	0	N	A	63.0	48.6	-7.8	0.0	0.0	77.8	2.1	2.6	0.0	0.0	1.7	0.0	0.0	19.7
3856	475367.03	5408585.41	291.00	0	E	A	63.0	48.6	-7.8	0.0	0.0	77.8	2.1	2.6	0.0	0.0	1.7	0.0	0.0	19.7
4556	476165.08	5408959.98	291.00	0	D	A	63.0	38.6	-7.8	0.0	0.0	74.5	1.6	2.6	0.0	0.0	1.7	0.0	0.0	13.4
4556	476165.08	5408959.98	291.00	0	N	A	63.0	38.6	-7.8	0.0	0.0	74.5	1.6	2.6	0.0	0.0	1.7	0.0	0.0	13.4
4556	476165.08	5408959.98	291.00	0	E	A	63.0	38.6	-7.8	0.0	0.0	74.5	1.6	2.6	0.0	0.0	1.7	0.0	0.0	13.4
6044	475586.05	5408634.51	291.00	0	D	A	63.0	44.4	-7.8	0.0	0.0	76.9	1.9	2.6	0.0	0.0	1.7	0.0	0.0	16.5
6044	475586.05	5408634.51	291.00	0	N	A	63.0	44.4	-7.8	0.0	0.0	76.9	1.9	2.6	0.0	0.0	1.7	0.0	0.0	16.5

Area Source, ISO 9613, Name: "LGEastYr-1Truck3", ID: "I0303!LGEastYr-1Truck3"																				
Nr.	X	Y	Z	Ref.	DEN	Freq.	Lw	l/a	Optime	K0	Di	Adiv	Aatm	Agr	Afol	Ahous	Abar	Cmet	RL	Lr
	(m)	(m)	(m)			(Hz)	dB(A)	dB	dB	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	dB(A)
6044	475586.05	5408634.51	291.00	0	E	A	63.0	44.4	-7.8	0.0	0.0	76.9	1.9	2.6	0.0	0.0	1.7	0.0	0.0	16.5
6484	474830.67	5407667.21	291.00	0	D	A	63.0	47.1	-7.8	0.0	0.0	79.9	2.5	2.6	0.0	0.0	1.7	0.0	0.0	15.6
6484	474830.67	5407667.21	291.00	0	N	A	63.0	47.1	-7.8	0.0	0.0	79.9	2.5	2.6	0.0	0.0	1.7	0.0	0.0	15.6
6484	474830.67	5407667.21	291.00	0	E	A	63.0	47.1	-7.8	0.0	0.0	79.9	2.5	2.6	0.0	0.0	1.7	0.0	0.0	15.6
7189	475908.49	5408817.06	291.00	0	D	A	63.0	37.8	-7.8	0.0	0.0	75.6	1.7	2.6	0.0	0.0	1.7	0.0	0.0	11.4
7189	475908.49	5408817.06	291.00	0	N	A	63.0	37.8	-7.8	0.0	0.0	75.6	1.7	2.6	0.0	0.0	1.7	0.0	0.0	11.4
7189	475908.49	5408817.06	291.00	0	E	A	63.0	37.8	-7.8	0.0	0.0	75.6	1.7	2.6	0.0	0.0	1.7	0.0	0.0	11.4
8031	474955.20	5407802.68	291.00	0	D	A	63.0	41.7	-7.8	0.0	0.0	79.5	2.4	2.6	0.0	0.0	1.7	0.0	0.0	10.8
8031	474955.20	5407802.68	291.00	0	N	A	63.0	41.7	-7.8	0.0	0.0	79.5	2.4	2.6	0.0	0.0	1.7	0.0	0.0	10.8
8031	474955.20	5407802.68	291.00	0	E	A	63.0	41.7	-7.8	0.0	0.0	79.5	2.4	2.6	0.0	0.0	1.7	0.0	0.0	10.8

Area Source, ISO 9613, Name: "Mining Activity Within EZ1_Yr-1 Truck3", ID: "I0303!EZ_STAGE1_YR-1_Truck3"																				
Nr.	X	Y	Z	Ref.	DEN	Freq.	Lw	l/a	Optime	K0	Di	Adiv	Aatm	Agr	Afol	Ahous	Abar	Cmet	RL	Lr
	(m)	(m)	(m)			(Hz)	dB(A)	dB	dB	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	dB(A)
210	475151.60	5409975.27	237.50	0	D	A	73.9	53.7	-4.8	0.0	0.0	80.2	2.6	2.6	0.0	0.0	1.7	0.0	0.0	35.8
210	475151.60	5409975.27	237.50	0	N	A	73.9	53.7	-4.8	0.0	0.0	80.2	2.6	2.6	0.0	0.0	1.7	0.0	0.0	35.8
210	475151.60	5409975.27	237.50	0	E	A	73.9	53.7	-4.8	0.0	0.0	80.2	2.6	2.6	0.0	0.0	1.7	0.0	0.0	35.8
558	475549.92	5410020.72	237.50	0	D	A	73.9	51.0	-4.8	0.0	0.0	79.3	2.4	2.6	0.0	0.0	1.7	0.0	0.0	34.2
558	475549.92	5410020.72	237.50	0	N	A	73.9	51.0	-4.8	0.0	0.0	79.3	2.4	2.6	0.0	0.0	1.7	0.0	0.0	34.2
558	475549.92	5410020.72	237.50	0	E	A	73.9	51.0	-4.8	0.0	0.0	79.3	2.4	2.6	0.0	0.0	1.7	0.0	0.0	34.2
891	474856.42	5410159.06	237.50	0	D	A	73.9	48.7	-4.8	0.0	0.0	81.2	2.8	2.6	0.0	0.0	1.7	0.0	0.0	29.6
891	474856.42	5410159.06	237.50	0	N	A	73.9	48.7	-4.8	0.0	0.0	81.2	2.8	2.6	0.0	0.0	1.7	0.0	0.0	29.6
891	474856.42	5410159.06	237.50	0	E	A	73.9	48.7	-4.8	0.0	0.0	81.2	2.8	2.6	0.0	0.0	1.7	0.0	0.0	29.6
1037	475187.88	5409788.01	237.50	0	D	A	73.9	44.8	-4.8	0.0	0.0	79.8	2.5	2.6	0.0	0.0	1.7	0.0	0.0	27.4
1037	475187.88	5409788.01	237.50	0	N	A	73.9	44.8	-4.8	0.0	0.0	79.8	2.5	2.6	0.0	0.0	1.7	0.0	0.0	27.4
1037	475187.88	5409788.01	237.50	0	E	A	73.9	44.8	-4.8	0.0	0.0	79.8	2.5	2.6	0.0	0.0	1.7	0.0	0.0	27.4
1720	475326.81	5410117.16	237.50	0	D	A	73.9	42.1	-4.8	0.0	0.0	80.0	2.5	2.6	0.0	0.0	1.7	0.0	0.0	24.4
1720	475326.81	5410117.16	237.50	0	N	A	73.9	42.1	-4.8	0.0	0.0	80.0	2.5	2.6	0.0	0.0	1.7	0.0	0.0	24.4
1720	475326.81	5410117.16	237.50	0	E	A	73.9	42.1	-4.8	0.0	0.0	80.0	2.5	2.6	0.0	0.0	1.7	0.0	0.0	24.4
2408	474931.16	5409816.20	237.50	0	D	A	73.9	41.6	-4.8	0.0	0.0	80.5	2.7	2.6	0.0	0.0	1.7	0.0	0.0	23.4
2408	474931.16	5409816.20	237.50	0	N	A	73.9	41.6	-4.8	0.0	0.0	80.5	2.7	2.6	0.0	0.0	1.7	0.0	0.0	23.4
2408	474931.16	5409816.20	237.50	0	E	A	73.9	41.6	-4.8	0.0	0.0	80.5	2.7	2.6	0.0	0.0	1.7	0.0	0.0	23.4
2945	474927.93	5410300.01	237.50	0	D	A	73.9	40.9	-4.8	0.0	0.0	81.3	2.8	2.6	0.0	0.0	1.7	0.0	0.0	21.8
2945	474927.93	5410300.01	237.50	0	N	A	73.9	40.9	-4.8	0.0	0.0	81.3	2.8	2.6	0.0	0.0	1.7	0.0	0.0	21.8
2945	474927.93	5410300.01	237.50	0	E	A	73.9	40.9	-4.8	0.0	0.0	81.3	2.8	2.6	0.0	0.0	1.7	0.0	0.0	21.8
3555	474675.45	5410067.84	237.50	0	D	A	73.9	40.4	-4.8	0.0	0.0	81.5	2.9	2.6	0.0	0.0	1.7	0.0	0.0	21.0
3555	474675.45	5410067.84	237.50	0	N	A	73.9	40.4	-4.8	0.0	0.0	81.5	2.9	2.6	0.0	0.0	1.7	0.0	0.0	21.0
3555	474675.45	5410067.84	237.50	0	E	A	73.9	40.4	-4.8	0.0	0.0	81.5	2.9	2.6	0.0	0.0	1.7	0.0	0.0	21.0
3886	475753.09	5409874.76	237.50	0	D	A	73.9	36.0	-4.8	0.0	0.0	78.4	2.2	2.6	0.0	0.0	4.0	0.0	0.0	17.9
3886	475753.09	5409874.76	237.50	0	N	A	73.9	36.0	-4.8	0.0	0.0	78.4	2.2	2.6	0.0	0.0	4.0	0.0	0.0	17.9
3886	475753.09	5409874.76	237.50	0	E	A	73.9	36.0	-4.8	0.0	0.0	78.4	2.2	2.6	0.0	0.0	4.0	0.0	0.0	17.9
3891	475480.04	5409717.00	237.50	0	D	A	73.9	36.0	-4.8	0.0	0.0	78.9	2.3	2.6	0.0	0.0	1.8	0.0	0.0	19.6
3891	475480.04	5409717.00	237.50	0	N	A	73.9	36.0	-4.8	0.0	0.0	78.9	2.3	2.6	0.0	0.0	1.8	0.0	0.0	19.6
3891	475480.04	5409717.00	237.50	0	E	A	73.9	36.0	-4.8	0.0	0.0	78.9	2.3	2.6	0.0	0.0	1.8	0.0	0.0	19.6
4757	475487.70	5410184.43	237.50	0	D	A	73.9	34.7	-4.8	0.0	0.0	79.8	2.5	2.6	0.0	0.0	1.7	0.0	0.0	17.3
4757	475487.70	5410184.43	237.50	0	N	A	73.9	34.7	-4.8	0.0	0.0	79.8	2.5	2.6	0.0	0.0	1.7	0.0	0.0	17.3
4757	475487.70	5410184.43	237.50	0	E	A	73.9	34.7	-4.8	0.0	0.0	79.8	2.5	2.6	0.0	0.0	1.7	0.0	0.0	17.3

Point Source, ISO 9613, Name: "Roadstone Primary Crusher", ID: "I01!RoadstonePrimaryCrusher"																				
Nr.	X	Y	Z	Ref.	DEN	Freq.	Lw	l/a	Optime	K0	Di	Adiv	Aatm	Agr	Afol	Ahous	Abar	Cmet	RL	Lr
	(m)	(m)	(m)			(Hz)	dB(A)	dB	dB	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	dB(A)
238	474380.50	5407405.29	273.00	0	DEN	A	124.2	0.0	0.0	0.0	0.0	81.4	8.1	4.9	0.0	0.0	2.1	0.0	0.0	27.8

Area Source, ISO 9613, Name: "LGEastYr-1", ID: "I0303!LGEastYr-1"																				
Nr.	X	Y	Z	Ref.	DEN	Freq.	Lw	l/a	Optime	K0	Di	Adiv	Aatm	Agr	Afol	Ahous	Abar	Cmet	RL	Lr
	(m)	(m)	(m)			(Hz)	dB(A)	dB	dB	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	dB(A)
240	476151.95	5408098.05	290.70	0	DEN	A	52.2	50.1	0.0	0.0	0.0	74.0	4.5	1.2	0.0	0.0	3.2	0.0	0.0	19.3
241	475861.09	5408098.95	290.70	0	DEN	A	52.2	50.1	0.0	0.0	0.0	75.6	5.1	1.3	0.0	0.0	3.2	0.0	0.0	17.0
289	476307.38	5407942.04	290.70	0	DEN	A	52.2	50.1	0.0	0.0	0.0	73.3	4.3	1.2	0.0	0.0	0.0	0.0	0.0	23.5
303	476327.36	5407630.91	290.70	0	DEN	A	52.2	50.1	0.0	0.0	0.0	74.0	4.5	1.2	0.0	0.0	0.0	0.0	0.0	22.5
324	476131.96	5408409.17	290.70	0	DEN	A	52.2	50.1	0.0	0.0	0.0	74.0	4.5	1.2	0.0	0.0	3.2	0.0	0.0	19.3
326	475841.10	5408410.07	290.70	0	DEN	A	52.2	50.1	0.0	0.0	0.0	75.6	5.1	1.3	0.0	0.0	3.2	0.0	0.0	17.0
328	476189.69	5408642.29	290.70	0	DEN	A	52.2	47.1	0.0	0.0	0.0	73.8	4.4	1.2	0.0	0.0	0.0	0.0	0.0	19.8

Area Source, ISO 9613, Name: "LGEastYr-1", ID: "!0303!LGEastYr-1"																				
Nr.	X	Y	Z	Refl.	DEN	Freq.	Lw	l/a	Optime	K0	Di	Adiv	Aatm	Agr	Afol	Ahours	Abar	Cmet	RL	Lr
	(m)	(m)	(m)			(Hz)	dB(A)	dB	dB	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	dB(A)
339	476345.11	5408486.28	290.70	0	DEN	A	52.2	47.1	0.0	0.0	0.0	72.6	4.0	1.2	0.0	0.0	0.0	0.0	0.0	21.5
361	476247.41	5408875.40	290.70	0	DEN	A	52.2	50.1	0.0	0.0	0.0	73.9	4.5	1.2	0.0	0.0	0.0	0.0	0.0	22.7
465	475735.64	5407788.27	290.70	0	DEN	A	52.2	53.1	0.0	0.0	0.0	76.6	5.5	1.4	0.0	0.0	3.1	0.0	0.0	18.7
496	475901.06	5407476.70	290.70	0	DEN	A	52.2	50.1	0.0	0.0	0.0	76.4	5.5	1.4	0.0	0.0	3.1	0.0	0.0	15.9
514	476191.93	5407475.80	290.70	0	DEN	A	52.2	50.1	0.0	0.0	0.0	75.2	4.9	1.3	0.0	0.0	0.0	0.0	0.0	20.9
516	475444.78	5407789.17	290.70	0	DEN	A	52.2	53.1	0.0	0.0	0.0	77.8	6.1	1.5	0.0	0.0	3.0	0.0	0.0	16.9
542	475173.90	5407478.95	290.70	0	DEN	A	52.2	53.1	0.0	0.0	0.0	79.1	6.8	1.6	0.0	0.0	3.0	0.0	0.0	14.9
2041	475223.76	5408006.64	290.70	0	DEN	A	52.2	48.2	0.0	0.0	0.0	78.4	6.4	1.5	0.0	0.0	3.0	0.0	0.0	11.0
2045	475403.16	5408278.92	290.70	0	DEN	A	52.2	48.2	0.0	0.0	0.0	77.6	6.0	1.5	0.0	0.0	3.1	0.0	0.0	12.2
2050	475631.13	5408421.20	290.70	0	DEN	A	52.2	45.2	0.0	0.0	0.0	76.6	5.6	1.4	0.0	0.0	3.1	0.0	0.0	10.7
2054	475865.84	5408695.93	290.70	0	DEN	A	52.2	45.2	0.0	0.0	0.0	75.7	5.1	1.3	0.0	0.0	3.2	0.0	0.0	12.1
2058	476443.27	5408611.90	290.70	0	DEN	A	52.2	38.9	0.0	0.0	0.0	72.1	3.8	1.1	0.0	0.0	0.0	0.0	0.0	14.1
2062	476402.99	5408890.98	290.70	0	DEN	A	52.2	38.9	0.0	0.0	0.0	73.0	4.1	1.2	0.0	0.0	0.0	0.0	0.0	12.8
2066	476443.11	5408440.32	290.70	0	DEN	A	52.2	41.9	0.0	0.0	0.0	71.9	3.8	1.1	0.0	0.0	0.0	0.0	0.0	17.4
2069	476473.25	5408145.22	290.70	0	DEN	A	52.2	41.9	0.0	0.0	0.0	71.8	3.8	1.1	0.0	0.0	0.0	0.0	0.0	17.5
2072	476462.95	5407957.61	290.70	0	DEN	A	52.2	38.9	0.0	0.0	0.0	72.2	3.9	1.1	0.0	0.0	0.0	0.0	0.0	13.8
2076	476482.94	5407646.49	290.70	0	DEN	A	52.2	38.9	0.0	0.0	0.0	73.1	4.2	1.2	0.0	0.0	0.0	0.0	0.0	12.6
2080	476453.86	5409142.67	290.70	0	DEN	A	52.2	45.0	0.0	0.0	0.0	73.6	4.3	1.2	0.0	0.0	0.0	0.0	0.0	18.1
2084	476433.42	5408939.04	290.70	0	DEN	A	52.2	41.9	0.0	0.0	0.0	73.0	4.1	1.2	0.0	0.0	0.0	0.0	0.0	15.9
2088	476473.70	5408659.97	290.70	0	DEN	A	52.2	41.9	0.0	0.0	0.0	71.9	3.8	1.1	0.0	0.0	0.0	0.0	0.0	17.3
5740	475367.03	5408585.41	290.70	0	DEN	A	52.2	48.6	0.0	0.0	0.0	77.8	6.1	1.5	0.0	0.0	3.0	0.0	0.0	12.3

