



Project Number Agreement No. CE 18/2012 (CE) Development at Anderson Road Quarry - Inverigation
Title Sample Calculations for Road Traffic Noise Assessment

Calculation of Road Traffic Noise
 UK Department of Transport 2000

NSR ID: E-1 - R002 64.7 dB(A)
Elevation (m PD): 205.2
Floor Level: 4/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
406	DAR (SB)	68	35.8	50	275.2	1.4	64.3	-1	0	-21	-13.2	-30.7	2.5	0.9
407	DAR (NB)	92	35.8	50	281.9	1.5	65.6	-1	0	-20.8	-13.3	-30.6	2.5	2.4
516	Sau Mau Ping Road (NWB)	707	35.8	50	279.1	4.3	74.5	-1	0	-16.2	-13.4	-30.4	3.4	16.9
518	Sau Mau Ping Road (SEB)	753	35.8	50	279.3	4.5	74.8	-1	2	-16	-13.4	-30.5	2.5	18.4
966	DAR (NB)	1	1	50	233.5	8.6	39.8	-1	0	-13.2	-12.5	-30.6	2.7	-14.8
967	DAR (NB)	1	1	50	234.2	7.2	39.8	-1	0	-14	-12.5	-30.7	2.5	-15.9
968	DAR (NB)	1	1	50	234.1	12.4	39.8	-1	0	-11.6	-12.5	-30.7	3.1	-12.9
969	DAR (NB)	461	23.4	50	244.7	19.5	71.2	-1	0	-9.6	-12.7	-30.4	2.5	20
970	DAR (NB)	1	1	50	245.8	6.2	39.8	-1	0	-14.6	-12.7	-30.7	2.5	-16.7
971	DAR (NB)	1	1	50	245.9	13.9	39.8	-1	0	-11.1	-12.7	-24.2	2.5	-6.7
972	DAR (NB)	461	23.4	50	194.5	2.2	71.2	-1	0	-19.2	-11.8	-30.4	2.5	11.3
976	DAR (roundabout)	461	23.4	50	276.9	2.1	71.2	-1	0	-19.3	-13.2	-30.7	2.5	9.5
987	DAR (roundabout)	461	23.4	50	189.4	1.3	71.2	-1	0	-21.5	-11.6	-30.6	2.5	9
989	DAR (SB)	402	23.4	50	242.7	14.1	70.6	-1	0.8	-11.1	-12.7	-4.8	4	45.8
990	DAR (SB)	402	23.4	50	240.9	6	70.6	-1	1.6	-14.7	-12.6	-30.7	4	17.2
991	DAR (SB)	402	23.4	50	242.2	19.7	70.6	-1	0.8	-9.6	-12.7	-30.4	2.5	20.2
992	DAR (SB)	402	23.4	50	230.8	12.6	70.6	-1	1.4	-11.5	-12.5	-30.7	4	20.3
993	DAR (SB)	402	23.4	50	230.3	7.3	70.6	-1	1.9	-13.9	-12.5	-30.8	4	18.3
994	DAR (SB)	402	23.4	50	229.9	8.6	70.6	-1	2	-13.2	-12.5	-30.6	4	19.3
1088	DAR (EB)	112	35.8	50	295.4	1.5	66.5	-1	1.8	-20.7	-13.7	-30.4	4	6.5
1218	DAR (NB)	250	23.4	50	238.8	1.5	68.6	-1	0.5	-20.7	-12.5	-30.7	2.5	6.7
1224	DAR (NB)	210	23.4	50	173.6	1.2	67.8	-1	0	-21.8	-11.2	-30	2.5	6.3
1225	DAR (NB)	210	23.4	50	224.7	1.8	67.8	-1	0	-20.1	-12.3	-30	2.5	6.9
1226	DAR (NB)	210	23.4	50	223.8	2.7	67.8	-1	0	-18.2	-12.3	-24.6	2.5	14.2
1227	DAR (NB)	210	23.4	50	120.6	1.5	67.8	-1	0	-20.9	-9.7	-27.7	2.5	11
1228	DAR (NB)	210	23.4	50	40.7	1.5	67.8	-1	0	-20.7	-5.4	-30.2	4	14.5
1229	DAR (SB)	321	23.4	50	52	1.9	69.7	-1	0	-19.8	-6.3	-30.2	4	16.4
1230	DAR (SB)	321	23.4	50	111.8	1.4	69.7	-1	0	-21.1	-9.4	-28.2	2.5	12.5
1231	DAR (SB)	321	23.4	50	234.4	2.9	69.7	-1	0	-17.9	-12.5	-23.8	2.5	17
1233	DAR (SB)	321	23.4	50	226.4	1.7	69.7	-1	0	-20.2	-12.3	-27.9	2.5	10.8
1234	DAR (SB)	321	23.4	50	174.7	1.2	69.7	-1	0	-21.9	-11.2	-30.1	2.5	8
1240	DAR (SB)	430	23.4	50	247.8	1.6	70.9	-1	0	-20.5	-12.7	-30.4	2.5	8.8
1241	DAR (SB)	430	23.4	50	186.9	1	70.9	-1	0	-22.5	-11.5	-30.7	2.5	7.7
1273	DAR (SB)	39	23.4	50	187.5	15.6	60.5	-1	0	-10.6	-11.5	-29.6	2.5	10.3
1274	DAR (SB)	39	23.4	50	188.5	15.6	60.5	-1	0	-10.6	-11.5	-29.4	2.5	10.5
1275	DAR (NB)	198	23.4	50	183.2	15.6	67.6	-1	0.5	-10.6	-11.4	-29.3	2.5	18.3
1276	DAR (NB)	198	23.4	50	181.1	16	67.6	-1	0.6	-10.5	-11.4	-29.8	2.5	18
1312	Jnder Pedestrian Decking (NB)	1	1	50	143.7	5.6	39.8	-1	0	-15	-10.4	-29.2	2.5	-13.3
1313	Jnder Pedestrian Decking (SB)	1	1	50	155.4	5.7	39.8	-1	0	-15	-10.7	-29.7	2.5	-14.1
1314	DAR (SB)	481	23.4	50	195.6	22.7	71.4	-1	0	-9	-11.7	-27	2.5	25.2
1315	DAR (NB)	300	23.4	50	189.2	23.4	69.4	-1	0	-8.9	-11.6	-27.3	2.5	23.1
2077	Sau Mau Ping Rd (NWB)	1255	35.8	50	277.1	2.5	77	-1	2.3	-18.6	-13.2	-30.3	2.5	18.7
2078	Sau Mau Ping Rd (NWB)	1255	35.8	50	291.6	1.3	77	-1	2.1	-21.4	-13.4	-30.3	3.5	16.5
2132	Sau Mau Ping Rd (SEB)	237	35.8	50	245.6	1.1	69.7	-1	0	-22	-12.7	-30.3	2.8	6.5
2133	Sau Mau Ping Rd (SEB)	1484	35.8	50	256.8	2.3	77.7	-1	0	-18.9	-12.9	-30.4	2.5	17

