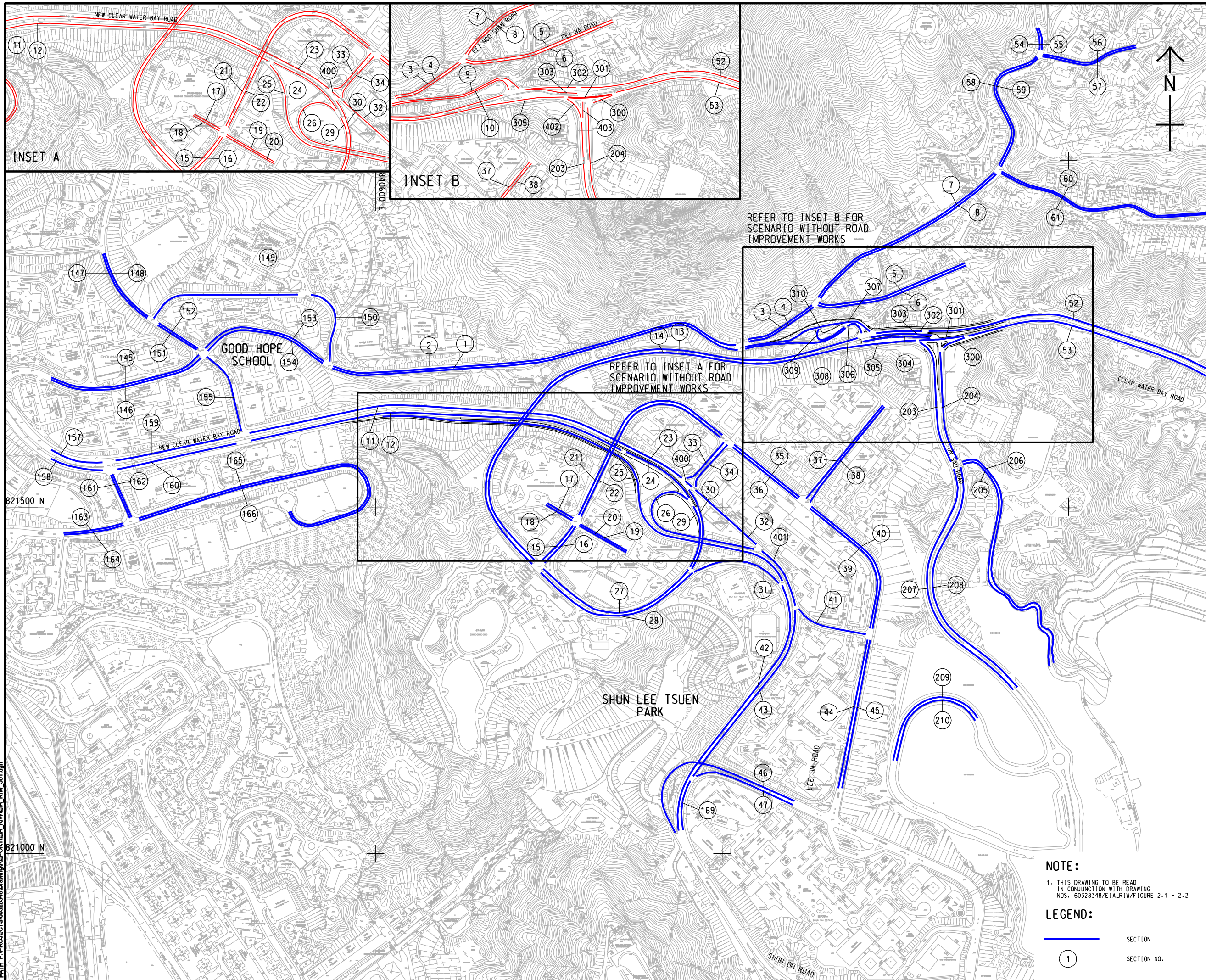


ISO A1 594mm x 841mm
 Approved:
 Checked:
 Designer:
 Project Management Initials:
 Plot File by: WJMT 2015/10/8
 PATH: P:\PROJECTS\60328348\Drawing\REPORT\EA_R1W1A_R1W1.dgn



ISSUE/REVISION
 問題/修訂

NO.	DATE	DESCRIPTION	CHK.

