

# Zuführungsgleis Köln Nippes

## Beurteilungspegel Rückbau Maste

### Tagzeitraum

| Lfd. Nr. | Punktname               | HFront | SW   | Nutz | Richtwert Tag [dB(A)] | Beurteilungspegel Tag [dB(A)] | Überschr. Tag in dB(A) |
|----------|-------------------------|--------|------|------|-----------------------|-------------------------------|------------------------|
| 1        | 2                       | 3      | 4    | 5    | 6                     | 8                             | 10                     |
| 1        | Am Alten Stellwerk 1-23 | S      | EG   | WA   | 55                    | 48,8                          | -                      |
| 1        |                         | S      | 1.OG | WA   | 55                    | 49,1                          | -                      |
| 1        |                         | S      | 2.OG | WA   | 55                    | 49,5                          | -                      |
| 2        |                         | S      | EG   | WA   | 55                    | 49,0                          | -                      |
| 2        |                         | S      | 1.OG | WA   | 55                    | 49,4                          | -                      |
| 2        |                         | S      | 2.OG | WA   | 55                    | 49,7                          | -                      |
| 3        |                         | S      | EG   | WA   | 55                    | 49,4                          | -                      |
| 3        |                         | S      | 1.OG | WA   | 55                    | 49,7                          | -                      |
| 3        |                         | S      | 2.OG | WA   | 55                    | 50,1                          | -                      |
| 4        |                         | N      | EG   | WA   | 55                    | 37,7                          | -                      |
| 4        |                         | N      | 1.OG | WA   | 55                    | 39,8                          | -                      |
| 4        |                         | N      | 2.OG | WA   | 55                    | 43,5                          | -                      |
| 5        |                         | N      | EG   | WA   | 55                    | 37,9                          | -                      |
| 5        |                         | N      | 1.OG | WA   | 55                    | 39,8                          | -                      |
| 5        |                         | N      | 2.OG | WA   | 55                    | 43,4                          | -                      |
| 6        |                         | S      | EG   | WA   | 55                    | 48,5                          | -                      |
| 6        |                         | S      | 1.OG | WA   | 55                    | 48,9                          | -                      |
| 6        |                         | S      | 2.OG | WA   | 55                    | 49,2                          | -                      |
| 7        |                         | S      | EG   | WA   | 55                    | 49,6                          | -                      |
| 7        |                         | S      | 1.OG | WA   | 55                    | 50,0                          | -                      |
| 7        |                         | S      | 2.OG | WA   | 55                    | 50,4                          | -                      |
| 8        |                         | S      | EG   | WA   | 55                    | 51,3                          | -                      |
| 8        |                         | S      | 1.OG | WA   | 55                    | 51,8                          | -                      |
| 8        |                         | S      | 2.OG | WA   | 55                    | 52,4                          | -                      |
| 9        |                         | S      | EG   | WA   | 55                    | 51,5                          | -                      |
| 9        |                         | S      | 1.OG | WA   | 55                    | 52,0                          | -                      |
| 9        |                         | S      | 2.OG | WA   | 55                    | 52,5                          | -                      |
| 10       |                         | S      | EG   | WA   | 55                    | 47,8                          | -                      |
| 10       |                         | S      | 1.OG | WA   | 55                    | 48,7                          | -                      |
| 10       |                         | S      | 2.OG | WA   | 55                    | 50,4                          | -                      |
| 11       |                         | S      | EG   | WA   | 55                    | 49,9                          | -                      |
| 11       |                         | S      | 1.OG | WA   | 55                    | 50,3                          | -                      |
| 11       |                         | S      | 2.OG | WA   | 55                    | 50,6                          | -                      |
| 12       |                         | S      | EG   | WA   | 55                    | 50,6                          | -                      |
| 12       |                         | S      | 1.OG | WA   | 55                    | 51,0                          | -                      |
| 12       |                         | S      | 2.OG | WA   | 55                    | 51,5                          | -                      |
| 13       |                         | S      | EG   | WA   | 55                    | 51,0                          | -                      |
| 13       |                         | S      | 1.OG | WA   | 55                    | 51,5                          | -                      |
| 13       |                         | S      | 2.OG | WA   | 55                    | 52,1                          | -                      |
| 14       |                         | W      | EG   | WA   | 55                    | 44,0                          | -                      |
| 14       |                         | W      | 1.OG | WA   | 55                    | 46,2                          | -                      |
| 14       |                         | W      | 2.OG | WA   | 55                    | 48,3                          | -                      |
| 15       |                         | N      | EG   | WA   | 55                    | 37,9                          | -                      |
| 15       |                         | N      | 1.OG | WA   | 55                    | 39,9                          | -                      |
| 15       |                         | N      | 2.OG | WA   | 55                    | 42,8                          | -                      |
| 16       |                         | N      | EG   | WA   | 55                    | 37,2                          | -                      |
| 16       |                         | N      | 1.OG | WA   | 55                    | 39,4                          | -                      |
| 16       |                         | N      | 2.OG | WA   | 55                    | 42,7                          | -                      |
| 17       |                         | N      | EG   | WA   | 55                    | 37,9                          | -                      |
| 17       |                         | N      | 1.OG | WA   | 55                    | 39,7                          | -                      |
| 17       |                         | N      | 2.OG | WA   | 55                    | 43,2                          | -                      |
| 18       |                         | S      | EG   | WA   | 55                    | 50,2                          | -                      |
| 18       |                         | S      | 1.OG | WA   | 55                    | 50,5                          | -                      |
| 18       |                         | S      | 2.OG | WA   | 55                    | 51,0                          | -                      |

# Zuführungsgleis Köln Nippes

## Beurteilungspegel Rückbau Maste

### Tagzeitraum

| Lfd. Nr. | Punktname               | HFront | SW   | Nutz | Richtwert Tag [dB(A)] | Beurteilungspegel Tag [dB(A)] | Überschr. Tag in dB(A) |
|----------|-------------------------|--------|------|------|-----------------------|-------------------------------|------------------------|
| 1        | 2                       | 3      | 4    | 5    | 6                     | 8                             | 10                     |
| 19       | Am Alten Stellwerk 1-23 | O      | EG   | WA   | 55                    | 34,7                          | -                      |
| 19       |                         | O      | 1.OG | WA   | 55                    | 36,2                          | -                      |
| 19       |                         | O      | 2.OG | WA   | 55                    | 38,8                          | -                      |
| 20       |                         | N      | EG   | WA   | 55                    | 36,1                          | -                      |
| 20       |                         | N      | 1.OG | WA   | 55                    | 38,1                          | -                      |
| 20       |                         | N      | 2.OG | WA   | 55                    | 41,7                          | -                      |
| 21       |                         | N      | EG   | WA   | 55                    | 45,9                          | -                      |
| 21       |                         | N      | 1.OG | WA   | 55                    | 47,3                          | -                      |
| 21       |                         | N      | 2.OG | WA   | 55                    | 45,8                          | -                      |
| 22       |                         | N      | EG   | WA   | 55                    | 50,1                          | -                      |
| 22       |                         | N      | 1.OG | WA   | 55                    | 50,6                          | -                      |
| 22       |                         | N      | 2.OG | WA   | 55                    | 51,4                          | -                      |
| 23       |                         | N      | EG   | WA   | 55                    | 49,3                          | -                      |
| 23       |                         | N      | 1.OG | WA   | 55                    | 49,9                          | -                      |
| 23       |                         | N      | 2.OG | WA   | 55                    | 50,7                          | -                      |
| 24       |                         | N      | EG   | WA   | 55                    | 36,0                          | -                      |
| 24       |                         | N      | 1.OG | WA   | 55                    | 37,9                          | -                      |
| 24       |                         | N      | 2.OG | WA   | 55                    | 41,6                          | -                      |
| 25       |                         | N      | EG   | WA   | 55                    | 43,3                          | -                      |
| 25       |                         | N      | 1.OG | WA   | 55                    | 45,6                          | -                      |
| 25       |                         | N      | 2.OG | WA   | 55                    | 46,3                          | -                      |
| 26       |                         | N      | EG   | WA   | 55                    | 44,3                          | -                      |
| 26       |                         | N      | 1.OG | WA   | 55                    | 46,5                          | -                      |
| 26       |                         | N      | 2.OG | WA   | 55                    | 46,6                          | -                      |
| 27       | Am Alten Stellwerk 2-4  | O      | EG   | WA   | 55                    | 32,3                          | -                      |
| 27       |                         | O      | 1.OG | WA   | 55                    | 31,8                          | -                      |
| 27       |                         | O      | 2.OG | WA   | 55                    | 32,8                          | -                      |
| 27       |                         | O      | 3.OG | WA   | 55                    | 29,3                          | -                      |
| 27       |                         | O      | 4.OG | WA   | 55                    | 31,0                          | -                      |
| 28       |                         | S      | EG   | WA   | 55                    | 37,0                          | -                      |
| 28       |                         | S      | 1.OG | WA   | 55                    | 39,0                          | -                      |
| 28       |                         | S      | 2.OG | WA   | 55                    | 42,4                          | -                      |
| 28       |                         | S      | 3.OG | WA   | 55                    | 46,5                          | -                      |
| 28       |                         | S      | 4.OG | WA   | 55                    | 47,8                          | -                      |
| 29       |                         | O      | EG   | WA   | 55                    | 29,0                          | -                      |
| 29       |                         | O      | 1.OG | WA   | 55                    | 29,0                          | -                      |
| 29       |                         | O      | 2.OG | WA   | 55                    | 29,0                          | -                      |
| 29       |                         | O      | 3.OG | WA   | 55                    | 29,1                          | -                      |
| 29       |                         | O      | 4.OG | WA   | 55                    | 30,8                          | -                      |
| 30       |                         | O      | EG   | WA   | 55                    | 30,1                          | -                      |
| 30       |                         | O      | 1.OG | WA   | 55                    | 29,0                          | -                      |
| 30       |                         | O      | 2.OG | WA   | 55                    | 29,1                          | -                      |
| 30       |                         | O      | 3.OG | WA   | 55                    | 29,1                          | -                      |
| 30       |                         | O      | 4.OG | WA   | 55                    | 30,9                          | -                      |
| 31       |                         | O      | EG   | WA   | 55                    | 31,6                          | -                      |
| 31       |                         | O      | 1.OG | WA   | 55                    | 31,5                          | -                      |
| 31       |                         | O      | 2.OG | WA   | 55                    | 29,4                          | -                      |
| 31       |                         | O      | 3.OG | WA   | 55                    | 29,5                          | -                      |
| 31       |                         | O      | 4.OG | WA   | 55                    | 31,5                          | -                      |
| 32       |                         | N      | EG   | WA   | 55                    | 37,4                          | -                      |
| 32       |                         | N      | 1.OG | WA   | 55                    | 39,8                          | -                      |
| 32       |                         | N      | 2.OG | WA   | 55                    | 43,4                          | -                      |
| 32       |                         | N      | 3.OG | WA   | 55                    | 45,1                          | -                      |
| 32       |                         | N      | 4.OG | WA   | 55                    | 45,8                          | -                      |

# Zuführungsgleis Köln Nippes

## Beurteilungspegel Rückbau Maste

### Tagzeitraum

| Lfd. Nr. | Punktname                | HFront | SW   | Nutz | Richtwert Tag [dB(A)] | Beurteilungspegel Tag [dB(A)] | Überschr. Tag in dB(A) |
|----------|--------------------------|--------|------|------|-----------------------|-------------------------------|------------------------|
| 1        | 2                        | 3      | 4    | 5    | 6                     | 8                             | 10                     |
| 33       | Am Alten Stellwerk 2-4   | W      | EG   | WA   | 55                    | 38,2                          | -                      |
| 33       |                          | W      | 1.OG | WA   | 55                    | 41,0                          | -                      |
| 33       |                          | W      | 2.OG | WA   | 55                    | 45,0                          | -                      |
| 33       |                          | W      | 3.OG | WA   | 55                    | 48,6                          | -                      |
| 33       |                          | W      | 4.OG | WA   | 55                    | 49,8                          | -                      |
| 34       |                          | W      | EG   | WA   | 55                    | 36,9                          | -                      |
| 34       |                          | W      | 1.OG | WA   | 55                    | 39,6                          | -                      |
| 34       |                          | W      | 2.OG | WA   | 55                    | 44,1                          | -                      |
| 34       |                          | W      | 3.OG | WA   | 55                    | 48,5                          | -                      |
| 34       |                          | W      | 4.OG | WA   | 55                    | 49,2                          | -                      |
| 35       |                          | W      | EG   | WA   | 55                    | 39,7                          | -                      |
| 35       |                          | W      | 1.OG | WA   | 55                    | 42,0                          | -                      |
| 35       |                          | W      | 2.OG | WA   | 55                    | 45,1                          | -                      |
| 35       |                          | W      | 3.OG | WA   | 55                    | 48,6                          | -                      |
| 35       |                          | W      | 4.OG | WA   | 55                    | 49,1                          | -                      |
| 36       |                          | W      | EG   | WA   | 55                    | 38,7                          | -                      |
| 36       |                          | W      | 1.OG | WA   | 55                    | 41,2                          | -                      |
| 36       |                          | W      | 2.OG | WA   | 55                    | 43,9                          | -                      |
| 36       |                          | W      | 3.OG | WA   | 55                    | 48,5                          | -                      |
| 36       |                          | W      | 4.OG | WA   | 55                    | 49,3                          | -                      |
| 37       | Am Alten Stellwerk 6-8   | N      | EG   | WA   | 55                    | 33,1                          | -                      |
| 37       |                          | N      | 1.OG | WA   | 55                    | 36,0                          | -                      |
| 37       |                          | N      | 2.OG | WA   | 55                    | 40,0                          | -                      |
| 37       |                          | N      | 3.OG | WA   | 55                    | 33,4                          | -                      |
| 38       |                          | W      | EG   | WA   | 55                    | 31,6                          | -                      |
| 38       |                          | W      | 1.OG | WA   | 55                    | 32,5                          | -                      |
| 38       |                          | W      | 2.OG | WA   | 55                    | 35,5                          | -                      |
| 38       |                          | W      | 3.OG | WA   | 55                    | 36,8                          | -                      |
| 39       |                          | S      | EG   | WA   | 55                    | 37,4                          | -                      |
| 39       |                          | S      | 1.OG | WA   | 55                    | 39,1                          | -                      |
| 39       |                          | S      | 2.OG | WA   | 55                    | 41,6                          | -                      |
| 39       |                          | S      | 3.OG | WA   | 55                    | 45,5                          | -                      |
| 40       |                          | N      | EG   | WA   | 55                    | 28,9                          | -                      |
| 40       |                          | N      | 1.OG | WA   | 55                    | 29,6                          | -                      |
| 40       |                          | N      | 2.OG | WA   | 55                    | 31,3                          | -                      |
| 40       |                          | N      | 3.OG | WA   | 55                    | 37,0                          | -                      |
| 41       |                          | O      | EG   | WA   | 55                    | 32,9                          | -                      |
| 41       |                          | O      | 1.OG | WA   | 55                    | 33,9                          | -                      |
| 41       |                          | O      | 2.OG | WA   | 55                    | 35,7                          | -                      |
| 41       |                          | O      | 3.OG | WA   | 55                    | 38,5                          | -                      |
| 42       |                          | S      | EG   | WA   | 55                    | 38,2                          | -                      |
| 42       |                          | S      | 1.OG | WA   | 55                    | 39,7                          | -                      |
| 42       |                          | S      | 2.OG | WA   | 55                    | 42,1                          | -                      |
| 42       |                          | S      | 3.OG | WA   | 55                    | 45,4                          | -                      |
| 43       | Am Alten Stellwerk 10-20 | N      | EG   | WA   | 55                    | 40,4                          | -                      |
| 43       |                          | N      | 1.OG | WA   | 55                    | 41,7                          | -                      |
| 43       |                          | N      | 2.OG | WA   | 55                    | 43,8                          | -                      |
| 43       |                          | N      | 3.OG | WA   | 55                    | 45,3                          | -                      |
| 44       |                          | S      | EG   | WA   | 55                    | 30,8                          | -                      |
| 44       |                          | S      | 1.OG | WA   | 55                    | 32,1                          | -                      |
| 44       |                          | S      | 2.OG | WA   | 55                    | 32,2                          | -                      |
| 44       |                          | S      | 3.OG | WA   | 55                    | 44,6                          | -                      |
| 45       |                          | N      | EG   | WA   | 55                    | 38,9                          | -                      |
| 45       |                          | N      | 1.OG | WA   | 55                    | 39,2                          | -                      |

# Zuführungsgleis Köln Nippes

## Beurteilungspegel Rückbau Maste

### Tagzeitraum

| Lfd. Nr. | Punktname                | HFront | SW   | Nutz | Richtwert Tag [dB(A)] | Beurteilungspegel Tag [dB(A)] | Überschr. Tag in dB(A) |
|----------|--------------------------|--------|------|------|-----------------------|-------------------------------|------------------------|
| 1        | 2                        | 3      | 4    | 5    | 6                     | 8                             | 10                     |
| 45       | Am Alten Stellwerk 10-20 | N      | 2.OG | WA   | 55                    | 39,8                          | -                      |
| 45       |                          | N      | 3.OG | WA   | 55                    | 41,3                          | -                      |
| 46       |                          | S      | EG   | WA   | 55                    | 30,9                          | -                      |
| 46       |                          | S      | 1.OG | WA   | 55                    | 32,1                          | -                      |
| 46       |                          | S      | 2.OG | WA   | 55                    | 31,9                          | -                      |
| 46       |                          | S      | 3.OG | WA   | 55                    | 44,6                          | -                      |
| 47       |                          | N      | EG   | WA   | 55                    | 44,1                          | -                      |
| 47       |                          | N      | 1.OG | WA   | 55                    | 44,3                          | -                      |
| 47       |                          | N      | 2.OG | WA   | 55                    | 44,6                          | -                      |
| 47       |                          | N      | 3.OG | WA   | 55                    | 45,4                          | -                      |
| 48       |                          | N      | EG   | WA   | 55                    | 36,0                          | -                      |
| 48       |                          | N      | 1.OG | WA   | 55                    | 36,3                          | -                      |
| 48       |                          | N      | 2.OG | WA   | 55                    | 37,0                          | -                      |
| 48       |                          | N      | 3.OG | WA   | 55                    | 39,2                          | -                      |
| 49       |                          | O      | EG   | WA   | 55                    | 29,6                          | -                      |
| 49       |                          | O      | 1.OG | WA   | 55                    | 30,4                          | -                      |
| 49       |                          | O      | 2.OG | WA   | 55                    | 32,1                          | -                      |
| 49       |                          | O      | 3.OG | WA   | 55                    | 41,7                          | -                      |
| 50       |                          | S      | EG   | WA   | 55                    | 31,0                          | -                      |
| 50       |                          | S      | 1.OG | WA   | 55                    | 32,3                          | -                      |
| 50       |                          | S      | 2.OG | WA   | 55                    | 34,4                          | -                      |
| 50       |                          | S      | 3.OG | WA   | 55                    | 44,4                          | -                      |
| 51       |                          | S      | EG   | WA   | 55                    | 31,4                          | -                      |
| 51       |                          | S      | 1.OG | WA   | 55                    | 30,3                          | -                      |
| 51       |                          | S      | 2.OG | WA   | 55                    | 32,2                          | -                      |
| 51       |                          | S      | 3.OG | WA   | 55                    | 38,0                          | -                      |
| 52       |                          | W      | EG   | WA   | 55                    | 34,8                          | -                      |
| 52       |                          | W      | 1.OG | WA   | 55                    | 35,1                          | -                      |
| 52       |                          | W      | 2.OG | WA   | 55                    | 35,9                          | -                      |
| 52       |                          | W      | 3.OG | WA   | 55                    | 37,7                          | -                      |
| 53       | Am Alten Stellwerk 22-24 | N      | EG   | WA   | 55                    | 29,8                          | -                      |
| 53       |                          | N      | 1.OG | WA   | 55                    | 30,8                          | -                      |
| 53       |                          | N      | 2.OG | WA   | 55                    | 32,9                          | -                      |
| 53       |                          | N      | 3.OG | WA   | 55                    | 37,2                          | -                      |
| 54       |                          | W      | EG   | WA   | 55                    | 29,4                          | -                      |
| 54       |                          | W      | 1.OG | WA   | 55                    | 29,4                          | -                      |
| 54       |                          | W      | 2.OG | WA   | 55                    | 29,5                          | -                      |
| 54       |                          | W      | 3.OG | WA   | 55                    | 30,7                          | -                      |
| 55       |                          | S      | EG   | WA   | 55                    | 35,0                          | -                      |
| 55       |                          | S      | 1.OG | WA   | 55                    | 37,9                          | -                      |
| 55       |                          | S      | 2.OG | WA   | 55                    | 41,9                          | -                      |
| 55       |                          | S      | 3.OG | WA   | 55                    | 44,8                          | -                      |
| 56       |                          | N      | EG   | WA   | 55                    | 29,3                          | -                      |
| 56       |                          | N      | 1.OG | WA   | 55                    | 29,3                          | -                      |
| 56       |                          | N      | 2.OG | WA   | 55                    | 30,9                          | -                      |
| 56       |                          | N      | 3.OG | WA   | 55                    | 35,5                          | -                      |
| 57       |                          | S      | EG   | WA   | 55                    | 37,3                          | -                      |
| 57       |                          | S      | 1.OG | WA   | 55                    | 40,2                          | -                      |
| 57       |                          | S      | 2.OG | WA   | 55                    | 43,8                          | -                      |
| 57       |                          | S      | 3.OG | WA   | 55                    | 46,8                          | -                      |
| 58       |                          | O      | EG   | WA   | 55                    | 31,3                          | -                      |
| 58       |                          | O      | 1.OG | WA   | 55                    | 33,0                          | -                      |
| 58       |                          | O      | 2.OG | WA   | 55                    | 37,6                          | -                      |
| 58       |                          | O      | 3.OG | WA   | 55                    | 44,4                          | -                      |

# Zuführungsgleis Köln Nippes

## Beurteilungspegel Rückbau Maste

### Tagzeitraum

| Lfd. Nr. | Punktname                | HFront | SW   | Nutz | Richtwert Tag [dB(A)] | Beurteilungspegel Tag [dB(A)] | Überschr. Tag in dB(A) |
|----------|--------------------------|--------|------|------|-----------------------|-------------------------------|------------------------|
| 1        | 2                        | 3      | 4    | 5    | 6                     | 8                             | 10                     |
| 59       | Am Alten Stellwerk 25-37 | W      | EG   | WA   | 55                    | 40,8                          | -                      |
| 59       |                          | W      | 1.OG | WA   | 55                    | 43,6                          | -                      |
| 59       |                          | W      | 2.OG | WA   | 55                    | 47,7                          | -                      |
| 60       |                          | N      | EG   | WA   | 55                    | 37,1                          | -                      |
| 60       |                          | N      | 1.OG | WA   | 55                    | 39,3                          | -                      |
| 60       |                          | N      | 2.OG | WA   | 55                    | 42,9                          | -                      |
| 61       |                          | O      | EG   | WA   | 55                    | 35,2                          | -                      |
| 61       |                          | O      | 1.OG | WA   | 55                    | 36,9                          | -                      |
| 61       |                          | O      | 2.OG | WA   | 55                    | 40,0                          | -                      |
| 62       |                          | S      | EG   | WA   | 55                    | 41,7                          | -                      |
| 62       |                          | S      | 1.OG | WA   | 55                    | 43,7                          | -                      |
| 62       |                          | S      | 2.OG | WA   | 55                    | 46,4                          | -                      |
| 63       |                          | O      | EG   | WA   | 55                    | 38,6                          | -                      |
| 63       |                          | O      | 1.OG | WA   | 55                    | 40,7                          | -                      |
| 63       |                          | O      | 2.OG | WA   | 55                    | 43,4                          | -                      |
| 64       |                          | W      | EG   | WA   | 55                    | 42,8                          | -                      |
| 64       |                          | W      | 1.OG | WA   | 55                    | 44,6                          | -                      |
| 64       |                          | W      | 2.OG | WA   | 55                    | 47,3                          | -                      |
| 65       |                          | W      | EG   | WA   | 55                    | 40,2                          | -                      |
| 65       |                          | W      | 1.OG | WA   | 55                    | 42,8                          | -                      |
| 65       |                          | W      | 2.OG | WA   | 55                    | 46,6                          | -                      |
| 66       |                          | O      | EG   | WA   | 55                    | 35,2                          | -                      |
| 66       |                          | O      | 1.OG | WA   | 55                    | 36,9                          | -                      |
| 66       |                          | O      | 2.OG | WA   | 55                    | 39,9                          | -                      |
| 67       | Am Alten Stellwerk 26-30 | O      | EG   | WA   | 55                    | 33,1                          | -                      |
| 67       |                          | O      | 1.OG | WA   | 55                    | 35,2                          | -                      |
| 67       |                          | O      | 2.OG | WA   | 55                    | 38,0                          | -                      |
| 67       |                          | O      | 3.OG | WA   | 55                    | 29,7                          | -                      |
| 67       |                          | O      | 4.OG | WA   | 55                    | 31,9                          | -                      |
| 68       |                          | N      | EG   | WA   | 55                    | 44,2                          | -                      |
| 68       |                          | N      | 1.OG | WA   | 55                    | 45,9                          | -                      |
| 68       |                          | N      | 2.OG | WA   | 55                    | 47,8                          | -                      |
| 68       |                          | N      | 3.OG | WA   | 55                    | 47,8                          | -                      |
| 68       |                          | N      | 4.OG | WA   | 55                    | 48,7                          | -                      |
| 69       |                          | W      | EG   | WA   | 55                    | 43,9                          | -                      |
| 69       |                          | W      | 1.OG | WA   | 55                    | 46,7                          | -                      |
| 69       |                          | W      | 2.OG | WA   | 55                    | 48,5                          | -                      |
| 69       |                          | W      | 3.OG | WA   | 55                    | 49,6                          | -                      |
| 69       |                          | W      | 4.OG | WA   | 55                    | 50,4                          | -                      |
| 70       |                          | W      | EG   | WA   | 55                    | 46,9                          | -                      |
| 70       |                          | W      | 1.OG | WA   | 55                    | 47,9                          | -                      |
| 70       |                          | W      | 2.OG | WA   | 55                    | 48,9                          | -                      |
| 70       |                          | W      | 3.OG | WA   | 55                    | 49,9                          | -                      |
| 70       |                          | W      | 4.OG | WA   | 55                    | 50,5                          | -                      |
| 71       |                          | O      | EG   | WA   | 55                    | 38,9                          | -                      |
| 71       |                          | O      | 1.OG | WA   | 55                    | 41,9                          | -                      |
| 71       |                          | O      | 2.OG | WA   | 55                    | 44,2                          | -                      |
| 71       |                          | O      | 3.OG | WA   | 55                    | 44,2                          | -                      |
| 71       |                          | O      | 4.OG | WA   | 55                    | 33,1                          | -                      |
| 72       |                          | W      | EG   | WA   | 55                    | 46,8                          | -                      |
| 72       |                          | W      | 1.OG | WA   | 55                    | 48,5                          | -                      |
| 72       |                          | W      | 2.OG | WA   | 55                    | 49,9                          | -                      |
| 72       |                          | W      | 3.OG | WA   | 55                    | 50,9                          | -                      |
| 72       |                          | W      | 4.OG | WA   | 55                    | 50,3                          | -                      |

# Zuführungsgleis Köln Nippes

## Beurteilungspegel Rückbau Maste

### Tagzeitraum

| Lfd. Nr. | Punktname                | HFront | SW   | Nutz | Richtwert Tag [dB(A)] | Beurteilungspegel Tag [dB(A)] | Überschr. Tag in dB(A) |
|----------|--------------------------|--------|------|------|-----------------------|-------------------------------|------------------------|
| 1        | 2                        | 3      | 4    | 5    | 6                     | 8                             | 10                     |
| 73       | Am Alten Stellwerk 26-30 | O      | EG   | WA   | 55                    | 31,5                          | -                      |
| 73       |                          | O      | 1.OG | WA   | 55                    | 33,6                          | -                      |
| 73       |                          | O      | 2.OG | WA   | 55                    | 38,4                          | -                      |
| 73       |                          | O      | 3.OG | WA   | 55                    | 29,6                          | -                      |
| 73       |                          | O      | 4.OG | WA   | 55                    | 31,7                          | -                      |
| 74       |                          | O      | EG   | WA   | 55                    | 32,6                          | -                      |
| 74       |                          | O      | 1.OG | WA   | 55                    | 31,9                          | -                      |
| 74       |                          | O      | 2.OG | WA   | 55                    | 32,9                          | -                      |
| 74       |                          | O      | 3.OG | WA   | 55                    | 29,9                          | -                      |
| 74       |                          | O      | 4.OG | WA   | 55                    | 31,8                          | -                      |
| 75       |                          | S      | EG   | WA   | 55                    | 38,1                          | -                      |
| 75       |                          | S      | 1.OG | WA   | 55                    | 40,0                          | -                      |
| 75       |                          | S      | 2.OG | WA   | 55                    | 42,5                          | -                      |
| 75       |                          | S      | 3.OG | WA   | 55                    | 45,6                          | -                      |
| 75       |                          | S      | 4.OG | WA   | 55                    | 46,4                          | -                      |
| 76       |                          | W      | EG   | WA   | 55                    | 47,5                          | -                      |
| 76       |                          | W      | 1.OG | WA   | 55                    | 48,7                          | -                      |
| 76       |                          | W      | 2.OG | WA   | 55                    | 50,1                          | -                      |
| 76       |                          | W      | 3.OG | WA   | 55                    | 51,0                          | -                      |
| 76       |                          | W      | 4.OG | WA   | 55                    | 50,5                          | -                      |
| 77       | Am Alten Stellwerk 32    | S      | EG   | WA   | 55                    | 29,0                          | -                      |
| 77       |                          | S      | 1.OG | WA   | 55                    | 29,3                          | -                      |
| 77       |                          | S      | 2.OG | WA   | 55                    | 29,8                          | -                      |
| 77       |                          | S      | 3.OG | WA   | 55                    | 31,9                          | -                      |
| 78       |                          | N      | EG   | WA   | 55                    | 40,4                          | -                      |
| 78       |                          | N      | 1.OG | WA   | 55                    | 43,1                          | -                      |
| 78       |                          | N      | 2.OG | WA   | 55                    | 45,8                          | -                      |
| 78       |                          | N      | 3.OG | WA   | 55                    | 46,3                          | -                      |
| 79       |                          | S      | EG   | WA   | 55                    | 30,3                          | -                      |
| 79       |                          | S      | 1.OG | WA   | 55                    | 30,4                          | -                      |
| 79       |                          | S      | 2.OG | WA   | 55                    | 31,5                          | -                      |
| 79       |                          | S      | 3.OG | WA   | 55                    | 34,0                          | -                      |
| 80       |                          | N      | EG   | WA   | 55                    | 40,6                          | -                      |
| 80       |                          | N      | 1.OG | WA   | 55                    | 43,4                          | -                      |
| 80       |                          | N      | 2.OG | WA   | 55                    | 46,3                          | -                      |
| 80       |                          | N      | 3.OG | WA   | 55                    | 47,0                          | -                      |
| 81       |                          | W      | EG   | WA   | 55                    | 42,4                          | -                      |
| 81       |                          | W      | 1.OG | WA   | 55                    | 42,8                          | -                      |
| 81       |                          | W      | 2.OG | WA   | 55                    | 43,4                          | -                      |
| 81       |                          | W      | 3.OG | WA   | 55                    | 43,9                          | -                      |
| 82       | Am Alten Stellwerk 34    | S      | EG   | WA   | 55                    | 30,9                          | -                      |
| 82       |                          | S      | 1.OG | WA   | 55                    | 31,8                          | -                      |
| 82       |                          | S      | 2.OG | WA   | 55                    | 33,2                          | -                      |
| 82       |                          | S      | 3.OG | WA   | 55                    | 35,6                          | -                      |
| 83       |                          | N      | EG   | WA   | 55                    | 40,4                          | -                      |
| 83       |                          | N      | 1.OG | WA   | 55                    | 43,0                          | -                      |
| 83       |                          | N      | 2.OG | WA   | 55                    | 45,6                          | -                      |
| 83       |                          | N      | 3.OG | WA   | 55                    | 46,1                          | -                      |
| 84       |                          | S      | EG   | WA   | 55                    | 30,8                          | -                      |
| 84       |                          | S      | 1.OG | WA   | 55                    | 31,4                          | -                      |
| 84       |                          | S      | 2.OG | WA   | 55                    | 32,3                          | -                      |
| 84       |                          | S      | 3.OG | WA   | 55                    | 31,6                          | -                      |
| 85       |                          | O      | EG   | WA   | 55                    | 31,2                          | -                      |
| 85       |                          | O      | 1.OG | WA   | 55                    | 32,0                          | -                      |

# Zuführungsgleis Köln Nippes

## Beurteilungspegel Rückbau Maste

### Tagzeitraum

| Lfd. Nr. | Punktname                | HFront | SW   | Nutz | Richtwert Tag [dB(A)] | Beurteilungspegel Tag [dB(A)] | Überschr. Tag in dB(A) |
|----------|--------------------------|--------|------|------|-----------------------|-------------------------------|------------------------|
| 1        | 2                        | 3      | 4    | 5    | 6                     | 8                             | 10                     |
| 85       | Am Alten Stellwerk 34    | O      | 2.OG | WA   | 55                    | 33,1                          | -                      |
| 85       |                          | O      | 3.OG | WA   | 55                    | 30,3                          | -                      |
| 86       |                          | N      | EG   | WA   | 55                    | 40,5                          | -                      |
| 86       |                          | N      | 1.OG | WA   | 55                    | 42,9                          | -                      |
| 86       |                          | N      | 2.OG | WA   | 55                    | 45,3                          | -                      |
| 86       |                          | N      | 3.OG | WA   | 55                    | 45,8                          | -                      |
| 87       | Am Alten Stellwerk 36-38 | W      | EG   | WA   | 55                    | 49,1                          | -                      |
| 87       |                          | W      | 1.OG | WA   | 55                    | 50,3                          | -                      |
| 87       |                          | W      | 2.OG | WA   | 55                    | 51,2                          | -                      |
| 87       |                          | W      | 3.OG | WA   | 55                    | 51,8                          | -                      |
| 87       |                          | W      | 4.OG | WA   | 55                    | 51,8                          | -                      |
| 88       |                          | W      | EG   | WA   | 55                    | 49,0                          | -                      |
| 88       |                          | W      | 1.OG | WA   | 55                    | 49,5                          | -                      |
| 88       |                          | W      | 2.OG | WA   | 55                    | 50,0                          | -                      |
| 88       |                          | W      | 3.OG | WA   | 55                    | 50,7                          | -                      |
| 88       |                          | W      | 4.OG | WA   | 55                    | 51,0                          | -                      |
| 89       |                          | W      | EG   | WA   | 55                    | 47,4                          | -                      |
| 89       |                          | W      | 1.OG | WA   | 55                    | 47,9                          | -                      |
| 89       |                          | W      | 2.OG | WA   | 55                    | 48,8                          | -                      |
| 89       |                          | W      | 3.OG | WA   | 55                    | 49,5                          | -                      |
| 89       |                          | W      | 4.OG | WA   | 55                    | 49,8                          | -                      |
| 90       |                          | W      | EG   | WA   | 55                    | 49,1                          | -                      |
| 90       |                          | W      | 1.OG | WA   | 55                    | 49,5                          | -                      |
| 90       |                          | W      | 2.OG | WA   | 55                    | 50,1                          | -                      |
| 90       |                          | W      | 3.OG | WA   | 55                    | 50,5                          | -                      |
| 90       |                          | W      | 4.OG | WA   | 55                    | 50,8                          | -                      |
| 91       |                          | N      | EG   | WA   | 55                    | 46,2                          | -                      |
| 91       |                          | N      | 1.OG | WA   | 55                    | 46,5                          | -                      |
| 91       |                          | N      | 2.OG | WA   | 55                    | 46,7                          | -                      |
| 91       |                          | N      | 3.OG | WA   | 55                    | 46,7                          | -                      |
| 91       |                          | N      | 4.OG | WA   | 55                    | 47,0                          | -                      |
| 92       |                          | O      | EG   | WA   | 55                    | 31,0                          | -                      |
| 92       |                          | O      | 1.OG | WA   | 55                    | 31,3                          | -                      |
| 92       |                          | O      | 2.OG | WA   | 55                    | 31,9                          | -                      |
| 92       |                          | O      | 3.OG | WA   | 55                    | 30,1                          | -                      |
| 92       |                          | O      | 4.OG | WA   | 55                    | 32,1                          | -                      |
| 93       |                          | O      | EG   | WA   | 55                    | 31,9                          | -                      |
| 93       |                          | O      | 1.OG | WA   | 55                    | 29,7                          | -                      |
| 93       |                          | O      | 2.OG | WA   | 55                    | 29,7                          | -                      |
| 93       |                          | O      | 3.OG | WA   | 55                    | 29,7                          | -                      |
| 93       |                          | O      | 4.OG | WA   | 55                    | 31,7                          | -                      |
| 94       |                          | O      | EG   | WA   | 55                    | 29,0                          | -                      |
| 94       |                          | O      | 1.OG | WA   | 55                    | 29,0                          | -                      |
| 94       |                          | O      | 2.OG | WA   | 55                    | 29,0                          | -                      |
| 94       |                          | O      | 3.OG | WA   | 55                    | 29,1                          | -                      |
| 94       |                          | O      | 4.OG | WA   | 55                    | 30,9                          | -                      |
| 95       |                          | O      | EG   | WA   | 55                    | 31,6                          | -                      |
| 95       |                          | O      | 1.OG | WA   | 55                    | 31,8                          | -                      |
| 95       |                          | O      | 2.OG | WA   | 55                    | 32,2                          | -                      |
| 95       |                          | O      | 3.OG | WA   | 55                    | 33,9                          | -                      |
| 95       |                          | O      | 4.OG | WA   | 55                    | 38,2                          | -                      |
| 96       |                          | S      | EG   | WA   | 55                    | 44,4                          | -                      |
| 96       |                          | S      | 1.OG | WA   | 55                    | 45,2                          | -                      |
| 96       |                          | S      | 2.OG | WA   | 55                    | 46,3                          | -                      |

# Zuführungsgleis Köln Nippes

## Beurteilungspegel Rückbau Maste

### Tagzeitraum

| Lfd. Nr. | Punktname                | HFront | SW   | Nutz | Richtwert Tag [dB(A)] | Beurteilungspegel Tag [dB(A)] | Überschr. Tag in dB(A) |
|----------|--------------------------|--------|------|------|-----------------------|-------------------------------|------------------------|
| 1        | 2                        | 3      | 4    | 5    | 6                     | 8                             | 10                     |
| 96       | Am Alten Stellwerk 36-38 | S      | 3.OG | WA   | 55                    | 48,0                          | -                      |
| 96       |                          | S      | 4.OG | WA   | 55                    | 48,8                          | -                      |
| 97       | Am Alten Stellwerk 39-45 | O      | EG   | MI   | 60                    | 38,7                          | -                      |
| 97       |                          | O      | 1.OG | MI   | 60                    | 40,5                          | -                      |
| 97       |                          | O      | 2.OG | MI   | 60                    | 43,0                          | -                      |
| 97       |                          | O      | 3.OG | MI   | 60                    | 53,6                          | -                      |
| 97       |                          | O      | 4.OG | MI   | 60                    | 54,5                          | -                      |
| 98       |                          | S      | EG   | MI   | 60                    | 47,6                          | -                      |
| 98       |                          | S      | 1.OG | MI   | 60                    | 48,7                          | -                      |
| 98       |                          | S      | 2.OG | MI   | 60                    | 50,4                          | -                      |
| 98       |                          | S      | 3.OG | MI   | 60                    | 54,1                          | -                      |
| 98       |                          | S      | 4.OG | MI   | 60                    | 54,0                          | -                      |
| 99       |                          | W      | EG   | MI   | 60                    | 51,9                          | -                      |
| 99       |                          | W      | 1.OG | MI   | 60                    | 52,5                          | -                      |
| 99       |                          | W      | 2.OG | MI   | 60                    | 53,8                          | -                      |
| 99       |                          | W      | 3.OG | MI   | 60                    | 55,0                          | -                      |
| 99       |                          | W      | 4.OG | MI   | 60                    | 55,6                          | -                      |
| 100      |                          | O      | EG   | MI   | 60                    | 43,9                          | -                      |
| 100      |                          | O      | 1.OG | MI   | 60                    | 44,7                          | -                      |
| 100      |                          | O      | 2.OG | MI   | 60                    | 46,0                          | -                      |
| 100      |                          | O      | 3.OG | MI   | 60                    | 53,7                          | -                      |
| 100      |                          | O      | 4.OG | MI   | 60                    | 55,0                          | -                      |
| 101      |                          | W      | EG   | MI   | 60                    | 48,4                          | -                      |
| 101      |                          | W      | 1.OG | MI   | 60                    | 49,2                          | -                      |
| 101      |                          | W      | 2.OG | MI   | 60                    | 51,2                          | -                      |
| 101      |                          | W      | 3.OG | MI   | 60                    | 54,5                          | -                      |
| 101      |                          | W      | 4.OG | MI   | 60                    | 55,0                          | -                      |
| 102      |                          | W      | EG   | MI   | 60                    | 50,8                          | -                      |
| 102      |                          | W      | 1.OG | MI   | 60                    | 51,4                          | -                      |
| 102      |                          | W      | 2.OG | MI   | 60                    | 52,6                          | -                      |
| 102      |                          | W      | 3.OG | MI   | 60                    | 54,8                          | -                      |
| 102      |                          | W      | 4.OG | MI   | 60                    | 55,1                          | -                      |
| 103      |                          | O      | EG   | MI   | 60                    | 38,7                          | -                      |
| 103      |                          | O      | 1.OG | MI   | 60                    | 41,0                          | -                      |
| 103      |                          | O      | 2.OG | MI   | 60                    | 44,5                          | -                      |
| 103      |                          | O      | 3.OG | MI   | 60                    | 53,0                          | -                      |
| 103      |                          | O      | 4.OG | MI   | 60                    | 54,0                          | -                      |
| 104      |                          | W      | EG   | MI   | 60                    | 50,3                          | -                      |
| 104      |                          | W      | 1.OG | MI   | 60                    | 50,9                          | -                      |
| 104      |                          | W      | 2.OG | MI   | 60                    | 52,1                          | -                      |
| 104      |                          | W      | 3.OG | MI   | 60                    | 54,4                          | -                      |
| 104      |                          | W      | 4.OG | MI   | 60                    | 54,6                          | -                      |
| 105      |                          | O      | EG   | MI   | 60                    | 39,1                          | -                      |
| 105      |                          | O      | 1.OG | MI   | 60                    | 41,6                          | -                      |
| 105      |                          | O      | 2.OG | MI   | 60                    | 45,3                          | -                      |
| 105      |                          | O      | 3.OG | MI   | 60                    | 53,2                          | -                      |
| 105      |                          | O      | 4.OG | MI   | 60                    | 54,2                          | -                      |
| 106      | Am Alten Stellwerk 40    | O      | EG   | WA   | 55                    | 31,0                          | -                      |
| 106      |                          | O      | 1.OG | WA   | 55                    | 30,8                          | -                      |
| 106      |                          | O      | 2.OG | WA   | 55                    | 31,7                          | -                      |
| 106      |                          | O      | 3.OG | WA   | 55                    | 28,9                          | -                      |
| 106      |                          | O      | 4.OG | WA   | 55                    | 29,7                          | -                      |
| 107      |                          | S      | EG   | WA   | 55                    | 35,3                          | -                      |
| 107      |                          | S      | 1.OG | WA   | 55                    | 37,1                          | -                      |

# Zuführungsgleis Köln Nippes

## Beurteilungspegel Rückbau Maste

### Tagzeitraum

| Lfd. Nr. | Punktname             | HFront | SW   | Nutz | Richtwert Tag [dB(A)] | Beurteilungspegel Tag [dB(A)] | Überschr. Tag in dB(A) |
|----------|-----------------------|--------|------|------|-----------------------|-------------------------------|------------------------|
| 1        | 2                     | 3      | 4    | 5    | 6                     | 8                             | 10                     |
| 107      | Am Alten Stellwerk 40 | S      | 2.OG | WA   | 55                    | 39,0                          | -                      |
| 107      |                       | S      | 3.OG | WA   | 55                    | 40,9                          | -                      |
| 107      |                       | S      | 4.OG | WA   | 55                    | 43,6                          | -                      |
| 108      |                       | N      | EG   | WA   | 55                    | 30,9                          | -                      |
| 108      |                       | N      | 1.OG | WA   | 55                    | 31,7                          | -                      |
| 108      |                       | N      | 2.OG | WA   | 55                    | 29,2                          | -                      |
| 108      |                       | N      | 3.OG | WA   | 55                    | 31,1                          | -                      |
| 108      |                       | N      | 4.OG | WA   | 55                    | 35,1                          | -                      |
| 109      |                       | W      | EG   | WA   | 55                    | 29,5                          | -                      |
| 109      |                       | W      | 1.OG | WA   | 55                    | 29,5                          | -                      |
| 109      |                       | W      | 2.OG | WA   | 55                    | 29,6                          | -                      |
| 109      |                       | W      | 3.OG | WA   | 55                    | 30,6                          | -                      |
| 109      |                       | W      | 4.OG | WA   | 55                    | 35,3                          | -                      |
| 110      |                       | S      | EG   | WA   | 55                    | 28,8                          | -                      |
| 110      |                       | S      | 1.OG | WA   | 55                    | 29,8                          | -                      |
| 110      |                       | S      | 2.OG | WA   | 55                    | 31,3                          | -                      |
| 110      |                       | S      | 3.OG | WA   | 55                    | 33,5                          | -                      |
| 110      |                       | S      | 4.OG | WA   | 55                    | 37,4                          | -                      |
| 111      |                       | N      | EG   | WA   | 55                    | 31,7                          | -                      |
| 111      |                       | N      | 1.OG | WA   | 55                    | 33,1                          | -                      |
| 111      |                       | N      | 2.OG | WA   | 55                    | 33,1                          | -                      |
| 111      |                       | N      | 3.OG | WA   | 55                    | 35,7                          | -                      |
| 111      |                       | N      | 4.OG | WA   | 55                    | 40,3                          | -                      |
| 112      | Am Alten Stellwerk 42 | N      | EG   | WA   | 55                    | 45,1                          | -                      |
| 112      |                       | N      | 1.OG | WA   | 55                    | 45,5                          | -                      |
| 112      |                       | N      | 2.OG | WA   | 55                    | 46,1                          | -                      |
| 112      |                       | N      | 3.OG | WA   | 55                    | 46,6                          | -                      |
| 113      |                       | W      | EG   | WA   | 55                    | 43,7                          | -                      |
| 113      |                       | W      | 1.OG | WA   | 55                    | 44,0                          | -                      |
| 113      |                       | W      | 2.OG | WA   | 55                    | 44,3                          | -                      |
| 113      |                       | W      | 3.OG | WA   | 55                    | 44,6                          | -                      |
| 114      |                       | S      | EG   | WA   | 55                    | 30,2                          | -                      |
| 114      |                       | S      | 1.OG | WA   | 55                    | 30,6                          | -                      |
| 114      |                       | S      | 2.OG | WA   | 55                    | 30,1                          | -                      |
| 114      |                       | S      | 3.OG | WA   | 55                    | 32,9                          | -                      |
| 115      |                       | N      | EG   | WA   | 55                    | 44,3                          | -                      |
| 115      |                       | N      | 1.OG | WA   | 55                    | 44,5                          | -                      |
| 115      |                       | N      | 2.OG | WA   | 55                    | 44,7                          | -                      |
| 115      |                       | N      | 3.OG | WA   | 55                    | 44,9                          | -                      |
| 116      |                       | S      | EG   | WA   | 55                    | 31,1                          | -                      |
| 116      |                       | S      | 1.OG | WA   | 55                    | 31,1                          | -                      |
| 116      |                       | S      | 2.OG | WA   | 55                    | 32,3                          | -                      |
| 116      |                       | S      | 3.OG | WA   | 55                    | 34,8                          | -                      |
| 117      | Am Alten Stellwerk 44 | S      | EG   | WA   | 55                    | 30,6                          | -                      |
| 117      |                       | S      | 1.OG | WA   | 55                    | 31,3                          | -                      |
| 117      |                       | S      | 2.OG | WA   | 55                    | 33,0                          | -                      |
| 117      |                       | S      | 3.OG | WA   | 55                    | 36,1                          | -                      |
| 118      |                       | N      | EG   | WA   | 55                    | 38,5                          | -                      |
| 118      |                       | N      | 1.OG | WA   | 55                    | 38,9                          | -                      |
| 118      |                       | N      | 2.OG | WA   | 55                    | 39,5                          | -                      |
| 118      |                       | N      | 3.OG | WA   | 55                    | 40,5                          | -                      |
| 119      |                       | N      | EG   | WA   | 55                    | 37,9                          | -                      |
| 119      |                       | N      | 1.OG | WA   | 55                    | 38,3                          | -                      |
| 119      |                       | N      | 2.OG | WA   | 55                    | 38,9                          | -                      |

# Zuführungsgleis Köln Nippes

## Beurteilungspegel Rückbau Maste

### Tagzeitraum

| Lfd. Nr. | Punktname                | HFront | SW   | Nutz | Richtwert Tag [dB(A)] | Beurteilungspegel Tag [dB(A)] | Überschr. Tag in dB(A) |
|----------|--------------------------|--------|------|------|-----------------------|-------------------------------|------------------------|
| 1        | 2                        | 3      | 4    | 5    | 6                     | 8                             | 10                     |
| 119      | Am Alten Stellwerk 44    | N      | 3.OG | WA   | 55                    | 39,9                          | -                      |
| 120      |                          | S      | EG   | WA   | 55                    | 30,8                          | -                      |
| 120      |                          | S      | 1.OG | WA   | 55                    | 31,6                          | -                      |
| 120      |                          | S      | 2.OG | WA   | 55                    | 29,4                          | -                      |
| 120      |                          | S      | 3.OG | WA   | 55                    | 32,3                          | -                      |
| 121      |                          | O      | EG   | WA   | 55                    | 30,7                          | -                      |
| 121      |                          | O      | 1.OG | WA   | 55                    | 31,2                          | -                      |
| 121      |                          | O      | 2.OG | WA   | 55                    | 31,6                          | -                      |
| 121      |                          | O      | 3.OG | WA   | 55                    | 30,4                          | -                      |
| 122      | Am Alten Stellwerk 47-53 | N      | EG   | WA   | 55                    | 48,5                          | -                      |
| 122      |                          | N      | 1.OG | WA   | 55                    | 49,7                          | -                      |
| 122      |                          | N      | 2.OG | WA   | 55                    | 50,5                          | -                      |
| 122      |                          | N      | 3.OG | WA   | 55                    | 52,3                          | -                      |
| 123      |                          | N      | EG   | WA   | 55                    | 47,9                          | -                      |
| 123      |                          | N      | 1.OG | WA   | 55                    | 49,0                          | -                      |
| 123      |                          | N      | 2.OG | WA   | 55                    | 49,9                          | -                      |
| 123      |                          | N      | 3.OG | WA   | 55                    | 52,0                          | -                      |
| 124      |                          | O      | EG   | WA   | 55                    | 42,1                          | -                      |
| 124      |                          | O      | 1.OG | WA   | 55                    | 43,5                          | -                      |
| 124      |                          | O      | 2.OG | WA   | 55                    | 44,4                          | -                      |
| 124      |                          | O      | 3.OG | WA   | 55                    | 51,0                          | -                      |
| 125      |                          | S      | EG   | WA   | 55                    | 38,6                          | -                      |
| 125      |                          | S      | 1.OG | WA   | 55                    | 41,0                          | -                      |
| 125      |                          | S      | 2.OG | WA   | 55                    | 44,3                          | -                      |
| 125      |                          | S      | 3.OG | WA   | 55                    | 51,1                          | -                      |
| 126      |                          | S      | EG   | WA   | 55                    | 38,4                          | -                      |
| 126      |                          | S      | 1.OG | WA   | 55                    | 41,1                          | -                      |
| 126      |                          | S      | 2.OG | WA   | 55                    | 45,4                          | -                      |
| 126      |                          | S      | 3.OG | WA   | 55                    | 52,9                          | -                      |
| 127      |                          | W      | EG   | WA   | 55                    | 50,9                          | -                      |
| 127      |                          | W      | 1.OG | WA   | 55                    | 51,6                          | -                      |
| 127      |                          | W      | 2.OG | WA   | 55                    | 52,6                          | -                      |
| 127      |                          | W      | 3.OG | WA   | 55                    | 54,5                          | -                      |
| 128      |                          | N      | EG   | WA   | 55                    | 50,8                          | -                      |
| 128      |                          | N      | 1.OG | WA   | 55                    | 51,2                          | -                      |
| 128      |                          | N      | 2.OG | WA   | 55                    | 51,7                          | -                      |
| 128      |                          | N      | 3.OG | WA   | 55                    | 54,2                          | -                      |
| 129      |                          | N      | EG   | WA   | 55                    | 50,0                          | -                      |
| 129      |                          | N      | 1.OG | WA   | 55                    | 50,6                          | -                      |
| 129      |                          | N      | 2.OG | WA   | 55                    | 51,1                          | -                      |
| 129      |                          | N      | 3.OG | WA   | 55                    | 53,5                          | -                      |
| 130      |                          | S      | EG   | WA   | 55                    | 38,0                          | -                      |
| 130      |                          | S      | 1.OG | WA   | 55                    | 40,5                          | -                      |
| 130      |                          | S      | 2.OG | WA   | 55                    | 44,0                          | -                      |
| 130      |                          | S      | 3.OG | WA   | 55                    | 52,9                          | -                      |
| 131      | Am Alten Stellwerk 50    | O      | EG   | WA   | 55                    | 30,4                          | -                      |
| 131      |                          | O      | 1.OG | WA   | 55                    | 30,9                          | -                      |
| 131      |                          | O      | 2.OG | WA   | 55                    | 31,9                          | -                      |
| 131      |                          | O      | 3.OG | WA   | 55                    | 33,6                          | -                      |
| 131      |                          | O      | 4.OG | WA   | 55                    | 36,9                          | -                      |
| 132      |                          | W      | EG   | WA   | 55                    | 47,6                          | -                      |
| 132      |                          | W      | 1.OG | WA   | 55                    | 48,2                          | -                      |
| 132      |                          | W      | 2.OG | WA   | 55                    | 48,8                          | -                      |
| 132      |                          | W      | 3.OG | WA   | 55                    | 49,4                          | -                      |

# Zuführungsgleis Köln Nippes

## Beurteilungspegel Rückbau Maste

### Tagzeitraum

| Lfd. Nr. | Punktname             | HFront | SW   | Nutz | Richtwert Tag [dB(A)] | Beurteilungspegel Tag [dB(A)] | Überschr. Tag in dB(A) |
|----------|-----------------------|--------|------|------|-----------------------|-------------------------------|------------------------|
| 1        | 2                     | 3      | 4    | 5    | 6                     | 8                             | 10                     |
| 132      | Am Alten Stellwerk 50 | W      | 4.OG | WA   | 55                    | 49,0                          | -                      |
| 133      |                       | S      | EG   | WA   | 55                    | 46,9                          | -                      |
| 133      |                       | S      | 1.OG | WA   | 55                    | 47,4                          | -                      |
| 133      |                       | S      | 2.OG | WA   | 55                    | 48,1                          | -                      |
| 133      |                       | S      | 3.OG | WA   | 55                    | 48,7                          | -                      |
| 133      |                       | S      | 4.OG | WA   | 55                    | 49,0                          | -                      |
| 134      | Am Alten Stellwerk 52 | NW     | EG   | WA   | 55                    | 47,0                          | -                      |
| 134      |                       | NW     | 1.OG | WA   | 55                    | 47,4                          | -                      |
| 134      |                       | NW     | 2.OG | WA   | 55                    | 47,9                          | -                      |
| 134      |                       | NW     | 3.OG | WA   | 55                    | 48,7                          | -                      |
| 134      |                       | NW     | 4.OG | WA   | 55                    | 47,3                          | -                      |
| 135      |                       | SO     | EG   | WA   | 55                    | 28,8                          | -                      |
| 135      |                       | SO     | 1.OG | WA   | 55                    | 29,1                          | -                      |
| 135      |                       | SO     | 2.OG | WA   | 55                    | 29,7                          | -                      |
| 135      |                       | SO     | 3.OG | WA   | 55                    | 31,0                          | -                      |
| 135      |                       | SO     | 4.OG | WA   | 55                    | 34,0                          | -                      |
| 136      | Am Alten Stellwerk 54 | NW     | EG   | WA   | 55                    | 47,9                          | -                      |
| 136      |                       | NW     | 1.OG | WA   | 55                    | 48,2                          | -                      |
| 136      |                       | NW     | 2.OG | WA   | 55                    | 48,4                          | -                      |
| 136      |                       | NW     | 3.OG | WA   | 55                    | 48,9                          | -                      |
| 136      |                       | NW     | 4.OG | WA   | 55                    | 47,3                          | -                      |
| 137      |                       | SO     | EG   | WA   | 55                    | 29,6                          | -                      |
| 137      |                       | SO     | 1.OG | WA   | 55                    | 29,9                          | -                      |
| 137      |                       | SO     | 2.OG | WA   | 55                    | 30,7                          | -                      |
| 137      |                       | SO     | 3.OG | WA   | 55                    | 33,8                          | -                      |
| 137      |                       | SO     | 4.OG | WA   | 55                    | 45,8                          | -                      |
| 138      | Am Alten Stellwerk 56 | NW     | EG   | WA   | 55                    | 44,6                          | -                      |
| 138      |                       | NW     | 1.OG | WA   | 55                    | 44,9                          | -                      |
| 138      |                       | NW     | 2.OG | WA   | 55                    | 45,1                          | -                      |
| 138      |                       | NW     | 3.OG | WA   | 55                    | 45,4                          | -                      |
| 138      |                       | NW     | 4.OG | WA   | 55                    | 45,6                          | -                      |
| 139      |                       | SO     | EG   | WA   | 55                    | 29,1                          | -                      |
| 139      |                       | SO     | 1.OG | WA   | 55                    | 30,0                          | -                      |
| 139      |                       | SO     | 2.OG | WA   | 55                    | 31,3                          | -                      |
| 139      |                       | SO     | 3.OG | WA   | 55                    | 34,1                          | -                      |
| 139      |                       | SO     | 4.OG | WA   | 55                    | 42,8                          | -                      |
| 140      | Am Alten Stellwerk 58 | SO     | EG   | WA   | 55                    | 29,8                          | -                      |
| 140      |                       | SO     | 1.OG | WA   | 55                    | 30,4                          | -                      |
| 140      |                       | SO     | 2.OG | WA   | 55                    | 31,8                          | -                      |
| 140      |                       | SO     | 3.OG | WA   | 55                    | 34,8                          | -                      |
| 140      |                       | SO     | 4.OG | WA   | 55                    | 45,1                          | -                      |
| 141      |                       | NW     | EG   | WA   | 55                    | 44,2                          | -                      |
| 141      |                       | NW     | 1.OG | WA   | 55                    | 44,5                          | -                      |
| 141      |                       | NW     | 2.OG | WA   | 55                    | 44,7                          | -                      |
| 141      |                       | NW     | 3.OG | WA   | 55                    | 45,0                          | -                      |
| 141      |                       | NW     | 4.OG | WA   | 55                    | 45,3                          | -                      |
| 142      | Am Alten Stellwerk 60 | NW     | EG   | WA   | 55                    | 44,3                          | -                      |
| 142      |                       | NW     | 1.OG | WA   | 55                    | 44,8                          | -                      |
| 142      |                       | NW     | 2.OG | WA   | 55                    | 45,0                          | -                      |
| 142      |                       | NW     | 3.OG | WA   | 55                    | 45,3                          | -                      |
| 142      |                       | NW     | 4.OG | WA   | 55                    | 45,0                          | -                      |
| 143      |                       | SO     | EG   | WA   | 55                    | 29,1                          | -                      |
| 143      |                       | SO     | 1.OG | WA   | 55                    | 30,2                          | -                      |
| 143      |                       | SO     | 2.OG | WA   | 55                    | 31,7                          | -                      |