Project Number Agreement No. CE 18/2012 (CE) Development at Anderson Road Quarry - Inverigation
Title Sample Calculations for Road Traffic Noise Assessment

Calculation of Road Traffic Noise

UK Department of Transport 2000

NSR ID: E-1 - R002 64.7 dB(A)

Elevation (m PD): 205.2

Floor Level: 4/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
15101	Sau Mau Ping Road (NWB)	867	35.8	50	184.7	1.5	75.4	-1	0	-20.7	-11.8	-30.3	2.5	14.1
15102	Sau Mau Ping Road (NWB)	867	35.8	50	161.8	1.9	75.4	-1	0	-19.8	-11.4	-30.8	2.5	14.9
15133	Sau Mau Ping Road (SEB)	579	35.8	50	156.7	1.8	73.6	-1	1.9	-19.9	-11.3	-31.2	2.5	14.6
15134	Sau Mau Ping Road (SEB)	579	35.8	50	154.1	1.4	73.6	-1	2.2	-21.2	-11.2	-30.4	2.5	14.5
15903	Sau Fung St	553	35.8	50	268.7	1.2	73.4	-1	1.2	-21.7	-13.2	-30.3	2.5	10.9
15904	Sau Fung St	553	35.8	50	270.8	1.9	73.4	-1	1.5	-19.7	-13.2	-31.1	2.5	12.4
15905	Sau Fung St	553	35.8	50	261.9	1.5	73.4	-1	2.1	-20.8	-13.6	-31.1	2.5	11.5
1258	DAR (NB)	267	23.4	50	61.1	49.6	68.9	-1	0.5	-5.6	-6.9	-1.2	3.1	57.8
1259	DAR (NB)	267	23.4	50	49.1	21	68.9	-1	0	-9.3	-6	0	3.2	55.8
1260	DAR (NB)	267	23.4	50	30.1	24.8	68.9	-1	0	-8.6	-4.2	0	2.5	57.6
1261	DAR (NB)	176	23.4	50	22.8	53.2	67.1	-1	1.2	-5.3	-3.2	0	2.5	61.3

