APPENDIX I

Details of On-Site Vehicular Noise Assessment

(Night Return)

Calculation of Noise Levels due to the Vehicular Movement within Depot (Night-Time Return)

Job Title.: First Bus Permanent Depot at Chai Wan
Job No.: 21270
Date: 20-09-99

NSR	SQ1, Staff Quarter[1]	Xr : 842827.1 Yr : 814936.3 Hr : 76.5													
							CORRECTIONS								
†Lw (dB(A))	Segment No.	Traffic Flow (Veh/hr)	Speed (kph)	Horizontal Distance (m)	Vertical Distance (m)	View angle (deg)	Traffic Flow dB(A)	Speed dB(A)	Distance dB(A)	View angle dB(A)	Gradient dB(A)	Facade dB(A)	Barrier dB(A)	Calm dB(A)	Contribution from each Segment[2] $L_{eq(30min)}$ dB(A)
98	11	0	15	265	0	1.1	0.00	-11.76	-24.41	-22.14	2.60	3	-30.0	0.0	0.0
98	12	0	15	288	0	1.1	0.00	-11.76	-24.74	-22.14	0.00	3	-30.0	0.0	0.0
98	13	71	15	294	0	2.1	15.50	-11.76	-24.83	-19.33	0.00	3	-29.0	-0.9	0.0
98	14	143	15	303	0	11.1	18.54	-11.76	-24.95	-12.10	0.00	3	-9.7	-0.9	17.2
98	10	69	15	311	0	2.5	15.38	-11.76	-25.06	-18.57	0.00	3	-29.8	-0.9	0.0
98	15	69	15	303	0	1.8	15.38	-11.76	-24.95	-20.00	2.60	3	-30.7	-0.9	0.0
98	16	74	15	280	0	5.1	15.68	-11.76	-24.63	-15.48	0.00	3	-29.8	0.0	0.0
98	17	74	15	234	0	5.6	15.68	-11.76	-23.91	-15.07	0.00	3	-23.7	0.0	0.0
98	19	71	15	240	0	6.4	15.50	-11.76	-24.01	-14.49	0.00	3	-9.8	0.0	13.4
98	20	72	15	244	0	7.6	15.56	-11.76	-24.08	-13.74	0.00	3	-10.3	0.0	13.7
98	21	69	15	288	8.2	1.6	15.38	-11.76	-24.42	-20.51	2.40	3	-30.0	0.0	0.0
98	22	69	15	292	8.2	5.1	15.38	-11.76	-24.77	-15.48	0.00	3	-29.9	0.0	0.0
98	23	69	15	250	8.2	7.4	15.38	-11.76	-24.14	-13.86	0.00	3	-13.2	0.0	10.4
98	24	0	15	199	8.2	4.3	0.00	-11.76	-23.23	-16.22	0.00	3	-23.1	0.0	0.0
98	25	0	15	198	8.2	3.3	0.00	-11.76	-23.21	-17.37	0.00	3	-6.7	0.0	0.0
98	26	0	15	204	8.2	1.9	0.00	-11.76	-23.33	-19.77	0.00	3	-30.1	0.0	0.0
98	27	0	15	224	8.2	1.9	0.00	-11.76	-23.70	-19.77	2.50	3	-28.8	0.0	0.0
98	28	69	15	216	8.2	14.2	15.38	-11.76	-23.55	-11.03	0.00	3	-14.5	0.0	12.5
98	29	69	15	236	8.2	0	15.38	-11.76	-23.90	0.00	0.00	3	0.0	0.0	0.0
98	30	69	15	258	8.2	5.4	15.38	-11.76	-24.12	-15.23	0.00	3	-30.1	0.0	0.0
98	300	69	15	290	8.2	3.6	15.38	-11.76	-24.74	-16.99	2.30	3	-29.7	0.0	0.0
98	31	55	15	268	17.2	2	14.39	-11.76	-24.35	-19.54	2.30	3	-30.0	0.0	0.0
98	32	55	15	294	17.2	5.2	14.39	-11.76	-24.77	-15.39	0.00	3	-12.1	0.0	8.4
98	33	62	15	256	17.2	6	14.91	-11.76	-24.20	-14.77	0.00	3	-16.4	0.0	5.8
98	34	69	15	210	17.2	7.3	15.38	-11.76	-23.39	-13.92	0.00	3	-5.5	0.0	18.8
98	35	69	15	224	17.2	1.8	15.38	-11.76	-23.65	-20.00	2.40	3	-28.9	0.0	0.0
98	36	7	15	225	17.2	9.8	5.44	-11.76	-23.67	-12.64	0.00	3	-12.0	0.0	3.4
98	41	41	15	266	25.4	2	13.12	-11.76	-24.33	-19.54	2.30	3	-30.0	0.0	0.0
98	42	41	15	294	25.4	5.2	13.12	-11.76	-24.75	-15.39	0.00	3	-12.1	0.0	7.1
98	43	48	15	256	25.4	6	13.80	-11.76	-24.17	-14.77	0.00	3	-9.6	0.0	11.5
98	44	55	15	210	25.4	7.3	14.39	-11.76	-23.35	-13.92	0.00	3	-4.4	0.0	19.0
98	45	55	15	224	25.4	1.8	14.39	-11.76	-23.61	-20.00	2.40	3	-28.9	0.0	0.0
98	46	7	15	225	25.4	9.8	5.44	-11.76	-23.63	-12.64	0.00	3	-5.4	0.0	10.0
98	61	27	15	266	33.6	2	11.30	-11.76	-24.30	-19.54	2.30	3	-30.0	0.0	0.0
98	62	27	15	294	33.6	5.2	11.30	-11.76	-24.73	-15.39	0.00	3	-12.1	0.0	5.3
98	63	34	15	256	33.6	6	12.30	-11.76	-24.14	-14.77	0.00	3	-3.5	0.0	16.1
98	64	41	15	210	33.6	7.3	13.12	-11.76	-23.31	-13.92	0.00	3	-1.6	0.0	20.5
98	65	41	15	224	33.6	1.8	13.12	-11.76	-23.58	-20.00	2.40	3	-28.9	0.0	0.0
98	66	7	15	225	33.6	9.8	5.44	-11.76	-23.60	-12.64	0.00	3	-0.7	0.0	14.7
98	81	27	15	248	41.8	3.8	11.30	-11.76	-23.99	-16.75	2.50	3	-0.1	0.0	19.2
98	82	27	15	210	41.8	7.2	11.30	-11.76	-23.28	-13.98	0.00	3	-2.1	0.0	18.2
98	83	13	15	226	41.8	11.7	8.13	-11.76	-23.59	-11.87	0.00	3	-0.5	0.0	18.4
98	85	14	15	257	41.8	6	8.45	-11.76	-24.14	-14.77	0.00	3	0.0	0.0	15.8
														TOTAL	29.0

