

SSS Calculation at NSR SS5

NSR	No. of Storey	Ground Level mPD	Hr	ASR	Result:	Leq, day	Leq, night	Leq, 24hr	Lmax
SS5	3	17.3	7.5	B	Launching / Arriving	47.5	45.1	44.1	49.5
					Noise criteria	65	55		85
					Status	OK	OK		OK

Launching / Arriving DAY Remark: plus 10log(2) is for converting of Leq(30min) to Leq(1hr).

Segment	Hor D m	Angle Deg	SEL 15m	SEL NSR	Leq NSR	Shield	Track Level mPD	Hb m	Dsb m	Dbr m	Hs m	D m	P m	A barrier	IL barrier	Wheel Squeal dB	At NSR, incl façade		Shadow zone?
																	Leq, day	Lmax NSR	
Track 1 Long Train	1	146	29.2	79.5	61.7	29.2	-	15	146			146.3	9.5	0.0	0.0	0	32.2	46.5	-
	2	146	58.4	79.5	64.8	32.2	-	15	146			146.3	9.5	0.0	0.0	0	35.2	49.5	-
	3	146	44.9	79.5	63.6	31.0	-	15	146			146.3	9.5	0.0	0.0	6	40.0	48.4	-
	4	119	9.3	79.5	57.7	25.1	-	15	119			119.4	9.4	0.0	0.0	6	34.1	42.6	-
Track 1 Short Train	1	146	29.2	76.5	58.7	26.2	-	15	146			146.3	9.5	0.0	0.0	0	29.2	43.5	-
	2	146	58.4	76.5	61.8	29.2	-	15	146			146.3	9.5	0.0	0.0	0	32.2	46.5	-
	3	146	44.9	76.5	60.6	28.0	-	15	146			146.3	9.5	0.0	0.0	6	37.0	45.4	-
	4	119	9.3	76.5	54.7	22.1	-	15	119			119.4	9.4	0.0	0.0	6	31.1	39.6	-
Track 2 Long Train	1	161	27.3	79.5	61.0	28.4	-	15	161			161.3	9.5	0.0	0.0	0	31.4	45.7	-
	2	161	58.4	79.5	64.3	31.7	-	15	161			161.3	9.5	0.0	0.0	0	34.7	49.0	-
	3	161	44.9	79.5	63.2	30.6	-	15	161			161.3	9.5	0.0	0.0	6	39.6	47.8	-
	4	119	9.3	79.5	57.7	25.1	-	15	119			119.4	9.4	0.0	0.0	6	34.1	42.6	-
Track 3 Long Train	1	182	23.1	79.5	59.8	27.2	-	15	182			182.3	9.5	0.0	0.0	0	30.2	44.3	-
	2	182	58.4	79.5	63.8	31.2	-	15	182			182.3	9.5	0.0	0.0	0	34.2	48.3	-
	3	182	44.9	79.5	62.7	30.1	-	15	182			182.3	9.5	0.0	0.0	6	39.1	47.2	-
	4	123	9.3	79.5	57.5	24.9	-	15	123			123.4	9.4	0.0	0.0	6	33.9	42.4	-

Remark: For legend of parameters and remark for equations, please refers to the bottom of spreadsheet "SS2".

At NSR, incl façade		Daytime		Noise criteria		Leq, day		Status		Lmax	
Total		ASR		Leq, day		Status		Lmax		NSR	
47.5		B		65		OK		49.5			

Launching / Arriving NIGHT Remark: plus 10log(2) is for converting of Leq(30min) to Leq(1hr).