# Zuführungsgleis Köln Nippes

## Beurteilungspegel Rückbau Maste

### Tagzeitraum

| Lfd. Nr. | Punktname                | HFront | SW   | Nutz | Richtwert Tag [dB(A)] | Beurteilungspegel Tag [dB(A)] | Überschr. Tag in dB(A) |
|----------|--------------------------|--------|------|------|-----------------------|-------------------------------|------------------------|
| 1        | 2                        | 3      | 4    | 5    | 6                     | 8                             | 10                     |
| 143      | Am Alten Stellwerk 60    | SO     | 3.OG | WA   | 55                    | 34,7                          | -                      |
| 143      |                          | SO     | 4.OG | WA   | 55                    | 44,7                          | -                      |
| 144      | Am Alten Stellwerk 62    | SO     | EG   | WA   | 55                    | 30,6                          | -                      |
| 144      |                          | SO     | 1.OG | WA   | 55                    | 31,5                          | -                      |
| 144      |                          | SO     | 2.OG | WA   | 55                    | 32,8                          | -                      |
| 144      |                          | SO     | 3.OG | WA   | 55                    | 35,3                          | -                      |
| 144      |                          | SO     | 4.OG | WA   | 55                    | 44,6                          | -                      |
| 145      |                          | NW     | EG   | WA   | 55                    | 44,1                          | -                      |
| 145      |                          | NW     | 1.OG | WA   | 55                    | 44,5                          | -                      |
| 145      |                          | NW     | 2.OG | WA   | 55                    | 44,7                          | -                      |
| 145      |                          | NW     | 3.OG | WA   | 55                    | 45,0                          | -                      |
| 145      |                          | NW     | 4.OG | WA   | 55                    | 44,7                          | -                      |
| 146      | Am Alten Stellwerk 64    | NO     | EG   | WA   | 55                    | 27,6                          | -                      |
| 146      |                          | NO     | 1.OG | WA   | 55                    | 27,6                          | -                      |
| 146      |                          | NO     | 2.OG | WA   | 55                    | 27,7                          | -                      |
| 146      |                          | NO     | 3.OG | WA   | 55                    | 31,4                          | -                      |
| 146      |                          | NO     | 4.OG | WA   | 55                    | 44,2                          | -                      |
| 147      |                          | NW     | EG   | WA   | 55                    | 43,8                          | -                      |
| 147      |                          | NW     | 1.OG | WA   | 55                    | 44,3                          | -                      |
| 147      |                          | NW     | 2.OG | WA   | 55                    | 44,5                          | -                      |
| 147      |                          | NW     | 3.OG | WA   | 55                    | 44,8                          | -                      |
| 147      |                          | NW     | 4.OG | WA   | 55                    | 44,5                          | -                      |
| 148      |                          | SO     | EG   | WA   | 55                    | 36,7                          | -                      |
| 148      |                          | SO     | 1.OG | WA   | 55                    | 38,5                          | -                      |
| 148      |                          | SO     | 2.OG | WA   | 55                    | 39,1                          | -                      |
| 148      |                          | SO     | 3.OG | WA   | 55                    | 40,3                          | -                      |
| 148      |                          | SO     | 4.OG | WA   | 55                    | 45,3                          | -                      |
| 149      | Am Ausbesserungswerk 2-6 | W      | EG   | WA   | 55                    | 55,9                          | 0,9                    |
| 149      |                          | W      | 1.OG | WA   | 55                    | 56,6                          | 1,6                    |
| 149      |                          | W      | 2.OG | WA   | 55                    | 57,3                          | 2,3                    |
| 149      |                          | W      | 3.OG | WA   | 55                    | 57,9                          | 2,9                    |
| 149      |                          | W      | 4.OG | WA   | 55                    | 58,6                          | 3,6                    |
| 150      |                          | S      | EG   | WA   | 55                    | 56,7                          | 1,7                    |
| 150      |                          | S      | 1.OG | WA   | 55                    | 57,4                          | 2,4                    |
| 150      |                          | S      | 2.OG | WA   | 55                    | 58,2                          | 3,2                    |
| 150      |                          | S      | 3.OG | WA   | 55                    | 58,9                          | 3,9                    |
| 150      |                          | S      | 4.OG | WA   | 55                    | 59,6                          | 4,6                    |
| 151      |                          | W      | EG   | WA   | 55                    | 53,7                          | -                      |
| 151      |                          | W      | 1.OG | WA   | 55                    | 54,2                          | -                      |
| 151      |                          | W      | 2.OG | WA   | 55                    | 54,7                          | -                      |
| 151      |                          | W      | 3.OG | WA   | 55                    | 55,2                          | 0,2                    |
| 151      |                          | W      | 4.OG | WA   | 55                    | 55,7                          | 0,7                    |
| 152      |                          | W      | EG   | WA   | 55                    | 52,3                          | -                      |
| 152      |                          | W      | 1.OG | WA   | 55                    | 52,7                          | -                      |
| 152      |                          | W      | 2.OG | WA   | 55                    | 53,1                          | -                      |
| 152      |                          | W      | 3.OG | WA   | 55                    | 53,5                          | -                      |
| 152      |                          | W      | 4.OG | WA   | 55                    | 53,9                          | -                      |
| 153      |                          | W      | EG   | WA   | 55                    | 51,0                          | -                      |
| 153      |                          | W      | 1.OG | WA   | 55                    | 51,3                          | -                      |
| 153      |                          | W      | 2.OG | WA   | 55                    | 51,7                          | -                      |
| 153      |                          | W      | 3.OG | WA   | 55                    | 52,0                          | -                      |
| 153      |                          | W      | 4.OG | WA   | 55                    | 52,4                          | -                      |
| 154      |                          | O      | EG   | WA   | 55                    | 30,7                          | -                      |
| 154      |                          | O      | 1.OG | WA   | 55                    | 30,6                          | -                      |

# Zuführungsgleis Köln Nippes

## Beurteilungspegel Rückbau Maste

### Tagzeitraum

| Lfd. Nr. | Punktname                 | HFront | SW       | Nutz | Richtwert Tag [dB(A)] | Beurteilungspegel Tag [dB(A)] | Überschr. Tag in dB(A) |
|----------|---------------------------|--------|----------|------|-----------------------|-------------------------------|------------------------|
| 1        | 2                         | 3      | 4        | 5    | 6                     | 8                             | 10                     |
| 154      | Am Ausbesserungswerk 2-6  | O      | 2.OG     | WA   | 55                    | 30,6                          | -                      |
| 154      |                           | O      | 3.OG     | WA   | 55                    | 30,6                          | -                      |
| 154      |                           | O      | 4.OG     | WA   | 55                    | 30,9                          | -                      |
| 155      |                           | O      | EG       | WA   | 55                    | 32,2                          | -                      |
| 155      |                           | O      | 1.OG     | WA   | 55                    | 32,5                          | -                      |
| 155      |                           | O      | 2.OG     | WA   | 55                    | 33,2                          | -                      |
| 155      |                           | O      | 3.OG     | WA   | 55                    | 34,6                          | -                      |
| 155      |                           | O      | 4.OG     | WA   | 55                    | 36,4                          | -                      |
| 156      |                           | O      | EG       | WA   | 55                    | 34,5                          | -                      |
| 156      |                           | O      | 1.OG     | WA   | 55                    | 34,6                          | -                      |
| 156      |                           | O      | 2.OG     | WA   | 55                    | 34,9                          | -                      |
| 156      |                           | O      | 3.OG     | WA   | 55                    | 36,0                          | -                      |
| 156      |                           | O      | 4.OG     | WA   | 55                    | 41,2                          | -                      |
| 157      |                           | O      | EG       | WA   | 55                    | 35,1                          | -                      |
| 157      |                           | O      | 1.OG     | WA   | 55                    | 36,6                          | -                      |
| 157      |                           | O      | 2.OG     | WA   | 55                    | 38,9                          | -                      |
| 157      |                           | O      | 3.OG     | WA   | 55                    | 40,6                          | -                      |
| 157      |                           | O      | 4.OG     | WA   | 55                    | 41,4                          | -                      |
| 158      | Am Ausbesserungswerk 6-8  |        | (3,0 m)  | WA   | 55                    | 50,2                          | -                      |
| 158      |                           |        | (5,8 m)  | WA   | 55                    | 50,5                          | -                      |
| 158      |                           |        | (8,6 m)  | WA   | 55                    | 50,8                          | -                      |
| 158      |                           |        | (11,4 m) | WA   | 55                    | 51,1                          | -                      |
| 159      |                           |        | (3,0 m)  | WA   | 55                    | 31,6                          | -                      |
| 159      |                           |        | (5,8 m)  | WA   | 55                    | 29,9                          | -                      |
| 159      |                           |        | (8,6 m)  | WA   | 55                    | 29,9                          | -                      |
| 159      |                           |        | (11,4 m) | WA   | 55                    | 30,0                          | -                      |
| 160      | Am Ausbesserungswerk 8-14 | W      | EG       | WA   | 55                    | 49,3                          | -                      |
| 160      |                           | W      | 1.OG     | WA   | 55                    | 49,6                          | -                      |
| 160      |                           | W      | 2.OG     | WA   | 55                    | 49,9                          | -                      |
| 160      |                           | W      | 3.OG     | WA   | 55                    | 50,1                          | -                      |
| 160      |                           | W      | 4.OG     | WA   | 55                    | 50,4                          | -                      |
| 161      |                           | W      | EG       | WA   | 55                    | 48,3                          | -                      |
| 161      |                           | W      | 1.OG     | WA   | 55                    | 48,6                          | -                      |
| 161      |                           | W      | 2.OG     | WA   | 55                    | 48,8                          | -                      |
| 161      |                           | W      | 3.OG     | WA   | 55                    | 49,0                          | -                      |
| 161      |                           | W      | 4.OG     | WA   | 55                    | 49,3                          | -                      |
| 162      |                           | W      | EG       | WA   | 55                    | 47,5                          | -                      |
| 162      |                           | W      | 1.OG     | WA   | 55                    | 47,7                          | -                      |
| 162      |                           | W      | 2.OG     | WA   | 55                    | 47,9                          | -                      |
| 162      |                           | W      | 3.OG     | WA   | 55                    | 48,1                          | -                      |
| 162      |                           | W      | 4.OG     | WA   | 55                    | 48,3                          | -                      |
| 163      |                           | W      | EG       | WA   | 55                    | 46,9                          | -                      |
| 163      |                           | W      | 1.OG     | WA   | 55                    | 47,1                          | -                      |
| 163      |                           | W      | 2.OG     | WA   | 55                    | 47,3                          | -                      |
| 163      |                           | W      | 3.OG     | WA   | 55                    | 47,5                          | -                      |
| 163      |                           | W      | 4.OG     | WA   | 55                    | 47,7                          | -                      |
| 164      |                           | O      | EG       | WA   | 55                    | 27,9                          | -                      |
| 164      |                           | O      | 1.OG     | WA   | 55                    | 28,6                          | -                      |
| 164      |                           | O      | 2.OG     | WA   | 55                    | 30,4                          | -                      |
| 164      |                           | O      | 3.OG     | WA   | 55                    | 35,2                          | -                      |
| 164      |                           | O      | 4.OG     | WA   | 55                    | 37,8                          | -                      |
| 165      |                           | O      | EG       | WA   | 55                    | 31,0                          | -                      |
| 165      |                           | O      | 1.OG     | WA   | 55                    | 32,5                          | -                      |
| 165      |                           | O      | 2.OG     | WA   | 55                    | 34,3                          | -                      |

# Zuführungsgleis Köln Nippes

## Beurteilungspegel Rückbau Maste

### Tagzeitraum

| Lfd. Nr. | Punktname                  | HFront | SW       | Nutz | Richtwert Tag [dB(A)] | Beurteilungspegel Tag [dB(A)] | Überschr. Tag in dB(A) |
|----------|----------------------------|--------|----------|------|-----------------------|-------------------------------|------------------------|
| 1        | 2                          | 3      | 4        | 5    | 6                     | 8                             | 10                     |
| 165      | Am Ausbesserungswerk 8-14  | O      | 3.OG     | WA   | 55                    | 36,2                          | -                      |
| 165      |                            | O      | 4.OG     | WA   | 55                    | 37,9                          | -                      |
| 166      |                            | O      | EG       | WA   | 55                    | 29,9                          | -                      |
| 166      |                            | O      | 1.OG     | WA   | 55                    | 30,2                          | -                      |
| 166      |                            | O      | 2.OG     | WA   | 55                    | 31,1                          | -                      |
| 166      |                            | O      | 3.OG     | WA   | 55                    | 32,0                          | -                      |
| 166      |                            | O      | 4.OG     | WA   | 55                    | 34,4                          | -                      |
| 167      |                            | O      | EG       | WA   | 55                    | 29,1                          | -                      |
| 167      |                            | O      | 1.OG     | WA   | 55                    | 29,9                          | -                      |
| 167      |                            | O      | 2.OG     | WA   | 55                    | 31,7                          | -                      |
| 167      |                            | O      | 3.OG     | WA   | 55                    | 34,9                          | -                      |
| 167      |                            | O      | 4.OG     | WA   | 55                    | 37,0                          | -                      |
| 168      | Am Ausbesserungswerk 14-16 |        | (2,7 m)  | WA   | 55                    | 33,3                          | -                      |
| 168      |                            |        | (5,5 m)  | WA   | 55                    | 34,3                          | -                      |
| 168      |                            |        | (8,3 m)  | WA   | 55                    | 36,1                          | -                      |
| 168      |                            |        | (11,1 m) | WA   | 55                    | 36,7                          | -                      |
| 169      |                            |        | (2,7 m)  | WA   | 55                    | 46,5                          | -                      |
| 169      |                            |        | (5,5 m)  | WA   | 55                    | 46,6                          | -                      |
| 169      |                            |        | (8,3 m)  | WA   | 55                    | 46,8                          | -                      |
| 169      |                            |        | (11,1 m) | WA   | 55                    | 47,0                          | -                      |
| 170      | Am Ausbesserungswerk 16-22 | O      | EG       | WA   | 55                    | 27,5                          | -                      |
| 170      |                            | O      | 1.OG     | WA   | 55                    | 27,9                          | -                      |
| 170      |                            | O      | 2.OG     | WA   | 55                    | 29,7                          | -                      |
| 170      |                            | O      | 3.OG     | WA   | 55                    | 32,6                          | -                      |
| 170      |                            | O      | 4.OG     | WA   | 55                    | 32,8                          | -                      |
| 171      |                            | W      | EG       | WA   | 55                    | 44,4                          | -                      |
| 171      |                            | W      | 1.OG     | WA   | 55                    | 44,6                          | -                      |
| 171      |                            | W      | 2.OG     | WA   | 55                    | 44,9                          | -                      |
| 171      |                            | W      | 3.OG     | WA   | 55                    | 45,2                          | -                      |
| 171      |                            | W      | 4.OG     | WA   | 55                    | 45,6                          | -                      |
| 172      |                            | W      | EG       | WA   | 55                    | 44,9                          | -                      |
| 172      |                            | W      | 1.OG     | WA   | 55                    | 45,2                          | -                      |
| 172      |                            | W      | 2.OG     | WA   | 55                    | 45,6                          | -                      |
| 172      |                            | W      | 3.OG     | WA   | 55                    | 45,9                          | -                      |
| 172      |                            | W      | 4.OG     | WA   | 55                    | 46,2                          | -                      |
| 173      |                            | O      | EG       | WA   | 55                    | 30,2                          | -                      |
| 173      |                            | O      | 1.OG     | WA   | 55                    | 31,5                          | -                      |
| 173      |                            | O      | 2.OG     | WA   | 55                    | 33,5                          | -                      |
| 173      |                            | O      | 3.OG     | WA   | 55                    | 36,6                          | -                      |
| 173      |                            | O      | 4.OG     | WA   | 55                    | 37,9                          | -                      |
| 174      |                            | O      | EG       | WA   | 55                    | 34,1                          | -                      |
| 174      |                            | O      | 1.OG     | WA   | 55                    | 35,7                          | -                      |
| 174      |                            | O      | 2.OG     | WA   | 55                    | 36,6                          | -                      |
| 174      |                            | O      | 3.OG     | WA   | 55                    | 36,7                          | -                      |
| 174      |                            | O      | 4.OG     | WA   | 55                    | 37,8                          | -                      |
| 175      |                            | O      | EG       | WA   | 55                    | 33,5                          | -                      |
| 175      |                            | O      | 1.OG     | WA   | 55                    | 35,1                          | -                      |
| 175      |                            | O      | 2.OG     | WA   | 55                    | 35,9                          | -                      |
| 175      |                            | O      | 3.OG     | WA   | 55                    | 36,2                          | -                      |
| 175      |                            | O      | 4.OG     | WA   | 55                    | 36,3                          | -                      |
| 176      |                            | W      | EG       | WA   | 55                    | 45,6                          | -                      |
| 176      |                            | W      | 1.OG     | WA   | 55                    | 46,0                          | -                      |
| 176      |                            | W      | 2.OG     | WA   | 55                    | 46,6                          | -                      |
| 176      |                            | W      | 3.OG     | WA   | 55                    | 47,2                          | -                      |

# Zuführungsgleis Köln Nippes

## Beurteilungspegel Rückbau Maste

### Tagzeitraum

| Lfd. Nr. | Punktname                  | HFront | SW       | Nutz | Richtwert Tag [dB(A)] | Beurteilungspegel Tag [dB(A)] | Überschr. Tag in dB(A) |
|----------|----------------------------|--------|----------|------|-----------------------|-------------------------------|------------------------|
| 1        | 2                          | 3      | 4        | 5    | 6                     | 8                             | 10                     |
| 176      | Am Ausbesserungswerk 16-22 | W      | 4.OG     | WA   | 55                    | 47,5                          | -                      |
| 177      |                            | W      | EG       | WA   | 55                    | 46,2                          | -                      |
| 177      |                            | W      | 1.OG     | WA   | 55                    | 46,6                          | -                      |
| 177      |                            | W      | 2.OG     | WA   | 55                    | 47,2                          | -                      |
| 177      |                            | W      | 3.OG     | WA   | 55                    | 48,0                          | -                      |
| 177      |                            | W      | 4.OG     | WA   | 55                    | 48,4                          | -                      |
| 178      | Am Ausbesserungswerk 22-24 |        | (2,9 m)  | WA   | 55                    | 28,5                          | -                      |
| 178      |                            |        | (5,7 m)  | WA   | 55                    | 26,8                          | -                      |
| 178      |                            |        | (8,5 m)  | WA   | 55                    | 26,9                          | -                      |
| 178      |                            |        | (11,3 m) | WA   | 55                    | 26,9                          | -                      |
| 179      |                            |        | (2,9 m)  | WA   | 55                    | 40,3                          | -                      |
| 179      |                            |        | (5,7 m)  | WA   | 55                    | 40,7                          | -                      |
| 179      |                            |        | (8,5 m)  | WA   | 55                    | 41,1                          | -                      |
| 179      |                            |        | (11,3 m) | WA   | 55                    | 41,6                          | -                      |
| 180      | Am Ausbesserungswerk 24-30 | W      | EG       | WA   | 55                    | 24,8                          | -                      |
| 180      |                            | W      | 1.OG     | WA   | 55                    | 24,9                          | -                      |
| 180      |                            | W      | 2.OG     | WA   | 55                    | 24,9                          | -                      |
| 180      |                            | W      | 3.OG     | WA   | 55                    | 25,0                          | -                      |
| 180      |                            | W      | 4.OG     | WA   | 55                    | 25,5                          | -                      |
| 181      |                            | W      | EG       | WA   | 55                    | 23,7                          | -                      |
| 181      |                            | W      | 1.OG     | WA   | 55                    | 23,7                          | -                      |
| 181      |                            | W      | 2.OG     | WA   | 55                    | 23,8                          | -                      |
| 181      |                            | W      | 3.OG     | WA   | 55                    | 23,8                          | -                      |
| 181      |                            | W      | 4.OG     | WA   | 55                    | 24,3                          | -                      |
| 182      |                            | O      | EG       | WA   | 55                    | 29,0                          | -                      |
| 182      |                            | O      | 1.OG     | WA   | 55                    | 26,9                          | -                      |
| 182      |                            | O      | 2.OG     | WA   | 55                    | 27,4                          | -                      |
| 182      |                            | O      | 3.OG     | WA   | 55                    | 28,9                          | -                      |
| 182      |                            | O      | 4.OG     | WA   | 55                    | 32,2                          | -                      |
| 183      |                            | W      | EG       | WA   | 55                    | 30,6                          | -                      |
| 183      |                            | W      | 1.OG     | WA   | 55                    | 30,7                          | -                      |
| 183      |                            | W      | 2.OG     | WA   | 55                    | 30,8                          | -                      |
| 183      |                            | W      | 3.OG     | WA   | 55                    | 30,9                          | -                      |
| 183      |                            | W      | 4.OG     | WA   | 55                    | 31,2                          | -                      |
| 184      |                            | O      | EG       | WA   | 55                    | 34,1                          | -                      |
| 184      |                            | O      | 1.OG     | WA   | 55                    | 35,2                          | -                      |
| 184      |                            | O      | 2.OG     | WA   | 55                    | 36,6                          | -                      |
| 184      |                            | O      | 3.OG     | WA   | 55                    | 37,7                          | -                      |
| 184      |                            | O      | 4.OG     | WA   | 55                    | 38,4                          | -                      |
| 185      |                            | W      | EG       | WA   | 55                    | 27,0                          | -                      |
| 185      |                            | W      | 1.OG     | WA   | 55                    | 27,1                          | -                      |
| 185      |                            | W      | 2.OG     | WA   | 55                    | 27,1                          | -                      |
| 185      |                            | W      | 3.OG     | WA   | 55                    | 27,2                          | -                      |
| 185      |                            | W      | 4.OG     | WA   | 55                    | 27,6                          | -                      |
| 186      |                            | O      | EG       | WA   | 55                    | 35,0                          | -                      |
| 186      |                            | O      | 1.OG     | WA   | 55                    | 36,3                          | -                      |
| 186      |                            | O      | 2.OG     | WA   | 55                    | 38,5                          | -                      |
| 186      |                            | O      | 3.OG     | WA   | 55                    | 39,7                          | -                      |
| 186      |                            | O      | 4.OG     | WA   | 55                    | 38,5                          | -                      |
| 187      |                            | O      | EG       | WA   | 55                    | 33,0                          | -                      |
| 187      |                            | O      | 1.OG     | WA   | 55                    | 35,1                          | -                      |
| 187      |                            | O      | 2.OG     | WA   | 55                    | 36,7                          | -                      |
| 187      |                            | O      | 3.OG     | WA   | 55                    | 38,1                          | -                      |
| 187      |                            | O      | 4.OG     | WA   | 55                    | 37,6                          | -                      |

# Zuführungsgleis Köln Nippes

## Beurteilungspegel Rückbau Maste

### Tagzeitraum

| Lfd. Nr. | Punktname                   | HFront | SW   | Nutz | Richtwert Tag [dB(A)] | Beurteilungspegel Tag [dB(A)] | Überschr. Tag in dB(A) |
|----------|-----------------------------|--------|------|------|-----------------------|-------------------------------|------------------------|
| 1        | 2                           | 3      | 4    | 5    | 6                     | 8                             | 10                     |
| 188      | Am Ausbesserungswerk 24-30  | W      | EG   | WA   | 55                    | 35,7                          | -                      |
| 188      |                             | W      | 1.OG | WA   | 55                    | 36,5                          | -                      |
| 188      |                             | W      | 2.OG | WA   | 55                    | 37,3                          | -                      |
| 188      |                             | W      | 3.OG | WA   | 55                    | 38,2                          | -                      |
| 188      |                             | W      | 4.OG | WA   | 55                    | 39,2                          | -                      |
| 189      |                             | W      | EG   | WA   | 55                    | 39,1                          | -                      |
| 189      |                             | W      | 1.OG | WA   | 55                    | 39,5                          | -                      |
| 189      |                             | W      | 2.OG | WA   | 55                    | 40,0                          | -                      |
| 189      |                             | W      | 3.OG | WA   | 55                    | 40,6                          | -                      |
| 189      |                             | W      | 4.OG | WA   | 55                    | 41,4                          | -                      |
| 190      |                             | O      | EG   | WA   | 55                    | 33,4                          | -                      |
| 190      |                             | O      | 1.OG | WA   | 55                    | 35,7                          | -                      |
| 190      |                             | O      | 2.OG | WA   | 55                    | 37,5                          | -                      |
| 190      |                             | O      | 3.OG | WA   | 55                    | 38,9                          | -                      |
| 190      |                             | O      | 4.OG | WA   | 55                    | 38,3                          | -                      |
| 191      | Am Ausbesserungswerk 32-36  | N      | EG   | WA   | 55                    | 21,5                          | -                      |
| 191      |                             | N      | 1.OG | WA   | 55                    | 21,5                          | -                      |
| 191      |                             | N      | 2.OG | WA   | 55                    | 21,5                          | -                      |
| 191      |                             | N      | 3.OG | WA   | 55                    | 21,5                          | -                      |
| 191      |                             | N      | 4.OG | WA   | 55                    | 22,1                          | -                      |
| 192      |                             | S      | EG   | WA   | 55                    | 33,1                          | -                      |
| 192      |                             | S      | 1.OG | WA   | 55                    | 34,7                          | -                      |
| 192      |                             | S      | 2.OG | WA   | 55                    | 36,2                          | -                      |
| 192      |                             | S      | 3.OG | WA   | 55                    | 37,8                          | -                      |
| 192      |                             | S      | 4.OG | WA   | 55                    | 38,0                          | -                      |
| 193      |                             | O      | EG   | WA   | 55                    | 21,6                          | -                      |
| 193      |                             | O      | 1.OG | WA   | 55                    | 21,6                          | -                      |
| 193      |                             | O      | 2.OG | WA   | 55                    | 21,6                          | -                      |
| 193      |                             | O      | 3.OG | WA   | 55                    | 21,6                          | -                      |
| 193      |                             | O      | 4.OG | WA   | 55                    | 22,3                          | -                      |
| 194      | Am Ausbesserungswerk 40 (Ki | N      | EG   | WA   | 55                    | 35,2                          | -                      |
| 194      |                             | N      | 1.OG | WA   | 55                    | 36,9                          | -                      |
| 195      |                             | O      | EG   | WA   | 55                    | 28,0                          | -                      |
| 195      |                             | O      | 1.OG | WA   | 55                    | 29,7                          | -                      |
| 196      |                             | W      | EG   | WA   | 55                    | 35,0                          | -                      |
| 196      |                             | W      | 1.OG | WA   | 55                    | 36,7                          | -                      |
| 197      |                             | S      | EG   | WA   | 55                    | 30,2                          | -                      |
| 197      |                             | S      | 1.OG | WA   | 55                    | 32,6                          | -                      |
| 198      | An der Drehscheibe 1        | NO     | EG   | WA   | 55                    | 31,7                          | -                      |
| 198      |                             | NO     | 1.OG | WA   | 55                    | 33,5                          | -                      |
| 198      |                             | NO     | 2.OG | WA   | 55                    | 25,6                          | -                      |
| 198      |                             | NO     | 3.OG | WA   | 55                    | 29,8                          | -                      |
| 199      |                             | SW     | EG   | WA   | 55                    | 34,4                          | -                      |
| 199      |                             | SW     | 1.OG | WA   | 55                    | 36,7                          | -                      |
| 199      |                             | SW     | 2.OG | WA   | 55                    | 39,7                          | -                      |
| 199      |                             | SW     | 3.OG | WA   | 55                    | 43,0                          | -                      |
| 200      |                             | NW     | EG   | WA   | 55                    | 27,6                          | -                      |
| 200      |                             | NW     | 1.OG | WA   | 55                    | 28,5                          | -                      |
| 200      |                             | NW     | 2.OG | WA   | 55                    | 30,6                          | -                      |
| 200      |                             | NW     | 3.OG | WA   | 55                    | 36,0                          | -                      |
| 201      | An der Drehscheibe 3        | NW     | EG   | WA   | 55                    | 31,5                          | -                      |
| 201      |                             | NW     | 1.OG | WA   | 55                    | 33,1                          | -                      |
| 201      |                             | NW     | 2.OG | WA   | 55                    | 34,9                          | -                      |
| 201      |                             | NW     | 3.OG | WA   | 55                    | 39,2                          | -                      |

# Zuführungsgleis Köln Nippes

## Beurteilungspegel Rückbau Maste

### Tagzeitraum

| Lfd. Nr. | Punktname            | HFront | SW   | Nutz | Richtwert Tag [dB(A)] | Beurteilungspegel Tag [dB(A)] | Überschr. Tag in dB(A) |
|----------|----------------------|--------|------|------|-----------------------|-------------------------------|------------------------|
| 1        | 2                    | 3      | 4    | 5    | 6                     | 8                             | 10                     |
| 202      | An der Drehscheibe 3 | NW     | EG   | WA   | 55                    | 34,2                          | -                      |
| 202      |                      | NW     | 1.OG | WA   | 55                    | 36,1                          | -                      |
| 202      |                      | NW     | 2.OG | WA   | 55                    | 38,4                          | -                      |
| 202      |                      | NW     | 3.OG | WA   | 55                    | 41,3                          | -                      |
| 203      |                      | SO     | EG   | WA   | 55                    | 34,2                          | -                      |
| 203      |                      | SO     | 1.OG | WA   | 55                    | 36,5                          | -                      |
| 203      |                      | SO     | 2.OG | WA   | 55                    | 39,5                          | -                      |
| 203      |                      | SO     | 3.OG | WA   | 55                    | 43,0                          | -                      |
| 204      |                      | SO     | EG   | WA   | 55                    | 34,1                          | -                      |
| 204      |                      | SO     | 1.OG | WA   | 55                    | 36,4                          | -                      |
| 204      |                      | SO     | 2.OG | WA   | 55                    | 39,4                          | -                      |
| 204      |                      | SO     | 3.OG | WA   | 55                    | 43,2                          | -                      |
| 205      |                      | SO     | EG   | WA   | 55                    | 34,2                          | -                      |
| 205      |                      | SO     | 1.OG | WA   | 55                    | 36,6                          | -                      |
| 205      |                      | SO     | 2.OG | WA   | 55                    | 39,6                          | -                      |
| 205      |                      | SO     | 3.OG | WA   | 55                    | 42,6                          | -                      |
| 206      |                      | NW     | EG   | WA   | 55                    | 28,9                          | -                      |
| 206      |                      | NW     | 1.OG | WA   | 55                    | 30,3                          | -                      |
| 206      |                      | NW     | 2.OG | WA   | 55                    | 33,1                          | -                      |
| 206      |                      | NW     | 3.OG | WA   | 55                    | 38,9                          | -                      |
| 207      | An der Drehscheibe 5 | N      | EG   | WA   | 55                    | 33,0                          | -                      |
| 207      |                      | N      | 1.OG | WA   | 55                    | 34,6                          | -                      |
| 207      |                      | N      | 2.OG | WA   | 55                    | 37,0                          | -                      |
| 207      |                      | N      | 3.OG | WA   | 55                    | 38,1                          | -                      |
| 208      |                      | W      | EG   | WA   | 55                    | 36,2                          | -                      |
| 208      |                      | W      | 1.OG | WA   | 55                    | 38,6                          | -                      |
| 208      |                      | W      | 2.OG | WA   | 55                    | 40,8                          | -                      |
| 208      |                      | W      | 3.OG | WA   | 55                    | 41,5                          | -                      |
| 209      |                      | N      | EG   | WA   | 55                    | 34,8                          | -                      |
| 209      |                      | N      | 1.OG | WA   | 55                    | 36,8                          | -                      |
| 209      |                      | N      | 2.OG | WA   | 55                    | 38,8                          | -                      |
| 209      |                      | N      | 3.OG | WA   | 55                    | 40,5                          | -                      |
| 210      |                      | S      | EG   | WA   | 55                    | 28,7                          | -                      |
| 210      |                      | S      | 1.OG | WA   | 55                    | 30,6                          | -                      |
| 210      |                      | S      | 2.OG | WA   | 55                    | 34,1                          | -                      |
| 210      |                      | S      | 3.OG | WA   | 55                    | 40,2                          | -                      |
| 211      | An der Drehscheibe 7 | O      | EG   | WA   | 55                    | 31,8                          | -                      |
| 211      |                      | O      | 1.OG | WA   | 55                    | 33,5                          | -                      |
| 211      |                      | O      | 2.OG | WA   | 55                    | 35,5                          | -                      |
| 211      |                      | O      | 3.OG | WA   | 55                    | 38,8                          | -                      |
| 212      |                      | W      | EG   | WA   | 55                    | 35,3                          | -                      |
| 212      |                      | W      | 1.OG | WA   | 55                    | 36,8                          | -                      |
| 212      |                      | W      | 2.OG | WA   | 55                    | 41,1                          | -                      |
| 212      |                      | W      | 3.OG | WA   | 55                    | 42,8                          | -                      |
| 213      |                      | W      | EG   | WA   | 55                    | 36,9                          | -                      |
| 213      |                      | W      | 1.OG | WA   | 55                    | 38,5                          | -                      |
| 213      |                      | W      | 2.OG | WA   | 55                    | 40,9                          | -                      |
| 213      |                      | W      | 3.OG | WA   | 55                    | 44,0                          | -                      |
| 214      |                      | O      | EG   | WA   | 55                    | 33,4                          | -                      |
| 214      |                      | O      | 1.OG | WA   | 55                    | 34,8                          | -                      |
| 214      |                      | O      | 2.OG | WA   | 55                    | 36,8                          | -                      |
| 214      |                      | O      | 3.OG | WA   | 55                    | 39,6                          | -                      |
| 215      | An der Drehscheibe 9 | N      | EG   | WA   | 55                    | 33,2                          | -                      |
| 215      |                      | N      | 1.OG | WA   | 55                    | 34,6                          | -                      |

# Zuführungsgleis Köln Nippes

## Beurteilungspegel Rückbau Maste

### Tagzeitraum

| Lfd. Nr. | Punktname                | HFront | SW   | Nutz | Richtwert Tag [dB(A)] | Beurteilungspegel Tag [dB(A)] | Überschr. Tag in dB(A) |
|----------|--------------------------|--------|------|------|-----------------------|-------------------------------|------------------------|
| 1        | 2                        | 3      | 4    | 5    | 6                     | 8                             | 10                     |
| 215      | An der Drehscheibe 9     | N      | 2.OG | WA   | 55                    | 36,5                          | -                      |
| 215      |                          | N      | 3.OG | WA   | 55                    | 39,4                          | -                      |
| 216      |                          | N      | EG   | WA   | 55                    | 33,6                          | -                      |
| 216      |                          | N      | 1.OG | WA   | 55                    | 35,4                          | -                      |
| 216      |                          | N      | 2.OG | WA   | 55                    | 37,9                          | -                      |
| 216      |                          | N      | 3.OG | WA   | 55                    | 41,2                          | -                      |
| 217      |                          | S      | EG   | WA   | 55                    | 47,2                          | -                      |
| 217      |                          | S      | 1.OG | WA   | 55                    | 47,6                          | -                      |
| 217      |                          | S      | 2.OG | WA   | 55                    | 48,0                          | -                      |
| 217      |                          | S      | 3.OG | WA   | 55                    | 48,5                          | -                      |
| 218      |                          | W      | EG   | WA   | 55                    | 41,4                          | -                      |
| 218      |                          | W      | 1.OG | WA   | 55                    | 42,7                          | -                      |
| 218      |                          | W      | 2.OG | WA   | 55                    | 44,3                          | -                      |
| 218      |                          | W      | 3.OG | WA   | 55                    | 46,3                          | -                      |
| 219      |                          | S      | EG   | WA   | 55                    | 44,5                          | -                      |
| 219      |                          | S      | 1.OG | WA   | 55                    | 45,6                          | -                      |
| 219      |                          | S      | 2.OG | WA   | 55                    | 46,7                          | -                      |
| 219      |                          | S      | 3.OG | WA   | 55                    | 48,5                          | -                      |
| 220      | An der Drehscheibe 11-13 | SO     | EG   | WA   | 55                    | 38,7                          | -                      |
| 220      |                          | SO     | 1.OG | WA   | 55                    | 40,3                          | -                      |
| 220      |                          | SO     | 2.OG | WA   | 55                    | 40,9                          | -                      |
| 220      |                          | SO     | 3.OG | WA   | 55                    | 42,1                          | -                      |
| 220      |                          | SO     | 4.OG | WA   | 55                    | 47,4                          | -                      |
| 221      |                          | SO     | EG   | WA   | 55                    | 40,4                          | -                      |
| 221      |                          | SO     | 1.OG | WA   | 55                    | 41,8                          | -                      |
| 221      |                          | SO     | 2.OG | WA   | 55                    | 42,4                          | -                      |
| 221      |                          | SO     | 3.OG | WA   | 55                    | 43,5                          | -                      |
| 221      |                          | SO     | 4.OG | WA   | 55                    | 48,5                          | -                      |
| 222      |                          | NW     | EG   | WA   | 55                    | 34,3                          | -                      |
| 222      |                          | NW     | 1.OG | WA   | 55                    | 36,6                          | -                      |
| 222      |                          | NW     | 2.OG | WA   | 55                    | 39,9                          | -                      |
| 222      |                          | NW     | 3.OG | WA   | 55                    | 44,2                          | -                      |
| 222      |                          | NW     | 4.OG | WA   | 55                    | 47,9                          | -                      |
| 223      |                          | NW     | EG   | WA   | 55                    | 34,3                          | -                      |
| 223      |                          | NW     | 1.OG | WA   | 55                    | 36,6                          | -                      |
| 223      |                          | NW     | 2.OG | WA   | 55                    | 39,7                          | -                      |
| 223      |                          | NW     | 3.OG | WA   | 55                    | 43,7                          | -                      |
| 223      |                          | NW     | 4.OG | WA   | 55                    | 47,3                          | -                      |
| 224      |                          | SO     | EG   | WA   | 55                    | 38,0                          | -                      |
| 224      |                          | SO     | 1.OG | WA   | 55                    | 39,6                          | -                      |
| 224      |                          | SO     | 2.OG | WA   | 55                    | 40,2                          | -                      |
| 224      |                          | SO     | 3.OG | WA   | 55                    | 41,4                          | -                      |
| 224      |                          | SO     | 4.OG | WA   | 55                    | 45,8                          | -                      |
| 225      |                          | NW     | EG   | WA   | 55                    | 33,6                          | -                      |
| 225      |                          | NW     | 1.OG | WA   | 55                    | 35,8                          | -                      |
| 225      |                          | NW     | 2.OG | WA   | 55                    | 38,6                          | -                      |
| 225      |                          | NW     | 3.OG | WA   | 55                    | 42,2                          | -                      |
| 225      |                          | NW     | 4.OG | WA   | 55                    | 45,8                          | -                      |
| 226      | An der Drehscheibe 15    | SO     | EG   | WA   | 55                    | 30,1                          | -                      |
| 226      |                          | SO     | 1.OG | WA   | 55                    | 31,0                          | -                      |
| 226      |                          | SO     | 2.OG | WA   | 55                    | 32,3                          | -                      |
| 226      |                          | SO     | 3.OG | WA   | 55                    | 34,9                          | -                      |
| 226      |                          | SO     | 4.OG | WA   | 55                    | 44,4                          | -                      |
| 227      |                          | NO     | EG   | WA   | 55                    | 30,4                          | -                      |

# Zuführungsgleis Köln Nippes

## Beurteilungspegel Rückbau Maste

### Tagzeitraum

| Lfd. Nr. | Punktname             | HFront | SW   | Nutz | Richtwert Tag [dB(A)] | Beurteilungspegel Tag [dB(A)] | Überschr. Tag in dB(A) |
|----------|-----------------------|--------|------|------|-----------------------|-------------------------------|------------------------|
| 1        | 2                     | 3      | 4    | 5    | 6                     | 8                             | 10                     |
| 227      | An der Drehscheibe 15 | NO     | 1.OG | WA   | 55                    | 31,9                          | -                      |
| 227      |                       | NO     | 2.OG | WA   | 55                    | 27,3                          | -                      |
| 227      |                       | NO     | 3.OG | WA   | 55                    | 30,8                          | -                      |
| 227      |                       | NO     | 4.OG | WA   | 55                    | 44,9                          | -                      |
| 228      |                       | SW     | EG   | WA   | 55                    | 32,7                          | -                      |
| 228      |                       | SW     | 1.OG | WA   | 55                    | 34,9                          | -                      |
| 228      |                       | SW     | 2.OG | WA   | 55                    | 37,7                          | -                      |
| 228      |                       | SW     | 3.OG | WA   | 55                    | 41,6                          | -                      |
| 228      |                       | SW     | 4.OG | WA   | 55                    | 45,6                          | -                      |
| 229      | Artus Hof 1-5         | SO     | EG   | WA   | 55                    | 37,9                          | -                      |
| 229      |                       | SO     | 1.OG | WA   | 55                    | 38,0                          | -                      |
| 229      |                       | SO     | 2.OG | WA   | 55                    | 38,0                          | -                      |
| 230      |                       | SW     | EG   | WA   | 55                    | 35,4                          | -                      |
| 230      |                       | SW     | 1.OG | WA   | 55                    | 35,4                          | -                      |
| 230      |                       | SW     | 2.OG | WA   | 55                    | 35,5                          | -                      |
| 231      |                       | NW     | EG   | WA   | 55                    | 17,5                          | -                      |
| 231      |                       | NW     | 1.OG | WA   | 55                    | 19,8                          | -                      |
| 231      |                       | NW     | 2.OG | WA   | 55                    | 22,6                          | -                      |
| 232      |                       | NO     | EG   | WA   | 55                    | 19,1                          | -                      |
| 232      |                       | NO     | 1.OG | WA   | 55                    | 21,8                          | -                      |
| 232      |                       | NO     | 2.OG | WA   | 55                    | 27,3                          | -                      |
| 233      |                       | NW     | EG   | WA   | 55                    | 17,7                          | -                      |
| 233      |                       | NW     | 1.OG | WA   | 55                    | 18,1                          | -                      |
| 233      |                       | NW     | 2.OG | WA   | 55                    | 21,6                          | -                      |
| 234      |                       | SW     | EG   | WA   | 55                    | 27,6                          | -                      |
| 234      |                       | SW     | 1.OG | WA   | 55                    | 31,6                          | -                      |
| 234      |                       | SW     | 2.OG | WA   | 55                    | 34,9                          | -                      |
| 235      |                       | NO     | EG   | WA   | 55                    | 27,3                          | -                      |
| 235      |                       | NO     | 1.OG | WA   | 55                    | 27,3                          | -                      |
| 235      |                       | NO     | 2.OG | WA   | 55                    | 27,7                          | -                      |
| 236      |                       | NO     | EG   | WA   | 55                    | 15,7                          | -                      |
| 236      |                       | NO     | 1.OG | WA   | 55                    | 16,2                          | -                      |
| 236      |                       | NO     | 2.OG | WA   | 55                    | 20,0                          | -                      |
| 237      |                       | SW     | EG   | WA   | 55                    | 35,5                          | -                      |
| 237      |                       | SW     | 1.OG | WA   | 55                    | 35,6                          | -                      |
| 237      |                       | SW     | 2.OG | WA   | 55                    | 35,6                          | -                      |
| 238      |                       | SO     | EG   | WA   | 55                    | 23,4                          | -                      |
| 238      |                       | SO     | 1.OG | WA   | 55                    | 26,7                          | -                      |
| 238      |                       | SO     | 2.OG | WA   | 55                    | 32,0                          | -                      |
| 239      | Artus Hof 2-6         | NW     | EG   | WA   | 55                    | 17,7                          | -                      |
| 239      |                       | NW     | 1.OG | WA   | 55                    | 18,1                          | -                      |
| 239      |                       | NW     | 2.OG | WA   | 55                    | 18,8                          | -                      |
| 239      |                       | NW     | 3.OG | WA   | 55                    | 21,9                          | -                      |
| 240      |                       | SW     | EG   | WA   | 55                    | 36,2                          | -                      |
| 240      |                       | SW     | 1.OG | WA   | 55                    | 36,2                          | -                      |
| 240      |                       | SW     | 2.OG | WA   | 55                    | 36,3                          | -                      |
| 240      |                       | SW     | 3.OG | WA   | 55                    | 36,3                          | -                      |
| 241      |                       | NO     | EG   | WA   | 55                    | 18,8                          | -                      |
| 241      |                       | NO     | 1.OG | WA   | 55                    | 18,9                          | -                      |
| 241      |                       | NO     | 2.OG | WA   | 55                    | 19,1                          | -                      |
| 241      |                       | NO     | 3.OG | WA   | 55                    | 21,3                          | -                      |
| 242      |                       | NW     | EG   | WA   | 55                    | 30,8                          | -                      |
| 242      |                       | NW     | 1.OG | WA   | 55                    | 33,3                          | -                      |
| 242      |                       | NW     | 2.OG | WA   | 55                    | 16,5                          | -                      |

# Zuführungsgleis Köln Nippes

## Beurteilungspegel Rückbau Maste

### Tagzeitraum

| Lfd. Nr. | Punktname      | HFront | SW   | Nutz | Richtwert Tag [dB(A)] | Beurteilungspegel Tag [dB(A)] | Überschr. Tag in dB(A) |
|----------|----------------|--------|------|------|-----------------------|-------------------------------|------------------------|
| 1        | 2              | 3      | 4    | 5    | 6                     | 8                             | 10                     |
| 242      | Artus Hof 2-6  | NW     | 3.OG | WA   | 55                    | 19,8                          | -                      |
| 243      |                | NW     | EG   | WA   | 55                    | 16,2                          | -                      |
| 243      |                | NW     | 1.OG | WA   | 55                    | 16,2                          | -                      |
| 243      |                | NW     | 2.OG | WA   | 55                    | 17,1                          | -                      |
| 243      |                | NW     | 3.OG | WA   | 55                    | 21,1                          | -                      |
| 244      |                | SW     | EG   | WA   | 55                    | 38,7                          | -                      |
| 244      |                | SW     | 1.OG | WA   | 55                    | 38,8                          | -                      |
| 244      |                | SW     | 2.OG | WA   | 55                    | 38,8                          | -                      |
| 244      |                | SW     | 3.OG | WA   | 55                    | 38,9                          | -                      |
| 245      |                | NO     | EG   | WA   | 55                    | 16,2                          | -                      |
| 245      |                | NO     | 1.OG | WA   | 55                    | 16,2                          | -                      |
| 245      |                | NO     | 2.OG | WA   | 55                    | 17,6                          | -                      |
| 245      |                | NO     | 3.OG | WA   | 55                    | 21,6                          | -                      |
| 246      |                | SO     | EG   | WA   | 55                    | 36,2                          | -                      |
| 246      |                | SO     | 1.OG | WA   | 55                    | 36,3                          | -                      |
| 246      |                | SO     | 2.OG | WA   | 55                    | 36,3                          | -                      |
| 246      |                | SO     | 3.OG | WA   | 55                    | 36,4                          | -                      |
| 247      |                | SO     | EG   | WA   | 55                    | 35,7                          | -                      |
| 247      |                | SO     | 1.OG | WA   | 55                    | 35,9                          | -                      |
| 247      |                | SO     | 2.OG | WA   | 55                    | 36,1                          | -                      |
| 247      |                | SO     | 3.OG | WA   | 55                    | 36,3                          | -                      |
| 248      |                | SO     | EG   | WA   | 55                    | 36,2                          | -                      |
| 248      |                | SO     | 1.OG | WA   | 55                    | 36,2                          | -                      |
| 248      |                | SO     | 2.OG | WA   | 55                    | 36,3                          | -                      |
| 248      |                | SO     | 3.OG | WA   | 55                    | 36,3                          | -                      |
| 249      | Artus Hof 8-12 | SO     | EG   | WA   | 55                    | 31,7                          | -                      |
| 249      |                | SO     | 1.OG | WA   | 55                    | 32,4                          | -                      |
| 249      |                | SO     | 2.OG | WA   | 55                    | 32,9                          | -                      |
| 249      |                | SO     | 3.OG | WA   | 55                    | 34,0                          | -                      |
| 250      |                | SW     | EG   | WA   | 55                    | 27,0                          | -                      |
| 250      |                | SW     | 1.OG | WA   | 55                    | 29,5                          | -                      |
| 250      |                | SW     | 2.OG | WA   | 55                    | 31,2                          | -                      |
| 250      |                | SW     | 3.OG | WA   | 55                    | 32,5                          | -                      |
| 251      |                | SW     | EG   | WA   | 55                    | 34,1                          | -                      |
| 251      |                | SW     | 1.OG | WA   | 55                    | 34,3                          | -                      |
| 251      |                | SW     | 2.OG | WA   | 55                    | 34,5                          | -                      |
| 251      |                | SW     | 3.OG | WA   | 55                    | 34,7                          | -                      |
| 252      |                | SW     | EG   | WA   | 55                    | 33,7                          | -                      |
| 252      |                | SW     | 1.OG | WA   | 55                    | 33,9                          | -                      |
| 252      |                | SW     | 2.OG | WA   | 55                    | 34,1                          | -                      |
| 252      |                | SW     | 3.OG | WA   | 55                    | 34,3                          | -                      |
| 253      |                | NW     | EG   | WA   | 55                    | 15,6                          | -                      |
| 253      |                | NW     | 1.OG | WA   | 55                    | 15,7                          | -                      |
| 253      |                | NW     | 2.OG | WA   | 55                    | 15,8                          | -                      |
| 253      |                | NW     | 3.OG | WA   | 55                    | 19,0                          | -                      |
| 254      |                | NO     | EG   | WA   | 55                    | 15,9                          | -                      |
| 254      |                | NO     | 1.OG | WA   | 55                    | 15,9                          | -                      |
| 254      |                | NO     | 2.OG | WA   | 55                    | 16,0                          | -                      |
| 254      |                | NO     | 3.OG | WA   | 55                    | 18,7                          | -                      |
| 255      |                | NO     | EG   | WA   | 55                    | 16,0                          | -                      |
| 255      |                | NO     | 1.OG | WA   | 55                    | 16,0                          | -                      |
| 255      |                | NO     | 2.OG | WA   | 55                    | 16,1                          | -                      |
| 255      |                | NO     | 3.OG | WA   | 55                    | 18,8                          | -                      |
| 256      |                | NO     | EG   | WA   | 55                    | 16,1                          | -                      |

# Zuführungsgleis Köln Nippes

## Beurteilungspegel Rückbau Maste

### Tagzeitraum

| Lfd. Nr. | Punktname          | HFront | SW   | Nutz | Richtwert Tag [dB(A)] | Beurteilungspegel Tag [dB(A)] | Überschr. Tag in dB(A) |
|----------|--------------------|--------|------|------|-----------------------|-------------------------------|------------------------|
| 1        | 2                  | 3      | 4    | 5    | 6                     | 8                             | 10                     |
| 256      | Artus Hof 8-12     | NO     | 1.OG | WA   | 55                    | 16,1                          | -                      |
| 256      |                    | NO     | 2.OG | WA   | 55                    | 16,4                          | -                      |
| 256      |                    | NO     | 3.OG | WA   | 55                    | 19,1                          | -                      |
| 257      | Bahnwärterweg 2-14 | N      | EG   | WA   | 55                    | 32,8                          | -                      |
| 257      |                    | N      | 1.OG | WA   | 55                    | 35,0                          | -                      |
| 257      |                    | N      | 2.OG | WA   | 55                    | 38,7                          | -                      |
| 258      |                    | S      | EG   | WA   | 55                    | 39,8                          | -                      |
| 258      |                    | S      | 1.OG | WA   | 55                    | 41,2                          | -                      |
| 258      |                    | S      | 2.OG | WA   | 55                    | 42,9                          | -                      |
| 259      |                    | O      | EG   | WA   | 55                    | 28,1                          | -                      |
| 259      |                    | O      | 1.OG | WA   | 55                    | 28,1                          | -                      |
| 259      |                    | O      | 2.OG | WA   | 55                    | 30,1                          | -                      |
| 260      |                    | N      | EG   | WA   | 55                    | 32,8                          | -                      |
| 260      |                    | N      | 1.OG | WA   | 55                    | 35,3                          | -                      |
| 260      |                    | N      | 2.OG | WA   | 55                    | 39,1                          | -                      |
| 261      |                    | S      | EG   | WA   | 55                    | 39,0                          | -                      |
| 261      |                    | S      | 1.OG | WA   | 55                    | 40,5                          | -                      |
| 261      |                    | S      | 2.OG | WA   | 55                    | 42,6                          | -                      |
| 262      |                    | W      | EG   | WA   | 55                    | 32,7                          | -                      |
| 262      |                    | W      | 1.OG | WA   | 55                    | 34,2                          | -                      |
| 262      |                    | W      | 2.OG | WA   | 55                    | 36,1                          | -                      |
| 263      |                    | N      | EG   | WA   | 55                    | 32,1                          | -                      |
| 263      |                    | N      | 1.OG | WA   | 55                    | 33,1                          | -                      |
| 263      |                    | N      | 2.OG | WA   | 55                    | 34,7                          | -                      |
| 264      |                    | S      | EG   | WA   | 55                    | 39,4                          | -                      |
| 264      |                    | S      | 1.OG | WA   | 55                    | 40,9                          | -                      |
| 264      |                    | S      | 2.OG | WA   | 55                    | 42,8                          | -                      |
| 265      | Bahnwärterweg 16   | S      | EG   | WA   | 55                    | 31,9                          | -                      |
| 265      |                    | S      | 1.OG | WA   | 55                    | 32,2                          | -                      |
| 265      |                    | S      | 2.OG | WA   | 55                    | 34,4                          | -                      |
| 266      |                    | N      | EG   | WA   | 55                    | 29,8                          | -                      |
| 266      |                    | N      | 1.OG | WA   | 55                    | 31,6                          | -                      |
| 266      |                    | N      | 2.OG | WA   | 55                    | 35,1                          | -                      |
| 267      |                    | W      | EG   | WA   | 55                    | 33,1                          | -                      |
| 267      |                    | W      | 1.OG | WA   | 55                    | 35,0                          | -                      |
| 267      |                    | W      | 2.OG | WA   | 55                    | 38,3                          | -                      |
| 268      | Bahnwärterweg 18   | N      | EG   | WA   | 55                    | 30,6                          | -                      |
| 268      |                    | N      | 1.OG | WA   | 55                    | 31,3                          | -                      |
| 268      |                    | N      | 2.OG | WA   | 55                    | 34,5                          | -                      |
| 269      |                    | S      | EG   | WA   | 55                    | 31,0                          | -                      |
| 269      |                    | S      | 1.OG | WA   | 55                    | 32,5                          | -                      |
| 269      |                    | S      | 2.OG | WA   | 55                    | 34,6                          | -                      |
| 270      | Bahnwärterweg 20   | N      | EG   | WA   | 55                    | 34,3                          | -                      |
| 270      |                    | N      | 1.OG | WA   | 55                    | 34,7                          | -                      |
| 270      |                    | N      | 2.OG | WA   | 55                    | 36,2                          | -                      |
| 271      |                    | S      | EG   | WA   | 55                    | 32,3                          | -                      |
| 271      |                    | S      | 1.OG | WA   | 55                    | 33,8                          | -                      |
| 271      |                    | S      | 2.OG | WA   | 55                    | 34,7                          | -                      |
| 272      | Bahnwärterweg 22   | N      | EG   | WA   | 55                    | 33,3                          | -                      |
| 272      |                    | N      | 1.OG | WA   | 55                    | 34,1                          | -                      |
| 272      |                    | N      | 2.OG | WA   | 55                    | 35,9                          | -                      |
| 273      |                    | S      | EG   | WA   | 55                    | 32,4                          | -                      |
| 273      |                    | S      | 1.OG | WA   | 55                    | 34,0                          | -                      |
| 273      |                    | S      | 2.OG | WA   | 55                    | 34,5                          | -                      |