Definition of terms:

†L_W - value calculated based on measured drive by maximum SPL at 6.5m
[1] - NSR with fixed glazing facing depot
[2] - attenuation of 10dB(A) for NSR totally screened by building design

Calculation of Noise Levels due to the Vehicular Movement within Depot (Night-Time Return)

Job Tille.: First Bus Permanent Depot at Chai Wan
Job No.: 21270
Date: 20-09-99

NSR	SQ2, Staff Quarter[1]	Xr : 842834.3 Yr : 814899.7 Hr : 76.5													
							CORRECTIONS								Contribution from each Segment[2] $L_{eq(30min)}$ dB(A)
†Lw (dB(A))	Segment No.	Traffic Flow (Veh/hr)	Speed (kph)	Horizontal Distance (m)	Vertical Distance (m)	View angle (deg)	Traffic Flow dB(A)	Speed dB(A)	Distance dB(A)	View angle dB(A)	Gradient dB(A)	Facade dB(A)	Barrier dB(A)	Calm dB(A)	
98	11	0	15	242	0	2.1	0.00	-11.76	-24.04	-19.33	2.60	3	-30.0	0.0	0.0
98	12	0	15	266	0	1	0.00	-11.76	-24.42	-22.55	0.00	3	-30.0	0.0	0.0
98	13	71	15	270	0	2.2	15.50	-11.76	-24.48	-19.13	0.00	3	-30.0	0.0	0.0
98	14	143	15	284	0	11.4	18.54	-11.76	-24.69	-11.98	0.00	3	-30.2	0.0	0.0
98	10	69	15	296	0	2.8	15.38	-11.76	-24.85	-18.08	0.00	3	-30.7	-0.9	0.0
98	15	69	15	280	0	2.2	15.38	-11.76	-24.77	-19.13	2.80	3	-30.7	0.0	0.0
98	16	74	15	264	0	6.9	15.68	-11.76	-24.39	-14.16	0.00	3	-30.2	0.0	0.0
98	17	74	15	221	0	7.4	15.68	-11.76	-23.69	-13.86	0.00	3	-27.0	0.0	0.0
98	19	71	15	220	0	10.8	15.50	-11.76	-23.67	-12.22	0.00	3	-6.2	0.0	19.7
98	20	72	15	223	0	12	15.56	-11.76	-23.72	-11.76	0.00	3	-5.0	0.0	21.3
98	21	69	15	244	8.2	3	15.38	-11.76	-24.04	-17.78	2.40	3	-30.0	0.0	0.0
98	22	69	15	268	8.2	5.5	15.38	-11.76	-24.42	-15.15	0.00	3	-30.2	0.0	0.0
98	23	69	15	229	8.2	11.2	15.38	-11.76	-23.78	-12.06	0.00	3	-5.6	0.0	20.2
98	24	0	15	182	8.2	4.3	0.00	-11.76	-22.89	-16.22	0.00	3	-7.3	0.0	0.0
98	25	0	15	178	8.2	3.8	0.00	-11.76	-22.80	-16.75	0.00	3	-1.1	0.0	0.0
98	26	0	15	182	8.2	2.5	0.00	-11.76	-22.89	-18.57	0.00	3	-30.0	0.0	0.0