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Title Sample Calculations for Road Traffic Noise Assessment

Calculation of Road Traffic Noise
 UK Department of Transport 2000

NSR ID: R2-9&10 - R005 69.7 dB(A)

Elevation (m PD): 216.6

Floor Level: 11/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	
405	DAR (SB)	68	35.8	50	250.1	1.5	74.7	-1	2	-20.9	-12.8	-30.4	2.5	14.1
406	DAR (SB)	68	35.8	50	161.4	1.2	74.7	-1	0	-21.8	-11.1	-30.3	2.5	13
409	DAR (NB)	92	35.8	50	91.8	1.3	74.7	-1	0	-21.3	-9.1	-30.5	2.5	15.3
410	Po Lam Road (WB)	741	35.8	50	158.5	1.7	74.7	-1	0	-20.3	-11.1	-30.5	2.5	14.3
411	Po Lam Road (WB)	1184	35.8	50	237.3	6.5	76.7	-1	0	-14.5	-12.6	-30.3	2.5	20.8
412	Po Lam Road (WB)	1184	35.8	50	235.6	7	76.7	-1	0	-14.1	-12.6	-30.4	2.5	21.1
413	Po Lam Road (WB)	1184	35.8	50	239.5	11.1	76.7	-1	0.6	-12.1	-12.7	-30.3	2.5	23.7
414	Po Lam Road (WB)	1184	35.8	50	226.2	4	76.7	-1	1.1	-16.6	-12.4	-30.1	2.5	20.2
415	Po Lam Road (WB)	1184	35.8	50	214.3	5.8	76.7	-1	0.8	-14.9	-12.2	-30.1	2.5	21.8
416	Po Lam Road (WB)	1184	35.8	50	194.4	4.4	76.7	-1	1	-16.1	-11.8	-30.1	2.5	21.2
417	Po Lam Road (WB)	1184	35.8	50	177.2	6.2	76.7	-1	0	-14.6	-11.4	-30.1	2.5	22.1
418	Po Lam Road (WB)	1184	35.8	50	158	4.1	76.7	-1	0	-16.4	-11	-30.1	2.5	20.7
419	Po Lam Road (WB)	1184	35.8	50	153.2	8.7	76.7	-1	0	-13.2	-10.9	-13.7	2.5	40.4
420	Po Lam Road (WB)	1184	35.8	50	156.4	11.5	76.7	-1	0	-12	-11	-10.4	4	46.3
421	Po Lam Road (WB)	1184	35.8	50	157.7	21.8	76.7	-1	0	-9.2	-11	-5.8	4	53.7
422	Po Lam Road (WB)	1259	35.8	50	157.7	17.4	77	-1	0	-10.2	-11	-0.1	4	58.7
423	Po Lam Road (WB)	1259	35.8	50	161.6	14.3	77	-1	0	-11	-11.1	0	4	57.9
426	Po Lam Road (WB)	1259	35.8	50	168.1	5.5	77	-1	0	-15.1	-11.3	-7	4	46.6
427	Po Lam Road (WB)	1259	35.8	50	172.6	6.1	77	-1	0	-14.7	-11.4	-12.6	4	41.3
428	Po Lam Road (WB)	1259	35.8	50	204.6	4.8	77	-1	0	-15.7	-12.1	-16.5	4	35.7
429	Po Lam Road (WB)	1259	35.8	50	220.8	16	77	-1	0	-10.5	-12.4	-19.2	3.6	37.5
430	Po Lam Road (WB)	1546	35.8	50	119.2	3.4	77.9	-1	0	-17.2	-10	-19.3	2.5	32.9