# Zuführungsgleis Köln Nippes

## Beurteilungspegel Rückbau Maste

### Tagzeitraum

| Lfd. Nr. | Punktname        | HFront | SW   | Nutz | Richtwert Tag [dB(A)] | Beurteilungspegel Tag [dB(A)] | Überschr. Tag in dB(A) |
|----------|------------------|--------|------|------|-----------------------|-------------------------------|------------------------|
| 1        | 2                | 3      | 4    | 5    | 6                     | 8                             | 10                     |
| 274      | Bahnwärterweg 24 | O      | EG   | WA   | 55                    | 27,8                          | -                      |
| 274      |                  | O      | 1.OG | WA   | 55                    | 27,8                          | -                      |
| 274      |                  | O      | 2.OG | WA   | 55                    | 29,3                          | -                      |
| 275      |                  | N      | EG   | WA   | 55                    | 32,8                          | -                      |
| 275      |                  | N      | 1.OG | WA   | 55                    | 33,6                          | -                      |
| 275      |                  | N      | 2.OG | WA   | 55                    | 34,4                          | -                      |
| 276      |                  | S      | EG   | WA   | 55                    | 32,8                          | -                      |
| 276      |                  | S      | 1.OG | WA   | 55                    | 34,3                          | -                      |
| 276      |                  | S      | 2.OG | WA   | 55                    | 34,6                          | -                      |
| 277      | Bahnwärterweg 26 | O      | EG   | WA   | 55                    | 27,9                          | -                      |
| 277      |                  | O      | 1.OG | WA   | 55                    | 27,9                          | -                      |
| 277      |                  | O      | 2.OG | WA   | 55                    | 33,0                          | -                      |
| 278      |                  | S      | EG   | WA   | 55                    | 31,1                          | -                      |
| 278      |                  | S      | 1.OG | WA   | 55                    | 33,1                          | -                      |
| 278      |                  | S      | 2.OG | WA   | 55                    | 36,3                          | -                      |
| 279      |                  | W      | EG   | WA   | 55                    | 38,6                          | -                      |
| 279      |                  | W      | 1.OG | WA   | 55                    | 41,0                          | -                      |
| 279      |                  | W      | 2.OG | WA   | 55                    | 37,6                          | -                      |
| 280      | Bahnwärterweg 28 | W      | EG   | WA   | 55                    | 38,1                          | -                      |
| 280      |                  | W      | 1.OG | WA   | 55                    | 40,7                          | -                      |
| 280      |                  | W      | 2.OG | WA   | 55                    | 42,7                          | -                      |
| 281      |                  | O      | EG   | WA   | 55                    | 27,1                          | -                      |
| 281      |                  | O      | 1.OG | WA   | 55                    | 27,2                          | -                      |
| 281      |                  | O      | 2.OG | WA   | 55                    | 32,7                          | -                      |
| 282      | Bahnwärterweg 30 | O      | EG   | WA   | 55                    | 27,0                          | -                      |
| 282      |                  | O      | 1.OG | WA   | 55                    | 27,1                          | -                      |
| 282      |                  | O      | 2.OG | WA   | 55                    | 32,7                          | -                      |
| 283      |                  | W      | EG   | WA   | 55                    | 33,7                          | -                      |
| 283      |                  | W      | 1.OG | WA   | 55                    | 33,8                          | -                      |
| 283      |                  | W      | 2.OG | WA   | 55                    | 36,7                          | -                      |
| 284      | Bahnwärterweg 32 | W      | EG   | WA   | 55                    | 42,2                          | -                      |
| 284      |                  | W      | 1.OG | WA   | 55                    | 42,6                          | -                      |
| 284      |                  | W      | 2.OG | WA   | 55                    | 43,4                          | -                      |
| 285      |                  | O      | EG   | WA   | 55                    | 27,0                          | -                      |
| 285      |                  | O      | 1.OG | WA   | 55                    | 27,1                          | -                      |
| 285      |                  | O      | 2.OG | WA   | 55                    | 32,6                          | -                      |
| 286      | Bahnwärterweg 34 | O      | EG   | WA   | 55                    | 27,1                          | -                      |
| 286      |                  | O      | 1.OG | WA   | 55                    | 27,2                          | -                      |
| 286      |                  | O      | 2.OG | WA   | 55                    | 32,6                          | -                      |
| 287      |                  | W      | EG   | WA   | 55                    | 39,1                          | -                      |
| 287      |                  | W      | 1.OG | WA   | 55                    | 41,0                          | -                      |
| 287      |                  | W      | 2.OG | WA   | 55                    | 40,2                          | -                      |
| 288      | Bahnwärterweg 36 | O      | EG   | WA   | 55                    | 28,1                          | -                      |
| 288      |                  | O      | 1.OG | WA   | 55                    | 28,6                          | -                      |
| 288      |                  | O      | 2.OG | WA   | 55                    | 35,5                          | -                      |
| 289      |                  | N      | EG   | WA   | 55                    | 31,1                          | -                      |
| 289      |                  | N      | 1.OG | WA   | 55                    | 32,5                          | -                      |
| 289      |                  | N      | 2.OG | WA   | 55                    | 36,2                          | -                      |
| 290      |                  | W      | EG   | WA   | 55                    | 29,9                          | -                      |
| 290      |                  | W      | 1.OG | WA   | 55                    | 33,2                          | -                      |
| 290      |                  | W      | 2.OG | WA   | 55                    | 40,1                          | -                      |
| 291      | Bahnwärterweg 38 | O      | EG   | WA   | 55                    | 30,9                          | -                      |
| 291      |                  | O      | 1.OG | WA   | 55                    | 32,7                          | -                      |
| 291      |                  | O      | 2.OG | WA   | 55                    | 36,8                          | -                      |

# Zuführungsgleis Köln Nippes

## Beurteilungspegel Rückbau Maste

### Tagzeitraum

| Lfd. Nr. | Punktname        | HFront | SW   | Nutz | Richtwert Tag [dB(A)] | Beurteilungspegel Tag [dB(A)] | Überschr. Tag in dB(A) |
|----------|------------------|--------|------|------|-----------------------|-------------------------------|------------------------|
| 1        | 2                | 3      | 4    | 5    | 6                     | 8                             | 10                     |
| 291      | Bahnwärterweg 38 | O      | 3.OG | WA   | 55                    | 43,9                          | -                      |
| 292      |                  | S      | EG   | WA   | 55                    | 39,0                          | -                      |
| 292      |                  | S      | 1.OG | WA   | 55                    | 41,6                          | -                      |
| 292      |                  | S      | 2.OG | WA   | 55                    | 44,4                          | -                      |
| 292      |                  | S      | 3.OG | WA   | 55                    | 44,3                          | -                      |
| 293      |                  | N      | EG   | WA   | 55                    | 29,6                          | -                      |
| 293      |                  | N      | 1.OG | WA   | 55                    | 30,7                          | -                      |
| 293      |                  | N      | 2.OG | WA   | 55                    | 32,7                          | -                      |
| 293      |                  | N      | 3.OG | WA   | 55                    | 43,0                          | -                      |
| 294      |                  | W      | EG   | WA   | 55                    | 28,8                          | -                      |
| 294      |                  | W      | 1.OG | WA   | 55                    | 31,1                          | -                      |
| 294      |                  | W      | 2.OG | WA   | 55                    | 36,1                          | -                      |
| 294      |                  | W      | 3.OG | WA   | 55                    | 44,2                          | -                      |
| 295      | Bahnwärterweg 40 | N      | EG   | WA   | 55                    | 29,6                          | -                      |
| 295      |                  | N      | 1.OG | WA   | 55                    | 30,8                          | -                      |
| 295      |                  | N      | 2.OG | WA   | 55                    | 33,2                          | -                      |
| 296      |                  | S      | EG   | WA   | 55                    | 29,9                          | -                      |
| 296      |                  | S      | 1.OG | WA   | 55                    | 31,0                          | -                      |
| 296      |                  | S      | 2.OG | WA   | 55                    | 33,1                          | -                      |
| 297      |                  | W      | EG   | WA   | 55                    | 29,9                          | -                      |
| 297      |                  | W      | 1.OG | WA   | 55                    | 31,5                          | -                      |
| 297      |                  | W      | 2.OG | WA   | 55                    | 33,7                          | -                      |
| 298      | Bahnwärterweg 42 | S      | EG   | WA   | 55                    | 29,5                          | -                      |
| 298      |                  | S      | 1.OG | WA   | 55                    | 30,8                          | -                      |
| 298      |                  | S      | 2.OG | WA   | 55                    | 32,8                          | -                      |
| 299      |                  | N      | EG   | WA   | 55                    | 35,1                          | -                      |
| 299      |                  | N      | 1.OG | WA   | 55                    | 36,6                          | -                      |
| 299      |                  | N      | 2.OG | WA   | 55                    | 38,5                          | -                      |
| 300      | Bahnwärterweg 44 | S      | EG   | WA   | 55                    | 29,6                          | -                      |
| 300      |                  | S      | 1.OG | WA   | 55                    | 30,9                          | -                      |
| 300      |                  | S      | 2.OG | WA   | 55                    | 33,0                          | -                      |
| 301      |                  | N      | EG   | WA   | 55                    | 35,0                          | -                      |
| 301      |                  | N      | 1.OG | WA   | 55                    | 36,6                          | -                      |
| 301      |                  | N      | 2.OG | WA   | 55                    | 38,4                          | -                      |
| 302      | Bahnwärterweg 46 | N      | EG   | WA   | 55                    | 32,5                          | -                      |
| 302      |                  | N      | 1.OG | WA   | 55                    | 33,8                          | -                      |
| 302      |                  | N      | 2.OG | WA   | 55                    | 35,6                          | -                      |
| 303      |                  | S      | EG   | WA   | 55                    | 30,7                          | -                      |
| 303      |                  | S      | 1.OG | WA   | 55                    | 33,1                          | -                      |
| 303      |                  | S      | 2.OG | WA   | 55                    | 37,1                          | -                      |
| 304      | Bahnwärterweg 48 | O      | EG   | WA   | 55                    | 28,1                          | -                      |
| 304      |                  | O      | 1.OG | WA   | 55                    | 28,2                          | -                      |
| 304      |                  | O      | 2.OG | WA   | 55                    | 30,0                          | -                      |
| 305      |                  | S      | EG   | WA   | 55                    | 30,8                          | -                      |
| 305      |                  | S      | 1.OG | WA   | 55                    | 33,1                          | -                      |
| 305      |                  | S      | 2.OG | WA   | 55                    | 37,2                          | -                      |
| 306      |                  | N      | EG   | WA   | 55                    | 32,5                          | -                      |
| 306      |                  | N      | 1.OG | WA   | 55                    | 33,8                          | -                      |
| 306      |                  | N      | 2.OG | WA   | 55                    | 35,6                          | -                      |
| 307      | Bahnwärterweg 50 | S      | EG   | WA   | 55                    | 30,9                          | -                      |
| 307      |                  | S      | 1.OG | WA   | 55                    | 32,4                          | -                      |
| 307      |                  | S      | 2.OG | WA   | 55                    | 36,6                          | -                      |
| 308      |                  | O      | EG   | WA   | 55                    | 27,7                          | -                      |
| 308      |                  | O      | 1.OG | WA   | 55                    | 27,7                          | -                      |

# Zuführungsgleis Köln Nippes

## Beurteilungspegel Rückbau Maste

### Tagzeitraum

| Lfd. Nr. | Punktname        | HFront | SW   | Nutz | Richtwert Tag [dB(A)] | Beurteilungspegel Tag [dB(A)] | Überschr. Tag in dB(A) |
|----------|------------------|--------|------|------|-----------------------|-------------------------------|------------------------|
| 1        | 2                | 3      | 4    | 5    | 6                     | 8                             | 10                     |
| 308      | Bahnwärterweg 50 | O      | 2.OG | WA   | 55                    | 33,1                          | -                      |
| 309      |                  | W      | EG   | WA   | 55                    | 41,0                          | -                      |
| 309      |                  | W      | 1.OG | WA   | 55                    | 42,9                          | -                      |
| 309      |                  | W      | 2.OG | WA   | 55                    | 44,1                          | -                      |
| 310      | Bahnwärterweg 52 | W      | EG   | WA   | 55                    | 33,6                          | -                      |
| 310      |                  | W      | 1.OG | WA   | 55                    | 35,5                          | -                      |
| 310      |                  | W      | 2.OG | WA   | 55                    | 36,8                          | -                      |
| 311      |                  | O      | EG   | WA   | 55                    | 27,7                          | -                      |
| 311      |                  | O      | 1.OG | WA   | 55                    | 27,7                          | -                      |
| 311      |                  | O      | 2.OG | WA   | 55                    | 33,1                          | -                      |
| 312      | Bahnwärterweg 54 | O      | EG   | WA   | 55                    | 27,7                          | -                      |
| 312      |                  | O      | 1.OG | WA   | 55                    | 27,7                          | -                      |
| 312      |                  | O      | 2.OG | WA   | 55                    | 32,9                          | -                      |
| 313      |                  | W      | EG   | WA   | 55                    | 32,7                          | -                      |
| 313      |                  | W      | 1.OG | WA   | 55                    | 34,8                          | -                      |
| 313      |                  | W      | 2.OG | WA   | 55                    | 37,0                          | -                      |
| 314      | Bahnwärterweg 56 | W      | EG   | WA   | 55                    | 31,4                          | -                      |
| 314      |                  | W      | 1.OG | WA   | 55                    | 33,5                          | -                      |
| 314      |                  | W      | 2.OG | WA   | 55                    | 36,9                          | -                      |
| 315      |                  | O      | EG   | WA   | 55                    | 27,7                          | -                      |
| 315      |                  | O      | 1.OG | WA   | 55                    | 27,8                          | -                      |
| 315      |                  | O      | 2.OG | WA   | 55                    | 33,3                          | -                      |
| 316      | Bahnwärterweg 58 | O      | EG   | WA   | 55                    | 28,2                          | -                      |
| 316      |                  | O      | 1.OG | WA   | 55                    | 28,3                          | -                      |
| 316      |                  | O      | 2.OG | WA   | 55                    | 33,9                          | -                      |
| 317      |                  | W      | EG   | WA   | 55                    | 31,5                          | -                      |
| 317      |                  | W      | 1.OG | WA   | 55                    | 33,6                          | -                      |
| 317      |                  | W      | 2.OG | WA   | 55                    | 37,6                          | -                      |
| 318      | Bahnwärterweg 60 | W      | EG   | WA   | 55                    | 30,4                          | -                      |
| 318      |                  | W      | 1.OG | WA   | 55                    | 33,2                          | -                      |
| 318      |                  | W      | 2.OG | WA   | 55                    | 37,3                          | -                      |
| 319      |                  | O      | EG   | WA   | 55                    | 28,2                          | -                      |
| 319      |                  | O      | 1.OG | WA   | 55                    | 28,3                          | -                      |
| 319      |                  | O      | 2.OG | WA   | 55                    | 33,9                          | -                      |
| 320      | Bahnwärterweg 62 | W      | EG   | WA   | 55                    | 31,8                          | -                      |
| 320      |                  | W      | 1.OG | WA   | 55                    | 34,7                          | -                      |
| 320      |                  | W      | 2.OG | WA   | 55                    | 38,8                          | -                      |
| 321      |                  | N      | EG   | WA   | 55                    | 31,6                          | -                      |
| 321      |                  | N      | 1.OG | WA   | 55                    | 34,2                          | -                      |
| 321      |                  | N      | 2.OG | WA   | 55                    | 38,4                          | -                      |
| 322      |                  | O      | EG   | WA   | 55                    | 28,2                          | -                      |
| 322      |                  | O      | 1.OG | WA   | 55                    | 28,3                          | -                      |
| 322      |                  | O      | 2.OG | WA   | 55                    | 34,1                          | -                      |
| 323      |                  | S      | EG   | WA   | 55                    | 30,0                          | -                      |
| 323      | Bahnwärterweg 64 | S      | 1.OG | WA   | 55                    | 31,3                          | -                      |
| 323      |                  | S      | 2.OG | WA   | 55                    | 33,5                          | -                      |
| 323      |                  | S      | 3.OG | WA   | 55                    | 37,4                          | -                      |
| 324      |                  | N      | EG   | WA   | 55                    | 32,0                          | -                      |
| 324      |                  | N      | 1.OG | WA   | 55                    | 34,0                          | -                      |
| 324      |                  | N      | 2.OG | WA   | 55                    | 37,1                          | -                      |
| 324      |                  | N      | 3.OG | WA   | 55                    | 41,8                          | -                      |
| 325      |                  | O      | EG   | WA   | 55                    | 31,4                          | -                      |
| 325      |                  | O      | 1.OG | WA   | 55                    | 32,5                          | -                      |
| 325      |                  | O      | 2.OG | WA   | 55                    | 31,5                          | -                      |

# Zuführungsgleis Köln Nippes

## Beurteilungspegel Rückbau Maste

### Tagzeitraum

| Lfd. Nr. | Punktname        | HFront | SW   | Nutz | Richtwert Tag [dB(A)] | Beurteilungspegel Tag [dB(A)] | Überschr. Tag in dB(A) |
|----------|------------------|--------|------|------|-----------------------|-------------------------------|------------------------|
| 1        | 2                | 3      | 4    | 5    | 6                     | 8                             | 10                     |
| 325      | Bahnwärterweg 64 | O      | 3.OG | WA   | 55                    | 40,1                          | -                      |
| 326      |                  | W      | EG   | WA   | 55                    | 30,5                          | -                      |
| 326      |                  | W      | 1.OG | WA   | 55                    | 31,7                          | -                      |
| 326      |                  | W      | 2.OG | WA   | 55                    | 33,8                          | -                      |
| 326      | Bahnwärterweg 66 | W      | 3.OG | WA   | 55                    | 37,0                          | -                      |
| 327      |                  | N      | EG   | WA   | 55                    | 30,5                          | -                      |
| 327      |                  | N      | 1.OG | WA   | 55                    | 31,5                          | -                      |
| 327      |                  | N      | 2.OG | WA   | 55                    | 33,7                          | -                      |
| 328      | Bahnwärterweg 68 | W      | EG   | WA   | 55                    | 31,0                          | -                      |
| 328      |                  | W      | 1.OG | WA   | 55                    | 32,4                          | -                      |
| 328      |                  | W      | 2.OG | WA   | 55                    | 34,6                          | -                      |
| 329      |                  | S      | EG   | WA   | 55                    | 28,6                          | -                      |
| 329      | Bahnwärterweg 70 | S      | 1.OG | WA   | 55                    | 29,1                          | -                      |
| 329      |                  | S      | 2.OG | WA   | 55                    | 31,0                          | -                      |
| 330      |                  | N      | EG   | WA   | 55                    | 30,6                          | -                      |
| 330      |                  | N      | 1.OG | WA   | 55                    | 31,8                          | -                      |
| 330      | Bahnwärterweg 72 | N      | 2.OG | WA   | 55                    | 34,1                          | -                      |
| 331      |                  | S      | EG   | WA   | 55                    | 28,9                          | -                      |
| 331      |                  | S      | 1.OG | WA   | 55                    | 29,5                          | -                      |
| 331      |                  | S      | 2.OG | WA   | 55                    | 31,5                          | -                      |
| 332      | Bahnwärterweg 74 | S      | EG   | WA   | 55                    | 29,0                          | -                      |
| 332      |                  | S      | 1.OG | WA   | 55                    | 29,8                          | -                      |
| 332      |                  | S      | 2.OG | WA   | 55                    | 32,0                          | -                      |
| 333      |                  | N      | EG   | WA   | 55                    | 30,1                          | -                      |
| 333      | Bahnwärterweg 76 | N      | 1.OG | WA   | 55                    | 31,2                          | -                      |
| 333      |                  | N      | 2.OG | WA   | 55                    | 33,4                          | -                      |
| 334      |                  | S      | EG   | WA   | 55                    | 29,0                          | -                      |
| 334      |                  | S      | 1.OG | WA   | 55                    | 29,9                          | -                      |
| 334      | Bahnwärterweg 78 | S      | 2.OG | WA   | 55                    | 32,0                          | -                      |
| 335      |                  | N      | EG   | WA   | 55                    | 30,3                          | -                      |
| 335      |                  | N      | 1.OG | WA   | 55                    | 31,4                          | -                      |
| 335      |                  | N      | 2.OG | WA   | 55                    | 33,6                          | -                      |
| 336      | Bahnwärterweg 80 | N      | EG   | WA   | 55                    | 30,4                          | -                      |
| 336      |                  | N      | 1.OG | WA   | 55                    | 31,7                          | -                      |
| 336      |                  | N      | 2.OG | WA   | 55                    | 33,9                          | -                      |
| 337      |                  | S      | EG   | WA   | 55                    | 29,2                          | -                      |
| 337      | Bahnwärterweg 82 | S      | 1.OG | WA   | 55                    | 30,2                          | -                      |
| 337      |                  | S      | 2.OG | WA   | 55                    | 32,3                          | -                      |
| 338      |                  | N      | EG   | WA   | 55                    | 30,6                          | -                      |
| 338      |                  | N      | 1.OG | WA   | 55                    | 31,7                          | -                      |
| 338      | Bahnwärterweg 84 | N      | 2.OG | WA   | 55                    | 33,5                          | -                      |
| 339      |                  | O      | EG   | WA   | 55                    | 27,6                          | -                      |
| 339      |                  | O      | 1.OG | WA   | 55                    | 27,6                          | -                      |
| 339      |                  | O      | 2.OG | WA   | 55                    | 29,2                          | -                      |
| 340      | Bahnwärterweg 86 | S      | EG   | WA   | 55                    | 29,4                          | -                      |
| 340      |                  | S      | 1.OG | WA   | 55                    | 30,4                          | -                      |
| 340      |                  | S      | 2.OG | WA   | 55                    | 32,5                          | -                      |
| 341      |                  | S      | EG   | WA   | 55                    | 39,6                          | -                      |
| 341      | Bahnwärterweg 88 | S      | 1.OG | WA   | 55                    | 40,1                          | -                      |
| 341      |                  | S      | 2.OG | WA   | 55                    | 41,0                          | -                      |
| 342      |                  | W      | EG   | WA   | 55                    | 43,8                          | -                      |
| 342      |                  | W      | 1.OG | WA   | 55                    | 44,1                          | -                      |
| 342      | Bahnwärterweg 90 | W      | 2.OG | WA   | 55                    | 44,4                          | -                      |
| 343      |                  | O      | EG   | WA   | 55                    | 28,6                          | -                      |

# Zuführungsgleis Köln Nippes

## Beurteilungspegel Rückbau Maste

### Tagzeitraum

| Lfd. Nr. | Punktname           | HFront | SW   | Nutz | Richtwert Tag [dB(A)] | Beurteilungspegel Tag [dB(A)] | Überschr. Tag in dB(A) |
|----------|---------------------|--------|------|------|-----------------------|-------------------------------|------------------------|
| 1        | 2                   | 3      | 4    | 5    | 6                     | 8                             | 10                     |
| 343      | Bahnwärterweg 78    | O      | 1.OG | WA   | 55                    | 29,0                          | -                      |
| 343      |                     | O      | 2.OG | WA   | 55                    | 34,7                          | -                      |
| 344      | Bahnwärterweg 80    | W      | EG   | WA   | 55                    | 43,8                          | -                      |
| 344      |                     | W      | 1.OG | WA   | 55                    | 44,1                          | -                      |
| 344      |                     | W      | 2.OG | WA   | 55                    | 44,4                          | -                      |
| 345      |                     | O      | EG   | WA   | 55                    | 27,0                          | -                      |
| 345      |                     | O      | 1.OG | WA   | 55                    | 27,5                          | -                      |
| 345      |                     | O      | 2.OG | WA   | 55                    | 34,3                          | -                      |
| 346      | Bahnwärterweg 82    | W      | EG   | WA   | 55                    | 43,7                          | -                      |
| 346      |                     | W      | 1.OG | WA   | 55                    | 44,0                          | -                      |
| 346      |                     | W      | 2.OG | WA   | 55                    | 44,2                          | -                      |
| 347      |                     | O      | EG   | WA   | 55                    | 27,1                          | -                      |
| 347      |                     | O      | 1.OG | WA   | 55                    | 27,7                          | -                      |
| 347      |                     | O      | 2.OG | WA   | 55                    | 34,5                          | -                      |
| 348      | Bahnwärterweg 84    | W      | EG   | WA   | 55                    | 43,7                          | -                      |
| 348      |                     | W      | 1.OG | WA   | 55                    | 43,9                          | -                      |
| 348      |                     | W      | 2.OG | WA   | 55                    | 44,2                          | -                      |
| 349      |                     | O      | EG   | WA   | 55                    | 27,9                          | -                      |
| 349      |                     | O      | 1.OG | WA   | 55                    | 28,4                          | -                      |
| 349      |                     | O      | 2.OG | WA   | 55                    | 34,9                          | -                      |
| 350      | Bahnwärterweg 86    | W      | EG   | WA   | 55                    | 34,6                          | -                      |
| 350      |                     | W      | 1.OG | WA   | 55                    | 35,2                          | -                      |
| 350      |                     | W      | 2.OG | WA   | 55                    | 36,3                          | -                      |
| 351      |                     | O      | EG   | WA   | 55                    | 27,9                          | -                      |
| 351      |                     | O      | 1.OG | WA   | 55                    | 28,0                          | -                      |
| 351      |                     | O      | 2.OG | WA   | 55                    | 33,3                          | -                      |
| 352      | Bahnwärterweg 88    | O      | EG   | WA   | 55                    | 27,9                          | -                      |
| 352      |                     | O      | 1.OG | WA   | 55                    | 28,0                          | -                      |
| 352      |                     | O      | 2.OG | WA   | 55                    | 33,3                          | -                      |
| 353      |                     | W      | EG   | WA   | 55                    | 34,7                          | -                      |
| 353      |                     | W      | 1.OG | WA   | 55                    | 37,0                          | -                      |
| 353      |                     | W      | 2.OG | WA   | 55                    | 40,2                          | -                      |
| 354      | Bahnwärterweg 90    | O      | EG   | WA   | 55                    | 28,1                          | -                      |
| 354      |                     | O      | 1.OG | WA   | 55                    | 28,2                          | -                      |
| 354      |                     | O      | 2.OG | WA   | 55                    | 33,4                          | -                      |
| 355      |                     | N      | EG   | WA   | 55                    | 33,0                          | -                      |
| 355      |                     | N      | 1.OG | WA   | 55                    | 35,7                          | -                      |
| 355      |                     | N      | 2.OG | WA   | 55                    | 39,5                          | -                      |
| 356      |                     | W      | EG   | WA   | 55                    | 33,6                          | -                      |
| 356      |                     | W      | 1.OG | WA   | 55                    | 36,1                          | -                      |
| 356      |                     | W      | 2.OG | WA   | 55                    | 39,6                          | -                      |
| 357      | Bahnwärterweg 92-94 | N      | EG   | WA   | 55                    | 28,2                          | -                      |
| 357      |                     | N      | 1.OG | WA   | 55                    | 28,8                          | -                      |
| 357      |                     | N      | 2.OG | WA   | 55                    | 30,5                          | -                      |
| 357      |                     | N      | 3.OG | WA   | 55                    | 34,7                          | -                      |
| 357      |                     | N      | 4.OG | WA   | 55                    | 36,9                          | -                      |
| 358      |                     | N      | EG   | WA   | 55                    | 27,8                          | -                      |
| 358      |                     | N      | 1.OG | WA   | 55                    | 28,6                          | -                      |
| 358      |                     | N      | 2.OG | WA   | 55                    | 30,5                          | -                      |
| 358      |                     | N      | 3.OG | WA   | 55                    | 34,3                          | -                      |
| 358      |                     | N      | 4.OG | WA   | 55                    | 36,7                          | -                      |
| 359      |                     | N      | EG   | WA   | 55                    | 31,1                          | -                      |
| 359      |                     | N      | 1.OG | WA   | 55                    | 33,1                          | -                      |
| 359      |                     | N      | 2.OG | WA   | 55                    | 36,5                          | -                      |

# Zuführungsgleis Köln Nippes

## Beurteilungspegel Rückbau Maste

### Tagzeitraum

| Lfd. Nr. | Punktname           | HFront | SW   | Nutz | Richtwert Tag [dB(A)] | Beurteilungspegel Tag [dB(A)] | Überschr. Tag in dB(A) |
|----------|---------------------|--------|------|------|-----------------------|-------------------------------|------------------------|
| 1        | 2                   | 3      | 4    | 5    | 6                     | 8                             | 10                     |
| 359      | Bahnwärterweg 92-94 | N      | 3.OG | WA   | 55                    | 40,9                          | -                      |
| 359      |                     | N      | 4.OG | WA   | 55                    | 42,2                          | -                      |
| 360      |                     | O      | EG   | WA   | 55                    | 28,8                          | -                      |
| 360      |                     | O      | 1.OG | WA   | 55                    | 27,7                          | -                      |
| 360      |                     | O      | 2.OG | WA   | 55                    | 27,8                          | -                      |
| 360      |                     | O      | 3.OG | WA   | 55                    | 27,9                          | -                      |
| 360      |                     | O      | 4.OG | WA   | 55                    | 28,6                          | -                      |
| 361      |                     | W      | EG   | WA   | 55                    | 37,8                          | -                      |
| 361      |                     | W      | 1.OG | WA   | 55                    | 39,0                          | -                      |
| 361      |                     | W      | 2.OG | WA   | 55                    | 41,1                          | -                      |
| 361      |                     | W      | 3.OG | WA   | 55                    | 42,7                          | -                      |
| 361      |                     | W      | 4.OG | WA   | 55                    | 43,5                          | -                      |
| 362      |                     | S      | EG   | WA   | 55                    | 45,5                          | -                      |
| 362      |                     | S      | 1.OG | WA   | 55                    | 45,8                          | -                      |
| 362      |                     | S      | 2.OG | WA   | 55                    | 46,0                          | -                      |
| 362      |                     | S      | 3.OG | WA   | 55                    | 46,3                          | -                      |
| 362      |                     | S      | 4.OG | WA   | 55                    | 46,8                          | -                      |
| 363      |                     | S      | EG   | WA   | 55                    | 44,8                          | -                      |
| 363      |                     | S      | 1.OG | WA   | 55                    | 45,0                          | -                      |
| 363      |                     | S      | 2.OG | WA   | 55                    | 45,3                          | -                      |
| 363      |                     | S      | 3.OG | WA   | 55                    | 45,6                          | -                      |
| 363      |                     | S      | 4.OG | WA   | 55                    | 46,1                          | -                      |
| 364      |                     | S      | EG   | WA   | 55                    | 44,1                          | -                      |
| 364      |                     | S      | 1.OG | WA   | 55                    | 44,4                          | -                      |
| 364      |                     | S      | 2.OG | WA   | 55                    | 44,6                          | -                      |
| 364      |                     | S      | 3.OG | WA   | 55                    | 45,0                          | -                      |
| 364      |                     | S      | 4.OG | WA   | 55                    | 45,5                          | -                      |
| 365      | Bahnwärterweg 96    | W      | EG   | WA   | 55                    | 31,6                          | -                      |
| 365      |                     | W      | 1.OG | WA   | 55                    | 33,2                          | -                      |
| 365      |                     | W      | 2.OG | WA   | 55                    | 35,2                          | -                      |
| 366      | Bahnwärterweg 98    | N      | EG   | WA   | 55                    | 28,4                          | -                      |
| 366      |                     | N      | 1.OG | WA   | 55                    | 29,1                          | -                      |
| 366      |                     | N      | 2.OG | WA   | 55                    | 35,1                          | -                      |
| 367      |                     | S      | EG   | WA   | 55                    | 31,8                          | -                      |
| 367      |                     | S      | 1.OG | WA   | 55                    | 33,1                          | -                      |
| 367      |                     | S      | 2.OG | WA   | 55                    | 35,3                          | -                      |
| 368      | Bahnwärterweg 104   | S      | EG   | WA   | 55                    | 32,5                          | -                      |
| 368      |                     | S      | 1.OG | WA   | 55                    | 33,7                          | -                      |
| 368      |                     | S      | 2.OG | WA   | 55                    | 35,8                          | -                      |
| 369      |                     | N      | EG   | WA   | 55                    | 26,9                          | -                      |
| 369      |                     | N      | 1.OG | WA   | 55                    | 27,0                          | -                      |
| 369      |                     | N      | 2.OG | WA   | 55                    | 34,9                          | -                      |
| 370      | Bahnwärterweg 106   | O      | EG   | WA   | 55                    | 26,0                          | -                      |
| 370      |                     | O      | 1.OG | WA   | 55                    | 26,2                          | -                      |
| 370      |                     | O      | 2.OG | WA   | 55                    | 34,6                          | -                      |
| 371      | Bahnwärterweg 108   | SO     | EG   | WA   | 55                    | 31,5                          | -                      |
| 371      |                     | SO     | 1.OG | WA   | 55                    | 32,8                          | -                      |
| 371      |                     | SO     | 2.OG | WA   | 55                    | 31,4                          | -                      |
| 371      |                     | SO     | 3.OG | WA   | 55                    | 34,1                          | -                      |
| 371      |                     | SO     | 4.OG | WA   | 55                    | 42,1                          | -                      |
| 372      |                     | NW     | EG   | WA   | 55                    | 44,8                          | -                      |
| 372      |                     | NW     | 1.OG | WA   | 55                    | 45,1                          | -                      |
| 372      |                     | NW     | 2.OG | WA   | 55                    | 45,3                          | -                      |
| 372      |                     | NW     | 3.OG | WA   | 55                    | 45,7                          | -                      |

# Zuführungsgleis Köln Nippes

## Beurteilungspegel Rückbau Maste

### Tagzeitraum

| Lfd. Nr. | Punktname           | HFront | SW   | Nutz | Richtwert Tag [dB(A)] | Beurteilungspegel Tag [dB(A)] | Überschr. Tag in dB(A) |
|----------|---------------------|--------|------|------|-----------------------|-------------------------------|------------------------|
| 1        | 2                   | 3      | 4    | 5    | 6                     | 8                             | 10                     |
| 372      | Bahnwärterweg 108   | NW     | 4.OG | WA   | 55                    | 46,3                          | -                      |
| 373      | Bahnwärterweg 110   | SO     | EG   | WA   | 55                    | 29,7                          | -                      |
| 373      |                     | SO     | 1.OG | WA   | 55                    | 30,3                          | -                      |
| 373      |                     | SO     | 2.OG | WA   | 55                    | 31,2                          | -                      |
| 373      |                     | SO     | 3.OG | WA   | 55                    | 34,5                          | -                      |
| 373      |                     | SO     | 4.OG | WA   | 55                    | 46,0                          | -                      |
| 374      |                     | NW     | EG   | WA   | 55                    | 45,2                          | -                      |
| 374      |                     | NW     | 1.OG | WA   | 55                    | 45,5                          | -                      |
| 374      |                     | NW     | 2.OG | WA   | 55                    | 45,8                          | -                      |
| 374      |                     | NW     | 3.OG | WA   | 55                    | 46,3                          | -                      |
| 374      |                     | NW     | 4.OG | WA   | 55                    | 47,0                          | -                      |
| 375      | Büdericher Str 11   | W      | EG   | WA   | 55                    | 37,1                          | -                      |
| 375      |                     | W      | 1.OG | WA   | 55                    | 38,7                          | -                      |
| 375      |                     | W      | 2.OG | WA   | 55                    | 40,1                          | -                      |
| 375      |                     | W      | 3.OG | WA   | 55                    | 41,7                          | -                      |
| 375      |                     | W      | 4.OG | WA   | 55                    | 42,3                          | -                      |
| 375      |                     | W      | 5.OG | WA   | 55                    | 43,0                          | -                      |
| 375      |                     | W      | 6.OG | WA   | 55                    | 44,4                          | -                      |
| 375      |                     | W      | 7.OG | WA   | 55                    | 44,6                          | -                      |
| 375      |                     | W      | 8.OG | WA   | 55                    | 44,6                          | -                      |
| 375      |                     | W      | 9.OG | WA   | 55                    | 45,1                          | -                      |
| 376      |                     | S      | EG   | WA   | 55                    | 31,8                          | -                      |
| 376      |                     | S      | 1.OG | WA   | 55                    | 33,4                          | -                      |
| 376      |                     | S      | 2.OG | WA   | 55                    | 35,2                          | -                      |
| 376      |                     | S      | 3.OG | WA   | 55                    | 36,6                          | -                      |
| 376      |                     | S      | 4.OG | WA   | 55                    | 37,8                          | -                      |
| 376      |                     | S      | 5.OG | WA   | 55                    | 38,7                          | -                      |
| 376      |                     | S      | 6.OG | WA   | 55                    | 40,9                          | -                      |
| 376      |                     | S      | 7.OG | WA   | 55                    | 41,2                          | -                      |
| 376      |                     | S      | 8.OG | WA   | 55                    | 40,6                          | -                      |
| 376      |                     | S      | 9.OG | WA   | 55                    | 40,8                          | -                      |
| 377      |                     | O      | EG   | WA   | 55                    | 26,5                          | -                      |
| 377      |                     | O      | 1.OG | WA   | 55                    | 26,6                          | -                      |
| 377      |                     | O      | 2.OG | WA   | 55                    | 26,6                          | -                      |
| 377      |                     | O      | 3.OG | WA   | 55                    | 26,6                          | -                      |
| 377      |                     | O      | 4.OG | WA   | 55                    | 26,6                          | -                      |
| 377      |                     | O      | 5.OG | WA   | 55                    | 26,6                          | -                      |
| 377      |                     | O      | 6.OG | WA   | 55                    | 26,7                          | -                      |
| 377      |                     | O      | 7.OG | WA   | 55                    | 26,7                          | -                      |
| 377      |                     | O      | 8.OG | WA   | 55                    | 26,9                          | -                      |
| 377      |                     | O      | 9.OG | WA   | 55                    | 26,9                          | -                      |
| 378      |                     | N      | EG   | WA   | 55                    | 35,2                          | -                      |
| 378      |                     | N      | 1.OG | WA   | 55                    | 37,0                          | -                      |
| 378      |                     | N      | 2.OG | WA   | 55                    | 38,9                          | -                      |
| 378      |                     | N      | 3.OG | WA   | 55                    | 41,3                          | -                      |
| 378      |                     | N      | 4.OG | WA   | 55                    | 41,5                          | -                      |
| 378      |                     | N      | 5.OG | WA   | 55                    | 41,6                          | -                      |
| 378      |                     | N      | 6.OG | WA   | 55                    | 42,0                          | -                      |
| 378      |                     | N      | 7.OG | WA   | 55                    | 42,0                          | -                      |
| 378      |                     | N      | 8.OG | WA   | 55                    | 42,5                          | -                      |
| 378      |                     | N      | 9.OG | WA   | 55                    | 43,4                          | -                      |
| 379      | Geldernstraße 49-51 | W      | EG   | WA   | 55                    | 40,0                          | -                      |
| 379      |                     | W      | 1.OG | WA   | 55                    | 40,6                          | -                      |
| 379      |                     | W      | 2.OG | WA   | 55                    | 41,4                          | -                      |

# Zuführungsgleis Köln Nippes

## Beurteilungspegel Rückbau Maste

### Tagzeitraum

| Lfd. Nr. | Punktname           | HFront | SW   | Nutz | Richtwert Tag [dB(A)] | Beurteilungspegel Tag [dB(A)] | Überschr. Tag in dB(A) |
|----------|---------------------|--------|------|------|-----------------------|-------------------------------|------------------------|
| 1        | 2                   | 3      | 4    | 5    | 6                     | 8                             | 10                     |
| 379      | Geldernstraße 49-51 | W      | 3.OG | WA   | 55                    | 43,0                          | -                      |
| 380      |                     | O      | EG   | WA   | 55                    | 43,3                          | -                      |
| 380      |                     | O      | 1.OG | WA   | 55                    | 44,9                          | -                      |
| 380      |                     | O      | 2.OG | WA   | 55                    | 46,5                          | -                      |
| 380      |                     | O      | 3.OG | WA   | 55                    | 48,6                          | -                      |
| 381      |                     | S      | EG   | WA   | 55                    | 44,1                          | -                      |
| 381      |                     | S      | 1.OG | WA   | 55                    | 45,6                          | -                      |
| 381      |                     | S      | 2.OG | WA   | 55                    | 47,1                          | -                      |
| 381      |                     | S      | 3.OG | WA   | 55                    | 48,4                          | -                      |
| 382      |                     | N      | EG   | WA   | 55                    | 35,8                          | -                      |
| 382      |                     | N      | 1.OG | WA   | 55                    | 37,6                          | -                      |
| 382      |                     | N      | 2.OG | WA   | 55                    | 39,6                          | -                      |
| 382      |                     | N      | 3.OG | WA   | 55                    | 44,9                          | -                      |
| 383      |                     | W      | EG   | WA   | 55                    | 39,4                          | -                      |
| 383      |                     | W      | 1.OG | WA   | 55                    | 39,7                          | -                      |
| 383      |                     | W      | 2.OG | WA   | 55                    | 40,1                          | -                      |
| 383      |                     | W      | 3.OG | WA   | 55                    | 40,0                          | -                      |
| 384      |                     | O      | EG   | WA   | 55                    | 43,0                          | -                      |
| 384      |                     | O      | 1.OG | WA   | 55                    | 45,1                          | -                      |
| 384      |                     | O      | 2.OG | WA   | 55                    | 46,8                          | -                      |
| 384      |                     | O      | 3.OG | WA   | 55                    | 48,8                          | -                      |
| 385      | Geldernstraße 53-57 | W      | EG   | WA   | 55                    | 29,8                          | -                      |
| 385      |                     | W      | 1.OG | WA   | 55                    | 29,9                          | -                      |
| 385      |                     | W      | 2.OG | WA   | 55                    | 29,9                          | -                      |
| 385      |                     | W      | 3.OG | WA   | 55                    | 31,0                          | -                      |
| 386      |                     | W      | EG   | WA   | 55                    | 45,2                          | -                      |
| 386      |                     | W      | 1.OG | WA   | 55                    | 45,4                          | -                      |
| 386      |                     | W      | 2.OG | WA   | 55                    | 45,6                          | -                      |
| 386      |                     | W      | 3.OG | WA   | 55                    | 45,9                          | -                      |
| 387      |                     | N      | EG   | WA   | 55                    | 50,3                          | -                      |
| 387      |                     | N      | 1.OG | WA   | 55                    | 50,6                          | -                      |
| 387      |                     | N      | 2.OG | WA   | 55                    | 50,9                          | -                      |
| 387      |                     | N      | 3.OG | WA   | 55                    | 51,2                          | -                      |
| 388      |                     | S      | EG   | WA   | 55                    | 41,7                          | -                      |
| 388      |                     | S      | 1.OG | WA   | 55                    | 43,5                          | -                      |
| 388      |                     | S      | 2.OG | WA   | 55                    | 45,1                          | -                      |
| 388      |                     | S      | 3.OG | WA   | 55                    | 47,5                          | -                      |
| 389      |                     | O      | EG   | WA   | 55                    | 48,7                          | -                      |
| 389      |                     | O      | 1.OG | WA   | 55                    | 49,4                          | -                      |
| 389      |                     | O      | 2.OG | WA   | 55                    | 49,9                          | -                      |
| 389      |                     | O      | 3.OG | WA   | 55                    | 50,3                          | -                      |
| 390      |                     | O      | EG   | WA   | 55                    | 49,1                          | -                      |
| 390      |                     | O      | 1.OG | WA   | 55                    | 49,6                          | -                      |
| 390      |                     | O      | 2.OG | WA   | 55                    | 50,1                          | -                      |
| 390      |                     | O      | 3.OG | WA   | 55                    | 50,5                          | -                      |
| 391      |                     | O      | EG   | WA   | 55                    | 51,3                          | -                      |
| 391      |                     | O      | 1.OG | WA   | 55                    | 51,8                          | -                      |
| 391      |                     | O      | 2.OG | WA   | 55                    | 52,1                          | -                      |
| 391      |                     | O      | 3.OG | WA   | 55                    | 52,5                          | -                      |
| 392      |                     | W      | EG   | WA   | 55                    | 36,7                          | -                      |
| 392      |                     | W      | 1.OG | WA   | 55                    | 38,4                          | -                      |
| 392      |                     | W      | 2.OG | WA   | 55                    | 38,4                          | -                      |
| 392      |                     | W      | 3.OG | WA   | 55                    | 38,6                          | -                      |
| 393      | Geldernstraße 63a-c | W      | EG   | WA   | 55                    | 32,9                          | -                      |

# Zuführungsgleis Köln Nippes

## Beurteilungspegel Rückbau Maste

### Tagzeitraum

| Lfd. Nr. | Punktname           | HFront | SW   | Nutz | Richtwert Tag [dB(A)] | Beurteilungspegel Tag [dB(A)] | Überschr. Tag in dB(A) |
|----------|---------------------|--------|------|------|-----------------------|-------------------------------|------------------------|
| 1        | 2                   | 3      | 4    | 5    | 6                     | 8                             | 10                     |
| 393      | Geldernstraße 63a-c | W      | 1.OG | WA   | 55                    | 33,9                          | -                      |
| 393      |                     | W      | 2.OG | WA   | 55                    | 35,5                          | -                      |
| 393      |                     | W      | 3.OG | WA   | 55                    | 38,0                          | -                      |
| 394      |                     | W      | EG   | WA   | 55                    | 32,1                          | -                      |
| 394      |                     | W      | 1.OG | WA   | 55                    | 33,4                          | -                      |
| 394      |                     | W      | 2.OG | WA   | 55                    | 35,1                          | -                      |
| 394      |                     | W      | 3.OG | WA   | 55                    | 37,7                          | -                      |
| 395      |                     | W      | EG   | WA   | 55                    | 33,5                          | -                      |
| 395      |                     | W      | 1.OG | WA   | 55                    | 35,1                          | -                      |
| 395      |                     | W      | 2.OG | WA   | 55                    | 37,1                          | -                      |
| 395      |                     | W      | 3.OG | WA   | 55                    | 40,1                          | -                      |
| 396      |                     | N      | EG   | WA   | 55                    | 44,0                          | -                      |
| 396      |                     | N      | 1.OG | WA   | 55                    | 44,5                          | -                      |
| 396      |                     | N      | 2.OG | WA   | 55                    | 45,0                          | -                      |
| 396      |                     | N      | 3.OG | WA   | 55                    | 45,3                          | -                      |
| 397      |                     | O      | EG   | WA   | 55                    | 48,8                          | -                      |
| 397      |                     | O      | 1.OG | WA   | 55                    | 49,4                          | -                      |
| 397      |                     | O      | 2.OG | WA   | 55                    | 49,7                          | -                      |
| 397      |                     | O      | 3.OG | WA   | 55                    | 50,0                          | -                      |
| 398      |                     | O      | EG   | WA   | 55                    | 48,7                          | -                      |
| 398      |                     | O      | 1.OG | WA   | 55                    | 49,3                          | -                      |
| 398      |                     | O      | 2.OG | WA   | 55                    | 49,7                          | -                      |
| 398      |                     | O      | 3.OG | WA   | 55                    | 49,9                          | -                      |
| 399      |                     | O      | EG   | WA   | 55                    | 50,3                          | -                      |
| 399      |                     | O      | 1.OG | WA   | 55                    | 50,8                          | -                      |
| 399      |                     | O      | 2.OG | WA   | 55                    | 51,2                          | -                      |
| 399      |                     | O      | 3.OG | WA   | 55                    | 51,4                          | -                      |
| 400      |                     | S      | EG   | WA   | 55                    | 41,4                          | -                      |
| 400      |                     | S      | 1.OG | WA   | 55                    | 42,9                          | -                      |
| 400      |                     | S      | 2.OG | WA   | 55                    | 44,3                          | -                      |
| 400      |                     | S      | 3.OG | WA   | 55                    | 45,3                          | -                      |
| 401      | Geldernstraße 88    | N      | EG   | WA   | 55                    | 41,4                          | -                      |
| 401      |                     | N      | 1.OG | WA   | 55                    | 41,9                          | -                      |
| 401      |                     | N      | 2.OG | WA   | 55                    | 42,6                          | -                      |
| 401      |                     | N      | 3.OG | WA   | 55                    | 44,3                          | -                      |
| 402      |                     | W      | EG   | WA   | 55                    | 43,6                          | -                      |
| 402      |                     | W      | 1.OG | WA   | 55                    | 43,8                          | -                      |
| 402      |                     | W      | 2.OG | WA   | 55                    | 44,0                          | -                      |
| 402      |                     | W      | 3.OG | WA   | 55                    | 44,6                          | -                      |
| 403      |                     | W      | EG   | WA   | 55                    | 32,2                          | -                      |
| 403      |                     | W      | 1.OG | WA   | 55                    | 32,3                          | -                      |
| 403      |                     | W      | 2.OG | WA   | 55                    | 32,6                          | -                      |
| 403      |                     | W      | 3.OG | WA   | 55                    | 36,3                          | -                      |
| 404      |                     | S      | EG   | WA   | 55                    | 48,1                          | -                      |
| 404      |                     | S      | 1.OG | WA   | 55                    | 48,4                          | -                      |
| 404      |                     | S      | 2.OG | WA   | 55                    | 48,6                          | -                      |
| 404      |                     | S      | 3.OG | WA   | 55                    | 48,8                          | -                      |
| 405      |                     | O      | EG   | WA   | 55                    | 48,8                          | -                      |
| 405      |                     | O      | 1.OG | WA   | 55                    | 49,1                          | -                      |
| 405      |                     | O      | 2.OG | WA   | 55                    | 49,4                          | -                      |
| 405      |                     | O      | 3.OG | WA   | 55                    | 49,7                          | -                      |
| 406      |                     | O      | EG   | WA   | 55                    | 48,6                          | -                      |
| 406      |                     | O      | 1.OG | WA   | 55                    | 48,8                          | -                      |
| 406      |                     | O      | 2.OG | WA   | 55                    | 49,1                          | -                      |

# Zuführungsgleis Köln Nippes

## Beurteilungspegel Rückbau Maste

### Tagzeitraum

| Lfd. Nr. | Punktname                 | HFront | SW   | Nutz | Richtwert Tag [dB(A)] | Beurteilungspegel Tag [dB(A)] | Überschr. Tag in dB(A) |
|----------|---------------------------|--------|------|------|-----------------------|-------------------------------|------------------------|
| 1        | 2                         | 3      | 4    | 5    | 6                     | 8                             | 10                     |
| 406      | Geldernstraße 88          | O      | 3.OG | WA   | 55                    | 49,6                          | -                      |
| 407      | Geldernstraße 90a-c/92a-b | W      | EG   | WA   | 55                    | 36,1                          | -                      |
| 407      |                           | W      | 1.OG | WA   | 55                    | 36,8                          | -                      |
| 407      |                           | W      | 2.OG | WA   | 55                    | 37,7                          | -                      |
| 407      |                           | W      | 3.OG | WA   | 55                    | 39,1                          | -                      |
| 408      |                           | O      | EG   | WA   | 55                    | 48,9                          | -                      |
| 408      |                           | O      | 1.OG | WA   | 55                    | 49,2                          | -                      |
| 408      |                           | O      | 2.OG | WA   | 55                    | 49,4                          | -                      |
| 408      |                           | O      | 3.OG | WA   | 55                    | 49,7                          | -                      |
| 409      |                           | S      | EG   | WA   | 55                    | 49,7                          | -                      |
| 409      |                           | S      | 1.OG | WA   | 55                    | 50,0                          | -                      |
| 409      |                           | S      | 2.OG | WA   | 55                    | 50,3                          | -                      |
| 409      |                           | S      | 3.OG | WA   | 55                    | 50,7                          | -                      |
| 410      |                           | N      | EG   | WA   | 55                    | 39,6                          | -                      |
| 410      |                           | N      | 1.OG | WA   | 55                    | 39,8                          | -                      |
| 410      |                           | N      | 2.OG | WA   | 55                    | 40,2                          | -                      |
| 410      |                           | N      | 3.OG | WA   | 55                    | 41,1                          | -                      |
| 411      |                           | O      | EG   | WA   | 55                    | 48,0                          | -                      |
| 411      |                           | O      | 1.OG | WA   | 55                    | 48,3                          | -                      |
| 411      |                           | O      | 2.OG | WA   | 55                    | 48,5                          | -                      |
| 411      |                           | O      | 3.OG | WA   | 55                    | 48,8                          | -                      |
| 412      |                           | W      | EG   | WA   | 55                    | 32,9                          | -                      |
| 412      |                           | W      | 1.OG | WA   | 55                    | 33,1                          | -                      |
| 412      |                           | W      | 2.OG | WA   | 55                    | 33,4                          | -                      |
| 412      |                           | W      | 3.OG | WA   | 55                    | 35,1                          | -                      |
| 413      | Geldernstraße 94a-h       | W      | EG   | WA   | 55                    | 44,2                          | -                      |
| 413      |                           | W      | 1.OG | WA   | 55                    | 44,4                          | -                      |
| 413      |                           | W      | 2.OG | WA   | 55                    | 44,6                          | -                      |
| 413      |                           | W      | 3.OG | WA   | 55                    | 44,8                          | -                      |
| 414      |                           | S      | EG   | WA   | 55                    | 44,5                          | -                      |
| 414      |                           | S      | 1.OG | WA   | 55                    | 44,8                          | -                      |
| 414      |                           | S      | 2.OG | WA   | 55                    | 45,3                          | -                      |
| 414      |                           | S      | 3.OG | WA   | 55                    | 46,4                          | -                      |
| 415      |                           | N      | EG   | WA   | 55                    | 29,1                          | -                      |
| 415      |                           | N      | 1.OG | WA   | 55                    | 29,1                          | -                      |
| 415      |                           | N      | 2.OG | WA   | 55                    | 29,1                          | -                      |
| 415      |                           | N      | 3.OG | WA   | 55                    | 30,8                          | -                      |
| 416      |                           | O      | EG   | WA   | 55                    | 44,1                          | -                      |
| 416      |                           | O      | 1.OG | WA   | 55                    | 44,4                          | -                      |
| 416      |                           | O      | 2.OG | WA   | 55                    | 44,7                          | -                      |
| 416      |                           | O      | 3.OG | WA   | 55                    | 45,6                          | -                      |
| 417      | Geldernstraße 96          | N      | EG   | WA   | 55                    | 33,6                          | -                      |
| 417      |                           | N      | 1.OG | WA   | 55                    | 36,0                          | -                      |
| 417      |                           | N      | 2.OG | WA   | 55                    | 39,4                          | -                      |
| 417      |                           | N      | 3.OG | WA   | 55                    | 43,5                          | -                      |
| 418      |                           | W      | EG   | WA   | 55                    | 38,8                          | -                      |
| 418      |                           | W      | 1.OG | WA   | 55                    | 39,4                          | -                      |
| 418      |                           | W      | 2.OG | WA   | 55                    | 40,3                          | -                      |
| 418      |                           | W      | 3.OG | WA   | 55                    | 42,2                          | -                      |
| 419      |                           | W      | EG   | WA   | 55                    | 39,1                          | -                      |
| 419      |                           | W      | 1.OG | WA   | 55                    | 39,7                          | -                      |
| 419      |                           | W      | 2.OG | WA   | 55                    | 40,7                          | -                      |
| 419      |                           | W      | 3.OG | WA   | 55                    | 42,6                          | -                      |
| 420      |                           | S      | EG   | WA   | 55                    | 43,6                          | -                      |

# Zuführungsgleis Köln Nippes

## Beurteilungspegel Rückbau Maste

### Tagzeitraum

| Lfd. Nr. | Punktname            | HFront | SW   | Nutz | Richtwert Tag [dB(A)] | Beurteilungspegel Tag [dB(A)] | Überschr. Tag in dB(A) |
|----------|----------------------|--------|------|------|-----------------------|-------------------------------|------------------------|
| 1        | 2                    | 3      | 4    | 5    | 6                     | 8                             | 10                     |
| 420      | Geldernstraße 96     | S      | 1.OG | WA   | 55                    | 43,9                          | -                      |
| 420      |                      | S      | 2.OG | WA   | 55                    | 44,3                          | -                      |
| 420      |                      | S      | 3.OG | WA   | 55                    | 46,1                          | -                      |
| 421      |                      | O      | EG   | WA   | 55                    | 33,6                          | -                      |
| 421      |                      | O      | 1.OG | WA   | 55                    | 36,5                          | -                      |
| 421      |                      | O      | 2.OG | WA   | 55                    | 40,4                          | -                      |
| 421      |                      | O      | 3.OG | WA   | 55                    | 44,5                          | -                      |
| 422      |                      | O      | EG   | WA   | 55                    | 35,7                          | -                      |
| 422      |                      | O      | 1.OG | WA   | 55                    | 38,5                          | -                      |
| 422      |                      | O      | 2.OG | WA   | 55                    | 42,3                          | -                      |
| 422      |                      | O      | 3.OG | WA   | 55                    | 46,0                          | -                      |
| 423      | Geldernstraße 97-105 | W      | EG   | MI   | 60                    | 26,0                          | -                      |
| 423      |                      | W      | 1.OG | MI   | 60                    | 26,0                          | -                      |
| 423      |                      | W      | 2.OG | MI   | 60                    | 26,0                          | -                      |
| 423      |                      | W      | 3.OG | MI   | 60                    | 26,0                          | -                      |
| 423      |                      | W      | 4.OG | MI   | 60                    | 30,6                          | -                      |
| 424      |                      | O      | EG   | MI   | 60                    | 40,1                          | -                      |
| 424      |                      | O      | 1.OG | MI   | 60                    | 40,9                          | -                      |
| 424      |                      | O      | 2.OG | MI   | 60                    | 42,5                          | -                      |
| 424      |                      | O      | 3.OG | MI   | 60                    | 44,9                          | -                      |
| 424      |                      | O      | 4.OG | MI   | 60                    | 45,9                          | -                      |
| 425      |                      | O      | EG   | MI   | 60                    | 43,0                          | -                      |
| 425      |                      | O      | 1.OG | MI   | 60                    | 43,9                          | -                      |
| 425      |                      | O      | 2.OG | MI   | 60                    | 45,1                          | -                      |
| 425      |                      | O      | 3.OG | MI   | 60                    | 46,4                          | -                      |
| 425      |                      | O      | 4.OG | MI   | 60                    | 47,1                          | -                      |
| 426      |                      | O      | EG   | MI   | 60                    | 42,1                          | -                      |
| 426      |                      | O      | 1.OG | MI   | 60                    | 42,8                          | -                      |
| 426      |                      | O      | 2.OG | MI   | 60                    | 43,8                          | -                      |
| 426      |                      | O      | 3.OG | MI   | 60                    | 45,4                          | -                      |
| 426      |                      | O      | 4.OG | MI   | 60                    | 45,9                          | -                      |
| 427      |                      | O      | EG   | MI   | 60                    | 48,4                          | -                      |
| 427      |                      | O      | 1.OG | MI   | 60                    | 48,8                          | -                      |
| 427      |                      | O      | 2.OG | MI   | 60                    | 49,1                          | -                      |
| 427      |                      | O      | 3.OG | MI   | 60                    | 49,4                          | -                      |
| 427      |                      | O      | 4.OG | MI   | 60                    | 49,2                          | -                      |
| 428      |                      | W      | EG   | MI   | 60                    | 25,6                          | -                      |
| 428      |                      | W      | 1.OG | MI   | 60                    | 25,6                          | -                      |
| 428      |                      | W      | 2.OG | MI   | 60                    | 25,6                          | -                      |
| 428      |                      | W      | 3.OG | MI   | 60                    | 25,6                          | -                      |
| 428      |                      | W      | 4.OG | MI   | 60                    | 30,0                          | -                      |
| 429      |                      | W      | EG   | MI   | 60                    | 25,2                          | -                      |
| 429      |                      | W      | 1.OG | MI   | 60                    | 25,2                          | -                      |
| 429      |                      | W      | 2.OG | MI   | 60                    | 25,2                          | -                      |
| 429      |                      | W      | 3.OG | MI   | 60                    | 25,2                          | -                      |
| 429      |                      | W      | 4.OG | MI   | 60                    | 29,7                          | -                      |
| 430      |                      | O      | EG   | MI   | 60                    | 46,9                          | -                      |
| 430      |                      | O      | 1.OG | MI   | 60                    | 47,3                          | -                      |
| 430      |                      | O      | 2.OG | MI   | 60                    | 47,8                          | -                      |
| 430      |                      | O      | 3.OG | MI   | 60                    | 48,4                          | -                      |
| 430      |                      | O      | 4.OG | MI   | 60                    | 47,4                          | -                      |
| 431      |                      | S      | EG   | MI   | 60                    | 47,0                          | -                      |
| 431      |                      | S      | 1.OG | MI   | 60                    | 47,3                          | -                      |
| 431      |                      | S      | 2.OG | MI   | 60                    | 47,6                          | -                      |

