

Appendix 3.2

Predicted Traffic Noise Level (Unmitigated)

Appendix 3.2 Predicted Traffic Noise Level (Unmitigated)

NSRs	Floor Level	Height (mPD)	Criteria dB(A)	Predicted Noise Level dB(A)			
				Project Road	Non-Project Road	Overall	Project Road Contribution
N1	1	12	70	<u>71</u>	54	<u>71</u>	17
N1	2	15	70	<u>71</u>	54	<u>71</u>	17
N1	3	18	70	<u>71</u>	54	<u>71</u>	17
N1	4	21	70	<u>71</u>	53	<u>71</u>	17
N1	5	25	70	70	53	<u>71</u>	18
N1	6	28	70	70	53	70	18
N1	7	31	70	70	52	70	18
N1	8	34	70	70	52	70	18
N1	9	37	70	70	52	70	18
N1	10	41	70	70	51	70	19
N1	11	44	70	70	51	70	19
N1	12	47	70	70	51	70	19
N1	13	50	70	69	50	69	19
N1	14	53	70	69	50	69	19
N1	15	57	70	69	50	69	20
N1	16	60	70	69	50	69	20
N1	17	63	70	69	49	69	20
N1	18	66	70	69	49	69	20
N1	19	69	70	69	49	69	20
N1	20	73	70	69	49	69	20
N1	21	76	70	68	48	68	20
N2	1	12	70	<u>73</u>	57	<u>73</u>	16
N2	2	15	70	<u>73</u>	57	<u>73</u>	16
N2	3	18	70	<u>73</u>	57	<u>73</u>	16
N2	4	21	70	<u>73</u>	57	<u>73</u>	16
N2	5	25	70	<u>73</u>	57	<u>73</u>	16
N2	6	28	70	<u>73</u>	57	<u>73</u>	16
N2	7	31	70	<u>72</u>	57	<u>73</u>	16
N2	8	34	70	<u>72</u>	57	<u>72</u>	16
N2	9	37	70	<u>72</u>	56	<u>72</u>	16
N2	10	41	70	<u>72</u>	56	<u>72</u>	16
N2	11	44	70	<u>72</u>	56	<u>72</u>	16
N2	12	47	70	<u>72</u>	56	<u>72</u>	16
N2	13	50	70	<u>71</u>	56	<u>71</u>	16
N2	14	53	70	<u>71</u>	56	<u>71</u>	16
N2	15	57	70	<u>71</u>	55	<u>71</u>	16
N2	16	60	70	<u>71</u>	55	<u>71</u>	16
N2	17	63	70	<u>71</u>	55	<u>71</u>	16
N2	18	66	70	<u>71</u>	55	<u>71</u>	16
N2	19	69	70	70	55	70	16
N2	20	73	70	70	55	70	16
N2	21	76	70	70	55	70	16

Appendix 3.2 Predicted Traffic Noise Level (Unmitigated)

NSRs	Floor Level	Height (mPD)	Criteria dB(A)	Predicted Noise Level dB(A)			
				Project Road	Non-Project Road	Overall	Project Road Contribution
N3	1	12	70	<u>75</u>	55	<u>75</u>	20
N3	2	15	70	<u>75</u>	55	<u>75</u>	20
N3	3	18	70	<u>75</u>	55	<u>75</u>	20
N3	4	21	70	<u>75</u>	55	<u>75</u>	20
N3	5	25	70	<u>75</u>	55	<u>75</u>	20
N3	6	28	70	<u>75</u>	55	<u>75</u>	20
N3	7	31	70	<u>74</u>	55	<u>74</u>	20
N3	8	34	70	<u>74</u>	55	<u>74</u>	20
N3	9	37	70	<u>74</u>	55	<u>74</u>	20
N3	10	41	70	<u>74</u>	54	<u>74</u>	20
N3	11	44	70	<u>74</u>	54	<u>74</u>	19
N3	12	47	70	<u>73</u>	54	<u>73</u>	19
N3	13	50	70	<u>73</u>	54	<u>73</u>	19
N3	14	53	70	<u>73</u>	54	<u>73</u>	19
N3	15	57	70	<u>73</u>	54	<u>73</u>	19
N3	16	60	70	<u>73</u>	54	<u>73</u>	19
N3	17	63	70	<u>73</u>	53	<u>73</u>	19
N3	18	66	70	<u>72</u>	53	<u>72</u>	19
N3	19	69	70	<u>72</u>	53	<u>72</u>	19
N3	20	73	70	<u>72</u>	53	<u>72</u>	19
N3	21	76	70	<u>72</u>	53	<u>72</u>	19
N4	1	12	70	<u>71</u>	22	<u>71</u>	49
N4	2	15	70	<u>71</u>	22	<u>71</u>	49
N4	3	18	70	<u>71</u>	22	<u>71</u>	49
N4	4	21	70	<u>71</u>	22	<u>71</u>	49
N4	5	25	70	<u>71</u>	21	<u>71</u>	50
N4	6	28	70	<u>71</u>	21	<u>71</u>	50
N4	7	31	70	<u>71</u>	21	<u>71</u>	50
N4	8	34	70	<u>71</u>	20	<u>71</u>	50
N4	9	37	70	<u>71</u>	20	<u>71</u>	51
N4	10	41	70	<u>71</u>	20	<u>71</u>	51
N4	11	44	70	<u>71</u>	19	<u>71</u>	51
N4	12	47	70	70	19	70	51
N4	13	50	70	70	19	70	52
N4	14	53	70	70	19	70	52
N4	15	57	70	70	18	70	52
N4	16	60	70	70	18	70	52
N4	17	63	70	70	18	70	52
N4	18	66	70	70	18	70	52
N4	19	69	70	70	17	70	52
N4	20	73	70	70	20	70	50
N4	21	76	70	70	24	70	46

