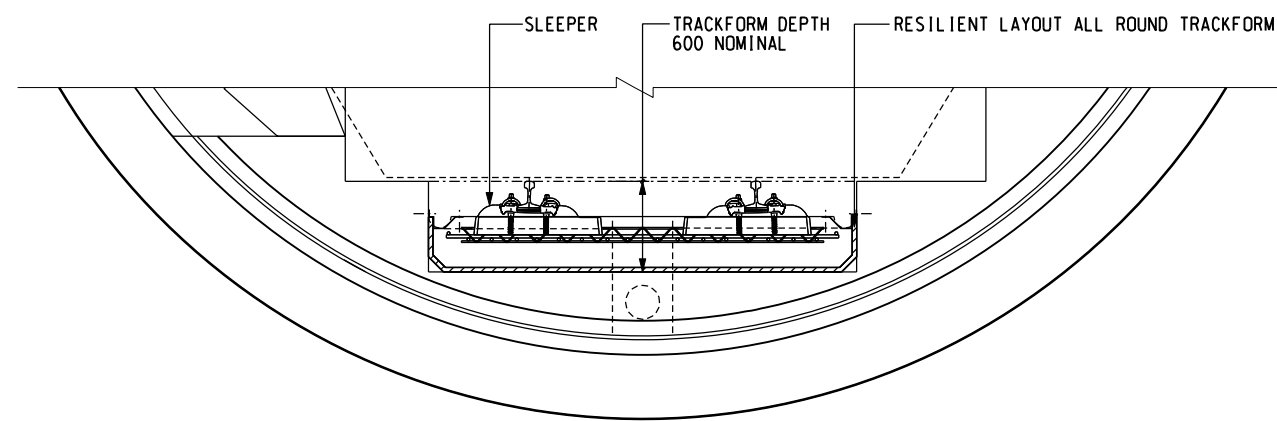


STANDARD TRACKFORM
(E.G. RHEDA SYSTEM)





RESILIENT TRACKFORM
(E.G. ISOLATED SLAB TRACK (IST))

NOTE:
THE ARRANGEMENT SHALL BE DESIGNED AS A MASS-SPRING SYSTEM WHICH WILL ALLOW FOR THE VERTICAL MOVEMENT OF THE ISOLATED SLAB ON THE BALLAST MAT INDEPENDENT FROM THE SUPPORTING STRUCTURE. THE DESIGN OF AN ISOLATED SLAB TRACKFORM CONSISTS OF A REINFORCED CONCRETE SLAB CAST EITHER ON A FULL PAD OR CONTINUOUS STRIPS.

PLOT DIR: R:\ustmshet\MTR\PILOTDRIVER\WINDOWS\33 COLOUR.ppt 2009-6-23 10:45:32
 MODELNAME: PR:DR:01:ETS:60066:42:UNRANKING\000\X\ENSR\NOL_ERL_300_C_XRL_ENS_M53_100A.dgn
 FILENAME:

| REV | DESCRIPTION | BY | DATE | APPROVED | REV | DESCRIPTION | BY | DATE | APPROVED |
|-----|-------------|----|------|----------|-----|-------------|----|------|----------|
| | | | | | | | | | |

| | |
|----------|--------------|
| DRAWN | YJP |
| DESIGNED | TWF |
| CHECKED | KCC |
| APPROVED | PL |
| DATE | 20/JUN./2009 |

 **MTR**
 EXPRESS RAIL LINK
 **ENSR | AECOM**
 ORIGINATOR
 CADD REF. NOL_ERL_300_C_XRL_ENS_M53_100A.dgn

| | | | |
|---------------------------------|-------------------------------|---|--|
| TITLE | | NOL / ERL-300 | |
| ENVIRONMENTAL IMPACT ASSESSMENT | | TYPICAL CROSS - SECTION OF STANDARD TRACKFORM AND RESILIENT TRACKFORM | |
| SCALE | FIGURE NO. | REV. | |
| 1 : 100 (A3) | NOL/ERL/300/C/XRL/ENS/M53/100 | A | |