# Zuführungsgleis Köln Nippes

## Beurteilungspegel Rückbau Maste

### Tagzeitraum

| Lfd. Nr. | Punktname                  | HFront | SW   | Nutz | Richtwert Tag [dB(A)] | Beurteilungspegel Tag [dB(A)] | Überschr. Tag in dB(A) |
|----------|----------------------------|--------|------|------|-----------------------|-------------------------------|------------------------|
| 1        | 2                          | 3      | 4    | 5    | 6                     | 8                             | 10                     |
| 431      | Geldernstraße 97-105       | S      | 3.OG | MI   | 60                    | 47,8                          | -                      |
| 431      |                            | S      | 4.OG | MI   | 60                    | 47,9                          | -                      |
| 432      |                            | W      | EG   | MI   | 60                    | 26,8                          | -                      |
| 432      |                            | W      | 1.OG | MI   | 60                    | 26,9                          | -                      |
| 432      |                            | W      | 2.OG | MI   | 60                    | 26,9                          | -                      |
| 432      |                            | W      | 3.OG | MI   | 60                    | 26,9                          | -                      |
| 432      |                            | W      | 4.OG | MI   | 60                    | 31,5                          | -                      |
| 433      | Geldernstraße 98a-b/100a-b | N      | EG   | WA   | 55                    | 29,9                          | -                      |
| 433      |                            | N      | 1.OG | WA   | 55                    | 30,0                          | -                      |
| 433      |                            | N      | 2.OG | WA   | 55                    | 30,1                          | -                      |
| 433      |                            | N      | 3.OG | WA   | 55                    | 31,4                          | -                      |
| 434      |                            | W      | EG   | WA   | 55                    | 32,6                          | -                      |
| 434      |                            | W      | 1.OG | WA   | 55                    | 33,9                          | -                      |
| 434      |                            | W      | 2.OG | WA   | 55                    | 36,0                          | -                      |
| 434      |                            | W      | 3.OG | WA   | 55                    | 39,9                          | -                      |
| 435      |                            | W      | EG   | WA   | 55                    | 29,0                          | -                      |
| 435      |                            | W      | 1.OG | WA   | 55                    | 30,5                          | -                      |
| 435      |                            | W      | 2.OG | WA   | 55                    | 33,1                          | -                      |
| 435      |                            | W      | 3.OG | WA   | 55                    | 38,0                          | -                      |
| 436      |                            | O      | EG   | WA   | 55                    | 45,6                          | -                      |
| 436      |                            | O      | 1.OG | WA   | 55                    | 45,8                          | -                      |
| 436      |                            | O      | 2.OG | WA   | 55                    | 46,0                          | -                      |
| 436      |                            | O      | 3.OG | WA   | 55                    | 46,2                          | -                      |
| 437      |                            | S      | EG   | WA   | 55                    | 37,3                          | -                      |
| 437      |                            | S      | 1.OG | WA   | 55                    | 38,0                          | -                      |
| 437      |                            | S      | 2.OG | WA   | 55                    | 39,3                          | -                      |
| 437      |                            | S      | 3.OG | WA   | 55                    | 42,7                          | -                      |
| 438      |                            | O      | EG   | WA   | 55                    | 46,2                          | -                      |
| 438      |                            | O      | 1.OG | WA   | 55                    | 46,4                          | -                      |
| 438      |                            | O      | 2.OG | WA   | 55                    | 46,6                          | -                      |
| 438      |                            | O      | 3.OG | WA   | 55                    | 46,8                          | -                      |
| 439      | Geldernstraße 102a-e       | N      | EG   | WA   | 55                    | 32,0                          | -                      |
| 439      |                            | N      | 1.OG | WA   | 55                    | 34,1                          | -                      |
| 439      |                            | N      | 2.OG | WA   | 55                    | 36,2                          | -                      |
| 439      |                            | N      | 3.OG | WA   | 55                    | 38,2                          | -                      |
| 440      |                            | W      | EG   | WA   | 55                    | 39,7                          | -                      |
| 440      |                            | W      | 1.OG | WA   | 55                    | 40,1                          | -                      |
| 440      |                            | W      | 2.OG | WA   | 55                    | 40,8                          | -                      |
| 440      |                            | W      | 3.OG | WA   | 55                    | 41,9                          | -                      |
| 441      |                            | O      | EG   | WA   | 55                    | 29,7                          | -                      |
| 441      |                            | O      | 1.OG | WA   | 55                    | 29,8                          | -                      |
| 441      |                            | O      | 2.OG | WA   | 55                    | 30,2                          | -                      |
| 441      |                            | O      | 3.OG | WA   | 55                    | 33,1                          | -                      |
| 442      |                            | S      | EG   | WA   | 55                    | 32,3                          | -                      |
| 442      |                            | S      | 1.OG | WA   | 55                    | 34,7                          | -                      |
| 442      |                            | S      | 2.OG | WA   | 55                    | 38,2                          | -                      |
| 442      |                            | S      | 3.OG | WA   | 55                    | 42,6                          | -                      |
| 443      | Geldernstraße 104          | N      | EG   | WA   | 55                    | 30,9                          | -                      |
| 443      |                            | N      | 1.OG | WA   | 55                    | 33,1                          | -                      |
| 443      |                            | N      | 2.OG | WA   | 55                    | 36,6                          | -                      |
| 443      |                            | N      | 3.OG | WA   | 55                    | 41,9                          | -                      |
| 444      |                            | W      | EG   | WA   | 55                    | 37,1                          | -                      |
| 444      |                            | W      | 1.OG | WA   | 55                    | 38,3                          | -                      |
| 444      |                            | W      | 2.OG | WA   | 55                    | 39,6                          | -                      |

# Zuführungsgleis Köln Nippes

## Beurteilungspegel Rückbau Maste

### Tagzeitraum

| Lfd. Nr. | Punktname              | HFront | SW   | Nutz | Richtwert Tag [dB(A)] | Beurteilungspegel Tag [dB(A)] | Überschr. Tag in dB(A) |
|----------|------------------------|--------|------|------|-----------------------|-------------------------------|------------------------|
| 1        | 2                      | 3      | 4    | 5    | 6                     | 8                             | 10                     |
| 444      | Geldernstraße 104      | W      | 3.OG | WA   | 55                    | 41,0                          | -                      |
| 445      |                        | W      | EG   | WA   | 55                    | 37,6                          | -                      |
| 445      |                        | W      | 1.OG | WA   | 55                    | 39,0                          | -                      |
| 445      |                        | W      | 2.OG | WA   | 55                    | 40,7                          | -                      |
| 445      |                        | W      | 3.OG | WA   | 55                    | 42,4                          | -                      |
| 446      |                        | S      | EG   | WA   | 55                    | 38,3                          | -                      |
| 446      |                        | S      | 1.OG | WA   | 55                    | 39,0                          | -                      |
| 446      |                        | S      | 2.OG | WA   | 55                    | 40,5                          | -                      |
| 446      |                        | S      | 3.OG | WA   | 55                    | 44,0                          | -                      |
| 447      |                        | O      | EG   | WA   | 55                    | 41,4                          | -                      |
| 447      |                        | O      | 1.OG | WA   | 55                    | 42,2                          | -                      |
| 447      |                        | O      | 2.OG | WA   | 55                    | 43,2                          | -                      |
| 447      |                        | O      | 3.OG | WA   | 55                    | 45,4                          | -                      |
| 448      |                        | O      | EG   | WA   | 55                    | 41,7                          | -                      |
| 448      |                        | O      | 1.OG | WA   | 55                    | 42,4                          | -                      |
| 448      |                        | O      | 2.OG | WA   | 55                    | 43,8                          | -                      |
| 448      |                        | O      | 3.OG | WA   | 55                    | 45,9                          | -                      |
| 449      | Geldernstraße 106a-c   | S      | EG   | WA   | 55                    | 43,9                          | -                      |
| 449      |                        | S      | 1.OG | WA   | 55                    | 44,2                          | -                      |
| 449      |                        | S      | 2.OG | WA   | 55                    | 44,9                          | -                      |
| 449      |                        | S      | 3.OG | WA   | 55                    | 46,1                          | -                      |
| 450      |                        | S      | EG   | WA   | 55                    | 28,5                          | -                      |
| 450      |                        | S      | 1.OG | WA   | 55                    | 29,3                          | -                      |
| 450      |                        | S      | 2.OG | WA   | 55                    | 31,6                          | -                      |
| 450      |                        | S      | 3.OG | WA   | 55                    | 37,8                          | -                      |
| 451      |                        | W      | EG   | WA   | 55                    | 36,5                          | -                      |
| 451      |                        | W      | 1.OG | WA   | 55                    | 37,7                          | -                      |
| 451      |                        | W      | 2.OG | WA   | 55                    | 38,9                          | -                      |
| 451      |                        | W      | 3.OG | WA   | 55                    | 40,0                          | -                      |
| 452      |                        | N      | EG   | WA   | 55                    | 26,0                          | -                      |
| 452      |                        | N      | 1.OG | WA   | 55                    | 26,0                          | -                      |
| 452      |                        | N      | 2.OG | WA   | 55                    | 26,1                          | -                      |
| 452      |                        | N      | 3.OG | WA   | 55                    | 28,3                          | -                      |
| 453      |                        | N      | EG   | WA   | 55                    | 24,7                          | -                      |
| 453      |                        | N      | 1.OG | WA   | 55                    | 24,7                          | -                      |
| 453      |                        | N      | 2.OG | WA   | 55                    | 24,8                          | -                      |
| 453      |                        | N      | 3.OG | WA   | 55                    | 26,9                          | -                      |
| 454      |                        | O      | EG   | WA   | 55                    | 44,3                          | -                      |
| 454      |                        | O      | 1.OG | WA   | 55                    | 44,4                          | -                      |
| 454      |                        | O      | 2.OG | WA   | 55                    | 44,5                          | -                      |
| 454      |                        | O      | 3.OG | WA   | 55                    | 44,7                          | -                      |
| 455      |                        | S      | EG   | WA   | 55                    | 44,6                          | -                      |
| 455      |                        | S      | 1.OG | WA   | 55                    | 44,8                          | -                      |
| 455      |                        | S      | 2.OG | WA   | 55                    | 45,1                          | -                      |
| 455      |                        | S      | 3.OG | WA   | 55                    | 45,7                          | -                      |
| 456      |                        | W      | EG   | WA   | 55                    | 37,3                          | -                      |
| 456      |                        | W      | 1.OG | WA   | 55                    | 37,6                          | -                      |
| 456      |                        | W      | 2.OG | WA   | 55                    | 38,5                          | -                      |
| 456      |                        | W      | 3.OG | WA   | 55                    | 40,6                          | -                      |
| 457      | Geldernstraße 107-107b | O      | EG   | MI   | 60                    | 37,1                          | -                      |
| 457      |                        | O      | 1.OG | MI   | 60                    | 38,0                          | -                      |
| 457      |                        | O      | 2.OG | MI   | 60                    | 39,6                          | -                      |
| 457      |                        | O      | 3.OG | MI   | 60                    | 41,6                          | -                      |
| 458      |                        | O      | EG   | MI   | 60                    | 37,5                          | -                      |

# Zuführungsgleis Köln Nippes

## Beurteilungspegel Rückbau Maste

### Tagzeitraum

| Lfd. Nr. | Punktname              | HFront | SW   | Nutz | Richtwert Tag [dB(A)] | Beurteilungspegel Tag [dB(A)] | Überschr. Tag in dB(A) |
|----------|------------------------|--------|------|------|-----------------------|-------------------------------|------------------------|
| 1        | 2                      | 3      | 4    | 5    | 6                     | 8                             | 10                     |
| 458      | Geldernstraße 107-107b | O      | 1.OG | MI   | 60                    | 38,5                          | -                      |
| 458      |                        | O      | 2.OG | MI   | 60                    | 40,3                          | -                      |
| 458      |                        | O      | 3.OG | MI   | 60                    | 42,9                          | -                      |
| 459      |                        | O      | EG   | MI   | 60                    | 38,8                          | -                      |
| 459      |                        | O      | 1.OG | MI   | 60                    | 39,8                          | -                      |
| 459      |                        | O      | 2.OG | MI   | 60                    | 41,6                          | -                      |
| 459      |                        | O      | 3.OG | MI   | 60                    | 44,2                          | -                      |
| 460      |                        | W      | EG   | MI   | 60                    | 24,5                          | -                      |
| 460      |                        | W      | 1.OG | MI   | 60                    | 24,5                          | -                      |
| 460      |                        | W      | 2.OG | MI   | 60                    | 24,5                          | -                      |
| 460      |                        | W      | 3.OG | MI   | 60                    | 27,9                          | -                      |
| 461      |                        | W      | EG   | MI   | 60                    | 24,9                          | -                      |
| 461      |                        | W      | 1.OG | MI   | 60                    | 24,9                          | -                      |
| 461      |                        | W      | 2.OG | MI   | 60                    | 24,9                          | -                      |
| 461      |                        | W      | 3.OG | MI   | 60                    | 27,4                          | -                      |
| 462      |                        | W      | EG   | MI   | 60                    | 24,7                          | -                      |
| 462      |                        | W      | 1.OG | MI   | 60                    | 24,7                          | -                      |
| 462      |                        | W      | 2.OG | MI   | 60                    | 24,7                          | -                      |
| 462      |                        | W      | 3.OG | MI   | 60                    | 28,0                          | -                      |
| 463      | Geldernstraße 109-111  | W      | EG   | MI   | 60                    | 24,4                          | -                      |
| 463      |                        | W      | 1.OG | MI   | 60                    | 24,4                          | -                      |
| 463      |                        | W      | 2.OG | MI   | 60                    | 24,5                          | -                      |
| 463      |                        | W      | 3.OG | MI   | 60                    | 27,7                          | -                      |
| 464      |                        | O      | EG   | MI   | 60                    | 34,2                          | -                      |
| 464      |                        | O      | 1.OG | MI   | 60                    | 36,6                          | -                      |
| 464      |                        | O      | 2.OG | MI   | 60                    | 39,2                          | -                      |
| 464      |                        | O      | 3.OG | MI   | 60                    | 41,0                          | -                      |
| 465      |                        | O      | EG   | MI   | 60                    | 34,1                          | -                      |
| 465      |                        | O      | 1.OG | MI   | 60                    | 36,5                          | -                      |
| 465      |                        | O      | 2.OG | MI   | 60                    | 39,1                          | -                      |
| 465      |                        | O      | 3.OG | MI   | 60                    | 41,2                          | -                      |
| 466      |                        | W      | EG   | MI   | 60                    | 24,3                          | -                      |
| 466      |                        | W      | 1.OG | MI   | 60                    | 24,3                          | -                      |
| 466      |                        | W      | 2.OG | MI   | 60                    | 24,3                          | -                      |
| 466      |                        | W      | 3.OG | MI   | 60                    | 27,5                          | -                      |
| 467      |                        | N      | EG   | MI   | 60                    | 31,2                          | -                      |
| 467      |                        | N      | 1.OG | MI   | 60                    | 32,6                          | -                      |
| 467      |                        | N      | 2.OG | MI   | 60                    | 33,3                          | -                      |
| 467      |                        | N      | 3.OG | MI   | 60                    | 33,9                          | -                      |
| 468      | Geldernstraße 113      | O      | EG   | MI   | 60                    | 34,5                          | -                      |
| 468      |                        | O      | 1.OG | MI   | 60                    | 37,0                          | -                      |
| 468      |                        | O      | 2.OG | MI   | 60                    | 39,2                          | -                      |
| 468      |                        | O      | 3.OG | MI   | 60                    | 40,6                          | -                      |
| 468      |                        | O      | 4.OG | MI   | 60                    | 41,7                          | -                      |
| 469      |                        | W      | EG   | MI   | 60                    | 23,8                          | -                      |
| 469      |                        | W      | 1.OG | MI   | 60                    | 24,1                          | -                      |
| 469      |                        | W      | 2.OG | MI   | 60                    | 24,2                          | -                      |
| 469      |                        | W      | 3.OG | MI   | 60                    | 24,2                          | -                      |
| 469      |                        | W      | 4.OG | MI   | 60                    | 25,1                          | -                      |
| 470      |                        | S      | EG   | MI   | 60                    | 35,1                          | -                      |
| 470      |                        | S      | 1.OG | MI   | 60                    | 37,4                          | -                      |
| 470      |                        | S      | 2.OG | MI   | 60                    | 39,4                          | -                      |
| 470      |                        | S      | 3.OG | MI   | 60                    | 40,6                          | -                      |
| 470      |                        | S      | 4.OG | MI   | 60                    | 41,5                          | -                      |

# Zuführungsgleis Köln Nippes

## Beurteilungspegel Rückbau Maste

### Tagzeitraum

| Lfd. Nr. | Punktname             | HFront | SW   | Nutz | Richtwert Tag [dB(A)] | Beurteilungspegel Tag [dB(A)] | Überschr. Tag in dB(A) |
|----------|-----------------------|--------|------|------|-----------------------|-------------------------------|------------------------|
| 1        | 2                     | 3      | 4    | 5    | 6                     | 8                             | 10                     |
| 471      | Geldernstraße 115-123 | O      | EG   | MI   | 60                    | 34,2                          | -                      |
| 471      |                       | O      | 1.OG | MI   | 60                    | 36,8                          | -                      |
| 471      |                       | O      | 2.OG | MI   | 60                    | 39,0                          | -                      |
| 471      |                       | O      | 3.OG | MI   | 60                    | 40,5                          | -                      |
| 472      |                       | O      | EG   | MI   | 60                    | 34,3                          | -                      |
| 472      |                       | O      | 1.OG | MI   | 60                    | 36,7                          | -                      |
| 472      |                       | O      | 2.OG | MI   | 60                    | 38,7                          | -                      |
| 472      |                       | O      | 3.OG | MI   | 60                    | 40,2                          | -                      |
| 473      |                       | O      | EG   | MI   | 60                    | 34,3                          | -                      |
| 473      |                       | O      | 1.OG | MI   | 60                    | 36,7                          | -                      |
| 473      |                       | O      | 2.OG | MI   | 60                    | 38,8                          | -                      |
| 473      |                       | O      | 3.OG | MI   | 60                    | 40,4                          | -                      |
| 474      |                       | O      | EG   | MI   | 60                    | 34,3                          | -                      |
| 474      |                       | O      | 1.OG | MI   | 60                    | 36,9                          | -                      |
| 474      |                       | O      | 2.OG | MI   | 60                    | 39,0                          | -                      |
| 474      |                       | O      | 3.OG | MI   | 60                    | 40,6                          | -                      |
| 475      |                       | W      | EG   | MI   | 60                    | 23,1                          | -                      |
| 475      |                       | W      | 1.OG | MI   | 60                    | 23,3                          | -                      |
| 475      |                       | W      | 2.OG | MI   | 60                    | 23,3                          | -                      |
| 475      |                       | W      | 3.OG | MI   | 60                    | 24,4                          | -                      |
| 476      |                       | W      | EG   | MI   | 60                    | 22,7                          | -                      |
| 476      |                       | W      | 1.OG | MI   | 60                    | 22,9                          | -                      |
| 476      |                       | W      | 2.OG | MI   | 60                    | 22,9                          | -                      |
| 476      |                       | W      | 3.OG | MI   | 60                    | 24,9                          | -                      |
| 477      |                       | O      | EG   | MI   | 60                    | 34,1                          | -                      |
| 477      |                       | O      | 1.OG | MI   | 60                    | 36,6                          | -                      |
| 477      |                       | O      | 2.OG | MI   | 60                    | 38,9                          | -                      |
| 477      |                       | O      | 3.OG | MI   | 60                    | 40,4                          | -                      |
| 478      |                       | W      | EG   | MI   | 60                    | 21,8                          | -                      |
| 478      |                       | W      | 1.OG | MI   | 60                    | 22,2                          | -                      |
| 478      |                       | W      | 2.OG | MI   | 60                    | 22,2                          | -                      |
| 478      |                       | W      | 3.OG | MI   | 60                    | 24,4                          | -                      |
| 479      |                       | W      | EG   | MI   | 60                    | 22,1                          | -                      |
| 479      |                       | W      | 1.OG | MI   | 60                    | 22,4                          | -                      |
| 479      |                       | W      | 2.OG | MI   | 60                    | 22,4                          | -                      |
| 479      |                       | W      | 3.OG | MI   | 60                    | 24,6                          | -                      |
| 480      |                       | W      | EG   | MI   | 60                    | 22,4                          | -                      |
| 480      |                       | W      | 1.OG | MI   | 60                    | 22,6                          | -                      |
| 480      |                       | W      | 2.OG | MI   | 60                    | 22,6                          | -                      |
| 480      |                       | W      | 3.OG | MI   | 60                    | 24,8                          | -                      |
| 481      |                       | S      | EG   | MI   | 60                    | 24,3                          | -                      |
| 481      |                       | S      | 1.OG | MI   | 60                    | 27,3                          | -                      |
| 481      |                       | S      | 2.OG | MI   | 60                    | 31,0                          | -                      |
| 481      |                       | S      | 3.OG | MI   | 60                    | 37,0                          | -                      |
| 482      |                       | N      | EG   | MI   | 60                    | 21,6                          | -                      |
| 482      |                       | N      | 1.OG | MI   | 60                    | 21,9                          | -                      |
| 482      |                       | N      | 2.OG | MI   | 60                    | 22,0                          | -                      |
| 482      |                       | N      | 3.OG | MI   | 60                    | 24,2                          | -                      |
| 483      | Geldernstraße NG      | W      | EG   | WA   | 55                    | 46,4                          | -                      |
| 484      |                       | N      | EG   | MI   | 60                    | 21,7                          | -                      |
| 485      | Hans-Brebtow-Str. 1-3 | W      | EG   | WA   | 55                    | 31,6                          | -                      |
| 485      |                       | W      | 1.OG | WA   | 55                    | 33,2                          | -                      |
| 485      |                       | W      | 2.OG | WA   | 55                    | 34,6                          | -                      |
| 485      |                       | W      | 3.OG | WA   | 55                    | 35,2                          | -                      |

# Zuführungsgleis Köln Nippes

## Beurteilungspegel Rückbau Maste

### Tagzeitraum

| Lfd. Nr. | Punktname             | HFront | SW   | Nutz | Richtwert Tag [dB(A)] | Beurteilungspegel Tag [dB(A)] | Überschr. Tag in dB(A) |
|----------|-----------------------|--------|------|------|-----------------------|-------------------------------|------------------------|
| 1        | 2                     | 3      | 4    | 5    | 6                     | 8                             | 10                     |
| 486      | Hans-Brebtow-Str. 1-3 | N      | EG   | WA   | 55                    | 45,8                          | -                      |
| 486      |                       | N      | 1.OG | WA   | 55                    | 46,1                          | -                      |
| 486      |                       | N      | 2.OG | WA   | 55                    | 46,5                          | -                      |
| 486      |                       | N      | 3.OG | WA   | 55                    | 46,8                          | -                      |
| 487      |                       | N      | EG   | WA   | 55                    | 46,1                          | -                      |
| 487      |                       | N      | 1.OG | WA   | 55                    | 46,3                          | -                      |
| 487      |                       | N      | 2.OG | WA   | 55                    | 46,7                          | -                      |
| 487      |                       | N      | 3.OG | WA   | 55                    | 47,2                          | -                      |
| 488      |                       | N      | EG   | WA   | 55                    | 46,4                          | -                      |
| 488      |                       | N      | 1.OG | WA   | 55                    | 46,7                          | -                      |
| 488      |                       | N      | 2.OG | WA   | 55                    | 47,1                          | -                      |
| 488      |                       | N      | 3.OG | WA   | 55                    | 47,5                          | -                      |
| 489      |                       | N      | EG   | WA   | 55                    | 46,8                          | -                      |
| 489      |                       | N      | 1.OG | WA   | 55                    | 47,1                          | -                      |
| 489      |                       | N      | 2.OG | WA   | 55                    | 47,3                          | -                      |
| 489      |                       | N      | 3.OG | WA   | 55                    | 47,6                          | -                      |
| 490      |                       | O      | EG   | WA   | 55                    | 46,9                          | -                      |
| 490      |                       | O      | 1.OG | WA   | 55                    | 47,2                          | -                      |
| 490      |                       | O      | 2.OG | WA   | 55                    | 47,5                          | -                      |
| 490      |                       | O      | 3.OG | WA   | 55                    | 48,2                          | -                      |
| 491      |                       | S      | EG   | WA   | 55                    | 29,9                          | -                      |
| 491      |                       | S      | 1.OG | WA   | 55                    | 31,5                          | -                      |
| 491      |                       | S      | 2.OG | WA   | 55                    | 34,3                          | -                      |
| 491      |                       | S      | 3.OG | WA   | 55                    | 39,5                          | -                      |
| 492      |                       | S      | EG   | WA   | 55                    | 34,9                          | -                      |
| 492      |                       | S      | 1.OG | WA   | 55                    | 35,8                          | -                      |
| 492      |                       | S      | 2.OG | WA   | 55                    | 37,7                          | -                      |
| 492      |                       | S      | 3.OG | WA   | 55                    | 41,3                          | -                      |
| 493      |                       | S      | EG   | WA   | 55                    | 35,0                          | -                      |
| 493      |                       | S      | 1.OG | WA   | 55                    | 37,0                          | -                      |
| 493      |                       | S      | 2.OG | WA   | 55                    | 39,3                          | -                      |
| 493      |                       | S      | 3.OG | WA   | 55                    | 41,6                          | -                      |
| 494      |                       | S      | EG   | WA   | 55                    | 33,9                          | -                      |
| 494      |                       | S      | 1.OG | WA   | 55                    | 35,3                          | -                      |
| 494      |                       | S      | 2.OG | WA   | 55                    | 37,8                          | -                      |
| 494      |                       | S      | 3.OG | WA   | 55                    | 41,3                          | -                      |
| 495      | Hans-Brebtow-Str. 5-7 | W      | EG   | WA   | 55                    | 28,0                          | -                      |
| 495      |                       | W      | 1.OG | WA   | 55                    | 28,1                          | -                      |
| 495      |                       | W      | 2.OG | WA   | 55                    | 28,1                          | -                      |
| 495      |                       | W      | 3.OG | WA   | 55                    | 29,2                          | -                      |
| 496      |                       | W      | EG   | WA   | 55                    | 29,1                          | -                      |
| 496      |                       | W      | 1.OG | WA   | 55                    | 29,3                          | -                      |
| 496      |                       | W      | 2.OG | WA   | 55                    | 29,3                          | -                      |
| 496      |                       | W      | 3.OG | WA   | 55                    | 30,3                          | -                      |
| 497      |                       | W      | EG   | WA   | 55                    | 28,6                          | -                      |
| 497      |                       | W      | 1.OG | WA   | 55                    | 28,7                          | -                      |
| 497      |                       | W      | 2.OG | WA   | 55                    | 28,7                          | -                      |
| 497      |                       | W      | 3.OG | WA   | 55                    | 29,8                          | -                      |
| 498      |                       | W      | EG   | WA   | 55                    | 28,2                          | -                      |
| 498      |                       | W      | 1.OG | WA   | 55                    | 28,8                          | -                      |
| 498      |                       | W      | 2.OG | WA   | 55                    | 28,8                          | -                      |
| 498      |                       | W      | 3.OG | WA   | 55                    | 29,8                          | -                      |
| 499      |                       | N      | EG   | WA   | 55                    | 32,8                          | -                      |
| 499      |                       | N      | 1.OG | WA   | 55                    | 40,2                          | -                      |

# Zuführungsgleis Köln Nippes

## Beurteilungspegel Rückbau Maste

### Tagzeitraum

| Lfd. Nr. | Punktname                     | HFront | SW   | Nutz | Richtwert Tag [dB(A)] | Beurteilungspegel Tag [dB(A)] | Überschr. Tag in dB(A) |
|----------|-------------------------------|--------|------|------|-----------------------|-------------------------------|------------------------|
| 1        | 2                             | 3      | 4    | 5    | 6                     | 8                             | 10                     |
| 499      | Hans-Brebtow-Str. 5-7         | N      | 2.OG | WA   | 55                    | 41,6                          | -                      |
| 499      |                               | N      | 3.OG | WA   | 55                    | 43,6                          | -                      |
| 500      |                               | O      | EG   | WA   | 55                    | 40,3                          | -                      |
| 500      |                               | O      | 1.OG | WA   | 55                    | 41,7                          | -                      |
| 500      |                               | O      | 2.OG | WA   | 55                    | 43,3                          | -                      |
| 500      |                               | O      | 3.OG | WA   | 55                    | 46,0                          | -                      |
| 501      |                               | O      | EG   | WA   | 55                    | 35,2                          | -                      |
| 501      |                               | O      | 1.OG | WA   | 55                    | 38,1                          | -                      |
| 501      |                               | O      | 2.OG | WA   | 55                    | 41,1                          | -                      |
| 501      |                               | O      | 3.OG | WA   | 55                    | 44,6                          | -                      |
| 502      |                               | O      | EG   | WA   | 55                    | 34,0                          | -                      |
| 502      |                               | O      | 1.OG | WA   | 55                    | 36,7                          | -                      |
| 502      |                               | O      | 2.OG | WA   | 55                    | 40,1                          | -                      |
| 502      |                               | O      | 3.OG | WA   | 55                    | 43,7                          | -                      |
| 503      |                               | O      | EG   | WA   | 55                    | 34,2                          | -                      |
| 503      |                               | O      | 1.OG | WA   | 55                    | 36,5                          | -                      |
| 503      |                               | O      | 2.OG | WA   | 55                    | 39,7                          | -                      |
| 503      |                               | O      | 3.OG | WA   | 55                    | 43,9                          | -                      |
| 504      |                               | S      | EG   | WA   | 55                    | 31,0                          | -                      |
| 504      |                               | S      | 1.OG | WA   | 55                    | 35,7                          | -                      |
| 504      |                               | S      | 2.OG | WA   | 55                    | 38,4                          | -                      |
| 504      |                               | S      | 3.OG | WA   | 55                    | 42,4                          | -                      |
| 505      | Heinrich-von-Stephan-Str. 1-5 | O      | EG   | WA   | 55                    | 42,8                          | -                      |
| 505      |                               | O      | 1.OG | WA   | 55                    | 44,0                          | -                      |
| 505      |                               | O      | 2.OG | WA   | 55                    | 45,1                          | -                      |
| 505      |                               | O      | 3.OG | WA   | 55                    | 46,2                          | -                      |
| 505      |                               | O      | 4.OG | WA   | 55                    | 46,6                          | -                      |
| 506      |                               | S      | EG   | WA   | 55                    | 40,4                          | -                      |
| 506      |                               | S      | 1.OG | WA   | 55                    | 41,0                          | -                      |
| 506      |                               | S      | 2.OG | WA   | 55                    | 41,1                          | -                      |
| 506      |                               | S      | 3.OG | WA   | 55                    | 41,1                          | -                      |
| 506      |                               | S      | 4.OG | WA   | 55                    | 41,2                          | -                      |
| 507      |                               | W      | EG   | WA   | 55                    | 38,4                          | -                      |
| 507      |                               | W      | 1.OG | WA   | 55                    | 38,6                          | -                      |
| 507      |                               | W      | 2.OG | WA   | 55                    | 38,8                          | -                      |
| 507      |                               | W      | 3.OG | WA   | 55                    | 39,3                          | -                      |
| 507      |                               | W      | 4.OG | WA   | 55                    | 40,6                          | -                      |
| 508      |                               | N      | EG   | WA   | 55                    | 37,0                          | -                      |
| 508      |                               | N      | 1.OG | WA   | 55                    | 38,6                          | -                      |
| 508      |                               | N      | 2.OG | WA   | 55                    | 40,3                          | -                      |
| 508      |                               | N      | 3.OG | WA   | 55                    | 44,1                          | -                      |
| 508      |                               | N      | 4.OG | WA   | 55                    | 44,9                          | -                      |
| 509      |                               | W      | EG   | WA   | 55                    | 38,9                          | -                      |
| 509      |                               | W      | 1.OG | WA   | 55                    | 39,3                          | -                      |
| 509      |                               | W      | 2.OG | WA   | 55                    | 39,8                          | -                      |
| 509      |                               | W      | 3.OG | WA   | 55                    | 40,6                          | -                      |
| 509      |                               | W      | 4.OG | WA   | 55                    | 40,6                          | -                      |
| 510      |                               | O      | EG   | WA   | 55                    | 42,7                          | -                      |
| 510      |                               | O      | 1.OG | WA   | 55                    | 44,1                          | -                      |
| 510      |                               | O      | 2.OG | WA   | 55                    | 45,1                          | -                      |
| 510      |                               | O      | 3.OG | WA   | 55                    | 46,2                          | -                      |
| 510      |                               | O      | 4.OG | WA   | 55                    | 46,5                          | -                      |
| 511      |                               | O      | EG   | WA   | 55                    | 41,8                          | -                      |
| 511      |                               | O      | 1.OG | WA   | 55                    | 42,4                          | -                      |

# Zuführungsgleis Köln Nippes

## Beurteilungspegel Rückbau Maste

### Tagzeitraum

| Lfd. Nr. | Punktname                      | HFront | SW   | Nutz | Richtwert Tag [dB(A)] | Beurteilungspegel Tag [dB(A)] | Überschr. Tag in dB(A) |
|----------|--------------------------------|--------|------|------|-----------------------|-------------------------------|------------------------|
| 1        | 2                              | 3      | 4    | 5    | 6                     | 8                             | 10                     |
| 511      | Heinrich-von-Stephan-Str. 1-5  | O      | 2.OG | WA   | 55                    | 43,2                          | -                      |
| 511      |                                | O      | 3.OG | WA   | 55                    | 45,8                          | -                      |
| 511      |                                | O      | 4.OG | WA   | 55                    | 47,6                          | -                      |
| 512      |                                | W      | EG   | WA   | 55                    | 38,0                          | -                      |
| 512      |                                | W      | 1.OG | WA   | 55                    | 38,1                          | -                      |
| 512      |                                | W      | 2.OG | WA   | 55                    | 38,1                          | -                      |
| 512      |                                | W      | 3.OG | WA   | 55                    | 38,1                          | -                      |
| 512      |                                | W      | 4.OG | WA   | 55                    | 38,4                          | -                      |
| 513      | Heinrich-von-Stephan-Str. 2-6  | S      | EG   | WA   | 55                    | 34,4                          | -                      |
| 513      |                                | S      | 1.OG | WA   | 55                    | 36,4                          | -                      |
| 513      |                                | S      | 2.OG | WA   | 55                    | 38,8                          | -                      |
| 513      |                                | S      | 3.OG | WA   | 55                    | 41,7                          | -                      |
| 514      |                                | W      | EG   | WA   | 55                    | 27,5                          | -                      |
| 514      |                                | W      | 1.OG | WA   | 55                    | 27,6                          | -                      |
| 514      |                                | W      | 2.OG | WA   | 55                    | 27,6                          | -                      |
| 514      |                                | W      | 3.OG | WA   | 55                    | 28,5                          | -                      |
| 515      |                                | N      | EG   | WA   | 55                    | 34,3                          | -                      |
| 515      |                                | N      | 1.OG | WA   | 55                    | 36,0                          | -                      |
| 515      |                                | N      | 2.OG | WA   | 55                    | 37,4                          | -                      |
| 515      |                                | N      | 3.OG | WA   | 55                    | 39,5                          | -                      |
| 516      |                                | O      | EG   | WA   | 55                    | 40,5                          | -                      |
| 516      |                                | O      | 1.OG | WA   | 55                    | 40,9                          | -                      |
| 516      |                                | O      | 2.OG | WA   | 55                    | 41,6                          | -                      |
| 516      |                                | O      | 3.OG | WA   | 55                    | 43,3                          | -                      |
| 517      |                                | S      | EG   | WA   | 55                    | 34,0                          | -                      |
| 517      |                                | S      | 1.OG | WA   | 55                    | 36,0                          | -                      |
| 517      |                                | S      | 2.OG | WA   | 55                    | 38,6                          | -                      |
| 517      |                                | S      | 3.OG | WA   | 55                    | 41,7                          | -                      |
| 518      |                                | N      | EG   | WA   | 55                    | 34,0                          | -                      |
| 518      |                                | N      | 1.OG | WA   | 55                    | 36,4                          | -                      |
| 518      |                                | N      | 2.OG | WA   | 55                    | 38,6                          | -                      |
| 518      |                                | N      | 3.OG | WA   | 55                    | 40,6                          | -                      |
| 519      |                                | N      | EG   | WA   | 55                    | 32,0                          | -                      |
| 519      |                                | N      | 1.OG | WA   | 55                    | 34,0                          | -                      |
| 519      |                                | N      | 2.OG | WA   | 55                    | 36,3                          | -                      |
| 519      |                                | N      | 3.OG | WA   | 55                    | 39,5                          | -                      |
| 520      |                                | S      | EG   | WA   | 55                    | 36,3                          | -                      |
| 520      |                                | S      | 1.OG | WA   | 55                    | 38,0                          | -                      |
| 520      |                                | S      | 2.OG | WA   | 55                    | 40,0                          | -                      |
| 520      |                                | S      | 3.OG | WA   | 55                    | 43,6                          | -                      |
| 521      | Heinrich-von-Stephan-Str. 7-11 | W      | EG   | WA   | 55                    | 37,2                          | -                      |
| 521      |                                | W      | 1.OG | WA   | 55                    | 37,2                          | -                      |
| 521      |                                | W      | 2.OG | WA   | 55                    | 37,2                          | -                      |
| 521      |                                | W      | 3.OG | WA   | 55                    | 37,2                          | -                      |
| 521      |                                | W      | 4.OG | WA   | 55                    | 37,5                          | -                      |
| 522      |                                | O      | EG   | WA   | 55                    | 41,5                          | -                      |
| 522      |                                | O      | 1.OG | WA   | 55                    | 42,2                          | -                      |
| 522      |                                | O      | 2.OG | WA   | 55                    | 42,9                          | -                      |
| 522      |                                | O      | 3.OG | WA   | 55                    | 44,6                          | -                      |
| 522      |                                | O      | 4.OG | WA   | 55                    | 45,3                          | -                      |
| 523      |                                | O      | EG   | WA   | 55                    | 42,4                          | -                      |
| 523      |                                | O      | 1.OG | WA   | 55                    | 43,3                          | -                      |
| 523      |                                | O      | 2.OG | WA   | 55                    | 43,9                          | -                      |
| 523      |                                | O      | 3.OG | WA   | 55                    | 44,6                          | -                      |

# Zuführungsgleis Köln Nippes

## Beurteilungspegel Rückbau Maste

### Tagzeitraum

| Lfd. Nr. | Punktname                      | HFront | SW   | Nutz | Richtwert Tag [dB(A)] | Beurteilungspegel Tag [dB(A)] | Überschr. Tag in dB(A) |
|----------|--------------------------------|--------|------|------|-----------------------|-------------------------------|------------------------|
| 1        | 2                              | 3      | 4    | 5    | 6                     | 8                             | 10                     |
| 523      | Heinrich-von-Stephan-Str. 7-11 | O      | 4.OG | WA   | 55                    | 44,9                          | -                      |
| 524      |                                | W      | EG   | WA   | 55                    | 38,0                          | -                      |
| 524      |                                | W      | 1.OG | WA   | 55                    | 38,3                          | -                      |
| 524      |                                | W      | 2.OG | WA   | 55                    | 38,8                          | -                      |
| 524      |                                | W      | 3.OG | WA   | 55                    | 39,6                          | -                      |
| 524      |                                | W      | 4.OG | WA   | 55                    | 40,6                          | -                      |
| 525      |                                | N      | EG   | WA   | 55                    | 32,8                          | -                      |
| 525      |                                | N      | 1.OG | WA   | 55                    | 34,3                          | -                      |
| 525      |                                | N      | 2.OG | WA   | 55                    | 36,2                          | -                      |
| 525      |                                | N      | 3.OG | WA   | 55                    | 38,6                          | -                      |
| 525      |                                | N      | 4.OG | WA   | 55                    | 41,5                          | -                      |
| 526      |                                | W      | EG   | WA   | 55                    | 37,5                          | -                      |
| 526      |                                | W      | 1.OG | WA   | 55                    | 37,6                          | -                      |
| 526      |                                | W      | 2.OG | WA   | 55                    | 37,9                          | -                      |
| 526      |                                | W      | 3.OG | WA   | 55                    | 38,3                          | -                      |
| 526      |                                | W      | 4.OG | WA   | 55                    | 37,5                          | -                      |
| 527      |                                | S      | EG   | WA   | 55                    | 41,7                          | -                      |
| 527      |                                | S      | 1.OG | WA   | 55                    | 41,8                          | -                      |
| 527      |                                | S      | 2.OG | WA   | 55                    | 41,8                          | -                      |
| 527      |                                | S      | 3.OG | WA   | 55                    | 41,8                          | -                      |
| 527      |                                | S      | 4.OG | WA   | 55                    | 41,9                          | -                      |
| 528      |                                | O      | EG   | WA   | 55                    | 40,0                          | -                      |
| 528      |                                | O      | 1.OG | WA   | 55                    | 40,3                          | -                      |
| 528      |                                | O      | 2.OG | WA   | 55                    | 40,6                          | -                      |
| 528      |                                | O      | 3.OG | WA   | 55                    | 41,3                          | -                      |
| 528      |                                | O      | 4.OG | WA   | 55                    | 42,7                          | -                      |
| 529      | Heinrich-von-Stephan-Str. 8-12 | W      | EG   | WA   | 55                    | 25,7                          | -                      |
| 529      |                                | W      | 1.OG | WA   | 55                    | 25,8                          | -                      |
| 529      |                                | W      | 2.OG | WA   | 55                    | 25,8                          | -                      |
| 529      |                                | W      | 3.OG | WA   | 55                    | 26,7                          | -                      |
| 530      |                                | S      | EG   | WA   | 55                    | 32,6                          | -                      |
| 530      |                                | S      | 1.OG | WA   | 55                    | 34,6                          | -                      |
| 530      |                                | S      | 2.OG | WA   | 55                    | 36,9                          | -                      |
| 530      |                                | S      | 3.OG | WA   | 55                    | 39,3                          | -                      |
| 531      |                                | N      | EG   | WA   | 55                    | 35,1                          | -                      |
| 531      |                                | N      | 1.OG | WA   | 55                    | 36,4                          | -                      |
| 531      |                                | N      | 2.OG | WA   | 55                    | 37,3                          | -                      |
| 531      |                                | N      | 3.OG | WA   | 55                    | 38,4                          | -                      |
| 532      |                                | N      | EG   | WA   | 55                    | 28,5                          | -                      |
| 532      |                                | N      | 1.OG | WA   | 55                    | 29,8                          | -                      |
| 532      |                                | N      | 2.OG | WA   | 55                    | 32,2                          | -                      |
| 532      |                                | N      | 3.OG | WA   | 55                    | 36,4                          | -                      |
| 533      |                                | S      | EG   | WA   | 55                    | 32,6                          | -                      |
| 533      |                                | S      | 1.OG | WA   | 55                    | 34,6                          | -                      |
| 533      |                                | S      | 2.OG | WA   | 55                    | 37,1                          | -                      |
| 533      |                                | S      | 3.OG | WA   | 55                    | 39,8                          | -                      |
| 534      |                                | N      | EG   | WA   | 55                    | 33,2                          | -                      |
| 534      |                                | N      | 1.OG | WA   | 55                    | 34,5                          | -                      |
| 534      |                                | N      | 2.OG | WA   | 55                    | 36,0                          | -                      |
| 534      |                                | N      | 3.OG | WA   | 55                    | 37,9                          | -                      |
| 535      |                                | S      | EG   | WA   | 55                    | 32,8                          | -                      |
| 535      |                                | S      | 1.OG | WA   | 55                    | 34,4                          | -                      |
| 535      |                                | S      | 2.OG | WA   | 55                    | 36,5                          | -                      |
| 535      |                                | S      | 3.OG | WA   | 55                    | 39,3                          | -                      |

# Zuführungsgleis Köln Nippes

## Beurteilungspegel Rückbau Maste

### Tagzeitraum

| Lfd. Nr. | Punktname                      | HFront | SW   | Nutz | Richtwert Tag [dB(A)] | Beurteilungspegel Tag [dB(A)] | Überschr. Tag in dB(A) |
|----------|--------------------------------|--------|------|------|-----------------------|-------------------------------|------------------------|
| 1        | 2                              | 3      | 4    | 5    | 6                     | 8                             | 10                     |
| 536      | Heinrich-von-Stephan-Str. 8-12 | O      | EG   | WA   | 55                    | 33,3                          | -                      |
| 536      |                                | O      | 1.OG | WA   | 55                    | 35,5                          | -                      |
| 536      |                                | O      | 2.OG | WA   | 55                    | 38,3                          | -                      |
| 536      |                                | O      | 3.OG | WA   | 55                    | 41,7                          | -                      |
| 537      | Heinrich-von-Stephan-Str. 13-1 | O      | EG   | WA   | 55                    | 41,8                          | -                      |
| 537      |                                | O      | 1.OG | WA   | 55                    | 42,3                          | -                      |
| 537      |                                | O      | 2.OG | WA   | 55                    | 42,8                          | -                      |
| 537      |                                | O      | 3.OG | WA   | 55                    | 43,3                          | -                      |
| 538      |                                | W      | EG   | WA   | 55                    | 25,0                          | -                      |
| 538      |                                | W      | 1.OG | WA   | 55                    | 25,0                          | -                      |
| 538      |                                | W      | 2.OG | WA   | 55                    | 25,1                          | -                      |
| 538      |                                | W      | 3.OG | WA   | 55                    | 26,0                          | -                      |
| 539      |                                | N      | EG   | WA   | 55                    | 35,2                          | -                      |
| 539      |                                | N      | 1.OG | WA   | 55                    | 36,9                          | -                      |
| 539      |                                | N      | 2.OG | WA   | 55                    | 37,1                          | -                      |
| 539      |                                | N      | 3.OG | WA   | 55                    | 39,6                          | -                      |
| 540      |                                | W      | EG   | WA   | 55                    | 25,1                          | -                      |
| 540      |                                | W      | 1.OG | WA   | 55                    | 25,2                          | -                      |
| 540      |                                | W      | 2.OG | WA   | 55                    | 25,2                          | -                      |
| 540      |                                | W      | 3.OG | WA   | 55                    | 26,1                          | -                      |
| 541      |                                | W      | EG   | WA   | 55                    | 24,9                          | -                      |
| 541      |                                | W      | 1.OG | WA   | 55                    | 24,9                          | -                      |
| 541      |                                | W      | 2.OG | WA   | 55                    | 24,9                          | -                      |
| 541      |                                | W      | 3.OG | WA   | 55                    | 25,8                          | -                      |
| 542      |                                | S      | EG   | WA   | 55                    | 39,1                          | -                      |
| 542      |                                | S      | 1.OG | WA   | 55                    | 39,1                          | -                      |
| 542      |                                | S      | 2.OG | WA   | 55                    | 39,1                          | -                      |
| 542      |                                | S      | 3.OG | WA   | 55                    | 39,2                          | -                      |
| 543      |                                | O      | EG   | WA   | 55                    | 39,2                          | -                      |
| 543      |                                | O      | 1.OG | WA   | 55                    | 39,4                          | -                      |
| 543      |                                | O      | 2.OG | WA   | 55                    | 39,7                          | -                      |
| 543      |                                | O      | 3.OG | WA   | 55                    | 40,4                          | -                      |
| 544      |                                | O      | EG   | WA   | 55                    | 39,1                          | -                      |
| 544      |                                | O      | 1.OG | WA   | 55                    | 39,3                          | -                      |
| 544      |                                | O      | 2.OG | WA   | 55                    | 39,6                          | -                      |
| 544      |                                | O      | 3.OG | WA   | 55                    | 40,3                          | -                      |
| 545      | Heinrich-von-Stephan-Str. 23-2 | S      | EG   | WA   | 55                    | 32,7                          | -                      |
| 545      |                                | S      | 1.OG | WA   | 55                    | 34,5                          | -                      |
| 545      |                                | S      | 2.OG | WA   | 55                    | 36,7                          | -                      |
| 545      |                                | S      | 3.OG | WA   | 55                    | 39,1                          | -                      |
| 545      |                                | S      | 4.OG | WA   | 55                    | 41,0                          | -                      |
| 546      |                                | N      | EG   | WA   | 55                    | 33,6                          | -                      |
| 546      |                                | N      | 1.OG | WA   | 55                    | 34,7                          | -                      |
| 546      |                                | N      | 2.OG | WA   | 55                    | 36,0                          | -                      |
| 546      |                                | N      | 3.OG | WA   | 55                    | 37,3                          | -                      |
| 546      |                                | N      | 4.OG | WA   | 55                    | 38,7                          | -                      |
| 547      |                                | S      | EG   | WA   | 55                    | 26,5                          | -                      |
| 547      |                                | S      | 1.OG | WA   | 55                    | 28,2                          | -                      |
| 547      |                                | S      | 2.OG | WA   | 55                    | 30,9                          | -                      |
| 547      |                                | S      | 3.OG | WA   | 55                    | 35,4                          | -                      |
| 547      |                                | S      | 4.OG | WA   | 55                    | 37,8                          | -                      |
| 548      |                                | N      | EG   | WA   | 55                    | 26,3                          | -                      |
| 548      |                                | N      | 1.OG | WA   | 55                    | 27,4                          | -                      |
| 548      |                                | N      | 2.OG | WA   | 55                    | 29,2                          | -                      |

# Zuführungsgleis Köln Nippes

## Beurteilungspegel Rückbau Maste

### Tagzeitraum

| Lfd. Nr. | Punktname                      | HFront | SW   | Nutz | Richtwert Tag [dB(A)] | Beurteilungspegel Tag [dB(A)] | Überschr. Tag in dB(A) |
|----------|--------------------------------|--------|------|------|-----------------------|-------------------------------|------------------------|
| 1        | 2                              | 3      | 4    | 5    | 6                     | 8                             | 10                     |
| 548      | Heinrich-von-Stephan-Str. 23-2 | N      | 3.OG | WA   | 55                    | 32,1                          | -                      |
| 548      |                                | N      | 4.OG | WA   | 55                    | 39,0                          | -                      |
| 549      |                                | O      | EG   | WA   | 55                    | 33,0                          | -                      |
| 549      |                                | O      | 1.OG | WA   | 55                    | 35,2                          | -                      |
| 549      |                                | O      | 2.OG | WA   | 55                    | 38,0                          | -                      |
| 549      |                                | O      | 3.OG | WA   | 55                    | 41,2                          | -                      |
| 549      |                                | O      | 4.OG | WA   | 55                    | 43,5                          | -                      |
| 550      |                                | N      | EG   | WA   | 55                    | 27,4                          | -                      |
| 550      |                                | N      | 1.OG | WA   | 55                    | 28,6                          | -                      |
| 550      |                                | N      | 2.OG | WA   | 55                    | 30,4                          | -                      |
| 550      |                                | N      | 3.OG | WA   | 55                    | 33,0                          | -                      |
| 550      |                                | N      | 4.OG | WA   | 55                    | 38,7                          | -                      |
| 551      |                                | W      | EG   | WA   | 55                    | 24,4                          | -                      |
| 551      |                                | W      | 1.OG | WA   | 55                    | 24,4                          | -                      |
| 551      |                                | W      | 2.OG | WA   | 55                    | 24,5                          | -                      |
| 551      |                                | W      | 3.OG | WA   | 55                    | 24,5                          | -                      |
| 551      |                                | W      | 4.OG | WA   | 55                    | 26,6                          | -                      |
| 552      |                                | S      | EG   | WA   | 55                    | 26,6                          | -                      |
| 552      |                                | S      | 1.OG | WA   | 55                    | 28,3                          | -                      |
| 552      |                                | S      | 2.OG | WA   | 55                    | 31,1                          | -                      |
| 552      |                                | S      | 3.OG | WA   | 55                    | 35,1                          | -                      |
| 552      |                                | S      | 4.OG | WA   | 55                    | 38,0                          | -                      |
| 553      | Kempener Straße 90             | S      | EG   | WA   | 55                    | 28,6                          | -                      |
| 553      |                                | S      | 1.OG | WA   | 55                    | 31,0                          | -                      |
| 553      |                                | S      | 2.OG | WA   | 55                    | 33,9                          | -                      |
| 553      |                                | S      | 3.OG | WA   | 55                    | 36,8                          | -                      |
| 553      |                                | S      | 4.OG | WA   | 55                    | 38,2                          | -                      |
| 554      |                                | O      | EG   | WA   | 55                    | 21,9                          | -                      |
| 554      |                                | O      | 1.OG | WA   | 55                    | 21,9                          | -                      |
| 554      |                                | O      | 2.OG | WA   | 55                    | 21,9                          | -                      |
| 554      |                                | O      | 3.OG | WA   | 55                    | 21,9                          | -                      |
| 554      |                                | O      | 4.OG | WA   | 55                    | 21,9                          | -                      |
| 555      |                                | N      | EG   | WA   | 55                    | 21,7                          | -                      |
| 555      |                                | N      | 1.OG | WA   | 55                    | 21,7                          | -                      |
| 555      |                                | N      | 2.OG | WA   | 55                    | 21,7                          | -                      |
| 555      |                                | N      | 3.OG | WA   | 55                    | 21,7                          | -                      |
| 555      |                                | N      | 4.OG | WA   | 55                    | 21,7                          | -                      |
| 556      |                                | N      | EG   | WA   | 55                    | 21,9                          | -                      |
| 556      |                                | N      | 1.OG | WA   | 55                    | 21,9                          | -                      |
| 556      |                                | N      | 2.OG | WA   | 55                    | 21,9                          | -                      |
| 556      |                                | N      | 3.OG | WA   | 55                    | 21,9                          | -                      |
| 556      |                                | N      | 4.OG | WA   | 55                    | 21,9                          | -                      |
| 557      |                                | S      | EG   | WA   | 55                    | 26,3                          | -                      |
| 557      |                                | S      | 1.OG | WA   | 55                    | 28,5                          | -                      |
| 557      |                                | S      | 2.OG | WA   | 55                    | 31,4                          | -                      |
| 557      |                                | S      | 3.OG | WA   | 55                    | 34,8                          | -                      |
| 557      |                                | S      | 4.OG | WA   | 55                    | 37,5                          | -                      |
| 558      |                                | S      | EG   | WA   | 55                    | 26,3                          | -                      |
| 558      |                                | S      | 1.OG | WA   | 55                    | 28,5                          | -                      |
| 558      |                                | S      | 2.OG | WA   | 55                    | 31,3                          | -                      |
| 558      |                                | S      | 3.OG | WA   | 55                    | 34,7                          | -                      |
| 558      |                                | S      | 4.OG | WA   | 55                    | 37,4                          | -                      |
| 559      |                                | W      | EG   | WA   | 55                    | 28,8                          | -                      |
| 559      |                                | W      | 1.OG | WA   | 55                    | 30,5                          | -                      |