Appendix 3.2 Predicted Traffic Noise Level (Unmitigated)

NSRs	Floor Level	Height (mPD)	Criteria dB(A)	Predicted Noise Level dB(A)			
				Project Road	Non-Project Road	Overall	Project Road Contribution
N5	1	11	70	<u>76</u>	70	<u>77</u>	7
N5	2	14	70	<u>76</u>	70	<u>77</u>	7
N5	3	18	70	<u>76</u>	70	<u>77</u>	7
N5	4	21	70	<u>76</u>	70	<u>77</u>	7
N5	5	24	70	<u>75</u>	70	<u>76</u>	7
N5	6	27	70	<u>75</u>	69	<u>76</u>	7
N5	7	30	70	<u>75</u>	69	<u>76</u>	7
N5	8	34	70	<u>75</u>	69	<u>76</u>	7
N5	9	37	70	<u>74</u>	68	<u>75</u>	7
N5	10	40	70	<u>74</u>	68	<u>75</u>	7
N5	11	43	70	<u>74</u>	68	<u>75</u>	7
N5	12	46	70	<u>74</u>	68	<u>75</u>	7
N5	13	50	70	<u>73</u>	67	<u>74</u>	7
N5	14	53	70	<u>73</u>	67	<u>74</u>	7
N5	15	56	70	<u>73</u>	67	<u>74</u>	7
N5	16	59	70	<u>73</u>	67	<u>74</u>	7
N5	17	62	70	<u>73</u>	66	<u>74</u>	7
N6	1	11	70	<u>77</u>	68	<u>78</u>	9
N6	2	14	70	<u>77</u>	68	<u>78</u>	9
N6	3	18	70	<u>77</u>	68	<u>78</u>	10
N6	4	21	70	<u>77</u>	68	<u>77</u>	10
N6	5	24	70	<u>77</u>	67	<u>77</u>	10
N6	6	27	70	<u>76</u>	67	<u>77</u>	10
N6	7	30	70	<u>76</u>	67	<u>76</u>	10
N6	8	34	70	<u>76</u>	66	<u>76</u>	10
N6	9	37	70	<u>75</u>	66	<u>76</u>	10
N6	10	40	70	<u>75</u>	66	<u>76</u>	10
N6	11	43	70	<u>75</u>	66	<u>75</u>	10
N6	12	46	70	<u>75</u>	65	<u>75</u>	10
N6	13	50	70	<u>74</u>	65	<u>75</u>	10
N6	14	53	70	<u>74</u>	65	<u>75</u>	10
N6	15	56	70	<u>74</u>	65	<u>75</u>	10
N6	16	59	70	<u>74</u>	64	<u>74</u>	10
N6	17	62	70	<u>74</u>	64	<u>74</u>	10
N7	1	11	70	<u>77</u>	64	<u>77</u>	14
N7	2	14	70	<u>77</u>	64	<u>78</u>	14
N7	3	18	70	<u>77</u>	64	<u>78</u>	14
N7	4	21	70	<u>77</u>	64	<u>77</u>	14
N7	5	24	70	<u>77</u>	63	<u>77</u>	14
N7	6	27	70	<u>77</u>	63	<u>77</u>	14
N7	7	30	70	<u>76</u>	63	<u>77</u>	14
N7	8	34	70	<u>76</u>	62	<u>76</u>	14
N7	9	37	70	<u>76</u>	62	<u>76</u>	14
N7	10	40	70	<u>76</u>	62	<u>76</u>	14
N7	11	43	70	<u>75</u>	62	<u>76</u>	14
N7	12	46	70	<u>75</u>	61	<u>75</u>	14
N7	13	50	70	<u>75</u>	61	<u>75</u>	14
N7	14	53	70	<u>75</u>	61	<u>75</u>	14
N7	15	56	70	<u>75</u>	61	<u>75</u>	14
N7	16	59	70	<u>74</u>	60	<u>75</u>	14
N7	17	62	70	<u>74</u>	60	<u>74</u>	14

