NSR No.	GN1							Down Track Chainage			141+486		Calculated Distance (m)			20	Calculated speed (km/h)			43
Location	Future Development at West Kowloon Cultural District							Up Track Chainage			141+496		Calculated Distance (m)			20	Calculated speed (km/h)			41
		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$^{1/2}$	38.0	40.0	37.0	42.0	50.5	51.0	54.0	51.0	55.0	52.0	48.0	52.5	52.5	43.0	26.5	19.9	14.9	-15.1	-15.1
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	0.0	0.0	0.0	0.0	0.0	0.0	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$^{1/2}$)	10.8	11.5	11.9	15.2	21.6	19.5	21.8	20.8	20.7	13.2	2.3	-4.7	-9.5	-14.4	-14.6	-15.3	-8.6	-13.9	-16.3
BCF	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
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	30.3	34.0	32.4	41.5	55.6	55.0	62.2	60.3	66.2	54.5	38.3	35.2	31.1	18.8	2.2	-9.2	-10.0	-44.3	-40.4
Lmax (Long Train)	dB	30.4	34.1	32.5	41.5	55.6	55.0	62.2	60.3	66.2	54.6	40.0	39.4	37.8	28.2	11.9	-1.3	-4.2	-36.0	-30.0
Up Track Calculation																				
FDL	dB re 1N/m$^{1/2}$	38.0	40.0	37.0	42.0	50.5	51.0	54.0	51.0	55.0	52.0	48.0	52.5	52.5	43.0	26.5	19.9	14.9	-15.1	-15.1
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	0.0	0.0	0.0	0.0	0.0	0.0	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$^{1/2}$)	12.2	13.6	14.9	18.2	23.5	23.2	24.0	23.3	22.7	17.9	10.8	6.8	2.2	-2.8	-9.1	-8.7	-5.9	-10.5	-10.7
BCF	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
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	31.4	35.7	35.1	44.2	57.1	58.4	64.1	62.5	67.8	58.9	46.4	45.7	41.0	25.7	4.0	-5.0	-8.2	-42.8	-39.9
Lmax (Long Train)	dB	31.2	35.6	35.0	44.0	57.0	58.2	64.0	62.3	67.7	58.8	46.5	46.0	42.0	29.1	11.2	-1.0	-4.4	-36.6	-30.9
Total Predicted Noise Level																				
Lmax	dBA	36	Highest A-weighted level																	
Leq (day)	dBA	25	see session 6.52																	
Leq (night)	dBA	20																		
Leq (24hr)	dBA	22																		

NSR No.	GN3							Down Track Chainage			140+320		Calculated Distance (m)			15	Calculated speed (km/h)			65
Location	Yaumati Catholic Primary School (Hoi Wang Road)							Up Track Chainage			140+330		Calculated Distance (m)			5	Calculated speed (km/h)			65
		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$^{1/2}$	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$^{1/2}$)	17.6	20.2	23.9	27.3	29.9	31.3	29.8	29.1	27.8	25.7	21.5	26.8	24.3	19.3	4.4	6.4	2.7	-1.1	2.3
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	0.0	0.0	0.0	0.0	0.0	0.0	0.0	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	38.6	41.8	43.6	51.4	56.5	58.5	60.8	58.4	61.8	53.8	42.8	50.2	46.9	31.0	1.5	-5.5	-13.8	-47.1	-43.4
Lmax (Long Train)	dB	38.8	42.0	43.7	51.5	56.7	58.6	61.0	58.5	62.0	53.8	42.8	50.2	47.0	31.1	1.5	-5.5	-13.7	-47.1	-43.4
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$^{1/2}$)	22.4	25.0	28.7	32.1	34.7	36.1	34.6	33.9	32.6	30.5	26.4	31.7	29.2	24.2	9.3	11.2	7.5	3.7	7.1
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	0.0	0.0	0.0	0.0	0.0	0.0	0.0	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	43.6	47.1	49.4	57.2	61.8	64.1	66.0	63.6	66.8	59.3	48.8	57.0	53.9	38.0	7.8	0.9	-8.1	-41.3	-37.2
Lmax (Long Train)	dB	43.7	47.2	49.4	57.2	61.9	64.1	66.0	63.6	66.9	59.4	48.8	57.0	53.9	38.0	7.8	0.9	-8.1	-41.3	-37.2
Total Predicted Noise Level																				
Lmax	dBA	40	Highest A-weighted level																	
Leq (day)	dBA	28	see session 6.52																	
Leq (night)	dBA	23																		
Leq (24hr)	dBA	26																		