# Zuführungsgleis Köln Nippes

## Beurteilungspegel Rückbau Maste

### Tagzeitraum

| Lfd.<br>Nr. | Punktname            | HFront | SW   | Nutz | Richtwert<br>Tag<br>[dB(A)] | Beurteilungspegel<br>Tag<br>[dB(A)] | Überschr.<br>Tag<br>in dB(A) |
|-------------|----------------------|--------|------|------|-----------------------------|-------------------------------------|------------------------------|
| 1           | 2                    | 3      | 4    | 5    | 6                           | 8                                   | 10                           |
| 559         | Kempener Straße 90   | W      | 2.OG | WA   | 55                          | 33,2                                | -                            |
| 559         |                      | W      | 3.OG | WA   | 55                          | 35,8                                | -                            |
| 559         |                      | W      | 4.OG | WA   | 55                          | 38,0                                | -                            |
| 560         | Kempener Straße 92   | O      | EG   | WA   | 55                          | 21,4                                | -                            |
| 560         |                      | O      | 1.OG | WA   | 55                          | 21,4                                | -                            |
| 560         |                      | O      | 2.OG | WA   | 55                          | 21,4                                | -                            |
| 560         |                      | O      | 3.OG | WA   | 55                          | 21,4                                | -                            |
| 560         |                      | O      | 4.OG | WA   | 55                          | 21,4                                | -                            |
| 561         |                      | N      | EG   | WA   | 55                          | 25,3                                | -                            |
| 561         |                      | N      | 1.OG | WA   | 55                          | 25,8                                | -                            |
| 561         |                      | N      | 2.OG | WA   | 55                          | 26,2                                | -                            |
| 561         |                      | N      | 3.OG | WA   | 55                          | 26,6                                | -                            |
| 561         |                      | N      | 4.OG | WA   | 55                          | 21,4                                | -                            |
| 562         |                      | N      | EG   | WA   | 55                          | 21,4                                | -                            |
| 562         |                      | N      | 1.OG | WA   | 55                          | 21,4                                | -                            |
| 562         |                      | N      | 2.OG | WA   | 55                          | 21,4                                | -                            |
| 562         |                      | N      | 3.OG | WA   | 55                          | 21,4                                | -                            |
| 562         |                      | N      | 4.OG | WA   | 55                          | 21,4                                | -                            |
| 563         |                      | W      | EG   | WA   | 55                          | 37,2                                | -                            |
| 563         |                      | W      | 1.OG | WA   | 55                          | 38,3                                | -                            |
| 563         |                      | W      | 2.OG | WA   | 55                          | 39,2                                | -                            |
| 563         |                      | W      | 3.OG | WA   | 55                          | 39,8                                | -                            |
| 563         |                      | W      | 4.OG | WA   | 55                          | 38,2                                | -                            |
| 564         |                      | W      | EG   | WA   | 55                          | 38,3                                | -                            |
| 564         |                      | W      | 1.OG | WA   | 55                          | 39,4                                | -                            |
| 564         |                      | W      | 2.OG | WA   | 55                          | 40,2                                | -                            |
| 564         |                      | W      | 3.OG | WA   | 55                          | 40,4                                | -                            |
| 564         |                      | W      | 4.OG | WA   | 55                          | 40,8                                | -                            |
| 565         |                      | S      | EG   | WA   | 55                          | 36,2                                | -                            |
| 565         |                      | S      | 1.OG | WA   | 55                          | 37,3                                | -                            |
| 565         |                      | S      | 2.OG | WA   | 55                          | 37,7                                | -                            |
| 565         |                      | S      | 3.OG | WA   | 55                          | 38,0                                | -                            |
| 565         |                      | S      | 4.OG | WA   | 55                          | 38,3                                | -                            |
| 566         |                      | S      | EG   | WA   | 55                          | 29,8                                | -                            |
| 566         |                      | S      | 1.OG | WA   | 55                          | 31,7                                | -                            |
| 566         |                      | S      | 2.OG | WA   | 55                          | 34,2                                | -                            |
| 566         |                      | S      | 3.OG | WA   | 55                          | 36,6                                | -                            |
| 566         |                      | S      | 4.OG | WA   | 55                          | 38,0                                | -                            |
| 567         | Kempner Str. 139-145 | SW     | EG   | WA   | 55                          | 30,2                                | -                            |
| 567         |                      | SW     | 1.OG | WA   | 55                          | 32,4                                | -                            |
| 567         |                      | SW     | 2.OG | WA   | 55                          | 35,2                                | -                            |
| 567         |                      | SW     | 3.OG | WA   | 55                          | 38,1                                | -                            |
| 567         |                      | SW     | 4.OG | WA   | 55                          | 40,6                                | -                            |
| 568         |                      | SW     | EG   | WA   | 55                          | 28,2                                | -                            |
| 568         |                      | SW     | 1.OG | WA   | 55                          | 30,0                                | -                            |
| 568         |                      | SW     | 2.OG | WA   | 55                          | 32,4                                | -                            |
| 568         |                      | SW     | 3.OG | WA   | 55                          | 36,3                                | -                            |
| 568         |                      | SW     | 4.OG | WA   | 55                          | 40,8                                | -                            |
| 569         |                      | NO     | EG   | WA   | 55                          | 23,8                                | -                            |
| 569         |                      | NO     | 1.OG | WA   | 55                          | 23,8                                | -                            |
| 569         |                      | NO     | 2.OG | WA   | 55                          | 23,9                                | -                            |
| 569         |                      | NO     | 3.OG | WA   | 55                          | 23,9                                | -                            |
| 569         |                      | NO     | 4.OG | WA   | 55                          | 25,2                                | -                            |
| 570         |                      | NO     | EG   | WA   | 55                          | 23,6                                | -                            |

# Zuführungsgleis Köln Nippes

## Beurteilungspegel Rückbau Maste

### Tagzeitraum

| Lfd. Nr. | Punktname            | HFront | SW   | Nutz | Richtwert Tag [dB(A)] | Beurteilungspegel Tag [dB(A)] | Überschr. Tag in dB(A) |
|----------|----------------------|--------|------|------|-----------------------|-------------------------------|------------------------|
| 1        | 2                    | 3      | 4    | 5    | 6                     | 8                             | 10                     |
| 570      | Kempner Str. 139-145 | NO     | 1.OG | WA   | 55                    | 23,6                          | -                      |
| 570      |                      | NO     | 2.OG | WA   | 55                    | 23,6                          | -                      |
| 570      |                      | NO     | 3.OG | WA   | 55                    | 23,7                          | -                      |
| 570      |                      | NO     | 4.OG | WA   | 55                    | 25,0                          | -                      |
| 571      |                      | SW     | EG   | WA   | 55                    | 26,3                          | -                      |
| 571      |                      | SW     | 1.OG | WA   | 55                    | 28,5                          | -                      |
| 571      |                      | SW     | 2.OG | WA   | 55                    | 31,8                          | -                      |
| 571      |                      | SW     | 3.OG | WA   | 55                    | 37,0                          | -                      |
| 571      |                      | SW     | 4.OG | WA   | 55                    | 39,8                          | -                      |
| 572      |                      | SW     | EG   | WA   | 55                    | 27,6                          | -                      |
| 572      |                      | SW     | 1.OG | WA   | 55                    | 30,4                          | -                      |
| 572      |                      | SW     | 2.OG | WA   | 55                    | 34,5                          | -                      |
| 572      |                      | SW     | 3.OG | WA   | 55                    | 39,0                          | -                      |
| 572      |                      | SW     | 4.OG | WA   | 55                    | 40,1                          | -                      |
| 573      |                      | NO     | EG   | WA   | 55                    | 23,1                          | -                      |
| 573      |                      | NO     | 1.OG | WA   | 55                    | 23,1                          | -                      |
| 573      |                      | NO     | 2.OG | WA   | 55                    | 23,1                          | -                      |
| 573      |                      | NO     | 3.OG | WA   | 55                    | 23,1                          | -                      |
| 573      |                      | NO     | 4.OG | WA   | 55                    | 24,6                          | -                      |
| 574      |                      | NO     | EG   | WA   | 55                    | 23,3                          | -                      |
| 574      |                      | NO     | 1.OG | WA   | 55                    | 23,3                          | -                      |
| 574      |                      | NO     | 2.OG | WA   | 55                    | 23,3                          | -                      |
| 574      |                      | NO     | 3.OG | WA   | 55                    | 23,3                          | -                      |
| 574      |                      | NO     | 4.OG | WA   | 55                    | 25,1                          | -                      |
| 575      |                      | NO     | EG   | WA   | 55                    | 23,4                          | -                      |
| 575      |                      | NO     | 1.OG | WA   | 55                    | 23,4                          | -                      |
| 575      |                      | NO     | 2.OG | WA   | 55                    | 23,4                          | -                      |
| 575      |                      | NO     | 3.OG | WA   | 55                    | 23,5                          | -                      |
| 575      |                      | NO     | 4.OG | WA   | 55                    | 24,8                          | -                      |
| 576      |                      | SW     | EG   | WA   | 55                    | 29,1                          | -                      |
| 576      |                      | SW     | 1.OG | WA   | 55                    | 31,7                          | -                      |
| 576      |                      | SW     | 2.OG | WA   | 55                    | 35,2                          | -                      |
| 576      |                      | SW     | 3.OG | WA   | 55                    | 38,6                          | -                      |
| 576      |                      | SW     | 4.OG | WA   | 55                    | 40,3                          | -                      |
| 577      | Kempner Str. 147     | S      | EG   | WA   | 55                    | 34,5                          | -                      |
| 577      |                      | S      | 1.OG | WA   | 55                    | 37,1                          | -                      |
| 577      |                      | S      | 2.OG | WA   | 55                    | 39,3                          | -                      |
| 577      |                      | S      | 3.OG | WA   | 55                    | 41,4                          | -                      |
| 577      |                      | S      | 4.OG | WA   | 55                    | 42,4                          | -                      |
| 578      |                      | W      | EG   | WA   | 55                    | 33,1                          | -                      |
| 578      |                      | W      | 1.OG | WA   | 55                    | 36,1                          | -                      |
| 578      |                      | W      | 2.OG | WA   | 55                    | 38,3                          | -                      |
| 578      |                      | W      | 3.OG | WA   | 55                    | 39,6                          | -                      |
| 578      |                      | W      | 4.OG | WA   | 55                    | 40,5                          | -                      |
| 579      |                      | N      | EG   | WA   | 55                    | 23,1                          | -                      |
| 579      |                      | N      | 1.OG | WA   | 55                    | 23,1                          | -                      |
| 579      |                      | N      | 2.OG | WA   | 55                    | 23,1                          | -                      |
| 579      |                      | N      | 3.OG | WA   | 55                    | 23,1                          | -                      |
| 579      |                      | N      | 4.OG | WA   | 55                    | 24,4                          | -                      |
| 580      | Lokomotivstr. 1-7    | S      | EG   | WA   | 55                    | 27,3                          | -                      |
| 580      |                      | S      | 1.OG | WA   | 55                    | 29,3                          | -                      |
| 580      |                      | S      | 2.OG | WA   | 55                    | 33,1                          | -                      |
| 580      |                      | S      | 3.OG | WA   | 55                    | 37,3                          | -                      |
| 581      |                      | S      | EG   | WA   | 55                    | 26,2                          | -                      |

# Zuführungsgleis Köln Nippes

## Beurteilungspegel Rückbau Maste

### Tagzeitraum

| Lfd. Nr. | Punktname         | HFront | SW   | Nutz | Richtwert Tag [dB(A)] | Beurteilungspegel Tag [dB(A)] | Überschr. Tag in dB(A) |
|----------|-------------------|--------|------|------|-----------------------|-------------------------------|------------------------|
| 1        | 2                 | 3      | 4    | 5    | 6                     | 8                             | 10                     |
| 581      | Lokomotivstr. 1-7 | S      | 1.OG | WA   | 55                    | 28,6                          | -                      |
| 581      |                   | S      | 2.OG | WA   | 55                    | 32,5                          | -                      |
| 581      |                   | S      | 3.OG | WA   | 55                    | 37,0                          | -                      |
| 582      |                   | SW     | EG   | WA   | 55                    | 32,9                          | -                      |
| 582      |                   | SW     | 1.OG | WA   | 55                    | 35,5                          | -                      |
| 582      |                   | SW     | 2.OG | WA   | 55                    | 37,2                          | -                      |
| 582      |                   | SW     | 3.OG | WA   | 55                    | 38,2                          | -                      |
| 583      |                   | SW     | EG   | WA   | 55                    | 23,7                          | -                      |
| 583      |                   | SW     | 1.OG | WA   | 55                    | 25,7                          | -                      |
| 583      |                   | SW     | 2.OG | WA   | 55                    | 29,2                          | -                      |
| 583      |                   | SW     | 3.OG | WA   | 55                    | 35,0                          | -                      |
| 584      |                   | O      | EG   | WA   | 55                    | 22,6                          | -                      |
| 584      |                   | O      | 1.OG | WA   | 55                    | 22,6                          | -                      |
| 584      |                   | O      | 2.OG | WA   | 55                    | 22,7                          | -                      |
| 584      |                   | O      | 3.OG | WA   | 55                    | 23,9                          | -                      |
| 585      |                   | W      | EG   | WA   | 55                    | 22,5                          | -                      |
| 585      |                   | W      | 1.OG | WA   | 55                    | 22,8                          | -                      |
| 585      |                   | W      | 2.OG | WA   | 55                    | 24,8                          | -                      |
| 585      |                   | W      | 3.OG | WA   | 55                    | 30,4                          | -                      |
| 586      |                   | N      | EG   | WA   | 55                    | 22,7                          | -                      |
| 586      |                   | N      | 1.OG | WA   | 55                    | 22,7                          | -                      |
| 586      |                   | N      | 2.OG | WA   | 55                    | 22,7                          | -                      |
| 586      |                   | N      | 3.OG | WA   | 55                    | 23,9                          | -                      |
| 587      |                   | W      | EG   | WA   | 55                    | 28,8                          | -                      |
| 587      |                   | W      | 1.OG | WA   | 55                    | 32,0                          | -                      |
| 587      |                   | W      | 2.OG | WA   | 55                    | 36,0                          | -                      |
| 587      |                   | W      | 3.OG | WA   | 55                    | 38,8                          | -                      |
| 588      |                   | NO     | EG   | WA   | 55                    | 22,0                          | -                      |
| 588      |                   | NO     | 1.OG | WA   | 55                    | 22,0                          | -                      |
| 588      |                   | NO     | 2.OG | WA   | 55                    | 22,1                          | -                      |
| 588      |                   | NO     | 3.OG | WA   | 55                    | 23,3                          | -                      |
| 589      |                   | W      | EG   | WA   | 55                    | 33,9                          | -                      |
| 589      |                   | W      | 1.OG | WA   | 55                    | 36,0                          | -                      |
| 589      |                   | W      | 2.OG | WA   | 55                    | 37,2                          | -                      |
| 589      |                   | W      | 3.OG | WA   | 55                    | 38,0                          | -                      |
| 590      |                   | NO     | EG   | WA   | 55                    | 21,8                          | -                      |
| 590      |                   | NO     | 1.OG | WA   | 55                    | 21,8                          | -                      |
| 590      |                   | NO     | 2.OG | WA   | 55                    | 21,8                          | -                      |
| 590      |                   | NO     | 3.OG | WA   | 55                    | 23,0                          | -                      |
| 591      | Lokomotivstr. 2-4 | N      | EG   | WA   | 55                    | 35,7                          | -                      |
| 591      |                   | N      | 1.OG | WA   | 55                    | 36,7                          | -                      |
| 591      |                   | N      | 2.OG | WA   | 55                    | 37,2                          | -                      |
| 591      |                   | N      | 3.OG | WA   | 55                    | 37,7                          | -                      |
| 592      |                   | N      | EG   | WA   | 55                    | 29,7                          | -                      |
| 592      |                   | N      | 1.OG | WA   | 55                    | 32,1                          | -                      |
| 592      |                   | N      | 2.OG | WA   | 55                    | 35,0                          | -                      |
| 592      |                   | N      | 3.OG | WA   | 55                    | 37,0                          | -                      |
| 593      |                   | O      | EG   | WA   | 55                    | 24,6                          | -                      |
| 593      |                   | O      | 1.OG | WA   | 55                    | 24,7                          | -                      |
| 593      |                   | O      | 2.OG | WA   | 55                    | 24,7                          | -                      |
| 593      |                   | O      | 3.OG | WA   | 55                    | 26,9                          | -                      |
| 594      |                   | S      | EG   | WA   | 55                    | 33,9                          | -                      |
| 594      |                   | S      | 1.OG | WA   | 55                    | 36,9                          | -                      |
| 594      |                   | S      | 2.OG | WA   | 55                    | 39,4                          | -                      |

# Zuführungsgleis Köln Nippes

## Beurteilungspegel Rückbau Maste

### Tagzeitraum

| Lfd. Nr. | Punktname         | HFront | SW   | Nutz | Richtwert Tag [dB(A)] | Beurteilungspegel Tag [dB(A)] | Überschr. Tag in dB(A) |
|----------|-------------------|--------|------|------|-----------------------|-------------------------------|------------------------|
| 1        | 2                 | 3      | 4    | 5    | 6                     | 8                             | 10                     |
| 594      | Lokomotivstr. 2-4 | S      | 3.OG | WA   | 55                    | 40,6                          | -                      |
| 595      |                   | S      | EG   | WA   | 55                    | 34,0                          | -                      |
| 595      |                   | S      | 1.OG | WA   | 55                    | 37,4                          | -                      |
| 595      |                   | S      | 2.OG | WA   | 55                    | 39,5                          | -                      |
| 595      |                   | S      | 3.OG | WA   | 55                    | 40,5                          | -                      |
| 596      |                   | W      | EG   | WA   | 55                    | 33,5                          | -                      |
| 596      |                   | W      | 1.OG | WA   | 55                    | 37,0                          | -                      |
| 596      |                   | W      | 2.OG | WA   | 55                    | 38,7                          | -                      |
| 596      |                   | W      | 3.OG | WA   | 55                    | 39,7                          | -                      |
| 597      | Lokomotivstr. 6-8 | O      | EG   | WA   | 55                    | 25,1                          | -                      |
| 597      |                   | O      | 1.OG | WA   | 55                    | 25,1                          | -                      |
| 597      |                   | O      | 2.OG | WA   | 55                    | 25,6                          | -                      |
| 597      |                   | O      | 3.OG | WA   | 55                    | 33,9                          | -                      |
| 598      |                   | S      | EG   | WA   | 55                    | 33,7                          | -                      |
| 598      |                   | S      | 1.OG | WA   | 55                    | 36,3                          | -                      |
| 598      |                   | S      | 2.OG | WA   | 55                    | 39,1                          | -                      |
| 598      |                   | S      | 3.OG | WA   | 55                    | 41,5                          | -                      |
| 599      |                   | S      | EG   | WA   | 55                    | 34,5                          | -                      |
| 599      |                   | S      | 1.OG | WA   | 55                    | 36,4                          | -                      |
| 599      |                   | S      | 2.OG | WA   | 55                    | 38,0                          | -                      |
| 599      |                   | S      | 3.OG | WA   | 55                    | 41,3                          | -                      |
| 600      |                   | W      | EG   | WA   | 55                    | 34,9                          | -                      |
| 600      |                   | W      | 1.OG | WA   | 55                    | 36,1                          | -                      |
| 600      |                   | W      | 2.OG | WA   | 55                    | 37,7                          | -                      |
| 600      |                   | W      | 3.OG | WA   | 55                    | 39,1                          | -                      |
| 601      |                   | N      | EG   | WA   | 55                    | 33,2                          | -                      |
| 601      |                   | N      | 1.OG | WA   | 55                    | 33,8                          | -                      |
| 601      |                   | N      | 2.OG | WA   | 55                    | 34,3                          | -                      |
| 601      |                   | N      | 3.OG | WA   | 55                    | 35,8                          | -                      |
| 602      |                   | N      | EG   | WA   | 55                    | 30,8                          | -                      |
| 602      |                   | N      | 1.OG | WA   | 55                    | 32,5                          | -                      |
| 602      |                   | N      | 2.OG | WA   | 55                    | 35,8                          | -                      |
| 602      |                   | N      | 3.OG | WA   | 55                    | 37,2                          | -                      |
| 603      | Lokomotivstr. 9   | S      | EG   | WA   | 55                    | 32,7                          | -                      |
| 603      |                   | S      | 1.OG | WA   | 55                    | 35,0                          | -                      |
| 603      |                   | S      | 2.OG | WA   | 55                    | 38,6                          | -                      |
| 603      |                   | S      | 3.OG | WA   | 55                    | 40,0                          | -                      |
| 603      |                   | S      | 4.OG | WA   | 55                    | 42,9                          | -                      |
| 604      |                   | O      | EG   | WA   | 55                    | 30,7                          | -                      |
| 604      |                   | O      | 1.OG | WA   | 55                    | 32,7                          | -                      |
| 604      |                   | O      | 2.OG | WA   | 55                    | 35,3                          | -                      |
| 604      |                   | O      | 3.OG | WA   | 55                    | 37,7                          | -                      |
| 604      |                   | O      | 4.OG | WA   | 55                    | 44,1                          | -                      |
| 605      |                   | N      | EG   | WA   | 55                    | 35,4                          | -                      |
| 605      |                   | N      | 1.OG | WA   | 55                    | 37,3                          | -                      |
| 605      |                   | N      | 2.OG | WA   | 55                    | 39,2                          | -                      |
| 605      |                   | N      | 3.OG | WA   | 55                    | 40,9                          | -                      |
| 605      |                   | N      | 4.OG | WA   | 55                    | 43,7                          | -                      |
| 606      |                   | N      | EG   | WA   | 55                    | 31,2                          | -                      |
| 606      |                   | N      | 1.OG | WA   | 55                    | 33,4                          | -                      |
| 606      |                   | N      | 2.OG | WA   | 55                    | 36,4                          | -                      |
| 606      |                   | N      | 3.OG | WA   | 55                    | 38,5                          | -                      |
| 606      |                   | N      | 4.OG | WA   | 55                    | 42,8                          | -                      |
| 607      |                   | W      | EG   | WA   | 55                    | 33,7                          | -                      |

# Zuführungsgleis Köln Nippes

## Beurteilungspegel Rückbau Maste

### Tagzeitraum

| Lfd. Nr. | Punktname        | HFront | SW   | Nutz | Richtwert Tag [dB(A)] | Beurteilungspegel Tag [dB(A)] | Überschr. Tag in dB(A) |
|----------|------------------|--------|------|------|-----------------------|-------------------------------|------------------------|
| 1        | 2                | 3      | 4    | 5    | 6                     | 8                             | 10                     |
| 607      | Lokomotivstr. 9  | W      | 1.OG | WA   | 55                    | 36,4                          | -                      |
| 607      |                  | W      | 2.OG | WA   | 55                    | 38,4                          | -                      |
| 607      |                  | W      | 3.OG | WA   | 55                    | 40,7                          | -                      |
| 607      |                  | W      | 4.OG | WA   | 55                    | 42,8                          | -                      |
| 608      |                  | S      | EG   | WA   | 55                    | 27,8                          | -                      |
| 608      |                  | S      | 1.OG | WA   | 55                    | 29,3                          | -                      |
| 608      |                  | S      | 2.OG | WA   | 55                    | 32,1                          | -                      |
| 608      |                  | S      | 3.OG | WA   | 55                    | 38,1                          | -                      |
| 608      |                  | S      | 4.OG | WA   | 55                    | 43,8                          | -                      |
| 609      | Lokomotivstr. 10 | S      | EG   | WA   | 55                    | 36,7                          | -                      |
| 609      |                  | S      | 1.OG | WA   | 55                    | 38,2                          | -                      |
| 609      |                  | S      | 2.OG | WA   | 55                    | 39,5                          | -                      |
| 610      |                  | W      | EG   | WA   | 55                    | 34,6                          | -                      |
| 610      |                  | W      | 1.OG | WA   | 55                    | 36,0                          | -                      |
| 610      |                  | W      | 2.OG | WA   | 55                    | 37,8                          | -                      |
| 611      |                  | N      | EG   | WA   | 55                    | 35,8                          | -                      |
| 611      |                  | N      | 1.OG | WA   | 55                    | 37,5                          | -                      |
| 611      |                  | N      | 2.OG | WA   | 55                    | 39,0                          | -                      |
| 612      | Lokomotivstr. 11 | O      | EG   | WA   | 55                    | 31,8                          | -                      |
| 612      |                  | O      | 1.OG | WA   | 55                    | 33,3                          | -                      |
| 612      |                  | O      | 2.OG | WA   | 55                    | 35,4                          | -                      |
| 612      |                  | O      | 3.OG | WA   | 55                    | 37,6                          | -                      |
| 612      |                  | O      | 4.OG | WA   | 55                    | 44,0                          | -                      |
| 613      |                  | N      | EG   | WA   | 55                    | 33,1                          | -                      |
| 613      |                  | N      | 1.OG | WA   | 55                    | 35,2                          | -                      |
| 613      |                  | N      | 2.OG | WA   | 55                    | 38,0                          | -                      |
| 613      |                  | N      | 3.OG | WA   | 55                    | 41,5                          | -                      |
| 613      |                  | N      | 4.OG | WA   | 55                    | 44,1                          | -                      |
| 614      |                  | N      | EG   | WA   | 55                    | 36,0                          | -                      |
| 614      |                  | N      | 1.OG | WA   | 55                    | 38,2                          | -                      |
| 614      |                  | N      | 2.OG | WA   | 55                    | 40,4                          | -                      |
| 614      |                  | N      | 3.OG | WA   | 55                    | 41,3                          | -                      |
| 614      |                  | N      | 4.OG | WA   | 55                    | 42,9                          | -                      |
| 615      |                  | W      | EG   | WA   | 55                    | 36,6                          | -                      |
| 615      |                  | W      | 1.OG | WA   | 55                    | 39,4                          | -                      |
| 615      |                  | W      | 2.OG | WA   | 55                    | 42,3                          | -                      |
| 615      |                  | W      | 3.OG | WA   | 55                    | 43,3                          | -                      |
| 615      |                  | W      | 4.OG | WA   | 55                    | 43,2                          | -                      |
| 616      |                  | S      | EG   | WA   | 55                    | 30,0                          | -                      |
| 616      |                  | S      | 1.OG | WA   | 55                    | 31,2                          | -                      |
| 616      |                  | S      | 2.OG | WA   | 55                    | 34,1                          | -                      |
| 616      |                  | S      | 3.OG | WA   | 55                    | 38,6                          | -                      |
| 616      |                  | S      | 4.OG | WA   | 55                    | 43,3                          | -                      |
| 617      |                  | S      | EG   | WA   | 55                    | 27,7                          | -                      |
| 617      |                  | S      | 1.OG | WA   | 55                    | 29,3                          | -                      |
| 617      |                  | S      | 2.OG | WA   | 55                    | 32,0                          | -                      |
| 617      |                  | S      | 3.OG | WA   | 55                    | 37,8                          | -                      |
| 617      |                  | S      | 4.OG | WA   | 55                    | 43,2                          | -                      |
| 618      | Lokomotivstr. 12 | N      | EG   | WA   | 55                    | 33,2                          | -                      |
| 618      |                  | N      | 1.OG | WA   | 55                    | 35,4                          | -                      |
| 618      |                  | N      | 2.OG | WA   | 55                    | 38,2                          | -                      |
| 619      |                  | S      | EG   | WA   | 55                    | 34,1                          | -                      |
| 619      |                  | S      | 1.OG | WA   | 55                    | 35,9                          | -                      |
| 619      |                  | S      | 2.OG | WA   | 55                    | 37,9                          | -                      |

# Zuführungsgleis Köln Nippes

## Beurteilungspegel Rückbau Maste

### Tagzeitraum

| Lfd. Nr. | Punktname        | HFront | SW   | Nutz | Richtwert Tag [dB(A)] | Beurteilungspegel Tag [dB(A)] | Überschr. Tag in dB(A) |
|----------|------------------|--------|------|------|-----------------------|-------------------------------|------------------------|
| 1        | 2                | 3      | 4    | 5    | 6                     | 8                             | 10                     |
| 620      | Lokomotivstr. 13 | N      | EG   | WA   | 55                    | 33,0                          | -                      |
| 620      |                  | N      | 1.OG | WA   | 55                    | 34,7                          | -                      |
| 620      |                  | N      | 2.OG | WA   | 55                    | 37,5                          | -                      |
| 620      |                  | N      | 3.OG | WA   | 55                    | 41,2                          | -                      |
| 620      |                  | N      | 4.OG | WA   | 55                    | 43,3                          | -                      |
| 621      |                  | O      | EG   | WA   | 55                    | 30,4                          | -                      |
| 621      |                  | O      | 1.OG | WA   | 55                    | 31,4                          | -                      |
| 621      |                  | O      | 2.OG | WA   | 55                    | 33,0                          | -                      |
| 621      |                  | O      | 3.OG | WA   | 55                    | 35,8                          | -                      |
| 621      |                  | O      | 4.OG | WA   | 55                    | 42,9                          | -                      |
| 622      |                  | S      | EG   | WA   | 55                    | 31,4                          | -                      |
| 622      |                  | S      | 1.OG | WA   | 55                    | 32,8                          | -                      |
| 622      |                  | S      | 2.OG | WA   | 55                    | 34,9                          | -                      |
| 622      |                  | S      | 3.OG | WA   | 55                    | 39,4                          | -                      |
| 622      |                  | S      | 4.OG | WA   | 55                    | 42,6                          | -                      |
| 623      |                  | N      | EG   | WA   | 55                    | 32,2                          | -                      |
| 623      |                  | N      | 1.OG | WA   | 55                    | 33,7                          | -                      |
| 623      |                  | N      | 2.OG | WA   | 55                    | 35,8                          | -                      |
| 623      |                  | N      | 3.OG | WA   | 55                    | 39,3                          | -                      |
| 623      |                  | N      | 4.OG | WA   | 55                    | 43,5                          | -                      |
| 624      |                  | W      | EG   | WA   | 55                    | 36,5                          | -                      |
| 624      |                  | W      | 1.OG | WA   | 55                    | 39,4                          | -                      |
| 624      |                  | W      | 2.OG | WA   | 55                    | 42,2                          | -                      |
| 624      |                  | W      | 3.OG | WA   | 55                    | 43,3                          | -                      |
| 624      |                  | W      | 4.OG | WA   | 55                    | 43,2                          | -                      |
| 625      |                  | S      | EG   | WA   | 55                    | 34,7                          | -                      |
| 625      |                  | S      | 1.OG | WA   | 55                    | 37,7                          | -                      |
| 625      |                  | S      | 2.OG | WA   | 55                    | 40,6                          | -                      |
| 625      |                  | S      | 3.OG | WA   | 55                    | 41,6                          | -                      |
| 625      |                  | S      | 4.OG | WA   | 55                    | 42,3                          | -                      |
| 626      | Lokomotivstr. 14 | S      | EG   | WA   | 55                    | 32,3                          | -                      |
| 626      |                  | S      | 1.OG | WA   | 55                    | 34,7                          | -                      |
| 626      |                  | S      | 2.OG | WA   | 55                    | 37,5                          | -                      |
| 627      |                  | N      | EG   | WA   | 55                    | 33,1                          | -                      |
| 627      |                  | N      | 1.OG | WA   | 55                    | 35,5                          | -                      |
| 627      |                  | N      | 2.OG | WA   | 55                    | 38,5                          | -                      |
| 628      | Lokomotivstr. 15 | N      | EG   | WA   | 55                    | 32,2                          | -                      |
| 628      |                  | N      | 1.OG | WA   | 55                    | 34,3                          | -                      |
| 628      |                  | N      | 2.OG | WA   | 55                    | 35,8                          | -                      |
| 628      |                  | N      | 3.OG | WA   | 55                    | 37,8                          | -                      |
| 629      |                  | W      | EG   | WA   | 55                    | 35,9                          | -                      |
| 629      |                  | W      | 1.OG | WA   | 55                    | 38,8                          | -                      |
| 629      |                  | W      | 2.OG | WA   | 55                    | 41,8                          | -                      |
| 629      |                  | W      | 3.OG | WA   | 55                    | 42,4                          | -                      |
| 630      |                  | S      | EG   | WA   | 55                    | 35,0                          | -                      |
| 630      |                  | S      | 1.OG | WA   | 55                    | 37,4                          | -                      |
| 630      |                  | S      | 2.OG | WA   | 55                    | 39,7                          | -                      |
| 630      |                  | S      | 3.OG | WA   | 55                    | 42,1                          | -                      |
| 631      | Lokomotivstr. 16 | S      | EG   | WA   | 55                    | 31,4                          | -                      |
| 631      |                  | S      | 1.OG | WA   | 55                    | 34,1                          | -                      |
| 631      |                  | S      | 2.OG | WA   | 55                    | 37,6                          | -                      |
| 632      |                  | N      | EG   | WA   | 55                    | 33,6                          | -                      |
| 632      |                  | N      | 1.OG | WA   | 55                    | 36,1                          | -                      |
| 632      |                  | N      | 2.OG | WA   | 55                    | 38,8                          | -                      |

# Zuführungsgleis Köln Nippes

## Beurteilungspegel Rückbau Maste

### Tagzeitraum

| Lfd. Nr. | Punktname           | HFront | SW   | Nutz | Richtwert Tag [dB(A)] | Beurteilungspegel Tag [dB(A)] | Überschr. Tag in dB(A) |
|----------|---------------------|--------|------|------|-----------------------|-------------------------------|------------------------|
| 1        | 2                   | 3      | 4    | 5    | 6                     | 8                             | 10                     |
| 633      | Lokomotivstr. 17-21 | SO     | EG   | WA   | 55                    | 33,2                          | -                      |
| 633      |                     | SO     | 1.OG | WA   | 55                    | 34,9                          | -                      |
| 633      |                     | SO     | 2.OG | WA   | 55                    | 37,4                          | -                      |
| 633      |                     | SO     | 3.OG | WA   | 55                    | 40,7                          | -                      |
| 634      |                     | NW     | EG   | WA   | 55                    | 32,4                          | -                      |
| 634      |                     | NW     | 1.OG | WA   | 55                    | 34,8                          | -                      |
| 634      |                     | NW     | 2.OG | WA   | 55                    | 38,0                          | -                      |
| 634      |                     | NW     | 3.OG | WA   | 55                    | 41,0                          | -                      |
| 635      |                     | NW     | EG   | WA   | 55                    | 32,0                          | -                      |
| 635      |                     | NW     | 1.OG | WA   | 55                    | 33,9                          | -                      |
| 635      |                     | NW     | 2.OG | WA   | 55                    | 37,0                          | -                      |
| 635      |                     | NW     | 3.OG | WA   | 55                    | 41,1                          | -                      |
| 636      |                     | SO     | EG   | WA   | 55                    | 31,7                          | -                      |
| 636      |                     | SO     | 1.OG | WA   | 55                    | 33,7                          | -                      |
| 636      |                     | SO     | 2.OG | WA   | 55                    | 36,8                          | -                      |
| 636      |                     | SO     | 3.OG | WA   | 55                    | 39,9                          | -                      |
| 637      |                     | NW     | EG   | WA   | 55                    | 27,8                          | -                      |
| 637      |                     | NW     | 1.OG | WA   | 55                    | 28,1                          | -                      |
| 637      |                     | NW     | 2.OG | WA   | 55                    | 28,4                          | -                      |
| 637      |                     | NW     | 3.OG | WA   | 55                    | 30,4                          | -                      |
| 638      |                     | SO     | EG   | WA   | 55                    | 31,9                          | -                      |
| 638      |                     | SO     | 1.OG | WA   | 55                    | 33,9                          | -                      |
| 638      |                     | SO     | 2.OG | WA   | 55                    | 36,6                          | -                      |
| 638      |                     | SO     | 3.OG | WA   | 55                    | 40,3                          | -                      |
| 639      |                     | NO     | EG   | WA   | 55                    | 24,2                          | -                      |
| 639      |                     | NO     | 1.OG | WA   | 55                    | 24,2                          | -                      |
| 639      |                     | NO     | 2.OG | WA   | 55                    | 24,2                          | -                      |
| 639      |                     | NO     | 3.OG | WA   | 55                    | 25,8                          | -                      |
| 640      |                     | SO     | EG   | WA   | 55                    | 32,9                          | -                      |
| 640      |                     | SO     | 1.OG | WA   | 55                    | 34,9                          | -                      |
| 640      |                     | SO     | 2.OG | WA   | 55                    | 37,3                          | -                      |
| 640      |                     | SO     | 3.OG | WA   | 55                    | 41,1                          | -                      |
| 641      | Lokomotivstr. 18    | N      | EG   | WA   | 55                    | 33,3                          | -                      |
| 641      |                     | N      | 1.OG | WA   | 55                    | 36,1                          | -                      |
| 641      |                     | N      | 2.OG | WA   | 55                    | 39,1                          | -                      |
| 642      |                     | S      | EG   | WA   | 55                    | 31,1                          | -                      |
| 642      |                     | S      | 1.OG | WA   | 55                    | 33,9                          | -                      |
| 642      |                     | S      | 2.OG | WA   | 55                    | 37,6                          | -                      |
| 643      | Lokomotivstr. 20    | S      | EG   | WA   | 55                    | 30,9                          | -                      |
| 643      |                     | S      | 1.OG | WA   | 55                    | 33,7                          | -                      |
| 643      |                     | S      | 2.OG | WA   | 55                    | 37,6                          | -                      |
| 644      |                     | N      | EG   | WA   | 55                    | 33,1                          | -                      |
| 644      |                     | N      | 1.OG | WA   | 55                    | 36,0                          | -                      |
| 644      |                     | N      | 2.OG | WA   | 55                    | 39,1                          | -                      |
| 645      | Lokomotivstr. 22    | O      | EG   | WA   | 55                    | 30,8                          | -                      |
| 645      |                     | O      | 1.OG | WA   | 55                    | 33,3                          | -                      |
| 645      |                     | O      | 2.OG | WA   | 55                    | 37,2                          | -                      |
| 646      |                     | N      | EG   | WA   | 55                    | 32,8                          | -                      |
| 646      |                     | N      | 1.OG | WA   | 55                    | 35,8                          | -                      |
| 646      |                     | N      | 2.OG | WA   | 55                    | 39,1                          | -                      |
| 647      |                     | S      | EG   | WA   | 55                    | 30,7                          | -                      |
| 647      |                     | S      | 1.OG | WA   | 55                    | 33,6                          | -                      |
| 647      |                     | S      | 2.OG | WA   | 55                    | 37,6                          | -                      |
| 648      | Lokomotivstr. 24    | W      | EG   | WA   | 55                    | 35,4                          | -                      |

# Zuführungsgleis Köln Nippes

## Beurteilungspegel Rückbau Maste

### Tagzeitraum

| Lfd. Nr. | Punktname        | HFront | SW   | Nutz | Richtwert Tag [dB(A)] | Beurteilungspegel Tag [dB(A)] | Überschr. Tag in dB(A) |
|----------|------------------|--------|------|------|-----------------------|-------------------------------|------------------------|
| 1        | 2                | 3      | 4    | 5    | 6                     | 8                             | 10                     |
| 648      | Lokomotivstr. 24 | W      | 1.OG | WA   | 55                    | 38,7                          | -                      |
| 648      |                  | W      | 2.OG | WA   | 55                    | 41,0                          | -                      |
| 649      |                  | N      | EG   | WA   | 55                    | 31,9                          | -                      |
| 649      |                  | N      | 1.OG | WA   | 55                    | 34,3                          | -                      |
| 649      |                  | N      | 2.OG | WA   | 55                    | 38,2                          | -                      |
| 650      |                  | O      | EG   | WA   | 55                    | 31,4                          | -                      |
| 650      |                  | O      | 1.OG | WA   | 55                    | 33,6                          | -                      |
| 650      |                  | O      | 2.OG | WA   | 55                    | 37,0                          | -                      |
| 651      | Lokomotivstr. 26 | O      | EG   | WA   | 55                    | 31,4                          | -                      |
| 651      |                  | O      | 1.OG | WA   | 55                    | 33,7                          | -                      |
| 651      |                  | O      | 2.OG | WA   | 55                    | 37,0                          | -                      |
| 652      |                  | W      | EG   | WA   | 55                    | 35,8                          | -                      |
| 652      |                  | W      | 1.OG | WA   | 55                    | 38,8                          | -                      |
| 652      |                  | W      | 2.OG | WA   | 55                    | 40,9                          | -                      |
| 653      | Lokomotivstr. 28 | W      | EG   | WA   | 55                    | 35,8                          | -                      |
| 653      |                  | W      | 1.OG | WA   | 55                    | 38,7                          | -                      |
| 653      |                  | W      | 2.OG | WA   | 55                    | 40,9                          | -                      |
| 654      |                  | O      | EG   | WA   | 55                    | 32,5                          | -                      |
| 654      |                  | O      | 1.OG | WA   | 55                    | 34,9                          | -                      |
| 654      |                  | O      | 2.OG | WA   | 55                    | 37,6                          | -                      |
| 655      | Lokomotivstr. 30 | O      | EG   | WA   | 55                    | 32,4                          | -                      |
| 655      |                  | O      | 1.OG | WA   | 55                    | 34,7                          | -                      |
| 655      |                  | O      | 2.OG | WA   | 55                    | 37,5                          | -                      |
| 656      |                  | W      | EG   | WA   | 55                    | 36,0                          | -                      |
| 656      |                  | W      | 1.OG | WA   | 55                    | 38,4                          | -                      |
| 656      |                  | W      | 2.OG | WA   | 55                    | 41,1                          | -                      |
| 657      | Lokomotivstr. 32 | O      | EG   | WA   | 55                    | 30,9                          | -                      |
| 657      |                  | O      | 1.OG | WA   | 55                    | 31,7                          | -                      |
| 657      |                  | O      | 2.OG | WA   | 55                    | 34,4                          | -                      |
| 658      |                  | W      | EG   | WA   | 55                    | 36,1                          | -                      |
| 658      |                  | W      | 1.OG | WA   | 55                    | 38,2                          | -                      |
| 658      |                  | W      | 2.OG | WA   | 55                    | 41,1                          | -                      |
| 659      | Lokomotivstr. 34 | O      | EG   | WA   | 55                    | 30,3                          | -                      |
| 659      |                  | O      | 1.OG | WA   | 55                    | 31,1                          | -                      |
| 659      |                  | O      | 2.OG | WA   | 55                    | 34,0                          | -                      |
| 660      |                  | W      | EG   | WA   | 55                    | 36,1                          | -                      |
| 660      |                  | W      | 1.OG | WA   | 55                    | 38,1                          | -                      |
| 660      |                  | W      | 2.OG | WA   | 55                    | 40,9                          | -                      |
| 661      | Lokomotivstr. 36 | O      | EG   | WA   | 55                    | 32,8                          | -                      |
| 661      |                  | O      | 1.OG | WA   | 55                    | 34,7                          | -                      |
| 661      |                  | O      | 2.OG | WA   | 55                    | 36,8                          | -                      |
| 662      |                  | W      | EG   | WA   | 55                    | 36,1                          | -                      |
| 662      |                  | W      | 1.OG | WA   | 55                    | 38,0                          | -                      |
| 662      |                  | W      | 2.OG | WA   | 55                    | 40,7                          | -                      |
| 663      | Lokomotivstr. 38 | O      | EG   | WA   | 55                    | 32,4                          | -                      |
| 663      |                  | O      | 1.OG | WA   | 55                    | 34,0                          | -                      |
| 663      |                  | O      | 2.OG | WA   | 55                    | 36,3                          | -                      |
| 664      |                  | W      | EG   | WA   | 55                    | 36,1                          | -                      |
| 664      |                  | W      | 1.OG | WA   | 55                    | 37,9                          | -                      |
| 664      |                  | W      | 2.OG | WA   | 55                    | 40,4                          | -                      |
| 665      | Lokomotivstr. 40 | S      | EG   | WA   | 55                    | 30,8                          | -                      |
| 665      |                  | S      | 1.OG | WA   | 55                    | 32,2                          | -                      |
| 665      |                  | S      | 2.OG | WA   | 55                    | 35,6                          | -                      |
| 666      |                  | O      | EG   | WA   | 55                    | 33,2                          | -                      |

# Zuführungsgleis Köln Nippes

## Beurteilungspegel Rückbau Maste

### Tagzeitraum

| Lfd. Nr. | Punktname        | HFront | SW   | Nutz | Richtwert Tag [dB(A)] | Beurteilungspegel Tag [dB(A)] | Überschr. Tag in dB(A) |
|----------|------------------|--------|------|------|-----------------------|-------------------------------|------------------------|
| 1        | 2                | 3      | 4    | 5    | 6                     | 8                             | 10                     |
| 666      | Lokomotivstr. 40 | O      | 1.OG | WA   | 55                    | 34,8                          | -                      |
| 666      |                  | O      | 2.OG | WA   | 55                    | 36,9                          | -                      |
| 667      |                  | W      | EG   | WA   | 55                    | 36,2                          | -                      |
| 667      |                  | W      | 1.OG | WA   | 55                    | 37,8                          | -                      |
| 667      |                  | W      | 2.OG | WA   | 55                    | 40,1                          | -                      |
| 668      | Lokomotivstr. 42 | S      | EG   | WA   | 55                    | 28,7                          | -                      |
| 668      |                  | S      | 1.OG | WA   | 55                    | 30,7                          | -                      |
| 668      |                  | S      | 2.OG | WA   | 55                    | 34,5                          | -                      |
| 668      |                  | S      | 3.OG | WA   | 55                    | 41,0                          | -                      |
| 669      |                  | O      | EG   | WA   | 55                    | 27,8                          | -                      |
| 669      |                  | O      | 1.OG | WA   | 55                    | 29,1                          | -                      |
| 669      |                  | O      | 2.OG | WA   | 55                    | 33,2                          | -                      |
| 669      |                  | O      | 3.OG | WA   | 55                    | 43,3                          | -                      |
| 670      |                  | N      | EG   | WA   | 55                    | 34,9                          | -                      |
| 670      |                  | N      | 1.OG | WA   | 55                    | 37,0                          | -                      |
| 670      |                  | N      | 2.OG | WA   | 55                    | 39,0                          | -                      |
| 670      |                  | N      | 3.OG | WA   | 55                    | 42,9                          | -                      |
| 671      | Lokomotivstr. 44 | S      | EG   | WA   | 55                    | 30,6                          | -                      |
| 671      |                  | S      | 1.OG | WA   | 55                    | 32,0                          | -                      |
| 671      |                  | S      | 2.OG | WA   | 55                    | 35,6                          | -                      |
| 671      |                  | S      | 3.OG | WA   | 55                    | 41,5                          | -                      |
| 672      |                  | N      | EG   | WA   | 55                    | 32,3                          | -                      |
| 672      |                  | N      | 1.OG | WA   | 55                    | 33,3                          | -                      |
| 672      |                  | N      | 2.OG | WA   | 55                    | 35,8                          | -                      |
| 672      |                  | N      | 3.OG | WA   | 55                    | 42,2                          | -                      |
| 673      | Lokomotivstr. 46 | S      | EG   | WA   | 55                    | 34,5                          | -                      |
| 673      |                  | S      | 1.OG | WA   | 55                    | 37,0                          | -                      |
| 673      |                  | S      | 2.OG | WA   | 55                    | 40,3                          | -                      |
| 673      |                  | S      | 3.OG | WA   | 55                    | 42,8                          | -                      |
| 674      |                  | W      | EG   | WA   | 55                    | 35,3                          | -                      |
| 674      |                  | W      | 1.OG | WA   | 55                    | 37,9                          | -                      |
| 674      |                  | W      | 2.OG | WA   | 55                    | 40,7                          | -                      |
| 674      |                  | W      | 3.OG | WA   | 55                    | 42,7                          | -                      |
| 675      |                  | N      | EG   | WA   | 55                    | 34,9                          | -                      |
| 675      |                  | N      | 1.OG | WA   | 55                    | 36,3                          | -                      |
| 675      |                  | N      | 2.OG | WA   | 55                    | 37,9                          | -                      |
| 675      |                  | N      | 3.OG | WA   | 55                    | 42,7                          | -                      |
| 676      | Lokomotivstr. 48 | N      | EG   | WA   | 55                    | 33,6                          | -                      |
| 676      |                  | N      | 1.OG | WA   | 55                    | 36,7                          | -                      |
| 676      |                  | N      | 2.OG | WA   | 55                    | 40,7                          | -                      |
| 676      |                  | N      | 3.OG | WA   | 55                    | 42,6                          | -                      |
| 677      |                  | O      | EG   | WA   | 55                    | 28,3                          | -                      |
| 677      |                  | O      | 1.OG | WA   | 55                    | 29,0                          | -                      |
| 677      |                  | O      | 2.OG | WA   | 55                    | 32,6                          | -                      |
| 677      |                  | O      | 3.OG | WA   | 55                    | 42,2                          | -                      |
| 678      |                  | S      | EG   | WA   | 55                    | 29,0                          | -                      |
| 678      |                  | S      | 1.OG | WA   | 55                    | 30,6                          | -                      |
| 678      |                  | S      | 2.OG | WA   | 55                    | 34,4                          | -                      |
| 678      |                  | S      | 3.OG | WA   | 55                    | 41,9                          | -                      |
| 679      | Lokomotivstr. 50 | S      | EG   | WA   | 55                    | 29,0                          | -                      |
| 679      |                  | S      | 1.OG | WA   | 55                    | 30,6                          | -                      |
| 679      |                  | S      | 2.OG | WA   | 55                    | 34,4                          | -                      |
| 679      |                  | S      | 3.OG | WA   | 55                    | 41,8                          | -                      |
| 680      |                  | N      | EG   | WA   | 55                    | 33,8                          | -                      |

# Zuführungsgleis Köln Nippes

## Beurteilungspegel Rückbau Maste

### Tagzeitraum

| Lfd. Nr. | Punktname           | HFront | SW   | Nutz | Richtwert Tag [dB(A)] | Beurteilungspegel Tag [dB(A)] | Überschr. Tag in dB(A) |
|----------|---------------------|--------|------|------|-----------------------|-------------------------------|------------------------|
| 1        | 2                   | 3      | 4    | 5    | 6                     | 8                             | 10                     |
| 680      | Lokomotivstr. 50    | N      | 1.OG | WA   | 55                    | 36,9                          | -                      |
| 680      |                     | N      | 2.OG | WA   | 55                    | 40,9                          | -                      |
| 680      |                     | N      | 3.OG | WA   | 55                    | 42,6                          | -                      |
| 681      | Lokomotivstr. 52    | N      | EG   | WA   | 55                    | 33,9                          | -                      |
| 681      |                     | N      | 1.OG | WA   | 55                    | 36,9                          | -                      |
| 681      |                     | N      | 2.OG | WA   | 55                    | 40,8                          | -                      |
| 681      |                     | N      | 3.OG | WA   | 55                    | 42,6                          | -                      |
| 682      |                     | S      | EG   | WA   | 55                    | 29,1                          | -                      |
| 682      |                     | S      | 1.OG | WA   | 55                    | 30,7                          | -                      |
| 682      |                     | S      | 2.OG | WA   | 55                    | 34,4                          | -                      |
| 682      |                     | S      | 3.OG | WA   | 55                    | 41,8                          | -                      |
| 683      | Lokomotivstr. 54    | S      | EG   | WA   | 55                    | 29,1                          | -                      |
| 683      |                     | S      | 1.OG | WA   | 55                    | 30,7                          | -                      |
| 683      |                     | S      | 2.OG | WA   | 55                    | 34,4                          | -                      |
| 683      |                     | S      | 3.OG | WA   | 55                    | 41,8                          | -                      |
| 684      |                     | N      | EG   | WA   | 55                    | 34,0                          | -                      |
| 684      |                     | N      | 1.OG | WA   | 55                    | 37,1                          | -                      |
| 684      |                     | N      | 2.OG | WA   | 55                    | 40,8                          | -                      |
| 684      |                     | N      | 3.OG | WA   | 55                    | 41,9                          | -                      |
| 685      | Lokomotivstr. 56    | N      | EG   | WA   | 55                    | 33,9                          | -                      |
| 685      |                     | N      | 1.OG | WA   | 55                    | 36,7                          | -                      |
| 685      |                     | N      | 2.OG | WA   | 55                    | 40,0                          | -                      |
| 685      |                     | N      | 3.OG | WA   | 55                    | 41,6                          | -                      |
| 686      |                     | S      | EG   | WA   | 55                    | 28,7                          | -                      |
| 686      |                     | S      | 1.OG | WA   | 55                    | 30,4                          | -                      |
| 686      |                     | S      | 2.OG | WA   | 55                    | 34,2                          | -                      |
| 686      |                     | S      | 3.OG | WA   | 55                    | 41,5                          | -                      |
| 687      | Lokomotivstr. 58    | W      | EG   | WA   | 55                    | 36,5                          | -                      |
| 687      |                     | W      | 1.OG | WA   | 55                    | 38,1                          | -                      |
| 687      |                     | W      | 2.OG | WA   | 55                    | 39,8                          | -                      |
| 687      |                     | W      | 3.OG | WA   | 55                    | 40,9                          | -                      |
| 688      |                     | N      | EG   | WA   | 55                    | 34,5                          | -                      |
| 688      |                     | N      | 1.OG | WA   | 55                    | 36,8                          | -                      |
| 688      |                     | N      | 2.OG | WA   | 55                    | 39,1                          | -                      |
| 688      |                     | N      | 3.OG | WA   | 55                    | 41,0                          | -                      |
| 689      |                     | S      | EG   | WA   | 55                    | 28,6                          | -                      |
| 689      |                     | S      | 1.OG | WA   | 55                    | 30,2                          | -                      |
| 689      |                     | S      | 2.OG | WA   | 55                    | 33,6                          | -                      |
| 689      |                     | S      | 3.OG | WA   | 55                    | 40,8                          | -                      |
| 690      | Lokomotivstr. 60-62 | S      | EG   | WA   | 55                    | 36,2                          | -                      |
| 690      |                     | S      | 1.OG | WA   | 55                    | 38,9                          | -                      |
| 690      |                     | S      | 2.OG | WA   | 55                    | 42,2                          | -                      |
| 690      |                     | S      | 3.OG | WA   | 55                    | 41,9                          | -                      |
| 691      |                     | O      | EG   | WA   | 55                    | 32,0                          | -                      |
| 691      |                     | O      | 1.OG | WA   | 55                    | 33,7                          | -                      |
| 691      |                     | O      | 2.OG | WA   | 55                    | 35,7                          | -                      |
| 691      |                     | O      | 3.OG | WA   | 55                    | 39,7                          | -                      |
| 692      |                     | S      | EG   | WA   | 55                    | 33,4                          | -                      |
| 692      |                     | S      | 1.OG | WA   | 55                    | 35,6                          | -                      |
| 692      |                     | S      | 2.OG | WA   | 55                    | 40,0                          | -                      |
| 692      |                     | S      | 3.OG | WA   | 55                    | 42,1                          | -                      |
| 693      |                     | N      | EG   | WA   | 55                    | 36,1                          | -                      |
| 693      |                     | N      | 1.OG | WA   | 55                    | 38,8                          | -                      |
| 693      |                     | N      | 2.OG | WA   | 55                    | 39,9                          | -                      |

# Zuführungsgleis Köln Nippes

## Beurteilungspegel Rückbau Maste

### Tagzeitraum

| Lfd. Nr. | Punktname           | HFront | SW   | Nutz | Richtwert Tag [dB(A)] | Beurteilungspegel Tag [dB(A)] | Überschr. Tag in dB(A) |
|----------|---------------------|--------|------|------|-----------------------|-------------------------------|------------------------|
| 1        | 2                   | 3      | 4    | 5    | 6                     | 8                             | 10                     |
| 693      | Lokomotivstr. 60-62 | N      | 3.OG | WA   | 55                    | 38,3                          | -                      |
| 694      |                     | W      | EG   | WA   | 55                    | 38,0                          | -                      |
| 694      |                     | W      | 1.OG | WA   | 55                    | 40,7                          | -                      |
| 694      |                     | W      | 2.OG | WA   | 55                    | 42,8                          | -                      |
| 694      |                     | W      | 3.OG | WA   | 55                    | 42,4                          | -                      |
| 695      |                     | N      | EG   | WA   | 55                    | 36,1                          | -                      |
| 695      |                     | N      | 1.OG | WA   | 55                    | 37,5                          | -                      |
| 695      |                     | N      | 2.OG | WA   | 55                    | 38,8                          | -                      |
| 695      |                     | N      | 3.OG | WA   | 55                    | 41,5                          | -                      |
| 696      | Lokomotivstr. 64-66 | O      | EG   | WA   | 55                    | 27,8                          | -                      |
| 696      |                     | O      | 1.OG | WA   | 55                    | 28,3                          | -                      |
| 696      |                     | O      | 2.OG | WA   | 55                    | 30,1                          | -                      |
| 696      |                     | O      | 3.OG | WA   | 55                    | 38,1                          | -                      |
| 697      |                     | S      | EG   | WA   | 55                    | 30,1                          | -                      |
| 697      |                     | S      | 1.OG | WA   | 55                    | 33,0                          | -                      |
| 697      |                     | S      | 2.OG | WA   | 55                    | 37,3                          | -                      |
| 697      |                     | S      | 3.OG | WA   | 55                    | 41,6                          | -                      |
| 698      |                     | S      | EG   | WA   | 55                    | 30,1                          | -                      |
| 698      |                     | S      | 1.OG | WA   | 55                    | 33,0                          | -                      |
| 698      |                     | S      | 2.OG | WA   | 55                    | 37,9                          | -                      |
| 698      |                     | S      | 3.OG | WA   | 55                    | 41,9                          | -                      |
| 699      |                     | W      | EG   | WA   | 55                    | 35,5                          | -                      |
| 699      |                     | W      | 1.OG | WA   | 55                    | 37,0                          | -                      |
| 699      |                     | W      | 2.OG | WA   | 55                    | 38,6                          | -                      |
| 699      |                     | W      | 3.OG | WA   | 55                    | 40,3                          | -                      |
| 700      |                     | N      | EG   | WA   | 55                    | 31,3                          | -                      |
| 700      |                     | N      | 1.OG | WA   | 55                    | 33,0                          | -                      |
| 700      |                     | N      | 2.OG | WA   | 55                    | 35,2                          | -                      |
| 700      |                     | N      | 3.OG | WA   | 55                    | 37,8                          | -                      |
| 701      |                     | N      | EG   | WA   | 55                    | 33,3                          | -                      |
| 701      |                     | N      | 1.OG | WA   | 55                    | 35,9                          | -                      |
| 701      |                     | N      | 2.OG | WA   | 55                    | 37,5                          | -                      |
| 701      |                     | N      | 3.OG | WA   | 55                    | 39,5                          | -                      |
| 702      | Lokomotivstr. 68    | S      | EG   | WA   | 55                    | 36,6                          | -                      |
| 702      |                     | S      | 1.OG | WA   | 55                    | 38,6                          | -                      |
| 702      |                     | S      | 2.OG | WA   | 55                    | 40,6                          | -                      |
| 703      |                     | W      | EG   | WA   | 55                    | 35,9                          | -                      |
| 703      |                     | W      | 1.OG | WA   | 55                    | 37,7                          | -                      |
| 703      |                     | W      | 2.OG | WA   | 55                    | 39,8                          | -                      |
| 704      |                     | N      | EG   | WA   | 55                    | 36,4                          | -                      |
| 704      |                     | N      | 1.OG | WA   | 55                    | 38,0                          | -                      |
| 704      |                     | N      | 2.OG | WA   | 55                    | 39,6                          | -                      |
| 705      | Lokomotivstr. 70    | N      | EG   | WA   | 55                    | 34,0                          | -                      |
| 705      |                     | N      | 1.OG | WA   | 55                    | 35,9                          | -                      |
| 705      |                     | N      | 2.OG | WA   | 55                    | 39,2                          | -                      |
| 706      |                     | S      | EG   | WA   | 55                    | 34,3                          | -                      |
| 706      |                     | S      | 1.OG | WA   | 55                    | 36,5                          | -                      |
| 706      |                     | S      | 2.OG | WA   | 55                    | 39,5                          | -                      |
| 707      | Lokomotivstr. 72    | S      | EG   | WA   | 55                    | 32,4                          | -                      |
| 707      |                     | S      | 1.OG | WA   | 55                    | 34,7                          | -                      |
| 707      |                     | S      | 2.OG | WA   | 55                    | 39,7                          | -                      |
| 708      |                     | N      | EG   | WA   | 55                    | 34,1                          | -                      |
| 708      |                     | N      | 1.OG | WA   | 55                    | 36,2                          | -                      |
| 708      |                     | N      | 2.OG | WA   | 55                    | 38,9                          | -                      |