| | | | | | | | | | | | | | | | | | | | | |
|------------------------------------|-------------------------------------|---------------------------------------|--------------------------|-------------------------|-------|-------------------------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|
| NSR No. | GN4 | Down Track Chainage | 140+190 | Calculated Distance (m) | 5 | Calculated speed (km/h) | 67 | | | | | | | | | | | | | |
| Location | Block 9, Charming Garden | Up Track Chainage | 140+210 | Calculated Distance (m) | 15 | Calculated speed (km/h) | 66 | | | | | | | | | | | | | |
| | | 1/3 Octave Band Center Frequency (Hz) | | | | | | | | | | | | | | | | | | |
| | | 6.3 | 8 | 10 | 12.5 | 16 | 20 | 25 | 31.5 | 40 | 50 | 63 | 80 | 100 | 125 | 160 | 200 | 250 | 315 | 400 |
| Down Track Calculation | | | | | | | | | | | | | | | | | | | | |
| FDL | dB re 1N/m ^{1/2} | 42.0 | 44.0 | 41.0 | 46.0 | 54.5 | 55.0 | 58.0 | 55.0 | 59.0 | 56.0 | 52.0 | 56.5 | 56.5 | 47.0 | 30.5 | 23.9 | 18.9 | -11.1 | -11.1 |
| TIL | dB | 0.0 | 0.0 | 0.0 | 0.0 | -2.0 | -2.0 | 0.0 | 2.0 | 4.0 | 3.0 | 2.0 | 1.0 | 1.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| TOC | dB | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| TCF | dB | 0.0 | -2.0 | -1.0 | -2.0 | -7.0 | -7.0 | -8.0 | -8.0 | -8.5 | -8.5 | -8.5 | -8.0 | -7.5 | -7.0 | -4.5 | -5.5 | -5.0 | -5.0 | -5.0 |
| LSR | dB re 1(nm/s)/(N/m ^{1/2}) | 22.3 | 24.9 | 28.7 | 32.1 | 34.6 | 36.1 | 34.6 | 33.8 | 32.6 | 30.4 | 26.3 | 31.6 | 29.1 | 24.1 | 9.2 | 11.1 | 7.4 | 3.7 | 7.0 |
| BCF | dB | -4.4 | -4.5 | -5.0 | -5.4 | -6.0 | -6.7 | -7.3 | -8.0 | -9.0 | -10.1 | -11.1 | -12.0 | -12.9 | -13.6 | -14.1 | -14.3 | -14.2 | -12.6 | -11.5 |
| BVR - Amplification | dB | 1.0 | 2.0 | 3.0 | 3.8 | 5.0 | 6.0 | 6.0 | 6.0 | 6.0 | 5.8 | 5.4 | 5.2 | 5.0 | 4.8 | 4.0 | 3.0 | 2.0 | 1.0 | 0.7 |
| BVR - Floor Attenuation | dB | -2.0 | -2.0 | -2.0 | -2.0 | -2.0 | -2.0 | -2.0 | -2.0 | -2.0 | -2.0 | -2.0 | -2.0 | -2.0 | -2.0 | -2.0 | -2.0 | -2.0 | -2.0 | -2.0 |
| CTN | dB | -27.0 | -27.0 | -27.0 | -27.0 | -27.0 | -27.0 | -27.0 | -27.0 | -27.0 | -27.0 | -27.0 | -27.0 | -27.0 | -27.0 | -27.0 | -27.0 | -27.0 | -27.0 | -27.0 |
| SAF | dB | 10.0 | 10.0 | 10.0 | 10.0 | 10.0 | 10.0 | 10.0 | 10.0 | 10.0 | 10.0 | 10.0 | 10.0 | 10.0 | 10.0 | 10.0 | 10.0 | 10.0 | 10.0 | 10.0 |
| Lmax (Short Train) | dB | 41.5 | 45.0 | 47.3 | 55.1 | 59.7 | 62.0 | 63.9 | 61.5 | 64.7 | 57.2 | 46.7 | 54.9 | 51.8 | 35.9 | 5.7 | -1.2 | -10.2 | -43.4 | -39.3 |
| Lmax (Long Train) | dB | 41.6 | 45.1 | 47.3 | 55.1 | 59.8 | 62.0 | 63.9 | 61.5 | 64.7 | 57.3 | 46.8 | 55.0 | 51.9 | 36.0 | 5.8 | -1.1 | -10.2 | -43.4 | -39.2 |
| Up Track Calculation | | | | | | | | | | | | | | | | | | | | |
| FDL | dB re 1N/m ^{1/2} | 41.8 | 43.8 | 40.8 | 45.8 | 54.3 | 54.8 | 57.8 | 54.8 | 58.8 | 55.8 | 51.8 | 56.3 | 56.3 | 46.8 | 30.3 | 23.7 | 18.7 | -11.3 | -11.3 |
| TIL | dB | 0.0 | 0.0 | 0.0 | 0.0 | -2.0 | -2.0 | 0.0 | 2.0 | 4.0 | 3.0 | 2.0 | 1.0 | 1.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| TOC | dB | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| TCF | dB | 0.0 | -2.0 | -1.0 | -2.0 | -7.0 | -7.0 | -8.0 | -8.0 | -8.5 | -8.5 | -8.5 | -8.0 | -7.5 | -7.0 | -4.5 | -5.5 | -5.0 | -5.0 | -5.0 |
| LSR | dB re 1(nm/s)/(N/m ^{1/2}) | 17.4 | 19.9 | 23.4 | 26.8 | 29.6 | 30.9 | 29.6 | 28.9 | 27.7 | 25.3 | 20.9 | 25.2 | 22.5 | 17.5 | 3.5 | 5.3 | 2.2 | -1.6 | 1.4 |
| BCF | dB | -4.4 | -4.5 | -5.0 | -5.4 | -6.0 | -6.7 | -7.3 | -8.0 | -9.0 | -10.1 | -11.1 | -12.0 | -12.9 | -13.6 | -14.1 | -14.3 | -14.2 | -12.6 | -11.5 |
| BVR - Amplification | dB | 1.0 | 2.0 | 3.0 | 3.8 | 5.0 | 6.0 | 6.0 | 6.0 | 6.0 | 5.8 | 5.4 | 5.2 | 5.0 | 4.8 | 4.0 | 3.0 | 2.0 | 1.0 | 0.7 |
| BVR - Floor Attenuation | dB | -2.0 | -2.0 | -2.0 | -2.0 | -2.0 | -2.0 | -2.0 | -2.0 | -2.0 | -2.0 | -2.0 | -2.0 | -2.0 | -2.0 | -2.0 | -2.0 | -2.0 | -2.0 | -2.0 |
| CTN | dB | -27.0 | -27.0 | -27.0 | -27.0 | -27.0 | -27.0 | -27.0 | -27.0 | -27.0 | -27.0 | -27.0 | -27.0 | -27.0 | -27.0 | -27.0 | -27.0 | -27.0 | -27.0 | -27.0 |
| SAF | dB | 10.0 | 10.0 | 10.0 | 10.0 | 10.0 | 10.0 | 10.0 | 10.0 | 10.0 | 10.0 | 10.0 | 10.0 | 10.0 | 10.0 | 10.0 | 10.0 | 10.0 | 10.0 | 10.0 |
| Lmax (Short Train) | dB | 36.4 | 39.8 | 41.8 | 49.6 | 54.5 | 56.6 | 58.7 | 56.3 | 59.5 | 51.9 | 41.1 | 48.7 | 45.4 | 29.5 | -0.1 | -7.1 | -15.6 | -48.9 | -45.0 |
| Lmax (Long Train) | dB | 36.6 | 39.9 | 42.0 | 49.8 | 54.7 | 56.8 | 58.9 | 56.4 | 59.7 | 52.1 | 41.3 | 48.9 | 45.6 | 29.7 | 0.1 | -6.9 | -15.5 | -48.7 | -44.8 |
| Total Predicted Noise Level | | | | | | | | | | | | | | | | | | | | |
| Lmax | dBA | 38 | Highest A-weighted level | | | | | | | | | | | | | | | | | |
| Leq (day) | dBA | 26 | see session 6.52 | | | | | | | | | | | | | | | | | |
| Leq (night) | dBA | 21 | | | | | | | | | | | | | | | | | | |
| Leq (24hr) | dBA | 24 | | | | | | | | | | | | | | | | | | |