432	Po Lam Road (WB)	1247	35.8	50	130.8	1.5	77	-1	0	-20.7	-10.4	-14.8	2.5	32.6
435	Po Lam Road (EB)	369	35.8	50	189.9	2.1	71.7	-1	0	-19.3	-12.2	-1.5	2.5	40.2
438	Po Lam Road (EB)	1330	35.8	50	121.4	4	77.2	-1	2.9	-16.5	-10.1	-20.3	2.5	34.7
439	Po Lam Road (EB)	1179	35.8	50	209.8	16.4	76.7	-1	2.9	-10.4	-12.2	-21	2.5	37.5
440	Po Lam Road (EB)	1179	35.8	50	192.3	4.5	76.7	-1	2.9	-16	-11.8	-20.6	2.5	32.7
441	Po Lam Road (EB)	1179	35.8	50	185	6.7	76.7	-1	2.9	-14.3	-11.7	-16.9	4	39.7
442	Po Lam Road (EB)	1179	35.8	50	156.8	5.2	76.7	-1	3.1	-15.4	-11	-12.7	4	43.7
443	Po Lam Road (EB)	1179	35.8	50	152.1	14.5	76.7	-1	2.8	-11	-10.9	-0.3	4	60.3
444	Po Lam Road (EB)	1179	35.8	50	140.5	18.2	76.7	-1	2.9	-10	-10.6	-0.4	4	61.6
446	Po Lam Road (EB)	710	35.8	50	142.9	16.9	74.5	-1	2.3	-10.3	-10.7	-8.5	2.5	48.8
447	Po Lam Road (EB)	710	35.8	50	139.9	14.4	74.5	-1	1.8	-11	-10.6	-16.7	2.5	39.5
448	Po Lam Road (EB)	710	35.8	50	128.7	6.6	74.5	-1	0	-14.3	-10.2	-18.4	3.1	33.7
449	Po Lam Road (EB)	710	35.8	50	135.2	5.8	74.5	-1	1	-15	-10.5	-17.2	2.5	34.3
450	Po Lam Road (EB)	710	35.8	50	152.5	3.9	74.5	-1	1.2	-16.7	-10.9	-30.1	2.5	19.5
451	Po Lam Road (EB)	710	35.8	50	171.4	6	74.5	-1	0	-14.8	-11.3	-30.1	2.5	19.8
452	Po Lam Road (EB)	710	35.8	50	191.1	4.4	74.5	-1	0	-16.1	-11.7	-30.2	2.5	18
453	Po Lam Road (EB)	710	35.8	50	207.7	5.9	74.5	-1	0	-14.8	-12.1	-30.2	2.5	18.9
454	Po Lam Road (EB)	710	35.8	50	220.5	3.8	74.5	-1	0	-16.8	-12.3	-30.2	2.5	16.7
455	Po Lam Road (EB)	710	35.8	50	232.5	11.3	74.5	-1	0	-12	-12.5	-30.4	2.5	21.1
456	Po Lam Road (EB)	710	35.8	50	229.1	7.1	74.5	-1	0.9	-14	-12.5	-30.5	2.5	19.9
457	Po Lam Road (EB)	478	35.8	50	229.1	6.4	72.8	-1	1	-14.5	-12.5	-30.4	2.5	17.9
458	Po Lam Road (EB)	490	35.8	50	146.3	1.8	72.9	-1	0.7	-20	-10.8	-30.5	2.5	13.8
459	Po Lam Road (EB)	490	35.8	50	90.8	1.4	72.9	-1	0.4	-21.2	-9.1	-30.5	2.5	14
462	Po Lam Road (EB)	490	35.8	50	159	1.3	72.9	-1	0.5	-21.6	-11.1	-30.4	2.5	11.8
463	Po Lam Road (EB)	490	35.8	50	271.1	1.7	72.9	-1	0	-20.1	-13.1	-30.4	2.5	10.8