# Zuführungsgleis Köln Nippes

## Beurteilungspegel Rückbau Maste

### Tagzeitraum

| Lfd. Nr. | Punktname        | HFront | SW   | Nutz | Richtwert Tag [dB(A)] | Beurteilungspegel Tag [dB(A)] | Überschr. Tag in dB(A) |
|----------|------------------|--------|------|------|-----------------------|-------------------------------|------------------------|
| 1        | 2                | 3      | 4    | 5    | 6                     | 8                             | 10                     |
| 709      | Lokomotivstr. 74 | N      | EG   | WA   | 55                    | 34,0                          | -                      |
| 709      |                  | N      | 1.OG | WA   | 55                    | 36,2                          | -                      |
| 709      |                  | N      | 2.OG | WA   | 55                    | 38,9                          | -                      |
| 710      |                  | S      | EG   | WA   | 55                    | 32,3                          | -                      |
| 710      |                  | S      | 1.OG | WA   | 55                    | 34,7                          | -                      |
| 710      |                  | S      | 2.OG | WA   | 55                    | 39,8                          | -                      |
| 711      | Lokomotivstr. 76 | S      | EG   | WA   | 55                    | 32,3                          | -                      |
| 711      |                  | S      | 1.OG | WA   | 55                    | 34,6                          | -                      |
| 711      |                  | S      | 2.OG | WA   | 55                    | 40,4                          | -                      |
| 712      |                  | N      | EG   | WA   | 55                    | 32,8                          | -                      |
| 712      |                  | N      | 1.OG | WA   | 55                    | 35,2                          | -                      |
| 712      |                  | N      | 2.OG | WA   | 55                    | 38,3                          | -                      |
| 713      | Lokomotivstr. 78 | N      | EG   | WA   | 55                    | 32,7                          | -                      |
| 713      |                  | N      | 1.OG | WA   | 55                    | 35,0                          | -                      |
| 713      |                  | N      | 2.OG | WA   | 55                    | 38,3                          | -                      |
| 714      |                  | S      | EG   | WA   | 55                    | 32,5                          | -                      |
| 714      |                  | S      | 1.OG | WA   | 55                    | 35,1                          | -                      |
| 714      |                  | S      | 2.OG | WA   | 55                    | 39,8                          | -                      |
| 715      | Lokomotivstr. 80 | S      | EG   | WA   | 55                    | 33,8                          | -                      |
| 715      |                  | S      | 1.OG | WA   | 55                    | 36,0                          | -                      |
| 715      |                  | S      | 2.OG | WA   | 55                    | 39,7                          | -                      |
| 716      |                  | O      | EG   | WA   | 55                    | 31,2                          | -                      |
| 716      |                  | O      | 1.OG | WA   | 55                    | 32,0                          | -                      |
| 716      |                  | O      | 2.OG | WA   | 55                    | 34,3                          | -                      |
| 717      |                  | N      | EG   | WA   | 55                    | 32,6                          | -                      |
| 717      |                  | N      | 1.OG | WA   | 55                    | 35,0                          | -                      |
| 717      |                  | N      | 2.OG | WA   | 55                    | 38,5                          | -                      |
| 718      | Lokomotivstr. 82 | O      | EG   | WA   | 55                    | 29,7                          | -                      |
| 718      |                  | O      | 1.OG | WA   | 55                    | 30,1                          | -                      |
| 718      |                  | O      | 2.OG | WA   | 55                    | 32,7                          | -                      |
| 719      |                  | N      | EG   | WA   | 55                    | 34,1                          | -                      |
| 719      |                  | N      | 1.OG | WA   | 55                    | 36,0                          | -                      |
| 719      |                  | N      | 2.OG | WA   | 55                    | 39,9                          | -                      |
| 720      |                  | W      | EG   | WA   | 55                    | 36,5                          | -                      |
| 720      |                  | W      | 1.OG | WA   | 55                    | 39,1                          | -                      |
| 720      |                  | W      | 2.OG | WA   | 55                    | 42,5                          | -                      |
| 721      | Lokomotivstr. 84 | O      | EG   | WA   | 55                    | 29,5                          | -                      |
| 721      |                  | O      | 1.OG | WA   | 55                    | 29,7                          | -                      |
| 721      |                  | O      | 2.OG | WA   | 55                    | 32,2                          | -                      |
| 722      |                  | W      | EG   | WA   | 55                    | 36,8                          | -                      |
| 722      |                  | W      | 1.OG | WA   | 55                    | 39,4                          | -                      |
| 722      |                  | W      | 2.OG | WA   | 55                    | 42,6                          | -                      |
| 723      | Lokomotivstr. 86 | O      | EG   | WA   | 55                    | 31,8                          | -                      |
| 723      |                  | O      | 1.OG | WA   | 55                    | 32,4                          | -                      |
| 723      |                  | O      | 2.OG | WA   | 55                    | 34,4                          | -                      |
| 724      |                  | W      | EG   | WA   | 55                    | 36,8                          | -                      |
| 724      |                  | W      | 1.OG | WA   | 55                    | 39,3                          | -                      |
| 724      |                  | W      | 2.OG | WA   | 55                    | 42,4                          | -                      |
| 725      | Lokomotivstr. 88 | O      | EG   | WA   | 55                    | 31,9                          | -                      |
| 725      |                  | O      | 1.OG | WA   | 55                    | 32,6                          | -                      |
| 725      |                  | O      | 2.OG | WA   | 55                    | 34,6                          | -                      |
| 726      |                  | W      | EG   | WA   | 55                    | 37,0                          | -                      |
| 726      |                  | W      | 1.OG | WA   | 55                    | 39,4                          | -                      |
| 726      |                  | W      | 2.OG | WA   | 55                    | 42,3                          | -                      |

# Zuführungsgleis Köln Nippes

## Beurteilungspegel Rückbau Maste

### Tagzeitraum

| Lfd. Nr. | Punktname         | HFront | SW   | Nutz | Richtwert Tag [dB(A)] | Beurteilungspegel Tag [dB(A)] | Überschr. Tag in dB(A) |
|----------|-------------------|--------|------|------|-----------------------|-------------------------------|------------------------|
| 1        | 2                 | 3      | 4    | 5    | 6                     | 8                             | 10                     |
| 727      | Lokomotivstr. 90  | W      | EG   | WA   | 55                    | 37,1                          | -                      |
| 727      |                   | W      | 1.OG | WA   | 55                    | 39,8                          | -                      |
| 727      |                   | W      | 2.OG | WA   | 55                    | 42,4                          | -                      |
| 728      |                   | O      | EG   | WA   | 55                    | 30,6                          | -                      |
| 728      |                   | O      | 1.OG | WA   | 55                    | 30,9                          | -                      |
| 728      |                   | O      | 2.OG | WA   | 55                    | 33,2                          | -                      |
| 729      | Lokomotivstr. 92  | W      | EG   | WA   | 55                    | 36,8                          | -                      |
| 729      |                   | W      | 1.OG | WA   | 55                    | 39,2                          | -                      |
| 729      |                   | W      | 2.OG | WA   | 55                    | 41,7                          | -                      |
| 730      |                   | O      | EG   | WA   | 55                    | 30,5                          | -                      |
| 730      |                   | O      | 1.OG | WA   | 55                    | 30,8                          | -                      |
| 730      |                   | O      | 2.OG | WA   | 55                    | 33,1                          | -                      |
| 731      | Lokomotivstr. 94  | W      | EG   | WA   | 55                    | 36,9                          | -                      |
| 731      |                   | W      | 1.OG | WA   | 55                    | 39,1                          | -                      |
| 731      |                   | W      | 2.OG | WA   | 55                    | 41,4                          | -                      |
| 732      |                   | O      | EG   | WA   | 55                    | 31,2                          | -                      |
| 732      |                   | O      | 1.OG | WA   | 55                    | 32,1                          | -                      |
| 732      |                   | O      | 2.OG | WA   | 55                    | 34,4                          | -                      |
| 733      | Lokomotivstr. 96  | O      | EG   | WA   | 55                    | 31,2                          | -                      |
| 733      |                   | O      | 1.OG | WA   | 55                    | 32,2                          | -                      |
| 733      |                   | O      | 2.OG | WA   | 55                    | 34,4                          | -                      |
| 734      |                   | W      | EG   | WA   | 55                    | 37,2                          | -                      |
| 734      |                   | W      | 1.OG | WA   | 55                    | 39,0                          | -                      |
| 734      |                   | W      | 2.OG | WA   | 55                    | 41,1                          | -                      |
| 735      | Lokomotivstr. 98  | S      | EG   | WA   | 55                    | 34,7                          | -                      |
| 735      |                   | S      | 1.OG | WA   | 55                    | 37,1                          | -                      |
| 735      |                   | S      | 2.OG | WA   | 55                    | 40,0                          | -                      |
| 736      |                   | O      | EG   | WA   | 55                    | 35,6                          | -                      |
| 736      |                   | O      | 1.OG | WA   | 55                    | 37,0                          | -                      |
| 736      |                   | O      | 2.OG | WA   | 55                    | 39,1                          | -                      |
| 737      |                   | W      | EG   | WA   | 55                    | 37,2                          | -                      |
| 737      |                   | W      | 1.OG | WA   | 55                    | 38,8                          | -                      |
| 737      |                   | W      | 2.OG | WA   | 55                    | 41,0                          | -                      |
| 738      | Lokomotivstr. 100 | S      | EG   | WA   | 55                    | 30,8                          | -                      |
| 738      |                   | S      | 1.OG | WA   | 55                    | 32,9                          | -                      |
| 738      |                   | S      | 2.OG | WA   | 55                    | 36,2                          | -                      |
| 738      |                   | S      | 3.OG | WA   | 55                    | 42,1                          | -                      |
| 739      |                   | N      | EG   | WA   | 55                    | 35,7                          | -                      |
| 739      |                   | N      | 1.OG | WA   | 55                    | 37,6                          | -                      |
| 739      |                   | N      | 2.OG | WA   | 55                    | 39,4                          | -                      |
| 739      |                   | N      | 3.OG | WA   | 55                    | 44,6                          | -                      |
| 740      |                   | O      | EG   | WA   | 55                    | 31,3                          | -                      |
| 740      |                   | O      | 1.OG | WA   | 55                    | 32,8                          | -                      |
| 740      |                   | O      | 2.OG | WA   | 55                    | 36,0                          | -                      |
| 740      |                   | O      | 3.OG | WA   | 55                    | 43,3                          | -                      |
| 741      | Lokomotivstr. 102 | N      | EG   | WA   | 55                    | 30,6                          | -                      |
| 741      |                   | N      | 1.OG | WA   | 55                    | 31,2                          | -                      |
| 741      |                   | N      | 2.OG | WA   | 55                    | 33,7                          | -                      |
| 741      |                   | N      | 3.OG | WA   | 55                    | 42,1                          | -                      |
| 742      |                   | S      | EG   | WA   | 55                    | 32,0                          | -                      |
| 742      |                   | S      | 1.OG | WA   | 55                    | 34,0                          | -                      |
| 742      |                   | S      | 2.OG | WA   | 55                    | 37,2                          | -                      |
| 742      |                   | S      | 3.OG | WA   | 55                    | 42,8                          | -                      |
| 743      | Lokomotivstr. 104 | S      | EG   | WA   | 55                    | 35,1                          | -                      |

# Zuführungsgleis Köln Nippes

## Beurteilungspegel Rückbau Maste

### Tagzeitraum

| Lfd. Nr. | Punktname         | HFront | SW   | Nutz | Richtwert Tag [dB(A)] | Beurteilungspegel Tag [dB(A)] | Überschr. Tag in dB(A) |
|----------|-------------------|--------|------|------|-----------------------|-------------------------------|------------------------|
| 1        | 2                 | 3      | 4    | 5    | 6                     | 8                             | 10                     |
| 743      | Lokomotivstr. 104 | S      | 1.OG | WA   | 55                    | 37,8                          | -                      |
| 743      |                   | S      | 2.OG | WA   | 55                    | 40,4                          | -                      |
| 743      |                   | S      | 3.OG | WA   | 55                    | 43,0                          | -                      |
| 744      |                   | W      | EG   | WA   | 55                    | 35,8                          | -                      |
| 744      |                   | W      | 1.OG | WA   | 55                    | 38,1                          | -                      |
| 744      |                   | W      | 2.OG | WA   | 55                    | 41,1                          | -                      |
| 744      |                   | W      | 3.OG | WA   | 55                    | 42,9                          | -                      |
| 745      |                   | N      | EG   | WA   | 55                    | 34,5                          | -                      |
| 745      |                   | N      | 1.OG | WA   | 55                    | 36,6                          | -                      |
| 745      |                   | N      | 2.OG | WA   | 55                    | 39,7                          | -                      |
| 745      |                   | N      | 3.OG | WA   | 55                    | 42,1                          | -                      |
| 746      | Lokomotivstr. 106 | N      | EG   | WA   | 55                    | 34,6                          | -                      |
| 746      |                   | N      | 1.OG | WA   | 55                    | 36,9                          | -                      |
| 746      |                   | N      | 2.OG | WA   | 55                    | 40,5                          | -                      |
| 746      |                   | N      | 3.OG | WA   | 55                    | 42,8                          | -                      |
| 747      |                   | O      | EG   | WA   | 55                    | 30,8                          | -                      |
| 747      |                   | O      | 1.OG | WA   | 55                    | 31,8                          | -                      |
| 747      |                   | O      | 2.OG | WA   | 55                    | 34,7                          | -                      |
| 747      |                   | O      | 3.OG | WA   | 55                    | 42,9                          | -                      |
| 748      |                   | S      | EG   | WA   | 55                    | 33,8                          | -                      |
| 748      |                   | S      | 1.OG | WA   | 55                    | 35,8                          | -                      |
| 748      |                   | S      | 2.OG | WA   | 55                    | 38,5                          | -                      |
| 748      |                   | S      | 3.OG | WA   | 55                    | 42,9                          | -                      |
| 749      | Lokomotivstr. 108 | N      | EG   | WA   | 55                    | 34,6                          | -                      |
| 749      |                   | N      | 1.OG | WA   | 55                    | 36,9                          | -                      |
| 749      |                   | N      | 2.OG | WA   | 55                    | 40,5                          | -                      |
| 749      |                   | N      | 3.OG | WA   | 55                    | 42,8                          | -                      |
| 750      |                   | S      | EG   | WA   | 55                    | 33,6                          | -                      |
| 750      |                   | S      | 1.OG | WA   | 55                    | 35,7                          | -                      |
| 750      |                   | S      | 2.OG | WA   | 55                    | 38,5                          | -                      |
| 750      |                   | S      | 3.OG | WA   | 55                    | 42,9                          | -                      |
| 751      | Lokomotivstr. 110 | N      | EG   | WA   | 55                    | 34,3                          | -                      |
| 751      |                   | N      | 1.OG | WA   | 55                    | 36,7                          | -                      |
| 751      |                   | N      | 2.OG | WA   | 55                    | 40,6                          | -                      |
| 751      |                   | N      | 3.OG | WA   | 55                    | 43,2                          | -                      |
| 752      |                   | S      | EG   | WA   | 55                    | 31,7                          | -                      |
| 752      |                   | S      | 1.OG | WA   | 55                    | 33,9                          | -                      |
| 752      |                   | S      | 2.OG | WA   | 55                    | 37,4                          | -                      |
| 752      |                   | S      | 3.OG | WA   | 55                    | 42,9                          | -                      |
| 753      | Lokomotivstr. 112 | S      | EG   | WA   | 55                    | 31,1                          | -                      |
| 753      |                   | S      | 1.OG | WA   | 55                    | 33,2                          | -                      |
| 753      |                   | S      | 2.OG | WA   | 55                    | 36,5                          | -                      |
| 753      |                   | S      | 3.OG | WA   | 55                    | 42,3                          | -                      |
| 754      |                   | N      | EG   | WA   | 55                    | 34,4                          | -                      |
| 754      |                   | N      | 1.OG | WA   | 55                    | 36,7                          | -                      |
| 754      |                   | N      | 2.OG | WA   | 55                    | 40,4                          | -                      |
| 754      |                   | N      | 3.OG | WA   | 55                    | 42,8                          | -                      |
| 755      | Lokomotivstr. 114 | S      | EG   | WA   | 55                    | 31,2                          | -                      |
| 755      |                   | S      | 1.OG | WA   | 55                    | 33,2                          | -                      |
| 755      |                   | S      | 2.OG | WA   | 55                    | 36,6                          | -                      |
| 755      |                   | S      | 3.OG | WA   | 55                    | 42,7                          | -                      |
| 756      |                   | N      | EG   | WA   | 55                    | 34,6                          | -                      |
| 756      |                   | N      | 1.OG | WA   | 55                    | 36,8                          | -                      |
| 756      |                   | N      | 2.OG | WA   | 55                    | 40,3                          | -                      |

# Zuführungsgleis Köln Nippes

## Beurteilungspegel Rückbau Maste

### Tagzeitraum

| Lfd. Nr. | Punktname             | HFront | SW   | Nutz | Richtwert Tag [dB(A)] | Beurteilungspegel Tag [dB(A)] | Überschr. Tag in dB(A) |
|----------|-----------------------|--------|------|------|-----------------------|-------------------------------|------------------------|
| 1        | 2                     | 3      | 4    | 5    | 6                     | 8                             | 10                     |
| 756      | Lokomotivstr. 114     | N      | 3.OG | WA   | 55                    | 44,2                          | -                      |
| 757      | Lokomotivstr. 116     | S      | EG   | WA   | 55                    | 30,7                          | -                      |
| 757      |                       | S      | 1.OG | WA   | 55                    | 32,3                          | -                      |
| 757      |                       | S      | 2.OG | WA   | 55                    | 35,6                          | -                      |
| 757      |                       | S      | 3.OG | WA   | 55                    | 42,0                          | -                      |
| 758      |                       | W      | EG   | WA   | 55                    | 37,4                          | -                      |
| 758      |                       | W      | 1.OG | WA   | 55                    | 39,0                          | -                      |
| 758      |                       | W      | 2.OG | WA   | 55                    | 39,7                          | -                      |
| 758      |                       | W      | 3.OG | WA   | 55                    | 41,8                          | -                      |
| 759      |                       | N      | EG   | WA   | 55                    | 37,1                          | -                      |
| 759      |                       | N      | 1.OG | WA   | 55                    | 38,8                          | -                      |
| 759      |                       | N      | 2.OG | WA   | 55                    | 40,5                          | -                      |
| 759      |                       | N      | 3.OG | WA   | 55                    | 43,2                          | -                      |
| 760      | Lokomotivstr. 118-120 | S      | EG   | WA   | 55                    | 38,6                          | -                      |
| 760      |                       | S      | 1.OG | WA   | 55                    | 41,0                          | -                      |
| 760      |                       | S      | 2.OG | WA   | 55                    | 44,0                          | -                      |
| 760      |                       | S      | 3.OG | WA   | 55                    | 45,7                          | -                      |
| 761      |                       | O      | EG   | WA   | 55                    | 34,3                          | -                      |
| 761      |                       | O      | 1.OG | WA   | 55                    | 37,7                          | -                      |
| 761      |                       | O      | 2.OG | WA   | 55                    | 39,8                          | -                      |
| 761      |                       | O      | 3.OG | WA   | 55                    | 42,0                          | -                      |
| 762      |                       | N      | EG   | WA   | 55                    | 36,7                          | -                      |
| 762      |                       | N      | 1.OG | WA   | 55                    | 38,1                          | -                      |
| 762      |                       | N      | 2.OG | WA   | 55                    | 38,6                          | -                      |
| 762      |                       | N      | 3.OG | WA   | 55                    | 38,3                          | -                      |
| 763      |                       | N      | EG   | WA   | 55                    | 34,1                          | -                      |
| 763      |                       | N      | 1.OG | WA   | 55                    | 36,2                          | -                      |
| 763      |                       | N      | 2.OG | WA   | 55                    | 31,2                          | -                      |
| 763      |                       | N      | 3.OG | WA   | 55                    | 37,6                          | -                      |
| 764      |                       | W      | EG   | WA   | 55                    | 37,0                          | -                      |
| 764      |                       | W      | 1.OG | WA   | 55                    | 39,3                          | -                      |
| 764      |                       | W      | 2.OG | WA   | 55                    | 42,2                          | -                      |
| 764      |                       | W      | 3.OG | WA   | 55                    | 42,8                          | -                      |
| 765      |                       | S      | EG   | WA   | 55                    | 40,4                          | -                      |
| 765      |                       | S      | 1.OG | WA   | 55                    | 41,4                          | -                      |
| 765      |                       | S      | 2.OG | WA   | 55                    | 43,0                          | -                      |
| 765      |                       | S      | 3.OG | WA   | 55                    | 45,9                          | -                      |
| 766      | Lokomotivstr. 122-124 | S      | EG   | WA   | 55                    | 33,0                          | -                      |
| 766      |                       | S      | 1.OG | WA   | 55                    | 35,6                          | -                      |
| 766      |                       | S      | 2.OG | WA   | 55                    | 40,2                          | -                      |
| 766      |                       | S      | 3.OG | WA   | 55                    | 43,2                          | -                      |
| 767      |                       | S      | EG   | WA   | 55                    | 34,9                          | -                      |
| 767      |                       | S      | 1.OG | WA   | 55                    | 37,2                          | -                      |
| 767      |                       | S      | 2.OG | WA   | 55                    | 41,3                          | -                      |
| 767      |                       | S      | 3.OG | WA   | 55                    | 44,2                          | -                      |
| 768      |                       | O      | EG   | WA   | 55                    | 31,3                          | -                      |
| 768      |                       | O      | 1.OG | WA   | 55                    | 31,8                          | -                      |
| 768      |                       | O      | 2.OG | WA   | 55                    | 32,5                          | -                      |
| 768      |                       | O      | 3.OG | WA   | 55                    | 38,9                          | -                      |
| 769      |                       | N      | EG   | WA   | 55                    | 34,0                          | -                      |
| 769      |                       | N      | 1.OG | WA   | 55                    | 36,2                          | -                      |
| 769      |                       | N      | 2.OG | WA   | 55                    | 36,0                          | -                      |
| 769      |                       | N      | 3.OG | WA   | 55                    | 37,0                          | -                      |
| 770      |                       | W      | EG   | WA   | 55                    | 34,3                          | -                      |

# Zuführungsgleis Köln Nippes

## Beurteilungspegel Rückbau Maste

### Tagzeitraum

| Lfd. Nr. | Punktname             | HFront | SW   | Nutz | Richtwert Tag [dB(A)] | Beurteilungspegel Tag [dB(A)] | Überschr. Tag in dB(A) |
|----------|-----------------------|--------|------|------|-----------------------|-------------------------------|------------------------|
| 1        | 2                     | 3      | 4    | 5    | 6                     | 8                             | 10                     |
| 770      | Lokomotivstr. 122-124 | W      | 1.OG | WA   | 55                    | 36,3                          | -                      |
| 770      |                       | W      | 2.OG | WA   | 55                    | 39,0                          | -                      |
| 770      |                       | W      | 3.OG | WA   | 55                    | 42,3                          | -                      |
| 771      |                       | N      | EG   | WA   | 55                    | 33,9                          | -                      |
| 771      |                       | N      | 1.OG | WA   | 55                    | 35,8                          | -                      |
| 771      |                       | N      | 2.OG | WA   | 55                    | 34,5                          | -                      |
| 771      |                       | N      | 3.OG | WA   | 55                    | 37,6                          | -                      |
| 772      | Lokomotivstr. 126     | S      | EG   | WA   | 55                    | 33,3                          | -                      |
| 772      |                       | S      | 1.OG | WA   | 55                    | 35,1                          | -                      |
| 772      |                       | S      | 2.OG | WA   | 55                    | 37,5                          | -                      |
| 773      |                       | W      | EG   | WA   | 55                    | 33,7                          | -                      |
| 773      |                       | W      | 1.OG | WA   | 55                    | 35,4                          | -                      |
| 773      |                       | W      | 2.OG | WA   | 55                    | 37,8                          | -                      |
| 774      |                       | N      | EG   | WA   | 55                    | 34,2                          | -                      |
| 774      |                       | N      | 1.OG | WA   | 55                    | 35,7                          | -                      |
| 774      |                       | N      | 2.OG | WA   | 55                    | 38,5                          | -                      |
| 775      | Lokomotivstr. 128     | S      | EG   | WA   | 55                    | 33,5                          | -                      |
| 775      |                       | S      | 1.OG | WA   | 55                    | 35,2                          | -                      |
| 775      |                       | S      | 2.OG | WA   | 55                    | 37,7                          | -                      |
| 776      |                       | N      | EG   | WA   | 55                    | 36,0                          | -                      |
| 776      |                       | N      | 1.OG | WA   | 55                    | 37,7                          | -                      |
| 776      |                       | N      | 2.OG | WA   | 55                    | 39,9                          | -                      |
| 777      | Lokomotivstr. 130     | N      | EG   | WA   | 55                    | 34,8                          | -                      |
| 777      |                       | N      | 1.OG | WA   | 55                    | 37,1                          | -                      |
| 778      |                       | S      | EG   | WA   | 55                    | 47,1                          | -                      |
| 778      |                       | S      | 1.OG | WA   | 55                    | 47,5                          | -                      |
| 779      | Lokomotivstr. 132     | N      | EG   | WA   | 55                    | 34,7                          | -                      |
| 779      |                       | N      | 1.OG | WA   | 55                    | 37,1                          | -                      |
| 779      |                       | N      | 2.OG | WA   | 55                    | 39,5                          | -                      |
| 780      |                       | S      | EG   | WA   | 55                    | 34,4                          | -                      |
| 780      |                       | S      | 1.OG | WA   | 55                    | 36,0                          | -                      |
| 780      |                       | S      | 2.OG | WA   | 55                    | 38,6                          | -                      |
| 781      | Lokomotivstr. 134     | S      | EG   | WA   | 55                    | 34,3                          | -                      |
| 781      |                       | S      | 1.OG | WA   | 55                    | 35,9                          | -                      |
| 781      |                       | S      | 2.OG | WA   | 55                    | 38,5                          | -                      |
| 782      |                       | N      | EG   | WA   | 55                    | 34,7                          | -                      |
| 782      |                       | N      | 1.OG | WA   | 55                    | 37,0                          | -                      |
| 782      |                       | N      | 2.OG | WA   | 55                    | 39,5                          | -                      |
| 783      | Lokomotivstr. 136     | S      | EG   | WA   | 55                    | 34,5                          | -                      |
| 783      |                       | S      | 1.OG | WA   | 55                    | 36,1                          | -                      |
| 783      |                       | S      | 2.OG | WA   | 55                    | 38,8                          | -                      |
| 784      |                       | N      | EG   | WA   | 55                    | 34,6                          | -                      |
| 784      |                       | N      | 1.OG | WA   | 55                    | 37,0                          | -                      |
| 784      |                       | N      | 2.OG | WA   | 55                    | 39,5                          | -                      |
| 785      | Lokomotivstr. 138     | S      | EG   | WA   | 55                    | 34,3                          | -                      |
| 785      |                       | S      | 1.OG | WA   | 55                    | 35,8                          | -                      |
| 785      |                       | S      | 2.OG | WA   | 55                    | 38,4                          | -                      |
| 786      |                       | O      | EG   | WA   | 55                    | 33,2                          | -                      |
| 786      |                       | O      | 1.OG | WA   | 55                    | 33,7                          | -                      |
| 786      |                       | O      | 2.OG | WA   | 55                    | 36,2                          | -                      |
| 787      |                       | N      | EG   | WA   | 55                    | 34,5                          | -                      |
| 787      |                       | N      | 1.OG | WA   | 55                    | 36,9                          | -                      |
| 787      |                       | N      | 2.OG | WA   | 55                    | 39,4                          | -                      |
| 788      | Lokomotivstr. 140     | O      | EG   | WA   | 55                    | 34,7                          | -                      |

# Zuführungsgleis Köln Nippes

## Beurteilungspegel Rückbau Maste

### Tagzeitraum

| Lfd. Nr. | Punktname             | HFront | SW   | Nutz | Richtwert Tag [dB(A)] | Beurteilungspegel Tag [dB(A)] | Überschr. Tag in dB(A) |
|----------|-----------------------|--------|------|------|-----------------------|-------------------------------|------------------------|
| 1        | 2                     | 3      | 4    | 5    | 6                     | 8                             | 10                     |
| 788      | Lokomotivstr. 140     | O      | 1.OG | WA   | 55                    | 36,5                          | -                      |
| 788      |                       | O      | 2.OG | WA   | 55                    | 39,3                          | -                      |
| 789      |                       | N      | EG   | WA   | 55                    | 36,3                          | -                      |
| 789      |                       | N      | 1.OG | WA   | 55                    | 38,6                          | -                      |
| 789      |                       | N      | 2.OG | WA   | 55                    | 41,8                          | -                      |
| 790      |                       | W      | EG   | WA   | 55                    | 39,7                          | -                      |
| 790      |                       | W      | 1.OG | WA   | 55                    | 41,9                          | -                      |
| 790      |                       | W      | 2.OG | WA   | 55                    | 44,6                          | -                      |
| 791      | Lokomotivstr. 142     | W      | EG   | WA   | 55                    | 42,2                          | -                      |
| 791      |                       | W      | 1.OG | WA   | 55                    | 43,0                          | -                      |
| 791      |                       | W      | 2.OG | WA   | 55                    | 44,4                          | -                      |
| 792      |                       | O      | EG   | WA   | 55                    | 34,8                          | -                      |
| 792      |                       | O      | 1.OG | WA   | 55                    | 36,4                          | -                      |
| 792      |                       | O      | 2.OG | WA   | 55                    | 39,4                          | -                      |
| 793      | Lokomotivstr. 144     | O      | EG   | WA   | 55                    | 31,9                          | -                      |
| 793      |                       | O      | 1.OG | WA   | 55                    | 32,7                          | -                      |
| 793      |                       | O      | 2.OG | WA   | 55                    | 36,1                          | -                      |
| 794      |                       | W      | EG   | WA   | 55                    | 42,6                          | -                      |
| 794      |                       | W      | 1.OG | WA   | 55                    | 43,4                          | -                      |
| 794      |                       | W      | 2.OG | WA   | 55                    | 44,6                          | -                      |
| 795      | Lokomotivstr. 146     | O      | EG   | WA   | 55                    | 37,8                          | -                      |
| 795      |                       | O      | 1.OG | WA   | 55                    | 39,6                          | -                      |
| 795      |                       | O      | 2.OG | WA   | 55                    | 41,5                          | -                      |
| 796      |                       | W      | EG   | WA   | 55                    | 38,4                          | -                      |
| 796      |                       | W      | 1.OG | WA   | 55                    | 40,6                          | -                      |
| 796      |                       | W      | 2.OG | WA   | 55                    | 42,9                          | -                      |
| 797      | Lokomotivstr. 148     | W      | EG   | WA   | 55                    | 41,2                          | -                      |
| 797      |                       | W      | 1.OG | WA   | 55                    | 42,2                          | -                      |
| 797      |                       | W      | 2.OG | WA   | 55                    | 44,0                          | -                      |
| 798      |                       | O      | EG   | WA   | 55                    | 38,8                          | -                      |
| 798      |                       | O      | 1.OG | WA   | 55                    | 40,5                          | -                      |
| 798      |                       | O      | 2.OG | WA   | 55                    | 42,3                          | -                      |
| 799      | Lokomotivstr. 150     | W      | EG   | WA   | 55                    | 38,9                          | -                      |
| 799      |                       | W      | 1.OG | WA   | 55                    | 40,0                          | -                      |
| 799      |                       | W      | 2.OG | WA   | 55                    | 42,1                          | -                      |
| 800      |                       | S      | EG   | WA   | 55                    | 33,5                          | -                      |
| 800      |                       | S      | 1.OG | WA   | 55                    | 35,0                          | -                      |
| 800      |                       | S      | 2.OG | WA   | 55                    | 38,3                          | -                      |
| 801      |                       | O      | EG   | WA   | 55                    | 38,0                          | -                      |
| 801      |                       | O      | 1.OG | WA   | 55                    | 39,6                          | -                      |
| 801      |                       | O      | 2.OG | WA   | 55                    | 40,9                          | -                      |
| 802      | Lokomotivstr. 152-154 | W      | EG   | WA   | 55                    | 52,1                          | -                      |
| 802      |                       | W      | 1.OG | WA   | 55                    | 52,5                          | -                      |
| 802      |                       | W      | 2.OG | WA   | 55                    | 52,8                          | -                      |
| 802      |                       | W      | 3.OG | WA   | 55                    | 53,3                          | -                      |
| 803      |                       | S      | EG   | WA   | 55                    | 52,3                          | -                      |
| 803      |                       | S      | 1.OG | WA   | 55                    | 52,7                          | -                      |
| 803      |                       | S      | 2.OG | WA   | 55                    | 53,1                          | -                      |
| 803      |                       | S      | 3.OG | WA   | 55                    | 53,5                          | -                      |
| 804      |                       | N      | EG   | WA   | 55                    | 38,0                          | -                      |
| 804      |                       | N      | 1.OG | WA   | 55                    | 38,8                          | -                      |
| 804      |                       | N      | 2.OG | WA   | 55                    | 40,3                          | -                      |
| 804      |                       | N      | 3.OG | WA   | 55                    | 44,2                          | -                      |
| 805      |                       | N      | EG   | WA   | 55                    | 36,2                          | -                      |

# Zuführungsgleis Köln Nippes

## Beurteilungspegel Rückbau Maste

### Tagzeitraum

| Lfd. Nr. | Punktname                | HFront | SW   | Nutz | Richtwert Tag [dB(A)] | Beurteilungspegel Tag [dB(A)] | Überschr. Tag in dB(A) |
|----------|--------------------------|--------|------|------|-----------------------|-------------------------------|------------------------|
| 1        | 2                        | 3      | 4    | 5    | 6                     | 8                             | 10                     |
| 805      | Lokomotivstr. 152-154    | N      | 1.OG | WA   | 55                    | 36,6                          | -                      |
| 805      |                          | N      | 2.OG | WA   | 55                    | 36,1                          | -                      |
| 805      |                          | N      | 3.OG | WA   | 55                    | 45,8                          | -                      |
| 806      |                          | O      | EG   | WA   | 55                    | 43,8                          | -                      |
| 806      |                          | O      | 1.OG | WA   | 55                    | 44,2                          | -                      |
| 806      |                          | O      | 2.OG | WA   | 55                    | 44,5                          | -                      |
| 806      |                          | O      | 3.OG | WA   | 55                    | 47,4                          | -                      |
| 807      |                          | S      | EG   | WA   | 55                    | 51,3                          | -                      |
| 807      |                          | S      | 1.OG | WA   | 55                    | 51,8                          | -                      |
| 807      |                          | S      | 2.OG | WA   | 55                    | 52,3                          | -                      |
| 807      |                          | S      | 3.OG | WA   | 55                    | 52,7                          | -                      |
| 808      | Lokomotivstr. 156-160    | N      | EG   | WA   | 55                    | 35,1                          | -                      |
| 808      |                          | N      | 1.OG | WA   | 55                    | 36,6                          | -                      |
| 808      |                          | N      | 2.OG | WA   | 55                    | 40,4                          | -                      |
| 808      |                          | N      | 3.OG | WA   | 55                    | 33,9                          | -                      |
| 809      |                          | O      | EG   | WA   | 55                    | 50,0                          | -                      |
| 809      |                          | O      | 1.OG | WA   | 55                    | 50,5                          | -                      |
| 809      |                          | O      | 2.OG | WA   | 55                    | 50,9                          | -                      |
| 809      |                          | O      | 3.OG | WA   | 55                    | 51,8                          | -                      |
| 810      |                          | N      | EG   | WA   | 55                    | 34,4                          | -                      |
| 810      |                          | N      | 1.OG | WA   | 55                    | 35,8                          | -                      |
| 810      |                          | N      | 2.OG | WA   | 55                    | 39,8                          | -                      |
| 810      |                          | N      | 3.OG | WA   | 55                    | 34,1                          | -                      |
| 811      |                          | N      | EG   | WA   | 55                    | 35,3                          | -                      |
| 811      |                          | N      | 1.OG | WA   | 55                    | 33,9                          | -                      |
| 811      |                          | N      | 2.OG | WA   | 55                    | 33,9                          | -                      |
| 811      |                          | N      | 3.OG | WA   | 55                    | 34,8                          | -                      |
| 812      |                          | N      | EG   | WA   | 55                    | 34,4                          | -                      |
| 812      |                          | N      | 1.OG | WA   | 55                    | 34,4                          | -                      |
| 812      |                          | N      | 2.OG | WA   | 55                    | 34,4                          | -                      |
| 812      |                          | N      | 3.OG | WA   | 55                    | 35,2                          | -                      |
| 813      |                          | S      | EG   | WA   | 55                    | 55,9                          | 0,9                    |
| 813      |                          | S      | 1.OG | WA   | 55                    | 56,6                          | 1,6                    |
| 813      |                          | S      | 2.OG | WA   | 55                    | 57,3                          | 2,3                    |
| 813      |                          | S      | 3.OG | WA   | 55                    | 57,9                          | 2,9                    |
| 814      |                          | S      | EG   | WA   | 55                    | 55,2                          | 0,2                    |
| 814      |                          | S      | 1.OG | WA   | 55                    | 55,8                          | 0,8                    |
| 814      |                          | S      | 2.OG | WA   | 55                    | 56,4                          | 1,4                    |
| 814      |                          | S      | 3.OG | WA   | 55                    | 57,0                          | 2,0                    |
| 815      |                          | S      | EG   | WA   | 55                    | 54,3                          | -                      |
| 815      |                          | S      | 1.OG | WA   | 55                    | 54,9                          | -                      |
| 815      |                          | S      | 2.OG | WA   | 55                    | 55,4                          | 0,4                    |
| 815      |                          | S      | 3.OG | WA   | 55                    | 55,9                          | 0,9                    |
| 816      |                          | S      | EG   | WA   | 55                    | 53,7                          | -                      |
| 816      |                          | S      | 1.OG | WA   | 55                    | 54,1                          | -                      |
| 816      |                          | S      | 2.OG | WA   | 55                    | 54,6                          | -                      |
| 816      |                          | S      | 3.OG | WA   | 55                    | 55,1                          | 0,1                    |
| 817      | Lokomotivstr. 162 (Kita) | O      | EG   | WA   | 55                    | 44,6                          | -                      |
| 818      |                          | S      | EG   | WA   | 55                    | 41,6                          | -                      |
| 819      |                          | N      | EG   | WA   | 55                    | 52,2                          | -                      |
| 820      |                          | W      | EG   | WA   | 55                    | 52,2                          | -                      |
| 821      |                          | W      | EG   | WA   | 55                    | 52,9                          | -                      |
| 822      | Longericher Straße 1-3   | O      | EG   | WA   | 55                    | 37,3                          | -                      |
| 822      |                          | O      | 1.OG | WA   | 55                    | 38,4                          | -                      |

# Zuführungsgleis Köln Nippes

## Beurteilungspegel Rückbau Maste

### Tagzeitraum

| Lfd. Nr. | Punktname              | HFront | SW   | Nutz | Richtwert Tag [dB(A)] | Beurteilungspegel Tag [dB(A)] | Überschr. Tag in dB(A) |
|----------|------------------------|--------|------|------|-----------------------|-------------------------------|------------------------|
| 1        | 2                      | 3      | 4    | 5    | 6                     | 8                             | 10                     |
| 822      | Longericher Straße 1-3 | O      | 2.OG | WA   | 55                    | 38,9                          | -                      |
| 822      |                        | O      | 3.OG | WA   | 55                    | 39,1                          | -                      |
| 822      |                        | O      | 4.OG | WA   | 55                    | 39,1                          | -                      |
| 822      |                        | O      | 5.OG | WA   | 55                    | 39,2                          | -                      |
| 822      |                        | O      | 6.OG | WA   | 55                    | 39,2                          | -                      |
| 822      |                        | O      | 7.OG | WA   | 55                    | 39,3                          | -                      |
| 822      |                        | O      | 8.OG | WA   | 55                    | 39,0                          | -                      |
| 823      |                        | W      | EG   | WA   | 55                    | 19,2                          | -                      |
| 823      |                        | W      | 1.OG | WA   | 55                    | 19,5                          | -                      |
| 823      |                        | W      | 2.OG | WA   | 55                    | 19,5                          | -                      |
| 823      |                        | W      | 3.OG | WA   | 55                    | 19,5                          | -                      |
| 823      |                        | W      | 4.OG | WA   | 55                    | 19,5                          | -                      |
| 823      |                        | W      | 5.OG | WA   | 55                    | 19,5                          | -                      |
| 823      |                        | W      | 6.OG | WA   | 55                    | 21,0                          | -                      |
| 823      |                        | W      | 7.OG | WA   | 55                    | 22,0                          | -                      |
| 823      |                        | W      | 8.OG | WA   | 55                    | 22,5                          | -                      |
| 824      |                        | W      | EG   | WA   | 55                    | 19,7                          | -                      |
| 824      |                        | W      | 1.OG | WA   | 55                    | 20,1                          | -                      |
| 824      |                        | W      | 2.OG | WA   | 55                    | 20,1                          | -                      |
| 824      |                        | W      | 3.OG | WA   | 55                    | 20,1                          | -                      |
| 824      |                        | W      | 4.OG | WA   | 55                    | 20,1                          | -                      |
| 824      |                        | W      | 5.OG | WA   | 55                    | 20,2                          | -                      |
| 824      |                        | W      | 6.OG | WA   | 55                    | 23,1                          | -                      |
| 824      |                        | W      | 7.OG | WA   | 55                    | 24,9                          | -                      |
| 824      |                        | W      | 8.OG | WA   | 55                    | 25,2                          | -                      |
| 825      |                        | S      | EG   | WA   | 55                    | 34,8                          | -                      |
| 825      |                        | S      | 1.OG | WA   | 55                    | 36,5                          | -                      |
| 825      |                        | S      | 2.OG | WA   | 55                    | 37,8                          | -                      |
| 825      |                        | S      | 3.OG | WA   | 55                    | 38,6                          | -                      |
| 825      |                        | S      | 4.OG | WA   | 55                    | 39,4                          | -                      |
| 825      |                        | S      | 5.OG | WA   | 55                    | 39,6                          | -                      |
| 825      |                        | S      | 6.OG | WA   | 55                    | 39,7                          | -                      |
| 825      |                        | S      | 7.OG | WA   | 55                    | 39,8                          | -                      |
| 825      |                        | S      | 8.OG | WA   | 55                    | 39,9                          | -                      |
| 826      |                        | N      | EG   | WA   | 55                    | 24,7                          | -                      |
| 826      |                        | N      | 1.OG | WA   | 55                    | 25,9                          | -                      |
| 826      |                        | N      | 2.OG | WA   | 55                    | 25,6                          | -                      |
| 826      |                        | N      | 3.OG | WA   | 55                    | 19,6                          | -                      |
| 826      |                        | N      | 4.OG | WA   | 55                    | 19,6                          | -                      |
| 826      |                        | N      | 5.OG | WA   | 55                    | 19,6                          | -                      |
| 826      |                        | N      | 6.OG | WA   | 55                    | 19,7                          | -                      |
| 826      |                        | N      | 7.OG | WA   | 55                    | 20,0                          | -                      |
| 826      |                        | N      | 8.OG | WA   | 55                    | 21,3                          | -                      |
| 827      |                        | O      | EG   | WA   | 55                    | 36,4                          | -                      |
| 827      |                        | O      | 1.OG | WA   | 55                    | 37,9                          | -                      |
| 827      |                        | O      | 2.OG | WA   | 55                    | 38,8                          | -                      |
| 827      |                        | O      | 3.OG | WA   | 55                    | 39,2                          | -                      |
| 827      |                        | O      | 4.OG | WA   | 55                    | 39,4                          | -                      |
| 827      |                        | O      | 5.OG | WA   | 55                    | 39,5                          | -                      |
| 827      |                        | O      | 6.OG | WA   | 55                    | 39,6                          | -                      |
| 827      |                        | O      | 7.OG | WA   | 55                    | 39,6                          | -                      |
| 827      |                        | O      | 8.OG | WA   | 55                    | 39,8                          | -                      |
| 828      | Longericher Straße 2   | NO     | EG   | MI   | 60                    | 21,9                          | -                      |
| 828      |                        | NO     | 1.OG | MI   | 60                    | 38,8                          | -                      |

# Zuführungsgleis Köln Nippes

## Beurteilungspegel Rückbau Maste

### Tagzeitraum

| Lfd. Nr. | Punktname               | HFront | SW   | Nutz | Richtwert Tag [dB(A)] | Beurteilungspegel Tag [dB(A)] | Überschr. Tag in dB(A) |
|----------|-------------------------|--------|------|------|-----------------------|-------------------------------|------------------------|
| 1        | 2                       | 3      | 4    | 5    | 6                     | 8                             | 10                     |
| 829      | Longericher Straße 2    | SW     | EG   | MI   | 60                    | 38,8                          | -                      |
| 829      |                         | SW     | 1.OG | MI   | 60                    | 38,9                          | -                      |
| 830      |                         | N      | EG   | MI   | 60                    | 23,3                          | -                      |
| 830      |                         | N      | 1.OG | MI   | 60                    | 40,4                          | -                      |
| 831      |                         | O      | EG   | MI   | 60                    | 35,7                          | -                      |
| 831      |                         | O      | 1.OG | MI   | 60                    | 39,6                          | -                      |
| 832      |                         | W      | EG   | MI   | 60                    | 36,3                          | -                      |
| 832      |                         | W      | 1.OG | MI   | 60                    | 40,5                          | -                      |
| 833      | Longericher Straße 5-13 | SO     | EG   | WA   | 55                    | 37,0                          | -                      |
| 833      |                         | SO     | 1.OG | WA   | 55                    | 37,0                          | -                      |
| 833      |                         | SO     | 2.OG | WA   | 55                    | 37,1                          | -                      |
| 833      |                         | SO     | 3.OG | WA   | 55                    | 37,1                          | -                      |
| 833      |                         | SO     | 4.OG | WA   | 55                    | 37,2                          | -                      |
| 834      |                         | NW     | EG   | WA   | 55                    | 18,1                          | -                      |
| 834      |                         | NW     | 1.OG | WA   | 55                    | 18,1                          | -                      |
| 834      |                         | NW     | 2.OG | WA   | 55                    | 18,1                          | -                      |
| 834      |                         | NW     | 3.OG | WA   | 55                    | 18,1                          | -                      |
| 834      |                         | NW     | 4.OG | WA   | 55                    | 20,4                          | -                      |
| 835      |                         | NO     | EG   | WA   | 55                    | 18,8                          | -                      |
| 835      |                         | NO     | 1.OG | WA   | 55                    | 18,8                          | -                      |
| 835      |                         | NO     | 2.OG | WA   | 55                    | 18,8                          | -                      |
| 835      |                         | NO     | 3.OG | WA   | 55                    | 18,9                          | -                      |
| 835      |                         | NO     | 4.OG | WA   | 55                    | 20,9                          | -                      |
| 836      |                         | NO     | EG   | WA   | 55                    | 18,9                          | -                      |
| 836      |                         | NO     | 1.OG | WA   | 55                    | 18,9                          | -                      |
| 836      |                         | NO     | 2.OG | WA   | 55                    | 18,9                          | -                      |
| 836      |                         | NO     | 3.OG | WA   | 55                    | 18,9                          | -                      |
| 836      |                         | NO     | 4.OG | WA   | 55                    | 20,6                          | -                      |
| 837      |                         | SW     | EG   | WA   | 55                    | 34,6                          | -                      |
| 837      |                         | SW     | 1.OG | WA   | 55                    | 34,6                          | -                      |
| 837      |                         | SW     | 2.OG | WA   | 55                    | 34,7                          | -                      |
| 837      |                         | SW     | 3.OG | WA   | 55                    | 34,8                          | -                      |
| 837      |                         | SW     | 4.OG | WA   | 55                    | 35,0                          | -                      |
| 838      |                         | SW     | EG   | WA   | 55                    | 36,3                          | -                      |
| 838      |                         | SW     | 1.OG | WA   | 55                    | 36,4                          | -                      |
| 838      |                         | SW     | 2.OG | WA   | 55                    | 36,6                          | -                      |
| 838      |                         | SW     | 3.OG | WA   | 55                    | 36,8                          | -                      |
| 838      |                         | SW     | 4.OG | WA   | 55                    | 34,9                          | -                      |
| 839      |                         | NW     | EG   | WA   | 55                    | 34,1                          | -                      |
| 839      |                         | NW     | 1.OG | WA   | 55                    | 34,2                          | -                      |
| 839      |                         | NW     | 2.OG | WA   | 55                    | 34,2                          | -                      |
| 839      |                         | NW     | 3.OG | WA   | 55                    | 34,1                          | -                      |
| 839      |                         | NW     | 4.OG | WA   | 55                    | 20,7                          | -                      |
| 840      |                         | NO     | EG   | WA   | 55                    | 18,1                          | -                      |
| 840      |                         | NO     | 1.OG | WA   | 55                    | 18,1                          | -                      |
| 840      |                         | NO     | 2.OG | WA   | 55                    | 18,1                          | -                      |
| 840      |                         | NO     | 3.OG | WA   | 55                    | 18,1                          | -                      |
| 840      |                         | NO     | 4.OG | WA   | 55                    | 20,4                          | -                      |
| 841      |                         | NO     | EG   | WA   | 55                    | 19,1                          | -                      |
| 841      |                         | NO     | 1.OG | WA   | 55                    | 19,1                          | -                      |
| 841      |                         | NO     | 2.OG | WA   | 55                    | 19,1                          | -                      |
| 841      |                         | NO     | 3.OG | WA   | 55                    | 19,2                          | -                      |
| 841      |                         | NO     | 4.OG | WA   | 55                    | 20,6                          | -                      |
| 842      |                         | SO     | EG   | WA   | 55                    | 24,5                          | -                      |

# Zuführungsgleis Köln Nippes

## Beurteilungspegel Rückbau Maste

### Tagzeitraum

| Lfd. Nr. | Punktname                | HFront | SW   | Nutz | Richtwert Tag [dB(A)] | Beurteilungspegel Tag [dB(A)] | Überschr. Tag in dB(A) |
|----------|--------------------------|--------|------|------|-----------------------|-------------------------------|------------------------|
| 1        | 2                        | 3      | 4    | 5    | 6                     | 8                             | 10                     |
| 842      | Longericher Straße 5-13  | SO     | 1.OG | WA   | 55                    | 25,9                          | -                      |
| 842      |                          | SO     | 2.OG | WA   | 55                    | 27,5                          | -                      |
| 842      |                          | SO     | 3.OG | WA   | 55                    | 29,2                          | -                      |
| 842      |                          | SO     | 4.OG | WA   | 55                    | 31,0                          | -                      |
| 843      |                          | NO     | EG   | WA   | 55                    | 18,1                          | -                      |
| 843      |                          | NO     | 1.OG | WA   | 55                    | 18,1                          | -                      |
| 843      |                          | NO     | 2.OG | WA   | 55                    | 18,1                          | -                      |
| 843      |                          | NO     | 3.OG | WA   | 55                    | 18,1                          | -                      |
| 843      |                          | NO     | 4.OG | WA   | 55                    | 20,4                          | -                      |
| 844      |                          | SW     | EG   | WA   | 55                    | 31,2                          | -                      |
| 844      |                          | SW     | 1.OG | WA   | 55                    | 31,4                          | -                      |
| 844      |                          | SW     | 2.OG | WA   | 55                    | 31,8                          | -                      |
| 844      |                          | SW     | 3.OG | WA   | 55                    | 32,3                          | -                      |
| 844      |                          | SW     | 4.OG | WA   | 55                    | 33,0                          | -                      |
| 845      |                          | SW     | EG   | WA   | 55                    | 31,8                          | -                      |
| 845      |                          | SW     | 1.OG | WA   | 55                    | 32,2                          | -                      |
| 845      |                          | SW     | 2.OG | WA   | 55                    | 32,7                          | -                      |
| 845      |                          | SW     | 3.OG | WA   | 55                    | 33,4                          | -                      |
| 845      |                          | SW     | 4.OG | WA   | 55                    | 34,1                          | -                      |
| 846      |                          | SW     | EG   | WA   | 55                    | 37,0                          | -                      |
| 846      |                          | SW     | 1.OG | WA   | 55                    | 37,0                          | -                      |
| 846      |                          | SW     | 2.OG | WA   | 55                    | 37,1                          | -                      |
| 846      |                          | SW     | 3.OG | WA   | 55                    | 37,1                          | -                      |
| 846      |                          | SW     | 4.OG | WA   | 55                    | 37,2                          | -                      |
| 847      | Longericher Straße 15-19 | SW     | EG   | WA   | 55                    | 36,1                          | -                      |
| 847      |                          | SW     | 1.OG | WA   | 55                    | 36,3                          | -                      |
| 847      |                          | SW     | 2.OG | WA   | 55                    | 36,5                          | -                      |
| 847      |                          | SW     | 3.OG | WA   | 55                    | 36,6                          | -                      |
| 848      |                          | NW     | EG   | WA   | 55                    | 31,7                          | -                      |
| 848      |                          | NW     | 1.OG | WA   | 55                    | 31,9                          | -                      |
| 848      |                          | NW     | 2.OG | WA   | 55                    | 32,1                          | -                      |
| 848      |                          | NW     | 3.OG | WA   | 55                    | 32,4                          | -                      |
| 849      |                          | SW     | EG   | WA   | 55                    | 36,3                          | -                      |
| 849      |                          | SW     | 1.OG | WA   | 55                    | 36,5                          | -                      |
| 849      |                          | SW     | 2.OG | WA   | 55                    | 36,6                          | -                      |
| 849      |                          | SW     | 3.OG | WA   | 55                    | 36,8                          | -                      |
| 850      |                          | SW     | EG   | WA   | 55                    | 36,4                          | -                      |
| 850      |                          | SW     | 1.OG | WA   | 55                    | 36,6                          | -                      |
| 850      |                          | SW     | 2.OG | WA   | 55                    | 36,8                          | -                      |
| 850      |                          | SW     | 3.OG | WA   | 55                    | 37,0                          | -                      |
| 851      |                          | SO     | EG   | WA   | 55                    | 34,0                          | -                      |
| 851      |                          | SO     | 1.OG | WA   | 55                    | 34,0                          | -                      |
| 851      |                          | SO     | 2.OG | WA   | 55                    | 34,1                          | -                      |
| 851      |                          | SO     | 3.OG | WA   | 55                    | 34,1                          | -                      |
| 852      |                          | NO     | EG   | WA   | 55                    | 17,6                          | -                      |
| 852      |                          | NO     | 1.OG | WA   | 55                    | 17,6                          | -                      |
| 852      |                          | NO     | 2.OG | WA   | 55                    | 17,7                          | -                      |
| 852      |                          | NO     | 3.OG | WA   | 55                    | 20,3                          | -                      |
| 853      |                          | NO     | EG   | WA   | 55                    | 19,1                          | -                      |
| 853      |                          | NO     | 1.OG | WA   | 55                    | 19,1                          | -                      |
| 853      |                          | NO     | 2.OG | WA   | 55                    | 19,1                          | -                      |
| 853      |                          | NO     | 3.OG | WA   | 55                    | 22,1                          | -                      |
| 854      |                          | NO     | EG   | WA   | 55                    | 17,5                          | -                      |
| 854      |                          | NO     | 1.OG | WA   | 55                    | 17,5                          | -                      |

# Zuführungsgleis Köln Nippes

## Beurteilungspegel Rückbau Maste

### Tagzeitraum

| Lfd. Nr. | Punktname                | HFront | SW   | Nutz | Richtwert Tag [dB(A)] | Beurteilungspegel Tag [dB(A)] | Überschr. Tag in dB(A) |
|----------|--------------------------|--------|------|------|-----------------------|-------------------------------|------------------------|
| 1        | 2                        | 3      | 4    | 5    | 6                     | 8                             | 10                     |
| 854      | Longericher Straße 15-19 | NO     | 2.OG | WA   | 55                    | 17,5                          | -                      |
| 854      |                          | NO     | 3.OG | WA   | 55                    | 20,1                          | -                      |
| 855      | Longericher Straße 21-23 | SW     | EG   | WA   | 55                    | 35,8                          | -                      |
| 855      |                          | SW     | 1.OG | WA   | 55                    | 36,0                          | -                      |
| 855      |                          | SW     | 2.OG | WA   | 55                    | 36,0                          | -                      |
| 855      |                          | SW     | 3.OG | WA   | 55                    | 36,1                          | -                      |
| 855      |                          | SW     | 4.OG | WA   | 55                    | 36,1                          | -                      |
| 856      |                          | SW     | EG   | WA   | 55                    | 37,0                          | -                      |
| 856      |                          | SW     | 1.OG | WA   | 55                    | 37,1                          | -                      |
| 856      |                          | SW     | 2.OG | WA   | 55                    | 37,2                          | -                      |
| 856      |                          | SW     | 3.OG | WA   | 55                    | 37,2                          | -                      |
| 856      |                          | SW     | 4.OG | WA   | 55                    | 36,3                          | -                      |
| 857      |                          | NO     | EG   | WA   | 55                    | 19,0                          | -                      |
| 857      |                          | NO     | 1.OG | WA   | 55                    | 19,0                          | -                      |
| 857      |                          | NO     | 2.OG | WA   | 55                    | 19,0                          | -                      |
| 857      |                          | NO     | 3.OG | WA   | 55                    | 19,1                          | -                      |
| 857      |                          | NO     | 4.OG | WA   | 55                    | 22,5                          | -                      |
| 858      |                          | SO     | EG   | WA   | 55                    | 20,2                          | -                      |
| 858      |                          | SO     | 1.OG | WA   | 55                    | 22,2                          | -                      |
| 858      |                          | SO     | 2.OG | WA   | 55                    | 25,9                          | -                      |
| 858      |                          | SO     | 3.OG | WA   | 55                    | 32,6                          | -                      |
| 858      |                          | SO     | 4.OG | WA   | 55                    | 36,5                          | -                      |
| 859      |                          | NO     | EG   | WA   | 55                    | 19,2                          | -                      |
| 859      |                          | NO     | 1.OG | WA   | 55                    | 19,2                          | -                      |
| 859      |                          | NO     | 2.OG | WA   | 55                    | 19,2                          | -                      |
| 859      |                          | NO     | 3.OG | WA   | 55                    | 19,3                          | -                      |
| 859      |                          | NO     | 4.OG | WA   | 55                    | 22,8                          | -                      |
| 860      | Longericher Straße 25-29 | NW     | EG   | WA   | 55                    | 33,9                          | -                      |
| 860      |                          | NW     | 1.OG | WA   | 55                    | 34,0                          | -                      |
| 860      |                          | NW     | 2.OG | WA   | 55                    | 34,1                          | -                      |
| 860      |                          | NW     | 3.OG | WA   | 55                    | 34,2                          | -                      |
| 860      |                          | NW     | 4.OG | WA   | 55                    | 19,3                          | -                      |
| 861      |                          | NO     | EG   | WA   | 55                    | 16,0                          | -                      |
| 861      |                          | NO     | 1.OG | WA   | 55                    | 16,1                          | -                      |
| 861      |                          | NO     | 2.OG | WA   | 55                    | 16,1                          | -                      |
| 861      |                          | NO     | 3.OG | WA   | 55                    | 16,1                          | -                      |
| 861      |                          | NO     | 4.OG | WA   | 55                    | 19,5                          | -                      |
| 862      |                          | NO     | EG   | WA   | 55                    | 16,2                          | -                      |
| 862      |                          | NO     | 1.OG | WA   | 55                    | 16,2                          | -                      |
| 862      |                          | NO     | 2.OG | WA   | 55                    | 16,2                          | -                      |
| 862      |                          | NO     | 3.OG | WA   | 55                    | 16,3                          | -                      |
| 862      |                          | NO     | 4.OG | WA   | 55                    | 19,6                          | -                      |
| 863      |                          | NO     | EG   | WA   | 55                    | 16,5                          | -                      |
| 863      |                          | NO     | 1.OG | WA   | 55                    | 16,5                          | -                      |
| 863      |                          | NO     | 2.OG | WA   | 55                    | 16,5                          | -                      |
| 863      |                          | NO     | 3.OG | WA   | 55                    | 16,6                          | -                      |
| 863      |                          | NO     | 4.OG | WA   | 55                    | 19,9                          | -                      |
| 864      |                          | SW     | EG   | WA   | 55                    | 35,2                          | -                      |
| 864      |                          | SW     | 1.OG | WA   | 55                    | 35,4                          | -                      |
| 864      |                          | SW     | 2.OG | WA   | 55                    | 35,5                          | -                      |
| 864      |                          | SW     | 3.OG | WA   | 55                    | 35,6                          | -                      |
| 864      |                          | SW     | 4.OG | WA   | 55                    | 35,6                          | -                      |
| 865      |                          | SW     | EG   | WA   | 55                    | 35,5                          | -                      |
| 865      |                          | SW     | 1.OG | WA   | 55                    | 35,6                          | -                      |