Appendix 3.2 Predicted Traffic Noise Level (Unmitigated)

NSRs	Floor Level	Height (mPD)	Criteria dB(A)	Predicted Noise Level dB(A)			
				Project Road	Non-Project Road	Overall	Project Road Contribution
N8	1	11	70	<u>76</u>	24	<u>76</u>	52
N8	2	14	70	<u>76</u>	24	<u>76</u>	52
N8	3	18	70	<u>76</u>	24	<u>76</u>	52
N8	4	21	70	<u>76</u>	24	<u>76</u>	52
N8	5	24	70	<u>76</u>	24	<u>76</u>	52
N8	6	27	70	<u>76</u>	24	<u>76</u>	52
N8	7	30	70	<u>76</u>	24	<u>76</u>	52
N8	8	34	70	<u>76</u>	24	<u>76</u>	52
N8	9	37	70	<u>75</u>	23	<u>75</u>	52
N8	10	40	70	<u>75</u>	23	<u>75</u>	52
N8	11	43	70	<u>75</u>	23	<u>75</u>	52
N8	12	46	70	<u>75</u>	23	<u>75</u>	52
N8	13	50	70	<u>75</u>	23	<u>75</u>	52
N8	14	53	70	<u>74</u>	23	<u>74</u>	52
N8	15	56	70	<u>74</u>	23	<u>74</u>	52
N8	16	59	70	<u>74</u>	22	<u>74</u>	52
N8	17	62	70	<u>74</u>	22	<u>74</u>	52
N9	1	16	70	<u>75</u>	61	<u>75</u>	15
N9	2	19	70	<u>75</u>	61	<u>75</u>	15
N9	3	23	70	<u>75</u>	61	<u>75</u>	14
N9	4	26	70	<u>75</u>	61	<u>75</u>	14
N9	5	29	70	<u>75</u>	61	<u>75</u>	14
N9	6	32	70	<u>74</u>	61	<u>75</u>	14
N9	7	35	70	<u>74</u>	61	<u>74</u>	13
N9	8	39	70	<u>74</u>	61	<u>74</u>	13
N9	9	42	70	<u>74</u>	61	<u>74</u>	13
N10	1	16	70	<u>77</u>	60	<u>77</u>	17
N10	2	19	70	<u>77</u>	60	<u>77</u>	18
N10	3	23	70	<u>77</u>	59	<u>77</u>	18
N10	4	26	70	<u>76</u>	59	<u>76</u>	18
N10	5	29	70	<u>76</u>	59	<u>76</u>	18
N10	6	32	70	<u>76</u>	58	<u>76</u>	18
N10	7	35	70	<u>76</u>	58	<u>76</u>	18
N10	8	39	70	<u>75</u>	58	<u>75</u>	18
N10	9	42	70	<u>75</u>	58	<u>75</u>	18
N11	1	11	70	<u>74</u>	69	<u>75</u>	6
N11	2	14	70	<u>74</u>	69	<u>75</u>	6
N11	3	18	70	<u>74</u>	69	<u>75</u>	6
N11	4	21	70	<u>74</u>	69	<u>75</u>	6
N11	5	24	70	<u>74</u>	69	<u>75</u>	6
N11	6	27	70	<u>74</u>	69	<u>75</u>	6
N11	7	30	70	<u>73</u>	69	<u>75</u>	6
N11	8	34	70	<u>73</u>	68	<u>74</u>	6
N11	9	37	70	<u>73</u>	68	<u>74</u>	6
N11	10	40	70	<u>73</u>	68	<u>74</u>	6
N11	11	43	70	<u>72</u>	68	<u>74</u>	6
N11	12	46	70	<u>72</u>	68	<u>73</u>	6
N11	13	50	70	<u>72</u>	67	<u>73</u>	6
N11	14	53	70	<u>72</u>	67	<u>73</u>	6

Appendix 3.2 Predicted Traffic Noise Level (Unmitigated)