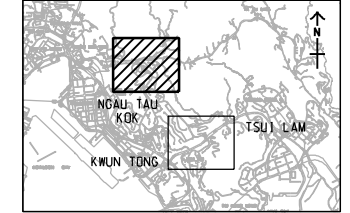
STATUS
 階段

SCALE
 比例

DIMENSION UNIT
 尺寸單位

A1 1 : 3000 METRES

KEY PLAN A1 1 : 100000



PROJECT NO.
 項目編號

CONTRACT NO.
 合約編號

60328348 CE 10/2014 (CE)

SHEET TITLE
 圖紙名稱

LOCATION INDEX

SHEET NUMBER
 圖紙編號

SHEET 1 OF 2

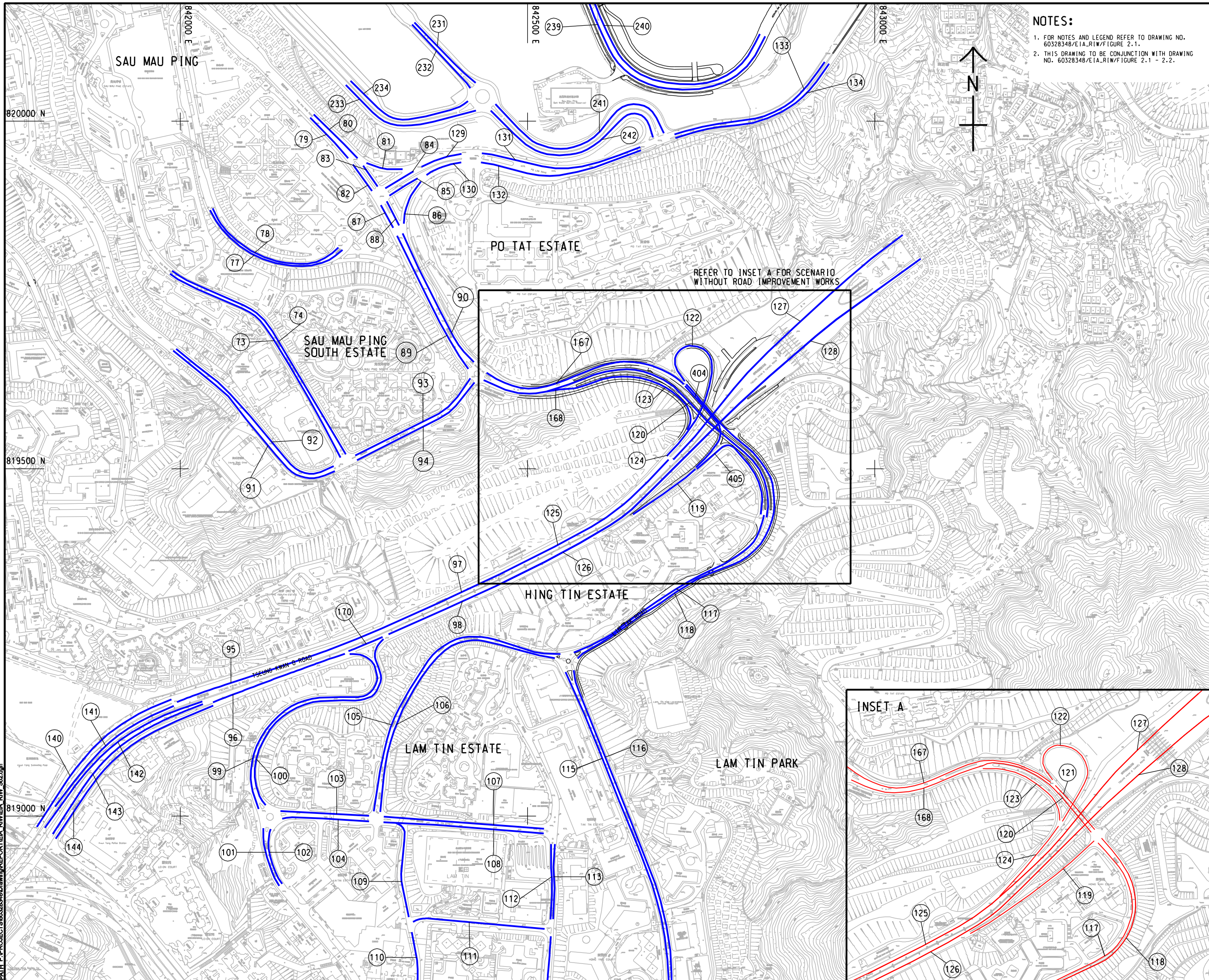
NOTE:
 1. THIS DRAWING TO BE READ IN CONJUNCTION WITH DRAWING NOS. 60328348/E1A.R1W/FIGURE 2.1 - 2.2