# Zuführungsgleis Köln Nippes

## Beurteilungspegel Rückbau Maste

### Tagzeitraum

| Lfd. Nr. | Punktname                | HFront | SW   | Nutz | Richtwert Tag [dB(A)] | Beurteilungspegel Tag [dB(A)] | Überschr. Tag in dB(A) |
|----------|--------------------------|--------|------|------|-----------------------|-------------------------------|------------------------|
| 1        | 2                        | 3      | 4    | 5    | 6                     | 8                             | 10                     |
| 865      | Longericher Straße 25-29 | SW     | 2.OG | WA   | 55                    | 35,7                          | -                      |
| 865      |                          | SW     | 3.OG | WA   | 55                    | 35,7                          | -                      |
| 865      |                          | SW     | 4.OG | WA   | 55                    | 35,8                          | -                      |
| 866      |                          | SW     | EG   | WA   | 55                    | 35,7                          | -                      |
| 866      |                          | SW     | 1.OG | WA   | 55                    | 35,8                          | -                      |
| 866      |                          | SW     | 2.OG | WA   | 55                    | 35,9                          | -                      |
| 866      |                          | SW     | 3.OG | WA   | 55                    | 35,9                          | -                      |
| 866      |                          | SW     | 4.OG | WA   | 55                    | 35,9                          | -                      |
| 867      | Longericher Straße 31-35 | NO     | EG   | WA   | 55                    | 16,6                          | -                      |
| 867      |                          | NO     | 1.OG | WA   | 55                    | 16,6                          | -                      |
| 867      |                          | NO     | 2.OG | WA   | 55                    | 16,7                          | -                      |
| 867      |                          | NO     | 3.OG | WA   | 55                    | 19,5                          | -                      |
| 868      |                          | SO     | EG   | WA   | 55                    | 35,0                          | -                      |
| 868      |                          | SO     | 1.OG | WA   | 55                    | 35,1                          | -                      |
| 868      |                          | SO     | 2.OG | WA   | 55                    | 35,2                          | -                      |
| 868      |                          | SO     | 3.OG | WA   | 55                    | 35,3                          | -                      |
| 869      |                          | NO     | EG   | WA   | 55                    | 16,1                          | -                      |
| 869      |                          | NO     | 1.OG | WA   | 55                    | 16,1                          | -                      |
| 869      |                          | NO     | 2.OG | WA   | 55                    | 16,2                          | -                      |
| 869      |                          | NO     | 3.OG | WA   | 55                    | 19,1                          | -                      |
| 870      |                          | NO     | EG   | WA   | 55                    | 15,8                          | -                      |
| 870      |                          | NO     | 1.OG | WA   | 55                    | 15,8                          | -                      |
| 870      |                          | NO     | 2.OG | WA   | 55                    | 15,8                          | -                      |
| 870      |                          | NO     | 3.OG | WA   | 55                    | 18,9                          | -                      |
| 871      |                          | SW     | EG   | WA   | 55                    | 34,9                          | -                      |
| 871      |                          | SW     | 1.OG | WA   | 55                    | 35,0                          | -                      |
| 871      |                          | SW     | 2.OG | WA   | 55                    | 35,1                          | -                      |
| 871      |                          | SW     | 3.OG | WA   | 55                    | 35,2                          | -                      |
| 872      |                          | SW     | EG   | WA   | 55                    | 34,8                          | -                      |
| 872      |                          | SW     | 1.OG | WA   | 55                    | 34,9                          | -                      |
| 872      |                          | SW     | 2.OG | WA   | 55                    | 35,0                          | -                      |
| 872      |                          | SW     | 3.OG | WA   | 55                    | 35,1                          | -                      |
| 873      |                          | SW     | EG   | WA   | 55                    | 34,7                          | -                      |
| 873      |                          | SW     | 1.OG | WA   | 55                    | 34,8                          | -                      |
| 873      |                          | SW     | 2.OG | WA   | 55                    | 34,9                          | -                      |
| 873      |                          | SW     | 3.OG | WA   | 55                    | 35,0                          | -                      |
| 874      |                          | NW     | EG   | WA   | 55                    | 15,4                          | -                      |
| 874      |                          | NW     | 1.OG | WA   | 55                    | 15,4                          | -                      |
| 874      |                          | NW     | 2.OG | WA   | 55                    | 15,5                          | -                      |
| 874      |                          | NW     | 3.OG | WA   | 55                    | 18,6                          | -                      |
| 875      | Ludwigsburger Straße 1-5 | S      | EG   | WA   | 55                    | 45,9                          | -                      |
| 875      |                          | S      | 1.OG | WA   | 55                    | 47,2                          | -                      |
| 875      |                          | S      | 2.OG | WA   | 55                    | 47,8                          | -                      |
| 875      |                          | S      | 3.OG | WA   | 55                    | 48,7                          | -                      |
| 876      |                          | N      | EG   | WA   | 55                    | 44,7                          | -                      |
| 876      |                          | N      | 1.OG | WA   | 55                    | 44,9                          | -                      |
| 876      |                          | N      | 2.OG | WA   | 55                    | 45,1                          | -                      |
| 876      |                          | N      | 3.OG | WA   | 55                    | 45,3                          | -                      |
| 877      |                          | N      | EG   | WA   | 55                    | 41,7                          | -                      |
| 877      |                          | N      | 1.OG | WA   | 55                    | 42,6                          | -                      |
| 877      |                          | N      | 2.OG | WA   | 55                    | 43,5                          | -                      |
| 877      |                          | N      | 3.OG | WA   | 55                    | 44,2                          | -                      |
| 878      |                          | N      | EG   | WA   | 55                    | 45,2                          | -                      |
| 878      |                          | N      | 1.OG | WA   | 55                    | 45,6                          | -                      |

# Zuführungsgleis Köln Nippes

## Beurteilungspegel Rückbau Maste

### Tagzeitraum

| Lfd. Nr. | Punktname                  | HFront | SW   | Nutz | Richtwert Tag [dB(A)] | Beurteilungspegel Tag [dB(A)] | Überschr. Tag in dB(A) |
|----------|----------------------------|--------|------|------|-----------------------|-------------------------------|------------------------|
| 1        | 2                          | 3      | 4    | 5    | 6                     | 8                             | 10                     |
| 878      | Ludwigsburger Straße 1-5   | N      | 2.OG | WA   | 55                    | 46,0                          | -                      |
| 878      |                            | N      | 3.OG | WA   | 55                    | 46,5                          | -                      |
| 879      |                            | S      | EG   | WA   | 55                    | 47,5                          | -                      |
| 879      |                            | S      | 1.OG | WA   | 55                    | 47,9                          | -                      |
| 879      |                            | S      | 2.OG | WA   | 55                    | 48,2                          | -                      |
| 879      |                            | S      | 3.OG | WA   | 55                    | 48,8                          | -                      |
| 880      |                            | W      | EG   | WA   | 55                    | 28,2                          | -                      |
| 880      |                            | W      | 1.OG | WA   | 55                    | 28,3                          | -                      |
| 880      |                            | W      | 2.OG | WA   | 55                    | 28,3                          | -                      |
| 880      |                            | W      | 3.OG | WA   | 55                    | 29,7                          | -                      |
| 881      |                            | S      | EG   | WA   | 55                    | 47,3                          | -                      |
| 881      |                            | S      | 1.OG | WA   | 55                    | 47,8                          | -                      |
| 881      |                            | S      | 2.OG | WA   | 55                    | 48,2                          | -                      |
| 881      |                            | S      | 3.OG | WA   | 55                    | 48,8                          | -                      |
| 882      | Ludwigsburger Straße 2     | N      | EG   | MI   | 60                    | 27,1                          | -                      |
| 882      |                            | N      | 1.OG | MI   | 60                    | 27,4                          | -                      |
| 883      |                            | S      | EG   | MI   | 60                    | 46,3                          | -                      |
| 883      |                            | S      | 1.OG | MI   | 60                    | 46,6                          | -                      |
| 884      | Mauenheimer Straße 142-144 | N      | EG   | WA   | 55                    | 19,6                          | -                      |
| 884      |                            | N      | 1.OG | WA   | 55                    | 19,6                          | -                      |
| 885      |                            | N      | EG   | WA   | 55                    | 19,7                          | -                      |
| 885      |                            | N      | 1.OG | WA   | 55                    | 19,7                          | -                      |
| 886      |                            | S      | EG   | WA   | 55                    | 21,5                          | -                      |
| 886      |                            | S      | 1.OG | WA   | 55                    | 23,9                          | -                      |
| 887      |                            | S      | EG   | WA   | 55                    | 22,6                          | -                      |
| 887      |                            | S      | 1.OG | WA   | 55                    | 24,6                          | -                      |
| 888      |                            | O      | EG   | WA   | 55                    | 19,7                          | -                      |
| 888      |                            | O      | 1.OG | WA   | 55                    | 19,7                          | -                      |
| 889      | Mauenheimer Straße 146-148 | N      | EG   | WA   | 55                    | 19,8                          | -                      |
| 889      |                            | N      | 1.OG | WA   | 55                    | 19,8                          | -                      |
| 890      |                            | S      | EG   | WA   | 55                    | 21,3                          | -                      |
| 890      |                            | S      | 1.OG | WA   | 55                    | 23,6                          | -                      |
| 891      |                            | S      | EG   | WA   | 55                    | 22,0                          | -                      |
| 891      |                            | S      | 1.OG | WA   | 55                    | 23,4                          | -                      |
| 892      |                            | N      | EG   | WA   | 55                    | 19,8                          | -                      |
| 892      |                            | N      | 1.OG | WA   | 55                    | 19,8                          | -                      |
| 893      | Mauenheimer Straße 150     | W      | EG   | WA   | 55                    | 23,2                          | -                      |
| 893      |                            | W      | 1.OG | WA   | 55                    | 25,6                          | -                      |
| 894      |                            | S      | EG   | WA   | 55                    | 23,3                          | -                      |
| 894      |                            | S      | 1.OG | WA   | 55                    | 25,9                          | -                      |
| 895      |                            | N      | EG   | WA   | 55                    | 19,9                          | -                      |
| 895      |                            | N      | 1.OG | WA   | 55                    | 19,9                          | -                      |
| 896      | Mauenheimer Straße 153-155 | O      | EG   | WA   | 55                    | 21,8                          | -                      |
| 896      |                            | O      | 1.OG | WA   | 55                    | 21,8                          | -                      |
| 896      |                            | O      | 2.OG | WA   | 55                    | 21,9                          | -                      |
| 896      |                            | O      | 3.OG | WA   | 55                    | 23,2                          | -                      |
| 896      |                            | O      | 4.OG | WA   | 55                    | 37,3                          | -                      |
| 897      |                            | S      | EG   | WA   | 55                    | 21,4                          | -                      |
| 897      |                            | S      | 1.OG | WA   | 55                    | 21,6                          | -                      |
| 897      |                            | S      | 2.OG | WA   | 55                    | 22,2                          | -                      |
| 897      |                            | S      | 3.OG | WA   | 55                    | 23,3                          | -                      |
| 897      |                            | S      | 4.OG | WA   | 55                    | 25,0                          | -                      |
| 898      |                            | S      | EG   | WA   | 55                    | 33,7                          | -                      |
| 898      |                            | S      | 1.OG | WA   | 55                    | 35,3                          | -                      |

# Zuführungsgleis Köln Nippes

## Beurteilungspegel Rückbau Maste

### Tagzeitraum

| Lfd. Nr. | Punktname                  | HFront | SW   | Nutz | Richtwert Tag [dB(A)] | Beurteilungspegel Tag [dB(A)] | Überschr. Tag in dB(A) |
|----------|----------------------------|--------|------|------|-----------------------|-------------------------------|------------------------|
| 1        | 2                          | 3      | 4    | 5    | 6                     | 8                             | 10                     |
| 898      | Mauenheimer Straße 153-155 | S      | 2.OG | WA   | 55                    | 36,4                          | -                      |
| 898      |                            | S      | 3.OG | WA   | 55                    | 37,1                          | -                      |
| 898      |                            | S      | 4.OG | WA   | 55                    | 37,3                          | -                      |
| 899      |                            | N      | EG   | WA   | 55                    | 20,5                          | -                      |
| 899      |                            | N      | 1.OG | WA   | 55                    | 20,5                          | -                      |
| 899      |                            | N      | 2.OG | WA   | 55                    | 20,5                          | -                      |
| 899      |                            | N      | 3.OG | WA   | 55                    | 21,8                          | -                      |
| 899      |                            | N      | 4.OG | WA   | 55                    | 37,5                          | -                      |
| 900      |                            | W      | EG   | WA   | 55                    | 33,9                          | -                      |
| 900      |                            | W      | 1.OG | WA   | 55                    | 35,3                          | -                      |
| 900      |                            | W      | 2.OG | WA   | 55                    | 36,3                          | -                      |
| 900      |                            | W      | 3.OG | WA   | 55                    | 36,9                          | -                      |
| 900      |                            | W      | 4.OG | WA   | 55                    | 37,4                          | -                      |
| 901      |                            | N      | EG   | WA   | 55                    | 26,8                          | -                      |
| 901      |                            | N      | 1.OG | WA   | 55                    | 29,3                          | -                      |
| 901      |                            | N      | 2.OG | WA   | 55                    | 20,4                          | -                      |
| 901      |                            | N      | 3.OG | WA   | 55                    | 20,5                          | -                      |
| 901      |                            | N      | 4.OG | WA   | 55                    | 26,7                          | -                      |
| 902      |                            | W      | EG   | WA   | 55                    | 25,8                          | -                      |
| 902      |                            | W      | 1.OG | WA   | 55                    | 23,6                          | -                      |
| 902      |                            | W      | 2.OG | WA   | 55                    | 21,8                          | -                      |
| 902      |                            | W      | 3.OG | WA   | 55                    | 26,5                          | -                      |
| 902      |                            | W      | 4.OG | WA   | 55                    | 36,6                          | -                      |
| 903      |                            | O      | EG   | WA   | 55                    | 20,3                          | -                      |
| 903      |                            | O      | 1.OG | WA   | 55                    | 20,3                          | -                      |
| 903      |                            | O      | 2.OG | WA   | 55                    | 20,3                          | -                      |
| 903      |                            | O      | 3.OG | WA   | 55                    | 21,3                          | -                      |
| 903      |                            | O      | 4.OG | WA   | 55                    | 32,6                          | -                      |
| 904      |                            | S      | EG   | WA   | 55                    | 27,2                          | -                      |
| 904      |                            | S      | 1.OG | WA   | 55                    | 28,3                          | -                      |
| 904      |                            | S      | 2.OG | WA   | 55                    | 29,2                          | -                      |
| 904      |                            | S      | 3.OG | WA   | 55                    | 31,2                          | -                      |
| 904      |                            | S      | 4.OG | WA   | 55                    | 32,5                          | -                      |
| 905      |                            | N      | EG   | WA   | 55                    | 24,9                          | -                      |
| 905      |                            | N      | 1.OG | WA   | 55                    | 20,2                          | -                      |
| 905      |                            | N      | 2.OG | WA   | 55                    | 20,2                          | -                      |
| 905      |                            | N      | 3.OG | WA   | 55                    | 21,3                          | -                      |
| 905      |                            | N      | 4.OG | WA   | 55                    | 36,2                          | -                      |
| 906      | Neue Kempner Str. 193      | O      | EG   | WA   | 55                    | 33,9                          | -                      |
| 906      |                            | O      | 1.OG | WA   | 55                    | 34,4                          | -                      |
| 906      |                            | O      | 2.OG | WA   | 55                    | 34,5                          | -                      |
| 907      |                            | O      | EG   | WA   | 55                    | 33,9                          | -                      |
| 907      |                            | O      | 1.OG | WA   | 55                    | 34,4                          | -                      |
| 907      |                            | O      | 2.OG | WA   | 55                    | 34,6                          | -                      |
| 908      |                            | N      | EG   | WA   | 55                    | 17,4                          | -                      |
| 908      |                            | N      | 1.OG | WA   | 55                    | 17,6                          | -                      |
| 908      |                            | N      | 2.OG | WA   | 55                    | 17,6                          | -                      |
| 909      |                            | W      | EG   | WA   | 55                    | 17,4                          | -                      |
| 909      |                            | W      | 1.OG | WA   | 55                    | 17,5                          | -                      |
| 909      |                            | W      | 2.OG | WA   | 55                    | 17,5                          | -                      |
| 910      |                            | W      | EG   | WA   | 55                    | 17,3                          | -                      |
| 910      |                            | W      | 1.OG | WA   | 55                    | 17,5                          | -                      |
| 910      |                            | W      | 2.OG | WA   | 55                    | 17,5                          | -                      |
| 911      | Neue Kempner Str. 195      | O      | EG   | WA   | 55                    | 33,9                          | -                      |

# Zuführungsgleis Köln Nippes

## Beurteilungspegel Rückbau Maste

### Tagzeitraum

| Lfd. Nr. | Punktname             | HFront | SW   | Nutz | Richtwert Tag [dB(A)] | Beurteilungspegel Tag [dB(A)] | Überschr. Tag in dB(A) |
|----------|-----------------------|--------|------|------|-----------------------|-------------------------------|------------------------|
| 1        | 2                     | 3      | 4    | 5    | 6                     | 8                             | 10                     |
| 911      | Neue Kempner Str. 195 | O      | 1.OG | WA   | 55                    | 34,5                          | -                      |
| 911      |                       | O      | 2.OG | WA   | 55                    | 34,7                          | -                      |
| 912      |                       | O      | EG   | WA   | 55                    | 34,7                          | -                      |
| 912      |                       | O      | 1.OG | WA   | 55                    | 34,9                          | -                      |
| 912      |                       | O      | 2.OG | WA   | 55                    | 34,9                          | -                      |
| 913      |                       | W      | EG   | WA   | 55                    | 17,5                          | -                      |
| 913      |                       | W      | 1.OG | WA   | 55                    | 17,6                          | -                      |
| 913      |                       | W      | 2.OG | WA   | 55                    | 17,6                          | -                      |
| 914      |                       | W      | EG   | WA   | 55                    | 17,7                          | -                      |
| 914      |                       | W      | 1.OG | WA   | 55                    | 17,7                          | -                      |
| 914      |                       | W      | 2.OG | WA   | 55                    | 17,7                          | -                      |
| 915      | Neue Kempner Str. 197 | O      | EG   | WA   | 55                    | 34,8                          | -                      |
| 915      |                       | O      | 1.OG | WA   | 55                    | 35,0                          | -                      |
| 915      |                       | O      | 2.OG | WA   | 55                    | 35,1                          | -                      |
| 916      |                       | O      | EG   | WA   | 55                    | 34,8                          | -                      |
| 916      |                       | O      | 1.OG | WA   | 55                    | 35,0                          | -                      |
| 916      |                       | O      | 2.OG | WA   | 55                    | 35,1                          | -                      |
| 917      |                       | W      | EG   | WA   | 55                    | 17,8                          | -                      |
| 917      |                       | W      | 1.OG | WA   | 55                    | 17,9                          | -                      |
| 917      |                       | W      | 2.OG | WA   | 55                    | 17,9                          | -                      |
| 918      |                       | W      | EG   | WA   | 55                    | 17,9                          | -                      |
| 918      |                       | W      | 1.OG | WA   | 55                    | 18,0                          | -                      |
| 918      |                       | W      | 2.OG | WA   | 55                    | 18,0                          | -                      |
| 919      | Neue Kempner Str. 199 | NW     | EG   | WA   | 55                    | 18,0                          | -                      |
| 919      |                       | NW     | 1.OG | WA   | 55                    | 18,1                          | -                      |
| 919      |                       | NW     | 2.OG | WA   | 55                    | 18,1                          | -                      |
| 920      |                       | SO     | EG   | WA   | 55                    | 32,1                          | -                      |
| 920      |                       | SO     | 1.OG | WA   | 55                    | 33,4                          | -                      |
| 920      |                       | SO     | 2.OG | WA   | 55                    | 34,3                          | -                      |
| 921      |                       | SO     | EG   | WA   | 55                    | 31,5                          | -                      |
| 921      |                       | SO     | 1.OG | WA   | 55                    | 32,8                          | -                      |
| 921      |                       | SO     | 2.OG | WA   | 55                    | 33,8                          | -                      |
| 922      |                       | SW     | EG   | WA   | 55                    | 31,6                          | -                      |
| 922      |                       | SW     | 1.OG | WA   | 55                    | 32,9                          | -                      |
| 922      |                       | SW     | 2.OG | WA   | 55                    | 33,9                          | -                      |
| 923      | Neue Kempner Str. 201 | SW     | EG   | WA   | 55                    | 32,0                          | -                      |
| 923      |                       | SW     | 1.OG | WA   | 55                    | 33,1                          | -                      |
| 923      |                       | SW     | 2.OG | WA   | 55                    | 34,0                          | -                      |
| 924      |                       | SW     | EG   | WA   | 55                    | 32,3                          | -                      |
| 924      |                       | SW     | 1.OG | WA   | 55                    | 33,3                          | -                      |
| 924      |                       | SW     | 2.OG | WA   | 55                    | 34,1                          | -                      |
| 925      |                       | NO     | EG   | WA   | 55                    | 17,9                          | -                      |
| 925      |                       | NO     | 1.OG | WA   | 55                    | 17,9                          | -                      |
| 925      |                       | NO     | 2.OG | WA   | 55                    | 17,9                          | -                      |
| 926      |                       | NO     | EG   | WA   | 55                    | 18,0                          | -                      |
| 926      |                       | NO     | 1.OG | WA   | 55                    | 18,0                          | -                      |
| 926      |                       | NO     | 2.OG | WA   | 55                    | 18,0                          | -                      |
| 927      | Neue Kempner Str. 203 | NO     | EG   | WA   | 55                    | 17,8                          | -                      |
| 927      |                       | NO     | 1.OG | WA   | 55                    | 17,9                          | -                      |
| 927      |                       | NO     | 2.OG | WA   | 55                    | 17,9                          | -                      |
| 928      |                       | SW     | EG   | WA   | 55                    | 32,5                          | -                      |
| 928      |                       | SW     | 1.OG | WA   | 55                    | 33,4                          | -                      |
| 928      |                       | SW     | 2.OG | WA   | 55                    | 34,2                          | -                      |
| 929      |                       | NO     | EG   | WA   | 55                    | 17,7                          | -                      |

# Zuführungsgleis Köln Nippes

## Beurteilungspegel Rückbau Maste

### Tagzeitraum

| Lfd. Nr. | Punktname              | HFront | SW   | Nutz | Richtwert Tag [dB(A)] | Beurteilungspegel Tag [dB(A)] | Überschr. Tag in dB(A) |
|----------|------------------------|--------|------|------|-----------------------|-------------------------------|------------------------|
| 1        | 2                      | 3      | 4    | 5    | 6                     | 8                             | 10                     |
| 929      | Neue Kempner Str. 203  | NO     | 1.OG | WA   | 55                    | 17,8                          | -                      |
| 929      |                        | NO     | 2.OG | WA   | 55                    | 17,8                          | -                      |
| 930      |                        | SW     | EG   | WA   | 55                    | 32,7                          | -                      |
| 930      |                        | SW     | 1.OG | WA   | 55                    | 33,6                          | -                      |
| 930      |                        | SW     | 2.OG | WA   | 55                    | 34,2                          | -                      |
| 931      | Neue Kempner Str. 205  | SW     | EG   | WA   | 55                    | 32,9                          | -                      |
| 931      |                        | SW     | 1.OG | WA   | 55                    | 33,7                          | -                      |
| 931      |                        | SW     | 2.OG | WA   | 55                    | 34,3                          | -                      |
| 932      |                        | NW     | EG   | WA   | 55                    | 18,1                          | -                      |
| 932      |                        | NW     | 1.OG | WA   | 55                    | 18,6                          | -                      |
| 932      |                        | NW     | 2.OG | WA   | 55                    | 18,6                          | -                      |
| 933      |                        | SW     | EG   | WA   | 55                    | 33,1                          | -                      |
| 933      |                        | SW     | 1.OG | WA   | 55                    | 33,9                          | -                      |
| 933      |                        | SW     | 2.OG | WA   | 55                    | 34,4                          | -                      |
| 934      |                        | NO     | EG   | WA   | 55                    | 17,7                          | -                      |
| 934      |                        | NO     | 1.OG | WA   | 55                    | 17,7                          | -                      |
| 934      |                        | NO     | 2.OG | WA   | 55                    | 17,7                          | -                      |
| 935      |                        | NO     | EG   | WA   | 55                    | 17,6                          | -                      |
| 935      |                        | NO     | 1.OG | WA   | 55                    | 17,8                          | -                      |
| 935      |                        | NO     | 2.OG | WA   | 55                    | 17,8                          | -                      |
| 936      | Wagenhallenstr. 1      | W      | EG   | WA   | 55                    | 59,4                          | 4,4                    |
| 936      |                        | W      | 1.OG | WA   | 55                    | 60,3                          | 5,3                    |
| 936      |                        | W      | 2.OG | WA   | 55                    | 61,1                          | 6,1                    |
| 936      |                        | W      | 3.OG | WA   | 55                    | 62,1                          | 7,1                    |
| 937      |                        | N      | EG   | WA   | 55                    | 46,6                          | -                      |
| 937      |                        | N      | 1.OG | WA   | 55                    | 47,7                          | -                      |
| 937      |                        | N      | 2.OG | WA   | 55                    | 50,1                          | -                      |
| 937      |                        | N      | 3.OG | WA   | 55                    | 56,4                          | 1,4                    |
| 938      |                        | N      | EG   | WA   | 55                    | 47,3                          | -                      |
| 938      |                        | N      | 1.OG | WA   | 55                    | 48,2                          | -                      |
| 938      |                        | N      | 2.OG | WA   | 55                    | 48,9                          | -                      |
| 938      |                        | N      | 3.OG | WA   | 55                    | 55,2                          | 0,2                    |
| 939      |                        | O      | EG   | WA   | 55                    | 40,5                          | -                      |
| 939      |                        | O      | 1.OG | WA   | 55                    | 42,7                          | -                      |
| 939      |                        | O      | 2.OG | WA   | 55                    | 46,2                          | -                      |
| 939      |                        | O      | 3.OG | WA   | 55                    | 54,9                          | -                      |
| 940      |                        | S      | EG   | WA   | 55                    | 54,3                          | -                      |
| 940      |                        | S      | 1.OG | WA   | 55                    | 54,9                          | -                      |
| 940      |                        | S      | 2.OG | WA   | 55                    | 55,5                          | 0,5                    |
| 940      |                        | S      | 3.OG | WA   | 55                    | 58,2                          | 3,2                    |
| 941      |                        | S      | EG   | WA   | 55                    | 56,3                          | 1,3                    |
| 941      |                        | S      | 1.OG | WA   | 55                    | 57,1                          | 2,1                    |
| 941      |                        | S      | 2.OG | WA   | 55                    | 57,9                          | 2,9                    |
| 941      |                        | S      | 3.OG | WA   | 55                    | 60,1                          | 5,1                    |
| 942      | Werkstattstraße 92-92b | S      | EG   | WA   | 55                    | 47,8                          | -                      |
| 942      |                        | S      | 1.OG | WA   | 55                    | 48,3                          | -                      |
| 942      |                        | S      | 2.OG | WA   | 55                    | 48,8                          | -                      |
| 942      |                        | S      | 3.OG | WA   | 55                    | 49,2                          | -                      |
| 943      |                        | N      | EG   | WA   | 55                    | 37,2                          | -                      |
| 943      |                        | N      | 1.OG | WA   | 55                    | 37,8                          | -                      |
| 943      |                        | N      | 2.OG | WA   | 55                    | 38,7                          | -                      |
| 943      |                        | N      | 3.OG | WA   | 55                    | 39,1                          | -                      |
| 944      | Werkstattstr. 15       | W      | EG   | WA   | 55                    | 37,1                          | -                      |
| 944      |                        | W      | 1.OG | WA   | 55                    | 38,7                          | -                      |

# Zuführungsgleis Köln Nippes

## Beurteilungspegel Rückbau Maste

### Tagzeitraum

| Lfd. Nr. | Punktname        | HFront | SW   | Nutz | Richtwert Tag [dB(A)] | Beurteilungspegel Tag [dB(A)] | Überschr. Tag in dB(A) |
|----------|------------------|--------|------|------|-----------------------|-------------------------------|------------------------|
| 1        | 2                | 3      | 4    | 5    | 6                     | 8                             | 10                     |
| 944      | Werkstattstr. 15 | W      | 2.OG | WA   | 55                    | 40,9                          | -                      |
| 944      |                  | W      | 3.OG | WA   | 55                    | 42,7                          | -                      |
| 944      |                  | W      | 4.OG | WA   | 55                    | 44,1                          | -                      |
| 944      |                  | W      | 5.OG | WA   | 55                    | 47,1                          | -                      |
| 944      |                  | W      | 6.OG | WA   | 55                    | 47,4                          | -                      |
| 944      |                  | W      | 7.OG | WA   | 55                    | 47,8                          | -                      |
| 945      |                  | O      | EG   | WA   | 55                    | 30,6                          | -                      |
| 945      |                  | O      | 1.OG | WA   | 55                    | 30,8                          | -                      |
| 945      |                  | O      | 2.OG | WA   | 55                    | 31,1                          | -                      |
| 945      |                  | O      | 3.OG | WA   | 55                    | 29,1                          | -                      |
| 945      |                  | O      | 4.OG | WA   | 55                    | 29,2                          | -                      |
| 945      |                  | O      | 5.OG | WA   | 55                    | 29,2                          | -                      |
| 945      |                  | O      | 6.OG | WA   | 55                    | 29,2                          | -                      |
| 945      |                  | O      | 7.OG | WA   | 55                    | 30,8                          | -                      |
| 946      |                  | S      | EG   | WA   | 55                    | 31,0                          | -                      |
| 946      |                  | S      | 1.OG | WA   | 55                    | 31,4                          | -                      |
| 946      |                  | S      | 2.OG | WA   | 55                    | 32,7                          | -                      |
| 946      |                  | S      | 3.OG | WA   | 55                    | 29,1                          | -                      |
| 946      |                  | S      | 4.OG | WA   | 55                    | 29,3                          | -                      |
| 946      |                  | S      | 5.OG | WA   | 55                    | 29,3                          | -                      |
| 946      |                  | S      | 6.OG | WA   | 55                    | 29,3                          | -                      |
| 946      |                  | S      | 7.OG | WA   | 55                    | 30,9                          | -                      |
| 947      |                  | N      | EG   | WA   | 55                    | 37,0                          | -                      |
| 947      |                  | N      | 1.OG | WA   | 55                    | 38,5                          | -                      |
| 947      |                  | N      | 2.OG | WA   | 55                    | 40,2                          | -                      |
| 947      |                  | N      | 3.OG | WA   | 55                    | 42,5                          | -                      |
| 947      |                  | N      | 4.OG | WA   | 55                    | 43,9                          | -                      |
| 947      |                  | N      | 5.OG | WA   | 55                    | 45,2                          | -                      |
| 947      |                  | N      | 6.OG | WA   | 55                    | 47,4                          | -                      |
| 947      |                  | N      | 7.OG | WA   | 55                    | 47,8                          | -                      |
| 948      | Werkstattstr. 17 | S      | EG   | WA   | 55                    | 36,2                          | -                      |
| 948      |                  | S      | 1.OG | WA   | 55                    | 37,5                          | -                      |
| 948      |                  | S      | 2.OG | WA   | 55                    | 39,1                          | -                      |
| 948      |                  | S      | 3.OG | WA   | 55                    | 31,3                          | -                      |
| 948      |                  | S      | 4.OG | WA   | 55                    | 31,3                          | -                      |
| 948      |                  | S      | 5.OG | WA   | 55                    | 36,5                          | -                      |
| 949      |                  | O      | EG   | WA   | 55                    | 30,6                          | -                      |
| 949      |                  | O      | 1.OG | WA   | 55                    | 30,6                          | -                      |
| 949      |                  | O      | 2.OG | WA   | 55                    | 30,7                          | -                      |
| 949      |                  | O      | 3.OG | WA   | 55                    | 30,7                          | -                      |
| 949      |                  | O      | 4.OG | WA   | 55                    | 30,7                          | -                      |
| 949      |                  | O      | 5.OG | WA   | 55                    | 35,9                          | -                      |
| 950      |                  | N      | EG   | WA   | 55                    | 38,2                          | -                      |
| 950      |                  | N      | 1.OG | WA   | 55                    | 40,3                          | -                      |
| 950      |                  | N      | 2.OG | WA   | 55                    | 42,9                          | -                      |
| 950      |                  | N      | 3.OG | WA   | 55                    | 46,3                          | -                      |
| 950      |                  | N      | 4.OG | WA   | 55                    | 49,6                          | -                      |
| 950      |                  | N      | 5.OG | WA   | 55                    | 50,2                          | -                      |
| 951      | Werkstattstr. 19 | N      | EG   | WA   | 55                    | 41,0                          | -                      |
| 951      |                  | N      | 1.OG | WA   | 55                    | 43,4                          | -                      |
| 951      |                  | N      | 2.OG | WA   | 55                    | 46,0                          | -                      |
| 951      |                  | N      | 3.OG | WA   | 55                    | 48,3                          | -                      |
| 951      |                  | N      | 4.OG | WA   | 55                    | 50,8                          | -                      |
| 951      |                  | N      | 5.OG | WA   | 55                    | 51,3                          | -                      |

# Zuführungsgleis Köln Nippes

## Beurteilungspegel Rückbau Maste

### Tagzeitraum

| Lfd. Nr. | Punktname        | HFront | SW   | Nutz | Richtwert Tag [dB(A)] | Beurteilungspegel Tag [dB(A)] | Überschr. Tag in dB(A) |
|----------|------------------|--------|------|------|-----------------------|-------------------------------|------------------------|
| 1        | 2                | 3      | 4    | 5    | 6                     | 8                             | 10                     |
| 952      | Werkstattstr. 19 | W      | EG   | WA   | 55                    | 48,4                          | -                      |
| 952      |                  | W      | 1.OG | WA   | 55                    | 49,0                          | -                      |
| 952      |                  | W      | 2.OG | WA   | 55                    | 49,8                          | -                      |
| 952      |                  | W      | 3.OG | WA   | 55                    | 50,5                          | -                      |
| 952      |                  | W      | 4.OG | WA   | 55                    | 51,0                          | -                      |
| 952      |                  | W      | 5.OG | WA   | 55                    | 51,3                          | -                      |
| 953      |                  | S      | EG   | WA   | 55                    | 33,2                          | -                      |
| 953      |                  | S      | 1.OG | WA   | 55                    | 32,1                          | -                      |
| 953      |                  | S      | 2.OG | WA   | 55                    | 32,2                          | -                      |
| 953      |                  | S      | 3.OG | WA   | 55                    | 32,3                          | -                      |
| 953      |                  | S      | 4.OG | WA   | 55                    | 32,4                          | -                      |
| 953      |                  | S      | 5.OG | WA   | 55                    | 37,5                          | -                      |
| 954      | Werkstattstr. 21 | O      | EG   | WA   | 55                    | 34,6                          | -                      |
| 954      |                  | O      | 1.OG | WA   | 55                    | 35,5                          | -                      |
| 954      |                  | O      | 2.OG | WA   | 55                    | 38,1                          | -                      |
| 955      |                  | S      | EG   | WA   | 55                    | 37,2                          | -                      |
| 955      |                  | S      | 1.OG | WA   | 55                    | 38,6                          | -                      |
| 955      |                  | S      | 2.OG | WA   | 55                    | 40,7                          | -                      |
| 956      |                  | N      | EG   | WA   | 55                    | 49,3                          | -                      |
| 956      |                  | N      | 1.OG | WA   | 55                    | 49,9                          | -                      |
| 956      |                  | N      | 2.OG | WA   | 55                    | 50,6                          | -                      |
| 957      | Werkstattstr. 23 | S      | EG   | WA   | 55                    | 35,8                          | -                      |
| 957      |                  | S      | 1.OG | WA   | 55                    | 37,5                          | -                      |
| 957      |                  | S      | 2.OG | WA   | 55                    | 41,1                          | -                      |
| 958      |                  | N      | EG   | WA   | 55                    | 50,8                          | -                      |
| 958      |                  | N      | 1.OG | WA   | 55                    | 51,3                          | -                      |
| 958      |                  | N      | 2.OG | WA   | 55                    | 51,8                          | -                      |
| 959      | Werkstattstr. 25 | N      | EG   | WA   | 55                    | 51,3                          | -                      |
| 959      |                  | N      | 1.OG | WA   | 55                    | 51,8                          | -                      |
| 959      |                  | N      | 2.OG | WA   | 55                    | 52,5                          | -                      |
| 960      |                  | S      | EG   | WA   | 55                    | 36,1                          | -                      |
| 960      |                  | S      | 1.OG | WA   | 55                    | 37,9                          | -                      |
| 960      |                  | S      | 2.OG | WA   | 55                    | 41,4                          | -                      |
| 961      | Werkstattstr. 27 | N      | EG   | WA   | 55                    | 51,5                          | -                      |
| 961      |                  | N      | 1.OG | WA   | 55                    | 52,0                          | -                      |
| 961      |                  | N      | 2.OG | WA   | 55                    | 52,6                          | -                      |
| 962      |                  | S      | EG   | WA   | 55                    | 34,5                          | -                      |
| 962      |                  | S      | 1.OG | WA   | 55                    | 34,6                          | -                      |
| 962      |                  | S      | 2.OG | WA   | 55                    | 35,3                          | -                      |
| 963      | Werkstattstr. 29 | S      | EG   | WA   | 55                    | 36,5                          | -                      |
| 963      |                  | S      | 1.OG | WA   | 55                    | 37,4                          | -                      |
| 963      |                  | S      | 2.OG | WA   | 55                    | 39,2                          | -                      |
| 964      |                  | W      | EG   | WA   | 55                    | 50,6                          | -                      |
| 964      |                  | W      | 1.OG | WA   | 55                    | 51,4                          | -                      |
| 964      |                  | W      | 2.OG | WA   | 55                    | 52,2                          | -                      |
| 965      |                  | N      | EG   | WA   | 55                    | 51,7                          | -                      |
| 965      |                  | N      | 1.OG | WA   | 55                    | 52,3                          | -                      |
| 965      |                  | N      | 2.OG | WA   | 55                    | 52,9                          | -                      |
| 966      | Werkstattstr. 31 | O      | EG   | WA   | 55                    | 45,0                          | -                      |
| 966      |                  | O      | 1.OG | WA   | 55                    | 45,1                          | -                      |
| 966      |                  | O      | 2.OG | WA   | 55                    | 45,2                          | -                      |
| 967      |                  | S      | EG   | WA   | 55                    | 43,7                          | -                      |
| 967      |                  | S      | 1.OG | WA   | 55                    | 44,1                          | -                      |
| 967      |                  | S      | 2.OG | WA   | 55                    | 45,1                          | -                      |

# Zuführungsgleis Köln Nippes

## Beurteilungspegel Rückbau Maste

### Tagzeitraum

| Lfd. Nr. | Punktname        | HFront | SW   | Nutz | Richtwert Tag [dB(A)] | Beurteilungspegel Tag [dB(A)] | Überschr. Tag in dB(A) |
|----------|------------------|--------|------|------|-----------------------|-------------------------------|------------------------|
| 1        | 2                | 3      | 4    | 5    | 6                     | 8                             | 10                     |
| 968      | Werkstattstr. 31 | N      | EG   | WA   | 55                    | 52,3                          | -                      |
| 968      |                  | N      | 1.OG | WA   | 55                    | 53,0                          | -                      |
| 968      |                  | N      | 2.OG | WA   | 55                    | 53,7                          | -                      |
| 969      | Werkstattstr. 33 | N      | EG   | WA   | 55                    | 53,4                          | -                      |
| 969      |                  | N      | 1.OG | WA   | 55                    | 54,1                          | -                      |
| 969      |                  | N      | 2.OG | WA   | 55                    | 54,8                          | -                      |
| 970      |                  | S      | EG   | WA   | 55                    | 37,3                          | -                      |
| 970      |                  | S      | 1.OG | WA   | 55                    | 38,9                          | -                      |
| 970      |                  | S      | 2.OG | WA   | 55                    | 42,5                          | -                      |
| 971      | Werkstattstr. 35 | S      | EG   | WA   | 55                    | 36,7                          | -                      |
| 971      |                  | S      | 1.OG | WA   | 55                    | 37,2                          | -                      |
| 971      |                  | S      | 2.OG | WA   | 55                    | 39,2                          | -                      |
| 972      |                  | N      | EG   | WA   | 55                    | 53,6                          | -                      |
| 972      |                  | N      | 1.OG | WA   | 55                    | 54,3                          | -                      |
| 972      |                  | N      | 2.OG | WA   | 55                    | 55,1                          | 0,1                    |
| 973      | Werkstattstr. 37 | N      | EG   | WA   | 55                    | 53,7                          | -                      |
| 973      |                  | N      | 1.OG | WA   | 55                    | 54,6                          | -                      |
| 973      |                  | N      | 2.OG | WA   | 55                    | 55,5                          | 0,5                    |
| 974      |                  | S      | EG   | WA   | 55                    | 36,7                          | -                      |
| 974      |                  | S      | 1.OG | WA   | 55                    | 36,9                          | -                      |
| 974      |                  | S      | 2.OG | WA   | 55                    | 37,7                          | -                      |
| 975      | Werkstattstr. 39 | S      | EG   | WA   | 55                    | 36,9                          | -                      |
| 975      |                  | S      | 1.OG | WA   | 55                    | 37,1                          | -                      |
| 975      |                  | S      | 2.OG | WA   | 55                    | 37,8                          | -                      |
| 976      |                  | W      | EG   | WA   | 55                    | 52,4                          | -                      |
| 976      |                  | W      | 1.OG | WA   | 55                    | 53,5                          | -                      |
| 976      |                  | W      | 2.OG | WA   | 55                    | 54,5                          | -                      |
| 977      |                  | N      | EG   | WA   | 55                    | 53,9                          | -                      |
| 977      |                  | N      | 1.OG | WA   | 55                    | 54,9                          | -                      |
| 977      |                  | N      | 2.OG | WA   | 55                    | 55,8                          | 0,8                    |
| 978      | Werkstattstr. 41 | O      | EG   | WA   | 55                    | 50,5                          | -                      |
| 978      |                  | O      | 1.OG | WA   | 55                    | 51,3                          | -                      |
| 978      |                  | O      | 2.OG | WA   | 55                    | 52,4                          | -                      |
| 979      |                  | N      | EG   | WA   | 55                    | 51,7                          | -                      |
| 979      |                  | N      | 1.OG | WA   | 55                    | 52,4                          | -                      |
| 979      |                  | N      | 2.OG | WA   | 55                    | 53,1                          | -                      |
| 980      |                  | W      | EG   | WA   | 55                    | 41,8                          | -                      |
| 980      |                  | W      | 1.OG | WA   | 55                    | 42,2                          | -                      |
| 980      |                  | W      | 2.OG | WA   | 55                    | 42,9                          | -                      |
| 981      | Werkstattstr. 43 | W      | EG   | WA   | 55                    | 40,8                          | -                      |
| 981      |                  | W      | 1.OG | WA   | 55                    | 41,1                          | -                      |
| 981      |                  | W      | 2.OG | WA   | 55                    | 41,8                          | -                      |
| 982      |                  | O      | EG   | WA   | 55                    | 37,0                          | -                      |
| 982      |                  | O      | 1.OG | WA   | 55                    | 39,4                          | -                      |
| 982      |                  | O      | 2.OG | WA   | 55                    | 44,3                          | -                      |
| 983      | Werkstattstr. 45 | W      | EG   | WA   | 55                    | 39,8                          | -                      |
| 983      |                  | W      | 1.OG | WA   | 55                    | 40,1                          | -                      |
| 983      |                  | W      | 2.OG | WA   | 55                    | 40,8                          | -                      |
| 984      |                  | O      | EG   | WA   | 55                    | 35,8                          | -                      |
| 984      |                  | O      | 1.OG | WA   | 55                    | 38,9                          | -                      |
| 984      |                  | O      | 2.OG | WA   | 55                    | 43,7                          | -                      |
| 985      | Werkstattstr. 47 | W      | EG   | WA   | 55                    | 38,6                          | -                      |
| 985      |                  | W      | 1.OG | WA   | 55                    | 38,9                          | -                      |
| 985      |                  | W      | 2.OG | WA   | 55                    | 39,5                          | -                      |

# Zuführungsgleis Köln Nippes

## Beurteilungspegel Rückbau Maste

### Tagzeitraum

| Lfd. Nr. | Punktname        | HFront | SW   | Nutz | Richtwert Tag [dB(A)] | Beurteilungspegel Tag [dB(A)] | Überschr. Tag in dB(A) |
|----------|------------------|--------|------|------|-----------------------|-------------------------------|------------------------|
| 1        | 2                | 3      | 4    | 5    | 6                     | 8                             | 10                     |
| 986      | Werkstattstr. 47 | O      | EG   | WA   | 55                    | 36,2                          | -                      |
| 986      |                  | O      | 1.OG | WA   | 55                    | 39,3                          | -                      |
| 986      |                  | O      | 2.OG | WA   | 55                    | 43,9                          | -                      |
| 987      | Werkstattstr. 49 | W      | EG   | WA   | 55                    | 37,2                          | -                      |
| 987      |                  | W      | 1.OG | WA   | 55                    | 37,6                          | -                      |
| 987      |                  | W      | 2.OG | WA   | 55                    | 38,2                          | -                      |
| 988      |                  | O      | EG   | WA   | 55                    | 35,6                          | -                      |
| 988      |                  | O      | 1.OG | WA   | 55                    | 38,8                          | -                      |
| 988      |                  | O      | 2.OG | WA   | 55                    | 43,2                          | -                      |
| 989      | Werkstattstr. 51 | O      | EG   | WA   | 55                    | 36,0                          | -                      |
| 989      |                  | O      | 1.OG | WA   | 55                    | 39,2                          | -                      |
| 989      |                  | O      | 2.OG | WA   | 55                    | 43,3                          | -                      |
| 990      |                  | W      | EG   | WA   | 55                    | 36,6                          | -                      |
| 990      |                  | W      | 1.OG | WA   | 55                    | 37,0                          | -                      |
| 990      |                  | W      | 2.OG | WA   | 55                    | 37,5                          | -                      |
| 991      | Werkstattstr. 53 | O      | EG   | WA   | 55                    | 37,2                          | -                      |
| 991      |                  | O      | 1.OG | WA   | 55                    | 40,5                          | -                      |
| 991      |                  | O      | 2.OG | WA   | 55                    | 44,3                          | -                      |
| 992      |                  | S      | EG   | WA   | 55                    | 31,3                          | -                      |
| 992      |                  | S      | 1.OG | WA   | 55                    | 31,4                          | -                      |
| 992      |                  | S      | 2.OG | WA   | 55                    | 32,1                          | -                      |
| 993      |                  | W      | EG   | WA   | 55                    | 36,1                          | -                      |
| 993      |                  | W      | 1.OG | WA   | 55                    | 36,4                          | -                      |
| 993      |                  | W      | 2.OG | WA   | 55                    | 36,9                          | -                      |
| 994      |                  | N      | EG   | WA   | 55                    | 47,6                          | -                      |
| 994      | Werkstattstr. 55 | N      | 1.OG | WA   | 55                    | 48,4                          | -                      |
| 994      |                  | N      | 2.OG | WA   | 55                    | 49,5                          | -                      |
| 995      |                  | W      | EG   | WA   | 55                    | 36,7                          | -                      |
| 995      |                  | W      | 1.OG | WA   | 55                    | 38,9                          | -                      |
| 995      |                  | W      | 2.OG | WA   | 55                    | 42,3                          | -                      |
| 996      |                  | O      | EG   | WA   | 55                    | 44,1                          | -                      |
| 996      |                  | O      | 1.OG | WA   | 55                    | 44,1                          | -                      |
| 996      |                  | O      | 2.OG | WA   | 55                    | 44,1                          | -                      |
| 997      |                  | O      | EG   | WA   | 55                    | 43,9                          | -                      |
| 997      |                  | O      | 1.OG | WA   | 55                    | 43,9                          | -                      |
| 997      |                  | O      | 2.OG | WA   | 55                    | 43,9                          | -                      |
| 998      | Werkstattstr. 57 | W      | EG   | WA   | 55                    | 37,1                          | -                      |
| 998      |                  | W      | 1.OG | WA   | 55                    | 39,2                          | -                      |
| 998      |                  | W      | 2.OG | WA   | 55                    | 42,4                          | -                      |
| 999      |                  | O      | EG   | WA   | 55                    | 46,6                          | -                      |
| 999      | Werkstattstr. 59 | O      | 1.OG | WA   | 55                    | 46,8                          | -                      |
| 999      |                  | O      | 2.OG | WA   | 55                    | 46,9                          | -                      |
| 1000     |                  | W      | EG   | WA   | 55                    | 37,4                          | -                      |
| 1000     |                  | W      | 1.OG | WA   | 55                    | 39,4                          | -                      |
| 1000     |                  | W      | 2.OG | WA   | 55                    | 42,3                          | -                      |
| 1001     | Werkstattstr. 61 | W      | EG   | WA   | 55                    | 37,9                          | -                      |
| 1001     |                  | W      | 1.OG | WA   | 55                    | 39,7                          | -                      |
| 1001     |                  | W      | 2.OG | WA   | 55                    | 42,4                          | -                      |
| 1002     |                  | O      | EG   | WA   | 55                    | 43,9                          | -                      |
| 1002     |                  | O      | 1.OG | WA   | 55                    | 44,1                          | -                      |
| 1002     |                  | O      | 2.OG | WA   | 55                    | 44,5                          | -                      |
| 1003     | Werkstattstr. 63 | O      | EG   | WA   | 55                    | 43,9                          | -                      |
| 1003     |                  | O      | 1.OG | WA   | 55                    | 44,1                          | -                      |
| 1003     |                  | O      | 2.OG | WA   | 55                    | 44,5                          | -                      |

# Zuführungsgleis Köln Nippes

## Beurteilungspegel Rückbau Maste

### Tagzeitraum

| Lfd. Nr. | Punktname        | HFront | SW   | Nutz | Richtwert Tag [dB(A)] | Beurteilungspegel Tag [dB(A)] | Überschr. Tag in dB(A) |
|----------|------------------|--------|------|------|-----------------------|-------------------------------|------------------------|
| 1        | 2                | 3      | 4    | 5    | 6                     | 8                             | 10                     |
| 1004     | Werkstattstr. 63 | W      | EG   | WA   | 55                    | 37,9                          | -                      |
| 1004     |                  | W      | 1.OG | WA   | 55                    | 39,7                          | -                      |
| 1004     |                  | W      | 2.OG | WA   | 55                    | 42,2                          | -                      |
| 1005     | Werkstattstr. 65 | O      | EG   | WA   | 55                    | 42,6                          | -                      |
| 1005     |                  | O      | 1.OG | WA   | 55                    | 43,1                          | -                      |
| 1005     |                  | O      | 2.OG | WA   | 55                    | 43,6                          | -                      |
| 1006     |                  | W      | EG   | WA   | 55                    | 38,7                          | -                      |
| 1006     |                  | W      | 1.OG | WA   | 55                    | 40,2                          | -                      |
| 1006     |                  | W      | 2.OG | WA   | 55                    | 42,4                          | -                      |
| 1007     | Werkstattstr. 67 | W      | EG   | WA   | 55                    | 38,6                          | -                      |
| 1007     |                  | W      | 1.OG | WA   | 55                    | 40,1                          | -                      |
| 1007     |                  | W      | 2.OG | WA   | 55                    | 42,2                          | -                      |
| 1008     |                  | S      | EG   | WA   | 55                    | 31,6                          | -                      |
| 1008     |                  | S      | 1.OG | WA   | 55                    | 31,7                          | -                      |
| 1008     |                  | S      | 2.OG | WA   | 55                    | 32,3                          | -                      |
| 1009     |                  | O      | EG   | WA   | 55                    | 38,6                          | -                      |
| 1009     |                  | O      | 1.OG | WA   | 55                    | 41,1                          | -                      |
| 1009     |                  | O      | 2.OG | WA   | 55                    | 43,1                          | -                      |
| 1010     |                  | W      | EG   | WA   | 55                    | 37,1                          | -                      |
| 1010     | Werkstattstr. 69 | W      | 1.OG | WA   | 55                    | 39,0                          | -                      |
| 1010     |                  | W      | 2.OG | WA   | 55                    | 41,9                          | -                      |
| 1011     |                  | N      | EG   | WA   | 55                    | 45,3                          | -                      |
| 1011     |                  | N      | 1.OG | WA   | 55                    | 46,0                          | -                      |
| 1011     |                  | N      | 2.OG | WA   | 55                    | 47,4                          | -                      |
| 1012     |                  | O      | EG   | WA   | 55                    | 32,5                          | -                      |
| 1012     |                  | O      | 1.OG | WA   | 55                    | 33,2                          | -                      |
| 1012     |                  | O      | 2.OG | WA   | 55                    | 36,0                          | -                      |
| 1013     |                  | O      | EG   | WA   | 55                    | 32,4                          | -                      |
| 1013     |                  | O      | 1.OG | WA   | 55                    | 33,3                          | -                      |
| 1013     | Werkstattstr. 71 | O      | 2.OG | WA   | 55                    | 36,3                          | -                      |
| 1014     |                  | W      | EG   | WA   | 55                    | 37,5                          | -                      |
| 1014     |                  | W      | 1.OG | WA   | 55                    | 39,4                          | -                      |
| 1014     |                  | W      | 2.OG | WA   | 55                    | 42,0                          | -                      |
| 1015     |                  | O      | EG   | WA   | 55                    | 35,4                          | -                      |
| 1015     | Werkstattstr. 73 | O      | 1.OG | WA   | 55                    | 36,5                          | -                      |
| 1015     |                  | O      | 2.OG | WA   | 55                    | 38,8                          | -                      |
| 1016     |                  | W      | EG   | WA   | 55                    | 36,8                          | -                      |
| 1016     |                  | W      | 1.OG | WA   | 55                    | 38,8                          | -                      |
| 1016     |                  | W      | 2.OG | WA   | 55                    | 41,5                          | -                      |
| 1017     |                  | W      | EG   | WA   | 55                    | 36,8                          | -                      |
| 1017     | Werkstattstr. 75 | W      | 1.OG | WA   | 55                    | 38,7                          | -                      |
| 1017     |                  | W      | 2.OG | WA   | 55                    | 41,3                          | -                      |
| 1018     |                  | O      | EG   | WA   | 55                    | 35,4                          | -                      |
| 1018     |                  | O      | 1.OG | WA   | 55                    | 36,6                          | -                      |
| 1018     |                  | O      | 2.OG | WA   | 55                    | 38,9                          | -                      |
| 1019     |                  | W      | EG   | WA   | 55                    | 36,7                          | -                      |
| 1019     | Werkstattstr. 77 | W      | 1.OG | WA   | 55                    | 38,6                          | -                      |
| 1019     |                  | W      | 2.OG | WA   | 55                    | 41,0                          | -                      |
| 1020     |                  | O      | EG   | WA   | 55                    | 33,2                          | -                      |
| 1020     |                  | O      | 1.OG | WA   | 55                    | 35,0                          | -                      |
| 1020     |                  | O      | 2.OG | WA   | 55                    | 38,3                          | -                      |
| 1021     |                  | O      | EG   | WA   | 55                    | 33,1                          | -                      |
| 1021     | Werkstattstr. 79 | O      | 1.OG | WA   | 55                    | 34,9                          | -                      |
| 1021     |                  | O      | 2.OG | WA   | 55                    | 37,7                          | -                      |