NSRs	Floor Level	Height (mPD)	Criteria dB(A)	Predicted Noise Level dB(A)			
				Project Road	Non-Project Road	Overall	Project Road Contribution
N12	1	11	70	<u>76</u>	68	<u>77</u>	8
N12	2	14	70	<u>76</u>	69	<u>77</u>	8
N12	3	18	70	<u>76</u>	68	<u>77</u>	8
N12	4	21	70	<u>76</u>	68	<u>76</u>	8
N12	5	24	70	<u>75</u>	68	<u>76</u>	8
N12	6	27	70	<u>75</u>	68	<u>76</u>	8
N12	7	30	70	<u>75</u>	68	<u>76</u>	8
N12	8	34	70	<u>75</u>	67	<u>75</u>	8
N12	9	37	70	<u>75</u>	67	<u>75</u>	8
N12	10	40	70	<u>74</u>	67	<u>75</u>	8
N12	11	43	70	<u>74</u>	67	<u>75</u>	8
N12	12	46	70	<u>74</u>	66	<u>75</u>	8
N12	13	50	70	<u>74</u>	66	<u>74</u>	8
N12	14	53	70	<u>73</u>	66	<u>74</u>	8
N13	1	11	70	<u>77</u>	52	<u>77</u>	25
N13	2	14	70	<u>77</u>	53	<u>77</u>	24
N13	3	18	70	<u>77</u>	53	<u>77</u>	24
N13	4	21	70	<u>77</u>	53	<u>77</u>	24
N13	5	24	70	<u>77</u>	53	<u>77</u>	24
N13	6	27	70	<u>76</u>	53	<u>76</u>	24
N13	7	30	70	<u>76</u>	53	<u>76</u>	24
N13	8	34	70	<u>76</u>	52	<u>76</u>	24
N13	9	37	70	<u>76</u>	52	<u>76</u>	24
N13	10	40	70	<u>75</u>	52	<u>75</u>	24
N13	11	43	70	<u>75</u>	52	<u>75</u>	23
N13	12	46	70	<u>75</u>	52	<u>75</u>	23
N13	13	50	70	<u>75</u>	52	<u>75</u>	23
N13	14	53	70	<u>75</u>	52	<u>75</u>	23
N14	1	11	70	<u>78</u>	23	<u>78</u>	55
N14	2	14	70	<u>78</u>	23	<u>78</u>	55
N14	3	18	70	<u>78</u>	23	<u>78</u>	55
N14	4	21	70	<u>78</u>	23	<u>78</u>	55
N14	5	24	70	<u>77</u>	23	<u>77</u>	55
N14	6	27	70	<u>77</u>	22	<u>77</u>	55
N14	7	30	70	<u>77</u>	22	<u>77</u>	55
N14	8	34	70	<u>77</u>	22	<u>77</u>	55
N14	9	37	70	<u>77</u>	22	<u>77</u>	55
N14	10	40	70	<u>76</u>	22	<u>76</u>	54
N14	11	43	70	<u>76</u>	22	<u>76</u>	54
N14	12	46	70	<u>76</u>	22	<u>76</u>	54
N14	13	50	70	<u>76</u>	22	<u>76</u>	54
N14	14	53	70	<u>76</u>	21	<u>76</u>	54

Appendix 3.2 Predicted Traffic Noise Level (Unmitigated)

NSRs	Floor Level	Height (mPD)	Criteria dB(A)	Predicted Noise Level dB(A)			
				Project Road	Non-Project Road	Overall	Project Road Contribution
N15	1	11	70	<u>73</u>	0	<u>73</u>	73
N15	2	14	70	<u>73</u>	0	<u>73</u>	73
N15	3	18	70	<u>73</u>	0	<u>73</u>	73
N15	4	21	70	<u>73</u>	0	<u>73</u>	73
N15	5	24	70	<u>73</u>	0	<u>73</u>	73
N15	6	27	70	<u>73</u>	0	<u>73</u>	73
N15	7	30	70	<u>72</u>	0	<u>72</u>	72
N15	8	34	70	<u>72</u>	0	<u>72</u>	72
N15	9	37	70	<u>72</u>	0	<u>72</u>	72
N15	10	40	70	<u>72</u>	0	<u>72</u>	72
N15	11	43	70	<u>72</u>	0	<u>72</u>	72
N15	12	46	70	<u>72</u>	0	<u>72</u>	72
N15	13	50	70	<u>72</u>	0	<u>72</u>	72
N15	14	53	70	<u>72</u>	0	<u>72</u>	72
N16	1	11	70	<u>78</u>	21	<u>78</u>	57
N16	2	14	70	<u>78</u>	21	<u>78</u>	57
N16	3	18	70	<u>78</u>	21	<u>78</u>	56
N16	4	21	70	<u>77</u>	21	<u>77</u>	56
N16	5	24	70	<u>77</u>	21	<u>77</u>	56
N16	6	27	70	<u>77</u>	21	<u>77</u>	56
N16	7	30	70	<u>77</u>	21	<u>77</u>	56
N16	8	34	70	<u>77</u>	21	<u>77</u>	56
N16	9	37	70	<u>76</u>	21	<u>76</u>	56
N16	10	40	70	<u>76</u>	20	<u>76</u>	56
N16	11	43	70	<u>76</u>	20	<u>76</u>	56
N16	12	46	70	<u>76</u>	20	<u>76</u>	55
N16	13	50	70	<u>76</u>	20	<u>76</u>	55
N16	14	53	70	<u>75</u>	20	<u>75</u>	55
N17	1	11	70	<u>78</u>	20	<u>78</u>	57
N17	2	14	70	<u>78</u>	20	<u>78</u>	57
N17	3	18	70	<u>78</u>	20	<u>78</u>	57
N17	4	21	70	<u>77</u>	20	<u>77</u>	57
N17	5	24	70	<u>77</u>	20	<u>77</u>	57
N17	6	27	70	<u>77</u>	20	<u>77</u>	57
N17	7	30	70	<u>77</u>	20	<u>77</u>	57
N17	8	34	70	<u>77</u>	20	<u>77</u>	57
N17	9	37	70	<u>76</u>	20	<u>76</u>	57
N17	10	40	70	<u>76</u>	20	<u>76</u>	57
N17	11	43	70	<u>76</u>	20	<u>76</u>	57
N17	12	46	70	<u>76</u>	20	<u>76</u>	56
N17	13	50	70	<u>76</u>	20	<u>76</u>	56
N17	14	53	70	<u>75</u>	20	<u>75</u>	56

