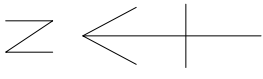


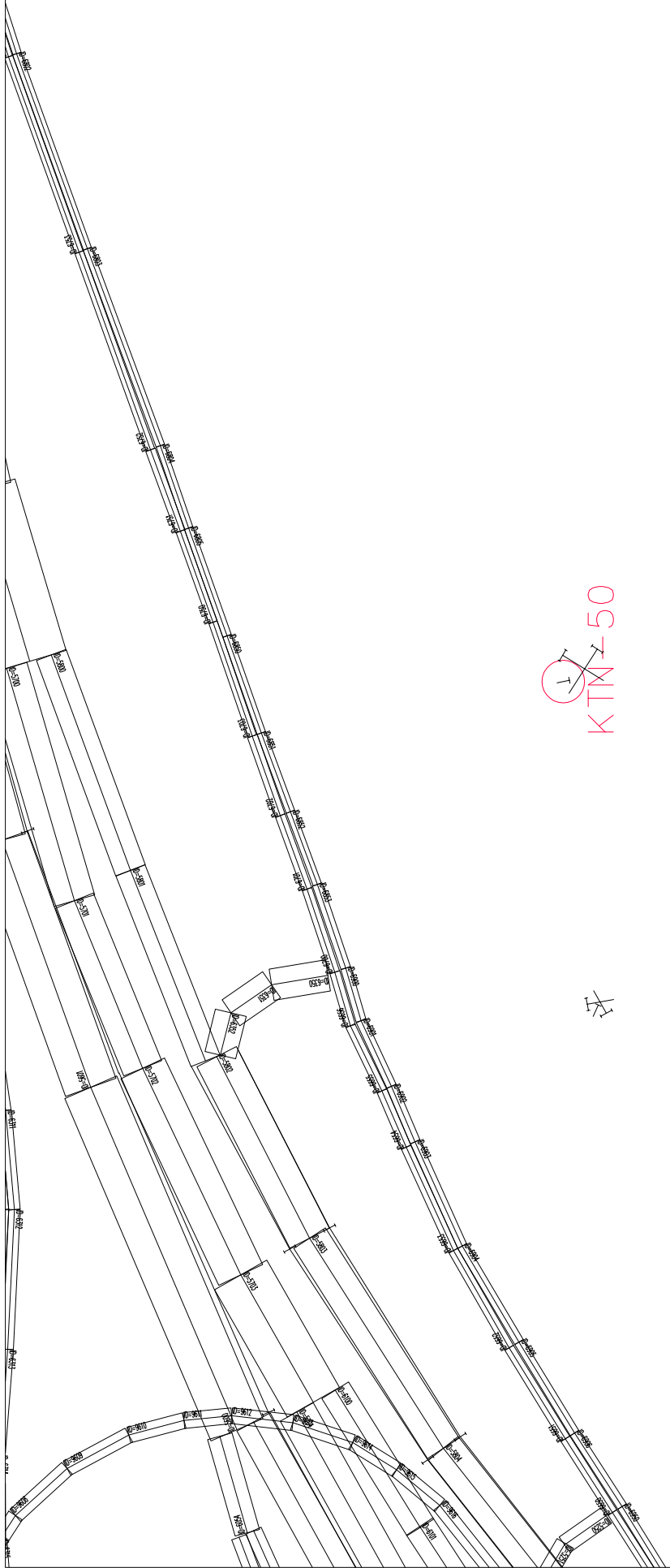
Project Number		209840-03												
Title		Development of Lok Ma Chau Loop - Investigation												
Calculation of Road Traffic Noise														
UK Department of Transport 2000														
Spreadsheet to check RoadNoise results at 2042 mitigated scenario														
This sheet printed: 14-Apr-13														
Includes the following corrections:														
<ul style="list-style-type: none"> -1.0 Impervious road surface -3.5 Low noise surfacing 2.5 Facade effect 														
NB: If link has pervious surfacing, enter -2.5 in 'Pervious' column														
NB: Includes change in velocity based on gradient and proportion of heavy vehicles. If specific projected speeds are used, disable this function														
NB: Does not include soft ground correction.														
NSR ID:		HWTR-18		Total		67.4								
Elevation (m PD):		4.7												
Floor Level:		1 /F												
Corrections, dB(A)														
Segment Number	Segment Name	Flow Rate (Veh/hr)	HV%	Speed (Km/hr)	Distance (m)	Angle of View (degree)	Basic Noise Level, dB(A)	Surface	Gradient	Angle View	Distance Attenuation	Barrier	Reflection	Segment Total, dB(A)
1954	1200. Local Road near San Sham Road (2 way)	1253	14	50	247.2	2	-1	0.1	-19.6	-12.7	0	-6.1	2.5	37.4
1955	1200. Local Road near San Sham Road (2 way)	1253	14	50	232.7	2.9	-1	0.2	-17.9	-12.4	0	-3	2.5	42.6
1956	1200. Local Road near San Sham Road (2 way)	1253	14	50	241.3	2.1	-1	0.2	-19.2	-12.6	0	0	2.5	44.1
1957	1200. Local Road near San Sham Road (2 way)	1253	14	50	273.2	2.9	-1	0	-18	-13.1	0	-0.4	2.5	44.2
1960	1200. Local Road near San Sham Road (2 way)	1253	14	50	280.7	2.4	-1	0	-18.7	-13.2	0	-9.5	2.5	34.3
1961	1200. Local Road near San Sham Road (2 way)	1253	14	50	248.9	3.1	-1	0	-17.7	-12.7	0	-11.1	2.5	34.2
1962	1200. Local Road near San Sham Road (2 way)	1253	14	50	207.6	3.2	-1	0.1	-17.5	-11.9	0	-11.9	2.5	34.5
1963	1200. Local Road near San Sham Road (2 way)	1253	14	50	156.6	2.6	-1	0.1	-18.4	-10.7	0	-12.4	2.5	34.3
1964	1200. Local Road near San Sham Road (2 way)	1253	14	50	110.1	2.4	-1	0.1	-18.8	-9.2	0	-13.3	2.5	34.5
1965	1200. Local Road near San Sham Road (2 way)	1253	14	50	117.9	3.7	-1	0.2	-16.9	-9.5	0	-8	2.5	41.5
1966	1200. Local Road near San Sham Road (2 way)	1253	14	50	148.9	3.8	-1	0.2	-16.8	-10.5	0	-8.3	2.5	40.3
1967	1200. Local Road near San Sham Road (2 way)	1253	14	50	166.1	3.7	-1	0.2	-16.9	-11	0	-11.7	2.5	36.3
1968	1200. Local Road near San Sham Road (2 way)	1253	14	50	180.5	7.7	-1	0	-13.7	-11.3	0	-11.7	2.5	39
1969	1200. Local Road near San Sham Road (2 way)	1253	14	50	185.5	7.2	-1	0	-14	-11.5	0	-13	2.5	48.9
1970	1200. Local Road near San Sham Road (2 way)	1253	14	50	180.2	5.3	-1	0.2	-15.3	-11.3	0	0	2.5	49.3
1971	1200. Local Road near San Sham Road (2 way)	1253	14	50	168.7	5.4	-1	0	-15.2	-11.1	0	0	2.5	49.4
1972	1200. Local Road near San Sham Road (2 way)	1253	14	50	153.7	9.3	-1	0.1	-12.9	-10.7	0	0	2.5	52.2
1973	1200. Local Road near San Sham Road (2 way)	1253	14	50	154.5	6.9	-1	0.1	-14.1	-10.7	0	0	2.5	51
1974	1200. Local Road near San Sham Road (2 way)	1253	14	50	179.4	2.5	-1	0.1	-18.6	-11.3	0	0	2.5	45.9
1975	1200. Local Road near San Sham Road (2 way)	1253	14	50	205.8	2.6	-1	0	-18.5	-11.9	0	0	2.5	45.3
1976	1200. Local Road near San Sham Road (2 way)	1253	14	50	227.9	2.5	-1	0	-18.5	-12.3	0	0	2.5	44.9
1977	1200. Local Road near San Sham Road (2 way)	1253	14	50	250.9	2.7	-1	0	-18.3	-12.8	0	0	2.5	44.6
1978	1200. Local Road near San Sham Road (2 way)	1253	14	50	277.1	2.7	-1	0.1	-18.3	-13.2	0	0	2.5	44.3
1981	1200. Local Road near San Sham Road (2 way)	1253	14	50	260.3	2.2	-1	0.7	-19.1	-12.9	0	0	2.5	44.3
1982	1200. Local Road near San Sham Road (2 way)	1253	14	50	196	1.6	-1	0	-20.6	-11.7	0	0	2.5	43.4
2701	1205. LMC Road (2 way)	1639	14.8	50	190.1	1.6	-1	0.7	-20.5	-11.6	0	-11.5	2.7	34.1
2702	1205. LMC Road (2 way)	1639	14.8	50	185	1.3	-3.5	0.2	-21.5	-11.4	0	-18.5	4	24.7
2904	1202. Western Approach Road (2 way)	697	7.3	50	55.5	7.4	-1	0.3	-13.9	-6.4	0	0	2.5	51.6
2905	1202. Western Approach Road (2 way)	697	7.3	50	39.4	73.6	-1	0.2	-3.9	-5	0	0	2.7	63.1
2906	1202. Western Approach Road (2 way)	697	7.3	50	38.7	34.3	-1	0	-7.2	-4.9	0	0	3.3	60.4
2907	1202. Western Approach Road (2 way)	697	7.3	50	39.4	19.3	-1	0	-9.7	-5	0	0	2.7	57.2
2908	1202. Western Approach Road (2 way)	697	7.3	50	41.5	12.4	-1	0	-11.6	-5.2	0	0	2.5	54.9
2909	1202. Western Approach Road (2 way)	697	7.3	50	44.6	8.2	-1	0	-13.4	-5.5	0	0	2.5	52.8
2910	1202. Western Approach Road (2 way)	697	7.3	50	52.7	7	-1	0	-14.1	-6.2	0	0	2.5	51.4
2911	1202. Western Approach Road (2 way)	697	7.3	50	63.2	2.2	-1	0	-19.2	-6.9	0	0	2.5	45.6
3052	33/34. Track near Ha Wan Tsuen (2 way)	40	15	50	203.3	2.5	-1	0.1	-18.6	-11.9	0	-2.7	2.5	27.8
3053	33/34. Track near Ha Wan Tsuen (2 way)	40	15	50	184.7	2.3	-1	0.2	-19	-11.4	0	0	2.5	30.6
3054	33/34. Track near Ha Wan Tsuen (2 way)	40	15	50	182.3	3.3	-1	0	-17.3	-11.4	0	0	2.5	32.2
3055	33/34. Track near Ha Wan Tsuen (2 way)	40	15	50	176.2	1.8	-1	0	-20	-11.2	0	-5.8	2.5	23.9
3500	33/34. Track near Ha Wan Tsuen (2 way)	40	15	50	152.1	2.7	-1	0	-18.2	-10.6	0	-3.9	2.5	28.2
3501	37/38. Track near Ha Wan Tsuen (2 way)	30	13.3	50	185.7	3.8	-1	0	-16.7	-11.5	0	-0.7	2.5	30.5
3502	37/38. Track near Ha Wan Tsuen (2 way)	30	13.3	50	196	4.3	-1	0	-16.2	-11.7	0	0	2.5	31.5
3503	37/38. Track near Ha Wan Tsuen (2 way)	30	13.3	50	194.6	4.4	-1	0	-16.1	-11.7	0	0	2.5	31.6
3504	37/38. Track near Ha Wan Tsuen (2 way)	30	13.3	50	191.8	7.5	-1	0	-13.8	-11.6	0	-0.5	2.5	33.5
3505	37/38. Track near Ha Wan Tsuen (2 way)	30	13.3	50	190.4	7.7	-1	0	-13.7	-11.6	0	-10.7	2.5	23.4
3506	37/38. Track near Ha Wan Tsuen (2 way)	30	13.3	50	191.1	6.8	-1	0	-14.2	-11.6	0	-11.7	2.5	21.9
3507	37/38. Track near Ha Wan Tsuen (2 way)	30	13.3	50	53.3	1.9	-1	0	-19.7	-6.2	0	-6.2	2.5	27.3
3509	37/38. Track near Ha Wan Tsuen (2 way)	30	13.3	50	80.7	1.7	-1	0.3	-20.2	-8	0	0	3.6	32.5
3510	37/38. Track near Ha Wan Tsuen (2 way)	30	13.3	50	115.6	3.3	-1	0.2	-17.4	-9.5	0	0	2.5	32.6
3511	37/38. Track near Ha Wan Tsuen (2 way)	30	13.3	50	131.4	3.5	-1	0.3	-17.2	-10	0	0	2.5	32.4
3512	37/38. Track near Ha Wan Tsuen (2 way)	30	13.3	50	92.4	2.3	-1	0.5	-18.9	-8.5	0	0	2.8	32.7
4050	408/409. Track near Ha Wan Tsuen (2 way)	30	13.3	50	112.6	1.7	-1	1	-20.3	-9.3	0	-12.7	2.5	17.9
4051	408/409. Track near Ha Wan Tsuen (2 way)	30	13.3	50	172	2.2	-1	0.8	-19.2	-11.1	0	-11.9	2.5	17.8
4052	408/409. Track near Ha Wan Tsuen (2 way)	30	13.3	50	181.1	4.5	-1	0.8	-16	-11.4	0	-7.6	2.5	25
4053	408/409. Track near Ha Wan Tsuen (2 way)	30	13.3	50	181.1	2.9	-1	1	-18	-11.4	0	-8.4	2.5	22.4
4054	408/409. Track near Ha Wan Tsuen (2 way)	30	13.3	50	157.3	2.8	-1	0.9	-18.1	-10.8	0	-12.2	2.5	19
4100	410/411. Track near Ha Wan Tsuen (2 way)	30	13.3	50	108.4	11.2	-1	0.1	-12.1	-9.2	0	0	2.5	38.2
4101	410/411. Track near Ha Wan Tsuen (2 way)	30	13.3	50	111.9	11.4	-1	0.1	-12	-9.3	0	0	2.8	38.4
4102	410/411. Track near Ha Wan Tsuen (2 way)	30	13.3	50	113.9	6.4	-1	0	-14.5	-9.4	0	0	2.5	35.5
4103	410/411. Track near Ha Wan Tsuen (2 way)	30	13.3	50	112.8	5.9	-1	0.2	-14.9	-9.4	0	-2.8	2.5	32.4
4104	410/411. Track near Ha Wan Tsuen (2 way)	30	13.3	50	109.6	11.1	-1	0.1	-12.1	-9.2	0	-9.9	3	28.7
4105	410/411. Track near Ha Wan Tsuen (2 way)	30	13.3	50	101	3.3	-1	0	-17.3	-8.9	0	-11.2	2.9	22.4
4106	410/411. Track near Ha Wan Tsuen (2 way)	30	13.3	50	67.9	2.1	-1	0	-19.3	-7.2	0	-14.1	2.5	18.8
4150	37/38. Track near Ha Wan Tsuen (2 way)	30	13.3	50	69.8	1	-1	0.4	-22.5	-7.4	0	-14.4	2.5	15.4
4151	37/38. Track near Ha Wan Tsuen (2 way)	30	13.3	50	154.2	3.5	-1	0	-17.1	-10.7	0	-12.3	2.5	19.3
9519	1210. Direct Connction Road to LMC Station (2 way)	252	100	50	218.1	3.7	-1	0.3	-16.9	-12.2	0	-13.1	2.5	33.3
9521	1210. Direct Connction Road to LMC Station (2 way)	252	100	50	74.3	1.8	-1	0.2	-20	-7.7	0	-13.7	2.5	34.1
9522	1210. Direct Connction Road to LMC Station (2 way)	252	100	50	47.8	1.2	-1	0.4	-21.9	-5.8	0	-11.6	2.5	36.3
9523	1210. Direct Connction Road to LMC Station (2 way)	252	100	50	144	5.5	-1	1.6	-15.2	-10.4	0	-5.4	2.5	45.7
9524	1210. Direct Connction Road to LMC Station (2 way)	252	100	50	207.1	12.8	-1	1.1	-11.5	-11.9	0	-6.8	2.5	46
9525	1210. Direct Connction Road to LMC Station (2 way)	252	100	50	225.4	11.2	-1	1.8	-12	-12.3	0	-6.9	2.5	45.7
9526	1210. Direct Connction Road to LMC Station (2 way)	252	100	50	234	3.7	-1	0.4	-16.9	-12.5	0	-6.9	2.5	39.3
9550	410/411. Track near Ha Wan Tsuen (2 way)	30	13.3	50	103	5.1	-1	0	-15.5	-9	0	0	2.5	34.9
9551	410/411. Track near Ha Wan Tsuen (2 way)	30	13.3	50	105.4	14.5	-1	1.1	-11	-9.1	0	0	2.5	40.2
9552	410/411. Track near Ha Wan Tsuen (2 way)	30	13.3	50	89.1	4.5	-1	0	-16	-8.4	0	0	2.5	35