Segment	Hor D m	Angle Deg	SEL 15m	SEL NSR	Leq NSR	Shield	Track Level mPD	Hb m	Dsb m	Dbr m	Hs m	D m	P m	A barrier	IL barrier	Wheel Squeal dB	At NSR, incl façade		Shadow zone?
																	Leq, night	Lmax NSR	
Track 1 Long Train	1	146	29.2	79.5	61.7	29.2	-	15	146			146.3	9.5	0.0	0.0	0	32.2	46.5	-
	2	146	58.4	79.5	64.8	32.2	-	15	146			146.3	9.5	0.0	0.0	0	35.2	49.5	-
	3	146	44.9	79.5	63.6	31.0	-	15	146			146.3	9.5	0.0	0.0	6	40.0	48.4	-
	4	119	9.3	79.5	57.7	25.1	-	15	119			119.4	9.4	0.0	0.0	6	34.1	42.6	-
Track 2 Short Train	1	161	27.3	76.5	58.0	25.4	-	15	161			161.3	9.5	0.0	0.0	0	28.4	42.7	-
	2	161	58.4	76.5	61.3	28.7	-	15	161			161.3	9.5	0.0	0.0	0	31.7	46.0	-
	3	161	44.9	76.5	60.2	27.6	-	15	161			161.3	9.5	0.0	0.0	6	36.6	44.8	-
	4	119	9.3	76.5	54.7	22.1	-	15	119			119.4	9.4	0.0	0.0	6	31.1	39.6	-
Track 3 Short Train	1	182	23.1	76.5	56.8	24.2	-	15	182			182.3	9.5	0.0	0.0	0	27.2	41.3	-
	2	182	58.4	76.5	60.8	28.2	-	15	182			182.3	9.5	0.0	0.0	0	31.2	45.3	-
	3	182	44.9	76.5	59.7	27.1	-	15	182			182.3	9.5	0.0	0.0	6	36.1	44.2	-
	4	123	9.3	76.5	54.5	21.9	-	15	123			123.4	9.4	0.0	0.0	6	30.9	39.4	-

At NSR, incl façade		Daytime		Noise criteria		Leq, night		Status		Lmax	
Total		ASR		Leq, night		Status		Lmax		NSR	
45.1		B		55		OK		49.5			

Launching / Arriving 24hr Remark: plus 10log(2) is for converting of Leq(30min) to Leq(1hr).

Segment	Hor D m	Angle Deg	SEL 15m	SEL NSR	Leq NSR	Shield	Track Level mPD	Hb m	Dsb m	Dbr m	Hs m	D m	P m	A barrier	IL barrier	Wheel Squeal dB	At NSR, incl façade		Shadow zone?
																	Leq, 24hr	Lmax NSR	
Track 1 Long Train	1	146	29.2	79.5	61.7	29.2	-	15	146			146.3	9.5	0.0	0.0	0	32.2	46.5	-
	2	146	58.4	79.5	64.8	32.2	-	15	146			146.3	9.5	0.0	0.0	0	35.2	49.5	-
	3	146	44.9	79.5	63.6	31.0	-	15	146			146.3	9.5	0.0	0.0	6	40.0	48.4	-
	4	119	9.3	79.5	57.7	25.1	-	15	119			119.4	9.4	0.0	0.0	6	34.1	42.6	-
Track 2 Short Train	1	161	27.3	76.5	58.0	25.4	-	15	161			161.3	9.5	0.0	0.0	0	28.4	42.7	-
	2	161	58.4	76.5	61.3	28.7	-	15	161			161.3	9.5	0.0	0.0	0	31.7	46.0	-
	3	161	44.9	76.5	60.2	27.6	-	15	161			161.3	9.5	0.0	0.0	6	36.6	44.8	-
	4	119	9.3	76.5	54.7	22.1	-	15	119			119.4	9.4	0.0	0.0	6	31.1	39.6	-