Appendix 3.2 Predicted Traffic Noise Level (Unmitigated)

NSRs	Floor Level	Height (mPD)	Criteria dB(A)	Predicted Noise Level dB(A)			
				Project Road	Non-Project Road	Overall	Project Road Contribution
N18	1	11	70	<u>72</u>	0	<u>72</u>	72
N18	2	14	70	<u>72</u>	0	<u>72</u>	72
N18	3	18	70	<u>72</u>	0	<u>72</u>	72
N18	4	21	70	<u>72</u>	0	<u>72</u>	72
N18	5	24	70	<u>72</u>	0	<u>72</u>	72
N18	6	27	70	<u>72</u>	0	<u>72</u>	72
N18	7	30	70	<u>72</u>	0	<u>72</u>	72
N18	8	34	70	<u>72</u>	0	<u>72</u>	72
N18	9	37	70	<u>72</u>	0	<u>72</u>	72
N18	10	40	70	<u>72</u>	0	<u>72</u>	72
N18	11	43	70	<u>72</u>	0	<u>72</u>	72
N18	12	46	70	<u>72</u>	0	<u>72</u>	72
N18	13	50	70	<u>71</u>	0	<u>71</u>	71
N18	14	53	70	<u>71</u>	0	<u>71</u>	71
N19	1	11	70	<u>78</u>	20	<u>78</u>	58
N19	2	14	70	<u>78</u>	20	<u>78</u>	58
N19	3	18	70	<u>78</u>	19	<u>78</u>	58
N19	4	21	70	<u>78</u>	19	<u>78</u>	58
N19	5	24	70	<u>77</u>	19	<u>77</u>	58
N19	6	27	70	<u>77</u>	19	<u>77</u>	58
N19	7	30	70	<u>77</u>	19	<u>77</u>	58
N19	8	34	70	<u>77</u>	19	<u>77</u>	58
N19	9	37	70	<u>77</u>	19	<u>77</u>	58
N19	10	40	70	<u>76</u>	19	<u>76</u>	58
N19	11	43	70	<u>76</u>	19	<u>76</u>	58
N19	12	46	70	<u>76</u>	19	<u>76</u>	57
N19	13	50	70	<u>76</u>	19	<u>76</u>	57
N19	14	53	70	<u>75</u>	19	<u>75</u>	57
N20	1	11	70	<u>78</u>	15	<u>78</u>	62
N20	2	14	70	<u>78</u>	15	<u>78</u>	62
N20	3	18	70	<u>78</u>	15	<u>78</u>	62
N20	4	21	70	<u>77</u>	15	<u>77</u>	62
N20	5	24	70	<u>77</u>	15	<u>77</u>	62
N20	6	27	70	<u>77</u>	15	<u>77</u>	62
N20	7	30	70	<u>77</u>	15	<u>77</u>	62
N20	8	34	70	<u>77</u>	15	<u>77</u>	62
N20	9	37	70	<u>76</u>	15	<u>76</u>	62
N20	10	40	70	<u>76</u>	15	<u>76</u>	61
N20	11	43	70	<u>76</u>	15	<u>76</u>	62
N20	12	46	70	<u>76</u>	15	<u>76</u>	61
N20	13	50	70	<u>76</u>	15	<u>76</u>	60
N20	14	53	70	<u>75</u>	15	<u>75</u>	60
N20	15	56	70	<u>75</u>	15	<u>75</u>	60
N20	16	59	70	<u>75</u>	15	<u>75</u>	60
N20	17	62	70	<u>75</u>	15	<u>75</u>	60

Appendix 3.2 Predicted Traffic Noise Level (Unmitigated)