KTM-50

5

0 50m



Project Number 209840-03
Title Development of Lok Ma Chau Loop - Investigation

Calculation of Road Traffic Noise
 UK Department of Transport 2000

Spreadsheet to check RoadNoise results at 2042 mitigated scenario
 This sheet printed: 14-Apr-13

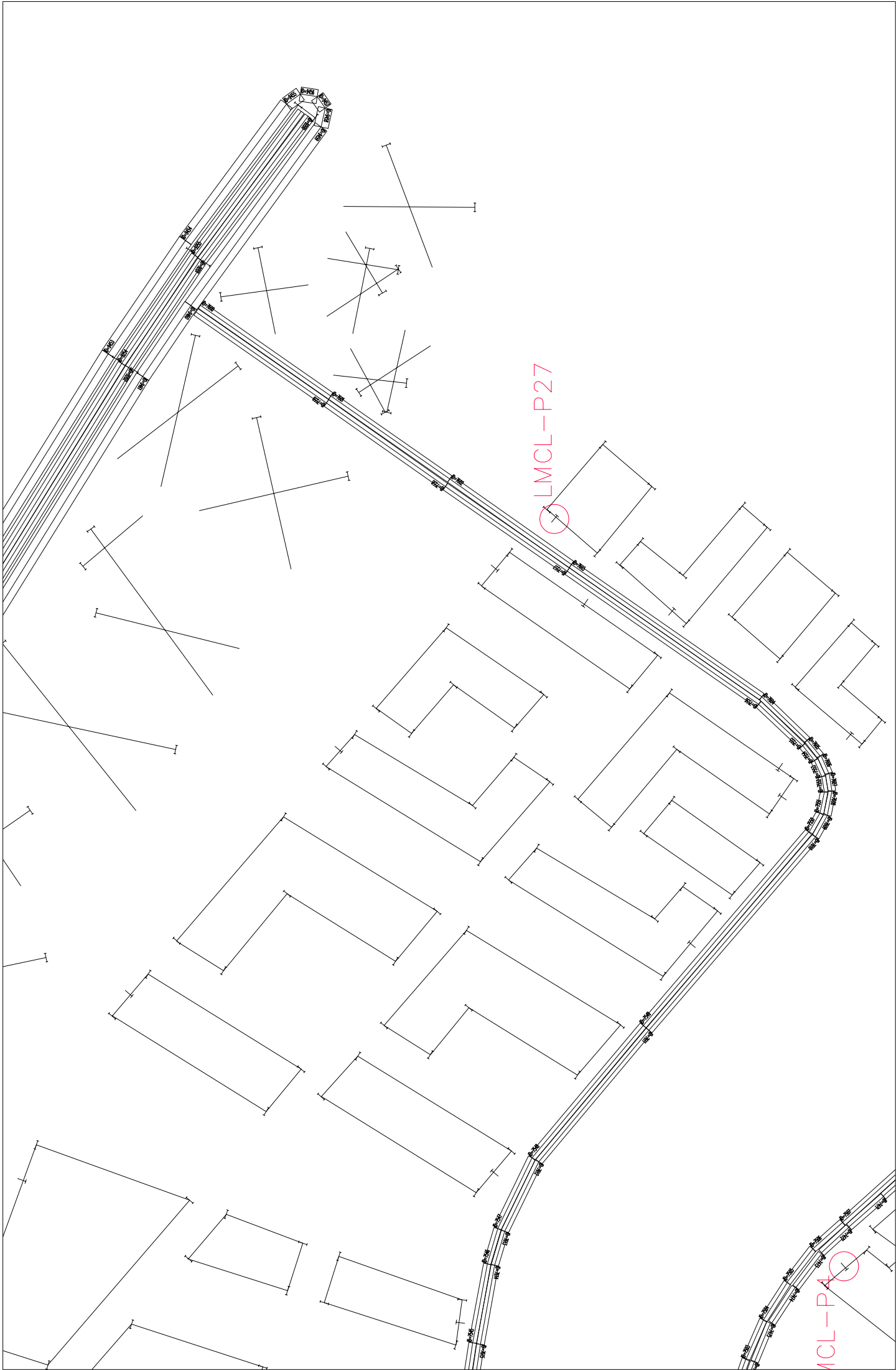
Includes the following corrections:

- 1.0 Impervious road surface
- 3.5 Low noise surfacing
- 2.5 Facade effect

NB: If link has pervious surfacing, enter -2.5 in 'Pervious' column
 NB: Includes change in velocity based on gradient and proportion of heavy vehicles. If specific projected speeds are used, disable this function
 NB: Does not include soft ground correction.

NSR ID: KTN-50	Total	74.2
Elevation (m PD):	14.5	
Floor Level:	1 /F	

Segment Number	Segment Name	Flow Rate (Veh/hr)	HV%	Speed (Km/hr)	Distance (m)	Angle of View (degree)	Basic Noise Level, dB(A)	Corrections, dB(A)					Segment Total, dB(A)	
								Surface	Gradient	Angle View	Distance Attenuation	Barrier		Reflection
6902	233. Kwu Tung Road (WB)	383	52.2	50	98.8	5.2	73.1	-1	0	-15.4	-8.8	0	2.5	50.4
6903	233. Kwu Tung Road (WB)	383	52.2	50	101.3	7.7	73.1	-1	0	-13.7	-8.9	0	2.5	52
6904	233. Kwu Tung Road (WB)	383	52.2	50	117.1	6.3	73.1	-1	0	-14.6	-9.5	0	2.5	50.5
6905	233. Kwu Tung Road (WB)	383	52.2	50	119.8	4.7	73.1	-1	0	-15.8	-9.6	0	2.5	49.2
6906	233. Kwu Tung Road (WB)	383	52.2	50	124.7	3.2	73.1	-1	0	-17.5	-9.8	0	2.5	47.3
6950	236. Kwu Tung Road (WB)	264	51.9	50	120.3	3.2	71.5	-1	0	-17.5	-9.6	10.4	2.5	35.5
6951	236. Kwu Tung Road (WB)	264	51.9	50	125.8	2.5	71.5	-1	0	-18.6	-9.8	-4.7	2.5	39.9
6952	236. Kwu Tung Road (WB)	264	51.9	50	121.1	2.1	71.5	-1	0.1	-19.3	-9.7	0	2.5	44.1
7165	248. Castle Peak Road - Chau Tau (EB)	818	27.3	50	293.7	1.9	74.2	-1	0.2	-19.8	-13.4	-7.9	2.5	34.8
7201	247. Castle Peak Road - Chau Tau (WB)	652	25.6	50	272.2	2.2	73	-1	0	-19.1	-13.1	-2.2	2.5	40.1
9001	69/70. Local Road near Chau Tau (2 way)	162	29.6	50	256.2	1.6	67.4	-1	0.4	-20.5	-12.8	-2.2	2.5	33.8
9002	69/70. Local Road near Chau Tau (2 way)	162	29.6	50	199.7	1.6	67.4	-1	0.3	-20.4	-11.8	-2	2.5	35
9003	69/70. Local Road near Chau Tau (2 way)	162	29.6	50	281	1.4	67.4	-1	0.5	-21.2	-13.2	-2.5	2.5	32.5
9600	607. Road Connecting Lok Ma Chau Road and San Tin Interchange (SB)	683	23.6	50	177.6	2.3	73	-1	0	-19	-11.3	-5.6	2.5	38.6
9604	607. Road Connecting Lok Ma Chau Road and San Tin Interchange (SB)	683	23.6	50	121.3	1.1	72.6	-1	2.3	-22	-9.8	-0.1	2.5	44.5
9605	607. Road Connecting Lok Ma Chau Road and San Tin Interchange (SB)	683	23.6	50	138.4	1.8	72.7	-1	1.5	-20.1	-10.2	0	2.5	45.4
9606	607. Road Connecting Lok Ma Chau Road and San Tin Interchange (SB)	683	23.6	50	93.2	1.1	72.7	-1	1.3	-22.3	-8.6	0	2.5	44.6
9608	607. Road Connecting Lok Ma Chau Road and San Tin Interchange (SB)	683	23.6	50	75.7	1.1	73	-1	0	-22.3	-7.7	0	2.5	44.5
9609	607. Road Connecting Lok Ma Chau Road and San Tin Interchange (SB)	683	23.6	50	142.6	2.3	73	-1	0	-19	-10.3	0	2.5	45.2
9610	607. Road Connecting Lok Ma Chau Road and San Tin Interchange (SB)	683	23.6	50	193.3	2.8	73	-1	0	-18.1	-11.6	0	2.5	44.8
9611	607. Road Connecting Lok Ma Chau Road and San Tin Interchange (SB)	683	23.6	50	218.9	2.9	73	-1	0	-18	-12.2	0	2.5	44.3
9612	607. Road Connecting Lok Ma Chau Road and San Tin Interchange (SB)	683	23.6	50	240.7	4.3	73	-1	0	-16.3	-12.6	0	2.5	45.6
9613	607. Road Connecting Lok Ma Chau Road and San Tin Interchange (SB)	683	23.6	50	247.6	4.6	73	-1	0	-15.9	-12.7	0	2.5	45.9
9614	607. Road Connecting Lok Ma Chau Road and San Tin Interchange (SB)	683	23.6	50	237.9	3.5	73	-1	0	-17.1	-12.5	0	2.5	44.9
9615	607. Road Connecting Lok Ma Chau Road and San Tin Interchange (SB)	683	23.6	50	223.9	3.4	73	-1	0	-17.2	-12.3	0	2.5	45
9616	607. Road Connecting Lok Ma Chau Road and San Tin Interchange (SB)	683	23.6	50	191.1	13.1	73	-1	0	-11.4	-11.6	-0.1	2.5	51.4
9617	607. Road Connecting Lok Ma Chau Road and San Tin Interchange (SB)	683	23.6	50	223.9	6.7	73	-1	0	-14.3	-12.3	-3.9	2.5	44
11000	650. Slip Road to Fanling Highway (SB)	79	10.1	50	292.8	6.1	61.3	-1	0.5	-14.7	-13.4	-8.6	2.5	26.6
11001	650. Slip Road to Fanling Highway (SB)	79	10.1	50	182.4	2.2	61.4	-1	0.3	-19.2	-11.4	10.3	2.5	22.3
11002	650. Slip Road to Fanling Highway (SB)	79	10.1	50	129.3	2.4	61.3	-1	0.4	-18.7	-9.9	11.2	2.5	23.4
11003	650. Slip Road to Fanling Highway (SB)	79	10.1	50	189.6	4.1	61.4	-1	0	-16.4	-11.6	10.3	2.5	24.6



Project Number 209840-03
Title Development of Lok Ma Chau Loop - Investigation

Calculation of Road Traffic Noise
 UK Department of Transport 2000

Spreadsheet to check RoadNoise results at 2042 mitigated scenario
 This sheet printed: 14-Apr-13

Includes the following corrections:

- 1.0 Impervious road surface
- 3.5 Low noise surfacing
- 2.5 Facade effect

NB: If link has pervious surfacing, enter -2.5 in 'Pervious' column
 NB: Includes change in velocity based on gradient and proportion of heavy vehicles. If specific projected speeds are used, disable this function
 NB: Does not include soft ground correction.