Point Source, ISO 9613, Name: "Roadstone Secondary Crusher", ID: "!01!RoadstoneSecondaryCrusher"																				
Nr.	X	Y	Z	Refl.	DEN	Freq.	Lw	l/a	Optime	K0	Di	Adiv	Aatm	Agr	Afol	Ahours	Abar	Cmet	RL	Lr
	(m)	(m)	(m)			(Hz)	dB(A)	dB	dB	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	dB(A)
544	474108.60	5407402.50	277.00	0	DEN	A	124.2	0.0	0.0	0.0	0.0	82.0	8.5	1.6	0.0	0.0	2.8	0.0	0.0	29.3

Area Source, ISO 9613, Name: "Mining Activity Within EZ1_Yr-1 1/2", ID: "!0303!EZ_STAGE1_YR-1_1"																				
Nr.	X	Y	Z	Refl.	DEN	Freq.	Lw	l/a	Optime	K0	Di	Adiv	Aatm	Agr	Afol	Ahours	Abar	Cmet	RL	Lr
	(m)	(m)	(m)			(Hz)	dB(A)	dB	dB	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	dB(A)
546	475151.60	5409975.27	239.50	0	DEN	A	66.8	53.7	0.0	0.0	0.0	80.2	6.0	1.5	0.0	0.0	2.8	0.0	0.0	29.9
589	475549.92	5410020.72	239.50	0	DEN	A	66.8	51.0	0.0	0.0	0.0	79.3	5.6	1.5	0.0	0.0	2.9	0.0	0.0	28.6
1149	474856.42	5410159.06	239.50	0	DEN	A	66.8	48.7	0.0	0.0	0.0	81.2	6.5	1.6	0.0	0.0	2.8	0.0	0.0	23.3
1485	475187.88	5409788.01	239.50	0	DEN	A	66.8	44.8	0.0	0.0	0.0	79.8	5.8	1.5	0.0	0.0	2.9	0.0	0.0	21.6
2624	475326.81	5410117.16	239.50	0	DEN	A	66.8	42.1	0.0	0.0	0.0	80.0	5.9	1.5	0.0	0.0	2.9	0.0	0.0	18.5
3166	474931.16	5409816.20	239.50	0	DEN	A	66.8	41.6	0.0	0.0	0.0	80.5	6.2	1.6	0.0	0.0	2.8	0.0	0.0	17.4
3873	474927.93	5410300.01	239.50	0	DEN	A	66.8	40.9	0.0	0.0	0.0	81.3	6.6	1.6	0.0	0.0	2.8	0.0	0.0	15.5
4473	474675.45	5410067.84	239.50	0	DEN	A	66.8	40.4	0.0	0.0	0.0	81.5	6.7	1.6	0.0	0.0	2.8	0.0	0.0	14.6
5395	475753.09	5409874.76	239.50	0	DEN	A	66.8	36.0	0.0	0.0	0.0	78.4	5.2	1.5	0.0	0.0	6.4	0.0	0.0	11.4
5432	475480.04	5409717.00	239.50	0	DEN	A	66.8	36.0	0.0	0.0	0.0	78.9	5.4	1.5	0.0	0.0	3.0	0.0	0.0	14.0
6495	475487.70	5410184.43	239.50	0	DEN	A	66.8	34.7	0.0	0.0	0.0	79.8	5.8	1.5	0.0	0.0	2.9	0.0	0.0	11.5

Area Source, ISO 9613, Name: "Mining Activity Within MZ Truck2", ID: "!0303!MZ_STAGE1_YR-1_Bottom_Truck2"																					
Nr.	X	Y	Z	Refl.	DEN	Freq.	Lw	l/a	Optime	K0	Di	Adiv	Aatm	Agr	Afol	Ahours	Abar	Cmet	RL	Lr	
	(m)	(m)	(m)			(Hz)	dB(A)	dB	dB	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	dB(A)	
571	473865.02	5408887.17	267.40	0	D	A	69.2	51.1	-4.8	0.0	0.0	82.4	3.1	2.6	0.0	0.0	1.6	0.0	0.0	25.9	
571	473865.02	5408887.17	267.40	0	N	A	69.2	51.1	-4.8	0.0	0.0	82.4	3.1	2.6	0.0	0.0	1.6	0.0	0.0	0.0	25.9
571	473865.02	5408887.17	267.40	0	E	A	69.2	51.1	-4.8	0.0	0.0	82.4	3.1	2.6	0.0	0.0	1.6	0.0	0.0	0.0	25.9
573	473411.85	5408914.93	267.40	0	D	A	69.2	51.1	-4.8	0.0	0.0	83.4	3.4	2.5	0.0	0.0	1.7	0.0	0.0	0.0	24.6
573	473411.85	5408914.93	267.40	0	N	A	69.2	51.1	-4.8	0.0	0.0	83.4	3.4	2.5	0.0	0.0	1.7	0.0	0.0	0.0	24.6
573	473411.85	5408914.93	267.40	0	E	A	69.2	51.1	-4.8	0.0	0.0	83.4	3.4	2.5	0.0	0.0	1.7	0.0	0.0	0.0	24.6
576	474023.66	5408622.04	267.40	0	D	A	69.2	54.2	-4.8	0.0	0.0	82.0	3.0	2.6	0.0	0.0	1.6	0.0	0.0	0.0	29.4
576	474023.66	5408622.04	267.40	0	N	A	69.2	54.2	-4.8	0.0	0.0	82.0	3.0	2.6	0.0	0.0	1.6	0.0	0.0	0.0	29.4
576	474023.66	5408622.04	267.40	0	E	A	69.2	54.2	-4.8	0.0	0.0	82.0	3.0	2.6	0.0	0.0	1.6	0.0	0.0	0.0	29.4
810	473736.53	5408325.99	267.40	0	D	A	69.2	52.5	-4.8	0.0	0.0	82.6	3.2	2.6	0.0	0.0	1.7	0.0	0.0	0.0	26.9
810	473736.53	5408325.99	267.40	0	N	A	69.2	52.5	-4.8	0.0	0.0	82.6	3.2	2.6	0.0	0.0	1.7	0.0	0.0	0.0	26.9
810	473736.53	5408325.99	267.40	0	E	A	69.2	52.5	-4.8	0.0	0.0	82.6	3.2	2.6	0.0	0.0	1.7	0.0	0.0	0.0	26.9
821	473434.32	5408443.10	267.40	0	D	A	69.2	49.5	-4.8	0.0	0.0	83.3	3.3	2.5	0.0	0.0	1.7	0.0	0.0	0.0	23.1
821	473434.32	5408443.10	267.40	0	N	A	69.2	49.5	-4.8	0.0	0.0	83.3	3.3	2.5	0.0	0.0	1.7	0.0	0.0	0.0	23.1
821	473434.32	5408443.10	267.40	0	E	A	69.2	49.5	-4.8	0.0	0.0	83.3	3.3	2.5	0.0	0.0	1.7	0.0	0.0	0.0	23.1
839	473268.28	5408766.91	267.40	0	D	A	69.2	49.5	-4.8	0.0	0.0	83.7	3.5	2.5	0.0	0.0	1.7	0.0	0.0	0.0	22.6
839	473268.28	5408766.91	267.40	0	N	A	69.2	49.5	-4.8	0.0	0.0	83.7	3.5	2.5	0.0	0.0	1.7	0.0	0.0	0.0	22.6
839	473268.28	5408766.91	267.40	0	E	A	69.2	49.5	-4.8	0.0	0.0	83.7	3.5	2.5	0.0	0.0	1.7	0.0	0.0	0.0	22.6

Area Source, ISO 9613, Name: "Mining Activity Within MZ Truck2", ID: "!0303!MZ_STAGE1_YR-1_Bottom_Truck2"																				
Nr.	X	Y	Z	Refl.	DEN	Freq.	Lw	l/a	Optime	K0	Di	Adiv	Aatm	Agr	Afol	Ahous	Abar	Cmet	RL	Lr
	(m)	(m)	(m)			(Hz)	dB(A)	dB	dB	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	dB(A)
1048	473543.77	5409110.76	267.40	0	D	A	69.2	48.9	-4.8	0.0	0.0	83.2	3.3	2.5	0.0	0.0	1.7	0.0	0.0	22.7
1048	473543.77	5409110.76	267.40	0	N	A	69.2	48.9	-4.8	0.0	0.0	83.2	3.3	2.5	0.0	0.0	1.7	0.0	0.0	22.7
1048	473543.77	5409110.76	267.40	0	E	A	69.2	48.9	-4.8	0.0	0.0	83.2	3.3	2.5	0.0	0.0	1.7	0.0	0.0	22.7
1052	473996.93	5409083.00	267.40	0	D	A	69.2	48.9	-4.8	0.0	0.0	82.2	3.1	2.6	0.0	0.0	1.6	0.0	0.0	23.9
1052	473996.93	5409083.00	267.40	0	N	A	69.2	48.9	-4.8	0.0	0.0	82.2	3.1	2.6	0.0	0.0	1.6	0.0	0.0	23.9
1052	473996.93	5409083.00	267.40	0	E	A	69.2	48.9	-4.8	0.0	0.0	82.2	3.1	2.6	0.0	0.0	1.6	0.0	0.0	23.9
1178	473196.00	5408388.56	267.40	0	D	A	69.2	50.2	-4.8	0.0	0.0	83.8	3.5	2.5	0.0	0.0	1.7	0.0	0.0	23.3
1178	473196.00	5408388.56	267.40	0	N	A	69.2	50.2	-4.8	0.0	0.0	83.8	3.5	2.5	0.0	0.0	1.7	0.0	0.0	23.3
1178	473196.00	5408388.56	267.40	0	E	A	69.2	50.2	-4.8	0.0	0.0	83.8	3.5	2.5	0.0	0.0	1.7	0.0	0.0	23.3
1184	473029.96	5408712.37	267.40	0	D	A	69.2	50.2	-4.8	0.0	0.0	84.1	3.6	2.5	0.0	0.0	1.7	0.0	0.0	22.8
1184	473029.96	5408712.37	267.40	0	N	A	69.2	50.2	-4.8	0.0	0.0	84.1	3.6	2.5	0.0	0.0	1.7	0.0	0.0	22.8
1184	473029.96	5408712.37	267.40	0	E	A	69.2	50.2	-4.8	0.0	0.0	84.1	3.6	2.5	0.0	0.0	1.7	0.0	0.0	22.8
2479	474286.75	5408562.76	267.40	0	D	A	69.2	47.4	-4.8	0.0	0.0	81.3	2.8	2.6	0.0	0.0	1.6	0.0	0.0	23.5
2479	474286.75	5408562.76	267.40	0	N	A	69.2	47.4	-4.8	0.0	0.0	81.3	2.8	2.6	0.0	0.0	1.6	0.0	0.0	23.5
2479	474286.75	5408562.76	267.40	0	E	A	69.2	47.4	-4.8	0.0	0.0	81.3	2.8	2.6	0.0	0.0	1.6	0.0	0.0	23.5
3643	473492.30	5409179.61	267.40	0	D	A	69.2	45.6	-4.8	0.0	0.0	83.3	3.4	2.5	0.0	0.0	1.7	0.0	0.0	19.1
3643	473492.30	5409179.61	267.40	0	N	A	69.2	45.6	-4.8	0.0	0.0	83.3	3.4	2.5	0.0	0.0	1.7	0.0	0.0	19.1
3643	473492.30	5409179.61	267.40	0	E	A	69.2	45.6	-4.8	0.0	0.0	83.3	3.4	2.5	0.0	0.0	1.7	0.0	0.0	19.1
3880	473791.67	5408132.49	267.40	0	D	A	69.2	44.1	-4.8	0.0	0.0	82.5	3.1	2.6	0.0	0.0	1.6	0.0	0.0	18.7
3880	473791.67	5408132.49	267.40	0	N	A	69.2	44.1	-4.8	0.0	0.0	82.5	3.1	2.6	0.0	0.0	1.6	0.0	0.0	18.7
3880	473791.67	5408132.49	267.40	0	E	A	69.2	44.1	-4.8	0.0	0.0	82.5	3.1	2.6	0.0	0.0	1.6	0.0	0.0	18.7
3942	473156.65	5408266.30	267.40	0	D	A	69.2	45.3	-4.8	0.0	0.0	83.8	3.5	2.5	0.0	0.0	1.7	0.0	0.0	18.2
3942	473156.65	5408266.30	267.40	0	N	A	69.2	45.3	-4.8	0.0	0.0	83.8	3.5	2.5	0.0	0.0	1.7	0.0	0.0	18.2
3942	473156.65	5408266.30	267.40	0	E	A	69.2	45.3	-4.8	0.0	0.0	83.8	3.5	2.5	0.0	0.0	1.7	0.0	0.0	18.2
4271	472878.50	5408773.65	267.40	0	D	A	69.2	45.9	-4.8	0.0	0.0	84.4	3.7	2.5	0.0	0.0	1.7	0.0	0.0	18.1
4271	472878.50	5408773.65	267.40	0	N	A	69.2	45.9	-4.8	0.0	0.0	84.4	3.7	2.5	0.0	0.0	1.7	0.0	0.0	18.1
4271	472878.50	5408773.65	267.40	0	E	A	69.2	45.9	-4.8	0.0	0.0	84.4	3.7	2.5	0.0	0.0	1.7	0.0	0.0	18.1
5358	474183.34	5409118.92	267.40	0	D	A	69.2	41.3	-4.8	0.0	0.0	81.7	2.9	2.6	0.0	0.0	1.6	0.0	0.0	16.9
5358	474183.34	5409118.92	267.40	0	N	A	69.2	41.3	-4.8	0.0	0.0	81.7	2.9	2.6	0.0	0.0	1.6	0.0	0.0	16.9
5358	474183.34	5409118.92	267.40	0	E	A	69.2	41.3	-4.8	0.0	0.0	81.7	2.9	2.6	0.0	0.0	1.6	0.0	0.0	16.9
6104	474369.69	5408750.86	267.40	0	D	A	69.2	40.3	-4.8	0.0	0.0	81.1	2.8	2.6	0.0	0.0	1.6	0.0	0.0	16.7
6104	474369.69	5408750.86	267.40	0	N	A	69.2	40.3	-4.8	0.0	0.0	81.1	2.8	2.6	0.0	0.0	1.6	0.0	0.0	16.7
6104	474369.69	5408750.86	267.40	0	E	A	69.2	40.3	-4.8	0.0	0.0	81.1	2.8	2.6	0.0	0.0	1.6	0.0	0.0	16.7
7046	474232.66	5408304.76	267.40	0	D	A	69.2	38.5	-4.8	0.0	0.0	81.4	2.9	2.6	0.0	0.0	1.6	0.0	0.0	14.5
7046	474232.66	5408304.76	267.40	0	N	A	69.2	38.5	-4.8	0.0	0.0	81.4	2.9	2.6	0.0	0.0	1.6	0.0	0.0	14.5
7046	474232.66	5408304.76	267.40	0	E	A	69.2	38.5	-4.8	0.0	0.0	81.4	2.9	2.6	0.0	0.0	1.6	0.0	0.0	14.5
7201	473958.82	5408145.33	267.40	0	D	A	69.2	38.5	-4.8	0.0	0.0	82.1	3.0	2.6	0.0	0.0	1.6	0.0	0.0	13.6
7201	473958.82	5408145.33	267.40	0	N	A	69.2	38.5	-4.8	0.0	0.0	82.1	3.0	2.6	0.0	0.0	1.6	0.0	0.0	13.6
7201	473958.82	5408145.33	267.40	0	E	A	69.2	38.5	-4.8	0.0	0.0	82.1	3.0	2.6	0.0	0.0	1.6	0.0	0.0	13.6