NSRs	Floor Level	Height (mPD)	Criteria dB(A)	Predicted Noise Level dB(A)			
				Project Road	Non-Project Road	Overall	Project Road Contribution
N21	1	11	70	<u>73</u>	0	<u>73</u>	73
N21	2	14	70	<u>73</u>	0	<u>73</u>	73
N21	3	18	70	<u>73</u>	0	<u>73</u>	73
N21	4	21	70	<u>73</u>	0	<u>73</u>	73
N21	5	24	70	<u>72</u>	0	<u>72</u>	72
N21	6	27	70	<u>72</u>	0	<u>72</u>	72
N21	7	30	70	<u>72</u>	0	<u>72</u>	72
N21	8	34	70	<u>72</u>	0	<u>72</u>	72
N21	9	37	70	<u>72</u>	0	<u>72</u>	72
N21	10	40	70	<u>72</u>	0	<u>72</u>	72
N21	11	43	70	<u>72</u>	0	<u>72</u>	72
N21	12	46	70	<u>72</u>	0	<u>72</u>	72
N21	13	50	70	<u>72</u>	0	<u>72</u>	72
N21	14	53	70	<u>72</u>	0	<u>72</u>	72
N21	15	56	70	<u>72</u>	0	<u>72</u>	72
N21	16	59	70	<u>72</u>	0	<u>72</u>	72
N21	17	62	70	<u>71</u>	0	<u>71</u>	71
N22	1	11	70	<u>78</u>	0	<u>78</u>	78
N22	2	14	70	<u>78</u>	0	<u>78</u>	78
N22	3	18	70	<u>78</u>	0	<u>78</u>	78
N22	4	21	70	<u>77</u>	0	<u>77</u>	77
N22	5	24	70	<u>77</u>	0	<u>77</u>	77
N22	6	27	70	<u>77</u>	0	<u>77</u>	77
N22	7	30	70	<u>77</u>	0	<u>77</u>	77
N22	8	34	70	<u>77</u>	0	<u>77</u>	77
N22	9	37	70	<u>76</u>	0	<u>76</u>	76
N22	10	40	70	<u>76</u>	0	<u>76</u>	76
N22	11	43	70	<u>76</u>	0	<u>76</u>	76
N22	12	46	70	<u>76</u>	0	<u>76</u>	76
N22	13	50	70	<u>76</u>	0	<u>76</u>	76
N22	14	53	70	<u>75</u>	0	<u>75</u>	75
N22	15	56	70	<u>75</u>	0	<u>75</u>	75
N22	16	59	70	<u>75</u>	0	<u>75</u>	75
N22	17	62	70	<u>75</u>	0	<u>75</u>	75
N23	1	11	70	<u>78</u>	0	<u>78</u>	78
N23	2	14	70	<u>78</u>	0	<u>78</u>	78
N23	3	18	70	<u>78</u>	0	<u>78</u>	78
N23	4	21	70	<u>77</u>	0	<u>77</u>	77
N23	5	24	70	<u>77</u>	0	<u>77</u>	77
N23	6	27	70	<u>77</u>	0	<u>77</u>	77
N23	7	30	70	<u>77</u>	0	<u>77</u>	77
N23	8	34	70	<u>77</u>	0	<u>77</u>	77
N23	9	37	70	<u>76</u>	0	<u>76</u>	76
N23	10	40	70	<u>76</u>	0	<u>76</u>	76
N23	11	43	70	<u>76</u>	0	<u>76</u>	76
N23	12	46	70	<u>76</u>	0	<u>76</u>	76
N23	13	50	70	<u>76</u>	0	<u>76</u>	76
N23	14	53	70	<u>75</u>	0	<u>75</u>	75

Appendix 3.2 Predicted Traffic Noise Level (Unmitigated)