NSR ID: LMCL-P27	Total	55.2
Elevation (m PD): 10.9		
Floor Level: 1 /F		

Segment Number	Segment Name	Flow Rate (Veh/hr)	HV%	Speed (Km/hr)	Distance (m)	Angle of View (degree)	Basic Noise Level, dB(A)	Corrections, dB(A)						Segment Total, dB(A)
								Surface	Gradient	Angle View	Distance Attenuation	Barrier	Reflection	
7465	552. Loop Internal Road (EB)	15	0	50	242.4	1.4	51.2	-1	-21.1	-12.6	0	0	2.8	19.3
7474	633. Loop Internal Road (EB)	184	1.1	50	287.1	2.3	62.5	-1	-19	-13.3	0	-30.5	2.5	1.2
7475	633. Loop Internal Road (EB)	184	1.1	50	232.3	1.7	62.5	-1	-20.3	-12.4	0	-30.7	2.5	0.6
7476	633. Loop Internal Road (EB)	184	1.1	50	220.3	1.3	62.5	-1	-21.3	-12.2	0	-30.8	2.5	-0.3
7477	633. Loop Internal Road (EB)	184	1.1	50	204	2.6	62.5	-1	-18.4	-11.9	0	-30.5	4	4.7
7478	633. Loop Internal Road (EB)	184	1.1	50	199.7	5.9	62.5	-1	-14.8	-11.8	0	-30.8	2.6	6.7
7500	632. Loop Internal Road (WB)	124	3.2	50	195.6	5.8	61.5	-1	-14.9	-11.7	0	-30.8	2.5	5.6
7501	632. Loop Internal Road (WB)	124	3.2	50	192.9	2.5	61.5	-1	-18.6	-11.6	0	-30.5	3.9	3.7
7502	632. Loop Internal Road (WB)	124	3.2	50	210.9	1.3	61.5	-1	-21.3	-12	0	-30.6	2.5	-0.9
7503	632. Loop Internal Road (WB)	124	3.2	50	236.2	1.8	61.5	-1	-20	-12.5	0	-30.7	2.5	-0.2
7504	632. Loop Internal Road (WB)	124	3.2	50	280.6	2.3	61.5	-1	-18.9	-13.2	0	-30.5	2.5	0.4
7512	553. Loop Internal Road (WB)	21	0	50	228	1.5	52.6	-1	-20.9	-12.3	0	0	2.5	20.9
7516	553. Loop Internal Road (WB)	21	0	50	77.9	2.8	52.6	-1	-18.1	-7.8	0	-1.7	4	28
7517	553. Loop Internal Road (WB)	21	0	50	77.2	1.6	52.6	-1	-20.6	-7.8	0	-30.2	4	-3
7518	553. Loop Internal Road (WB)	21	0	50	78.2	1.2	52.6	-1	-21.6	-7.8	0	-30.6	4	-4.4
7547	556. Loop Internal Road (WB)	12	0	50	117.9	2.6	50.2	-1	-18.5	-9.5	0	-31.9	2.5	-8.2
7548	556. Loop Internal Road (WB)	12	0	50	181.1	12	50.2	-1	-11.8	-11.4	0	-31.9	2.5	-3.4
7549	556. Loop Internal Road (WB)	12	0	50	182.2	29.1	50.2	-1	-7.9	-11.4	0	-31.7	2.5	0.7
7550	556. Loop Internal Road (WB)	12	0	50	173.1	2.9	50.2	-1	-17.9	-11.2	0	-30.3	2.5	-7.7
7551	556. Loop Internal Road (WB)	12	0	50	146.3	2.6	50.2	-1	-18.4	-10.5	0	-1.1	2.5	21.7
7552	556. Loop Internal Road (WB)	12	0	50	101	1.4	50.2	-1	-21.1	-8.9	0	0	2.5	21.7
7553	556. Loop Internal Road (WB)	12	0	50	62.3	1.1	50.2	-1	-22.3	-6.9	0	0	2.5	22.5
7556	556. Loop Internal Road (WB)	12	0	50	14.6	33.9	50.2	-1	-7.3	-1.4	0	0	3.8	43.1
7557	556. Loop Internal Road (WB)	12	0	50	14.7	120.5	50.2	-1	-1.7	-1.4	0	0	3.3	48.2
7558	556. Loop Internal Road (WB)	12	0	50	15	10.4	50.2	-1	-12.4	-1.5	0	0	2.5	36.6
7559	556. Loop Internal Road (WB)	12	0	50	14.5	3	50.2	-1	-17.7	-1.4	0	0	2.6	31.5
7600	557. Loop Internal Road (WB)	20	0	50	10.7	2.3	52.4	-1	-18.9	-0.4	0	0	2.5	32.8
7601	557. Loop Internal Road (WB)	20	0	50	10.7	7.9	52.4	-1	-13.6	-0.4	0	0	3.4	39
7602	557. Loop Internal Road (WB)	20	0	50	10.9	131.5	52.4	-1	-1.4	-0.5	0	0	3.3	51
7603	557. Loop Internal Road (WB)	20	0	50	11	28.7	52.4	-1	-8	-0.5	0	0	3.4	44.5
7606	557. Loop Internal Road (WB)	20	0	50	67.7	1.3	52.4	-1	-21.5	-7.2	0	0	2.5	25.2
7607	557. Loop Internal Road (WB)	20	0	50	105.6	1.6	52.4	-1	-20.4	-9.1	0	0	2.5	24.4
7652	1208. Loop Internal Road (2 way)	917	30.3	50	240.1	1.7	75.1	-1	-20.2	-12.6	0	-31	2.5	12.8
7608	557. Loop Internal Road (WB)	20	0	50	147.6	2.9	52.4	-1	-17.9	-10.5	0	0	2.5	25.5
7609	557. Loop Internal Road (WB)	20	0	50	175.7	3.2	52.4	-1	-17.5	-11.2	0	-30.2	2.5	-5
7610	557. Loop Internal Road (WB)	20	0	50	186.3	28.9	52.4	-1	-7.9	-11.5	0	-31.6	2.5	2.9
7611	557. Loop Internal Road (WB)	20	0	50	184.4	11.9	52.4	-1	-11.8	-11.4	0	-31.8	2.5	-1.1
7612	557. Loop Internal Road (WB)	20	0	50	122.3	2.6	52.4	-1	-18.4	-9.7	0	-31.9	2.5	-6.1
9200	78. Eastern Connection Road (NB)	448	4.7	50	201.7	4.5	67.4	-1	-16	-11.8	0	-30.4	4	12.9
9201	78. Eastern Connection Road (NB)	448	4.7	50	201.5	16.6	67.3	-1	-10.3	-11.8	0	-23	4	26.2
9202	78. Eastern Connection Road (NB)	448	4.7	50	203.1	46.5	67.4	-1	-5.9	-11.9	0	-30.3	3.8	23
9203	78. Eastern Connection Road (NB)	448	4.7	50	227.8	2.1	67.3	-1	-19.2	-12.4	0	-30.8	2.5	7.5
9204	78. Eastern Connection Road (NB)	448	4.7	50	274.4	2.9	67.4	-1	-18	-13.1	0	-30.4	2.5	8.2
9205	625. Loop Internal Road (NB)	602	24.8	50	283.7	11.6	72.6	-1	-11.9	-13.3	0	-31.2	2.5	17.7
9251	77. Eastern Connection Road (SB)	637	2.8	50	268.7	2.8	68.5	-1	-18	-13.1	0	-30.5	2.5	8.4
9252	77. Eastern Connection Road (SB)	637	2.8	50	210.3	2	68.5	-1	-19.5	-12	0	-30.6	2.5	7.9
9253	77. Eastern Connection Road (SB)	637	2.8	50	206.9	46.3	68.5	-1	-5.9	-11.9	0	-30.2	3.8	23.3
9254	77. Eastern Connection Road (SB)	637	2.8	50	204.9	16.5	68.5	-1	-10.4	-11.9	0	-21.1	4	28.1
9255	77. Eastern Connection Road (SB)	637	2.8	50	205	4.4	68.5	-1	-16.1	-11.9	0	-30.6	4	12.9
9250	626. Loop Internal Road (SB)	736	19.6	50	293.6	11.7	72.8	-1	-11.9	-13.4	0	-30.8	2.5	18.2
9450	618. Loop Internal Road (SB)	161	78.9	50	297	2.9	71	-1	-18	-13.5	0	-30.5	2.5	10.5
9451	618. Loop Internal Road (SB)	161	78.9	50	247	3.2	71	-1	-17.5	-12.7	0	-30.5	2.5	11.8
9452	618. Loop Internal Road (SB)	161	78.9	50	212.9	45.3	71	-1	-6	-12	0	-29.7	2.5	24.8
9453	618. Loop Internal Road (SB)	161	78.9	50	210.9	16.7	71	-1	-10.3	-12	0	-5.1	2.5	45.1
9454	618. Loop Internal Road (SB)	161	78.9	50	211.2	3.7	71	-1	-16.9	-12	0	-25.9	2.5	17.7
9459	618. Loop Internal Road (SB)	161	78.9	50	191.3	10.3	71	-1	-12.4	-11.6	0	-7.5	2.5	41
9460	617. Loop Internal Road (NB)	183	69.4	50	191.9	11.3	71	-1	-12	-11.6	0	-5.3	2.5	43.6
9461	617. Loop Internal Road (NB)	183	69.4	50	193.8	46.5	71	-1	-5.9	-11.6	0	-29.9	2.5	25.1
9462	617. Loop Internal Road (NB)	183	69.4	50	208.2	2.4	71	-1	-18.8	-12	0	-30.5	2.5	11.2
9463	617. Loop Internal Road (NB)	183	69.4	50	245.7	2.6	71	-1	-18.4	-12.7	0	-30.7	2.5	10.7

Project Number 209840-03
Title Development of Lok Ma Chau Loop - Investigation

Calculation of Road Traffic Noise
 UK Department of Transport 2000

Spreadsheet to check RoadNoise results at 2042 mitigated scenario
 This sheet printed: 21-May-13

Includes the following corrections:

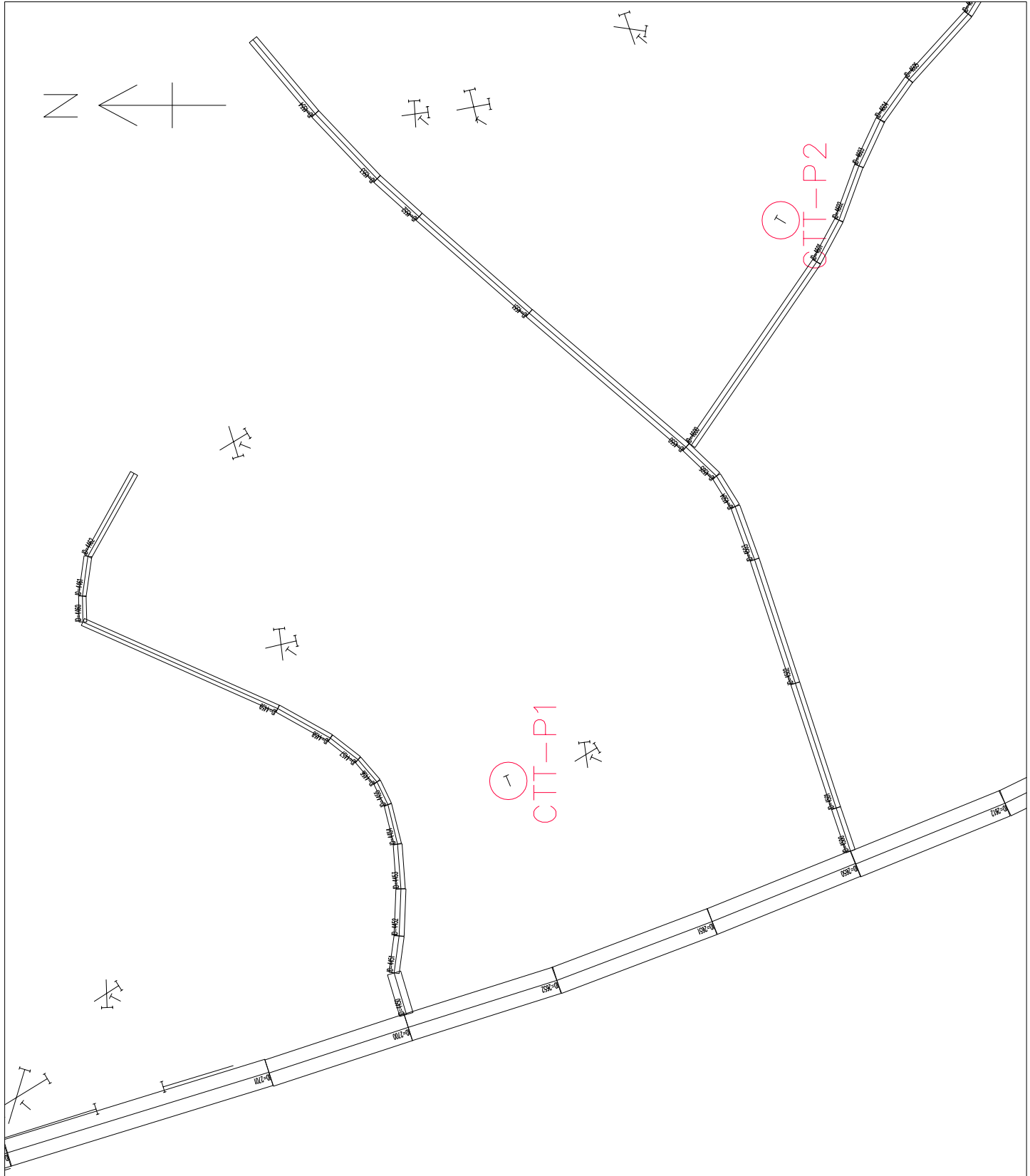
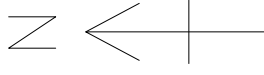
- 1.0 Impervious road surface
- 3.5 Low noise surfacing
- 2.5 Facade effect

NB: If link has pervious surfacing, enter -2.5 in 'Pervious' column
 NB: Includes change in velocity based on gradient and proportion of heavy vehicles. If specific projected speeds are used, disable this function
 NB: Does not include soft ground correction.