| | | | | | | | | | | | | | | | | | | | | |
|------------------------------------|-------------------------------------|---------------------------------------|--------------------------|-------------------------|-------|-------------------------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|
| NSR No. | GN8 | Down Track Chainage | 139+150 | Calculated Distance (m) | 19 | Calculated speed (km/h) | 144 | | | | | | | | | | | | | |
| Location | Chung Yew Building | Up Track Chainage | 139+170 | Calculated Distance (m) | 19 | Calculated speed (km/h) | 128 | | | | | | | | | | | | | |
| | | 1/3 Octave Band Center Frequency (Hz) | | | | | | | | | | | | | | | | | | |
| | | 6.3 | 8 | 10 | 12.5 | 16 | 20 | 25 | 31.5 | 40 | 50 | 63 | 80 | 100 | 125 | 160 | 200 | 250 | 315 | 400 |
| Down Track Calculation | | | | | | | | | | | | | | | | | | | | |
| FDL | dB re 1N/m ^{1/2} | 48.6 | 50.6 | 47.6 | 52.6 | 61.1 | 61.6 | 64.6 | 61.6 | 65.6 | 62.6 | 58.6 | 63.1 | 63.1 | 53.6 | 37.1 | 30.5 | 25.5 | -4.5 | -4.5 |
| TIL | dB | 0.0 | 0.0 | 0.0 | 0.0 | 2.0 | 3.0 | 5.0 | 0.0 | -8.0 | -14.0 | -15.5 | -15.0 | -14.5 | -14.5 | -13.5 | -12.5 | -12.5 | -12.5 | -12.5 |
| TOC | dB | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| TCF | dB | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| LSR | dB re 1(nm/s)/(N/m ^{1/2}) | 7.5 | 1.4 | 11.8 | 11.8 | 15.9 | 6.9 | 5.9 | 5.5 | 10.1 | 11.8 | 14.1 | 11.7 | 17.1 | 14.2 | 8.7 | 17.5 | 17.9 | 18.3 | 19.5 |
| BCF | dB | -4.4 | -4.5 | -5.0 | -5.4 | -6.0 | -6.7 | -7.3 | -8.0 | -9.0 | -10.1 | -11.1 | -12.0 | -12.9 | -13.6 | -14.1 | -14.3 | -14.2 | -12.6 | -11.5 |
| BVR - Amplification | dB | 1.0 | 2.0 | 3.0 | 3.8 | 5.0 | 6.0 | 6.0 | 6.0 | 6.0 | 5.8 | 5.4 | 5.2 | 5.0 | 4.8 | 4.0 | 3.0 | 2.0 | 1.0 | 0.7 |
| BVR - Floor Attenuation | dB | -2.0 | -2.0 | -2.0 | -2.0 | -2.0 | -2.0 | -2.0 | -2.0 | -2.0 | -2.0 | -2.0 | -2.0 | -2.0 | -2.0 | -2.0 | -2.0 | -2.0 | -2.0 | -2.0 |
| CTN | dB | -27.0 | -27.0 | -27.0 | -27.0 | -27.0 | -27.0 | -27.0 | -27.0 | -27.0 | -27.0 | -27.0 | -27.0 | -27.0 | -27.0 | -27.0 | -27.0 | -27.0 | -27.0 | -27.0 |
| SAF | dB | 10.0 | 10.0 | 10.0 | 10.0 | 10.0 | 10.0 | 10.0 | 10.0 | 10.0 | 10.0 | 10.0 | 10.0 | 10.0 | 10.0 | 10.0 | 10.0 | 10.0 | 10.0 | 10.0 |
| Lmax (Short Train) | dB | 34.7 | 34.3 | 38.2 | 44.1 | 56.7 | 51.6 | 55.5 | 51.1 | 54.6 | 44.3 | 32.7 | 32.8 | 36.0 | 22.7 | 0.9 | 2.5 | -2.9 | -31.9 | -29.9 |
| Lmax (Long Train) | dB | 35.2 | 35.0 | 38.5 | 44.5 | 57.0 | 52.0 | 56.0 | 51.8 | 55.4 | 44.7 | 32.9 | 32.9 | 36.2 | 22.9 | 1.0 | 2.6 | -2.7 | -31.7 | -29.7 |
| Up Track Calculation | | | | | | | | | | | | | | | | | | | | |
| FDL | dB re 1N/m ^{1/2} | 47.0 | 49.0 | 46.0 | 51.0 | 59.5 | 60.0 | 63.0 | 60.0 | 64.0 | 61.0 | 57.0 | 61.5 | 61.5 | 52.0 | 35.5 | 28.9 | 23.9 | -6.1 | -6.1 |
| TIL | dB | 0.0 | 0.0 | 0.0 | 0.0 | 2.0 | 3.0 | 5.0 | 0.0 | -8.0 | -14.0 | -15.5 | -15.0 | -14.5 | -14.5 | -13.5 | -12.5 | -12.5 | -12.5 | -12.5 |
| TOC | dB | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| TCF | dB | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| LSR | dB re 1(nm/s)/(N/m ^{1/2}) | 7.5 | 1.4 | 11.9 | 11.9 | 15.9 | 6.9 | 5.9 | 5.6 | 10.1 | 11.8 | 14.1 | 11.7 | 17.1 | 14.2 | 8.7 | 17.5 | 17.9 | 18.3 | 19.5 |
| BCF | dB | -4.4 | -4.5 | -5.0 | -5.4 | -6.0 | -6.7 | -7.3 | -8.0 | -9.0 | -10.1 | -11.1 | -12.0 | -12.9 | -13.6 | -14.1 | -14.3 | -14.2 | -12.6 | -11.5 |
| BVR - Amplification | dB | 1.0 | 2.0 | 3.0 | 3.8 | 5.0 | 6.0 | 6.0 | 6.0 | 6.0 | 5.8 | 5.4 | 5.2 | 5.0 | 4.8 | 4.0 | 3.0 | 2.0 | 1.0 | 0.7 |
| BVR - Floor Attenuation | dB | -2.0 | -2.0 | -2.0 | -2.0 | -2.0 | -2.0 | -2.0 | -2.0 | -2.0 | -2.0 | -2.0 | -2.0 | -2.0 | -2.0 | -2.0 | -2.0 | -2.0 | -2.0 | -2.0 |
| CTN | dB | -27.0 | -27.0 | -27.0 | -27.0 | -27.0 | -27.0 | -27.0 | -27.0 | -27.0 | -27.0 | -27.0 | -27.0 | -27.0 | -27.0 | -27.0 | -27.0 | -27.0 | -27.0 | -27.0 |
| SAF | dB | 10.0 | 10.0 | 10.0 | 10.0 | 10.0 | 10.0 | 10.0 | 10.0 | 10.0 | 10.0 | 10.0 | 10.0 | 10.0 | 10.0 | 10.0 | 10.0 | 10.0 | 10.0 | 10.0 |
| Lmax (Short Train) | dB | 33.6 | 33.6 | 37.5 | 43.8 | 55.7 | 51.1 | 54.5 | 50.2 | 53.4 | 44.2 | 33.1 | 35.0 | 35.8 | 22.1 | -0.1 | 1.4 | -4.0 | -33.0 | -31.0 |
| Lmax (Long Train) | dB | 34.1 | 34.4 | 38.1 | 44.4 | 56.2 | 51.8 | 55.2 | 51.0 | 54.2 | 45.1 | 33.9 | 35.8 | 36.3 | 22.6 | 0.4 | 1.9 | -3.5 | -32.5 | -30.5 |
| Total Predicted Noise Level | | | | | | | | | | | | | | | | | | | | |
| Lmax | dBA | 24 | Highest A-weighted level | | | | | | | | | | | | | | | | | |
| Leq (day) | dBA | 12 | see session 6.52 | | | | | | | | | | | | | | | | | |
| Leq (night) | dBA | 7 | | | | | | | | | | | | | | | | | | |
| Leq (24hr) | dBA | 10 | | | | | | | | | | | | | | | | | | |