NSRs	Floor Level	Height (mPD)	Criteria dB(A)	Predicted Noise Level dB(A)			
				Project Road	Non-Project Road	Overall	Project Road Contribution
N24	1	11	70	<u>73</u>	0	<u>73</u>	73
N24	2	14	70	<u>73</u>	0	<u>73</u>	73
N24	3	18	70	<u>73</u>	0	<u>73</u>	73
N24	4	21	70	<u>73</u>	0	<u>73</u>	73
N24	5	24	70	<u>73</u>	0	<u>73</u>	73
N24	6	27	70	<u>73</u>	0	<u>73</u>	73
N24	7	30	70	<u>73</u>	0	<u>73</u>	73
N24	8	34	70	<u>72</u>	0	<u>72</u>	72
N24	9	37	70	<u>72</u>	0	<u>72</u>	72
N24	10	40	70	<u>72</u>	0	<u>72</u>	72
N24	11	43	70	<u>72</u>	0	<u>72</u>	72
N24	12	46	70	<u>72</u>	0	<u>72</u>	72
N24	13	50	70	<u>72</u>	0	<u>72</u>	72
N24	14	53	70	<u>72</u>	0	<u>72</u>	72
N25	1	11	70	<u>77</u>	0	<u>77</u>	77
N25	2	14	70	<u>77</u>	0	<u>77</u>	77
N25	3	18	70	<u>77</u>	0	<u>77</u>	77
N25	4	21	70	<u>77</u>	0	<u>77</u>	77
N25	5	24	70	<u>77</u>	0	<u>77</u>	77
N25	6	27	70	<u>77</u>	0	<u>77</u>	77
N25	7	30	70	<u>76</u>	0	<u>76</u>	76
N25	8	34	70	<u>76</u>	0	<u>76</u>	76
N25	9	37	70	<u>76</u>	0	<u>76</u>	76
N25	10	40	70	<u>76</u>	0	<u>76</u>	76
N25	11	43	70	<u>76</u>	0	<u>76</u>	76
N25	12	46	70	<u>75</u>	0	<u>75</u>	75
N25	13	50	70	<u>75</u>	0	<u>75</u>	75
N25	14	53	70	<u>75</u>	0	<u>75</u>	75
N26	1	11	70	<u>76</u>	0	<u>76</u>	76
N26	2	14	70	<u>76</u>	0	<u>76</u>	76
N26	3	17	70	<u>76</u>	0	<u>76</u>	76
N26	4	21	70	<u>76</u>	0	<u>76</u>	76
N26	5	24	70	<u>76</u>	0	<u>76</u>	76
N26	6	27	70	<u>76</u>	0	<u>76</u>	76
N26	7	30	70	<u>76</u>	0	<u>76</u>	76
N26	8	33	70	<u>76</u>	0	<u>76</u>	76
N26	9	37	70	<u>75</u>	0	<u>75</u>	75
N26	10	40	70	<u>75</u>	0	<u>75</u>	75
N26	11	43	70	<u>75</u>	0	<u>75</u>	75
N27	1	11	70	<u>76</u>	0	<u>76</u>	76
N27	2	14	70	<u>76</u>	0	<u>76</u>	76
N27	3	17	70	<u>76</u>	0	<u>76</u>	76
N27	4	21	70	<u>76</u>	0	<u>76</u>	76
N27	5	24	70	<u>76</u>	0	<u>76</u>	76
N27	6	27	70	<u>76</u>	0	<u>76</u>	76
N27	7	30	70	<u>75</u>	0	<u>75</u>	75
N27	8	33	70	<u>75</u>	0	<u>75</u>	75
N27	9	37	70	<u>75</u>	0	<u>75</u>	75
N27	10	40	70	<u>75</u>	0	<u>75</u>	75
N27	11	43	70	<u>75</u>	0	<u>75</u>	75

Appendix 3.2 Predicted Traffic Noise Level (Unmitigated)

NSRs	Floor Level	Height (mPD)	Criteria dB(A)	Predicted Noise Level dB(A)			
				Project Road	Non-Project Road	Overall	Project Road Contribution
N28	1	11	70	<u>75</u>	0	<u>75</u>	75
N28	2	14	70	<u>75</u>	0	<u>75</u>	75
N28	3	17	70	<u>75</u>	0	<u>75</u>	75
N28	4	21	70	<u>75</u>	0	<u>75</u>	75
N28	5	24	70	<u>75</u>	0	<u>75</u>	75
N28	6	27	70	<u>75</u>	0	<u>75</u>	75
N28	7	30	70	<u>75</u>	0	<u>75</u>	75
N28	8	33	70	<u>75</u>	0	<u>75</u>	75
N28	9	37	70	<u>75</u>	0	<u>75</u>	75
N28	10	40	70	<u>75</u>	0	<u>75</u>	75
N28	11	43	70	<u>75</u>	0	<u>75</u>	75
N29	1	11	70	<u>74</u>	0	<u>74</u>	74
N29	2	14	70	<u>74</u>	0	<u>74</u>	74
N29	3	17	70	<u>75</u>	0	<u>75</u>	75
N29	4	21	70	<u>75</u>	0	<u>75</u>	75
N29	5	24	70	<u>75</u>	0	<u>75</u>	75
N29	6	27	70	<u>75</u>	0	<u>75</u>	75
N29	7	30	70	<u>75</u>	0	<u>75</u>	75
N29	8	33	70	<u>75</u>	0	<u>75</u>	75
N29	9	37	70	<u>75</u>	0	<u>75</u>	75
N29	10	40	70	<u>75</u>	0	<u>75</u>	75
N29	11	43	70	<u>75</u>	0	<u>75</u>	75
N30	1	11	70	<u>74</u>	0	<u>74</u>	74
N30	2	14	70	<u>74</u>	0	<u>74</u>	74
N30	3	17	70	<u>75</u>	0	<u>75</u>	75
N30	4	21	70	<u>75</u>	0	<u>75</u>	75
N30	5	24	70	<u>75</u>	0	<u>75</u>	75
N30	6	27	70	<u>75</u>	0	<u>75</u>	75
N30	7	30	70	<u>75</u>	0	<u>75</u>	75
N30	8	33	70	<u>75</u>	0	<u>75</u>	75
N30	9	37	70	<u>75</u>	0	<u>75</u>	75
N30	10	40	70	<u>75</u>	0	<u>75</u>	75
N30	11	43	70	<u>74</u>	0	<u>74</u>	74
N31	1	11	70	70	0	70	70
N31	2	14	70	70	0	70	70
N31	3	17	70	70	0	70	70
N31	4	21	70	70	0	70	70
N31	5	24	70	70	0	70	70
N31	6	27	70	70	0	70	70
N31	7	30	70	70	0	70	70
N31	8	33	70	70	0	70	70
N31	9	37	70	<u>71</u>	0	<u>71</u>	71
N31	10	40	70	<u>71</u>	0	<u>71</u>	71
N31	11	43	70	<u>71</u>	0	<u>71</u>	71
N32	1	16	70	<u>78</u>	58	<u>78</u>	20
N32	2	19	70	<u>78</u>	59	<u>78</u>	20
N32	3	22	70	<u>78</u>	59	<u>78</u>	19
N32	4	25	70	<u>78</u>	59	<u>78</u>	19
N32	5	29	70	<u>77</u>	59	<u>77</u>	19
N32	6	32	70	<u>77</u>	59	<u>77</u>	18
N32	7	35	70	<u>77</u>	59	<u>77</u>	18
N32	8	38	70	<u>77</u>	59	<u>77</u>	18
N32	9	41	70	<u>76</u>	59	<u>77</u>	18