NSR ID: LMCST-1-a	Total	65.1
Elevation (m PD): 5.2		
Floor Level: 1 /F		

Segment Number	Segment Name	Flow Rate (Veh/hr)	HV%	Speed (Km/hr)	Distance (m)	Angle of View (degree)	Basic Noise Level, dB(A)	Corrections, dB(A)					Segment Total, dB(A)	
								Surface	Gradient	Angle View	Distance Attenuation	Barrier		Reflection
1968	1200. Local Road near San Sham Road (2 way)	1253	14	50	174.5	1	74.2	-1	0	-22.4	-11.2	-12.2	2.5	29.9
1969	1200. Local Road near San Sham Road (2 way)	1253	14	50	258.7	1.5	74.2	-1	0	-20.9	-12.9	-11.2	2.5	30.7
1979	1200. Local Road near San Sham Road (2 way)	1253	14	50	270.7	2.1	74.2	-1	0.2	-19.3	-13.1	0	2.5	43.5
1980	1200. Local Road near San Sham Road (2 way)	1253	14	50	267.8	2.9	74	-1	0.9	-18	-13	0	2.5	45.4
2052	1203. Lung Hau Road (2 way)	1253	14	50	120.4	1.7	74.1	-1	0.4	-20.4	-9.6	0	2.5	46
2053	1203. Lung Hau Road (2 way)	1253	14	50	114.4	6	74.2	-1	0.2	-14.8	-9.4	0	2.5	51.7
2054	1203. Lung Hau Road (2 way)	1253	14	50	106.1	19.2	74.2	-1	0.1	-9.7	-9.1	0	2.5	57
2055	1203. Lung Hau Road (2 way)	1253	14	50	36.5	2.3	74.2	-1	0.1	-19	-4.7	0	2.5	52.1
2706	1205. LMC Road (2 way)	1639	14.8	50	42.3	1.2	75.3	-3.5	0.6	-21.9	-5.3	-23.8	3.9	25.3
2750	1204. LMC Road (2 way)	1496	14.8	50	68	3.3	75	-3.5	0.4	-17.4	-7.2	-21	3.7	30
2751	1204. LMC Road (2 way)	1496	14.8	50	82.5	4.1	74.9	-3.5	0.5	-16.4	-8	-19.3	4	32.2
2752	1204. LMC Road (2 way)	1496	14.8	50	91.5	17	75	-3.5	0.2	-10.2	-8.5	-17.7	3.1	38.4
2753	1204. LMC Road (2 way)	1496	14.8	50	91.7	6.9	75	-3.5	0	-14.1	-8.5	-11.1	2.5	50.3
2754	1204. LMC Road (2 way)	1496	14.8	50	93.5	20.7	74.9	-3.5	0.7	-9.4	-8.6	0	2.8	56.9
2800	43/44. Border Road (2 way)	50	34	50	9.5	1.4	62.8	-1	0	-21.1	0.2	0	2.5	41.3
2801	43/44. Border Road (2 way)	50	34	50	20.5	10.3	62.8	-1	0	-12.4	-2.5	0	2.5	48.8
2802	43/44. Border Road (2 way)	50	34	50	20.1	58.2	62.8	-1	0	-4.9	-2.4	0	2.5	56.4
2803	43/44. Border Road (2 way)	50	34	50	20	6.6	62.8	-1	0.1	-14.4	-2.4	0	2.5	47
2900	1202. Western Approach Road (2 way)	697	7.3	50	92.8	11.8	70.2	-1	0	-11.8	-8.5	0	2.5	51.4
2901	1202. Western Approach Road (2 way)	697	7.3	50	92.9	22	70.1	-1	0.2	-9.1	-8.5	0	2.5	54.2
2902	1202. Western Approach Road (2 way)	697	7.3	50	98.9	34.8	70.2	-1	0.1	-7.1	-8.8	0	2.5	55.9
2903	1202. Western Approach Road (2 way)	697	7.3	50	88.4	8.8	70.1	-1	0.1	-13.1	-8.3	-3.9	2.5	46.4
2904	1202. Western Approach Road (2 way)	697	7.3	50	58	2.4	70.2	-1	0	-18.8	-6.6	0	2.5	46.3
4200	45/46. Local Road near Lok Ma Chau San Tsuen (2 way)	20	10	50	79.3	9	55.4	-1	0	-13	-7.9	0	3.1	36.6
4201	45/46. Local Road near Lok Ma Chau San Tsuen (2 way)	20	10	50	57.5	8.2	55.3	-1	0.7	-13.4	-6.5	-3.8	4	35.3
4202	45/46. Local Road near Lok Ma Chau San Tsuen (2 way)	20	10	50	49.5	8.9	55.2	-1	1	-13.1	-5.9	-2.5	2.5	36.2
4203	45/46. Local Road near Lok Ma Chau San Tsuen (2 way)	20	10	50	59.8	11	55.3	-1	0.7	-12.2	-6.7	0	2.5	38.6
4204	45/46. Local Road near Lok Ma Chau San Tsuen (2 way)	20	10	50	60.4	23.1	55.3	-1	0.4	-8.9	-6.8	0	2.5	41.5
4205	45/46. Local Road near Lok Ma Chau San Tsuen (2 way)	20	10	50	72	9.5	55.4	-1	0.2	-12.8	-7.5	0	2.5	36.8
4206	45/46. Local Road near Lok Ma Chau San Tsuen (2 way)	20	10	50	70.4	9.7	55.2	-1	0.8	-12.7	-7.4	0	2.5	37.4
4250	50. Lok Ma Chau Road (EB)	10	10	50	223.7	3.8	51.6	-1	6.1	-16.7	-12.3	-16.8	2.5	13.4
4251	50. Lok Ma Chau Road (EB)	10	10	50	223.5	6.6	51.8	-1	3.4	-14.4	-12.3	-16.1	3.1	14.5
4252	50. Lok Ma Chau Road (EB)	10	10	50	227.4	5.5	51.6	-1	5.4	-15.1	-12.3	-18.9	2.5	12.2
4300	51. Lok Ma Chau Road (EB)	4	0	50	201.2	2.9	44.1	-1	4.7	-17.9	-11.9	-20.5	2.5	0
4301	51. Lok Ma Chau Road (EB)	4	0	50	177.4	5.9	43.9	-1	5.5	-14.8	-11.4	-7.1	2.5	17.6
4302	51. Lok Ma Chau Road (EB)	4	0	50	176.9	11.1	44.3	-1	4.1	-12.1	-11.3	0	2.5	26.5
4303	51. Lok Ma Chau Road (EB)	4	0	50	188.3	6.1	43.9	-1	5.8	-14.7	-11.6	0	2.5	24.9
4304	51. Lok Ma Chau Road (EB)	4	0	50	174	5.5	44.1	-1	4.6	-15.2	-11.2	0	2.5	23.8
4350	52. Lok Ma Chau Road (WB)	4	0	50	177.5	5.7	45.4	-1	0	-15	-11.3	0	2.5	20.6
4351	52. Lok Ma Chau Road (WB)	4	0	50	190.9	5.7	45.4	-1	0	-15	-11.6	0	2.5	20.3
4352	52. Lok Ma Chau Road (WB)	4	0	50	179.5	10.9	45.4	-1	0	-12.2	-11.4	0	2.5	23.3
4353	52. Lok Ma Chau Road (WB)	4	0	50	180.4	5.9	45.4	-1	0	-14.8	-11.4	-6	2.5	14.7
4354	52. Lok Ma Chau Road (WB)	4	0	50	201.3	3	45.4	-1	0	-17.8	-11.9	-20.6	2.5	-3.4
4355	49. Lok Ma Chau Road (WB)	10	10	50	229.7	5.9	52.4	-1	0	-14.9	-12.4	-18.8	2.5	7.8
4356	49. Lok Ma Chau Road (WB)	10	10	50	225	6.5	52.4	-1	0	-14.4	-12.3	-16	3.1	11.8
4357	49. Lok Ma Chau Road (WB)	10	10	50	224.9	3.6	52.4	-1	0	-16.9	-12.3	-16.9	2.5	7.8
4400	53/54. Lok Ma Chau Road (2 way)	14	14.3	50	220.3	4.3	54.2	-1	3.2	-16.3	-12.2	-19.6	2.5	10.8
4401	53/54. Lok Ma Chau Road (2 way)	14	14.3	50	237.2	2.8	54.3	-1	2.6	-18.1	-12.5	-20.7	2.5	7.1
4402	53/54. Lok Ma Chau Road (2 way)	14	14.3	50	129.6	1.3	54.2	-1	3.2	-21.4	-10.1	-23.9	2.5	3.5
4403	53/54. Lok Ma Chau Road (2 way)	14	14.3	50	228.2	2.9	54.1	-1	5.1	-17.9	-12.4	-19	2.5	28.5
4404	53/54. Lok Ma Chau Road (2 way)	14	14.3	50	225	3.6	54.1	-1	3.8	-17	-12.3	0	2.5	30.1
4405	53/54. Lok Ma Chau Road (2 way)	14	14.3	50	181.5	2	54.8	-1	0	-19.5	-11.4	0	2.5	25.4
4406	53/54. Lok Ma Chau Road (2 way)	14	14.3	50	123.2	1.3	54.8	-1	0	-21.3	-9.8	0	2.5	25.2
4409	53/54. Lok Ma Chau Road (2 way)	14	14.3	50	127.3	1.1	54.8	-1	0	-22	-9.9	0	2.5	24.4
4410	53/54. Lok Ma Chau Road (2 way)	14	14.3	50	241	1.4	54.8	-1	0	-21.1	-12.6	0	2.5	22.6
4462	57/58. Local Road near Pun Uk Tsuen (2 way)	30	13.3	50	189.5	1.4	57.9	-1	0	-21.2	-11.6	0	2.5	26.6
9570	45/46. Local Road near Lok Ma Chau San Tsuen (2 way)	20	10	50	71.5	4.3	55.2	-1	0.9	-16.3	-7.4	0	4	35.4
11016	653. Slip Road from Fanling Highway (NB)	682	11.9	50	106.7	9.1	71.1	-1	0	-12.9	-9.1	0	2.5	50.6
11015	653. Slip Road from Fanling Highway (NB)	682	11.9	50	81	6.1	71.1	-1	0	-14.7	-8	0	2.5	49.9