At NSR, incl façade		24hr		Leq		Lmax	
Total		ASR		Leq		Lmax	
44.1		B		49.5			

Legend:	Remark for Equations:
Hr: Height of highest floor at receiver	(1): plus 3dB is to adjust SEL from short train to long train.
Hor D: Horizontal distance	(2): distance attenuation and angle of view adjustment.
Angle: Angle of View	(3): SEL conversion to Leq; Leq = SEL + 10 log V -35.6 ref: FTA Guidance Manual Table 5-2 Rail vehicle ;
Hb: Height of barrier or shield	plus 10log(2) is to convert Leq(30min) to Leq(1hr).
Dsb: Horizontal distance from noise source to barrier	(4): Barrier effect, ref: FTA Guidance Manual, Table 6-9.
Dbr: Horizontal distance from barrier to receiver	(5): Ref: Transportation Noise Reference Book equation 15.21
Hs: Height of noise source	(6): To check whether the direct path ray is under shadow zone of shielding.
D: Direct path	(7): Wheel Squeal is added to the required segments, such as turnout and curve.
P: Path difference=Shielded path - D	
A barrier: Barrier attenuation (dB)	
IL barrier: Barrier loss (dB)	

SSS Calculation at NSR SS14

NSR	No. of Storey	Ground Level mPD	Hr m	ASR	Result:				Leq, day	Leq, night	Leq, 24hr	Lmax										
SS14	3	17	7.5	B	Launching / Arriving				46.8	44.5	43.4	53.3										
									Noise criteria	65	55	85										
									Status	OK	OK	OK										
Launching / Arriving DAY		Remark: plus 10log(2) is for converting of Leq(30min) to Leq(1hr).																				
																			At NSR, incl façade			
																			for 30min			
																			At NSR, no shield			
Segment	Hor D m	Angle Deg	SEL 15m	SEL NSR	Leq NSR	Shield	Track Level mPD	Hb m	Dsb m	Dbr m	Hs m	D m	P m	A barrier	IL barrier	Wheel Squeal dB	Leq, day	Lmax NSR	Shadow zone?			
Track 1 Long Train	1	92	63.8	79.5	67.1	34.6	-	15	92			92.5	9.0	0.0	0.0	0	37.6	52.2	-			
	2	92	82.1	79.5	68.2	35.6	-	15	92			92.5	9.0	0.0	0.0	0	38.6	53.3	-			
	3	170	10.3	79.5	56.6	24.0	-	15	170			170.3	9.2	0.0	0.0	6	33.0	41.2	-			
Track 1 Short Train	1	92	63.8	76.5	64.1	31.6	-	15	92			92.5	9.0	0.0	0.0	0	34.6	49.2	-			
	2	92	82.1	76.5	65.2	32.6	-	15	92			92.5	9.0	0.0	0.0	0	35.6	50.3	-			
	3	170	10.3	76.5	53.6	21.0	-	15	170			170.3	9.2	0.0	0.0	6	30.0	38.2	-			
Track 2 Long Train	1	107	61.4	79.5	66.3	33.7	-	15	107			107.4	9.1	0.0	0.0	0	36.7	51.3	-			
	2	107	75.4	79.5	67.2	34.6	-	15	107			107.4	9.1	0.0	0.0	0	37.6	52.2	-			
	3	170	17.1	79.5	58.8	26.2	-	15	170			170.3	9.2	0.0	0.0	6	35.2	43.4	-			
Track 3 Long Train	1	128	56.2	79.5	65.2	32.6	-	15	128			128.4	9.1	0.0	0.0	0	35.6	50.0	-			
	2	128	69	79.5	66.0	33.5	-	15	128			128.4	9.1	0.0	0.0	0	36.5	50.9	-			
	3	196	23.4	79.5	59.5	26.9	-	15	196			196.2	9.3	0.0	0.0	6	35.9	43.9	-			
Remark: For legend of parameters and remark for equations, please refers to the bottom of spreadsheet "SS2".																						
At NSR, incl façade																						
Daytime																						
Noise criteria																						
Leq, day																						
Status																						
Lmax NSR																						
46.8																						
B																						
65																						
OK																						
53.3																						
Launching / Arriving NIGHT		Remark: plus 10log(2) is for converting of Leq(30min) to Leq(1hr).																				
																			At NSR, incl façade			
																			for 30min			
																			At NSR, no shield			
Segment	Hor D m	Angle Deg	SEL 15m	SEL NSR	Leq NSR	Shield	Track Level mPD	Hb m	Dsb m	Dbr m	Hs m	D m	P m	A barrier	IL barrier	Wheel Squeal dB	Leq, night	Lmax NSR	Shadow zone?			