| NSR No. | GN28 | Down Track Chainage | 125+000 | Calculated Distance (m) | 26 | Calculated speed (km/h) | 200 | | | | | | | | | | | | | |
|------------------------------------|-------------------------------------|---------------------------------------|--------------------------|-------------------------|-------|-------------------------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|
| Location | 510B Nam Hing Lei | Up Track Chainage | 125+020 | Calculated Distance (m) | 29 | Calculated speed (km/h) | 200 | | | | | | | | | | | | | |
| | | 1/3 Octave Band Center Frequency (Hz) | | | | | | | | | | | | | | | | | | |
| | | 6.3 | 8 | 10 | 12.5 | 16 | 20 | 25 | 31.5 | 40 | 50 | 63 | 80 | 100 | 125 | 160 | 200 | 250 | 315 | 400 |
| Down Track Calculation | | | | | | | | | | | | | | | | | | | | |
| FDL | dB re 1N/m ^{1/2} | 51.5 | 53.5 | 50.5 | 55.5 | 64.0 | 64.5 | 67.5 | 64.5 | 68.5 | 65.5 | 61.5 | 66.0 | 66.0 | 56.5 | 40.0 | 33.4 | 28.4 | -1.6 | -1.6 |
| TIL | dB | 0.0 | 0.0 | 0.0 | 0.0 | -2.0 | -2.0 | 0.0 | 2.0 | 4.0 | 3.0 | 2.0 | 1.0 | 1.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| TOC | dB | 0.4 | 0.4 | 0.4 | 0.4 | 0.4 | 0.4 | 0.4 | 0.4 | 0.4 | 0.4 | 0.4 | 0.4 | 0.4 | 0.4 | 0.4 | 0.4 | 0.4 | 0.4 | 0.4 |
| TCF | dB | 0.0 | -2.0 | -1.0 | -2.0 | -7.0 | -7.0 | -8.0 | -8.0 | -8.5 | -8.5 | -8.5 | -8.0 | -7.5 | -7.0 | -4.5 | -5.5 | -5.0 | -5.0 | -5.0 |
| LSR | dB re 1(nm/s)/(N/m ^{1/2}) | 10.0 | 14.6 | 15.3 | 16.0 | 12.6 | 10.1 | 8.0 | 10.0 | 10.2 | 10.1 | 5.0 | 5.5 | 4.8 | -1.9 | -8.1 | -2.7 | -5.2 | -5.4 | -8.5 |
| BCF | dB | -0.4 | -4.6 | -6.8 | -8.5 | -9.8 | -10.8 | -11.5 | -12.0 | -12.3 | -12.4 | -12.3 | -12.1 | -11.6 | -11.1 | -10.3 | -9.3 | -8.1 | -6.7 | -4.7 |
| BVR - Amplification | dB | 1.0 | 2.0 | 3.0 | 3.8 | 5.0 | 6.0 | 6.0 | 6.0 | 6.0 | 5.8 | 5.4 | 5.2 | 5.0 | 4.8 | 4.0 | 3.0 | 2.0 | 1.0 | 0.7 |
| BVR - Floor Attenuation | dB | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| CTN | dB | -27.0 | -27.0 | -27.0 | -27.0 | -27.0 | -27.0 | -27.0 | -27.0 | -27.0 | -27.0 | -27.0 | -27.0 | -27.0 | -27.0 | -27.0 | -27.0 | -27.0 | -27.0 | -27.0 |
| SAF | dB | 10.0 | 10.0 | 10.0 | 10.0 | 10.0 | 10.0 | 10.0 | 10.0 | 10.0 | 10.0 | 10.0 | 10.0 | 10.0 | 10.0 | 10.0 | 10.0 | 10.0 | 10.0 | 10.0 |
| Lmax (Short Train) | dB | 44.4 | 45.8 | 43.2 | 47.1 | 45.5 | 43.6 | 44.9 | 45.4 | 50.9 | 46.5 | 36.1 | 40.5 | 40.5 | 24.1 | 3.5 | 1.5 | -5.4 | -35.2 | -36.6 |
| Lmax (Long Train) | dB | 44.7 | 46.1 | 43.5 | 47.4 | 46.0 | 44.1 | 45.5 | 46.0 | 51.5 | 47.1 | 36.7 | 41.1 | 41.0 | 24.6 | 3.9 | 1.9 | -5.0 | -34.7 | -36.1 |
| Up Track Calculation | | | | | | | | | | | | | | | | | | | | |
| FDL | dB re 1N/m ^{1/2} | 51.5 | 53.5 | 50.5 | 55.5 | 64.0 | 64.5 | 67.5 | 64.5 | 68.5 | 65.5 | 61.5 | 66.0 | 66.0 | 56.5 | 40.0 | 33.4 | 28.4 | -1.6 | -1.6 |
| TIL | dB | 0.0 | 0.0 | 0.0 | 0.0 | -2.0 | -2.0 | 0.0 | 2.0 | 4.0 | 3.0 | 2.0 | 1.0 | 1.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| TOC | dB | 0.4 | 0.4 | 0.4 | 0.4 | 0.4 | 0.4 | 0.4 | 0.4 | 0.4 | 0.4 | 0.4 | 0.4 | 0.4 | 0.4 | 0.4 | 0.4 | 0.4 | 0.4 | 0.4 |
| TCF | dB | 0.0 | -2.0 | -1.0 | -2.0 | -7.0 | -7.0 | -8.0 | -8.0 | -8.5 | -8.5 | -8.5 | -8.0 | -7.5 | -7.0 | -4.5 | -5.5 | -5.0 | -5.0 | -5.0 |
| LSR | dB re 1(nm/s)/(N/m ^{1/2}) | 9.8 | 14.4 | 14.8 | 15.1 | 11.5 | 9.3 | 5.6 | 7.9 | 9.5 | 9.6 | 3.1 | 4.6 | 3.2 | -3.6 | -10.7 | -4.7 | -6.0 | -5.9 | -9.1 |
| BCF | dB | -0.4 | -4.6 | -6.8 | -8.5 | -9.8 | -10.8 | -11.5 | -12.0 | -12.3 | -12.4 | -12.3 | -12.1 | -11.6 | -11.1 | -10.3 | -9.3 | -8.1 | -6.7 | -4.7 |
| BVR - Amplification | dB | 1.0 | 2.0 | 3.0 | 3.8 | 5.0 | 6.0 | 6.0 | 6.0 | 6.0 | 5.8 | 5.4 | 5.2 | 5.0 | 4.8 | 4.0 | 3.0 | 2.0 | 1.0 | 0.7 |
| BVR - Floor Attenuation | dB | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| CTN | dB | -27.0 | -27.0 | -27.0 | -27.0 | -27.0 | -27.0 | -27.0 | -27.0 | -27.0 | -27.0 | -27.0 | -27.0 | -27.0 | -27.0 | -27.0 | -27.0 | -27.0 | -27.0 | -27.0 |
| SAF | dB | 10.0 | 10.0 | 10.0 | 10.0 | 10.0 | 10.0 | 10.0 | 10.0 | 10.0 | 10.0 | 10.0 | 10.0 | 10.0 | 10.0 | 10.0 | 10.0 | 10.0 | 10.0 | 10.0 |
| Lmax (Short Train) | dB | 44.1 | 45.5 | 42.6 | 46.1 | 44.3 | 42.7 | 42.5 | 43.3 | 50.1 | 45.9 | 34.1 | 39.6 | 38.9 | 22.3 | 0.9 | -0.6 | -6.3 | -35.7 | -37.2 |
| Lmax (Long Train) | dB | 44.4 | 45.9 | 43.0 | 46.5 | 44.9 | 43.2 | 43.1 | 43.9 | 50.8 | 46.6 | 34.8 | 40.2 | 39.5 | 22.9 | 1.3 | -0.1 | -5.8 | -35.2 | -36.8 |
| Total Predicted Noise Level | | | | | | | | | | | | | | | | | | | | |
| Lmax | dBA | 25 | Highest A-weighted level | | | | | | | | | | | | | | | | | |
| Leq (day) | dBA | 13 | see session 6.52 | | | | | | | | | | | | | | | | | |
| Leq (night) | dBA | 7 | | | | | | | | | | | | | | | | | | |
| Leq (24hr) | dBA | 10 | | | | | | | | | | | | | | | | | | |