Area Source, ISO 9613, Name: "NEPond4 Excavator Activity", ID: "!0303!NEPond4"																				
Nr.	X	Y	Z	Refl.	DEN	Freq.	Lw	l/a	Optime	K0	Di	Adiv	Aatm	Agr	Afol	Ahous	Abar	Cmet	RL	Lr
	(m)	(m)	(m)			(Hz)	dB(A)	dB	dB	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	dB(A)
591	476758.16	5408417.39	276.91	0	DEN	A	52.7	41.5	0.0	0.0	0.0	68.9	2.7	0.7	0.0	0.0	0.0	0.0	0.0	22.0
600	476688.57	5408550.39	277.53	0	DEN	A	52.7	41.5	0.0	0.0	0.0	69.9	2.9	0.7	0.0	0.0	0.0	0.0	0.0	20.8
650	476780.61	5408283.26	276.82	0	DEN	A	52.7	41.5	0.0	0.0	0.0	68.7	2.6	0.7	0.0	0.0	0.0	0.0	0.0	22.3
658	476755.91	5408148.01	277.27	0	DEN	A	52.7	41.5	0.0	0.0	0.0	69.2	2.8	0.7	0.0	0.0	0.0	0.0	0.0	21.6
660	476842.34	5408621.38	275.70	0	DEN	A	52.7	41.5	0.0	0.0	0.0	68.5	2.6	0.7	0.0	0.0	0.0	0.0	0.0	22.6
662	476817.65	5408486.13	276.15	0	DEN	A	52.7	41.5	0.0	0.0	0.0	68.4	2.5	0.6	0.0	0.0	0.0	0.0	0.0	22.8
664	476760.40	5408686.77	276.55	0	DEN	A	52.7	44.6	0.0	0.0	0.0	69.6	2.9	0.7	0.0	0.0	0.0	0.0	0.0	24.2
666	476825.50	5408015.00	276.65	0	DEN	A	52.7	41.5	0.0	0.0	0.0	69.0	2.7	0.7	0.0	0.0	0.0	0.0	0.0	21.9
667	476861.42	5408083.19	276.15	0	DEN	A	52.7	38.5	0.0	0.0	0.0	68.4	2.5	0.6	0.0	0.0	0.0	0.0	0.0	19.7
669	476838.97	5408217.31	276.24	0	DEN	A	52.7	38.5	0.0	0.0	0.0	68.1	2.5	0.6	0.0	0.0	0.0	0.0	0.0	20.0
678	476874.89	5408285.50	275.75	0	DEN	A	52.7	38.5	0.0	0.0	0.0	67.6	2.4	0.6	0.0	0.0	0.0	0.0	0.0	20.7
691	476897.90	5408218.72	275.57	0	DEN	A	52.7	35.5	0.0	0.0	0.0	67.4	2.3	0.6	0.0	0.0	0.0	0.0	0.0	17.9
692	476896.78	5408084.03	275.75	0	DEN	A	52.7	35.5	0.0	0.0	0.0	68.0	2.5	0.6	0.0	0.0	0.0	0.0	0.0	17.2
700	476876.01	5408420.19	275.57	0	DEN	A	52.7	38.5	0.0	0.0	0.0	67.5	2.4	0.6	0.0	0.0	0.0	0.0	0.0	20.8
714	476900.14	5408488.10	275.21	0	DEN	A	52.7	35.5	0.0	0.0	0.0	67.3	2.3	0.6	0.0	0.0	0.0	0.0	0.0	18.0
716	476901.27	5408622.79	275.03	0	DEN	A	52.7	35.5	0.0	0.0	0.0	67.8	2.4	0.6	0.0	0.0	0.0	0.0	0.0	17.4
723	476835.61	5407813.24	276.78	0	DEN	A	52.7	44.6	0.0	0.0	0.0	70.0	3.0	0.7	0.0	0.0	0.0	0.0	0.0	23.5
745	476881.62	5407679.68	276.43	0	DEN	A	52.7	41.5	0.0	0.0	0.0	70.6	3.1	0.8	0.0	0.0	0.0	0.0	0.0	19.8
760	476879.38	5407410.30	276.79	0	DEN	A	52.7	41.5	0.0	0.0	0.0	72.3	3.6	0.9	0.0	0.0	0.0	0.0	0.0	17.4
895	476810.20	5407409.38	277.21	0	DEN	A	52.7	44.4	0.0	0.0	0.0	72.6	3.7	0.9	0.0	0.0	0.0	0.0	0.0	19.9

Area Source, ISO 9613, Name: "NEPond4 Excavator Activity", ID: "I0303!NEPond4"																				
Nr.	X	Y	Z	Refl.	DEN	Freq.	Lw	l/a	Optime	K0	Di	Adiv	Aatm	Agr	Afol	Ahous	Abar	Cmet	RL	Lr
	(m)	(m)	(m)			(Hz)	dB(A)	dB	dB	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB(A))
897	476765.31	5407677.64	277.39	0	DEN	A	52.7	44.4	0.0	0.0	0.0	71.3	3.3	0.8	0.0	0.0	0.0	0.0	0.0	21.7
904	476741.44	5407274.55	277.43	0	DEN	A	52.7	47.4	0.0	0.0	0.0	73.6	4.1	1.0	0.0	0.0	0.0	0.0	0.0	21.4
906	476697.25	5407811.41	277.63	0	DEN	A	52.7	44.4	0.0	0.0	0.0	71.1	3.3	0.8	0.0	0.0	0.0	0.0	0.0	22.0
931	476651.29	5407676.76	277.77	0	DEN	A	52.7	41.4	0.0	0.0	0.0	72.0	3.6	0.9	0.0	0.0	0.0	0.0	0.0	17.7
933	476650.58	5407408.14	277.75	0	DEN	A	52.7	41.4	0.0	0.0	0.0	73.3	4.0	1.0	0.0	0.0	0.0	0.0	0.0	15.8
938	476697.96	5408080.03	277.65	0	DEN	A	52.7	44.4	0.0	0.0	0.0	70.0	3.0	0.7	0.0	0.0	0.0	0.0	0.0	23.4
944	476652.71	5408213.98	277.81	0	DEN	A	52.7	41.4	0.0	0.0	0.0	70.1	3.0	0.7	0.0	0.0	0.0	0.0	0.0	20.3
950	476653.42	5408482.59	277.83	0	DEN	A	52.7	41.4	0.0	0.0	0.0	70.1	3.0	0.7	0.0	0.0	0.0	0.0	0.0	20.3

Area Source, ISO 9613, Name: "Mining Activity Within MZ", ID: "I0303!MZ_STAGE1_YR-1_Bottom"																				
Nr.	X	Y	Z	Refl.	DEN	Freq.	Lw	l/a	Optime	K0	Di	Adiv	Aatm	Agr	Afol	Ahous	Abar	Cmet	RL	Lr
	(m)	(m)	(m)			(Hz)	dB(A)	dB	dB	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB(A))
763	473865.02	5408888.24	266.60	0	DEN	A	63.3	51.1	0.0	0.0	0.0	82.4	7.8	2.4	0.0	0.0	2.1	0.0	0.0	19.7
770	473411.85	5408916.01	266.60	0	DEN	A	63.3	51.1	0.0	0.0	0.0	83.4	8.4	2.6	0.0	0.0	1.9	0.0	0.0	18.1
780	474023.66	5408623.11	266.60	0	DEN	A	63.3	54.2	0.0	0.0	0.0	82.0	7.5	2.3	0.0	0.0	2.2	0.0	0.0	23.4
868	473736.53	5408327.07	266.60	0	DEN	A	63.3	52.5	0.0	0.0	0.0	82.6	7.9	2.4	0.0	0.0	2.1	0.0	0.0	20.7
870	473434.32	5408444.17	266.60	0	DEN	A	63.3	49.5	0.0	0.0	0.0	83.3	8.3	2.6	0.0	0.0	2.0	0.0	0.0	16.6
884	473268.28	5408767.98	266.60	0	DEN	A	63.3	49.5	0.0	0.0	0.0	83.7	8.6	2.6	0.0	0.0	1.9	0.0	0.0	16.0
1393	473543.77	5409111.83	266.60	0	DEN	A	63.3	48.9	0.0	0.0	0.0	83.2	8.3	2.5	0.0	0.0	2.0	0.0	0.0	16.2
1399	473996.93	5409084.07	266.60	0	DEN	A	63.3	48.9	0.0	0.0	0.0	82.2	7.7	2.4	0.0	0.0	2.1	0.0	0.0	17.8
1472	473196.00	5408389.63	266.60	0	DEN	A	63.3	50.2	0.0	0.0	0.0	83.8	8.6	2.6	0.0	0.0	1.9	0.0	0.0	16.6
1476	473029.96	5408713.44	266.60	0	DEN	A	63.3	50.2	0.0	0.0	0.0	84.1	8.8	2.7	0.0	0.0	1.8	0.0	0.0	16.1
2880	474286.75	5408563.83	266.60	0	DEN	A	63.3	47.4	0.0	0.0	0.0	81.3	7.2	2.2	0.0	0.0	2.3	0.0	0.0	17.8
3954	473492.30	5409180.68	266.60	0	DEN	A	63.3	45.6	0.0	0.0	0.0	83.3	8.3	2.6	0.0	0.0	2.0	0.0	0.0	12.6
4571	473791.67	5408133.57	266.60	0	DEN	A	63.3	44.1	0.0	0.0	0.0	82.5	7.9	2.4	0.0	0.0	2.1	0.0	0.0	12.5
4762	473156.65	5408267.37	266.60	0	DEN	A	63.3	45.3	0.0	0.0	0.0	83.8	8.7	2.6	0.0	0.0	1.9	0.0	0.0	11.5
5323	472878.50	5408774.72	266.60	0	DEN	A	63.3	45.9	0.0	0.0	0.0	84.4	9.0	2.7	0.0	0.0	1.8	0.0	0.0	11.2
6220	474183.34	5409119.99	266.60	0	DEN	A	63.3	41.3	0.0	0.0	0.0	81.7	7.4	2.3	0.0	0.0	2.2	0.0	0.0	11.0
6750	474369.69	5408751.93	266.60	0	DEN	A	63.3	40.3	0.0	0.0	0.0	81.1	7.1	2.2	0.0	0.0	2.3	0.0	0.0	11.0

Area Source, ISO 9613, Name: "Proces Plant Construction Area 3", ID: "I0303!ProcessPlantConstruction3"																				
Nr.	X	Y	Z	Refl.	DEN	Freq.	Lw	l/a	Optime	K0	Di	Adiv	Aatm	Agr	Afol	Ahous	Abar	Cmet	RL	Lr
	(m)	(m)	(m)			(Hz)	dB(A)	dB	dB	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB(A))
787	473455.19	5407408.57	272.67	0	DEN	A	63.3	50.4	0.0	0.0	0.0	83.5	9.4	0.8	0.0	0.0	3.1	0.0	0.0	16.9
793	473031.22	5407283.47	272.33	0	DEN	A	63.3	47.4	0.0	0.0	0.0	84.3	10.0	0.7	0.0	0.0	3.1	0.0	0.0	12.6
799	472623.76	5407278.55	271.67	0	DEN	A	63.3	47.4	0.0	0.0	0.0	85.0	10.5	0.7	0.0	0.0	3.1	0.0	0.0	11.5
801	474160.00	5407357.07	274.00	0	DEN	A	63.3	50.4	0.0	0.0	0.0	82.0	8.5	0.9	0.0	0.0	3.1	0.0	0.0	19.3
803	473752.53	5407352.16	273.33	0	DEN	A	63.3	50.4	0.0	0.0	0.0	82.9	9.0	0.9	0.0	0.0	3.1	0.0	0.0	17.9
1002	471491.61	5407273.17	272.60	0	DEN	A	63.3	52.3	0.0	0.0	0.0	86.8	11.7	0.3	0.0	0.0	3.2	0.0	0.0	13.7
1007	470723.55	5407501.30	274.94	0	DEN	A	63.3	52.3	0.0	0.0	0.0	87.7	12.4	0.0	0.0	0.0	3.2	0.0	0.0	12.2
1015	470416.08	5407349.26	275.34	0	DEN	A	63.3	52.3	0.0	0.0	0.0	88.1	12.6	-0.1	0.0	0.0	3.3	0.0	0.0	11.6
1044	474363.73	5407569.46	275.16	0	DEN	A	63.3	52.5	0.0	0.0	0.0	81.3	8.1	0.9	0.0	0.0	3.2	0.0	0.0	22.3
1219	472368.29	5407390.89	271.92	0	DEN	A	63.3	48.9	0.0	0.0	0.0	85.4	10.7	0.6	0.0	0.0	3.1	0.0	0.0	12.3
1224	472739.24	5407512.77	272.59	0	DEN	A	63.3	48.9	0.0	0.0	0.0	84.8	10.3	0.7	0.0	0.0	3.1	0.0	0.0	13.4
1230	471965.11	5407443.32	272.10	0	DEN	A	63.3	51.9	0.0	0.0	0.0	86.0	11.2	0.5	0.0	0.0	3.1	0.0	0.0	14.4
1867	472976.46	5407458.92	272.33	0	DEN	A	63.3	45.2	0.0	0.0	0.0	84.4	10.0	0.7	0.0	0.0	3.1	0.0	0.0	10.3
1875	473418.68	5407525.54	272.67	0	DEN	A	63.3	48.2	0.0	0.0	0.0	83.5	9.4	0.8	0.0	0.0	3.1	0.0	0.0	14.7
2924	471777.44	5407122.25	271.67	0	DEN	A	63.3	49.0	0.0	0.0	0.0	86.4	11.4	0.4	0.0	0.0	3.1	0.0	0.0	11.0

Area Source, ISO 9613, Name: "Mining Activity Within EZ1_Yr-1 Truck2", ID: "I0303!EZ_STAGE1_YR-1_Truck2"																				
Nr.	X	Y	Z	Refl.	DEN	Freq.	Lw	l/a	Optime	K0	Di	Adiv	Aatm	Agr	Afol	Ahous	Abar	Cmet	RL	Lr
	(m)	(m)	(m)			(Hz)	dB(A)	dB	dB	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB(A))
848	475151.60	5409975.27	237.40	0	D	A	67.6	53.7	-4.8	0.0	0.0	80.2	2.6	2.6	0.0	0.0	1.6	0.0	0.0	29.5
848	475151.60	5409975.27	237.40	0	N	A	67.6	53.7	-4.8	0.0	0.0	80.2	2.6	2.6	0.0	0.0	1.6	0.0	0.0	29.5
848	475151.60	5409975.27	237.40	0	E	A	67.6	53.7	-4.8	0.0	0.0	80.2	2.6	2.6	0.0	0.0	1.6	0.0	0.0	29.5
1040	475549.92	5410020.72	237.40	0	D	A	67.6	51.0	-4.8	0.0	0.0	79.3	2.4	2.6	0.0	0.0	1.7	0.0	0.0	27.9
1040	475549.92	5410020.72	237.40	0	N	A	67.6	51.0	-4.8	0.0	0.0	79.3	2.4	2.6	0.0	0.0	1.7	0.0	0.0	27.9
1040	475549.92	5410020.72	237.40	0	E	A	67.6	51.0	-4.8	0.0	0.0	79.3	2.4	2.6	0.0	0.0	1.7	0.0	0.0	27.9
2475	474856.42	5410159.06	237.40	0	D	A	67.6	48.7	-4.8	0.0	0.0	81.2	2.8	2.6	0.0	0.0	1.6	0.0	0.0	23.3
2475	474856.42	5410159.06	237.40	0	N	A	67.6	48.7	-4.8	0.0	0.0	81.2	2.8	2.6	0.0	0.0	1.6	0.0	0.0	23.3
2475	474856.42	5410159.06	237.40	0	E	A	67.6	48.7	-4.8	0.0	0.0	81.2	2.8	2.6	0.0	0.0	1.6	0.0	0.0	23.3
2973	475187.88	5409788.01	237.40	0	D	A	67.6	44.8	-4.8	0.0	0.0	79.8	2.5	2.6	0.0	0.0	1.6	0.0	0.0	21.1
2973	475187.88	5409788.01	237.40	0	N	A	67.6	44.8	-4.8	0.0	0.0	79.8	2.5	2.6	0.0	0.0	1.6	0.0	0.0	21.1

Area Source, ISO 9613, Name: "Mining Activity Within EZ1_Yr-1 Truck2", ID: "I0303!EZ_STAGE1_YR-1_Truck2"																				
Nr.	X	Y	Z	Ref.	DEN	Freq.	Lw	l/a	Optime	K0	Di	Adiv	Aatm	Agr	Afol	Ahous	Abar	Cmet	RL	Lr
	(m)	(m)	(m)			(Hz)	dB(A)	dB	dB	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB(A))
2973	475187.88	5409788.01	237.40	0	E	A	67.6	44.8	-4.8	0.0	0.0	79.8	2.5	2.6	0.0	0.0	1.6	0.0	0.0	21.1
3948	475326.81	5410117.16	237.40	0	D	A	67.6	42.1	-4.8	0.0	0.0	80.0	2.5	2.6	0.0	0.0	1.6	0.0	0.0	18.1
3948	475326.81	5410117.16	237.40	0	N	A	67.6	42.1	-4.8	0.0	0.0	80.0	2.5	2.6	0.0	0.0	1.6	0.0	0.0	18.1
3948	475326.81	5410117.16	237.40	0	E	A	67.6	42.1	-4.8	0.0	0.0	80.0	2.5	2.6	0.0	0.0	1.6	0.0	0.0	18.1
5303	474931.16	5409816.20	237.40	0	D	A	67.6	41.6	-4.8	0.0	0.0	80.5	2.7	2.6	0.0	0.0	1.6	0.0	0.0	17.1
5303	474931.16	5409816.20	237.40	0	N	A	67.6	41.6	-4.8	0.0	0.0	80.5	2.7	2.6	0.0	0.0	1.6	0.0	0.0	17.1
5303	474931.16	5409816.20	237.40	0	E	A	67.6	41.6	-4.8	0.0	0.0	80.5	2.7	2.6	0.0	0.0	1.6	0.0	0.0	17.1
6490	474927.93	5410300.01	237.40	0	D	A	67.6	40.9	-4.8	0.0	0.0	81.3	2.8	2.6	0.0	0.0	1.6	0.0	0.0	15.5
6490	474927.93	5410300.01	237.40	0	N	A	67.6	40.9	-4.8	0.0	0.0	81.3	2.8	2.6	0.0	0.0	1.6	0.0	0.0	15.5
6490	474927.93	5410300.01	237.40	0	E	A	67.6	40.9	-4.8	0.0	0.0	81.3	2.8	2.6	0.0	0.0	1.6	0.0	0.0	15.5
7041	474675.45	5410067.84	237.40	0	D	A	67.6	40.4	-4.8	0.0	0.0	81.5	2.9	2.6	0.0	0.0	1.6	0.0	0.0	14.7
7041	474675.45	5410067.84	237.40	0	N	A	67.6	40.4	-4.8	0.0	0.0	81.5	2.9	2.6	0.0	0.0	1.6	0.0	0.0	14.7
7041	474675.45	5410067.84	237.40	0	E	A	67.6	40.4	-4.8	0.0	0.0	81.5	2.9	2.6	0.0	0.0	1.6	0.0	0.0	14.7
7342	475753.09	5409874.76	237.40	0	D	A	67.6	36.0	-4.8	0.0	0.0	78.4	2.2	2.6	0.0	0.0	4.0	0.0	0.0	11.6
7342	475753.09	5409874.76	237.40	0	N	A	67.6	36.0	-4.8	0.0	0.0	78.4	2.2	2.6	0.0	0.0	4.0	0.0	0.0	11.6
7342	475753.09	5409874.76	237.40	0	E	A	67.6	36.0	-4.8	0.0	0.0	78.4	2.2	2.6	0.0	0.0	4.0	0.0	0.0	11.6
7359	475480.04	5409717.00	237.40	0	D	A	67.6	36.0	-4.8	0.0	0.0	78.9	2.3	2.6	0.0	0.0	1.7	0.0	0.0	13.3
7359	475480.04	5409717.00	237.40	0	N	A	67.6	36.0	-4.8	0.0	0.0	78.9	2.3	2.6	0.0	0.0	1.7	0.0	0.0	13.3
7359	475480.04	5409717.00	237.40	0	E	A	67.6	36.0	-4.8	0.0	0.0	78.9	2.3	2.6	0.0	0.0	1.7	0.0	0.0	13.3
7809	475487.70	5410184.43	237.40	0	D	A	67.6	34.7	-4.8	0.0	0.0	79.8	2.5	2.6	0.0	0.0	1.6	0.0	0.0	11.0
7809	475487.70	5410184.43	237.40	0	N	A	67.6	34.7	-4.8	0.0	0.0	79.8	2.5	2.6	0.0	0.0	1.6	0.0	0.0	11.0
7809	475487.70	5410184.43	237.40	0	E	A	67.6	34.7	-4.8	0.0	0.0	79.8	2.5	2.6	0.0	0.0	1.6	0.0	0.0	11.0