Track 1 Long Train	1	92	63.8	79.5	67.1	34.6	-	15	92			92.5	9.0	0.0	0.0	0	37.6	52.2	-			
	2	92	82.1	79.5	68.2	35.6	-	15	92			92.5	9.0	0.0	0.0	0	38.6	53.3	-			
	3	170	10.3	79.5	56.6	24.0	-	15	170			170.3	9.2	0.0	0.0	6	33.0	41.2	-			
Track 2 Short Train	1	107	61.4	76.5	63.3	30.7	-	15	107			107.4	9.1	0.0	0.0	0	33.7	48.3	-			
	2	107	75.4	76.5	64.2	31.6	-	15	107			107.4	9.1	0.0	0.0	0	34.6	49.2	-			
	3	170	17.1	76.5	55.8	23.2	-	15	170			170.3	9.2	0.0	0.0	6	32.2	40.4	-			
Track 3 Short Train	1	128	56.2	76.5	62.2	29.6	-	15	128			128.4	9.1	0.0	0.0	0	32.6	47.0	-			
	2	128	69	76.5	63.0	30.5	-	15	128			128.4	9.1	0.0	0.0	0	33.5	47.9	-			
	3	196	23.4	76.5	56.5	23.9	-	15	196			196.2	9.3	0.0	0.0	6	32.9	40.9	-			
At NSR, incl façade																						
Daytime																						
Noise criteria																						
Leq, night																						
Status																						
Lmax NSR																						
44.5																						
B																						
55																						
OK																						
53.3																						
Launching / Arriving 24hr		Remark: plus 10log(2) is for converting of Leq(30min) to Leq(1hr).																				
																			At NSR, incl façade			
																			for 30min			
																			At NSR, no shield			
Segment	Hor D m	Angle Deg	SEL 15m	SEL NSR	Leq NSR	Shield	Track Level mPD	Hb m	Dsb m	Dbr m	Hs m	D m	P m	A barrier	IL barrier	Wheel Squeal dB	Leq, 24hr	Lmax NSR	Shadow zone?			
Track 1 Long Train	1	92	63.8	79.5	67.1	34.6	-	15	92			92.5	9.0	0.0	0.0	0	37.6	52.2	-			
	2	92	82.1	79.5	68.2	35.6	-	15	92			92.5	9.0	0.0	0.0	0	38.6	53.3	-			
	3	170	10.3	79.5	56.6	24.0	-	15	170			170.3	9.2	0.0	0.0	6	33.0	41.2	-			
Track 2 Short Train	1	107	61.4	76.5	63.3	30.7	-	15	107			107.4	9.1	0.0	0.0	0	33.7	48.3	-			
	2	107	75.4	76.5	64.2	31.6	-	15	107			107.4	9.1	0.0	0.0	0	34.6	49.2	-			
	3	170	17.1	76.5	55.8	23.2	-	15	170			170.3	9.2	0.0	0.0	6	32.2	40.4	-			
At NSR, incl façade																						
24hr																						
Leq																						
Lmax NSR																						
43.4																						
53.3																						
Legend:																						
Hr: Height of highest floor at receiver																						
Hor D: Horizontal distance																						
Angle: Angle of View																						
Hb: Height of barrier or shield																						
Dsb: Horizontal distance from noise source to barrier																						
Dbr: Horizontal distance from barrier to receiver																						
Hs: Height of noise source																						
D: Direct path																						
P: Path difference=Shielded path - D																						
A barrier: Barrier attenuation (dB)																						
IL barrier: Barrier loss (dB)																						
Remark for Equations:																						
(1): plus 3dB is to adjust SEL from short train to long train.																						
(2): distance attenuation and angle of view adjustment.																						
(3): SEL conversion to Leq: Leq = SEL + 10 log V -35.6 ref: FTA Guidance Manual Table 5-2 Rail vehicle ;																						
plus 10log(2) is to convert Leq(30min) to Leq(1hr).																						
(4): Barrier effect, ref: FTA Guidance Manual, Table 6-9.																						
(5): Ref: Transportation Noise Reference Book equation 15.21																						
(6): To check whether the direct path ray is under shadow zone of shielding.																						
(7): Wheel Squeal is added to the required segments, such as turnout and curve.																						