98	27	0	15	202	8.2	3.5	0.00	-11.76	-23.29	-17.11	2.50	3	-30.0	0.0	0.0
98	28	69	15	204	8.2	13.5	15.38	-11.76	-23.33	-11.25	0.00	3	-17.0	0.0	10.0
98	29	69	15	228	8.2	0	15.38	-11.76	-23.77	0.00	0.00	3	0.0	0.0	0.0
98	30	69	15	248	8.2	6.7	15.38	-11.76	-23.95	-14.29	0.00	3	-17.8	0.0	5.6
98	300	69	15	276	8.2	4.4	15.38	-11.76	-24.54	-16.12	2.30	3	-29.8	0.0	0.0
98	31	46	15	242	17.2	3.6	13.62	-11.76	-23.96	-16.99	2.30	3	-30.0	0.0	0.0
98	32	46	15	270	17.2	5.5	13.62	-11.76	-24.42	-15.15	0.00	3	-30.2	0.0	0.0
98	33	62	15	235	17.2	9.1	14.91	-11.76	-23.84	-12.96	0.00	3	-6.4	0.0	17.9
98	34	69	15	191	17.2	7.6	15.38	-11.76	-23.01	-13.74	0.00	3	-1.7	0.0	23.2
98	35	69	15	202	17.2	3.4	15.38	-11.76	-23.23	-17.24	2.40	3	-30.0	0.0	0.0
98	36	7	15	210	17.2	9.5	5.44	-11.76	-23.39	-12.78	0.00	3	-13.2	0.0	2.3
98	41	23	15	242	25.4	3.6	10.61	-11.76	-23.93	-16.99	2.30	3	-30.0	0.0	0.0
98	42	23	15	270	25.4	5.5	10.61	-11.76	-24.39	-15.15	0.00	3	-30.2	0.0	0.0
98	43	39	15	235	25.4	9.1	12.90	-11.76	-23.81	-12.96	0.00	3	-6.2	0.0	16.2
98	44	46	15	191	25.4	7.6	13.62	-11.76	-22.96	-13.74	0.00	3	-1.6	0.0	21.6
98	45	46	15	202	25.4	3.4	13.62	-11.76	-23.19	-17.24	2.40	3	-30.0	0.0	0.0
98	46	7	15	210	25.4	9.5	5.44	-11.76	-23.35	-12.78	0.00	3	-6.9	0.0	8.7
98	61	0	15	242	33.6	3.6	0.00	-11.76	-23.91	-16.99	2.30	3	-30.0	0.0	0.0
98	62	0	15	270	33.6	5.5	0.00	-11.76	-24.37	-15.15	0.00	3	-30.2	0.0	0.0
98	63	16	15	235	33.6	9.1	9.03	-11.76	-23.78	-12.96	0.00	3	-4.6	0.0	13.9
98	64	23	15	191	33.6	7.6	10.61	-11.76	-22.92	-13.74	0.00	3	-0.9	0.0	19.3
98	65	23	15	202	33.6	3.4	10.61	-11.76	-23.15	-17.24	2.40	3	-30.0	0.0	0.0
98	66	7	15	210	33.6	9.5	5.44	-11.76	-23.31	-12.78	0.00	3	-0.4	0.0	15.2
98	81	0	15	225	41.8	6.9	0.00	-11.76	-23.57	-14.16	2.50	3	-0.5	0.0	0.0
98	82	0	15	192	41.8	7.4	0.00	-11.76	-22.90	-13.86	0.00	3	-1.7	0.0	0.0
98	83	0	15	212	41.8	11.4	0.00	-11.76	-23.32	-11.98	0.00	3	-0.3	0.0	0.0
98	85	0	15	237	41.8	9.2	0.00	-11.76	-23.79	-12.91	0.00	3	-0.1	0.0	0.0
														TOTAL	29.9