LEGEND:

— SECTION
 1 SECTION NO.

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 Plot File by: WJMT 2015/10/8
 PATH: P:\PROJECTS\60328348\Drawing\REPORT\EA_RIN\EA_RIN_502.dgn



NOTES:

- FOR NOTES AND LEGEND REFER TO DRAWING NO. 60328348/EA_RIN/FIGURE 2.1.
- THIS DRAWING TO BE CONJUNCTION WITH DRAWING NO. 60328348/EA_RIN/FIGURE 2.1 - 2.2.

AECOM

PROJECT
 DEVELOPMENT OF ANDERSON ROAD QUARRY SITE - INVESTIGATION, DESIGN AND CONSTRUCTION

CLIENT
 土木工程拓展署
 Civil Engineering and Development Department

CONSULTANT
 AECOM Asia Company Ltd.
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SUB-CONSULTANTS
 分判工程顧問公司

ISSUE/REVISION

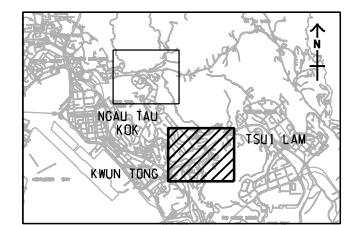
NO.	DATE	DESCRIPTION	CHK.

STATUS

SCALE
 比例: A1 1:2500

DIMENSION UNIT
 尺寸單位: METRES

KEY PLAN A1 1:100000



PROJECT NO.
 項目編號: 60328348

CONTRACT NO.
 合約編號: CE 10/2014 (CE)

SHEET TITLE
 圖紙名稱: LOCATION INDEX

SHEET NUMBER
 圖紙編號: Appendix 5.5

SHEET 2 OF 2

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Appendix 5.5 Year 2030 Peak Traffic Flow (with Project)

Link No.	Speed Limit	Total Vehicle	Total Vehicle	HV%	HV%
	km/hr	AM	PM	AM	PM
1	50	610	590	17.3%	16.9%
2	50	934	718	14.6%	19.3%
3	50	102	79	5.2%	12.0%
4	50	119	61	5.6%	12.3%
5	50	81	59	2.8%	3.4%
6	50	88	42	2.6%	8.2%
7	50	22	20	13.8%	37.4%
8	50	31	20	14.3%	20.8%
11	70	1435	1778	32.2%	23.7%
12	50	2178	1753	21.7%	30.1%
13	70	1046	1114	28.8%	21.2%
14	50	1539	1071	18.1%	27.7%
15	50	105	67	42.0%	51.2%
16	50	483	380	29.2%	39.2%
17	50	181	146	26.4%	16.5%
18	50	85	38	18.8%	8.8%
19	50	127	158	43.7%	11.5%
20	50	89	46	8.4%	27.5%
21	50	115	125	39.9%	35.7%
22	50	435	442	36.6%	32.6%
23	70	1435	1778	32.2%	23.7%
24	50	1643	1207	20.6%	31.4%
25	50	532	547	25.5%	27.2%
26	50	235	135	16.8%	25.3%
27	50	1878	1343	20.1%	30.7%
28	50	1003	1074	30.2%	22.1%
29	50	1878	1343	20.1%	30.7%
30	50	887	930	29.3%	20.4%
31	50	115	142	37.6%	33.5%
32	50	492	722	44.5%	32.8%
33	50	250	277	38.1%	34.1%
34	50	193	154	57.7%	64.5%
35	50	189	170	46.5%	46.1%
36	50	398	403	48.2%	52.5%
37	50	82	44	18.1%	25.9%
38	50	111	64	15.8%	16.4%
39	50	369	377	51.0%	56.3%
40	50	189	164	46.0%	47.8%
41	50	183	200	65.1%	53.5%
42	50	647	689	27.6%	28.5%
43	50	544	656	25.6%	24.9%
44	50	452	241	32.2%	59.5%
45	50	459	298	48.1%	50.0%
46	50	153	74	46.1%	57.5%
47	50	248	126	41.0%	45.1%
48	50	236	251	64.7%	58.6%
49	50	337	225	55.0%	45.1%