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	-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	0.0	0.0	0.0	0.0	0.0	0.0	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	34.4	33.7	38.1	44.0	53.5	49.1	53.1	50.8	57.2	52.0	47.4	47.5	51.7	37.5	14.5	15.3	9.9	-19.1	-17.1
Lmax (Long Train)	dB	35.1	34.8	38.5	44.5	53.9	50.0	54.3	52.0	58.0	52.2	47.5	47.5	51.7	37.5	14.6	15.3	9.9	-19.0	-17.1
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	-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	0.0	0.0	0.0	0.0	0.0	0.0	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	33.3	32.6	37.4	43.3	52.7	48.4	51.9	49.6	56.2	51.3	46.8	46.9	51.0	36.8	13.8	14.6	9.2	-19.8	-17.8
Lmax (Long Train)	dB	34.1	34.2	38.1	44.4	53.2	50.1	53.5	51.1	57.0	51.7	46.9	47.0	51.0	36.8	13.8	14.6	9.2	-19.8	-17.8
Total Predicted Noise Level																				
Lmax	dBA	35	Highest A-weighted level																	
Leq (day)	dBA	22	see session 6.52																	
Leq (night)	dBA	17																		
Leq (24hr)	dBA	20																		

NSR No.	GN11a							Down Track Chainage			137+810		Calculated Distance (m)			26	Calculated speed (km/h)			200
Location	Planned Residential Development in Site 6							Up Track Chainage			137+830		Calculated Distance (m)			10	Calculated speed (km/h)			165
		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	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
TCF	dB	-5.0	-5.0	-5.0	-5.0	-5.0	-5.0	-5.0	-5.0	-5.0	-5.0	-5.0	-5.0	-5.0	-5.0	-5.0	-5.0	-5.0	-5.0	-5.0
LSR	dB re 1(nm/s)/(N/m$^{1/2}$)	11.1	11.8	12.1	15.4	21.9	20.1	22.2	21.4	21.2	14.2	4.1	-3.4	-8.5	-13.4	-14.3	-14.9	-8.4	-13.7	-15.9
BCF	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
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	43.6	48.1	46.3	54.0	67.0	66.9	74.0	72.1	78.1	69.3	62.2	64.3	63.6	54.5	38.3	24.8	21.4	-9.8	-3.6
Lmax (Long Train)	dB	44.2	48.5	46.8	54.5	67.2	67.1	74.2	72.3	78.2	69.4	62.3	64.6	63.8	54.9	38.4	25.0	21.4	-9.8	-3.6
Up Track Calculation																				
FDL	dB re 1N/m$^{1/2}$	49.6	51.6	48.6	53.6	62.1	62.6	65.6	62.6	66.6	63.6	59.6	64.1	64.1	54.6	38.1	31.5	26.5	-3.5	-3.5
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	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
TCF	dB	-5.0	-5.0	-5.0	-5.0	-5.0	-5.0	-5.0	-5.0	-5.0	-5.0	-5.0	-5.0	-5.0	-5.0	-5.0	-5.0	-5.0	-5.0	-5.0
LSR	dB re 1(nm/s)/(N/m$^{1/2}$)	15.3	17.9	21.7	25.1	27.6	29.1	27.6	26.9	25.6	23.4	19.3	24.6	22.2	17.2	2.2	4.1	0.5	-3.3	0.0
BCF	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
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	45.7	51.5	52.7	61.5	71.3	74.3	77.8	76.0	80.9	75.1	67.1	74.1	71.8	58.5	39.7	26.7	22.8	-8.4	-2.2
Lmax (Long Train)	dB	45.9	51.6	52.9	61.6	71.3	74.3	77.8	76.1	80.9	75.1	67.1	74.1	71.8	58.6	39.8	26.8	22.9	-8.4	-2.1
Total Predicted Noise Level																				
Lmax	dBA	56	Highest A-weighted level																	
Leq (day)	dBA	41	see session 6.52																	
Leq (night)	dBA	36																		
Leq (24hr)	dBA	39																		