Definition of terms:

†L_W - value calculated based on measured drive by maximum SPL at 6.5m
[1] - NSR with fixed glazing facing depot
[2] - attenuation of 10dB(A) for NSR totally screened by building design

Calculation of Noise Levels due to the Vehicular Movement within Depot(Night-Time Return)

Job Title.: First Bus Permanent Depot at Chai Wan
Job No.: 21270
Date: 20-09-99

NSR	FC1, Heng Fa Chue	Xr : 842956.5 Yr : 815125.6 Hr : 58.5													
							CORRECTIONS								Contribution from
†Lw (dB(A))	Segment No.	Traffic Flow (Veh/hr)	Speed (kph)	Horizontal Distance (m)	Vertical Distance (m)	View angle (deg)	Traffic Flow dB(A)	Speed dB(A)	Distance dB(A)	View angle dB(A)	Gradient dB(A)	Facade dB(A)	Barrier dB(A)	Calm dB(A)	each Segment Leq(30min) dB(A)
98	11	0	15	346	0	3.2	0.00	-11.76	-25.45	-17.50	2.60	3	-30.1	-1.0	0.0
98	12	0	15	362	0	1.3	0.00	-11.76	-25.64	-21.41	0.00	3	-30.2	-1.0	0.0
98	13	71	15	361	0	1.6	15.50	-11.76	-25.63	-20.51	0.00	3	-30.2	-1.0	0.0
98	14	143	15	347	0	9.4	18.54	-11.76	-25.46	-12.82	0.00	3	-29.7	-1.0	5.8
98	10	69	15	330	0	1.2	15.38	-11.76	-25.25	-21.76	0.00	3	-30.3	-0.9	0.0
98	15	69	15	314	0	0	15.38	-11.76	-25.04	0.00	2.80	3	0	-0.9	0.0
98	16	74	15	310	0	4	15.68	-11.76	-24.99	-16.53	0.00	3	-29.7	-0.9	0.0
98	17	74	15	262	0	4.2	15.68	-11.76	-24.29	-16.32	0.00	3	-3	0.0	28.3
98	19	71	15	318	0	10.5	15.50	-11.76	-25.10	-12.34	0.00	3	-3.2	-0.9	30.2
98	20	72	15	313	0	10.3	15.56	-11.76	-25.03	-12.42	0.00	3	-5	-0.9	28.5
98	21	69	15	348	8.2	4.1	15.38	-11.76	-25.46	-16.42	2.40	3	-9.3	-1.0	21.8
98	22	69	15	358	8.2	3.7	15.38	-11.76	-25.58	-16.87	0.00	3	-29.7	-1.0	0.0
98	23	69	15	311	8.2	8.9	15.38	-11.76	-24.98	-13.06	0.00	3	-3.7	-0.9	29.0
98	24	0	15	272	8.2	2.8	0.00	-11.76	-24.42	-18.40	0.00	3	0	0.0	0.0
98	25	0	15	283	8.2	0	0.00	-11.76	-24.59	0.00	0.00	3	0	0.0	0.0
98	26	0	15	293	8.2	0	0.00	-11.76	-24.73	0.00	0.00	3	0	0.0	0.0
98	27	0	15	312	8.2	4.1	0.00	-11.76	-25.00	-16.42	2.50	3	-10.9	-0.9	0.0