| NSR No. | GN31 | Down Track Chainage | 123+470 | Calculated Distance (m) | 35 | Calculated speed (km/h) | 200 | | | | | | | | | | | | | |
|------------------------------------|-------------------------------------|---------------------------------------|--------------------------|-------------------------|-------|-------------------------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|
| Location | DD110 LOT 482, Wang Toi Shan | Up Track Chainage | 123+490 | Calculated Distance (m) | 19 | Calculated speed (km/h) | 200 | | | | | | | | | | | | | |
| | | 1/3 Octave Band Center Frequency (Hz) | | | | | | | | | | | | | | | | | | |
| | | 6.3 | 8 | 10 | 12.5 | 16 | 20 | 25 | 31.5 | 40 | 50 | 63 | 80 | 100 | 125 | 160 | 200 | 250 | 315 | 400 |
| Down Track Calculation | | | | | | | | | | | | | | | | | | | | |
| FDL | dB re 1N/m ^{1/2} | 51.5 | 53.5 | 50.5 | 55.5 | 64.0 | 64.5 | 67.5 | 64.5 | 68.5 | 65.5 | 61.5 | 66.0 | 66.0 | 56.5 | 40.0 | 33.4 | 28.4 | -1.6 | -1.6 |
| TIL | dB | 0.0 | 0.0 | 0.0 | 0.0 | 2.0 | 3.0 | 5.0 | 0.0 | -8.0 | -14.0 | -15.5 | -15.0 | -14.5 | -14.5 | -13.5 | -12.5 | -12.5 | -12.5 | -12.5 |
| TOC | dB | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| TCF | dB | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| LSR | dB re 1(nm/s)/(N/m ^{1/2}) | 5.0 | -1.1 | 9.3 | 9.3 | 13.3 | 4.3 | 3.3 | 3.0 | 7.5 | 9.2 | 11.6 | 9.2 | 14.5 | 11.6 | 6.2 | 14.9 | 15.4 | 15.8 | 17.0 |
| BCF | dB | 1.6 | -2.0 | -4.3 | -5.8 | -6.8 | -7.5 | -7.9 | -8.2 | -8.4 | -8.4 | -8.2 | -7.9 | -7.6 | -7.1 | -6.6 | -5.8 | -5.0 | -4.0 | -2.4 |
| BVR - Amplification | dB | 1.0 | 2.0 | 3.0 | 3.8 | 5.0 | 6.0 | 6.0 | 6.0 | 6.0 | 5.8 | 5.4 | 5.2 | 5.0 | 4.8 | 4.0 | 3.0 | 2.0 | 1.0 | 0.7 |
| BVR - Floor Attenuation | dB | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| CTN | dB | -27.0 | -27.0 | -27.0 | -27.0 | -27.0 | -27.0 | -27.0 | -27.0 | -27.0 | -27.0 | -27.0 | -27.0 | -27.0 | -27.0 | -27.0 | -27.0 | -27.0 | -27.0 | -27.0 |
| SAF | dB | 10.0 | 10.0 | 10.0 | 10.0 | 10.0 | 10.0 | 10.0 | 10.0 | 10.0 | 10.0 | 10.0 | 10.0 | 10.0 | 10.0 | 10.0 | 10.0 | 10.0 | 10.0 | 10.0 |
| Lmax (Short Train) | dB | 40.3 | 33.4 | 39.6 | 43.8 | 58.1 | 50.9 | 54.4 | 45.8 | 46.1 | 38.6 | 35.3 | 38.0 | 43.9 | 31.9 | 10.8 | 13.6 | 8.9 | -20.7 | -18.2 |
| Lmax (Long Train) | dB | 42.9 | 42.5 | 42.1 | 46.0 | 58.3 | 52.0 | 54.8 | 46.4 | 47.5 | 40.9 | 35.5 | 38.5 | 44.0 | 31.9 | 10.8 | 13.7 | 8.9 | -20.6 | -18.2 |
| Up Track Calculation | | | | | | | | | | | | | | | | | | | | |
| FDL | dB re 1N/m ^{1/2} | 51.5 | 53.5 | 50.5 | 55.5 | 64.0 | 64.5 | 67.5 | 64.5 | 68.5 | 65.5 | 61.5 | 66.0 | 66.0 | 56.5 | 40.0 | 33.4 | 28.4 | -1.6 | -1.6 |
| TIL | dB | 0.0 | 0.0 | 0.0 | 0.0 | 2.0 | 3.0 | 5.0 | 0.0 | -8.0 | -14.0 | -15.5 | -15.0 | -14.5 | -14.5 | -13.5 | -12.5 | -12.5 | -12.5 | -12.5 |
| TOC | dB | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| TCF | dB | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| LSR | dB re 1(nm/s)/(N/m ^{1/2}) | 7.5 | 1.4 | 11.8 | 11.8 | 15.9 | 6.9 | 5.9 | 5.5 | 10.1 | 11.7 | 14.1 | 11.7 | 17.0 | 14.1 | 8.7 | 17.4 | 17.9 | 18.3 | 19.5 |
| BCF | dB | 1.6 | -2.0 | -4.3 | -5.8 | -6.8 | -7.5 | -7.9 | -8.2 | -8.4 | -8.4 | -8.2 | -7.9 | -7.6 | -7.1 | -6.6 | -5.8 | -5.0 | -4.0 | -2.4 |
| BVR - Amplification | dB | 1.0 | 2.0 | 3.0 | 3.8 | 5.0 | 6.0 | 6.0 | 6.0 | 6.0 | 5.8 | 5.4 | 5.2 | 5.0 | 4.8 | 4.0 | 3.0 | 2.0 | 1.0 | 0.7 |
| BVR - Floor Attenuation | dB | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| CTN | dB | -27.0 | -27.0 | -27.0 | -27.0 | -27.0 | -27.0 | -27.0 | -27.0 | -27.0 | -27.0 | -27.0 | -27.0 | -27.0 | -27.0 | -27.0 | -27.0 | -27.0 | -27.0 | -27.0 |
| SAF | dB | 10.0 | 10.0 | 10.0 | 10.0 | 10.0 | 10.0 | 10.0 | 10.0 | 10.0 | 10.0 | 10.0 | 10.0 | 10.0 | 10.0 | 10.0 | 10.0 | 10.0 | 10.0 | 10.0 |
| Lmax (Short Train) | dB | 46.0 | 44.6 | 45.1 | 49.4 | 60.8 | 55.0 | 58.0 | 50.2 | 49.5 | 42.7 | 39.0 | 43.0 | 46.8 | 35.1 | 14.2 | 16.0 | 11.2 | -18.4 | -15.9 |
| Lmax (Long Train) | dB | 46.4 | 45.0 | 45.5 | 49.9 | 61.4 | 55.5 | 58.6 | 51.1 | 51.7 | 46.2 | 42.3 | 46.9 | 48.9 | 37.4 | 15.9 | 16.8 | 11.9 | -17.7 | -15.2 |
| Total Predicted Noise Level | | | | | | | | | | | | | | | | | | | | |
| Lmax | dBA | 32 | Highest A-weighted level | | | | | | | | | | | | | | | | | |
| Leq (day) | dBA | 18 | see session 6.52 | | | | | | | | | | | | | | | | | |
| Leq (night) | dBA | 13 | | | | | | | | | | | | | | | | | | |
| Leq (24hr) | dBA | 16 | | | | | | | | | | | | | | | | | | |