Project Number		209840-03													
Title		Development of Lok Ma Chau Loop - Investigation													
Calculation of Road Traffic Noise															
UK Department of Transport 2000															
Spreadsheet to check RoadNoise results at 2042 mitigated scenario															
This sheet printed: 14-Apr-13															
Includes the following corrections:															
-1.0 Impervious road surface -3.5 Low noise surfacing 2.5 Facade effect															
NB: If link has pervious surfacing, enter -2.5 in 'Pervious' column															
NB: Includes change in velocity based on gradient and proportion of heavy vehicles. If specific projected speeds are used, disable this function															
NB: Does not include soft ground correction.															
NSR ID:		SSR-2											Total		69.4
Elevation (m PD):		4.1													
Floor Level:		1 /F													
Corrections, dB(A)															
Segment Number	Segment Name	Flow Rate (Veh/hr)	HV%	Speed (Km/hr)	Distance (m)	Angle of View (degree)	Basic Noise Level, dB(A)	Surface	Gradient	Angle View	Distance Attenuation	Barrier	Reflection	Segment Total, dB(A)	
1050	3/4. Border Road (2 way)	12	16.7	50	226.7	1.5	54.5	-1	0	-20.8	-12.3	0	2.5	22.9	
1052	3/4. Border Road (2 way)	12	16.7	50	120.9	2.1	54.5	-1	0	-19.4	-9.6	0	2.5	27	
1100	15/16. Border Road (2 way)	1257	13.9	50	118.8	1.6	74.2	-1	0	-20.5	-9.6	0	2.5	45.6	
1101	15/16. Border Road (2 way)	1257	13.9	50	117.1	2	74.1	-1	0.4	-19.6	-9.5	0	2.5	45.4	
1102	15/16. Border Road (2 way)	1257	13.9	50	110.7	1.2	74	-1	1	-21.8	-9.3	0	2.5	46.9	
1150	19/20. Border Road (2 way)	1257	13.9	50	119.5	2.6	74.1	-1	0.5	-18.4	-9.6	0	2.5	48.1	
1151	19/20. Border Road (2 way)	1257	13.9	50	122.2	3.2	74.1	-1	0.5	-17.5	-9.7	0	2.5	48.9	
1152	19/20. Border Road (2 way)	1257	13.9	50	142.5	5.4	74	-1	0.9	-15.3	-10.3	-0.9	2.5	49.9	
1153	19/20. Border Road (2 way)	1257	13.9	50	152.8	8.2	74.2	-1	0.1	-13.4	-10.6	-6.5	2.5	45.3	
1154	19/20. Border Road (2 way)	1257	13.9	50	152.8	11.2	74.2	-1	0.1	-12	-10.6	-6.3	2.5	46.9	
1155	19/20. Border Road (2 way)	1257	13.9	50	154.2	3.1	74.2	-1	0.1	-17.6	-10.7	-6.2	2.5	41.3	
1200	17/18. Tun Yu Road (2 way)	72	8.3	50	115.7	2.6	60.6	-1	0.3	-18.3	-9.5	0	2.5	34.6	
1201	17/18. Tun Yu Road (2 way)	72	8.3	50	110.9	1.3	60.5	-1	0.5	-21.4	-9.3	0	2.5	31.8	
1202	17/18. Tun Yu Road (2 way)	72	8.3	50	157.4	1.9	60.5	-1	0.4	-19.8	-10.8	0	2.5	31.8	
1203	17/18. Tun Yu Road (2 way)	72	8.3	50	193.2	2.6	60.6	-1	0.1	-18.4	-11.6	0	2.5	32.2	
1204	17/18. Tun Yu Road (2 way)	72	8.3	50	215.1	4.5	60.6	-1	0.2	-16	-12.1	0	2.5	34.2	
1205	17/18. Tun Yu Road (2 way)	72	8.3	50	230.4	4.8	60.6	-1	0.1	-15.8	-12.4	-2.3	2.5	31.7	
1206	17/18. Tun Yu Road (2 way)	72	8.3	50	227.3	8.1	60.5	-1	0.4	-13.5	-12.3	-6.4	2.5	30.2	
1207	17/18. Tun Yu Road (2 way)	72	8.3	50	220.5	3.2	60.3	-1	1.4	-17.5	-12.2	-6.2	2.5	27.3	
1208	17/18. Tun Yu Road (2 way)	72	8.3	50	235.8	2.4	60.4	-1	1.2	-18.7	-12.5	-5.9	2.5	26	
1209	17/18. Tun Yu Road (2 way)	72	8.3	50	235.7	13.4	60.6	-1	0.2	-11.3	-12.5	-5.7	2.5	32.8	
1210	17/18. Tun Yu Road (2 way)	72	8.3	50	233.4	3.7	60.5	-1	0.4	-16.9	-12.4	-5.6	2.5	27.5	
1211	17/18. Tun Yu Road (2 way)	72	8.3	50	227.6	13.8	60.5	-1	0.6	-11.1	-12.3	-6	2.5	33.2	
1212	17/18. Tun Yu Road (2 way)	72	8.3	50	221.1	2.6	60.5	-1	0.6	-18.5	-12.2	-6.5	2.5	25.4	
1213	17/18. Tun Yu Road (2 way)	72	8.3	50	211.7	2	60.6	-1	0	-19.5	-12	-6.6	2.5	24	
1214	17/18. Tun Yu Road (2 way)	72	8.3	50	201.1	6.9	60.6	-1	0.1	-14.2	-11.8	-6.8	2.5	29.4	
1215	17/18. Tun Yu Road (2 way)	72	8.3	50	201.3	1.7	60.6	-1	0.2	-20.1	-11.8	-6.9	2.5	23.5	
1216	17/18. Tun Yu Road (2 way)	72	8.3	50	189.1	5.3	60.6	-1	0	-15.3	-11.5	-0.5	2.5	34.8	
1217	17/18. Tun Yu Road (2 way)	72	8.3	50	218.4	2	60.6	-1	0	-19.5	-12.2	0	2.5	30.4	
1218	17/18. Tun Yu Road (2 way)	72	8.3	50	280.5	1.7	60.6	-1	0	-20.2	-13.2	0	2.5	28.7	
1219	17/18. Tun Yu Road (2 way)	72	8.3	50	185.5	1.1	60.6	-1	0	-22.1	-11.5	0	2.5	28.5	
1220	17/18. Tun Yu Road (2 way)	72	8.3	50	208	4	60.6	-1	0	-16.6	-12	0	2.5	33.5	
1221	17/18. Tun Yu Road (2 way)	72	8.3	50	229.2	1.2	60.6	-1	0	-21.8	-12.4	0	2.5	27.9	
1222	17/18. Tun Yu Road (2 way)	72	8.3	50	272.8	2.5	60.6	-1	0	-18.5	-13.1	0	2.5	30.5	
1411	13. LMC Station Local Road (WB)	58	93.1	50	117.2	2	67.1	-1	0	-19.5	-9.5	-8.2	2.5	31.4	
1413	13. LMC Station Local Road (WB)	58	93.1	50	113.7	1.9	67.1	-1	0	-19.9	-9.4	-8.7	2.5	30.6	
1459	14. LMC Station Local Road (EB)	29	86.2	50	119.3	2.8	63.8	-1	0	-18.1	-9.6	-8.5	2.5	29.1	
1460	14. LMC Station Local Road (EB)	29	86.2	50	118.5	2.1	63.8	-1	0	-19.4	-9.6	-8.2	2.5	28.1	
1952	1200. Local Road near San Sham Road (2 way)	1253	14	50	45.3	31.9	74.2	-1	0.2	-7.5	-5.6	-3.9	2.5	58.9	
1953	1200. Local Road near San Sham Road (2 way)	1253	14	50	42.7	17.9	74.2	-1	0	-10	-5.3	0	2.5	60.4	
1954	1200. Local Road near San Sham Road (2 way)	1253	14	50	39.5	26.1	74.2	-1	0.1	-8.4	-5	-6.7	2.5	55.7	
1955	1200. Local Road near San Sham Road (2 way)	1253	14	50	39.5	34.8	74.2	-1	0.2	-7.1	-5	-5.8	2.5	58	
1956	1200. Local Road near San Sham Road (2 way)	1253	14	50	38.5	13.7	74.2	-1	0.2	-11.2	-4.9	0	2.5	59.8	
1957	1200. Local Road near San Sham Road (2 way)	1253	14	50	31.6	7.8	74.2	-1	0	-13.6	-4.2	0	2.5	57.9	
1958	1200. Local Road near San Sham Road (2 way)	1253	14	50	17.8	3.3	74.2	-1	0.1	-17.4	-2	0	2.5	56.4	
1959	1200. Local Road near San Sham Road (2 way)	1253	14	50	21.9	3.4	74.1	-1	0.3	-17.3	-2.8	0	2.5	55.8	
1960	1200. Local Road near San Sham Road (2 way)	1253	14	50	41.6	1.8	74.2	-1	0	-20.1	-5.2	0	2.5	50.4	
1961	1200. Local Road near San Sham Road (2 way)	1253	14	50	71.9	3.3	74.2	-1	0	-17.4	-7.5	0	2.5	50.8	
1962	1200. Local Road near San Sham Road (2 way)	1253	14	50	104	4.3	74.2	-1	0.1	-16.2	-9	0	2.5	50.6	
1963	1200. Local Road near San Sham Road (2 way)	1253	14	50	137.6	4.5	74.2	-1	0.1	-16	-10.2	0	2.5	49.6	
1964	1200. Local Road near San Sham Road (2 way)	1253	14	50	164	5.2	74.2	-1	0.1	-15.4	-10.9	0	2.5	49.5	
1965	1200. Local Road near San Sham Road (2 way)	1253	14	50	159.2	5.2	74.2	-1	0.2	-15.4	-10.8	0	2.5	49.7	
1966	1200. Local Road near San Sham Road (2 way)	1253	14	50	126.1	2.5	74.2	-1	0.2	-18.6	-9.8	0	2.5	47.5	
1967	1200. Local Road near San Sham Road (2 way)	1253	14	50	95.9	1.3	74.2	-1	0.2	-21.4	-8.7	0	2.5	45.8	
1968	1200. Local Road near San Sham Road (2 way)	1253	14	50	53.7	1.2	74.2	-1	0	-21.9	-6.3	0	2.5	47.5	
1971	1200. Local Road near San Sham Road (2 way)	1253	14	50	95.2	1.1	74.2	-1	0	-22.3	-8.6	0	2.5	44.8	
1972	1200. Local Road near San Sham Road (2 way)	1253	14	50	136.1	2.9	74.2	-1	0.1	-18	-10.1	0	2.5	47.7	
1973	1200. Local Road near San Sham Road (2 way)	1253	14	50	134.3	2.3	74.2	-1	0.1	-19	-10.1	0	2.5	46.7	
3505	37/38. Track near Ha Wan Tsuen (2 way)	30	13.3	50	123.4	1.9	57.9	-1	0	-19.7	-9.7	0	2.5	30	
3506	37/38. Track near Ha Wan Tsuen (2 way)	30	13.3	50	131.8	4.5	57.9	-1	0	-16.1	-10	0	2.5	33.3	
4050	408/409. Track near Ha Wan Tsuen (2 way)	30	13.3	50	234.2	1.8	57.7	-1	1	-20	-12.5	0	2.5	27.7	
4052	408/409. Track near Ha Wan Tsuen (2 way)	30	13.3	50	82.4	1.1	57.7	-1	0.8	-22	-8	0	2.5	30	
4054	408/409. Track near Ha Wan Tsuen (2 way)	30	13.3	50	187.4	2.1	57.7	-1	0.9	-19.4	-11.5	0	2.5	29.2	
4107	410/411. Track near Ha Wan Tsuen (2 way)	30	13.3	50	204.7	2.6	57.8	-1	0.2	-18.4	-11.9	0	2.5	29.2	
4108	410/411. Track near Ha Wan Tsuen (2 way)	30	13.3	50	185.6	2.3	57.8	-1	0.3	-18.9	-11.5	0	2.5	29.2	
4150	37/38. Track near Ha Wan Tsuen (2 way)	30	13.3	50	127.4	1.2	57.8	-1	0.4	-21.8	-9.9	0	2.5	28	
4955	402. San Sham Road (NB)	738	20.9	50	90	22.8	72.8	-1	1.2	-9	-8.4	-0.3	2.5	57.8	
4956	402. San Sham Road (NB)	738	20.9	50	90	6.3	72.8	-1	1.1	-14.6	-8.4	-0.2	2.5	52.2	
5152	105. San Sham Road (SB)	845	20.5	50	62.8	21.1	73.5	-1	0	-9.3	-6.9	0	2.5	58.8	
9509	605. Lok Ma Chau Station Local Road (NB)	126	100	50	143.4	1.2	70.8	-1	0	-21.8	-10.4	-7	2.5	33.1	
9510	605. Lok Ma Chau Station Local Road (NB)	126	100	50	166.8	1.1	70.8	-1	0	-22.2	-11	-5	2.5	34.1	
9520	1210. Direct Connction Road to LMC Station (2 way)	252	100	50	67.7	3.8	73.8	-1	0.3	-16.8	-7.3	-10.5	2.5	41	
9521	1210. Direct Connction Road to LMC Station (2 way)	252	100	50	111.7	20.1	73.8	-1	0.2	-9.5	-9.3	-10.8	2.5	45.9	
9522	1210. Direct Connction Road to LMC Station (2 way)	252	100	50	80.2	22.7	73.7	-1	0.4	-9	-8	-9.4	2.5	49.2	
9523	1210. Direct Connction Road to LMC Station (2 way)	252	100	50	63.2	51.8	73.6	-1	1.6	-5.4	-7	-9.3	2.5	55	
9524	1210. Direct Connction Road to LMC Station (2 way)	252	100	50	62.3	29.1	73.6	-1	1.1	-7.9	-6.9	-9.4	2.5	52	



CTT-P1

CTT-P2

0 50m

Project Number 209840-03
Title Development of Lok Ma Chau Loop - Investigation

Calculation of Road Traffic Noise
 UK Department of Transport 2000

Spreadsheet to check RoadNoise results at 2042 mitigated scenario
 This sheet printed: 14-Apr-13