Line Source, ISO 9613, Name: "WaterTruckYr-1", ID: "I0302!WaterTruckYr-1"																				
Nr.	X	Y	Z	Ref.	DEN	Freq.	Lw	l/a	Optime	K0	Di	Adiv	Aatm	Agr	Afol	Ahous	Abar	Cmet	RL	Lr
	(m)	(m)	(m)			(Hz)	dB(A)	dB	dB	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB(A))
968	475352.45	5407102.00	277.95	0	DEN	A	77.0	27.5	0.0	0.0	0.0	79.1	8.5	0.9	0.0	0.0	3.4	0.0	0.0	12.6
974	475908.99	5407095.30	278.45	0	DEN	A	77.0	27.5	0.0	0.0	0.0	77.3	7.5	0.6	0.0	0.0	3.6	0.0	0.0	15.5
980	476465.53	5407088.59	278.95	0	DEN	A	77.0	27.5	0.0	0.0	0.0	75.4	6.5	0.4	0.0	0.0	3.7	0.0	0.0	18.4
1155	476742.73	5406661.61	279.48	0	DEN	A	77.0	29.3	0.0	0.0	0.0	76.5	7.0	0.5	0.0	0.0	3.6	0.0	0.0	18.6
1161	476740.60	5405814.34	280.05	0	DEN	A	77.0	29.3	0.0	0.0	0.0	79.5	8.8	1.0	0.0	0.0	3.3	0.0	0.0	13.6
2451	476364.87	5405396.57	280.27	0	DEN	A	77.0	28.7	0.0	0.0	0.0	81.1	9.9	1.2	0.0	0.0	3.1	0.0	0.0	10.4
4592	474693.74	5409488.09	282.31	0	DEN	A	77.0	28.3	0.0	0.0	0.0	80.7	9.6	1.2	0.0	0.0	3.1	0.0	0.0	10.6
5011	474511.27	5407485.57	278.36	0	DEN	A	77.0	29.1	0.0	0.0	0.0	81.0	9.8	1.2	0.0	0.0	3.1	0.0	0.0	10.9
5389	474951.55	5408565.13	282.68	0	DEN	A	77.0	26.8	0.0	0.0	0.0	79.3	8.7	0.9	0.0	0.0	3.3	0.0	0.0	11.5

Area Source, ISO 9613, Name: "Mining Activity Within MZ Truck1", ID: "I0303!MZ_STAGE1_YR-1_Bottom_Truck1"																				
Nr.	X	Y	Z	Ref.	DEN	Freq.	Lw	l/a	Optime	K0	Di	Adiv	Aatm	Agr	Afol	Ahous	Abar	Cmet	RL	Lr
	(m)	(m)	(m)			(Hz)	dB(A)	dB	dB	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB(A))
1017	473865.02	5408888.24	265.50	0	D	A	64.4	51.1	-4.8	0.0	0.0	82.4	6.3	2.2	0.0	0.0	2.3	0.0	0.0	17.6
1017	473865.02	5408888.24	265.50	0	N	A	64.4	51.1	-4.8	0.0	0.0	82.4	6.3	2.2	0.0	0.0	2.3	0.0	0.0	17.6
1017	473865.02	5408888.24	265.50	0	E	A	64.4	51.1	-4.8	0.0	0.0	82.4	6.3	2.2	0.0	0.0	2.3	0.0	0.0	17.6
1023	473411.85	5408916.01	265.50	0	D	A	64.4	51.1	-4.8	0.0	0.0	83.4	6.8	2.1	0.0	0.0	2.3	0.0	0.0	16.1
1023	473411.85	5408916.01	265.50	0	N	A	64.4	51.1	-4.8	0.0	0.0	83.4	6.8	2.1	0.0	0.0	2.3	0.0	0.0	16.1
1023	473411.85	5408916.01	265.50	0	E	A	64.4	51.1	-4.8	0.0	0.0	83.4	6.8	2.1	0.0	0.0	2.3	0.0	0.0	16.1
1030	474023.66	5408623.11	265.50	0	D	A	64.4	54.2	-4.8	0.0	0.0	82.0	6.1	2.2	0.0	0.0	2.3	0.0	0.0	21.2
1030	474023.66	5408623.11	265.50	0	N	A	64.4	54.2	-4.8	0.0	0.0	82.0	6.1	2.2	0.0	0.0	2.3	0.0	0.0	21.2
1030	474023.66	5408623.11	265.50	0	E	A	64.4	54.2	-4.8	0.0	0.0	82.0	6.1	2.2	0.0	0.0	2.3	0.0	0.0	21.2
1457	473736.53	5408327.07	265.50	0	D	A	64.4	52.5	-4.8	0.0	0.0	82.6	6.4	2.2	0.0	0.0	2.3	0.0	0.0	18.6
1457	473736.53	5408327.07	265.50	0	N	A	64.4	52.5	-4.8	0.0	0.0	82.6	6.4	2.2	0.0	0.0	2.3	0.0	0.0	18.6
1457	473736.53	5408327.07	265.50	0	E	A	64.4	52.5	-4.8	0.0	0.0	82.6	6.4	2.2	0.0	0.0	2.3	0.0	0.0	18.6
1462	473434.32	5408444.17	265.50	0	D	A	64.4	49.5	-4.8	0.0	0.0	83.3	6.8	2.2	0.0	0.0	2.3	0.0	0.0	14.6
1462	473434.32	5408444.17	265.50	0	N	A	64.4	49.5	-4.8	0.0	0.0	83.3	6.8	2.2	0.0	0.0	2.3	0.0	0.0	14.6
1462	473434.32	5408444.17	265.50	0	E	A	64.4	49.5	-4.8	0.0	0.0	83.3	6.8	2.2	0.0	0.0	2.3	0.0	0.0	14.6
1467	473268.28	5408767.98	265.50	0	D	A	64.4	49.5	-4.8	0.0	0.0	83.7	7.0	2.1	0.0	0.0	2.3	0.0	0.0	14.1
1467	473268.28	5408767.98	265.50	0	N	A	64.4	49.5	-4.8	0.0	0.0	83.7	7.0	2.1	0.0	0.0	2.3	0.0	0.0	14.1
1467	473268.28	5408767.98	265.50	0	E	A	64.4	49.5	-4.8	0.0	0.0	83.7	7.0	2.1	0.0	0.0	2.3	0.0	0.0	14.1
2628	473543.77	5409111.83	265.50	0	D	A	64.4	48.9	-4.8	0.0	0.0	83.2	6.7	2.2	0.0	0.0	2.3	0.0	0.0	14.2
2628	473543.77	5409111.83	265.50	0	N	A	64.4	48.9	-4.8	0.0	0.0	83.2	6.7	2.2	0.0	0.0	2.3	0.0	0.0	14.2
2628	473543.77	5409111.83	265.50	0	E	A	64.4	48.9	-4.8	0.0	0.0	83.2	6.7	2.2	0.0	0.0	2.3	0.0	0.0	14.2
2633	473996.93	5409084.07	265.50	0	D	A	64.4	48.9	-4.8	0.0	0.0	82.2	6.2	2.2	0.0	0.0	2.3	0.0	0.0	15.7
2633	473996.93	5409084.07	265.50	0	N	A	64.4	48.9	-4.8	0.0	0.0	82.2	6.2	2.2	0.0	0.0	2.3	0.0	0.0	15.7
2633	473996.93	5409084.07	265.50	0	E	A	64.4	48.9	-4.8	0.0	0.0	82.2	6.2	2.2	0.0	0.0	2.3	0.0	0.0	15.7

R03 Leq, 1-hour Results for Construction (Year -1)

Area Source, ISO 9613, Name: "Mining Activity Within MZ Truck1", ID: "I0303!MZ_STAGE1_YR-1_Bottom_Truck1"																				
Nr.	X	Y	Z	Refl.	DEN	Freq.	Lw	l/a	Optime	K0	Di	Adiv	Aatm	Agr	Afol	Ahous	Abar	Cmet	RL	Lr
	(m)	(m)	(m)			(Hz)	dB(A)	dB	dB	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)
2845	473196.00	5408389.63	265.50	0	D	A	64.4	50.2	-4.8	0.0	0.0	83.8	7.0	2.1	0.0	0.0	2.3	0.0	0.0	14.7
2845	473196.00	5408389.63	265.50	0	N	A	64.4	50.2	-4.8	0.0	0.0	83.8	7.0	2.1	0.0	0.0	2.3	0.0	0.0	14.7
2845	473196.00	5408389.63	265.50	0	E	A	64.4	50.2	-4.8	0.0	0.0	83.8	7.0	2.1	0.0	0.0	2.3	0.0	0.0	14.7
2863	473029.96	5408713.44	265.50	0	D	A	64.4	50.2	-4.8	0.0	0.0	84.1	7.2	2.1	0.0	0.0	2.3	0.0	0.0	14.2
2863	473029.96	5408713.44	265.50	0	N	A	64.4	50.2	-4.8	0.0	0.0	84.1	7.2	2.1	0.0	0.0	2.3	0.0	0.0	14.2
2863	473029.96	5408713.44	265.50	0	E	A	64.4	50.2	-4.8	0.0	0.0	84.1	7.2	2.1	0.0	0.0	2.3	0.0	0.0	14.2
4281	474286.75	5408563.83	265.50	0	D	A	64.4	47.4	-4.8	0.0	0.0	81.3	5.8	2.2	0.0	0.0	2.3	0.0	0.0	15.5
4281	474286.75	5408563.83	265.50	0	N	A	64.4	47.4	-4.8	0.0	0.0	81.3	5.8	2.2	0.0	0.0	2.3	0.0	0.0	15.5
4281	474286.75	5408563.83	265.50	0	E	A	64.4	47.4	-4.8	0.0	0.0	81.3	5.8	2.2	0.0	0.0	2.3	0.0	0.0	15.5
6505	473492.30	5409180.68	265.50	0	D	A	64.4	45.6	-4.8	0.0	0.0	83.3	6.8	2.1	0.0	0.0	2.3	0.0	0.0	10.7
6505	473492.30	5409180.68	265.50	0	N	A	64.4	45.6	-4.8	0.0	0.0	83.3	6.8	2.1	0.0	0.0	2.3	0.0	0.0	10.7
6505	473492.30	5409180.68	265.50	0	E	A	64.4	45.6	-4.8	0.0	0.0	83.3	6.8	2.1	0.0	0.0	2.3	0.0	0.0	10.7
6895	473791.67	5408133.57	265.50	0	D	A	64.4	44.1	-4.8	0.0	0.0	82.5	6.4	2.2	0.0	0.0	2.3	0.0	0.0	10.4
6895	473791.67	5408133.57	265.50	0	N	A	64.4	44.1	-4.8	0.0	0.0	82.5	6.4	2.2	0.0	0.0	2.3	0.0	0.0	10.4
6895	473791.67	5408133.57	265.50	0	E	A	64.4	44.1	-4.8	0.0	0.0	82.5	6.4	2.2	0.0	0.0	2.3	0.0	0.0	10.4

Line Source, ISO 9613, Name: "LG East to EZ1 Entrance, Truck2", ID: "I0302!HAUL5AYr-1_Truck2"																				
Nr.	X	Y	Z	Refl.	DEN	Freq.	Lw	l/a	Optime	K0	Di	Adiv	Aatm	Agr	Afol	Ahous	Abar	Cmet	RL	Lr
	(m)	(m)	(m)			(Hz)	dB(A)	dB	dB	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)
1167	474844.40	5409397.05	281.94	0	DEN	A	88.5	25.8	0.0	0.0	0.0	80.2	2.6	2.6	0.0	0.0	1.6	0.0	0.0	27.2
1432	474960.71	5408520.21	282.00	0	DEN	A	88.5	24.6	0.0	0.0	0.0	79.3	2.4	2.6	0.0	0.0	1.7	0.0	0.0	27.1
1588	475032.29	5408878.10	281.21	0	DEN	A	88.5	23.6	0.0	0.0	0.0	79.2	2.4	2.6	0.0	0.0	1.7	0.0	0.0	26.2
1712	474531.24	5409575.99	282.40	0	DEN	A	88.5	25.3	0.0	0.0	0.0	81.2	2.8	2.6	0.0	0.0	1.6	0.0	0.0	25.5
1863	475077.03	5409227.05	281.31	0	DEN	A	88.5	23.1	0.0	0.0	0.0	79.3	2.4	2.6	0.0	0.0	1.7	0.0	0.0	25.5
1879	475121.76	5409057.05	281.12	0	DEN	A	88.5	22.6	0.0	0.0	0.0	79.0	2.3	2.6	0.0	0.0	1.7	0.0	0.0	25.4
2466	474262.82	5410229.15	281.56	0	DEN	A	88.5	24.8	0.0	0.0	0.0	82.5	3.1	2.6	0.0	0.0	1.6	0.0	0.0	23.4
2663	474969.66	5408726.00	281.27	0	DEN	A	88.5	21.0	0.0	0.0	0.0	79.3	2.4	2.6	0.0	0.0	1.7	0.0	0.0	23.5
2685	474325.45	5409754.94	282.51	0	DEN	A	88.5	23.4	0.0	0.0	0.0	81.9	3.0	2.6	0.0	0.0	1.6	0.0	0.0	22.8
2840	474262.82	5409960.73	282.01	0	DEN	A	88.5	23.7	0.0	0.0	0.0	82.2	3.1	2.6	0.0	0.0	1.6	0.0	0.0	22.6
2939	474262.82	5410497.57	281.58	0	DEN	A	88.5	23.7	0.0	0.0	0.0	82.9	3.2	2.5	0.0	0.0	1.7	0.0	0.0	21.8

Point Source, ISO 9613, Name: "Roadstone Vibrating Screens", ID: "I01!RoadstoneScreens"																				
Nr.	X	Y	Z	Refl.	DEN	Freq.	Lw	l/a	Optime	K0	Di	Adiv	Aatm	Agr	Afol	Ahous	Abar	Cmet	RL	Lr
	(m)	(m)	(m)			(Hz)	dB(A)	dB	dB	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)
1172	474236.64	5407406.28	277.00	0	DEN	A	116.3	0.0	0.0	0.0	0.0	81.7	6.9	1.5	0.0	0.0	2.7	0.0	0.0	23.5

Area Source, ISO 9613, Name: "Proces Plant Construction Area 2", ID: "I0303!ProcessPlantConstruction2"																				
Nr.	X	Y	Z	Refl.	DEN	Freq.	Lw	l/a	Optime	K0	Di	Adiv	Aatm	Agr	Afol	Ahous	Abar	Cmet	RL	Lr
	(m)	(m)	(m)			(Hz)	dB(A)	dB	dB	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)
1207	474160.00	5407357.07	273.50	0	DEN	A	59.0	50.4	0.0	0.0	0.0	82.0	11.3	-0.8	0.0	0.0	4.2	0.0	0.0	12.8
1213	473752.53	5407352.16	272.83	0	DEN	A	59.0	50.4	0.0	0.0	0.0	82.9	12.2	-0.8	0.0	0.0	4.1	0.0	0.0	11.0
2470	474363.73	5407569.46	274.66	0	DEN	A	59.0	52.5	0.0	0.0	0.0	81.3	10.7	-0.8	0.0	0.0	4.2	0.0	0.0	16.1

Area Source, ISO 9613, Name: "SandAndTillImpoundmentYr-1", ID: "I0303!SandAndTillImpoundmentYr-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)
1236	474397.36	5411508.67	298.00	0	DEN	A	55.2	53.3	0.0	0.0	0.0	84.0	9.3	1.8	0.0	0.0	2.5	0.0	0.0	11.0