| NSR No. | GN33 | | | | | | | | | | | | | | Down Track Chainage | 122+830 | Calculated Distance (m) | 29 | Calculated speed (km/h) | 200 |
|------------------------------------|-------------------------------------|---------------------------------------|--------------------------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|---------------------|---------|-------------------------|-------|-------------------------|-------|
| Location | 348 Tsat Sing Kong | | | | | | | | | | | | | | Up Track Chainage | 122+850 | Calculated Distance (m) | 27 | Calculated speed (km/h) | 200 |
| | | 1/3 Octave Band Center Frequency (Hz) | | | | | | | | | | | | | | | | | | |
| | | 6.3 | 8 | 10 | 12.5 | 16 | 20 | 25 | 31.5 | 40 | 50 | 63 | 80 | 100 | 125 | 160 | 200 | 250 | 315 | 400 |
| Down Track Calculation | | | | | | | | | | | | | | | | | | | | |
| FDL | dB re 1N/m ^{1/2} | 51.5 | 53.5 | 50.5 | 55.5 | 64.0 | 64.5 | 67.5 | 64.5 | 68.5 | 65.5 | 61.5 | 66.0 | 66.0 | 56.5 | 40.0 | 33.4 | 28.4 | -1.6 | -1.6 |
| TIL | dB | 0.0 | 0.0 | 0.0 | 0.0 | -2.0 | -2.0 | 0.0 | 2.0 | 4.0 | 3.0 | 2.0 | 1.0 | 1.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| TOC | dB | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| TCF | dB | 0.0 | -2.0 | -1.0 | -2.0 | -7.0 | -7.0 | -8.0 | -8.0 | -8.5 | -8.5 | -8.5 | -8.0 | -7.5 | -7.0 | -4.5 | -5.5 | -5.0 | -5.0 | -5.0 |
| LSR | dB re 1(nm/s)/(N/m ^{1/2}) | 9.8 | 14.4 | 14.7 | 14.9 | 11.3 | 9.1 | 5.2 | 7.6 | 9.4 | 9.5 | 2.8 | 4.5 | 2.9 | -3.9 | -11.2 | -5.1 | -6.2 | -5.9 | -9.2 |
| BCF | dB | 1.6 | -2.0 | -4.3 | -5.8 | -6.8 | -7.5 | -7.9 | -8.2 | -8.4 | -8.4 | -8.2 | -7.9 | -7.6 | -7.1 | -6.6 | -5.8 | -5.0 | -4.0 | -2.4 |
| BVR - Amplification | dB | 1.0 | 2.0 | 3.0 | 3.8 | 5.0 | 6.0 | 6.0 | 6.0 | 6.0 | 5.8 | 5.4 | 5.2 | 5.0 | 4.8 | 4.0 | 3.0 | 2.0 | 1.0 | 0.7 |
| BVR - Floor Attenuation | dB | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| CTN | dB | -27.0 | -27.0 | -27.0 | -27.0 | -27.0 | -27.0 | -27.0 | -27.0 | -27.0 | -27.0 | -27.0 | -27.0 | -27.0 | -27.0 | -27.0 | -27.0 | -27.0 | -27.0 | -27.0 |
| SAF | dB | 10.0 | 10.0 | 10.0 | 10.0 | 10.0 | 10.0 | 10.0 | 10.0 | 10.0 | 10.0 | 10.0 | 10.0 | 10.0 | 10.0 | 10.0 | 10.0 | 10.0 | 10.0 | 10.0 |
| Lmax (Short Train) | dB | 46.0 | 48.5 | 45.3 | 49.1 | 49.5 | 48.2 | 48.4 | 49.5 | 57.0 | 52.9 | 40.9 | 46.4 | 45.2 | 28.3 | 5.4 | 4.2 | -1.9 | -31.6 | -33.6 |
| Lmax (Long Train) | dB | 46.3 | 48.8 | 45.5 | 49.4 | 50.3 | 48.5 | 48.9 | 49.9 | 57.4 | 53.5 | 43.7 | 47.8 | 49.2 | 34.9 | 12.5 | 14.0 | 9.1 | -20.5 | -18.3 |
| Up Track Calculation | | | | | | | | | | | | | | | | | | | | |
| FDL | dB re 1N/m ^{1/2} | 51.5 | 53.5 | 50.5 | 55.5 | 64.0 | 64.5 | 67.5 | 64.5 | 68.5 | 65.5 | 61.5 | 66.0 | 66.0 | 56.5 | 40.0 | 33.4 | 28.4 | -1.6 | -1.6 |
| TIL | dB | 0.0 | 0.0 | 0.0 | 0.0 | -2.0 | -2.0 | 0.0 | 2.0 | 4.0 | 3.0 | 2.0 | 1.0 | 1.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| TOC | dB | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| TCF | dB | 0.0 | -2.0 | -1.0 | -2.0 | -7.0 | -7.0 | -8.0 | -8.0 | -8.5 | -8.5 | -8.5 | -8.0 | -7.5 | -7.0 | -4.5 | -5.5 | -5.0 | -5.0 | -5.0 |
| LSR | dB re 1(nm/s)/(N/m ^{1/2}) | 10.0 | 14.5 | 15.1 | 15.8 | 12.3 | 9.9 | 7.4 | 9.5 | 10.0 | 9.9 | 4.5 | 5.3 | 4.4 | -2.3 | -8.8 | -3.2 | -5.4 | -5.5 | -8.6 |
| BCF | dB | 1.6 | -2.0 | -4.3 | -5.8 | -6.8 | -7.5 | -7.9 | -8.2 | -8.4 | -8.4 | -8.2 | -7.9 | -7.6 | -7.1 | -6.6 | -5.8 | -5.0 | -4.0 | -2.4 |
| BVR - Amplification | dB | 1.0 | 2.0 | 3.0 | 3.8 | 5.0 | 6.0 | 6.0 | 6.0 | 6.0 | 5.8 | 5.4 | 5.2 | 5.0 | 4.8 | 4.0 | 3.0 | 2.0 | 1.0 | 0.7 |
| BVR - Floor Attenuation | dB | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| CTN | dB | -27.0 | -27.0 | -27.0 | -27.0 | -27.0 | -27.0 | -27.0 | -27.0 | -27.0 | -27.0 | -27.0 | -27.0 | -27.0 | -27.0 | -27.0 | -27.0 | -27.0 | -27.0 | -27.0 |
| SAF | dB | 10.0 | 10.0 | 10.0 | 10.0 | 10.0 | 10.0 | 10.0 | 10.0 | 10.0 | 10.0 | 10.0 | 10.0 | 10.0 | 10.0 | 10.0 | 10.0 | 10.0 | 10.0 | 10.0 |
| Lmax (Short Train) | dB | 46.4 | 48.8 | 45.8 | 50.1 | 51.3 | 49.8 | 52.5 | 52.5 | 58.5 | 53.7 | 42.9 | 47.5 | 46.8 | 30.1 | 7.9 | 6.2 | -0.9 | -31.1 | -32.9 |
| Lmax (Long Train) | dB | 46.5 | 49.0 | 46.0 | 50.3 | 51.4 | 49.5 | 51.3 | 52.0 | 58.3 | 54.2 | 44.9 | 48.6 | 49.9 | 35.3 | 13.1 | 14.1 | 9.0 | -20.6 | -18.4 |
| Total Predicted Noise Level | | | | | | | | | | | | | | | | | | | | |
| Lmax | dBA | 34 | Highest A-weighted level | | | | | | | | | | | | | | | | | |
| Leq (day) | dBA | 20 | see session 6.52 | | | | | | | | | | | | | | | | | |
| Leq (night) | dBA | 15 | | | | | | | | | | | | | | | | | | |
| Leq (24hr) | dBA | 18 | | | | | | | | | | | | | | | | | | |