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Elevation (m PD): 216.6

Floor Level: 11/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	
1071	DAR (WB)	490	35.8	50	227.8	16	72.9	-1	0	-10.5	-12.5	-8.5	4	44.4
1072	DAR (WB)	490	35.8	50	206.3	9.7	72.9	-1	0	-12.7	-12.1	-16.8	4	34.3
1073	DAR (WB)	490	35.8	50	153	9.7	72.9	-1	0	-12.7	-10.9	-13.2	2.6	37.7
1074	DAR (WB)	490	35.8	50	103.7	4.5	72.9	-1	0	-16	-9.5	-0.4	3.7	49.7
1075	DAR (WB)	490	35.8	50	59.3	8.3	72.9	-1	0	-13.4	-7.9	-0.1	4	54.5
1076	DAR (WB)	490	35.8	50	75.7	5.3	72.9	-1	0	-15.3	-8.6	-5.1	2.9	45.8
1077	DAR (WB)	490	35.8	50	109.6	5.9	72.9	-1	0	-14.9	-9.7	-8.9	2.5	40.9
1078	DAR (WB)	490	35.8	50	89.5	6.1	72.9	-1	0.8	-14.7	-9.1	-8.6	2.5	42.8
1079	DAR (WB)	490	35.8	50	61.4	6.5	72.9	-1	0.8	-14.4	-8	-5	2.5	47.8
1080	DAR (EB)	112	35.8	50	5.9	1.1	66.5	-1	0	-22.3	-6.1	-5.8	4	35.3
1081	DAR (EB)	112	35.8	50	70	9.8	66.5	-1	0	-12.7	-8.4	-16	2.5	30.9
1082	DAR (EB)	112	35.8	50	91.9	15.8	66.5	-1	0	-10.6	-9.2	-17.1	2.5	31.1
1083	DAR (EB)	112	35.8	50	44.2	6.8	66.5	-1	0.2	-14.2	-7.4	-10.9	4	37.2
1084	DAR (EB)	112	35.8	50	34.6	4.5	66.5	-1	1.1	-16	-6.9	-1	4	46.7
1085	DAR (EB)	112	35.8	50	92.3	4.2	66.5	-1	1.7	-16.4	-9.1	-4.5	2.5	39.7
1086	DAR (EB)	112	35.8	50	137.9	8.1	66.5	-1	0	-13.5	-10.6	-17.3	4	28.1
1087	DAR (EB)	112	35.8	50	192.8	9	66.5	-1	0.8	-13	-11.8	-18.9	4	26.6
1088	DAR (EB)	112	35.8	50	220	16.5	66.5	-1	1.8	-10.4	-12.3	-6.3	3.9	42.2
1200	DAR (NB)	52	35.8	50	199	2	63.2	-1	1.6	-19.4	-11.8	-30.6	2.5	4.5
1201	DAR (NB)	1	1	50	161.8	2.6	39.8	-1	1.2	-18.4	-11	-30.6	2.5	-17.5
1204	DAR (NB)	1	1	50	91.3	1.6	39.8	-1	1.3	-20.6	-8.8	-30.3	2.5	-17.1
1205	DAR (NB)	1	1	50	81.8	2.6	39.8	-1	1.2	-18.3	-8.4	-30.5	2.5	-14.7
1206	DAR (NB)	1	1	50	131	5.2	39.8	-1	1.1	-15.4	-10.2	-31	2.5	-14.2
1207	DAR (NB)	284	23.4	50	162.3	10.6	69.1	-1	1.6	-12.3	-11	-30.6	2.5	18.3
1208	DAR (NB)	284	23.4	50	154	10.8	69.1	-1	1.8	-12.2	-10.8	-30.6	2.5	18.8
1209	DAR (NB)	284	23.4	50	116.9	11.1	69.1	-1	1.6	-12.1	-9.7	-30.1	2.5	20.3
1210	DAR (NB)	284	23.4	50	96.7	13.8	69.1	-1	1.5	-11.2	-8.9	-30.2	2.5	21.8
1211	DAR (NB)	284	23.4	50	70.8	28.2	69.1	-1	1.3	-8.1	-7.8	-0.2	2.5	55.8
1212	DAR (NB)	250	23.4	50	65.2	17.1	68.6	-1	1.7	-10.2	-7.5	0	2.5	54.1
1213	DAR (NB)	250	23.4	50	54.4	43.7	68.6	-1	0.8	-6.1	-6.9	0	2.5	57.9
1214	DAR (NB)	250	23.4	50	50	22.2	68.6	-1	1	-9.1	-6.6	0	2.5	55.4
1215	DAR (NB)	250	23.4	50	49.7	8.3	68.6	-1	1.4	-13.3	-6.6	0	2.5	51.6
1242	DAR (SB)	430	23.4	50	44	9.3	70.9	-1	0	-12.8	-6.2	0	2.5	53.4
1243	DAR (SB)	430	23.4	50	43.7	25.5	70.9	-1	0	-8.5	-6.2	0	2.5	57.7
1244	DAR (SB)	430	23.4	50	45.4	41.1	70.9	-1	0	-6.4	-6.3	0	2.5	59.7
1245	DAR (SB)	430	23.4	50	59.9	21.1	70.9	-1	0	-9.3	-7.2	0	2.5	55.9
1246	DAR (SB)	525	23.4	50	64.8	24.7	71.8	-1	0	-8.6	-7.5	-0.8	2.5	56.4
1247	DAR (SB)	525	23.4	50	89.7	13.5	71.8	-1	0	-11.3	-8.6	-30.2	2.5	23.2
1248	DAR (SB)	525	23.4	50	113.1	10.6	71.8	-1	0	-12.3	-9.5	-30.2	2.5	21.3
1249	DAR (SB)	525	23.4	50	147.2	10.2	71.8	-1	0	-12.5	-10.6	-30.6	2.5	19.6
1250	DAR (SB)	525	23.4	50	153.3	11.2	71.8	-1	0	-12.1	-10.8	-30.6	2.5	19.8
1251	DAR (SB)	1	1	50	127.7	6	39.8	-1	0	-14.8	-10.1	-30.8	2.5	-14.4
1252	DAR (SB)	1	1	50	66.4	2.3	39.8	-1	0	-18.9	-7.7	-30.1	2.5	-15.4
1255	DAR (SB)	1	1	50	99.7	1.7	39.8	-1	0	-20.3	-9.1	-30.1	2.5	-18.2
1256	DAR (SB)	1	1	50	169.9	3	39.8	-1	0	-17.8	-11.2	-30.3	2.5	-18
1257	DAR (SB)	525	23.4	50	201.7	2.3	71.8	-1	0	-19	-11.9	-30.5	2.5	11.9
2092	undabout (TKO Rd to SMP R	386	36.8	50	276.7	2.1	72	-1	2.6	-19.4	-13.4	-30.3	2.5	13