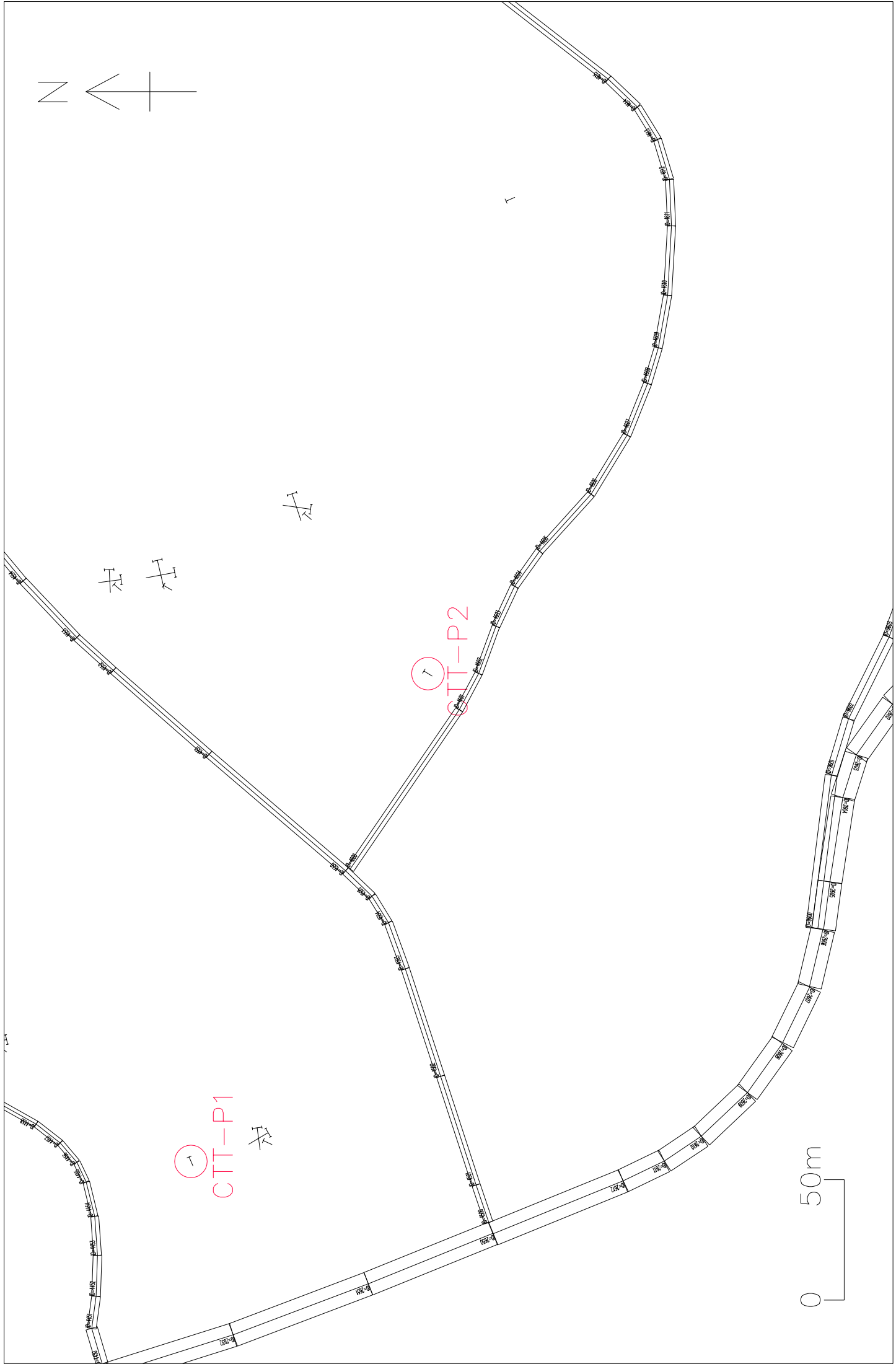
Includes the following corrections:

- 1.0 Impervious road surface
- 3.5 Low noise surfacing
- 2.5 Facade effect

NB: If link has pervious surfacing, enter -2.5 in 'Pervious' column
 NB: Includes change in velocity based on gradient and proportion of heavy vehicles. If specific projected speeds are used, disable this function
 NB: Does not include soft ground correction.

NSR ID: CTT-P1	Total	69.7
Elevation (m PD):	4.2	
Floor Level:	1 /F	

Segment Number	Segment Name	Flow Rate (Veh/hr)	HV%	Speed (Km/hr)	Distance (m)	Angle of View (degree)	Basic Noise Level, dB(A)	Corrections, dB(A)					Segment Total, dB(A)	
								Surface	Gradient	Angle View	Distance Attenuation	Barrier		Reflection
1237	17/18. Tun Yu Road (2 way)	72	8.3	50	172.7	1.6	60.6	-1	0	-20.5	-11.2	0	2.5	30.4
1238	17/18. Tun Yu Road (2 way)	72	8.3	50	214.2	4.3	60.6	-1	0	-16.3	-12.1	0	2.5	33.7
1239	17/18. Tun Yu Road (2 way)	72	8.3	50	245.6	1.6	60.6	-1	0	-20.5	-12.7	0	2.5	28.9
2605	1207. LMC Road (2 way)	1207	34.8	50	242.8	2.8	76.6	-1	0.3	-18.2	-12.6	-16.1	2.5	31.5
2606	1211. LMC Road (2 way)	1890	30.7	50	228.3	4.3	78.2	-1	0.2	-16.2	-12.3	-16.5	2.5	34.9
2607	1211. LMC Road (2 way)	1890	30.7	50	194.5	4.4	78.2	-1	0.2	-16.1	-11.7	-16.7	2.5	35.4
2608	1211. LMC Road (2 way)	1890	30.7	50	166.2	4.2	78.2	-1	0.4	-16.3	-11	-2.3	2.5	50.5
2609	1211. LMC Road (2 way)	1890	30.7	50	133.6	4.2	78.2	-1	0.5	-16.3	-10.1	0	2.5	53.8
2610	1211. LMC Road (2 way)	1890	30.7	50	103.9	2.8	78.3	-1	0.2	-18.1	-9	0	2.5	52.9
2611	1211. LMC Road (2 way)	1890	30.7	50	80.2	2.6	78.2	-1	0.3	-18.4	-7.9	0	2.5	53.7
2612	1211. LMC Road (2 way)	1890	30.7	50	70.1	10.9	78.3	-1	0.2	-12.2	-7.4	0	2.5	60.4
2650	1206. LMC Road (2 way)	1667	14.8	50	69.7	21.2	75.5	-1	0	-9.3	-7.3	0	2.5	60.4
2651	1206. LMC Road (2 way)	1667	14.8	50	68.6	41.7	75.5	-1	0	-6.3	-7.3	0	2.5	63.4
2652	1206. LMC Road (2 way)	1667	14.8	50	69	35.8	75.5	-1	0.3	-7	-7.3	0	2.5	63
2700	1205. LMC Road (2 way)	1639	14.8	50	68.4	17.2	75.3	-1	0.8	-10.2	-7.3	0	2.5	60.1
2701	1205. LMC Road (2 way)	1639	14.8	50	70.2	14	75.3	-1	0.7	-11.1	-7.4	-1.9	2.6	57.2
2702	1205. LMC Road (2 way)	1639	14.8	50	68.7	4.3	75.4	-3.5	0.2	-16.2	-7.3	-14.6	3.1	37.1
2703	1205. LMC Road (2 way)	1639	14.8	50	76.3	1.2	75.4	-3.5	0.4	-21.6	-7.7	-13.3	3.1	32.8
2752	1204. LMC Road (2 way)	1496	14.8	50	67.9	1.2	75	-3.5	0.2	-21.7	-7.3	-18.5	2.5	26.7
2904	1202. Western Approach Road (2 way)	697	7.3	50	152.6	1.3	70.1	-1	0.3	-21.4	-10.6	-19.8	2.5	20.1
4450	57/58. Local Road near Pun Uk Tsuen (2 way)	30	13.3	50	56.7	7.2	57.6	-1	1.2	-14	-6.5	0	2.5	39.8
4451	57/58. Local Road near Pun Uk Tsuen (2 way)	30	13.3	50	29.8	4.4	57.5	-1	1.8	-16.1	-4	0	2.5	40.7
4452	57/58. Local Road near Pun Uk Tsuen (2 way)	30	13.3	50	35.6	9.7	57.9	-1	0	-12.7	-4.6	0	2.5	42.1
4453	57/58. Local Road near Pun Uk Tsuen (2 way)	30	13.3	50	40	15.4	57.9	-1	0	-10.7	-5.1	0	2.5	43.6
4454	57/58. Local Road near Pun Uk Tsuen (2 way)	30	13.3	50	42.9	6.8	57.8	-1	0.2	-14.2	-5.4	0	2.5	39.9
4500	61/62. Chau Tau West Road (2 way)	32	0	50	107.4	6.9	54.2	-1	0.9	-14.2	-9.1	0	2.5	33.3
4501	61/62. Chau Tau West Road (2 way)	32	0	50	107.9	23.5	54.4	-1	0.4	-8.8	-9.2	-2.2	2.5	36.1
4502	61/62. Chau Tau West Road (2 way)	32	0	50	107.9	4.1	54.4	-1	0.2	-16.4	-9.2	-16.2	2.5	14.3
4950	106. San Sham Road (NB)	398	1.8	50	265.8	1.2	66	-1	0.3	-21.9	-13	-4.3	2.5	28.6
4952	106. San Sham Road (NB)	398	1.8	50	294.9	4.8	66.1	-1	0	-15.8	-13.4	0	2.5	38.4
4953	106. San Sham Road (NB)	398	1.8	50	292.7	5.3	66.1	-1	0	-15.3	-13.4	0	2.5	38.9
4954	106. San Sham Road (NB)	398	1.8	50	293.4	6.7	66.1	-1	0	-14.3	-13.4	0	3.8	41.2
5155	105. San Sham Road (SB)	845	20.5	50	265.4	6.5	73.4	-1	0.7	-14.4	-13	0	2.5	48.2
5156	105. San Sham Road (SB)	845	20.5	50	281.7	7.5	73.4	-1	0.8	-13.8	-13.2	0	2.5	48.7
5157	105. San Sham Road (SB)	845	20.5	50	282.1	8.5	73.3	-1	1	-13.3	-13.3	0	2.5	49.2
5158	105. San Sham Road (SB)	845	20.5	50	285.9	6	73.3	-1	1	-14.8	-13.3	0	2.5	47.7
5159	105. San Sham Road (SB)	845	20.5	50	290.1	2.4	73.5	-1	0	-18.8	-13.4	0	2.5	42.8
5153	105. San Sham Road (SB)	845	20.5	50	277	8.1	73.5	-1	0.4	-13.5	-13.2	0	2.5	48.7
5154	105. San Sham Road (SB)	845	20.5	50	272.7	5	73.5	-1	0.4	-15.5	-13.1	0	2.5	46.8
5850	301. Slip Road to San Sham Road (NB)	63	100	50	246.8	1.2	67.7	-1	0.7	-21.6	-12.7	-11.5	2.5	24.1
5851	301. Slip Road to San Sham Road (NB)	63	100	50	162.6	1.1	67.6	-1	1.1	-22.3	-11	-12.8	2.5	24.1
5902	304. San Sham Road (NB)	141	100	50	199.8	2.2	71.3	-1	0	-19.1	-11.8	-4.5	3.1	38
5903	304. San Sham Road (NB)	141	100	50	268.7	2.9	71.3	-1	0	-17.9	-13	-4.3	2.5	37.6
6209	620. Roundabout (2 way)	1170	30.5	50	267.2	1.2	76.2	-1	0	-21.6	-13	-5.1	2.5	38
7152	248. Castle Peak Road - Chau Tau (EB)	818	27.3	50	239.8	1.2	74.2	-1	0	-21.7	-12.6	0	2.5	41.4
7154	248. Castle Peak Road - Chau Tau (EB)	818	27.3	50	285.6	1.6	74.2	-1	0	-20.6	-13.3	0	2.5	41.8
7155	248. Castle Peak Road - Chau Tau (EB)	818	27.3	50	188.9	1	74.1	-1	0.5	-22.4	-11.5	0	2.5	42.2
7208	247. Castle Peak Road - Chau Tau (WB)	652	25.6	50	255.9	1	73	-1	0	-22.5	-12.8	0	2.5	39.2
7451	634. Loop Internal Road (EB)	34	2.9	50	287	1.4	55.8	-1	0	-21.1	-13.3	-19	2.5	3.9
7527	635. Loop Internal Road (WB)	102	2	50	284.1	1.4	60.3	-1	0	-21.1	-13.3	-18.8	2.5	8.6
8950	418. San Sham Road (NB)	196	11.7	50	215.8	2.2	65.5	-1	0.8	-19.1	-12.1	0	2.5	36.6
8951	418. San Sham Road (NB)	196	11.7	50	237.7	2.7	65.5	-1	0.8	-18.2	-12.5	0	2.5	37.1
9600	607. Road Connecting Lok Ma Chau Road and San Tin Interchange (SB)	683	23.6	50	241.2	2.3	73	-1	0	-18.9	-12.6	-16.1	2.5	26.9
9702	251. Castle Peak Road - San Tin (WB)	811	40.3	50	277.2	1.6	75.5	-1	0	-20.6	-13.2	0	2.5	43.2
9705	252. Castle Peak Road - San Tin (EB)	844	32.7	50	270.3	1.5	75	-1	0	-20.8	-13.1	0	2.5	42.6
9801	301. Slip Road to San Sham Road (NB)	63	100	50	278.8	3.6	67.8	-1	0	-17	-13.2	0	2.5	39.1
9802	253. Slip Road from San Tin Interchange (EB)	674	8.6	50	292.6	3.7	70.4	-1	0	-16.9	-13.4	0	2.5	41.6