NSR No.	GN18							Down Track Chainage			134+070		Calculated Distance (m)			89	Calculated speed (km/h)			200
Location	Block 2 Greenknoll Court							Up Track Chainage			134+080		Calculated Distance (m)			89	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	0.0	0.0	0.0	0.0	0.0	0.0	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$^{1/2}$)	-4.4	-2.6	2.7	0.7	0.1	-7.4	-4.2	-6.3	3.5	-3.0	2.9	-3.1	-6.9	-5.3	-6.6	-5.3	1.0	1.0	-1.0
BCF	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
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	-8.0	-8.0	-8.0	-8.0	-8.0	-8.0	-8.0	-8.0	-8.0	-8.0	-8.0	-8.0	-8.0	-8.0	-8.0	-8.0	-8.0	-8.0	-8.0
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	20.6	25.4	28.7	32.6	39.6	33.7	41.8	38.8	54.5	43.8	44.3	41.6	37.6	28.5	10.0	3.6	4.0	-27.0	-29.3
Lmax (Long Train)	dB	21.9	26.7	30.0	33.8	40.9	34.9	43.0	40.0	55.7	45.0	45.5	42.9	38.8	29.8	11.2	4.8	5.2	-25.8	-28.1
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	0.0	0.0	0.0	0.0	0.0	0.0	0.0	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$^{1/2}$)	-4.4	-2.6	2.7	0.7	0.1	-7.4	-4.3	-6.3	3.1	-3.3	2.5	-3.4	-7.2	-5.5	-6.8	-5.4	1.0	1.0	-1.0
BCF	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
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	-8.0	-8.0	-8.0	-8.0	-8.0	-8.0	-8.0	-8.0	-8.0	-8.0	-8.0	-8.0	-8.0	-8.0	-8.0	-8.0	-8.0	-8.0	-8.0
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	20.6	25.4	28.7	32.5	39.6	33.6	41.7	38.7	54.1	43.6	43.9	41.3	37.4	28.4	9.8	3.5	3.9	-27.1	-29.4
Lmax (Long Train)	dB	21.8	26.6	29.9	33.7	40.8	34.8	42.9	39.9	55.3	44.8	45.1	42.6	38.6	29.6	11.0	4.7	5.1	-25.9	-28.2
Total Predicted Noise Level																				
Lmax	dBA	27	Highest A-weighted level																	
Leq (day)	dBA	13	see session 6.52																	
Leq (night)	dBA	8																		
Leq (24hr)	dBA	11																		

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	8																		
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	-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	0.0	0.0	0.0	0.0	0.0	0.0	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	54.1	45.9	49.4	47.8	58.1	55.6	52.8	54.0	59.4	46.4	24.3	26.1	21.4	-8.2	-5.7
Lmax (Long Train)	dB	42.8	42.2	42.0	45.9	54.3	46.9	49.8	48.3	58.6	56.0	52.9	54.1	59.5	46.4	24.4	26.2	21.5	-8.1	-5.6
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	0.0	0.0	0.0	0.0	0.0	0.0	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	46.2	44.2	45.2	49.5	57.4	50.1	53.3	52.1	61.5	58.8	55.9	57.6	62.5	49.7	27.9	29.3	24.5	-5.1	-2.6
Lmax (Long Train)	dB	46.5	44.8	45.6	49.9	57.8	50.8	53.9	52.9	61.9	59.2	56.2	58.2	62.8	50.0	28.2	29.4	24.7	-4.9	-2.4
Total Predicted Noise Level																				
Lmax	dBA	45	Highest A-weighted level																	
Leq (day)	dBA	30	see session 6.52																	
Leq (night)	dBA	25																		
Leq (24hr)	dBA	28																		

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	21	see session 6.52																	
Leq (night)	dBA	16																		
Leq (24hr)	dBA	19																		

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																		