| NSR No. | GN37 | | | | | | | | | | | | | | Down Track Chainage | 119+159 | Calculated Distance (m) | 30 | Calculated speed (km/h) | 200 |
|------------------------------------|--|---------------------------------------|--------------------------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|---------------------|---------|-------------------------|-------|-------------------------|-------|
| Location | DD104 LOT 1396, Yau Tam Mei Tsuen, Chuk Yau Road | | | | | | | | | | | | | | Up Track Chainage | 119+179 | Calculated Distance (m) | 29 | Calculated speed (km/h) | 200 |
| | | 1/3 Octave Band Center Frequency (Hz) | | | | | | | | | | | | | | | | | | |
| | | 6.3 | 8 | 10 | 12.5 | 16 | 20 | 25 | 31.5 | 40 | 50 | 63 | 80 | 100 | 125 | 160 | 200 | 250 | 315 | 400 |
| Down Track Calculation | | | | | | | | | | | | | | | | | | | | |
| FDL | dB re 1N/m ^{1/2} | 51.5 | 53.5 | 50.5 | 55.5 | 64.0 | 64.5 | 67.5 | 64.5 | 68.5 | 65.5 | 61.5 | 66.0 | 66.0 | 56.5 | 40.0 | 33.4 | 28.4 | -1.6 | -1.6 |
| TIL | dB | 0.0 | 0.0 | 0.0 | 0.0 | -2.0 | -2.0 | 0.0 | 2.0 | 4.0 | 3.0 | 2.0 | 1.0 | 1.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| TOC | dB | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| TCF | dB | 0.0 | -2.0 | -1.0 | -2.0 | -7.0 | -7.0 | -8.0 | -8.0 | -8.5 | -8.5 | -8.5 | -8.0 | -7.5 | -7.0 | -4.5 | -5.5 | -5.0 | -5.0 | -5.0 |
| LSR | dB re 1(nm/s)/(N/m ^{1/2}) | 14.4 | 15.0 | 15.6 | 19.0 | 25.2 | 22.5 | 25.0 | 23.9 | 23.8 | 15.4 | 3.0 | -3.0 | -7.3 | -12.1 | -11.2 | -12.0 | -4.8 | -10.4 | -13.0 |
| BCF | dB | 1.6 | -2.0 | -4.3 | -5.8 | -6.8 | -7.5 | -7.9 | -8.2 | -8.4 | -8.4 | -8.2 | -7.9 | -7.6 | -7.1 | -6.6 | -5.8 | -5.0 | -4.0 | -2.4 |
| BVR - Amplification | dB | 1.0 | 2.0 | 3.0 | 3.8 | 5.0 | 6.0 | 6.0 | 6.0 | 6.0 | 5.8 | 5.4 | 5.2 | 5.0 | 4.8 | 4.0 | 3.0 | 2.0 | 1.0 | 0.7 |
| BVR - Floor Attenuation | dB | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| CTN | dB | -27.0 | -27.0 | -27.0 | -27.0 | -27.0 | -27.0 | -27.0 | -27.0 | -27.0 | -27.0 | -27.0 | -27.0 | -27.0 | -27.0 | -27.0 | -27.0 | -27.0 | -27.0 | -27.0 |
| SAF | dB | 10.0 | 10.0 | 10.0 | 10.0 | 10.0 | 10.0 | 10.0 | 10.0 | 10.0 | 10.0 | 10.0 | 10.0 | 10.0 | 10.0 | 10.0 | 10.0 | 10.0 | 10.0 | 10.0 |
| Lmax (Short Train) | dB | 50.7 | 48.7 | 46.0 | 52.7 | 60.6 | 58.7 | 64.8 | 62.4 | 67.6 | 55.0 | 37.4 | 35.5 | 31.8 | 17.4 | 3.9 | -4.7 | -2.2 | -37.7 | -39.1 |
| Lmax (Long Train) | dB | 51.1 | 49.2 | 46.4 | 53.1 | 61.0 | 59.1 | 65.2 | 62.8 | 68.0 | 55.4 | 37.8 | 35.9 | 32.2 | 17.8 | 4.3 | -4.3 | -1.8 | -37.3 | -38.7 |
| Up Track Calculation | | | | | | | | | | | | | | | | | | | | |
| FDL | dB re 1N/m ^{1/2} | 51.5 | 53.5 | 50.5 | 55.5 | 64.0 | 64.5 | 67.5 | 64.5 | 68.5 | 65.5 | 61.5 | 66.0 | 66.0 | 56.5 | 40.0 | 33.4 | 28.4 | -1.6 | -1.6 |
| TIL | dB | 0.0 | 0.0 | 0.0 | 0.0 | -2.0 | -2.0 | 0.0 | 2.0 | 4.0 | 3.0 | 2.0 | 1.0 | 1.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| TOC | dB | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| TCF | dB | 0.0 | -2.0 | -1.0 | -2.0 | -7.0 | -7.0 | -8.0 | -8.0 | -8.5 | -8.5 | -8.5 | -8.0 | -7.5 | -7.0 | -4.5 | -5.5 | -5.0 | -5.0 | -5.0 |
| LSR | dB re 1(nm/s)/(N/m ^{1/2}) | 14.5 | 15.2 | 15.7 | 19.0 | 25.3 | 22.8 | 25.2 | 24.1 | 24.0 | 15.9 | 3.9 | -2.4 | -6.8 | -11.6 | -11.1 | -11.8 | -4.8 | -10.2 | -12.8 |
| BCF | dB | 1.6 | -2.0 | -4.3 | -5.8 | -6.8 | -7.5 | -7.9 | -8.2 | -8.4 | -8.4 | -8.2 | -7.9 | -7.6 | -7.1 | -6.6 | -5.8 | -5.0 | -4.0 | -2.4 |
| BVR - Amplification | dB | 1.0 | 2.0 | 3.0 | 3.8 | 5.0 | 6.0 | 6.0 | 6.0 | 6.0 | 5.8 | 5.4 | 5.2 | 5.0 | 4.8 | 4.0 | 3.0 | 2.0 | 1.0 | 0.7 |
| BVR - Floor Attenuation | dB | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| CTN | dB | -27.0 | -27.0 | -27.0 | -27.0 | -27.0 | -27.0 | -27.0 | -27.0 | -27.0 | -27.0 | -27.0 | -27.0 | -27.0 | -27.0 | -27.0 | -27.0 | -27.0 | -27.0 | -27.0 |
| SAF | dB | 10.0 | 10.0 | 10.0 | 10.0 | 10.0 | 10.0 | 10.0 | 10.0 | 10.0 | 10.0 | 10.0 | 10.0 | 10.0 | 10.0 | 10.0 | 10.0 | 10.0 | 10.0 | 10.0 |
| Lmax (Short Train) | dB | 50.9 | 48.9 | 46.1 | 52.8 | 60.8 | 59.0 | 65.0 | 62.7 | 67.9 | 55.5 | 38.3 | 36.2 | 32.3 | 17.9 | 4.1 | -4.5 | -2.1 | -37.6 | -38.9 |
| Lmax (Long Train) | dB | 51.3 | 49.3 | 46.5 | 53.2 | 61.2 | 59.4 | 65.4 | 63.1 | 68.3 | 55.9 | 38.7 | 36.5 | 32.7 | 18.2 | 4.5 | -4.1 | -1.7 | -37.2 | -38.5 |
| Total Predicted Noise Level | | | | | | | | | | | | | | | | | | | | |
| Lmax | dBA | 35 | Highest A-weighted level | | | | | | | | | | | | | | | | | |
| Leq (day) | dBA | 21 | see session 6.52 | | | | | | | | | | | | | | | | | |
| Leq (night) | dBA | 16 | | | | | | | | | | | | | | | | | | |
| Leq (24hr) | dBA | 19 | | | | | | | | | | | | | | | | | | |