Project Number 209840-03
Title Development of Lok Ma Chau Loop - Investigation

Calculation of Road Traffic Noise
UK Department of Transport 2000

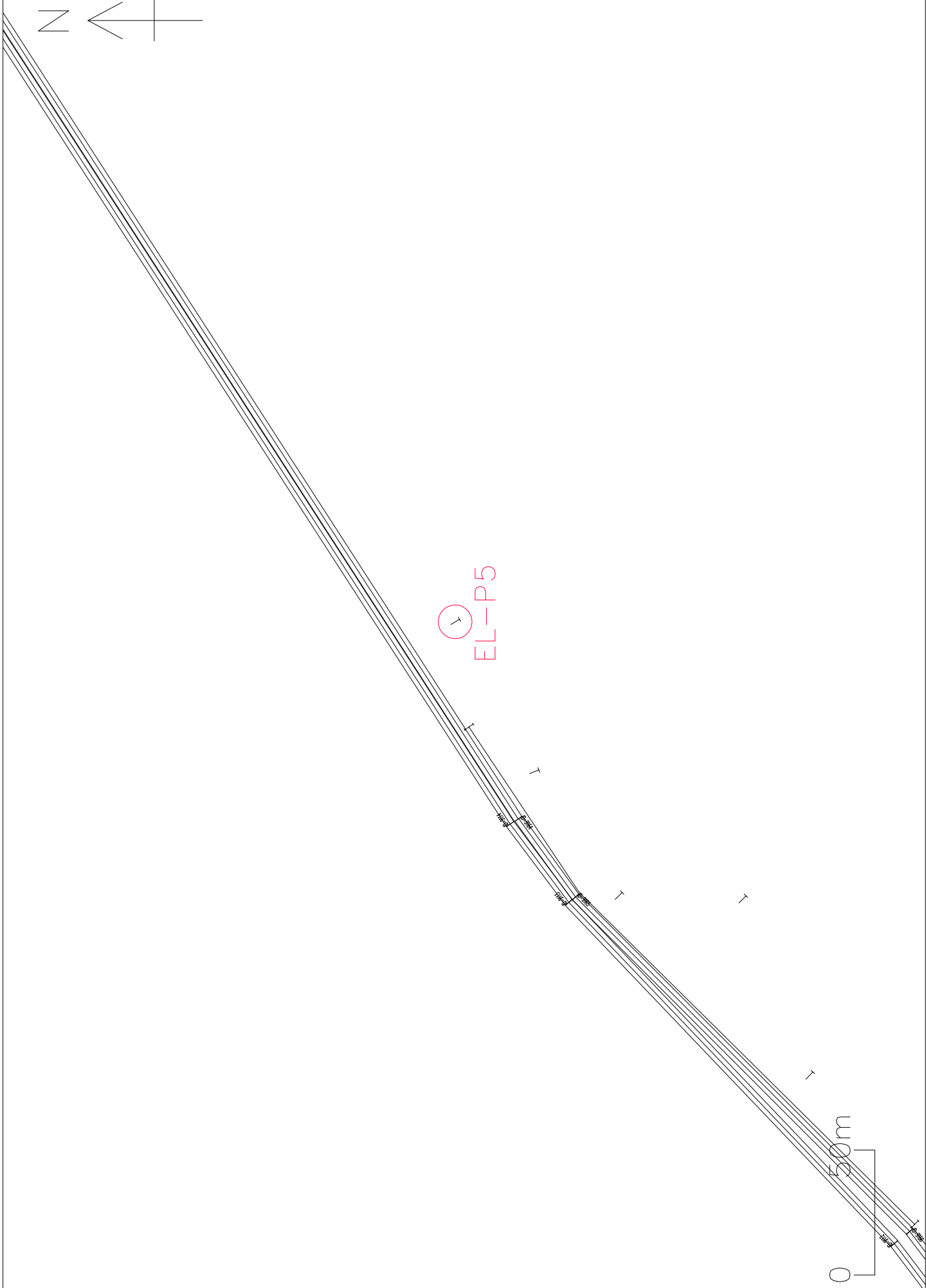
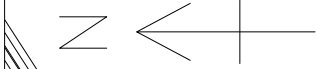
Spreadsheet to check RoadNoise results at 2042 mitigated scenario
This sheet printed: 14-Apr-13

Includes the following corrections: -1.0 Impervious road surface
-3.5 Low noise surfacing
2.5 Facade effect

NB: If link has pervious surfacing, enter -2.5 in 'Pervious' column
NB: Includes change in velocity based on gradient and proportion of heavy vehicles. If specific projected speeds are used, disable this function
NB: Does not include soft ground correction.

Table with columns: NSR ID (CTT-P2), Total (70.2), Elevation (m PD): (4), Floor Level: (1 / F)

Main data table with columns: Segment Number, Segment Name, Flow Rate (Veh/hr), HV%, Speed (Km/hr), Distance (m), Angle of View (degree), Basic Noise Level, dB(A), Surface, Gradient, Angle View, Distance Attenuation, Barrier, Reflection, Segment Total, dB(A). Rows include segments 2350 to 11014.



EL-P5

50m

0

Project Number 209840-03
Title Development of Lok Ma Chau Loop - Investigation

Calculation of Road Traffic Noise
 UK Department of Transport 2000

Spreadsheet to check RoadNoise results at 2042 mitigated scenario
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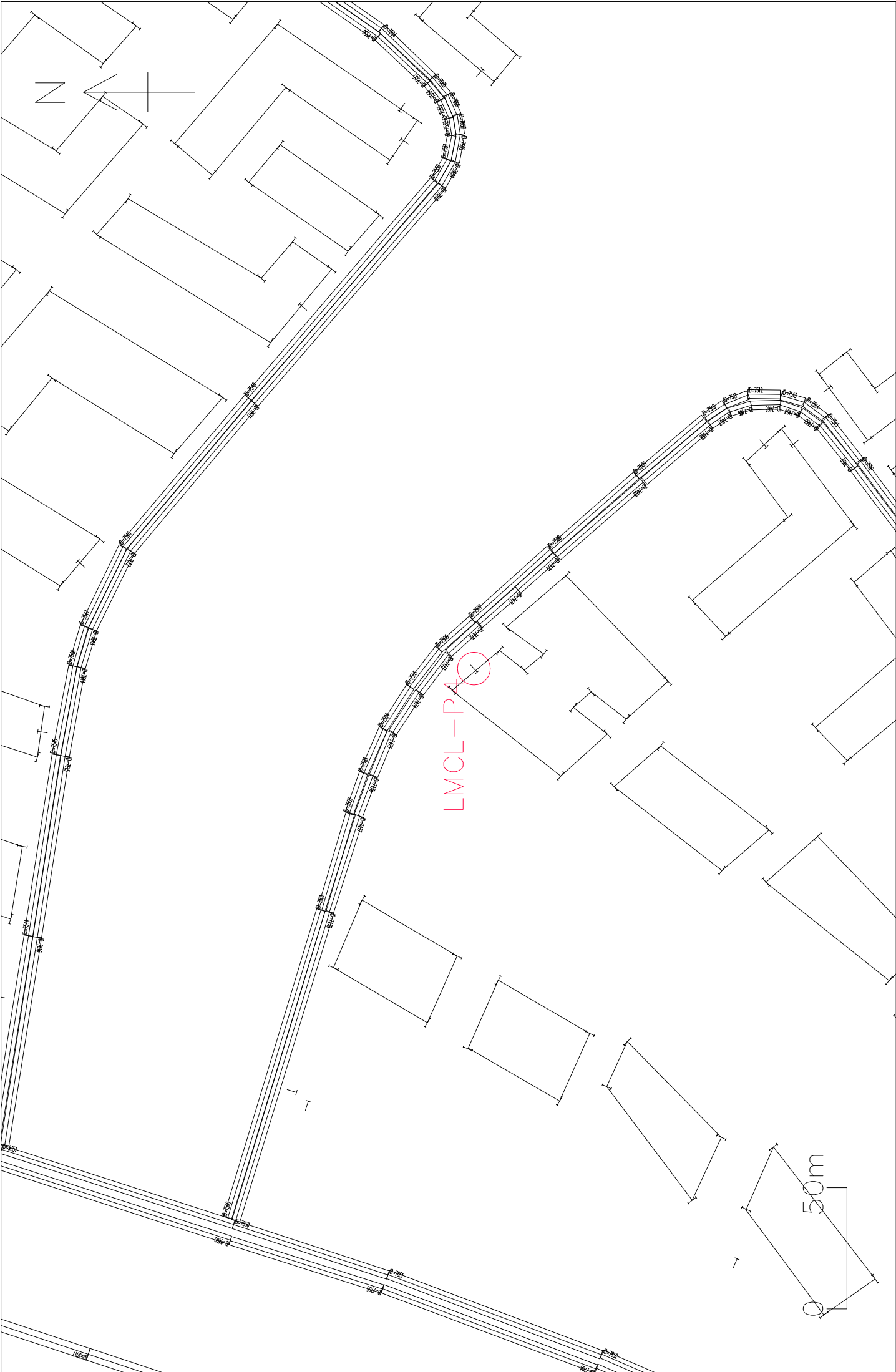
Includes the following corrections:

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 NB: Does not include soft ground correction.

NSR ID:	EL-P5	Total	69.2
Elevation (m PD):	21.2		
Floor Level:	1 /F		

Segment Number	Segment Name	Flow Rate (Veh/hr)	HV%	Speed (Km/hr)	Distance (m)	Angle of View (degree)	Basic Noise Level, dB(A)	Corrections, dB(A)						Segment Total, dB(A)
								Surface	Gradient	Angle View	Distance Attenuation	Barrier	Reflection	
4661	43/44. Border Road (2 way)	50	34	50	237.1	1.1	62.8	-1	0	-22.1	-12.5	-0.6	2.5	29.1
9112	80. Eastern Connection Road (EB)	637	2.8	50	42.8	8.3	68.5	-1	0	-13.3	-5.5	-0.5	2.5	50.7
9113	80. Eastern Connection Road (EB)	637	2.8	50	29.1	6.8	68.5	-1	0	-14.2	-4.1	-0.1	2.5	51.6
9114	80. Eastern Connection Road (EB)	637	2.8	50	23.6	157.9	68.5	-1	0	-0.6	-3.4	0	2.5	66
9163	79. Eastern Connection Road (WB)	448	4.7	50	19.8	161	67.5	-1	0.1	-0.5	-2.8	0	2.5	65.8
9164	79. Eastern Connection Road (WB)	448	4.7	50	23.9	5.7	67.4	-1	0.8	-15	-3.5	-0.4	2.5	50.8
9165	79. Eastern Connection Road (WB)	448	4.7	50	42	6.8	67.4	-1	0.6	-14.3	-5.4	-1.5	2.5	48.3
9115	80. Eastern Connection Road (EB)	637	2.8	50	74	1	68.5	-1	0	-22.5	-7.6	0	2.5	39.9
9116	80. Eastern Connection Road (EB)	637	2.8	50	163.2	2.1	68.5	-1	0	-19.4	-10.9	0	2.5	39.7
9117	80. Eastern Connection Road (EB)	637	2.8	50	245.9	2.6	68.5	-1	0	-18.5	-12.7	0	2.5	38.8
9160	79. Eastern Connection Road (WB)	448	4.7	50	242.1	2.5	67.6	-1	0	-18.6	-12.6	0	2.5	37.9
9161	79. Eastern Connection Road (WB)	448	4.7	50	160.4	2	67.6	-1	0	-19.6	-10.9	0	2.5	38.6



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Calculation of Road Traffic Noise
 UK Department of Transport 2000

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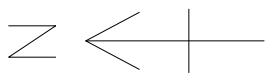
Includes the following corrections:

- 1.0 Impervious road surface
- 3.5 Low noise surfacing
- 2.5 Facade effect

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 NB: Does not include soft ground correction.