SSS Calculation at NSR SS15

NSR	No. of Storey	Ground Level mPD	Hr	ASR	Result:	Leq, day	Leq, night	Leq, 24hr	Lmax
SS15	3	15.7	7.5	B	Launching / Arriving	47.3	44.9	43.9	55.6
					Noise criteria	65	55	85	
					Status	OK	OK	OK	

Launching / Arriving DAY Remark: plus 10log(2) is for converting of Leq(30min) to Leq(1hr).

Segment	Hor D m	Angle Deg	SEL 15m	SEL NSR	Leq NSR	Shield	Track Level mPD	Hb m	Dsb m	Dbr m	Hs m	D m	P m	A barrier	IL barrier	Wheel Squeal dB	At NSR, incl façade		Shadow zone?
																	Leq, day	Lmax NSR	
Track 1 Long Train	1	78	117.7	79.5	70.5	37.9	-	15	78			78.4	7.8	0.0	0.0	0	40.9	55.6	-
	2	78	23.8	79.5	63.6	31.0	-	15	78			78.4	7.8	0.0	0.0	0	34.0	48.6	-
	3	158	8.9	79.5	56.2	23.6	-	15	158			158.2	8.0	0.0	0.0	6	32.6	40.9	-
Track 1 Short Train	1	78	117.7	76.5	67.5	34.9	-	15	78			78.4	7.8	0.0	0.0	0	37.9	52.6	-
	2	78	23.8	76.5	60.6	28.0	-	15	78			78.4	7.8	0.0	0.0	0	31.0	45.6	-
	3	158	8.9	76.5	53.2	20.6	-	15	158			158.2	8.0	0.0	0.0	6	29.6	37.9	-
Track 2 Long Train	1	93	115	79.5	69.7	37.1	-	15	93			93.4	7.8	0.0	0.0	0	40.1	54.7	-
	2	93	26.8	79.5	63.3	30.7	-	15	93			93.4	7.8	0.0	0.0	0	33.7	48.3	-
	3	158	15	79.5	58.5	25.9	-	15	158			158.2	8.0	0.0	0.0	6	34.9	43.2	-
Track 3 Long Train	1	113	109.4	79.5	68.6	36.0	-	15	113			113.3	7.9	0.0	0.0	0	39.0	53.5	-
	2	113	22.5	79.5	61.7	29.1	-	15	113			113.3	7.9	0.0	0.0	0	32.1	46.7	-
	3	195	19.2	79.5	58.7	26.1	-	15	195			195.2	8.0	0.0	0.0	6	35.1	43.1	-

Remark: For legend of parameters and remark for equations, please refers to the bottom of spreadsheet "SS2".

At NSR, incl façade

Daytime	Noise criteria	
Leq	ASR	Leq, day
47.3	B	65
Total		Status
		OK
Lmax		NSR
55.6		

Launching / Arriving NIGHT Remark: plus 10log(2) is for converting of Leq(30min) to Leq(1hr).