98	28	69	15	252	8.2	12.3	15.38	-11.76	-24.10	-11.65	0.00	3	-1.6	0.0	34.3
98	29	69	15	240	8.2	1.7	15.38	-11.76	-23.90	-20.25	0.00	3	-29	0.0	0.0
98	30	69	15	262	8.2	3.1	15.38	-11.76	-24.26	-17.64	0.00	3	-0.4	0.0	29.3
98	300	69	15	298	8.2	1	15.38	-11.76	-24.71	-22.55	2.30	3	0	0.0	26.6
98	31	55	15	348	17.2	4.6	14.39	-11.76	-25.42	-15.93	2.30	3	-1.6	-1.0	29.0
98	32	55	15	362	17.2	3.9	14.39	-11.76	-25.62	-16.64	0.00	3	-29.7	-1.0	0.0
98	33	62	15	316	17.2	7.6	14.91	-11.76	-25.03	-13.74	0.00	3	-3.6	-0.9	27.9
98	34	69	15	288	17.2	4.6	15.38	-11.76	-24.64	-15.93	0.00	3	0	0.0	31.1
98	35	69	15	310	17.2	3.7	15.38	-11.76	-24.95	-16.87	2.40	3	-2.1	-0.9	29.2
98	36	7	15	270	17.2	8.1	5.44	-11.76	-24.36	-13.47	0.00	3	-0.7	0.0	23.1
98	41	41	15	346	25.4	4.6	13.12	-11.76	-25.41	-15.93	2.30	3	-1.6	-1.0	27.7
98	42	41	15	362	25.4	3.9	13.12	-11.76	-25.61	-16.64	0.00	3	-29.7	-1.0	0.0
98	43	48	15	316	25.4	7.6	13.80	-11.76	-25.02	-13.74	0.00	3	-3.6	-0.9	26.8
98	44	55	15	288	25.4	4.6	14.39	-11.76	-24.62	-15.93	0.00	3	0	0.0	30.1
98	45	55	15	310	25.4	3.7	14.39	-11.76	-24.94	-16.87	2.40	3	-2.1	-0.9	28.3
98	46	7	15	270	25.4	8.1	5.44	-11.76	-24.35	-13.47	0.00	3	-0.7	0.0	23.2
98	61	27	15	346	33.6	4.6	11.30	-11.76	-25.40	-15.93	2.30	3	-1.6	-1.0	25.9
98	62	27	15	362	33.6	3.9	11.30	-11.76	-25.60	-16.64	0.00	3	-29.7	-1.0	0.0
98	63	34	15	316	33.6	7.6	12.30	-11.76	-25.01	-13.74	0.00	3	-3.6	-0.9	25.3
98	64	41	15	288	33.6	4.6	13.12	-11.76	-24.61	-15.93	0.00	3	0	0.0	28.8
98	65	41	15	310	33.6	3.7	13.12	-11.76	-24.93	-16.87	2.40	3	-2.1	-0.9	27.0
98	66	7	15	270	33.6	8.1	5.44	-11.76	-24.33	-13.47	0.00	3	-0.7	0.0	23.2
98	81	27	15	330	41.8	8.2	11.30	-11.76	-25.19	-13.41	2.50	3	-1.7	-0.9	26.8
98	82	27	15	287	41.8	4.5	11.30	-11.76	-24.59	-16.02	0.00	3	-5.9	0.0	21.0
98	83	13	15	266	41.8	9.8	8.13	-11.76	-24.26	-12.64	0.00	3	-5.5	0.0	22.0
98	85	14	15	317	41.8	7.8	8.45	-11.76	-25.02	-13.63	0.00	3	-3.3	-0.9	21.9
														TOTAL	42.4