Appendix 3.2 Predicted Traffic Noise Level (Unmitigated)

NSRs	Floor Level	Height (mPD)	Criteria dB(A)	Predicted Noise Level dB(A)			
				Project Road	Non-Project Road	Overall	Project Road Contribution
N33	1	16	70	<u>79</u>	51	<u>79</u>	28
N33	2	19	70	<u>79</u>	51	<u>79</u>	28
N33	3	22	70	<u>79</u>	51	<u>79</u>	27
N33	4	25	70	<u>78</u>	51	<u>78</u>	27
N33	5	29	70	<u>78</u>	51	<u>78</u>	27
N33	6	32	70	<u>78</u>	51	<u>78</u>	26
N33	7	35	70	<u>77</u>	51	<u>77</u>	26
N33	8	38	70	<u>77</u>	51	<u>77</u>	26
N33	9	41	70	<u>77</u>	51	<u>77</u>	26
N33	10	45	70	<u>77</u>	51	<u>77</u>	26
N33	11	48	70	<u>76</u>	51	<u>76</u>	25
N33	12	51	70	<u>76</u>	51	<u>76</u>	25
N34	1	16	70	<u>78</u>	47	<u>78</u>	31
N34	2	19	70	<u>78</u>	47	<u>78</u>	31
N34	3	22	70	<u>78</u>	47	<u>78</u>	31
N34	4	25	70	<u>77</u>	47	<u>77</u>	30
N34	5	29	70	<u>77</u>	47	<u>77</u>	30
N34	6	32	70	<u>77</u>	47	<u>77</u>	30
N34	7	35	70	<u>77</u>	47	<u>77</u>	30
N34	8	38	70	<u>77</u>	47	<u>77</u>	30
N34	9	41	70	<u>76</u>	47	<u>76</u>	29
N35	1	16	70	<u>79</u>	39	<u>79</u>	40
N35	2	19	70	<u>79</u>	39	<u>79</u>	39
N35	3	22	70	<u>78</u>	39	<u>78</u>	39
N35	4	25	70	<u>78</u>	39	<u>78</u>	39
N35	5	28	70	<u>78</u>	39	<u>78</u>	39
N35	6	32	70	<u>78</u>	39	<u>78</u>	38
N35	7	35	70	<u>77</u>	39	<u>77</u>	38
N35	8	38	70	<u>77</u>	39	<u>77</u>	38
N35	9	41	70	<u>77</u>	39	<u>77</u>	38
N36	1	16	70	<u>77</u>	37	<u>77</u>	40
N36	2	19	70	<u>77</u>	37	<u>77</u>	40
N36	3	22	70	<u>77</u>	37	<u>77</u>	40
N36	4	25	70	<u>77</u>	37	<u>77</u>	40
N36	5	28	70	<u>76</u>	37	<u>76</u>	40
N36	6	32	70	<u>76</u>	37	<u>76</u>	39
N36	7	35	70	<u>76</u>	37	<u>76</u>	39
N36	8	38	70	<u>76</u>	37	<u>76</u>	39
N36	9	41	70	<u>75</u>	37	<u>75</u>	39
N37	1	16	70	<u>76</u>	13	<u>76</u>	63
N37	2	19	70	<u>76</u>	13	<u>76</u>	63
N37	3	22	70	<u>76</u>	13	<u>76</u>	63
N37	4	25	70	<u>76</u>	13	<u>76</u>	63
N37	5	28	70	<u>76</u>	13	<u>76</u>	63
N37	6	32	70	<u>76</u>	13	<u>76</u>	63
N37	7	35	70	<u>75</u>	13	<u>75</u>	63
N37	8	38	70	<u>75</u>	13	<u>75</u>	63
N37	9	41	70	<u>75</u>	13	<u>75</u>	62

Note: Bolded and underlined value exceeds the criteria.