# Zuführungsgleis Köln Nippes

## Beurteilungspegel Rückbau Maste

### Tagzeitraum

| Lfd. Nr. | Punktname        | HFront | SW   | Nutz | Richtwert Tag [dB(A)] | Beurteilungspegel Tag [dB(A)] | Überschr. Tag in dB(A) |
|----------|------------------|--------|------|------|-----------------------|-------------------------------|------------------------|
| 1        | 2                | 3      | 4    | 5    | 6                     | 8                             | 10                     |
| 1022     | Werkstattstr. 79 | W      | EG   | WA   | 55                    | 36,7                          | -                      |
| 1022     |                  | W      | 1.OG | WA   | 55                    | 38,5                          | -                      |
| 1022     |                  | W      | 2.OG | WA   | 55                    | 40,9                          | -                      |
| 1023     | Werkstattstr. 81 | O      | EG   | WA   | 55                    | 33,3                          | -                      |
| 1023     |                  | O      | 1.OG | WA   | 55                    | 35,2                          | -                      |
| 1023     |                  | O      | 2.OG | WA   | 55                    | 37,9                          | -                      |
| 1024     |                  | W      | EG   | WA   | 55                    | 36,7                          | -                      |
| 1024     |                  | W      | 1.OG | WA   | 55                    | 38,5                          | -                      |
| 1024     |                  | W      | 2.OG | WA   | 55                    | 40,7                          | -                      |
| 1025     | Werkstattstr. 83 | O      | EG   | WA   | 55                    | 31,8                          | -                      |
| 1025     |                  | O      | 1.OG | WA   | 55                    | 32,2                          | -                      |
| 1025     |                  | O      | 2.OG | WA   | 55                    | 33,0                          | -                      |
| 1026     |                  | N      | EG   | WA   | 55                    | 37,4                          | -                      |
| 1026     |                  | N      | 1.OG | WA   | 55                    | 39,3                          | -                      |
| 1026     |                  | N      | 2.OG | WA   | 55                    | 41,6                          | -                      |
| 1027     |                  | W      | EG   | WA   | 55                    | 39,0                          | -                      |
| 1027     |                  | W      | 1.OG | WA   | 55                    | 41,2                          | -                      |
| 1027     |                  | W      | 2.OG | WA   | 55                    | 43,6                          | -                      |
| 1028     | Werkstattstr. 85 | O      | EG   | WA   | 55                    | 31,6                          | -                      |
| 1028     |                  | O      | 1.OG | WA   | 55                    | 32,0                          | -                      |
| 1028     |                  | O      | 2.OG | WA   | 55                    | 32,9                          | -                      |
| 1029     |                  | W      | EG   | WA   | 55                    | 39,1                          | -                      |
| 1029     |                  | W      | 1.OG | WA   | 55                    | 41,3                          | -                      |
| 1029     |                  | W      | 2.OG | WA   | 55                    | 43,6                          | -                      |
| 1030     | Werkstattstr. 87 | O      | EG   | WA   | 55                    | 29,8                          | -                      |
| 1030     |                  | O      | 1.OG | WA   | 55                    | 29,8                          | -                      |
| 1030     |                  | O      | 2.OG | WA   | 55                    | 30,5                          | -                      |
| 1031     |                  | W      | EG   | WA   | 55                    | 39,2                          | -                      |
| 1031     |                  | W      | 1.OG | WA   | 55                    | 41,3                          | -                      |
| 1031     |                  | W      | 2.OG | WA   | 55                    | 43,5                          | -                      |
| 1032     | Werkstattstr. 89 | O      | EG   | WA   | 55                    | 29,6                          | -                      |
| 1032     |                  | O      | 1.OG | WA   | 55                    | 29,6                          | -                      |
| 1032     |                  | O      | 2.OG | WA   | 55                    | 30,3                          | -                      |
| 1033     |                  | W      | EG   | WA   | 55                    | 38,4                          | -                      |
| 1033     |                  | W      | 1.OG | WA   | 55                    | 40,7                          | -                      |
| 1033     |                  | W      | 2.OG | WA   | 55                    | 43,0                          | -                      |
| 1034     | Werkstattstr. 91 | W      | EG   | WA   | 55                    | 38,4                          | -                      |
| 1034     |                  | W      | 1.OG | WA   | 55                    | 40,7                          | -                      |
| 1034     |                  | W      | 2.OG | WA   | 55                    | 42,9                          | -                      |
| 1035     |                  | S      | EG   | WA   | 55                    | 29,7                          | -                      |
| 1035     |                  | S      | 1.OG | WA   | 55                    | 29,8                          | -                      |
| 1035     |                  | S      | 2.OG | WA   | 55                    | 30,4                          | -                      |
| 1036     |                  | O      | EG   | WA   | 55                    | 29,5                          | -                      |
| 1036     |                  | O      | 1.OG | WA   | 55                    | 29,5                          | -                      |
| 1036     |                  | O      | 2.OG | WA   | 55                    | 30,2                          | -                      |
| 1037     | Werkstattstr. 93 | N      | EG   | WA   | 55                    | 31,0                          | -                      |
| 1037     |                  | N      | 1.OG | WA   | 55                    | 32,1                          | -                      |
| 1037     |                  | N      | 2.OG | WA   | 55                    | 33,4                          | -                      |
| 1038     |                  | O      | EG   | WA   | 55                    | 29,2                          | -                      |
| 1038     |                  | O      | 1.OG | WA   | 55                    | 29,2                          | -                      |
| 1038     |                  | O      | 2.OG | WA   | 55                    | 29,2                          | -                      |
| 1039     |                  | W      | EG   | WA   | 55                    | 35,9                          | -                      |
| 1039     |                  | W      | 1.OG | WA   | 55                    | 37,9                          | -                      |
| 1039     |                  | W      | 2.OG | WA   | 55                    | 40,1                          | -                      |

# Zuführungsgleis Köln Nippes

## Beurteilungspegel Rückbau Maste

### Tagzeitraum

| Lfd. Nr. | Punktname         | HFront | SW   | Nutz | Richtwert Tag [dB(A)] | Beurteilungspegel Tag [dB(A)] | Überschr. Tag in dB(A) |
|----------|-------------------|--------|------|------|-----------------------|-------------------------------|------------------------|
| 1        | 2                 | 3      | 4    | 5    | 6                     | 8                             | 10                     |
| 1040     | Werkstattstr. 95  | W      | EG   | WA   | 55                    | 35,8                          | -                      |
| 1040     |                   | W      | 1.OG | WA   | 55                    | 37,8                          | -                      |
| 1040     |                   | W      | 2.OG | WA   | 55                    | 39,9                          | -                      |
| 1041     |                   | O      | EG   | WA   | 55                    | 29,0                          | -                      |
| 1041     |                   | O      | 1.OG | WA   | 55                    | 29,0                          | -                      |
| 1041     |                   | O      | 2.OG | WA   | 55                    | 29,1                          | -                      |
| 1042     | Werkstattstr. 97  | O      | EG   | WA   | 55                    | 28,9                          | -                      |
| 1042     |                   | O      | 1.OG | WA   | 55                    | 28,9                          | -                      |
| 1042     |                   | O      | 2.OG | WA   | 55                    | 29,5                          | -                      |
| 1043     |                   | W      | EG   | WA   | 55                    | 35,7                          | -                      |
| 1043     |                   | W      | 1.OG | WA   | 55                    | 37,6                          | -                      |
| 1043     |                   | W      | 2.OG | WA   | 55                    | 39,8                          | -                      |
| 1044     | Werkstattstr. 99  | O      | EG   | WA   | 55                    | 28,7                          | -                      |
| 1044     |                   | O      | 1.OG | WA   | 55                    | 28,7                          | -                      |
| 1044     |                   | O      | 2.OG | WA   | 55                    | 29,3                          | -                      |
| 1045     |                   | W      | EG   | WA   | 55                    | 35,7                          | -                      |
| 1045     |                   | W      | 1.OG | WA   | 55                    | 37,6                          | -                      |
| 1045     |                   | W      | 2.OG | WA   | 55                    | 39,7                          | -                      |
| 1046     | Werkstattstr. 101 | O      | EG   | WA   | 55                    | 28,6                          | -                      |
| 1046     |                   | O      | 1.OG | WA   | 55                    | 28,7                          | -                      |
| 1046     |                   | O      | 2.OG | WA   | 55                    | 29,3                          | -                      |
| 1047     |                   | S      | EG   | WA   | 55                    | 28,8                          | -                      |
| 1047     |                   | S      | 1.OG | WA   | 55                    | 28,9                          | -                      |
| 1047     |                   | S      | 2.OG | WA   | 55                    | 29,4                          | -                      |
| 1048     |                   | W      | EG   | WA   | 55                    | 33,0                          | -                      |
| 1048     |                   | W      | 1.OG | WA   | 55                    | 35,4                          | -                      |
| 1048     |                   | W      | 2.OG | WA   | 55                    | 38,5                          | -                      |
| 1049     | Werkstattstr. 103 | W      | EG   | WA   | 55                    | 32,2                          | -                      |
| 1049     |                   | W      | 1.OG | WA   | 55                    | 33,4                          | -                      |
| 1049     |                   | W      | 2.OG | WA   | 55                    | 34,5                          | -                      |
| 1050     |                   | N      | EG   | WA   | 55                    | 32,1                          | -                      |
| 1050     |                   | N      | 1.OG | WA   | 55                    | 33,3                          | -                      |
| 1050     |                   | N      | 2.OG | WA   | 55                    | 34,4                          | -                      |
| 1051     |                   | O      | EG   | WA   | 55                    | 30,7                          | -                      |
| 1051     |                   | O      | 1.OG | WA   | 55                    | 31,1                          | -                      |
| 1051     |                   | O      | 2.OG | WA   | 55                    | 31,3                          | -                      |
| 1052     | Werkstattstr. 105 | O      | EG   | WA   | 55                    | 30,6                          | -                      |
| 1052     |                   | O      | 1.OG | WA   | 55                    | 31,0                          | -                      |
| 1052     |                   | O      | 2.OG | WA   | 55                    | 31,2                          | -                      |
| 1053     |                   | W      | EG   | WA   | 55                    | 32,4                          | -                      |
| 1053     |                   | W      | 1.OG | WA   | 55                    | 33,5                          | -                      |
| 1053     |                   | W      | 2.OG | WA   | 55                    | 34,6                          | -                      |
| 1054     | Werkstattstr. 107 | O      | EG   | WA   | 55                    | 30,5                          | -                      |
| 1054     |                   | O      | 1.OG | WA   | 55                    | 30,9                          | -                      |
| 1054     |                   | O      | 2.OG | WA   | 55                    | 31,2                          | -                      |
| 1055     |                   | W      | EG   | WA   | 55                    | 32,8                          | -                      |
| 1055     |                   | W      | 1.OG | WA   | 55                    | 33,8                          | -                      |
| 1055     |                   | W      | 2.OG | WA   | 55                    | 36,0                          | -                      |
| 1056     | Werkstattstr. 109 | O      | EG   | WA   | 55                    | 29,0                          | -                      |
| 1056     |                   | O      | 1.OG | WA   | 55                    | 29,2                          | -                      |
| 1056     |                   | O      | 2.OG | WA   | 55                    | 29,4                          | -                      |
| 1057     |                   | W      | EG   | WA   | 55                    | 32,4                          | -                      |
| 1057     |                   | W      | 1.OG | WA   | 55                    | 33,6                          | -                      |
| 1057     |                   | W      | 2.OG | WA   | 55                    | 36,0                          | -                      |

# Zuführungsgleis Köln Nippes

## Beurteilungspegel Rückbau Maste

### Tagzeitraum

| Lfd. Nr. | Punktname               | HFront | SW   | Nutz | Richtwert Tag [dB(A)] | Beurteilungspegel Tag [dB(A)] | Überschr. Tag in dB(A) |
|----------|-------------------------|--------|------|------|-----------------------|-------------------------------|------------------------|
| 1        | 2                       | 3      | 4    | 5    | 6                     | 8                             | 10                     |
| 1058     | Werkstattstr. 111       | W      | EG   | WA   | 55                    | 32,5                          | -                      |
| 1058     |                         | W      | 1.OG | WA   | 55                    | 33,6                          | -                      |
| 1058     |                         | W      | 2.OG | WA   | 55                    | 36,2                          | -                      |
| 1059     |                         | S      | EG   | WA   | 55                    | 28,7                          | -                      |
| 1059     |                         | S      | 1.OG | WA   | 55                    | 28,7                          | -                      |
| 1059     |                         | S      | 2.OG | WA   | 55                    | 28,8                          | -                      |
| 1060     |                         | O      | EG   | WA   | 55                    | 29,0                          | -                      |
| 1060     |                         | O      | 1.OG | WA   | 55                    | 29,2                          | -                      |
| 1060     |                         | O      | 2.OG | WA   | 55                    | 29,5                          | -                      |
| 1061     | Werkstattstraße 26-30   | S      | EG   | WA   | 55                    | 32,4                          | -                      |
| 1061     |                         | S      | 1.OG | WA   | 55                    | 34,2                          | -                      |
| 1061     |                         | S      | 2.OG | WA   | 55                    | 36,1                          | -                      |
| 1062     |                         | O      | EG   | WA   | 55                    | 27,3                          | -                      |
| 1062     |                         | O      | 1.OG | WA   | 55                    | 27,3                          | -                      |
| 1062     |                         | O      | 2.OG | WA   | 55                    | 28,0                          | -                      |
| 1063     |                         | W      | EG   | WA   | 55                    | 34,9                          | -                      |
| 1063     |                         | W      | 1.OG | WA   | 55                    | 36,9                          | -                      |
| 1063     |                         | W      | 2.OG | WA   | 55                    | 39,5                          | -                      |
| 1064     |                         | N      | EG   | WA   | 55                    | 34,9                          | -                      |
| 1064     |                         | N      | 1.OG | WA   | 55                    | 36,2                          | -                      |
| 1064     |                         | N      | 2.OG | WA   | 55                    | 37,5                          | -                      |
| 1065     |                         | O      | EG   | WA   | 55                    | 28,4                          | -                      |
| 1065     |                         | O      | 1.OG | WA   | 55                    | 28,4                          | -                      |
| 1065     |                         | O      | 2.OG | WA   | 55                    | 29,1                          | -                      |
| 1066     |                         | W      | EG   | WA   | 55                    | 35,4                          | -                      |
| 1066     |                         | W      | 1.OG | WA   | 55                    | 37,4                          | -                      |
| 1066     |                         | W      | 2.OG | WA   | 55                    | 40,0                          | -                      |
| 1067     | Werkstattstraße 30a     | N      | EG   | WA   | 55                    | 38,2                          | -                      |
| 1067     |                         | N      | 1.OG | WA   | 55                    | 40,3                          | -                      |
| 1067     |                         | N      | 2.OG | WA   | 55                    | 42,8                          | -                      |
| 1067     |                         | N      | 3.OG | WA   | 55                    | 43,4                          | -                      |
| 1067     |                         | N      | 4.OG | WA   | 55                    | 43,8                          | -                      |
| 1067     |                         | N      | 5.OG | WA   | 55                    | 44,2                          | -                      |
| 1068     |                         | W      | EG   | WA   | 55                    | 37,0                          | -                      |
| 1068     |                         | W      | 1.OG | WA   | 55                    | 39,2                          | -                      |
| 1068     |                         | W      | 2.OG | WA   | 55                    | 42,1                          | -                      |
| 1068     |                         | W      | 3.OG | WA   | 55                    | 43,3                          | -                      |
| 1068     |                         | W      | 4.OG | WA   | 55                    | 44,0                          | -                      |
| 1068     |                         | W      | 5.OG | WA   | 55                    | 44,7                          | -                      |
| 1069     |                         | O      | EG   | WA   | 55                    | 26,7                          | -                      |
| 1069     |                         | O      | 1.OG | WA   | 55                    | 26,7                          | -                      |
| 1069     |                         | O      | 2.OG | WA   | 55                    | 26,8                          | -                      |
| 1069     |                         | O      | 3.OG | WA   | 55                    | 26,8                          | -                      |
| 1069     |                         | O      | 4.OG | WA   | 55                    | 26,8                          | -                      |
| 1069     |                         | O      | 5.OG | WA   | 55                    | 28,4                          | -                      |
| 1070     |                         | S      | EG   | WA   | 55                    | 30,8                          | -                      |
| 1070     |                         | S      | 1.OG | WA   | 55                    | 32,5                          | -                      |
| 1070     |                         | S      | 2.OG | WA   | 55                    | 35,0                          | -                      |
| 1070     |                         | S      | 3.OG | WA   | 55                    | 38,2                          | -                      |
| 1070     |                         | S      | 4.OG | WA   | 55                    | 39,2                          | -                      |
| 1070     |                         | S      | 5.OG | WA   | 55                    | 40,3                          | -                      |
| 1071     | Werkstattstraße 30b-30c | N      | EG   | WA   | 55                    | 35,1                          | -                      |
| 1071     |                         | N      | 1.OG | WA   | 55                    | 37,2                          | -                      |
| 1071     |                         | N      | 2.OG | WA   | 55                    | 39,7                          | -                      |

# Zuführungsgleis Köln Nippes

## Beurteilungspegel Rückbau Maste

### Tagzeitraum

| Lfd. Nr. | Punktname               | HFront | SW   | Nutz | Richtwert Tag [dB(A)] | Beurteilungspegel Tag [dB(A)] | Überschr. Tag in dB(A) |
|----------|-------------------------|--------|------|------|-----------------------|-------------------------------|------------------------|
| 1        | 2                       | 3      | 4    | 5    | 6                     | 8                             | 10                     |
| 1071     | Werkstattstraße 30b-30c | N      | 3.OG | WA   | 55                    | 40,9                          | -                      |
| 1072     |                         | O      | EG   | WA   | 55                    | 27,0                          | -                      |
| 1072     |                         | O      | 1.OG | WA   | 55                    | 27,0                          | -                      |
| 1072     |                         | O      | 2.OG | WA   | 55                    | 27,0                          | -                      |
| 1072     |                         | O      | 3.OG | WA   | 55                    | 27,1                          | -                      |
| 1073     |                         | W      | EG   | WA   | 55                    | 36,2                          | -                      |
| 1073     |                         | W      | 1.OG | WA   | 55                    | 38,6                          | -                      |
| 1073     |                         | W      | 2.OG | WA   | 55                    | 41,0                          | -                      |
| 1073     |                         | W      | 3.OG | WA   | 55                    | 42,0                          | -                      |
| 1074     |                         | W      | EG   | WA   | 55                    | 41,2                          | -                      |
| 1074     |                         | W      | 1.OG | WA   | 55                    | 42,4                          | -                      |
| 1074     |                         | W      | 2.OG | WA   | 55                    | 44,2                          | -                      |
| 1074     |                         | W      | 3.OG | WA   | 55                    | 44,8                          | -                      |
| 1075     |                         | O      | EG   | WA   | 55                    | 28,3                          | -                      |
| 1075     |                         | O      | 1.OG | WA   | 55                    | 28,3                          | -                      |
| 1075     |                         | O      | 2.OG | WA   | 55                    | 28,3                          | -                      |
| 1075     |                         | O      | 3.OG | WA   | 55                    | 28,3                          | -                      |
| 1076     | Werkstattstraße 32-38   | W      | EG   | WA   | 55                    | 36,3                          | -                      |
| 1076     |                         | W      | 1.OG | WA   | 55                    | 38,5                          | -                      |
| 1076     |                         | W      | 2.OG | WA   | 55                    | 41,3                          | -                      |
| 1077     |                         | W      | EG   | WA   | 55                    | 36,0                          | -                      |
| 1077     |                         | W      | 1.OG | WA   | 55                    | 38,1                          | -                      |
| 1077     |                         | W      | 2.OG | WA   | 55                    | 40,9                          | -                      |
| 1078     |                         | W      | EG   | WA   | 55                    | 36,1                          | -                      |
| 1078     |                         | W      | 1.OG | WA   | 55                    | 38,3                          | -                      |
| 1078     |                         | W      | 2.OG | WA   | 55                    | 41,4                          | -                      |
| 1079     |                         | W      | EG   | WA   | 55                    | 35,5                          | -                      |
| 1079     |                         | W      | 1.OG | WA   | 55                    | 37,6                          | -                      |
| 1079     |                         | W      | 2.OG | WA   | 55                    | 40,4                          | -                      |
| 1080     |                         | S      | EG   | WA   | 55                    | 35,2                          | -                      |
| 1080     |                         | S      | 1.OG | WA   | 55                    | 36,8                          | -                      |
| 1080     |                         | S      | 2.OG | WA   | 55                    | 38,8                          | -                      |
| 1081     |                         | W      | EG   | WA   | 55                    | 35,8                          | -                      |
| 1081     |                         | W      | 1.OG | WA   | 55                    | 37,9                          | -                      |
| 1081     |                         | W      | 2.OG | WA   | 55                    | 40,6                          | -                      |
| 1082     |                         | W      | EG   | WA   | 55                    | 33,0                          | -                      |
| 1082     |                         | W      | 1.OG | WA   | 55                    | 35,0                          | -                      |
| 1082     |                         | W      | 2.OG | WA   | 55                    | 37,4                          | -                      |
| 1083     |                         | N      | EG   | WA   | 55                    | 36,8                          | -                      |
| 1083     |                         | N      | 1.OG | WA   | 55                    | 39,1                          | -                      |
| 1083     |                         | N      | 2.OG | WA   | 55                    | 40,9                          | -                      |
| 1084     |                         | O      | EG   | WA   | 55                    | 35,6                          | -                      |
| 1084     |                         | O      | 1.OG | WA   | 55                    | 37,6                          | -                      |
| 1084     |                         | O      | 2.OG | WA   | 55                    | 38,3                          | -                      |
| 1085     |                         | W      | EG   | WA   | 55                    | 36,0                          | -                      |
| 1085     |                         | W      | 1.OG | WA   | 55                    | 37,5                          | -                      |
| 1085     |                         | W      | 2.OG | WA   | 55                    | 39,3                          | -                      |
| 1086     |                         | W      | EG   | WA   | 55                    | 36,6                          | -                      |
| 1086     |                         | W      | 1.OG | WA   | 55                    | 38,1                          | -                      |
| 1086     |                         | W      | 2.OG | WA   | 55                    | 40,0                          | -                      |
| 1087     |                         | O      | EG   | WA   | 55                    | 32,8                          | -                      |
| 1087     |                         | O      | 1.OG | WA   | 55                    | 33,7                          | -                      |
| 1087     |                         | O      | 2.OG | WA   | 55                    | 34,9                          | -                      |
| 1088     |                         | O      | EG   | WA   | 55                    | 30,8                          | -                      |

# Zuführungsgleis Köln Nippes

## Beurteilungspegel Rückbau Maste

### Tagzeitraum

| Lfd. Nr. | Punktname             | HFront | SW   | Nutz | Richtwert Tag [dB(A)] | Beurteilungspegel Tag [dB(A)] | Überschr. Tag in dB(A) |
|----------|-----------------------|--------|------|------|-----------------------|-------------------------------|------------------------|
| 1        | 2                     | 3      | 4    | 5    | 6                     | 8                             | 10                     |
| 1088     | Werkstattstraße 32-38 | O      | 1.OG | WA   | 55                    | 32,0                          | -                      |
| 1088     |                       | O      | 2.OG | WA   | 55                    | 33,7                          | -                      |
| 1089     |                       | O      | EG   | WA   | 55                    | 34,1                          | -                      |
| 1089     |                       | O      | 1.OG | WA   | 55                    | 35,9                          | -                      |
| 1089     |                       | O      | 2.OG | WA   | 55                    | 38,2                          | -                      |
| 1090     |                       | O      | EG   | WA   | 55                    | 33,7                          | -                      |
| 1090     |                       | O      | 1.OG | WA   | 55                    | 35,7                          | -                      |
| 1090     |                       | O      | 2.OG | WA   | 55                    | 38,2                          | -                      |
| 1091     |                       | O      | EG   | WA   | 55                    | 32,7                          | -                      |
| 1091     |                       | O      | 1.OG | WA   | 55                    | 33,5                          | -                      |
| 1091     |                       | O      | 2.OG | WA   | 55                    | 34,9                          | -                      |
| 1092     |                       | O      | EG   | WA   | 55                    | 31,9                          | -                      |
| 1092     |                       | O      | 1.OG | WA   | 55                    | 32,8                          | -                      |
| 1092     |                       | O      | 2.OG | WA   | 55                    | 34,4                          | -                      |
| 1093     |                       | O      | EG   | WA   | 55                    | 31,8                          | -                      |
| 1093     |                       | O      | 1.OG | WA   | 55                    | 32,8                          | -                      |
| 1093     |                       | O      | 2.OG | WA   | 55                    | 34,4                          | -                      |
| 1094     | Werkstattstraße 38a   | O      | EG   | WA   | 55                    | 32,9                          | -                      |
| 1094     |                       | O      | 1.OG | WA   | 55                    | 33,9                          | -                      |
| 1095     |                       | N      | EG   | WA   | 55                    | 36,7                          | -                      |
| 1095     |                       | N      | 1.OG | WA   | 55                    | 38,1                          | -                      |
| 1096     |                       | S      | EG   | WA   | 55                    | 33,1                          | -                      |
| 1096     |                       | S      | 1.OG | WA   | 55                    | 34,8                          | -                      |
| 1097     |                       | W      | EG   | WA   | 55                    | 34,1                          | -                      |
| 1097     |                       | W      | 1.OG | WA   | 55                    | 35,8                          | -                      |
| 1098     | Werkstattstraße 40-54 | S      | EG   | WA   | 55                    | 28,6                          | -                      |
| 1098     |                       | S      | 1.OG | WA   | 55                    | 28,6                          | -                      |
| 1098     |                       | S      | 2.OG | WA   | 55                    | 30,3                          | -                      |
| 1099     |                       | W      | EG   | WA   | 55                    | 38,2                          | -                      |
| 1099     |                       | W      | 1.OG | WA   | 55                    | 39,8                          | -                      |
| 1099     |                       | W      | 2.OG | WA   | 55                    | 41,6                          | -                      |
| 1100     |                       | W      | EG   | WA   | 55                    | 37,1                          | -                      |
| 1100     |                       | W      | 1.OG | WA   | 55                    | 39,1                          | -                      |
| 1100     |                       | W      | 2.OG | WA   | 55                    | 41,6                          | -                      |
| 1101     |                       | N      | EG   | WA   | 55                    | 33,0                          | -                      |
| 1101     |                       | N      | 1.OG | WA   | 55                    | 34,6                          | -                      |
| 1101     |                       | N      | 2.OG | WA   | 55                    | 37,2                          | -                      |
| 1102     |                       | N      | EG   | WA   | 55                    | 36,7                          | -                      |
| 1102     |                       | N      | 1.OG | WA   | 55                    | 37,9                          | -                      |
| 1102     |                       | N      | 2.OG | WA   | 55                    | 39,6                          | -                      |
| 1103     |                       | O      | EG   | WA   | 55                    | 34,4                          | -                      |
| 1103     |                       | O      | 1.OG | WA   | 55                    | 34,5                          | -                      |
| 1103     |                       | O      | 2.OG | WA   | 55                    | 35,8                          | -                      |
| 1104     |                       | O      | EG   | WA   | 55                    | 35,7                          | -                      |
| 1104     |                       | O      | 1.OG | WA   | 55                    | 37,3                          | -                      |
| 1104     |                       | O      | 2.OG | WA   | 55                    | 38,4                          | -                      |
| 1105     | Werkstattstraße 56-62 | O      | EG   | WA   | 55                    | 35,1                          | -                      |
| 1105     |                       | O      | 1.OG | WA   | 55                    | 36,3                          | -                      |
| 1105     |                       | O      | 2.OG | WA   | 55                    | 37,8                          | -                      |
| 1106     |                       | O      | EG   | WA   | 55                    | 36,0                          | -                      |
| 1106     |                       | O      | 1.OG | WA   | 55                    | 37,0                          | -                      |
| 1106     |                       | O      | 2.OG | WA   | 55                    | 38,5                          | -                      |
| 1107     |                       | O      | EG   | WA   | 55                    | 35,5                          | -                      |
| 1107     |                       | O      | 1.OG | WA   | 55                    | 36,6                          | -                      |

# Zuführungsgleis Köln Nippes

## Beurteilungspegel Rückbau Maste

### Tagzeitraum

| Lfd. Nr. | Punktname             | HFront | SW   | Nutz | Richtwert Tag [dB(A)] | Beurteilungspegel Tag [dB(A)] | Überschr. Tag in dB(A) |
|----------|-----------------------|--------|------|------|-----------------------|-------------------------------|------------------------|
| 1        | 2                     | 3      | 4    | 5    | 6                     | 8                             | 10                     |
| 1107     | Werkstattstraße 56-62 | O      | 2.OG | WA   | 55                    | 38,3                          | -                      |
| 1108     |                       | W      | EG   | WA   | 55                    | 37,8                          | -                      |
| 1108     |                       | W      | 1.OG | WA   | 55                    | 39,6                          | -                      |
| 1108     |                       | W      | 2.OG | WA   | 55                    | 42,0                          | -                      |
| 1109     |                       | S      | EG   | WA   | 55                    | 36,5                          | -                      |
| 1109     |                       | S      | 1.OG | WA   | 55                    | 38,2                          | -                      |
| 1109     |                       | S      | 2.OG | WA   | 55                    | 40,6                          | -                      |
| 1110     |                       | O      | EG   | WA   | 55                    | 34,2                          | -                      |
| 1110     |                       | O      | 1.OG | WA   | 55                    | 35,2                          | -                      |
| 1110     |                       | O      | 2.OG | WA   | 55                    | 36,5                          | -                      |
| 1111     |                       | W      | EG   | WA   | 55                    | 38,1                          | -                      |
| 1111     |                       | W      | 1.OG | WA   | 55                    | 39,8                          | -                      |
| 1111     |                       | W      | 2.OG | WA   | 55                    | 42,3                          | -                      |
| 1112     |                       | W      | EG   | WA   | 55                    | 48,3                          | -                      |
| 1112     |                       | W      | 1.OG | WA   | 55                    | 48,9                          | -                      |
| 1112     |                       | W      | 2.OG | WA   | 55                    | 49,5                          | -                      |
| 1113     |                       | N      | EG   | WA   | 55                    | 45,1                          | -                      |
| 1113     |                       | N      | 1.OG | WA   | 55                    | 45,5                          | -                      |
| 1113     |                       | N      | 2.OG | WA   | 55                    | 46,1                          | -                      |
| 1114     |                       | W      | EG   | WA   | 55                    | 45,6                          | -                      |
| 1114     |                       | W      | 1.OG | WA   | 55                    | 46,2                          | -                      |
| 1114     |                       | W      | 2.OG | WA   | 55                    | 47,0                          | -                      |
| 1115     | Werkstattstraße 64-74 | W      | EG   | WA   | 55                    | 38,7                          | -                      |
| 1115     |                       | W      | 1.OG | WA   | 55                    | 40,8                          | -                      |
| 1115     |                       | W      | 2.OG | WA   | 55                    | 43,7                          | -                      |
| 1116     |                       | W      | EG   | WA   | 55                    | 40,0                          | -                      |
| 1116     |                       | W      | 1.OG | WA   | 55                    | 42,0                          | -                      |
| 1116     |                       | W      | 2.OG | WA   | 55                    | 44,7                          | -                      |
| 1117     |                       | N      | EG   | WA   | 55                    | 37,0                          | -                      |
| 1117     |                       | N      | 1.OG | WA   | 55                    | 39,0                          | -                      |
| 1117     |                       | N      | 2.OG | WA   | 55                    | 41,3                          | -                      |
| 1118     |                       | S      | EG   | WA   | 55                    | 32,6                          | -                      |
| 1118     |                       | S      | 1.OG | WA   | 55                    | 32,7                          | -                      |
| 1118     |                       | S      | 2.OG | WA   | 55                    | 33,6                          | -                      |
| 1119     |                       | O      | EG   | WA   | 55                    | 37,0                          | -                      |
| 1119     |                       | O      | 1.OG | WA   | 55                    | 38,4                          | -                      |
| 1119     |                       | O      | 2.OG | WA   | 55                    | 40,2                          | -                      |
| 1120     |                       | N      | EG   | WA   | 55                    | 35,8                          | -                      |
| 1120     |                       | N      | 1.OG | WA   | 55                    | 36,9                          | -                      |
| 1120     |                       | N      | 2.OG | WA   | 55                    | 39,3                          | -                      |
| 1121     |                       | N      | EG   | WA   | 55                    | 37,4                          | -                      |
| 1121     |                       | N      | 1.OG | WA   | 55                    | 38,7                          | -                      |
| 1121     |                       | N      | 2.OG | WA   | 55                    | 40,3                          | -                      |
| 1122     |                       | N      | EG   | WA   | 55                    | 38,1                          | -                      |
| 1122     |                       | N      | 1.OG | WA   | 55                    | 39,9                          | -                      |
| 1122     |                       | N      | 2.OG | WA   | 55                    | 42,2                          | -                      |
| 1123     |                       | W      | EG   | WA   | 55                    | 38,7                          | -                      |
| 1123     |                       | W      | 1.OG | WA   | 55                    | 40,9                          | -                      |
| 1123     |                       | W      | 2.OG | WA   | 55                    | 44,1                          | -                      |
| 1124     |                       | W      | EG   | WA   | 55                    | 38,3                          | -                      |
| 1124     |                       | W      | 1.OG | WA   | 55                    | 40,6                          | -                      |
| 1124     |                       | W      | 2.OG | WA   | 55                    | 43,9                          | -                      |
| 1125     |                       | O      | EG   | WA   | 55                    | 37,5                          | -                      |
| 1125     |                       | O      | 1.OG | WA   | 55                    | 38,8                          | -                      |

# Zuführungsgleis Köln Nippes

## Beurteilungspegel Rückbau Maste

### Tagzeitraum

| Lfd. Nr. | Punktname             | HFront | SW   | Nutz | Richtwert Tag [dB(A)] | Beurteilungspegel Tag [dB(A)] | Überschr. Tag in dB(A) |
|----------|-----------------------|--------|------|------|-----------------------|-------------------------------|------------------------|
| 1        | 2                     | 3      | 4    | 5    | 6                     | 8                             | 10                     |
| 1125     | Werkstattstraße 64-74 | O      | 2.OG | WA   | 55                    | 40,3                          | -                      |
| 1126     |                       | O      | EG   | WA   | 55                    | 35,9                          | -                      |
| 1126     |                       | O      | 1.OG | WA   | 55                    | 37,1                          | -                      |
| 1126     |                       | O      | 2.OG | WA   | 55                    | 38,8                          | -                      |
| 1127     |                       | S      | EG   | WA   | 55                    | 31,9                          | -                      |
| 1127     |                       | S      | 1.OG | WA   | 55                    | 32,0                          | -                      |
| 1127     |                       | S      | 2.OG | WA   | 55                    | 32,9                          | -                      |
| 1128     |                       | S      | EG   | WA   | 55                    | 31,4                          | -                      |
| 1128     |                       | S      | 1.OG | WA   | 55                    | 31,4                          | -                      |
| 1128     |                       | S      | 2.OG | WA   | 55                    | 32,2                          | -                      |
| 1129     |                       | O      | EG   | WA   | 55                    | 35,4                          | -                      |
| 1129     |                       | O      | 1.OG | WA   | 55                    | 36,5                          | -                      |
| 1129     |                       | O      | 2.OG | WA   | 55                    | 37,9                          | -                      |
| 1130     | Werkstattstraße 76-78 | S      | EG   | WA   | 55                    | 51,0                          | -                      |
| 1130     |                       | S      | 1.OG | WA   | 55                    | 51,9                          | -                      |
| 1130     |                       | S      | 2.OG | WA   | 55                    | 52,9                          | -                      |
| 1131     |                       | W      | EG   | WA   | 55                    | 51,9                          | -                      |
| 1131     |                       | W      | 1.OG | WA   | 55                    | 52,8                          | -                      |
| 1131     |                       | W      | 2.OG | WA   | 55                    | 54,1                          | -                      |
| 1132     |                       | N      | EG   | WA   | 55                    | 36,4                          | -                      |
| 1132     |                       | N      | 1.OG | WA   | 55                    | 37,6                          | -                      |
| 1132     |                       | N      | 2.OG | WA   | 55                    | 41,7                          | -                      |
| 1133     |                       | O      | EG   | WA   | 55                    | 37,6                          | -                      |
| 1133     |                       | O      | 1.OG | WA   | 55                    | 38,9                          | -                      |
| 1133     |                       | O      | 2.OG | WA   | 55                    | 40,9                          | -                      |
| 1134     |                       | S      | EG   | WA   | 55                    | 49,6                          | -                      |
| 1134     |                       | S      | 1.OG | WA   | 55                    | 50,2                          | -                      |
| 1134     |                       | S      | 2.OG | WA   | 55                    | 50,9                          | -                      |
| 1135     |                       | N      | EG   | WA   | 55                    | 49,2                          | -                      |
| 1135     |                       | N      | 1.OG | WA   | 55                    | 49,5                          | -                      |
| 1135     |                       | N      | 2.OG | WA   | 55                    | 50,6                          | -                      |
| 1136     | Werkstattstraße 80-86 | W      | EG   | WA   | 55                    | 52,9                          | -                      |
| 1136     |                       | W      | 1.OG | WA   | 55                    | 53,5                          | -                      |
| 1136     |                       | W      | 2.OG | WA   | 55                    | 54,2                          | -                      |
| 1137     |                       | S      | EG   | WA   | 55                    | 37,1                          | -                      |
| 1137     |                       | S      | 1.OG | WA   | 55                    | 37,2                          | -                      |
| 1137     |                       | S      | 2.OG | WA   | 55                    | 39,3                          | -                      |
| 1138     |                       | O      | EG   | WA   | 55                    | 39,7                          | -                      |
| 1138     |                       | O      | 1.OG | WA   | 55                    | 41,1                          | -                      |
| 1138     |                       | O      | 2.OG | WA   | 55                    | 43,7                          | -                      |
| 1139     |                       | O      | EG   | WA   | 55                    | 40,0                          | -                      |
| 1139     |                       | O      | 1.OG | WA   | 55                    | 41,6                          | -                      |
| 1139     |                       | O      | 2.OG | WA   | 55                    | 44,4                          | -                      |
| 1140     |                       | W      | EG   | WA   | 55                    | 50,9                          | -                      |
| 1140     |                       | W      | 1.OG | WA   | 55                    | 51,6                          | -                      |
| 1140     |                       | W      | 2.OG | WA   | 55                    | 52,4                          | -                      |
| 1141     |                       | S      | EG   | WA   | 55                    | 36,0                          | -                      |
| 1141     |                       | S      | 1.OG | WA   | 55                    | 36,1                          | -                      |
| 1141     |                       | S      | 2.OG | WA   | 55                    | 37,8                          | -                      |
| 1142     |                       | O      | EG   | WA   | 55                    | 39,5                          | -                      |
| 1142     |                       | O      | 1.OG | WA   | 55                    | 40,9                          | -                      |
| 1142     |                       | O      | 2.OG | WA   | 55                    | 43,4                          | -                      |
| 1143     |                       | N      | EG   | WA   | 55                    | 39,9                          | -                      |
| 1143     |                       | N      | 1.OG | WA   | 55                    | 41,8                          | -                      |

# Zuführungsgleis Köln Nippes

## Beurteilungspegel Rückbau Maste

### Tagzeitraum

| Lfd. Nr. | Punktname              | HFront | SW   | Nutz | Richtwert Tag [dB(A)] | Beurteilungspegel Tag [dB(A)] | Überschr. Tag in dB(A) |
|----------|------------------------|--------|------|------|-----------------------|-------------------------------|------------------------|
| 1        | 2                      | 3      | 4    | 5    | 6                     | 8                             | 10                     |
| 1143     | Werkstattstraße 80-86  | N      | 2.OG | WA   | 55                    | 45,8                          | -                      |
| 1144     |                        | O      | EG   | WA   | 55                    | 39,7                          | -                      |
| 1144     |                        | O      | 1.OG | WA   | 55                    | 41,3                          | -                      |
| 1144     |                        | O      | 2.OG | WA   | 55                    | 44,1                          | -                      |
| 1145     |                        | N      | EG   | WA   | 55                    | 40,0                          | -                      |
| 1145     |                        | N      | 1.OG | WA   | 55                    | 41,9                          | -                      |
| 1145     |                        | N      | 2.OG | WA   | 55                    | 47,4                          | -                      |
| 1146     |                        | W      | EG   | WA   | 55                    | 53,5                          | -                      |
| 1146     |                        | W      | 1.OG | WA   | 55                    | 54,2                          | -                      |
| 1146     |                        | W      | 2.OG | WA   | 55                    | 55,0                          | -                      |
| 1147     |                        | W      | EG   | WA   | 55                    | 53,4                          | -                      |
| 1147     |                        | W      | 1.OG | WA   | 55                    | 54,0                          | -                      |
| 1147     |                        | W      | 2.OG | WA   | 55                    | 54,8                          | -                      |
| 1148     | Werkstattstraße 88-88c | N      | EG   | WA   | 55                    | 38,0                          | -                      |
| 1148     |                        | N      | 1.OG | WA   | 55                    | 39,2                          | -                      |
| 1148     |                        | N      | 2.OG | WA   | 55                    | 40,5                          | -                      |
| 1148     |                        | N      | 3.OG | WA   | 55                    | 43,3                          | -                      |
| 1149     |                        | S      | EG   | WA   | 55                    | 37,2                          | -                      |
| 1149     |                        | S      | 1.OG | WA   | 55                    | 38,8                          | -                      |
| 1149     |                        | S      | 2.OG | WA   | 55                    | 40,9                          | -                      |
| 1149     |                        | S      | 3.OG | WA   | 55                    | 43,1                          | -                      |
| 1150     |                        | O      | EG   | WA   | 55                    | 36,8                          | -                      |
| 1150     |                        | O      | 1.OG | WA   | 55                    | 38,5                          | -                      |
| 1150     |                        | O      | 2.OG | WA   | 55                    | 40,3                          | -                      |
| 1150     |                        | O      | 3.OG | WA   | 55                    | 41,7                          | -                      |
| 1151     | Werkstattstraße 90     | S      | EG   | WA   | 55                    | 37,1                          | -                      |
| 1151     |                        | S      | 1.OG | WA   | 55                    | 38,9                          | -                      |
| 1151     |                        | S      | 2.OG | WA   | 55                    | 41,1                          | -                      |
| 1151     |                        | S      | 3.OG | WA   | 55                    | 44,0                          | -                      |
| 1152     |                        | N      | EG   | WA   | 55                    | 39,3                          | -                      |
| 1152     |                        | N      | 1.OG | WA   | 55                    | 40,6                          | -                      |
| 1152     |                        | N      | 2.OG | WA   | 55                    | 42,0                          | -                      |
| 1152     |                        | N      | 3.OG | WA   | 55                    | 43,8                          | -                      |
| 1153     | Werkstattstraße 94-94b | W      | EG   | WA   | 55                    | 53,6                          | -                      |
| 1153     |                        | W      | 1.OG | WA   | 55                    | 53,8                          | -                      |
| 1153     |                        | W      | 2.OG | WA   | 55                    | 55,0                          | -                      |
| 1153     |                        | W      | 3.OG | WA   | 55                    | 55,8                          | 0,8                    |
| 1154     |                        | S      | EG   | WA   | 55                    | 49,0                          | -                      |
| 1154     |                        | S      | 1.OG | WA   | 55                    | 49,7                          | -                      |
| 1154     |                        | S      | 2.OG | WA   | 55                    | 50,5                          | -                      |
| 1154     |                        | S      | 3.OG | WA   | 55                    | 51,3                          | -                      |
| 1155     |                        | N      | EG   | WA   | 55                    | 46,3                          | -                      |
| 1155     |                        | N      | 1.OG | WA   | 55                    | 46,8                          | -                      |
| 1155     |                        | N      | 2.OG | WA   | 55                    | 50,1                          | -                      |
| 1155     |                        | N      | 3.OG | WA   | 55                    | 50,4                          | -                      |
| 1156     | Werkstattstraße 96-96c | W      | EG   | WA   | 55                    | 39,6                          | -                      |
| 1156     |                        | W      | 1.OG | WA   | 55                    | 41,1                          | -                      |
| 1156     |                        | W      | 2.OG | WA   | 55                    | 42,8                          | -                      |
| 1156     |                        | W      | 3.OG | WA   | 55                    | 45,9                          | -                      |
| 1157     |                        | O      | EG   | WA   | 55                    | 36,8                          | -                      |
| 1157     |                        | O      | 1.OG | WA   | 55                    | 38,3                          | -                      |
| 1157     |                        | O      | 2.OG | WA   | 55                    | 40,3                          | -                      |
| 1157     |                        | O      | 3.OG | WA   | 55                    | 42,3                          | -                      |
| 1158     |                        | S      | EG   | WA   | 55                    | 35,7                          | -                      |

# Zuführungsgleis Köln Nippes

## Beurteilungspegel Rückbau Maste

### Tagzeitraum

| Lfd. Nr. | Punktname                 | HFront | SW   | Nutz | Richtwert Tag [dB(A)] | Beurteilungspegel Tag [dB(A)] | Überschr. Tag in dB(A) |
|----------|---------------------------|--------|------|------|-----------------------|-------------------------------|------------------------|
| 1        | 2                         | 3      | 4    | 5    | 6                     | 8                             | 10                     |
| 1158     | Werkstattstraße 96-96c    | S      | 1.OG | WA   | 55                    | 36,7                          | -                      |
| 1158     |                           | S      | 2.OG | WA   | 55                    | 38,3                          | -                      |
| 1158     |                           | S      | 3.OG | WA   | 55                    | 41,1                          | -                      |
| 1159     | Werkstattstraße 98-100b   | N      | EG   | WA   | 55                    | 38,5                          | -                      |
| 1159     |                           | N      | 1.OG | WA   | 55                    | 39,8                          | -                      |
| 1159     |                           | N      | 2.OG | WA   | 55                    | 41,5                          | -                      |
| 1159     |                           | N      | 3.OG | WA   | 55                    | 44,6                          | -                      |
| 1160     |                           | W      | EG   | WA   | 55                    | 40,0                          | -                      |
| 1160     |                           | W      | 1.OG | WA   | 55                    | 41,5                          | -                      |
| 1160     |                           | W      | 2.OG | WA   | 55                    | 43,2                          | -                      |
| 1160     |                           | W      | 3.OG | WA   | 55                    | 46,2                          | -                      |
| 1161     |                           | O      | EG   | WA   | 55                    | 37,8                          | -                      |
| 1161     |                           | O      | 1.OG | WA   | 55                    | 39,3                          | -                      |
| 1161     |                           | O      | 2.OG | WA   | 55                    | 41,4                          | -                      |
| 1161     |                           | O      | 3.OG | WA   | 55                    | 43,5                          | -                      |
| 1162     | Werkstattstraße 100       | O      | EG   | WA   | 55                    | 31,4                          | -                      |
| 1162     |                           | O      | 1.OG | WA   | 55                    | 31,5                          | -                      |
| 1163     |                           | S      | EG   | WA   | 55                    | 33,0                          | -                      |
| 1163     |                           | S      | 1.OG | WA   | 55                    | 34,4                          | -                      |
| 1164     |                           | N      | EG   | WA   | 55                    | 48,2                          | -                      |
| 1164     |                           | N      | 1.OG | WA   | 55                    | 48,6                          | -                      |
| 1165     |                           | W      | EG   | WA   | 55                    | 35,6                          | -                      |
| 1165     |                           | W      | 1.OG | WA   | 55                    | 37,8                          | -                      |
| 1166     | Werkstattstraße 102 (EBA) | W      | EG   | MI   | 60                    | 55,9                          | -                      |
| 1166     |                           | W      | 1.OG | MI   | 60                    | 56,4                          | -                      |
| 1166     |                           | W      | 2.OG | MI   | 60                    | 58,6                          | -                      |
| 1166     |                           | W      | 3.OG | MI   | 60                    | 59,3                          | -                      |
| 1166     |                           | W      | 4.OG | MI   | 60                    | 60,0                          | -                      |
| 1167     |                           | S      | EG   | MI   | 60                    | 51,2                          | -                      |
| 1167     |                           | S      | 1.OG | MI   | 60                    | 51,9                          | -                      |
| 1167     |                           | S      | 2.OG | MI   | 60                    | 52,6                          | -                      |
| 1167     |                           | S      | 3.OG | MI   | 60                    | 53,2                          | -                      |
| 1167     |                           | S      | 4.OG | MI   | 60                    | 53,2                          | -                      |
| 1168     |                           | W      | EG   | MI   | 60                    | 61,2                          | 1,2                    |
| 1168     |                           | W      | 1.OG | MI   | 60                    | 64,4                          | 4,4                    |
| 1168     |                           | W      | 2.OG | MI   | 60                    | 65,8                          | 5,8                    |
| 1168     |                           | W      | 3.OG | MI   | 60                    | 65,7                          | 5,7                    |
| 1168     |                           | W      | 4.OG | MI   | 60                    | 65,5                          | 5,5                    |
| 1169     |                           | N      | EG   | MI   | 60                    | 62,0                          | 2,0                    |
| 1169     |                           | N      | 1.OG | MI   | 60                    | 63,8                          | 3,8                    |
| 1169     |                           | N      | 2.OG | MI   | 60                    | 66,5                          | 6,5                    |
| 1169     |                           | N      | 3.OG | MI   | 60                    | 66,5                          | 6,5                    |
| 1169     |                           | N      | 4.OG | MI   | 60                    | 66,4                          | 6,4                    |
| 1170     |                           | W      | EG   | MI   | 60                    | 58,4                          | -                      |
| 1170     |                           | W      | 1.OG | MI   | 60                    | 59,4                          | -                      |
| 1170     |                           | W      | 2.OG | MI   | 60                    | 62,6                          | 2,6                    |
| 1170     |                           | W      | 3.OG | MI   | 60                    | 62,7                          | 2,7                    |
| 1170     |                           | W      | 4.OG | MI   | 60                    | 62,7                          | 2,7                    |
| 1171     |                           | O      | EG   | MI   | 60                    | 38,8                          | -                      |
| 1171     |                           | O      | 1.OG | MI   | 60                    | 39,7                          | -                      |
| 1171     |                           | O      | 2.OG | MI   | 60                    | 40,7                          | -                      |
| 1171     |                           | O      | 3.OG | MI   | 60                    | 40,3                          | -                      |
| 1171     |                           | O      | 4.OG | MI   | 60                    | 41,7                          | -                      |
| 1172     |                           | N      | EG   | MI   | 60                    | 44,7                          | -                      |

# Zuführungsgleis Köln Nippes

## Beurteilungspegel Rückbau Maste

### Tagzeitraum

| Lfd. Nr. | Punktname                 | HFront | SW   | Nutz | Richtwert Tag [dB(A)] | Beurteilungspegel Tag [dB(A)] | Überschr. Tag in dB(A) |
|----------|---------------------------|--------|------|------|-----------------------|-------------------------------|------------------------|
| 1        | 2                         | 3      | 4    | 5    | 6                     | 8                             | 10                     |
| 1172     | Werkstattstraße 102 (EBA) | N      | 1.OG | MI   | 60                    | 59,4                          | -                      |
| 1172     |                           | N      | 2.OG | MI   | 60                    | 59,4                          | -                      |
| 1172     |                           | N      | 3.OG | MI   | 60                    | 59,4                          | -                      |
| 1172     |                           | N      | 4.OG | MI   | 60                    | 59,4                          | -                      |
| 1173     |                           | O      | EG   | MI   | 60                    | 39,4                          | -                      |
| 1173     |                           | O      | 1.OG | MI   | 60                    | 40,3                          | -                      |
| 1173     |                           | O      | 2.OG | MI   | 60                    | 40,6                          | -                      |
| 1173     |                           | O      | 3.OG | MI   | 60                    | 40,9                          | -                      |
| 1173     |                           | O      | 4.OG | MI   | 60                    | 41,4                          | -                      |
| 1174     |                           | O      | EG   | MI   | 60                    | 39,2                          | -                      |
| 1174     |                           | O      | 1.OG | MI   | 60                    | 39,8                          | -                      |
| 1174     |                           | O      | 2.OG | MI   | 60                    | 40,4                          | -                      |
| 1174     |                           | O      | 3.OG | MI   | 60                    | 41,3                          | -                      |
| 1174     |                           | O      | 4.OG | MI   | 60                    | 42,3                          | -                      |
| 1175     |                           | S      | EG   | MI   | 60                    | 39,1                          | -                      |
| 1175     |                           | S      | 1.OG | MI   | 60                    | 39,7                          | -                      |
| 1175     |                           | S      | 2.OG | MI   | 60                    | 39,3                          | -                      |
| 1175     |                           | S      | 3.OG | MI   | 60                    | 39,8                          | -                      |
| 1175     |                           | S      | 4.OG | MI   | 60                    | 41,4                          | -                      |
| 1176     |                           | O      | EG   | MI   | 60                    | 39,0                          | -                      |
| 1176     |                           | O      | 1.OG | MI   | 60                    | 39,9                          | -                      |
| 1176     |                           | O      | 2.OG | MI   | 60                    | 41,0                          | -                      |
| 1176     |                           | O      | 3.OG | MI   | 60                    | 42,1                          | -                      |
| 1176     |                           | O      | 4.OG | MI   | 60                    | 42,8                          | -                      |
| 1177     | Werkstattstraße 110-114   | O      | EG   | WA   | 55                    | 41,5                          | -                      |
| 1177     |                           | O      | 1.OG | WA   | 55                    | 42,5                          | -                      |
| 1177     |                           | O      | 2.OG | WA   | 55                    | 41,2                          | -                      |
| 1177     |                           | O      | 3.OG | WA   | 55                    | 29,8                          | -                      |
| 1178     |                           | N      | EG   | WA   | 55                    | 33,5                          | -                      |
| 1178     |                           | N      | 1.OG | WA   | 55                    | 33,8                          | -                      |
| 1178     |                           | N      | 2.OG | WA   | 55                    | 35,7                          | -                      |
| 1178     |                           | N      | 3.OG | WA   | 55                    | 38,3                          | -                      |
| 1179     |                           | S      | EG   | WA   | 55                    | 36,6                          | -                      |
| 1179     |                           | S      | 1.OG | WA   | 55                    | 38,0                          | -                      |
| 1179     |                           | S      | 2.OG | WA   | 55                    | 39,7                          | -                      |
| 1179     |                           | S      | 3.OG | WA   | 55                    | 41,1                          | -                      |
| 1180     |                           | W      | EG   | WA   | 55                    | 35,0                          | -                      |
| 1180     |                           | W      | 1.OG | WA   | 55                    | 36,7                          | -                      |
| 1180     |                           | W      | 2.OG | WA   | 55                    | 39,0                          | -                      |
| 1180     |                           | W      | 3.OG | WA   | 55                    | 41,5                          | -                      |
| 1181     | Werkstattstraße 116-118   | N      | EG   | WA   | 55                    | 35,8                          | -                      |
| 1181     |                           | N      | 1.OG | WA   | 55                    | 37,0                          | -                      |
| 1181     |                           | N      | 2.OG | WA   | 55                    | 39,5                          | -                      |
| 1181     |                           | N      | 3.OG | WA   | 55                    | 41,7                          | -                      |
| 1182     |                           | S      | EG   | WA   | 55                    | 36,1                          | -                      |
| 1182     |                           | S      | 1.OG | WA   | 55                    | 37,5                          | -                      |
| 1182     |                           | S      | 2.OG | WA   | 55                    | 39,3                          | -                      |
| 1182     |                           | S      | 3.OG | WA   | 55                    | 41,4                          | -                      |
| 1183     |                           | O      | EG   | WA   | 55                    | 33,0                          | -                      |
| 1183     |                           | O      | 1.OG | WA   | 55                    | 33,8                          | -                      |
| 1183     |                           | O      | 2.OG | WA   | 55                    | 34,7                          | -                      |
| 1183     |                           | O      | 3.OG | WA   | 55                    | 35,3                          | -                      |
| 1184     |                           | W      | EG   | WA   | 55                    | 37,0                          | -                      |
| 1184     |                           | W      | 1.OG | WA   | 55                    | 38,5                          | -                      |

# Zuführungsgleis Köln Nippes

## Beurteilungspegel Rückbau Maste

### Tagzeitraum

| Lfd.<br>Nr. | Punktname               | HFront | SW   | Nutz | Richtwert<br>Tag<br>[dB(A)] | Beurteilungspegel<br>Tag<br>[dB(A)] | Überschr.<br>Tag<br>in dB(A) |
|-------------|-------------------------|--------|------|------|-----------------------------|-------------------------------------|------------------------------|
| 1           | 2                       | 3      | 4    | 5    | 6                           | 8                                   | 10                           |
| 1184        | Werkstattstraße 116-118 | W      | 2.OG | WA   | 55                          | 40,5                                | -                            |
| 1184        |                         | W      | 3.OG | WA   | 55                          | 42,9                                | -                            |
| 1185        | Werkstattstraße 120     | W      | EG   | WA   | 55                          | 39,8                                | -                            |
| 1185        |                         | W      | 1.OG | WA   | 55                          | 41,1                                | -                            |
| 1185        |                         | W      | 2.OG | WA   | 55                          | 43,3                                | -                            |
| 1185        |                         | W      | 3.OG | WA   | 55                          | 45,7                                | -                            |
| 1185        |                         | W      | 4.OG | WA   | 55                          | 46,6                                | -                            |
| 1186        |                         | S      | EG   | WA   | 55                          | 36,0                                | -                            |
| 1186        |                         | S      | 1.OG | WA   | 55                          | 37,9                                | -                            |
| 1186        |                         | S      | 2.OG | WA   | 55                          | 40,6                                | -                            |
| 1186        |                         | S      | 3.OG | WA   | 55                          | 43,5                                | -                            |
| 1186        |                         | S      | 4.OG | WA   | 55                          | 44,9                                | -                            |
| 1187        |                         | O      | EG   | WA   | 55                          | 36,8                                | -                            |
| 1187        |                         | O      | 1.OG | WA   | 55                          | 37,5                                | -                            |
| 1187        |                         | O      | 2.OG | WA   | 55                          | 39,0                                | -                            |
| 1187        |                         | O      | 3.OG | WA   | 55                          | 41,3                                | -                            |
| 1187        |                         | O      | 4.OG | WA   | 55                          | 42,5                                | -                            |
| 1188        |                         | N      | EG   | WA   | 55                          | 46,2                                | -                            |
| 1188        |                         | N      | 1.OG | WA   | 55                          | 47,4                                | -                            |
| 1188        |                         | N      | 2.OG | WA   | 55                          | 49,3                                | -                            |
| 1188        |                         | N      | 3.OG | WA   | 55                          | 51,9                                | -                            |
| 1188        |                         | N      | 4.OG | WA   | 55                          | 52,2                                | -                            |