Definition of terms:

†L_W - value calculated based on measured drive by maximum SPL at 6.5m

Calculation of Noise Levels due to the Vehicular Movement within Depot (Night-Time Return)

Job Title.: First Bus Permanent Depot at Chai Wan
Job No.: 21270
Date: 20-09-99

NSR	TWE1, Tsui Wan Est	Xr : 842846.5 Yr : 814412.9 Hr : 71.7													
							CORRECTIONS								Contribution from
†Lw (dB(A))	Segment No.	Traffic Flow (Veh/hr)	Speed (kph)	Horizontal Distance (m)	Vertical Distance (m)	View angle (deg)	Traffic Flow dB(A)	Speed dB(A)	Distance dB(A)	View angle dB(A)	Gradient dB(A)	Facade dB(A)	Barrier dB(A)	Calm dB(A)	each Segment $L_{eq(30min)}$ dB(A)
98	11	0	15	432	0	4.6	0.00	-11.76	-26.41	-15.93	2.60	3	-30.0	-1.2	0.0
98	12	0	15	433	0	0	0.00	-11.76	-26.42	0.00	0.00	3	0.0	-1.2	0.0
98	13	71	15	441	0	0	15.50	-11.76	-26.50	0.00	0.00	3	0.0	-1.3	0.0
98	14	143	15	476	0	1.2	18.54	-11.76	-26.82	-21.76	0.00	3	-1.6	-1.3	23.2
98	10	69	15	512	0	0	15.38	-11.76	-27.13	0.00	0.00	3	0.0	-1.4	0.0
98	15	69	15	522	0	1.6	15.38	-11.76	-27.22	-20.51	2.80	3	-30.4	-1.5	0.0
98	16	74	15	500	0	6.7	15.68	-11.76	-27.03	-14.29	0.00	3	-10.3	-1.4	18.9
98	17	74	15	514	0	4.8	15.68	-11.76	-27.15	-15.74	0.00	3	-30.2	-1.5	0.0
98	19	71	15	448	0	12.9	15.50	-11.76	-26.57	-11.45	0.00	3	-15.0	-1.3	17.5
98	20	72	15	459	0	12.8	15.56	-11.76	-26.67	-11.48	0.00	3	-30.0	-1.3	2.4
98	21	69	15	435	8.2	5.9	15.38	-11.76	-26.43	-14.84	2.40	3	-30.0	-1.2	1.5
98	22	69	15	444	8.2	0	15.38	-11.76	-26.52	0.00	0.00	3	0.0	-1.3	0.0
98	23	69	15	468	8.2	11.4	15.38	-11.76	-26.74	-11.98	0.00	3	-30.0	-1.3	1.6
98	24	0	15	478	8.2	0	0.00	-11.76	-26.83	0.00	0.00	3	0.0	-1.4	0.0
98	25	0	15	465	8.2	0	0.00	-11.76	-26.71	0.00	0.00	3	0.0	-1.3	0.0
98	26	0	15	455	8.2	0	0.00	-11.76	-26.62	0.00	0.00	3	0.0	-1.3	0.0
98	27	0	15	445	8.2	4.6	0.00	-11.76	-26.53	-15.93	2.50	3	-30.0	-1.3	0.0
98	28	69	15	514	8.2	2.4	15.38	-11.76	-27.14	-18.75	0.00	3	-30.1	-1.5	0.0