Area Source, ISO 9613, Name: "ClayImpoundmentYr-1Truck2", ID: "I0303!ClayImpoundmentYr-1Truck2"																				
Nr.	X	Y	Z	Refl.	DEN	Freq.	Lw	l/a	Optime	K0	Di	Adiv	Aatm	Agr	Afol	Ahous	Abar	Cmet	RL	Lr
	(m)	(m)	(m)			(Hz)	dB(A)	dB	dB	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)
1405	475379.90	5411423.81	303.90	0	D	A	64.2	52.8	-7.8	0.0	0.0	82.5	3.1	2.6	0.0	0.0	1.6	0.0	0.0	19.4
1405	475379.90	5411423.81	303.90	0	N	A	64.2	52.8	-7.8	0.0	0.0	82.5	3.1	2.6	0.0	0.0	1.6	0.0	0.0	19.4
1405	475379.90	5411423.81	303.90	0	E	A	64.2	52.8	-7.8	0.0	0.0	82.5	3.1	2.6	0.0	0.0	1.6	0.0	0.0	19.4
1411	475069.80	5411216.40	303.90	0	D	A	64.2	52.8	-7.8	0.0	0.0	82.5	3.1	2.6	0.0	0.0	0.0	0.0	0.0	21.0
1411	475069.80	5411216.40	303.90	0	N	A	64.2	52.8	-7.8	0.0	0.0	82.5	3.1	2.6	0.0	0.0	0.0	0.0	0.0	21.0
1411	475069.80	5411216.40	303.90	0	E	A	64.2	52.8	-7.8	0.0	0.0	82.5	3.1	2.6	0.0	0.0	0.0	0.0	0.0	21.0
1417	475329.59	5411799.38	303.90	0	D	A	64.2	49.8	-7.8	0.0	0.0	83.2	3.3	2.5	0.0	0.0	1.7	0.0	0.0	15.5
1417	475329.59	5411799.38	303.90	0	N	A	64.2	49.8	-7.8	0.0	0.0	83.2	3.3	2.5	0.0	0.0	1.7	0.0	0.0	15.5
1417	475329.59	5411799.38	303.90	0	E	A	64.2	49.8	-7.8	0.0	0.0	83.2	3.3	2.5	0.0	0.0	1.7	0.0	0.0	15.5
1422	475019.48	5411591.98	303.90	0	D	A	64.2	49.8	-7.8	0.0	0.0	83.3	3.3	2.5	0.0	0.0	1.7	0.0	0.0	15.4
1422	475019.48	5411591.98	303.90	0	N	A	64.2	49.8	-7.8	0.0	0.0	83.3	3.3	2.5	0.0	0.0	1.7	0.0	0.0	15.4
1422	475019.48	5411591.98	303.90	0	E	A	64.2	49.8	-7.8	0.0	0.0	83.3	3.3	2.5	0.0	0.0	1.7	0.0	0.0	15.4

R03 Leq, 1-hour Results for Construction (Year -1)

Area Source, ISO 9613, Name: "ClayImpoundmentYr-1Truck2", ID: "I0303!ClayImpoundmentYr-1Truck2"																				
Nr.	X	Y	Z	Ref.	DEN	Freq.	Lw	l/a	Optime	K0	Di	Adiv	Aatm	Agr	Afol	Ahous	Abar	Cmet	RL	Lr
	(m)	(m)	(m)			(Hz)	dB(A)	dB	dB	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	dB(A)
1427	475554.46	5412222.60	303.90	0	D	A	64.2	52.8	-7.8	0.0	0.0	83.8	3.5	2.5	0.0	0.0	0.0	0.0	0.0	19.5
1427	475554.46	5412222.60	303.90	0	N	A	64.2	52.8	-7.8	0.0	0.0	83.8	3.5	2.5	0.0	0.0	0.0	0.0	0.0	19.5
1427	475554.46	5412222.60	303.90	0	E	A	64.2	52.8	-7.8	0.0	0.0	83.8	3.5	2.5	0.0	0.0	0.0	0.0	0.0	19.5
1724	474866.25	5412266.06	303.90	0	D	A	64.2	53.4	-7.8	0.0	0.0	84.5	3.7	2.5	0.0	0.0	1.7	0.0	0.0	17.5
1724	474866.25	5412266.06	303.90	0	N	A	64.2	53.4	-7.8	0.0	0.0	84.5	3.7	2.5	0.0	0.0	1.7	0.0	0.0	17.5
1724	474866.25	5412266.06	303.90	0	E	A	64.2	53.4	-7.8	0.0	0.0	84.5	3.7	2.5	0.0	0.0	1.7	0.0	0.0	17.5
1727	474865.04	5411747.54	303.90	0	D	A	64.2	53.4	-7.8	0.0	0.0	83.7	3.5	2.5	0.0	0.0	1.7	0.0	0.0	18.5
1727	474865.04	5411747.54	303.90	0	N	A	64.2	53.4	-7.8	0.0	0.0	83.7	3.5	2.5	0.0	0.0	1.7	0.0	0.0	18.5
1727	474865.04	5411747.54	303.90	0	E	A	64.2	53.4	-7.8	0.0	0.0	83.7	3.5	2.5	0.0	0.0	1.7	0.0	0.0	18.5
1732	475056.21	5412529.52	303.90	0	D	A	64.2	53.4	-7.8	0.0	0.0	84.7	3.8	2.5	0.0	0.0	1.7	0.0	0.0	17.2
1732	475056.21	5412529.52	303.90	0	N	A	64.2	53.4	-7.8	0.0	0.0	84.7	3.8	2.5	0.0	0.0	1.7	0.0	0.0	17.2
1732	475056.21	5412529.52	303.90	0	E	A	64.2	53.4	-7.8	0.0	0.0	84.7	3.8	2.5	0.0	0.0	1.7	0.0	0.0	17.2
1736	475434.93	5412537.92	303.90	0	D	A	64.2	53.4	-7.8	0.0	0.0	84.4	3.7	2.5	0.0	0.0	1.7	0.0	0.0	17.7
1736	475434.93	5412537.92	303.90	0	N	A	64.2	53.4	-7.8	0.0	0.0	84.4	3.7	2.5	0.0	0.0	1.7	0.0	0.0	17.7
1736	475434.93	5412537.92	303.90	0	E	A	64.2	53.4	-7.8	0.0	0.0	84.4	3.7	2.5	0.0	0.0	1.7	0.0	0.0	17.7
1741	476139.83	5414568.00	303.90	0	D	A	64.2	47.9	-7.8	0.0	0.0	87.1	4.6	2.3	0.0	0.0	0.0	0.0	0.0	10.4
1741	476139.83	5414568.00	303.90	0	N	A	64.2	47.9	-7.8	0.0	0.0	87.1	4.6	2.3	0.0	0.0	0.0	0.0	0.0	10.4
1741	476139.83	5414568.00	303.90	0	E	A	64.2	47.9	-7.8	0.0	0.0	87.1	4.6	2.3	0.0	0.0	0.0	0.0	0.0	10.4
1818	476031.15	5413445.93	303.90	0	D	A	64.2	47.9	-7.8	0.0	0.0	85.5	4.0	2.4	0.0	0.0	1.7	0.0	0.0	10.7
1818	476031.15	5413445.93	303.90	0	N	A	64.2	47.9	-7.8	0.0	0.0	85.5	4.0	2.4	0.0	0.0	1.7	0.0	0.0	10.7
1818	476031.15	5413445.93	303.90	0	E	A	64.2	47.9	-7.8	0.0	0.0	85.5	4.0	2.4	0.0	0.0	1.7	0.0	0.0	10.7
1827	475903.33	5412885.20	303.90	0	D	A	64.2	44.9	-7.8	0.0	0.0	84.6	3.7	2.5	0.0	0.0	0.0	0.0	0.0	10.5
1827	475903.33	5412885.20	303.90	0	N	A	64.2	44.9	-7.8	0.0	0.0	84.6	3.7	2.5	0.0	0.0	0.0	0.0	0.0	10.5
1827	475903.33	5412885.20	303.90	0	E	A	64.2	44.9	-7.8	0.0	0.0	84.6	3.7	2.5	0.0	0.0	0.0	0.0	0.0	10.5
1831	476067.37	5413819.95	303.90	0	D	A	64.2	47.9	-7.8	0.0	0.0	86.0	4.2	2.4	0.0	0.0	0.0	0.0	0.0	11.7
1831	476067.37	5413819.95	303.90	0	N	A	64.2	47.9	-7.8	0.0	0.0	86.0	4.2	2.4	0.0	0.0	0.0	0.0	0.0	11.7
1831	476067.37	5413819.95	303.90	0	E	A	64.2	47.9	-7.8	0.0	0.0	86.0	4.2	2.4	0.0	0.0	0.0	0.0	0.0	11.7
1843	476160.50	5412884.09	303.90	0	D	A	64.2	47.9	-7.8	0.0	0.0	84.5	3.7	2.5	0.0	0.0	0.0	0.0	0.0	13.7
1843	476160.50	5412884.09	303.90	0	N	A	64.2	47.9	-7.8	0.0	0.0	84.5	3.7	2.5	0.0	0.0	0.0	0.0	0.0	13.7
1843	476160.50	5412884.09	303.90	0	E	A	64.2	47.9	-7.8	0.0	0.0	84.5	3.7	2.5	0.0	0.0	0.0	0.0	0.0	13.7
1847	476123.25	5413258.44	303.90	0	D	A	64.2	47.9	-7.8	0.0	0.0	85.1	3.9	2.4	0.0	0.0	0.0	0.0	0.0	12.9
1847	476123.25	5413258.44	303.90	0	N	A	64.2	47.9	-7.8	0.0	0.0	85.1	3.9	2.4	0.0	0.0	0.0	0.0	0.0	12.9
1847	476123.25	5413258.44	303.90	0	E	A	64.2	47.9	-7.8	0.0	0.0	85.1	3.9	2.4	0.0	0.0	0.0	0.0	0.0	12.9
1851	476032.17	5412697.56	303.90	0	D	A	64.2	50.9	-7.8	0.0	0.0	84.2	3.6	2.5	0.0	0.0	0.0	0.0	0.0	17.0
1851	476032.17	5412697.56	303.90	0	N	A	64.2	50.9	-7.8	0.0	0.0	84.2	3.6	2.5	0.0	0.0	0.0	0.0	0.0	17.0
1851	476032.17	5412697.56	303.90	0	E	A	64.2	50.9	-7.8	0.0	0.0	84.2	3.6	2.5	0.0	0.0	0.0	0.0	0.0	17.0
2436	475758.90	5411430.30	303.90	0	D	A	64.2	49.5	-7.8	0.0	0.0	82.0	3.0	2.6	0.0	0.0	0.0	0.0	0.0	18.3
2436	475758.90	5411430.30	303.90	0	N	A	64.2	49.5	-7.8	0.0	0.0	82.0	3.0	2.6	0.0	0.0	0.0	0.0	0.0	18.3
2436	475758.90	5411430.30	303.90	0	E	A	64.2	49.5	-7.8	0.0	0.0	82.0	3.0	2.6	0.0	0.0	0.0	0.0	0.0	18.3
2439	475758.20	5411970.67	303.90	0	D	A	64.2	49.5	-7.8	0.0	0.0	83.1	3.3	2.5	0.0	0.0	0.0	0.0	0.0	17.0
2439	475758.20	5411970.67	303.90	0	N	A	64.2	49.5	-7.8	0.0	0.0	83.1	3.3	2.5	0.0	0.0	0.0	0.0	0.0	17.0
2439	475758.20	5411970.67	303.90	0	E	A	64.2	49.5	-7.8	0.0	0.0	83.1	3.3	2.5	0.0	0.0	0.0	0.0	0.0	17.0
2443	475613.53	5411159.53	303.90	0	D	A	64.2	52.5	-7.8	0.0	0.0	81.6	2.9	2.6	0.0	0.0	0.0	0.0	0.0	21.8
2443	475613.53	5411159.53	303.90	0	N	A	64.2	52.5	-7.8	0.0	0.0	81.6	2.9	2.6	0.0	0.0	0.0	0.0	0.0	21.8
2443	475613.53	5411159.53	303.90	0	E	A	64.2	52.5	-7.8	0.0	0.0	81.6	2.9	2.6	0.0	0.0	0.0	0.0	0.0	21.8
5445	474853.73	5411062.57	303.90	0	D	A	64.2	49.3	-7.8	0.0	0.0	82.6	3.2	2.5	0.0	0.0	1.7	0.0	0.0	15.7
5445	474853.73	5411062.57	303.90	0	N	A	64.2	49.3	-7.8	0.0	0.0	82.6	3.2	2.5	0.0	0.0	1.7	0.0	0.0	15.7
5445	474853.73	5411062.57	303.90	0	E	A	64.2	49.3	-7.8	0.0	0.0	82.6	3.2	2.5	0.0	0.0	1.7	0.0	0.0	15.7
6076	475749.80	5412387.98	303.90	0	D	A	64.2	45.9	-7.8	0.0	0.0	83.9	3.5	2.5	0.0	0.0	0.0	0.0	0.0	12.4
6076	475749.80	5412387.98	303.90	0	N	A	64.2	45.9	-7.8	0.0	0.0	83.9	3.5	2.5	0.0	0.0	0.0	0.0	0.0	12.4
6076	475749.80	5412387.98	303.90	0	E	A	64.2	45.9	-7.8	0.0	0.0	83.9	3.5	2.5	0.0	0.0	0.0	0.0	0.0	12.4
6083	475682.66	5412019.42	303.90	0	D	A	64.2	42.8	-7.8	0.0	0.0	83.3	3.3	2.5	0.0	0.0	0.0	0.0	0.0	10.1
6083	475682.66	5412019.42	303.90	0	N	A	64.2	42.8	-7.8	0.0	0.0	83.3	3.3	2.5	0.0	0.0	0.0	0.0	0.0	10.1
6083	475682.66	5412019.42	303.90	0	E	A	64.2	42.8	-7.8	0.0	0.0	83.3	3.3	2.5	0.0	0.0	0.0	0.0	0.0	10.1

Line Source, ISO 9613, Name: "GraderYr-1", ID: "I0302!GraderYr-1"																				
Nr.	X	Y	Z	Ref.	DEN	Freq.	Lw	l/a	Optime	K0	Di	Adiv	Aatm	Agr	Afol	Ahous	Abar	Cmet	RL	Lr
	(m)	(m)	(m)			(Hz)	dB(A)	dB	dB	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	dB(A)
1442	475352.45	5407102.00	276.35	0	DEN	A	74.8	27.5	0.0	0.0	0.0	79.1	6.6	1.8	0.0	0.0	2.6	0.0	0.0	12.1
1447	475908.99	5407095.30	276.85	0	DEN	A	74.8	27.5	0.0	0.0	0.0	77.3	5.8	1.6	0.0	0.0	2.8	0.0	0.0	14.7
1452	476465.53	5407088.59	277.35	0	DEN	A	74.8	27.5	0.0	0.0	0.0	75.4	5.1	1.4	0.0	0.0	3.0	0.0	0.0	17.4
1855	476742.73	5406661.61	277.88	0	DEN	A	74.8	29.3	0.0	0.0	0.0	76.5	5.5	1.5	0.0	0.0	2.9	0.0	0.0	17.7
1859	476740.60	5405814.34	278.45	0	DEN	A	74.8	29.3	0.0	0.0	0.0	79.5	6.8	1.9	0.0	0.0	2.6	0.0	0.0	13.2

Line Source, ISO 9613, Name: "GraderYr-1", ID: "I0302!GraderYr-1"																				
Nr.	X	Y	Z	Ref.	DEN	Freq.	Lw	l/a	Optime	K0	Di	Adiv	Aatm	Agr	Afol	Ahous	Abar	Cmet	RL	Lr
	(m)	(m)	(m)			(Hz)	dB(A)	dB	dB	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	dB(A)
3190	476364.87	5405396.57	278.67	0	DEN	A	74.8	28.7	0.0	0.0	0.0	81.1	7.7	2.1	0.0	0.0	2.4	0.0	0.0	10.3
6200	474693.74	5409488.09	280.71	0	DEN	A	74.8	28.3	0.0	0.0	0.0	80.7	7.5	2.0	0.0	0.0	2.5	0.0	0.0	10.5
6473	474511.27	5407485.57	276.76	0	DEN	A	74.8	29.1	0.0	0.0	0.0	81.0	7.6	2.1	0.0	0.0	2.4	0.0	0.0	10.8
6861	474951.55	5408565.13	281.08	0	DEN	A	74.8	26.8	0.0	0.0	0.0	79.3	6.7	1.9	0.0	0.0	2.6	0.0	0.0	11.1

Line Source, ISO 9613, Name: "EZ1 Entrance to HAUL6A, Truck3", ID: "I0302!HAUL9AYr-1_Truck3"																				
Nr.	X	Y	Z	Ref.	DEN	Freq.	Lw	l/a	Optime	K0	Di	Adiv	Aatm	Agr	Afol	Ahous	Abar	Cmet	RL	Lr
	(m)	(m)	(m)			(Hz)	dB(A)	dB	dB	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	dB(A)
1481	474972.91	5410418.01	260.00	0	D	A	87.2	26.8	0.0	0.0	0.0	81.4	2.8	2.6	0.0	0.0	1.7	0.0	0.0	25.5
1481	474972.91	5410418.01	260.00	0	N	A	87.2	26.8	0.0	0.0	0.0	81.4	2.8	2.6	0.0	0.0	1.7	0.0	0.0	25.5
1481	474972.91	5410418.01	260.00	0	E	A	87.2	26.8	0.0	0.0	0.0	81.4	2.8	2.6	0.0	0.0	1.7	0.0	0.0	25.5
2639	474437.04	5410580.67	281.91	0	D	A	87.2	25.4	0.0	0.0	0.0	82.6	3.2	2.5	0.0	0.0	1.7	0.0	0.0	22.6
2639	474437.04	5410580.67	281.91	0	N	A	87.2	25.4	0.0	0.0	0.0	82.6	3.2	2.5	0.0	0.0	1.7	0.0	0.0	22.6
2639	474437.04	5410580.67	281.91	0	E	A	87.2	25.4	0.0	0.0	0.0	82.6	3.2	2.5	0.0	0.0	1.7	0.0	0.0	22.6
5033	474661.51	5410567.07	282.20	0	D	A	87.2	20.1	0.0	0.0	0.0	82.2	3.1	2.5	0.0	0.0	1.7	0.0	0.0	17.9
5033	474661.51	5410567.07	282.20	0	N	A	87.2	20.1	0.0	0.0	0.0	82.2	3.1	2.5	0.0	0.0	1.7	0.0	0.0	17.9
5033	474661.51	5410567.07	282.20	0	E	A	87.2	20.1	0.0	0.0	0.0	82.2	3.1	2.5	0.0	0.0	1.7	0.0	0.0	17.9
6479	474737.66	5410542.39	282.34	0	D	A	87.2	17.9	0.0	0.0	0.0	82.0	3.0	2.5	0.0	0.0	1.7	0.0	0.0	15.9
6479	474737.66	5410542.39	282.34	0	N	A	87.2	17.9	0.0	0.0	0.0	82.0	3.0	2.5	0.0	0.0	1.7	0.0	0.0	15.9
6479	474737.66	5410542.39	282.34	0	E	A	87.2	17.9	0.0	0.0	0.0	82.0	3.0	2.5	0.0	0.0	1.7	0.0	0.0	15.9