| | | | | | | | | | | | | | | | | | | | | | | | | |
|------------------------------------|-------------------------------------|---------------------------------------|--------------------------|-------|-------|-------|-------|-------|-------|-------|-------|---------|-------------------------|-------|-------|-------|-------|-------|-------------------------|-------|--|--|--|-----|
| NSR No. | GN42 | Down Track Chainage | | | | | | | | | | 117+889 | Calculated Distance (m) | | | | | 38 | Calculated speed (km/h) | | | | | 200 |
| Location | House A78 Maple Gardens | Up Track Chainage | | | | | | | | | | 117+899 | Calculated Distance (m) | | | | | 40 | Calculated speed (km/h) | | | | | 200 |
| | | 1/3 Octave Band Center Frequency (Hz) | | | | | | | | | | | | | | | | | | | | | | |
| | | 6.3 | 8 | 10 | 12.5 | 16 | 20 | 25 | 31.5 | 40 | 50 | 63 | 80 | 100 | 125 | 160 | 200 | 250 | 315 | 400 | | | | |
| Down Track Calculation | | | | | | | | | | | | | | | | | | | | | | | | |
| FDL | dB re 1N/m ^{1/2} | 51.5 | 53.5 | 50.5 | 55.5 | 64.0 | 64.5 | 67.5 | 64.5 | 68.5 | 65.5 | 61.5 | 66.0 | 66.0 | 56.5 | 40.0 | 33.4 | 28.4 | -1.6 | -1.6 | | | | |
| TIL | dB | 0.0 | 0.0 | 0.0 | 0.0 | -2.0 | -2.0 | 0.0 | 2.0 | 4.0 | 3.0 | 2.0 | 1.0 | 1.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | | | |
| TOC | dB | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | | | |
| TCF | dB | 0.0 | -2.0 | -1.0 | -2.0 | -7.0 | -7.0 | -8.0 | -8.0 | -8.5 | -8.5 | -8.5 | -8.0 | -7.5 | -7.0 | -4.5 | -5.5 | -5.0 | -5.0 | -5.0 | | | | |
| LSR | dB re 1(nm/s)/(N/m ^{1/2}) | 13.1 | 13.3 | 14.2 | 18.1 | 23.7 | 19.9 | 21.3 | 19.2 | 16.3 | 7.5 | -3.3 | -7.6 | -10.7 | -15.0 | -12.5 | -13.4 | -5.3 | -11.3 | -14.5 | | | | |
| BCF | dB | -0.4 | -4.6 | -6.8 | -8.5 | -9.8 | -10.8 | -11.5 | -12.0 | -12.3 | -12.4 | -12.3 | -12.1 | -11.6 | -11.1 | -10.3 | -9.3 | -8.1 | -6.7 | -4.7 | | | | |
| BVR - Amplification | dB | 1.0 | 2.0 | 3.0 | 3.8 | 5.0 | 6.0 | 6.0 | 6.0 | 6.0 | 5.8 | 5.4 | 5.2 | 5.0 | 4.8 | 4.0 | 3.0 | 2.0 | 1.0 | 0.7 | | | | |
| BVR - Floor Attenuation | dB | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | | | |
| CTN | dB | -27.0 | -27.0 | -27.0 | -27.0 | -27.0 | -27.0 | -27.0 | -27.0 | -27.0 | -27.0 | -27.0 | -27.0 | -27.0 | -27.0 | -27.0 | -27.0 | -27.0 | -27.0 | -27.0 | | | | |
| SAF | dB | 10.0 | 10.0 | 10.0 | 10.0 | 10.0 | 10.0 | 10.0 | 10.0 | 10.0 | 10.0 | 10.0 | 10.0 | 10.0 | 10.0 | 10.0 | 10.0 | 10.0 | 10.0 | 10.0 | | | | |
| Lmax (Short Train) | dB | 47.1 | 44.1 | 41.8 | 48.8 | 55.8 | 52.6 | 57.2 | 53.7 | 55.9 | 42.9 | 27.5 | 27.4 | 25.7 | 12.4 | -1.0 | -0.8 | -5.6 | -41.1 | -41.1 | | | | |
| Lmax (Long Train) | dB | 47.3 | 44.4 | 42.1 | 48.9 | 55.9 | 52.7 | 57.4 | 53.8 | 56.3 | 44.8 | 35.6 | 36.0 | 35.6 | 23.0 | 2.5 | 11.6 | -1.1 | -35.8 | -32.3 | | | | |
| Up Track Calculation | | | | | | | | | | | | | | | | | | | | | | | | |
| FDL | dB re 1N/m ^{1/2} | 51.5 | 53.5 | 50.5 | 55.5 | 64.0 | 64.5 | 67.5 | 64.5 | 68.5 | 65.5 | 61.5 | 66.0 | 66.0 | 56.5 | 40.0 | 33.4 | 28.4 | -1.6 | -1.6 | | | | |
| TIL | dB | 0.0 | 0.0 | 0.0 | 0.0 | -2.0 | -2.0 | 0.0 | 2.0 | 4.0 | 3.0 | 2.0 | 1.0 | 1.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | | | |
| TOC | dB | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | | | |
| TCF | dB | 0.0 | -2.0 | -1.0 | -2.0 | -7.0 | -7.0 | -8.0 | -8.0 | -8.5 | -8.5 | -8.5 | -8.0 | -7.5 | -7.0 | -4.5 | -5.5 | -5.0 | -5.0 | -5.0 | | | | |
| LSR | dB re 1(nm/s)/(N/m ^{1/2}) | 12.7 | 12.8 | 13.8 | 17.8 | 23.2 | 19.5 | 20.2 | 17.7 | 13.2 | 5.0 | -3.8 | -8.0 | -10.9 | -15.1 | -12.6 | -13.5 | -5.4 | -11.4 | -14.7 | | | | |
| BCF | dB | -0.4 | -4.6 | -6.8 | -8.5 | -9.8 | -10.8 | -11.5 | -12.0 | -12.3 | -12.4 | -12.3 | -12.1 | -11.6 | -11.1 | -10.3 | -9.3 | -8.1 | -6.7 | -4.7 | | | | |
| BVR - Amplification | dB | 1.0 | 2.0 | 3.0 | 3.8 | 5.0 | 6.0 | 6.0 | 6.0 | 6.0 | 5.8 | 5.4 | 5.2 | 5.0 | 4.8 | 4.0 | 3.0 | 2.0 | 1.0 | 0.7 | | | | |
| BVR - Floor Attenuation | dB | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | | | |
| CTN | dB | -27.0 | -27.0 | -27.0 | -27.0 | -27.0 | -27.0 | -27.0 | -27.0 | -27.0 | -27.0 | -27.0 | -27.0 | -27.0 | -27.0 | -27.0 | -27.0 | -27.0 | -27.0 | -27.0 | | | | |
| SAF | dB | 10.0 | 10.0 | 10.0 | 10.0 | 10.0 | 10.0 | 10.0 | 10.0 | 10.0 | 10.0 | 10.0 | 10.0 | 10.0 | 10.0 | 10.0 | 10.0 | 10.0 | 10.0 | 10.0 | | | | |
| Lmax (Short Train) | dB | 45.7 | 42.6 | 40.3 | 47.4 | 54.1 | 50.9 | 54.9 | 51.0 | 51.9 | 40.8 | 31.8 | 32.3 | 31.8 | 19.3 | 0.1 | 8.1 | -3.8 | -38.6 | -35.5 | | | | |
| Lmax (Long Train) | dB | 46.8 | 43.7 | 41.5 | 48.4 | 55.2 | 52.0 | 56.0 | 52.1 | 53.3 | 43.4 | 35.8 | 36.2 | 35.8 | 23.3 | 2.5 | 11.9 | -1.0 | -35.7 | -32.0 | | | | |
| Total Predicted Noise Level | | | | | | | | | | | | | | | | | | | | | | | | |
| Lmax | dBA | 25 | Highest A-weighted level | | | | | | | | | | | | | | | | | | | | | |
| Leq (day) | dBA | 11 | see session 6.52 | | | | | | | | | | | | | | | | | | | | | |
| Leq (night) | dBA | 6 | | | | | | | | | | | | | | | | | | | | | | |
| Leq (24hr) | dBA | 9 | | | | | | | | | | | | | | | | | | | | | | |