Segment	Hor D m	Angle Deg	SEL 15m	SEL NSR	Leq NSR	Shield	Track Level mPD	Hb m	Dsb m	Dbr m	Hs m	D m	P m	A barrier	IL barrier	Wheel Squeal dB	At NSR, incl façade		Shadow zone?
																	Leq, night	Lmax NSR	
Track 1 Long Train	1	78	117.7	79.5	70.5	37.9	-	15	78			78.4	7.8	0.0	0.0	0	40.9	55.6	-
	2	78	23.8	79.5	63.6	31.0	-	15	78			78.4	7.8	0.0	0.0	0	34.0	48.6	-
	3	158	8.9	79.5	56.2	23.6	-	15	158			158.2	8.0	0.0	0.0	6	32.6	40.9	-
Track 2 Short Train	1	93	115	76.5	66.7	34.1	-	15	93			93.4	7.8	0.0	0.0	0	37.1	51.7	-
	2	93	26.8	76.5	60.3	27.7	-	15	93			93.4	7.8	0.0	0.0	0	30.7	45.3	-
	3	158	15	76.5	55.5	22.9	-	15	158			158.2	8.0	0.0	0.0	6	31.9	40.2	-
Track 3 Short Train	1	113	109.4	76.5	65.6	33.0	-	15	113			113.3	7.9	0.0	0.0	0	36.0	50.5	-
	2	113	22.5	76.5	58.7	26.1	-	15	113			113.3	7.9	0.0	0.0	0	29.1	43.7	-
	3	195	19.2	76.5	55.7	23.1	-	15	195			195.2	8.0	0.0	0.0	6	32.1	40.1	-

At NSR, incl façade

Daytime	Noise criteria	
Leq	ASR	Leq, night
44.9	B	55
Total		Status
		OK
Lmax		NSR
55.6		

Launching / Arriving 24hr Remark: plus 10log(2) is for converting of Leq(30min) to Leq(1hr).

Segment	Hor D m	Angle Deg	SEL 15m	SEL NSR	Leq NSR	Shield	Track Level mPD	Hb m	Dsb m	Dbr m	Hs m	D m	P m	A barrier	IL barrier	Wheel Squeal dB	At NSR, incl façade		Shadow zone?
																	Leq, 24hr	Lmax NSR	
Track 1 Long Train	1	78	117.7	79.5	70.5	37.9	-	15	78			78.4	7.8	0.0	0.0	0	40.9	55.6	-
	2	78	23.8	79.5	63.6	31.0	-	15	78			78.4	7.8	0.0	0.0	0	34.0	48.6	-
	3	158	8.9	79.5	56.2	23.6	-	15	158			158.2	8.0	0.0	0.0	6	32.6	40.9	-
Track 2 Short Train	1	93	115	76.5	66.7	34.1	-	15	93			93.4	7.8	0.0	0.0	0	37.1	51.7	-
	2	93	26.8	76.5	60.3	27.7	-	15	93			93.4	7.8	0.0	0.0	0	30.7	45.3	-
	3	158	15	76.5	55.5	22.9	-	15	158			158.2	8.0	0.0	0.0	6	31.9	40.2	-

At NSR, incl façade

24hr		
Leq		Lmax
43.9		55.6

Legend:

- Hr: Height of highest floor at receiver
- Hor D: Horizontal distance
- Angle: Angle of View
- Hb: Height of barrier or shield
- Dsb: Horizontal distance from noise source to barrier
- Dbr: Horizontal distance from barrier to receiver
- Hs: Height of noise source
- D: Direct path
- P: Path difference=Shielded path - D
- A barrier: Barrier attenuation (dB)
- IL barrier: Barrier loss (dB)

Remark for Equations:

- (1): plus 3dB is to adjust SEL from short train to long train.
- (2): distance attenuation and angle of view adjustment.
- (3): SEL conversion to Leq: $Leq = SEL + 10 \log V - 35.6$ ref: FTA Guidance Manual Table 5-2 Rail vehicle ; plus 10log(2) is to convert Leq(30min) to Leq(1hr).
- (4): Barrier effect, ref: FTA Guidance Manual, Table 6-9.
- (5): Ref: Transportation Noise Reference Book equation 15.21
- (6): To check whether the direct path ray is under shadow zone of shielding.
- (7): Wheel Squeal is added to the required segments, such as turnout and curve.