Line Source, ISO 9613, Name: "MZ Entrance to Pit Ring Road, Truck2", ID: "I0302!HAUL4BYr-1_Truck2"																				
Nr.	X	Y	Z	Ref.	DEN	Freq.	Lw	l/a	Optime	K0	Di	Adiv	Aatm	Agr	Afol	Ahous	Abar	Cmet	RL	Lr
	(m)	(m)	(m)			(Hz)	dB(A)	dB	dB	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	dB(A)
1716	474593.87	5407938.63	279.76	0	DEN	A	88.5	24.5	0.0	0.0	0.0	80.5	2.6	2.6	0.0	0.0	1.6	0.0	0.0	25.6
2432	474772.82	5408081.79	282.02	0	DEN	A	88.5	22.5	0.0	0.0	0.0	79.9	2.5	2.6	0.0	0.0	1.6	0.0	0.0	24.3
2621	474915.97	5408269.69	283.59	0	DEN	A	88.5	21.5	0.0	0.0	0.0	79.4	2.4	2.6	0.0	0.0	1.7	0.0	0.0	23.8
3614	474853.34	5408180.21	283.45	0	DEN	A	88.5	19.0	0.0	0.0	0.0	79.6	2.5	2.6	0.0	0.0	1.7	0.0	0.0	21.2

Area Source, ISO 9613, Name: "SandAndTillmpoundmentYr-1Truck2", ID: "I0303!SandAndTillmpoundmentYr-1Truck2"																				
Nr.	X	Y	Z	Ref.	DEN	Freq.	Lw	l/a	Optime	K0	Di	Adiv	Aatm	Agr	Afol	Ahous	Abar	Cmet	RL	Lr
	(m)	(m)	(m)			(Hz)	dB(A)	dB	dB	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	dB(A)
1884	474397.36	5411508.67	296.40	0	D	A	60.7	53.3	-7.8	0.0	0.0	84.0	3.5	2.5	0.0	0.0	1.7	0.0	0.0	14.5
1884	474397.36	5411508.67	296.40	0	N	A	60.7	53.3	-7.8	0.0	0.0	84.0	3.5	2.5	0.0	0.0	1.7	0.0	0.0	14.5
1884	474397.36	5411508.67	296.40	0	E	A	60.7	53.3	-7.8	0.0	0.0	84.0	3.5	2.5	0.0	0.0	1.7	0.0	0.0	14.5
1888	474267.67	5411756.68	296.40	0	D	A	60.7	50.2	-7.8	0.0	0.0	84.5	3.7	2.5	0.0	0.0	1.7	0.0	0.0	10.8
1888	474267.67	5411756.68	296.40	0	N	A	60.7	50.2	-7.8	0.0	0.0	84.5	3.7	2.5	0.0	0.0	1.7	0.0	0.0	10.8
1888	474267.67	5411756.68	296.40	0	E	A	60.7	50.2	-7.8	0.0	0.0	84.5	3.7	2.5	0.0	0.0	1.7	0.0	0.0	10.8
1916	474423.44	5412183.80	296.40	0	D	A	60.7	50.2	-7.8	0.0	0.0	84.9	3.8	2.5	0.0	0.0	1.7	0.0	0.0	10.3
1916	474423.44	5412183.80	296.40	0	N	A	60.7	50.2	-7.8	0.0	0.0	84.9	3.8	2.5	0.0	0.0	1.7	0.0	0.0	10.3
1916	474423.44	5412183.80	296.40	0	E	A	60.7	50.2	-7.8	0.0	0.0	84.9	3.8	2.5	0.0	0.0	1.7	0.0	0.0	10.3
7726	474126.08	5411219.12	296.40	0	D	A	60.7	50.0	-7.8	0.0	0.0	84.0	3.5	2.5	0.0	0.0	1.7	0.0	0.0	11.3
7726	474126.08	5411219.12	296.40	0	N	A	60.7	50.0	-7.8	0.0	0.0	84.0	3.5	2.5	0.0	0.0	1.7	0.0	0.0	11.3
7726	474126.08	5411219.12	296.40	0	E	A	60.7	50.0	-7.8	0.0	0.0	84.0	3.5	2.5	0.0	0.0	1.7	0.0	0.0	11.3

Area Source, ISO 9613, Name: "Mining Activity Within MZ Truck3", ID: "I0303!MZ_STAGE1_YR-1_Bottom_Truck3"																				
Nr.	X	Y	Z	Ref.	DEN	Freq.	Lw	l/a	Optime	K0	Di	Adiv	Aatm	Agr	Afol	Ahous	Abar	Cmet	RL	Lr
	(m)	(m)	(m)			(Hz)	dB(A)	dB	dB	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	dB(A)
2395	473865.02	5408886.10	267.50	0	D	A	60.2	51.1	-4.8	0.0	0.0	82.4	3.1	2.5	0.0	0.0	1.7	0.0	0.0	16.9
2395	473865.02	5408886.10	267.50	0	N	A	60.2	51.1	-4.8	0.0	0.0	82.4	3.1	2.5	0.0	0.0	1.7	0.0	0.0	16.9
2395	473865.02	5408886.10	267.50	0	E	A	60.2	51.1	-4.8	0.0	0.0	82.4	3.1	2.5	0.0	0.0	1.7	0.0	0.0	16.9
2400	473411.85	5408913.86	267.50	0	D	A	60.2	51.1	-4.8	0.0	0.0	83.4	3.4	2.5	0.0	0.0	1.7	0.0	0.0	15.6
2400	473411.85	5408913.86	267.50	0	N	A	60.2	51.1	-4.8	0.0	0.0	83.4	3.4	2.5	0.0	0.0	1.7	0.0	0.0	15.6
2400	473411.85	5408913.86	267.50	0	E	A	60.2	51.1	-4.8	0.0	0.0	83.4	3.4	2.5	0.0	0.0	1.7	0.0	0.0	15.6
2404	474023.66	5408620.97	267.50	0	D	A	60.2	54.2	-4.8	0.0	0.0	82.0	3.0	2.5	0.0	0.0	1.7	0.0	0.0	20.4
2404	474023.66	5408620.97	267.50	0	N	A	60.2	54.2	-4.8	0.0	0.0	82.0	3.0	2.5	0.0	0.0	1.7	0.0	0.0	20.4
2404	474023.66	5408620.97	267.50	0	E	A	60.2	54.2	-4.8	0.0	0.0	82.0	3.0	2.5	0.0	0.0	1.7	0.0	0.0	20.4
2955	473736.53	5408324.92	267.50	0	D	A	60.2	52.5	-4.8	0.0	0.0	82.6	3.2	2.5	0.0	0.0	1.7	0.0	0.0	17.9
2955	473736.53	5408324.92	267.50	0	N	A	60.2	52.5	-4.8	0.0	0.0	82.6	3.2	2.5	0.0	0.0	1.7	0.0	0.0	17.9
2955	473736.53	5408324.92	267.50	0	E	A	60.2	52.5	-4.8	0.0	0.0	82.6	3.2	2.5	0.0	0.0	1.7	0.0	0.0	17.9
2959	473434.32	5408442.03	267.50	0	D	A	60.2	49.5	-4.8	0.0	0.0	83.3	3.3	2.5	0.0	0.0	1.7	0.0	0.0	14.1
2959	473434.32	5408442.03	267.50	0	N	A	60.2	49.5	-4.8	0.0	0.0	83.3	3.3	2.5	0.0	0.0	1.7	0.0	0.0	14.1
2959	473434.32	5408442.03	267.50	0	E	A	60.2	49.5	-4.8	0.0	0.0	83.3	3.3	2.5	0.0	0.0	1.7	0.0	0.0	14.1

Area Source, ISO 9613, Name: "Mining Activity Within MZ Truck3", ID: "I0303!MZ_STAGE1_YR-1_Bottom_Truck3"																				
Nr.	X	Y	Z	Refl.	DEN	Freq.	Lw	l/a	Optime	K0	Di	Adiv	Aatm	Agr	Afol	Ahous	Abar	Cmet	RL	Lr
	(m)	(m)	(m)			(Hz)	dB(A)	dB	dB	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	dB(A)
2963	473268.28	5408765.84	267.50	0	D	A	60.2	49.5	-4.8	0.0	0.0	83.7	3.5	2.5	0.0	0.0	1.7	0.0	0.0	13.6
2963	473268.28	5408765.84	267.50	0	N	A	60.2	49.5	-4.8	0.0	0.0	83.7	3.5	2.5	0.0	0.0	1.7	0.0	0.0	13.6
2963	473268.28	5408765.84	267.50	0	E	A	60.2	49.5	-4.8	0.0	0.0	83.7	3.5	2.5	0.0	0.0	1.7	0.0	0.0	13.6
4261	473543.77	5409109.69	267.50	0	D	A	60.2	48.9	-4.8	0.0	0.0	83.2	3.3	2.5	0.0	0.0	1.7	0.0	0.0	13.6
4261	473543.77	5409109.69	267.50	0	N	A	60.2	48.9	-4.8	0.0	0.0	83.2	3.3	2.5	0.0	0.0	1.7	0.0	0.0	13.6
4261	473543.77	5409109.69	267.50	0	E	A	60.2	48.9	-4.8	0.0	0.0	83.2	3.3	2.5	0.0	0.0	1.7	0.0	0.0	13.6
4266	473996.93	5409081.92	267.50	0	D	A	60.2	48.9	-4.8	0.0	0.0	82.2	3.1	2.5	0.0	0.0	1.7	0.0	0.0	14.9
4266	473996.93	5409081.92	267.50	0	N	A	60.2	48.9	-4.8	0.0	0.0	82.2	3.1	2.5	0.0	0.0	1.7	0.0	0.0	14.9
4266	473996.93	5409081.92	267.50	0	E	A	60.2	48.9	-4.8	0.0	0.0	82.2	3.1	2.5	0.0	0.0	1.7	0.0	0.0	14.9
4629	473196.00	5408387.49	267.50	0	D	A	60.2	50.2	-4.8	0.0	0.0	83.8	3.5	2.5	0.0	0.0	1.7	0.0	0.0	14.3
4629	473196.00	5408387.49	267.50	0	N	A	60.2	50.2	-4.8	0.0	0.0	83.8	3.5	2.5	0.0	0.0	1.7	0.0	0.0	14.3
4629	473196.00	5408387.49	267.50	0	E	A	60.2	50.2	-4.8	0.0	0.0	83.8	3.5	2.5	0.0	0.0	1.7	0.0	0.0	14.3
4635	473029.96	5408711.30	267.50	0	D	A	60.2	50.2	-4.8	0.0	0.0	84.1	3.6	2.5	0.0	0.0	1.7	0.0	0.0	13.8
4635	473029.96	5408711.30	267.50	0	N	A	60.2	50.2	-4.8	0.0	0.0	84.1	3.6	2.5	0.0	0.0	1.7	0.0	0.0	13.8
4635	473029.96	5408711.30	267.50	0	E	A	60.2	50.2	-4.8	0.0	0.0	84.1	3.6	2.5	0.0	0.0	1.7	0.0	0.0	13.8
7068	474286.75	5408561.69	267.50	0	D	A	60.2	47.4	-4.8	0.0	0.0	81.3	2.8	2.6	0.0	0.0	1.7	0.0	0.0	14.5
7068	474286.75	5408561.69	267.50	0	N	A	60.2	47.4	-4.8	0.0	0.0	81.3	2.8	2.6	0.0	0.0	1.7	0.0	0.0	14.5
7068	474286.75	5408561.69	267.50	0	E	A	60.2	47.4	-4.8	0.0	0.0	81.3	2.8	2.6	0.0	0.0	1.7	0.0	0.0	14.5
7950	473492.30	5409178.54	267.50	0	D	A	60.2	45.6	-4.8	0.0	0.0	83.3	3.4	2.5	0.0	0.0	1.7	0.0	0.0	10.1
7950	473492.30	5409178.54	267.50	0	N	A	60.2	45.6	-4.8	0.0	0.0	83.3	3.4	2.5	0.0	0.0	1.7	0.0	0.0	10.1
7950	473492.30	5409178.54	267.50	0	E	A	60.2	45.6	-4.8	0.0	0.0	83.3	3.4	2.5	0.0	0.0	1.7	0.0	0.0	10.1

Area Source, ISO 9613, Name: "ClayImpoundmentYr-1Truck3", ID: "I0303!ClayImpoundmentYr-1Truck3"																				
Nr.	X	Y	Z	Refl.	DEN	Freq.	Lw	l/a	Optime	K0	Di	Adiv	Aatm	Agr	Afol	Ahous	Abar	Cmet	RL	Lr
	(m)	(m)	(m)			(Hz)	dB(A)	dB	dB	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	dB(A)
2412	475379.90	5411423.81	304.00	0	D	A	61.7	52.8	-7.8	0.0	0.0	82.5	3.1	2.5	0.0	0.0	1.7	0.0	0.0	16.9
2412	475379.90	5411423.81	304.00	0	N	A	61.7	52.8	-7.8	0.0	0.0	82.5	3.1	2.5	0.0	0.0	1.7	0.0	0.0	16.9
2412	475379.90	5411423.81	304.00	0	E	A	61.7	52.8	-7.8	0.0	0.0	82.5	3.1	2.5	0.0	0.0	1.7	0.0	0.0	16.9
2417	475069.80	5411216.40	304.00	0	D	A	61.7	52.8	-7.8	0.0	0.0	82.5	3.1	2.5	0.0	0.0	0.0	0.0	0.0	18.5
2417	475069.80	5411216.40	304.00	0	N	A	61.7	52.8	-7.8	0.0	0.0	82.5	3.1	2.5	0.0	0.0	0.0	0.0	0.0	18.5
2417	475069.80	5411216.40	304.00	0	E	A	61.7	52.8	-7.8	0.0	0.0	82.5	3.1	2.5	0.0	0.0	0.0	0.0	0.0	18.5
2421	475329.59	5411799.38	304.00	0	D	A	61.7	49.8	-7.8	0.0	0.0	83.2	3.3	2.5	0.0	0.0	1.7	0.0	0.0	12.9
2421	475329.59	5411799.38	304.00	0	N	A	61.7	49.8	-7.8	0.0	0.0	83.2	3.3	2.5	0.0	0.0	1.7	0.0	0.0	12.9
2421	475329.59	5411799.38	304.00	0	E	A	61.7	49.8	-7.8	0.0	0.0	83.2	3.3	2.5	0.0	0.0	1.7	0.0	0.0	12.9
2425	475019.48	5411591.98	304.00	0	D	A	61.7	49.8	-7.8	0.0	0.0	83.3	3.3	2.5	0.0	0.0	1.7	0.0	0.0	12.9
2425	475019.48	5411591.98	304.00	0	N	A	61.7	49.8	-7.8	0.0	0.0	83.3	3.3	2.5	0.0	0.0	1.7	0.0	0.0	12.9
2425	475019.48	5411591.98	304.00	0	E	A	61.7	49.8	-7.8	0.0	0.0	83.3	3.3	2.5	0.0	0.0	1.7	0.0	0.0	12.9
2429	475554.46	5412222.60	304.00	0	D	A	61.7	52.8	-7.8	0.0	0.0	83.8	3.5	2.5	0.0	0.0	0.0	0.0	0.0	17.0
2429	475554.46	5412222.60	304.00	0	N	A	61.7	52.8	-7.8	0.0	0.0	83.8	3.5	2.5	0.0	0.0	0.0	0.0	0.0	17.0
2429	475554.46	5412222.60	304.00	0	E	A	61.7	52.8	-7.8	0.0	0.0	83.8	3.5	2.5	0.0	0.0	0.0	0.0	0.0	17.0
2667	474866.25	5412266.06	304.00	0	D	A	61.7	53.4	-7.8	0.0	0.0	84.5	3.7	2.4	0.0	0.0	1.7	0.0	0.0	15.0
2667	474866.25	5412266.06	304.00	0	N	A	61.7	53.4	-7.8	0.0	0.0	84.5	3.7	2.4	0.0	0.0	1.7	0.0	0.0	15.0
2667	474866.25	5412266.06	304.00	0	E	A	61.7	53.4	-7.8	0.0	0.0	84.5	3.7	2.4	0.0	0.0	1.7	0.0	0.0	15.0
2672	474865.04	5411747.54	304.00	0	D	A	61.7	53.4	-7.8	0.0	0.0	83.7	3.5	2.5	0.0	0.0	1.7	0.0	0.0	16.0
2672	474865.04	5411747.54	304.00	0	N	A	61.7	53.4	-7.8	0.0	0.0	83.7	3.5	2.5	0.0	0.0	1.7	0.0	0.0	16.0
2672	474865.04	5411747.54	304.00	0	E	A	61.7	53.4	-7.8	0.0	0.0	83.7	3.5	2.5	0.0	0.0	1.7	0.0	0.0	16.0
2676	475056.21	5412529.52	304.00	0	D	A	61.7	53.4	-7.8	0.0	0.0	84.7	3.8	2.4	0.0	0.0	1.7	0.0	0.0	14.7
2676	475056.21	5412529.52	304.00	0	N	A	61.7	53.4	-7.8	0.0	0.0	84.7	3.8	2.4	0.0	0.0	1.7	0.0	0.0	14.7
2676	475056.21	5412529.52	304.00	0	E	A	61.7	53.4	-7.8	0.0	0.0	84.7	3.8	2.4	0.0	0.0	1.7	0.0	0.0	14.7
2680	475434.93	5412537.92	304.00	0	D	A	61.7	53.4	-7.8	0.0	0.0	84.4	3.7	2.5	0.0	0.0	1.7	0.0	0.0	15.1
2680	475434.93	5412537.92	304.00	0	N	A	61.7	53.4	-7.8	0.0	0.0	84.4	3.7	2.5	0.0	0.0	1.7	0.0	0.0	15.1
2680	475434.93	5412537.92	304.00	0	E	A	61.7	53.4	-7.8	0.0	0.0	84.4	3.7	2.5	0.0	0.0	1.7	0.0	0.0	15.1
2816	476160.50	5412884.09	304.00	0	D	A	61.7	47.9	-7.8	0.0	0.0	84.5	3.7	2.4	0.0	0.0	0.0	0.0	0.0	11.2
2816	476160.50	5412884.09	304.00	0	N	A	61.7	47.9	-7.8	0.0	0.0	84.5	3.7	2.4	0.0	0.0	0.0	0.0	0.0	11.2
2816	476160.50	5412884.09	304.00	0	E	A	61.7	47.9	-7.8	0.0	0.0	84.5	3.7	2.4	0.0	0.0	0.0	0.0	0.0	11.2
2820	476123.25	5413258.44	304.00	0	D	A	61.7	47.9	-7.8	0.0	0.0	85.1	3.9	2.4	0.0	0.0	0.0	0.0	0.0	10.4
2820	476123.25	5413258.44	304.00	0	N	A	61.7	47.9	-7.8	0.0	0.0	85.1	3.9	2.4	0.0	0.0	0.0	0.0	0.0	10.4
2820	476123.25	5413258.44	304.00	0	E	A	61.7	47.9	-7.8	0.0	0.0	85.1	3.9	2.4	0.0	0.0	0.0	0.0	0.0	10.4
2825	476032.17	5412697.56	304.00	0	D	A	61.7	50.9	-7.8	0.0	0.0	84.2	3.6	2.5	0.0	0.0	0.0	0.0	0.0	14.5
2825	476032.17	5412697.56	304.00	0	N	A	61.7	50.9	-7.8	0.0	0.0	84.2	3.6	2.5	0.0	0.0	0.0	0.0	0.0	14.5
2825	476032.17	5412697.56	304.00	0	E	A	61.7	50.9	-7.8	0.0	0.0	84.2	3.6	2.5	0.0	0.0	0.0	0.0	0.0	14.5
3360	475758.90	5411430.30	304.00	0	D	A	61.7	49.5	-7.8	0.0	0.0	82.0	3.0	2.5	0.0	0.0	0.0	0.0	0.0	15.8
3360	475758.90	5411430.30	304.00	0	N	A	61.7	49.5	-7.8	0.0	0.0	82.0	3.0	2.5	0.0	0.0	0.0	0.0	0.0	15.8