NSR ID: LMCL-P4	Total	59.4
Elevation (m PD): 10.9		
Floor Level: 1 /F		

Segment Number	Segment Name	Flow Rate (Veh/hr)	HV%	Speed (Km/hr)	Distance (m)	Angle of View (degree)	Basic Noise Level, dB(A)	Corrections, dB(A)						Segment Total, dB(A)
								Surface	Gradient	Angle View	Distance Attenuation	Barrier	Reflection	
5024	27/28. Border Road (2 way)	20	10	50	273.6	4	55.4	-1	0	-16.5	-13.1	-28.7	2.5	-1.4
5025	27/28. Border Road (2 way)	20	10	50	272.9	2.1	55.4	-1	0.2	-19.4	-13.1	-29.3	2.5	-4.7
7465	552. Loop Internal Road (EB)	15	0	50	103.9	2.8	51.2	-1	0	-18.1	-9	-30.4	2.5	-4.8
7466	552. Loop Internal Road (EB)	15	0	50	67.9	1.6	51.2	-1	0	-20.6	-7.2	-30.4	2.5	-5.5
7468	552. Loop Internal Road (EB)	15	0	50	11.7	1.9	51.2	-1	0	-19.8	-0.7	-30.3	2.5	0.2
7469	552. Loop Internal Road (EB)	15	0	50	10.4	5.5	51.2	-1	0	-15.2	-0.4	-6.4	2.5	28.8
7470	552. Loop Internal Road (EB)	15	0	50	10.4	6.8	51.2	-1	0	-14.2	-0.3	0	2.5	36.3
7471	552. Loop Internal Road (EB)	15	0	50	10.4	22.2	51.2	-1	0	-9.1	-0.3	0	2.5	41.4
7472	552. Loop Internal Road (EB)	15	0	50	9.9	65.8	51.2	-1	0	-4.4	-0.2	0	2.5	46.1
7473	552. Loop Internal Road (EB)	15	0	50	10	52.8	51.2	-1	0	-5.3	-0.2	0	2.5	45.3
7474	633. Loop Internal Road (EB)	184	1.1	50	11.8	14.8	62.5	-1	0	-10.9	-0.7	0	2.5	52.4
7475	633. Loop Internal Road (EB)	184	1.1	50	19.8	3.1	62.5	-1	0	-17.7	-2.5	0	2.5	43.8
7503	632. Loop Internal Road (WB)	124	3.2	50	22.5	7.2	61.5	-1	0	-14	-2.9	0	2.5	46.1
7504	632. Loop Internal Road (WB)	124	3.2	50	16.3	17.6	61.5	-1	0	-10.1	-1.8	0	2.5	51
7505	553. Loop Internal Road (WB)	21	0	50	14.6	44.9	52.6	-1	0	-6	-1.4	0	2.5	45.5
7506	553. Loop Internal Road (WB)	21	0	50	13.9	58.7	52.6	-1	0	-4.9	-1.2	0	2.5	46.7
7507	553. Loop Internal Road (WB)	21	0	50	13.8	34.3	52.6	-1	0	-7.2	-1.2	0	2.5	44.3
7508	553. Loop Internal Road (WB)	21	0	50	13.9	6.9	52.6	-1	0	-14.2	-1.2	-1.5	2.5	35.9
7509	553. Loop Internal Road (WB)	21	0	50	15.6	2.5	52.6	-1	0	-18.6	-1.6	-30.1	2.5	2.7
7511	553. Loop Internal Road (WB)	21	0	50	61.5	1.6	52.6	-1	0	-20.6	-6.8	-30.4	2.5	-3.7
7512	553. Loop Internal Road (WB)	21	0	50	113.1	3.2	52.6	-1	0	-17.5	-9.4	-30.4	2.5	-3.2
7543	630. Loop Internal Road (WB)	130	3.1	50	162.3	9.8	61.7	-1	0	-12.7	-10.9	0	2.5	39.6
7544	630. Loop Internal Road (WB)	130	3.1	50	163.1	19.3	61.7	-1	0	-9.7	-10.9	0	3	43.1
7545	630. Loop Internal Road (WB)	130	3.1	50	161.1	12	61.7	-1	0	-11.7	-10.9	0	3.3	41.4
7546	630. Loop Internal Road (WB)	130	3.1	50	157.3	5.8	61.7	-1	0	-14.9	-10.8	0	2.5	37.5
7547	556. Loop Internal Road (WB)	12	0	50	150.5	12.9	50.2	-1	0	-11.4	-10.6	0	3.4	30.6
7548	556. Loop Internal Road (WB)	12	0	50	141.4	31	50.2	-1	0	-7.6	-10.3	0	3.1	34.4
7549	556. Loop Internal Road (WB)	12	0	50	141.6	35.2	50.2	-1	0	-7.1	-10.3	0	3.4	35.2
7550	556. Loop Internal Road (WB)	12	0	50	112.7	1.5	50.2	-1	0	-20.7	-9.4	0	2.5	21.6
7554	556. Loop Internal Road (WB)	12	0	50	134.1	1.2	50.2	-1	0	-21.7	-10.1	0	4	21.4
7555	556. Loop Internal Road (WB)	12	0	50	161.1	4.1	50.2	-1	0	-16.4	-10.9	-4.9	2.6	19.6
7556	556. Loop Internal Road (WB)	12	0	50	189.6	13.1	50.2	-1	0	-11.4	-11.6	-30.3	3.2	-0.9
7557	556. Loop Internal Road (WB)	12	0	50	190.1	5.4	50.2	-1	0	-15.2	-11.6	-30.7	2.5	-5.8
7558	556. Loop Internal Road (WB)	12	0	50	187.6	3.9	50.2	-1	0	-16.7	-11.5	-30.5	3.6	-5.9
7559	556. Loop Internal Road (WB)	12	0	50	189.3	3.2	50.2	-1	0	-17.5	-11.5	-30.6	3.3	-7.1
7600	557. Loop Internal Road (WB)	20	0	50	193.2	3.3	52.4	-1	0	-17.4	-11.6	-30.5	3.5	-4.6
7601	557. Loop Internal Road (WB)	20	0	50	193.2	3.9	52.4	-1	0	-16.6	-11.6	-30.3	3.7	-3.4
7602	557. Loop Internal Road (WB)	20	0	50	191.7	5.4	52.4	-1	0	-15.3	-11.6	-30.6	2.6	-3.5
7603	557. Loop Internal Road (WB)	20	0	50	193.5	13	52.4	-1	0	-11.4	-11.6	-30.3	3.2	1.3
7604	557. Loop Internal Road (WB)	20	0	50	161.9	4.2	52.4	-1	0	-16.3	-10.9	-3.5	3.6	24.3
7605	557. Loop Internal Road (WB)	20	0	50	141.9	1.4	52.4	-1	0	-21.2	-10.3	0	4	23.9
7609	557. Loop Internal Road (WB)	20	0	50	106.2	1.7	52.4	-1	0	-20.3	-9.1	0	2.5	24.5
7610	557. Loop Internal Road (WB)	20	0	50	138.2	35.8	52.4	-1	0	-7	-10.2	0	3.2	37.4
7611	557. Loop Internal Road (WB)	20	0	50	137.9	31.5	52.4	-1	0	-7.6	-10.2	0	3.1	36.7
7612	557. Loop Internal Road (WB)	20	0	50	146.8	13	52.4	-1	0	-11.4	-10.5	0	3.4	32.9
7613	631. Loop Internal Road (WB)	236	0.8	50	153.7	5.7	63.4	-1	0	-15	-10.7	0	2.5	39.2
7614	631. Loop Internal Road (WB)	236	0.8	50	157.9	12.3	63.4	-1	0	-11.7	-10.8	0	3.3	43.2
7615	631. Loop Internal Road (WB)	236	0.8	50	159.4	19.5	63.4	-1	0	-9.7	-10.8	0	3	44.9
7616	631. Loop Internal Road (WB)	236	0.8	50	159.1	9.1	63.4	-1	0	-13	-10.8	0	2.5	41.1
9350	616. Loop Internal Road (WB)	570	23.3	50	246.4	32.3	72.2	-1	0	-7.5	-12.7	-4.1	2.5	49.4
9401	615. Loop Internal Road (EB)	357	36.1	50	252.8	31.7	71.5	-1	0	-7.5	-12.8	-4.1	2.5	48.6



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- 2.5 Facade effect

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 NB: Does not include soft ground correction.

NSR ID: LMCL-P10	Total	55.8
Elevation (m PD):	11	
Floor Level:	1 /F	

Segment Number	Segment Name	Flow Rate (Veh/hr)	HV%	Speed (Km/hr)	Distance (m)	Angle of View (degree)	Basic Noise Level, dB(A)	Corrections, dB(A)						Segment Total, dB(A)
								Surface	Gradient	Angle View	Distance Attenuation	Barrier	Reflection	
5004	27/28. Border Road (2 way)	20	10	50	292.1	3	55.4	-1	0	-17.8	-13.4	-30.2	2.5	-4.5
7454	552. Loop Internal Road (EB)	15	0	50	277.7	1.1	51.2	-1	0	-22.3	-13.2	-6.8	2.5	10.4
7459	552. Loop Internal Road (EB)	15	0	50	9.4	2.9	51.2	-1	0	-17.9	-0.1	0	3.6	33.8
7460	552. Loop Internal Road (EB)	15	0	50	9.1	71.7	51.2	-1	0	-4	0	0	4	48.1
7461	552. Loop Internal Road (EB)	15	0	50	9.1	97.5	51.2	-1	0	-2.7	0	0	3.6	49
7464	552. Loop Internal Road (EB)	15	0	50	71.8	1.5	51.2	-1	0	-20.7	-7.5	0	2.5	24.5
7465	552. Loop Internal Road (EB)	15	0	50	116.8	3.1	51.2	-1	0	-17.7	-9.5	-0.9	2.5	24.6
7466	552. Loop Internal Road (EB)	15	0	50	145.2	2.7	51.2	-1	0	-18.3	-10.4	-30.3	2.5	-6.3
7467	552. Loop Internal Road (EB)	15	0	50	165.8	3	51.2	-1	0	-17.8	-11	-30.9	2.5	-7
7468	552. Loop Internal Road (EB)	15	0	50	170.8	10.7	51.2	-1	0	-12.3	-11.1	-31.1	2.5	-1.8
7469	552. Loop Internal Road (EB)	15	0	50	171.5	11.9	51.2	-1	0	-11.8	-11.1	-31.4	2.5	-1.6
7470	552. Loop Internal Road (EB)	15	0	50	173.6	4.5	51.2	-1	0	-16	-11.2	-31.7	2.5	-6.2
7471	552. Loop Internal Road (EB)	15	0	50	172.3	4	51.2	-1	0	-16.5	-11.1	-31.6	2.5	-6.5
7472	552. Loop Internal Road (EB)	15	0	50	175.9	3	51.2	-1	0	-17.8	-11.2	-31.3	2.5	-7.6
7473	552. Loop Internal Road (EB)	15	0	50	203.3	3.6	51.2	-1	0	-17	-11.9	-32.3	2.5	-8.5
7474	633. Loop Internal Road (EB)	184	1.1	50	214.3	3.5	62.5	-1	0	-17.2	-12.1	-32.2	2.5	2.5
7475	633. Loop Internal Road (EB)	184	1.1	50	242.3	3.5	62.5	-1	0	-17.1	-12.6	-31.8	2.5	2.5
7476	633. Loop Internal Road (EB)	184	1.1	50	247.3	3	62.5	-1	0	-17.7	-12.7	-31.7	2.5	1.9
7477	633. Loop Internal Road (EB)	184	1.1	50	253.5	6.7	62.5	-1	0	-14.3	-12.8	-31.2	2.5	5.7
7478	633. Loop Internal Road (EB)	184	1.1	50	255.3	15.9	62.5	-1	0	-10.6	-12.8	-32	2.5	8.6
7500	632. Loop Internal Road (WB)	124	3.2	50	259.2	15.8	61.5	-1	0	-10.6	-12.9	-32.1	2.5	7.4
7501	632. Loop Internal Road (WB)	124	3.2	50	260.1	6.8	61.5	-1	0	-14.2	-12.9	-31.2	2.5	4.7
7502	632. Loop Internal Road (WB)	124	3.2	50	253.4	3.1	61.5	-1	0	-17.6	-12.8	-31.6	2.5	1
7503	632. Loop Internal Road (WB)	124	3.2	50	242.8	3.6	61.5	-1	0	-17	-12.6	-31.8	2.5	1.6
7504	632. Loop Internal Road (WB)	124	3.2	50	219.8	3.6	61.5	-1	0	-17	-12.2	-32	2.5	1.8
7505	553. Loop Internal Road (WB)	21	0	50	207.1	3.5	52.6	-1	0	-17.1	-11.9	-32.2	2.5	-7.1
7506	553. Loop Internal Road (WB)	21	0	50	176.6	3.1	52.6	-1	0	-17.6	-11.3	-31.3	2.5	-6.1
7507	553. Loop Internal Road (WB)	21	0	50	177.7	8.7	52.6	-1	0	-13.2	-11.3	-31.6	2.5	-2
7508	553. Loop Internal Road (WB)	21	0	50	175.9	11.7	52.6	-1	0	-11.9	-11.2	-31.2	2.5	-0.2
7509	553. Loop Internal Road (WB)	21	0	50	174.4	10.8	52.6	-1	0	-12.2	-11.2	-30.9	2.5	-0.2
7510	553. Loop Internal Road (WB)	21	0	50	169.4	3	52.6	-1	0	-17.8	-11.1	-30.8	2.5	-5.6
7511	553. Loop Internal Road (WB)	21	0	50	155.4	3	52.6	-1	0	-17.7	-10.7	-11.4	2.5	14.3
7512	553. Loop Internal Road (WB)	21	0	50	116.6	3.2	52.6	-1	0	-17.5	-9.5	0	2.5	27.1
7513	553. Loop Internal Road (WB)	21	0	50	83.1	1.9	52.6	-1	0	-19.8	-8.1	0	2.5	26.2
7516	553. Loop Internal Road (WB)	21	0	50	5.4	104.6	52.6	-1	0	-2.4	1.3	0	3.7	51.3
7517	553. Loop Internal Road (WB)	21	0	50	5.4	68.4	52.6	-1	0	-4.2	1.3	0	4	49.8
7518	553. Loop Internal Road (WB)	21	0	50	5.2	1.9	52.6	-1	0	-19.8	1.4	0	3.1	33.4
7551	556. Loop Internal Road (WB)	12	0	50	285.2	1.5	50.2	-1	0	-20.8	-13.3	-26.1	3.2	-7.8
7556	556. Loop Internal Road (WB)	12	0	50	59.6	2	50.2	-1	0	-19.5	-6.7	-8.6	3.4	17.8
7603	557. Loop Internal Road (WB)	20	0	50	63.8	2.1	52.4	-1	0	-19.3	-7	-4.2	3.8	24.7
7652	1208. Loop Internal Road (2 way)	917	30.3	50	260.4	7.4	75.1	-1	0	-13.9	-12.9	-30.5	2.5	19.3
7700	554. Loop Internal Road (EB)	359	36.2	50	291.7	7.8	71.6	-1	0	-13.6	-13.4	-30.5	2.5	15.6
7855	555. Loop Internal Road (WB)	573	23.2	50	283.6	7.9	72.2	-1	0	-13.6	-13.3	-30.5	2.5	16.3
7608	557. Loop Internal Road (WB)	20	0	50	278.2	1.7	52.4	-1	0	-20.3	-13.2	-26.1	2.9	-5.3
9523	1210. Direct Connection Road to LMC Station (2 way)	252	100	50	194.1	1.3	73.6	-1	1.6	-21.4	-11.7	-30.6	3.7	14.2