Project Number Agreement No. CE 18/2012 (CE) Development at Anderson Road Quarry - Inverstigation
Title Sample Calculations for Road Traffic Noise Assessment

Calculation of Road Traffic Noise
 UK Department of Transport 2000

NSR ID: R2-9&10 - R005 69.7 dB(A)

Elevation (m PD): 216.6

Floor Level: 11/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	
2102	undabout (TKO Rd to SMP R	386	36.8	50	287.2	2.3	72	-1	1.3	-18.9	-13.9	-30.2	2.5	11.8
2181	Elevated Road (EB)	1981	35.8	50	275.9	3.9	79	-1	0.8	-16.6	-13.7	-30.3	2.5	20.7
2237	Elevated Road (WB)	310	35.8	50	287.6	3.2	70.9	-1	0	-17.5	-13.8	-30.3	2.5	10.8
15915	DAR (NB)	232	35.8	50	241.3	4.1	69.7	-1	1.1	-16.4	-12.7	-30.4	2.5	12.8
16001	Po Tat Estate - Slip Rd (NB)	365	35.8	50	229	5.7	71.6	-1	0	-15	-12.6	-16	2.5	29.5
16002	Po Tat Estate - Slip Rd (SB)	229	35.8	50	244.5	6.3	69.6	-1	0	-14.6	-12.9	-16.5	2.5	27.1