Area Source, ISO 9613, Name: "ClayImpoundmentYr-1Truck3", ID: "I0303!ClayImpoundmentYr-1Truck3"																				
Nr.	X	Y	Z	Ref.	DEN	Freq.	Lw	l/a	Optime	K0	Di	Adiv	Aatm	Agr	Afol	Ahous	Abar	Cmet	RL	Lr
	(m)	(m)	(m)			(Hz)	dB(A)	dB	dB	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	dB(A)
3360	475758.90	5411430.30	304.00	0	E	A	61.7	49.5	-7.8	0.0	0.0	82.0	3.0	2.5	0.0	0.0	0.0	0.0	0.0	15.8
3366	475758.20	5411970.67	304.00	0	D	A	61.7	49.5	-7.8	0.0	0.0	83.1	3.3	2.5	0.0	0.0	0.0	0.0	0.0	14.5
3366	475758.20	5411970.67	304.00	0	N	A	61.7	49.5	-7.8	0.0	0.0	83.1	3.3	2.5	0.0	0.0	0.0	0.0	0.0	14.5
3366	475758.20	5411970.67	304.00	0	E	A	61.7	49.5	-7.8	0.0	0.0	83.1	3.3	2.5	0.0	0.0	0.0	0.0	0.0	14.5
3371	475613.53	5411159.53	304.00	0	D	A	61.7	52.5	-7.8	0.0	0.0	81.6	2.9	2.6	0.0	0.0	0.0	0.0	0.0	19.3
3371	475613.53	5411159.53	304.00	0	N	A	61.7	52.5	-7.8	0.0	0.0	81.6	2.9	2.6	0.0	0.0	0.0	0.0	0.0	19.3
3371	475613.53	5411159.53	304.00	0	E	A	61.7	52.5	-7.8	0.0	0.0	81.6	2.9	2.6	0.0	0.0	0.0	0.0	0.0	19.3
7074	474853.73	5411062.57	304.00	0	D	A	61.7	49.3	-7.8	0.0	0.0	82.6	3.2	2.5	0.0	0.0	1.7	0.0	0.0	13.2
7074	474853.73	5411062.57	304.00	0	N	A	61.7	49.3	-7.8	0.0	0.0	82.6	3.2	2.5	0.0	0.0	1.7	0.0	0.0	13.2
7074	474853.73	5411062.57	304.00	0	E	A	61.7	49.3	-7.8	0.0	0.0	82.6	3.2	2.5	0.0	0.0	1.7	0.0	0.0	13.2

Line Source, ISO 9613, Name: "LG East to EZ1 Entrance, Truck1", ID: "I0302!HAUL5AYr-1_Truck1"																				
Nr.	X	Y	Z	Ref.	DEN	Freq.	Lw	l/a	Optime	K0	Di	Adiv	Aatm	Agr	Afol	Ahous	Abar	Cmet	RL	Lr
	(m)	(m)	(m)			(Hz)	dB(A)	dB	dB	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	dB(A)
2446	474844.40	5409397.05	280.04	0	DEN	A	84.9	25.8	0.0	0.0	0.0	80.2	5.3	2.2	0.0	0.0	2.4	0.0	0.0	20.6
2644	474960.71	5408520.21	280.10	0	DEN	A	84.9	24.6	0.0	0.0	0.0	79.3	4.9	2.2	0.0	0.0	2.4	0.0	0.0	20.7
2914	475032.29	5408878.10	279.31	0	DEN	A	84.9	23.6	0.0	0.0	0.0	79.2	4.9	2.2	0.0	0.0	2.4	0.0	0.0	19.8
2919	474531.24	5409575.99	280.50	0	DEN	A	84.9	25.3	0.0	0.0	0.0	81.2	5.8	2.2	0.0	0.0	2.3	0.0	0.0	18.6
3172	475077.03	5409227.05	279.41	0	DEN	A	84.9	23.1	0.0	0.0	0.0	79.3	5.0	2.2	0.0	0.0	2.4	0.0	0.0	19.1
3377	475121.76	5409057.05	279.22	0	DEN	A	84.9	22.6	0.0	0.0	0.0	79.0	4.8	2.2	0.0	0.0	2.4	0.0	0.0	19.0
3839	474262.82	5410229.15	279.66	0	DEN	A	84.9	24.8	0.0	0.0	0.0	82.5	6.4	2.2	0.0	0.0	2.3	0.0	0.0	16.3
3895	474969.66	5408726.00	279.37	0	DEN	A	84.9	21.0	0.0	0.0	0.0	79.3	5.0	2.2	0.0	0.0	2.4	0.0	0.0	17.1
3901	474325.45	5409754.94	280.61	0	DEN	A	84.9	23.4	0.0	0.0	0.0	81.9	6.1	2.2	0.0	0.0	2.3	0.0	0.0	15.8
3994	474262.82	5409960.73	280.11	0	DEN	A	84.9	23.7	0.0	0.0	0.0	82.2	6.2	2.2	0.0	0.0	2.3	0.0	0.0	15.6
4479	474262.82	5410497.57	279.68	0	DEN	A	84.9	23.7	0.0	0.0	0.0	82.9	6.5	2.2	0.0	0.0	2.3	0.0	0.0	14.7

Line Source, ISO 9613, Name: "MZ1A Entrance to Pit Ring Road, Truck2", ID: "I0302!HAUL3AYr-1_Truck2"																				
Nr.	X	Y	Z	Ref.	DEN	Freq.	Lw	l/a	Optime	K0	Di	Adiv	Aatm	Agr	Afol	Ahous	Abar	Cmet	RL	Lr
	(m)	(m)	(m)			(Hz)	dB(A)	dB	dB	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	dB(A)
2602	474397.03	5407849.16	278.61	0	DEN	A	88.5	23.1	0.0	0.0	0.0	81.1	2.8	2.6	0.0	0.0	1.6	0.0	0.0	23.5
3159	474135.88	5408147.02	274.90	0	DEN	A	88.5	22.1	0.0	0.0	0.0	81.7	2.9	2.6	0.0	0.0	1.6	0.0	0.0	21.8
3178	474227.03	5407849.16	278.51	0	DEN	A	88.5	21.8	0.0	0.0	0.0	81.5	2.9	2.6	0.0	0.0	1.6	0.0	0.0	21.7
3794	474128.61	5407929.69	279.46	0	DEN	A	88.5	20.8	0.0	0.0	0.0	81.7	2.9	2.6	0.0	0.0	1.6	0.0	0.0	20.4
4015	474098.06	5408030.30	281.22	0	DEN	A	88.5	19.7	0.0	0.0	0.0	81.8	3.0	2.6	0.0	0.0	1.6	0.0	0.0	19.2

Line Source, ISO 9613, Name: "Haul1 Around TMF Perimeter - 1Way, Truck3", ID: "I0302!HAUL2AYr-1_Truck3"																				
Nr.	X	Y	Z	Ref.	DEN	Freq.	Lw	l/a	Optime	K0	Di	Adiv	Aatm	Agr	Afol	Ahous	Abar	Cmet	RL	Lr
	(m)	(m)	(m)			(Hz)	dB(A)	dB	dB	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	dB(A)
2605	474798.82	5407110.90	277.25	0	DEN	A	71.9	27.4	0.0	0.0	0.0	80.6	2.7	2.6	0.0	0.0	1.7	0.0	0.0	11.8
2608	475352.73	5407103.56	277.75	0	DEN	A	71.9	27.4	0.0	0.0	0.0	79.1	2.3	2.6	0.0	0.0	1.7	0.0	0.0	13.6
2611	475906.65	5407096.22	278.25	0	DEN	A	71.9	27.4	0.0	0.0	0.0	77.3	2.0	2.6	0.0	0.0	1.7	0.0	0.0	15.7
2614	476460.57	5407088.89	278.75	0	DEN	A	71.9	27.4	0.0	0.0	0.0	75.5	1.7	2.6	0.0	0.0	1.7	0.0	0.0	17.8
2884	476739.06	5406664.20	279.27	0	DEN	A	71.9	29.3	0.0	0.0	0.0	76.5	1.9	2.6	0.0	0.0	1.7	0.0	0.0	18.5
2888	476742.13	5405822.17	279.80	0	DEN	A	71.9	29.3	0.0	0.0	0.0	79.5	2.4	2.6	0.0	0.0	1.7	0.0	0.0	14.9
4452	476370.83	5405406.57	280.07	0	DEN	A	71.9	28.7	0.0	0.0	0.0	81.0	2.8	2.6	0.0	0.0	1.7	0.0	0.0	12.5
4457	475625.18	5405417.40	280.06	0	DEN	A	71.9	28.7	0.0	0.0	0.0	81.9	3.0	2.5	0.0	0.0	1.7	0.0	0.0	11.5
4462	474879.52	5405428.22	280.06	0	DEN	A	71.9	28.7	0.0	0.0	0.0	83.0	3.3	2.5	0.0	0.0	1.7	0.0	0.0	10.2

Line Source, ISO 9613, Name: "Pit Ring Road to Clay Impoundment, Truck2", ID: "I0302!HAUL8AYr-1_Truck2"																				
Nr.	X	Y	Z	Ref.	DEN	Freq.	Lw	l/a	Optime	K0	Di	Adiv	Aatm	Agr	Afol	Ahous	Abar	Cmet	RL	Lr
	(m)	(m)	(m)			(Hz)	dB(A)	dB	dB	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	dB(A)
2618	474396.36	5410947.18	292.46	0	DEN	A	88.0	25.8	0.0	0.0	0.0	83.2	3.3	2.5	0.0	0.0	1.7	0.0	0.0	23.1

Line Source, ISO 9613, Name: "LG East to EZ1 Entrance, Truck3", ID: "I0302!HAUL5AYr-1_Truck3"																				
Nr.	X	Y	Z	Ref.	DEN	Freq.	Lw	l/a	Optime	K0	Di	Adiv	Aatm	Agr	Afol	Ahous	Abar	Cmet	RL	Lr
	(m)	(m)	(m)			(Hz)	dB(A)	dB	dB	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	dB(A)
2693	474844.40	5409397.05	282.04	0	DEN	A	83.9	25.8	0.0	0.0	0.0	80.2	2.6	2.6	0.0	0.0	1.7	0.0	0.0	22.7
2968	474960.71	5408520.21	282.10	0	DEN	A	83.9	24.6	0.0	0.0	0.0	79.3	2.4	2.6	0.0	0.0	1.7	0.0	0.0	22.6
3382	475032.29	5408878.10	281.31	0	DEN	A	83.9	23.6	0.0	0.0	0.0	79.2	2.4	2.6	0.0	0.0	1.7	0.0	0.0	21.7
3400	474531.24	5409575.99	282.50	0	DEN	A	83.9	25.3	0.0	0.0	0.0	81.2	2.8	2.6	0.0	0.0	1.7	0.0	0.0	20.9
3608	475077.03	5409227.05	281.41	0	DEN	A	83.9	23.1	0.0	0.0	0.0	79.3	2.4	2.6	0.0	0.0	1.7	0.0	0.0	21.0
3804	475121.76	5409057.05	281.22	0	DEN	A	83.9	22.6	0.0	0.0	0.0	79.0	2.3	2.6	0.0	0.0	1.7	0.0	0.0	20.9
4020	474262.82	5410229.15	281.66	0	DEN	A	83.9	24.8	0.0	0.0	0.0	82.5	3.1	2.5	0.0	0.0	1.7	0.0	0.0	18.9

Line Source, ISO 9613, Name: "LG East to EZ1 Entrance, Truck3", ID: "!0302!HAUL5AYr-1_Truck3"																				
Nr.	X	Y	Z	Refl.	DEN	Freq.	Lw	l/a	Optime	K0	Di	Adiv	Aatm	Agr	Afol	Ahous	Abar	Cmet	RL	Lr
	(m)	(m)	(m)			(Hz)	dB(A)	dB	dB	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	dB(A)
4576	474969.66	5408726.00	281.37	0	DEN	A	83.9	21.0	0.0	0.0	0.0	79.3	2.4	2.6	0.0	0.0	1.7	0.0	0.0	19.0
4581	474325.45	5409754.94	282.61	0	DEN	A	83.9	23.4	0.0	0.0	0.0	81.9	3.0	2.5	0.0	0.0	1.7	0.0	0.0	18.2
4717	474262.82	5409960.73	282.11	0	DEN	A	83.9	23.7	0.0	0.0	0.0	82.2	3.1	2.5	0.0	0.0	1.7	0.0	0.0	18.1
5331	474262.82	5410497.57	281.68	0	DEN	A	83.9	23.7	0.0	0.0	0.0	82.9	3.2	2.5	0.0	0.0	1.7	0.0	0.0	17.3

Line Source, ISO 9613, Name: "Entrance, Past Plant to Haul1, Cars", ID: "!0302!ACCESSABYr-1_LightVehicles"																				
Nr.	X	Y	Z	Refl.	DEN	Freq.	Lw	l/a	Optime	K0	Di	Adiv	Aatm	Agr	Afol	Ahous	Abar	Cmet	RL	Lr
	(m)	(m)	(m)			(Hz)	dB(A)	dB	dB	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	dB(A)
2877	474157.48	5407450.72	273.36	0	DEN	A	76.5	28.2	0.0	0.0	0.0	81.9	7.0	2.7	0.0	0.0	2.9	0.0	0.0	10.3

Area Source, ISO 9613, Name: "Proces Plant Construction Area 6", ID: "!0303!ProcessPlantConstruction6"																				
Nr.	X	Y	Z	Refl.	DEN	Freq.	Lw	l/a	Optime	K0	Di	Adiv	Aatm	Agr	Afol	Ahous	Abar	Cmet	RL	Lr
	(m)	(m)	(m)			(Hz)	dB(A)	dB	dB	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	dB(A)
4276	474363.73	5407569.46	275.96	0	DEN	A	54.2	52.5	0.0	0.0	0.0	81.3	8.4	1.7	0.0	0.0	2.7	0.0	0.0	12.5

Line Source, ISO 9613, Name: "MZ Entrance to Pit Ring Road, Truck1", ID: "!0302!HAUL4ABYr-1_Truck1"																				
Nr.	X	Y	Z	Refl.	DEN	Freq.	Lw	l/a	Optime	K0	Di	Adiv	Aatm	Agr	Afol	Ahous	Abar	Cmet	RL	Lr
	(m)	(m)	(m)			(Hz)	dB(A)	dB	dB	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	dB(A)
2950	474593.87	5407938.63	277.86	0	DEN	A	84.9	24.5	0.0	0.0	0.0	80.5	5.4	2.2	0.0	0.0	2.4	0.0	0.0	18.9
3635	474772.82	5408081.79	280.12	0	DEN	A	84.9	22.5	0.0	0.0	0.0	79.9	5.2	2.2	0.0	0.0	2.4	0.0	0.0	17.7
3868	474915.97	5408269.69	281.69	0	DEN	A	84.9	21.5	0.0	0.0	0.0	79.4	5.0	2.2	0.0	0.0	2.4	0.0	0.0	17.4
5425	474853.34	5408180.21	281.55	0	DEN	A	84.9	19.0	0.0	0.0	0.0	79.6	5.1	2.2	0.0	0.0	2.4	0.0	0.0	14.6