98	29	69	15	544	8.2	0	15.38	-11.76	-27.39	0.00	0.00	3	0.0	-1.5	0.0
98	30	69	15	539	8.2	4.4	15.38	-11.76	-27.35	-16.12	0.00	3	-30.3	-1.5	0.0
98	300	69	15	528	8.2	3.1	15.38	-11.76	-27.23	-17.64	2.30	3	-30.2	-1.5	0.0
98	31	55	15	434	17.2	6.7	14.39	-11.76	-26.41	-14.29	2.30	3	-30.0	-1.2	1.0
98	32	55	15	443	17.2	0	14.39	-11.76	-26.50	0.00	0.00	3	0.0	-1.2	0.0
98	33	62	15	466	17.2	10.2	14.91	-11.76	-26.71	-12.47	0.00	3	-30.0	-1.3	0.7
98	34	69	15	466	17.2	1.2	15.38	-11.76	-26.71	-21.76	0.00	3	-30.0	-1.3	0.0
98	35	69	15	448	17.2	4.1	15.38	-11.76	-26.54	-16.42	2.40	3	-30.0	-1.3	0.0
98	36	7	15	500	17.2	1.7	5.44	-11.76	-27.02	-20.25	0.00	3	-30.1	-1.4	0.0
98	41	41	15	434	25.4	6.7	13.12	-11.76	-26.40	-14.29	2.30	3	-30.0	-1.2	0.0
98	42	41	15	443	25.4	0	13.12	-11.76	-26.49	0.00	0.00	3	0.0	-1.2	0.0
98	43	48	15	466	25.4	10.2	13.80	-11.76	-26.71	-12.47	0.00	3	-30.0	-1.3	0.0
98	44	55	15	466	25.4	1.2	14.39	-11.76	-26.71	-21.76	0.00	3	-30.0	-1.3	0.0
98	45	55	15	448	25.4	4.1	14.39	-11.76	-26.54	-16.42	2.40	3	-30.0	-1.3	0.0
98	46	7	15	500	25.4	1.7	5.44	-11.76	-27.01	-20.25	0.00	3	-30.1	-1.4	0.0
98	61	27	15	434	33.6	6.7	11.30	-11.76	-26.39	-14.29	2.30	3	-30.0	-1.2	0.0
98	62	27	15	443	33.6	0	11.30	-11.76	-26.48	0.00	0.00	3	0.0	-1.2	0.0
98	63	34	15	466	33.6	10.2	12.30	-11.76	-26.70	-12.47	0.00	3	-30.0	-1.3	0.0
98	64	41	15	466	33.6	1.2	13.12	-11.76	-26.70	-21.76	0.00	3	-30.0	-1.3	0.0
98	65	41	15	448	33.6	4.1	13.12	-11.76	-26.53	-16.42	2.40	3	-30.0	-1.3	0.0
98	66	7	15	500	33.6	1.7	5.44	-11.76	-27.00	-20.25	0.00	3	-30.1	-1.4	0.0
98	81	27	15	440	41.8	10.6	11.30	-11.76	-26.44	-12.30	2.50	3	-8.0	-1.2	22.1
98	82	27	15	468	41.8	1.2	11.30	-11.76	-26.71	-21.76	0.00	3	-4.3	-1.3	13.5
98	83	13	15	504	41.8	1.9	8.13	-11.76	-27.03	-19.77	0.00	3	-0.5	-1.4	15.7
98	85	14	15	466	41.8	10.4	8.45	-11.76	-26.69	-12.38	0.00	3	-2.4	-1.3	21.9
														TOTAL	28.8

Definition of terms:

$^{\dagger}L_W$ - value calculated based on measured drive by maximum SPL at 6.5m