Area Source, ISO 9613, Name: "Mining Activity At Top of MZ", ID: "!0303!MZ_STAGE1_YR-1_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)
3184	474512.45	5408739.79	281.15	0	DEN	A	71.7	37.8	0.0	0.0	0.0	80.7	10.0	0.6	0.0	0.0	3.6	0.0	0.0	14.6
3560	473613.25	5409365.95	281.15	0	DEN	A	71.7	39.1	0.0	0.0	0.0	83.2	12.3	1.0	0.0	0.0	3.3	0.0	0.0	11.0
3639	474272.53	5408186.35	280.71	0	DEN	A	71.7	37.0	0.0	0.0	0.0	81.3	10.5	0.7	0.0	0.0	3.6	0.0	0.0	12.7
3862	474207.66	5408116.79	280.56	0	DEN	A	71.7	36.5	0.0	0.0	0.0	81.5	10.7	0.7	0.0	0.0	3.5	0.0	0.0	11.8
4032	474492.48	5408583.36	281.18	0	DEN	A	71.7	35.3	0.0	0.0	0.0	80.7	10.0	0.6	0.0	0.0	3.6	0.0	0.0	12.1
4049	474064.30	5409330.69	281.32	0	DEN	A	71.7	36.5	0.0	0.0	0.0	82.2	11.3	0.8	0.0	0.0	3.4	0.0	0.0	10.5
4519	474283.64	5409238.25	281.30	0	DEN	A	71.7	35.4	0.0	0.0	0.0	81.6	10.8	0.7	0.0	0.0	3.5	0.0	0.0	10.6
4586	474426.01	5408366.00	280.73	0	DEN	A	71.7	34.6	0.0	0.0	0.0	80.9	10.2	0.6	0.0	0.0	3.6	0.0	0.0	11.1
5309	474368.19	5408283.07	280.74	0	DEN	A	71.7	34.1	0.0	0.0	0.0	81.0	10.3	0.6	0.0	0.0	3.6	0.0	0.0	10.3

Line Source, ISO 9613, Name: "EZ1 Entrance to Pit Ring Road Intersection, Truck2", ID: "!0302!HAUL6AYr-1_Truck2"																				
Nr.	X	Y	Z	Refl.	DEN	Freq.	Lw	l/a	Optime	K0	Di	Adiv	Aatm	Agr	Afol	Ahous	Abar	Cmet	RL	Lr
	(m)	(m)	(m)			(Hz)	dB(A)	dB	dB	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	dB(A)
3389	474258.57	5410741.04	281.20	0	DEN	A	89.4	22.1	0.0	0.0	0.0	83.2	3.3	2.5	0.0	0.0	1.7	0.0	0.0	20.9

Line Source, ISO 9613, Name: "EZ1 Entrance to HAUL6A, Truck2", ID: "!0302!HAUL9AYr-1_Truck2"																				
Nr.	X	Y	Z	Refl.	DEN	Freq.	Lw	l/a	Optime	K0	Di	Adiv	Aatm	Agr	Afol	Ahous	Abar	Cmet	RL	Lr
	(m)	(m)	(m)			(Hz)	dB(A)	dB	dB	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	dB(A)
3395	474972.91	5410418.01	259.90	0	DEN	A	82.4	26.8	0.0	0.0	0.0	81.4	2.8	2.6	0.0	0.0	1.6	0.0	0.0	20.8
4598	474437.04	5410580.68	281.81	0	DEN	A	82.4	25.4	0.0	0.0	0.0	82.6	3.2	2.5	0.0	0.0	1.7	0.0	0.0	17.8
7348	474661.52	5410567.07	282.10	0	DEN	A	82.4	20.1	0.0	0.0	0.0	82.2	3.1	2.6	0.0	0.0	1.6	0.0	0.0	13.1
7969	474737.66	5410542.39	282.24	0	DEN	A	82.4	17.9	0.0	0.0	0.0	82.0	3.0	2.6	0.0	0.0	1.6	0.0	0.0	11.1

Point Source, ISO 9613, Name: "Water Treatment Plant Water Pump at Pond 3", ID: "!0301!WaterPumpPond3"																				
Nr.	X	Y	Z	Refl.	DEN	Freq.	Lw	l/a	Optime	K0	Di	Adiv	Aatm	Agr	Afol	Ahous	Abar	Cmet	RL	Lr
	(m)	(m)	(m)			(Hz)	dB(A)	dB	dB	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	dB(A)
3603	476605.21	5410528.45	275.27	0	DEN	A	106.4	0.0	0.0	0.0	0.0	78.5	8.6	1.5	0.0	0.0	3.1	0.0	0.0	14.8

Line Source, ISO 9613, Name: "Ring Road to LG East Stockpile, Truck3", ID: "!0302!HAUL16AYr-1_Truck3"																				
Nr.	X	Y	Z	Refl.	DEN	Freq.	Lw	l/a	Optime	K0	Di	Adiv	Aatm	Agr	Afol	Ahous	Abar	Cmet	RL	Lr
	(m)	(m)	(m)			(Hz)	dB(A)	dB	dB	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	dB(A)
3799	475046.13	5408266.03	287.36	0	DEN	A	82.7	23.5	0.0	0.0	0.0	79.0	2.3	2.6	0.0	0.0	1.7	0.0	0.0	20.6

Area Source, ISO 9613, Name: "Proces Plant Construction Area 1", ID: "!0303!ProcessPlantConstruction1"																				
Nr.	X	Y	Z	Refl.	DEN	Freq.	Lw	l/a	Optime	K0	Di	Adiv	Aatm	Agr	Afol	Ahous	Abar	Cmet	RL	Lr
	(m)	(m)	(m)			(Hz)	dB(A)	dB	dB	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	dB(A)
6038	474363.73	5407569.46	276.16	0	DEN	A	52.1	52.5	0.0	0.0	0.0	81.3	7.2	1.1	0.0	0.0	2.8	0.0	0.0	12.2

Line Source, ISO 9613, Name: "MZ1A Entrance to Pit Ring Road, Truck1", ID: "!0302!HAUL3AYr-1_Truck1"																				
Nr.	X	Y	Z	Refl.	DEN	Freq.	Lw	l/a	Optime	K0	Di	Adiv	Aatm	Agr	Afol	Ahous	Abar	Cmet	RL	Lr
	(m)	(m)	(m)			(Hz)	dB(A)	dB	dB	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	dB(A)
3850	474397.03	5407849.16	276.71	0	DEN	A	84.9	23.1	0.0	0.0	0.0	81.1	5.7	2.2	0.0	0.0	2.3	0.0	0.0	16.7
4710	474135.88	5408147.02	273.00	0	DEN	A	84.9	22.1	0.0	0.0	0.0	81.7	6.0	2.2	0.0	0.0	2.3	0.0	0.0	14.9
4729	474227.03	5407849.16	276.61	0	DEN	A	84.9	21.8	0.0	0.0	0.0	81.5	5.9	2.2	0.0	0.0	2.3	0.0	0.0	14.8
5754	474128.61	5407929.69	277.56	0	DEN	A	84.9	20.8	0.0	0.0	0.0	81.7	6.0	2.2	0.0	0.0	2.3	0.0	0.0	13.4
6510	474098.06	5408030.30	279.32	0	DEN	A	84.9	19.7	0.0	0.0	0.0	81.8	6.0	2.2	0.0	0.0	2.3	0.0	0.0	12.3

Line Source, ISO 9613, Name: "Pit Ring Road to Clay Impoundment, Truck3", ID: "!0302!HAUL8AYr-1_Truck3"																				
Nr.	X	Y	Z	Refl.	DEN	Freq.	Lw	l/a	Optime	K0	Di	Adiv	Aatm	Agr	Afol	Ahous	Abar	Cmet	RL	Lr
	(m)	(m)	(m)			(Hz)	dB(A)	dB	dB	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	dB(A)
3907	474396.36	5410947.18	292.56	0	DEN	A	83.9	25.8	0.0	0.0	0.0	83.2	3.3	2.5	0.0	0.0	1.7	0.0	0.0	19.1

Point Source, ISO 9613, Name: "Water Treatment Plant Water Pump at Pond 1", ID: "!0301!WaterPumpPond1"																				
Nr.	X	Y	Z	Refl.	DEN	Freq.	Lw	l/a	Optime	K0	Di	Adiv	Aatm	Agr	Afol	Ahous	Abar	Cmet	RL	Lr
	(m)	(m)	(m)			(Hz)	dB(A)	dB	dB	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	dB(A)
3960	476497.40	5410959.69	273.50	0	DEN	A	106.4	0.0	0.0	0.0	0.0	79.9	9.5	1.7	0.0	0.0	2.9	0.0	0.0	12.4

Area Source, ISO 9613, Name: "Pond1 Excavator Activity", ID: "!0303!Pond1"																				
Nr.	X	Y	Z	Refl.	DEN	Freq.	Lw	l/a	Optime	K0	Di	Adiv	Aatm	Agr	Afol	Ahous	Abar	Cmet	RL	Lr
	(m)	(m)	(m)			(Hz)	dB(A)	dB	dB	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	dB(A)
4000	476140.20	5411110.39	282.61	0	DEN	A	52.7	50.7	0.0	0.0	0.0	80.8	7.5	1.9	0.0	0.0	0.0	0.0	0.0	13.2

Area Source, ISO 9613, Name: "ClayImpoundmentYr-1", ID: "!0303!ClayImpoundmentYr-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)
6148	475613.53	5411159.53	303.50	0	DEN	A	48.8	52.5	0.0	0.0	0.0	81.6	8.5	1.0	0.0	0.0	0.0	0.0	0.0	10.1

Area Source, ISO 9613, Name: "Proces Plant Construction Area 5", ID: "!0303!ProcessPlantConstruction5"																				
Nr.	X	Y	Z	Refl.	DEN	Freq.	Lw	l/a	Optime	K0	Di	Adiv	Aatm	Agr	Afol	Ahous	Abar	Cmet	RL	Lr
	(m)	(m)	(m)			(Hz)	dB(A)	dB	dB	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	dB(A)
5056	474160.00	5407357.07	273.90	0	DEN	A	49.8	50.4	0.0	0.0	0.0	82.0	4.4	0.4	0.0	0.0	3.1	0.0	0.0	10.4
7174	474363.73	5407569.46	275.06	0	DEN	A	49.8	52.5	0.0	0.0	0.0	81.3	4.2	0.5	0.0	0.0	3.0	0.0	0.0	13.3

Line Source, ISO 9613, Name: "Pit Ring Road to Clay Impoundment, Truck1", ID: "!0302!HAUL8AYr-1_Truck1"																				
Nr.	X	Y	Z	Refl.	DEN	Freq.	Lw	l/a	Optime	K0	Di	Adiv	Aatm	Agr	Afol	Ahous	Abar	Cmet	RL	Lr
	(m)	(m)	(m)			(Hz)	dB(A)	dB	dB	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	dB(A)
5351	474396.36	5410947.18	290.56	0	DEN	A	81.9	25.8	0.0	0.0	0.0	83.2	6.7	2.2	0.0	0.0	2.3	0.0	0.0	13.4

Line Source, ISO 9613, Name: "Pit Ring Road to Sand and Till South End, Truck2", ID: "!0302!HAUL7AYr-1_Truck2"																				
Nr.	X	Y	Z	Refl.	DEN	Freq.	Lw	l/a	Optime	K0	Di	Adiv	Aatm	Agr	Afol	Ahous	Abar	Cmet	RL	Lr
	(m)	(m)	(m)			(Hz)	dB(A)	dB	dB	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	dB(A)
5401	474249.29	5410951.41	288.70	0	DEN	A	83.9	23.8	0.0	0.0	0.0	83.4	3.4	2.5	0.0	0.0	1.7	0.0	0.0	16.7

Line Source, ISO 9613, Name: "EZ1 Entrance to Pit Ring Road Intersection, Truck1", ID: "!0302!HAUL6AYr-1_Truck1"																				
Nr.	X	Y	Z	Refl.	DEN	Freq.	Lw	l/a	Optime	K0	Di	Adiv	Aatm	Agr	Afol	Ahous	Abar	Cmet	RL	Lr
	(m)	(m)	(m)			(Hz)	dB(A)	dB	dB	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	dB(A)
6032	474258.57	5410741.04	279.30	0	DEN	A	84.9	22.1	0.0	0.0	0.0	83.2	6.7	2.2	0.0	0.0	2.3	0.0	0.0	12.7

Line Source, ISO 9613, Name: "EZ1 Entrance to Pit Ring Road Intersection, Truck3", ID: "!0302!HAUL6AYr-1_Truck3"																				
Nr.	X	Y	Z	Refl.	DEN	Freq.	Lw	l/a	Optime	K0	Di	Adiv	Aatm	Agr	Afol	Ahous	Abar	Cmet	RL	Lr
	(m)	(m)	(m)			(Hz)	dB(A)	dB	dB	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	dB(A)
6194	474258.57	5410741.04	281.30	0	DEN	A	84.4	22.1	0.0	0.0	0.0	83.2	3.3	2.5	0.0	0.0	1.7	0.0	0.0	15.9

Line Source, ISO 9613, Name: "Access to Pit Ring Road, Truck3", ID: "!0302!HAUL1ABYr-1_Truck3"																				
Nr.	X	Y	Z	Refl.	DEN	Freq.	Lw	l/a	Optime	K0	Di	Adiv	Aatm	Agr	Afol	Ahous	Abar	Cmet	RL	Lr
	(m)	(m)	(m)			(Hz)	dB(A)	dB	dB	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	dB(A)
6245	474520.30	5407657.28	278.72	0	DEN	A	77.9	26.2	0.0	0.0	0.0	80.8	2.7	2.6	0.0	0.0	1.7	0.0	0.0	16.3

Line Source, ISO 9613, Name: "Pit Ring Road to Sand and Till South End, Truck1", ID: "!0302!HAUL7AYr-1_Truck1"																				
Nr.	X	Y	Z	Refl.	DEN	Freq.	Lw	l/a	Optime	K0	Di	Adiv	Aatm	Agr	Afol	Ahous	Abar	Cmet	RL	Lr
	(m)	(m)	(m)			(Hz)	dB(A)	dB	dB	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	dB(A)
6756	474249.30	5410951.40	286.80	0	DEN	A	81.9	23.8	0.0	0.0	0.0	83.4	6.8	2.1	0.0	0.0	2.3	0.0	0.0	11.0

Line Source, ISO 9613, Name: "MZ1A Entrance to Pit Ring Road, Truck3", ID: "!0302!HAUL3AYr-1_Truck3"																				
Nr.	X	Y	Z	Refl.	DEN	Freq.	Lw	l/a	Optime	K0	Di	Adiv	Aatm	Agr	Afol	Ahous	Abar	Cmet	RL	Lr
	(m)	(m)	(m)			(Hz)	dB(A)	dB	dB	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	dB(A)
7542	474397.03	5407849.16	278.71	0	DEN	A	77.9	23.1	0.0	0.0	0.0	81.1	2.8	2.6	0.0	0.0	1.7	0.0	0.0	12.9
7962	474135.88	5408147.02	275.00	0	DEN	A	77.9	22.1	0.0	0.0	0.0	81.7	2.9	2.6	0.0	0.0	1.7	0.0	0.0	11.2
7975	474227.03	5407849.16	278.61	0	DEN	A	77.9	21.8	0.0	0.0	0.0	81.5	2.9	2.6	0.0	0.0	1.7	0.0	0.0	11.1

Line Source, ISO 9613, Name: "MZ Entrance to Pit Ring Road, Truck3", ID: "!0302!HAUL4ABYr-1_Truck3"																				
Nr.	X	Y	Z	Refl.	DEN	Freq.	Lw	l/a	Optime	K0	Di	Adiv	Aatm	Agr	Afol	Ahous	Abar	Cmet	RL	Lr
	(m)	(m)	(m)			(Hz)	dB(A)	dB	dB	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	dB(A)
7790	474593.87	5407938.63	279.86	0	DEN	A	74.9	24.5	0.0	0.0	0.0	80.5	2.6	2.6	0.0	0.0	1.7	0.0	0.0	12.0
8051	474772.82	5408081.79	282.12	0	DEN	A	74.9	22.5	0.0	0.0	0.0	79.9	2.5	2.6	0.0	0.0	1.7	0.0	0.0	10.7
8095	474915.97	5408269.69	283.69	0	DEN	A	74.9	21.5	0.0	0.0	0.0	79.4	2.4	2.6	0.0	0.0	1.7	0.0	0.0	10.3

Line Source, ISO 9613, Name: "Ring Road into Waste Rock Dump WRD1, Truck3", ID: "!0302!HAUL21AYr-1_Truck3"																				
Nr.	X	Y	Z	Refl.	DEN	Freq.	Lw	l/a	Optime	K0	Di	Adiv	Aatm	Agr	Afol	Ahous	Abar	Cmet	RL	Lr
	(m)	(m)	(m)			(Hz)	dB(A)	dB	dB	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	dB(A)
8038	474001.47	5410838.46	281.34	0	DEN	A	74.9	26.6	0.0	0.0	0.0	83.7	3.5	2.5	0.0	0.0	1.7	0.0	0.0	10.2