Appendix 5.5 Year 2030 Peak Traffic Flow (with Project)

Link No.	Speed Limit	Total Vehicle	Total Vehicle	HV%	HV%
	km/hr	AM	PM	AM	PM
52	70	1084	1143	26.0%	18.5%
53	70	1603	1287	16.4%	24.5%
54	50	6	8	28.0%	72.4%
55	50	11	3	41.9%	2.1%
56	50	4	1	36.4%	0.0%
57	50	4	7	0.0%	26.9%
58	50	9	9	32.2%	64.6%
59	50	15	10	30.0%	20.1%
60	50	12	10	0.0%	12.8%
61	50	17	9	0.0%	21.3%
64	50	502	539	36.8%	45.5%
65	50	430	370	31.5%	42.2%
66	50	406	266	55.5%	55.4%
67	50	501	539	36.8%	45.5%
68	50	832	636	43.4%	47.8%
69	50	787	677	42.1%	46.0%
70	50	557	555	33.6%	37.4%
71	50	218	218	56.0%	54.7%
72	50	189	230	60.1%	52.7%
73	50	300	251	51.7%	47.7%
74	50	222	237	53.5%	49.7%
75	50	731	607	40.4%	41.9%
76	50	529	472	30.1%	31.4%
77	50	168	130	46.3%	50.0%
78	50	91	181	52.3%	40.0%
79	50	738	675	41.7%	41.5%
80	50	620	486	32.6%	34.4%
81	50	232	260	34.2%	33.2%
82	50	738	676	41.7%	41.5%
83	50	389	224	31.5%	36.0%
84	50	908	973	24.8%	27.1%
85	50	454	279	34.9%	34.5%
86	50	1383	779	24.2%	24.1%
87	50	1191	1370	31.3%	32.7%
88	50	389	224	31.5%	36.0%
89	50	1191	1367	31.3%	32.7%
90	50	1768	1003	25.9%	26.8%
91	50	438	408	40.1%	37.1%
92	50	578	379	45.0%	51.3%
93	50	499	364	44.6%	44.0%
94	50	494	469	45.1%	34.4%
95	70	3128	3811	33.2%	29.4%
96	70	4231	3140	25.9%	27.5%
97	70	3128	3812	33.2%	29.4%
98	70	4281	3001	26.1%	27.2%
99	50	689	339	34.6%	35.0%
100	50	733	200	35.1%	34.5%

Appendix 5.5 Year 2030 Peak Traffic Flow (with Project)

Link No.	Speed Limit	Total Vehicle	Total Vehicle	HV%	HV%
	km/hr	AM	PM	AM	PM
101	50	507	503	39.2%	36.6%
102	50	993	397	40.0%	51.0%
103	50	298	386	47.7%	36.7%
104	50	737	419	43.7%	50.1%
105	50	227	297	57.9%	46.0%
106	50	479	359	48.5%	52.4%
107	50	156	143	45.7%	36.7%
108	50	249	152	55.8%	49.9%
109	50	291	183	47.3%	54.1%
110	50	355	259	52.2%	56.5%
111	50	63	76	74.6%	62.3%
112	50	77	46	63.0%	80.3%
113	50	156	143	45.7%	36.7%
114	50	162	154	46.6%	35.6%
115	50	468	378	42.2%	41.3%
116	50	262	323	50.5%	48.2%
117	50	440	464	42.1%	39.1%
118	50	514	493	49.7%	45.9%
119	50	1927	1041	23.1%	25.6%
120	50	214	280	48.2%	39.9%
121	50	2212	1352	28.0%	31.3%
122	50	350	311	46.2%	47.4%
123	50	1067	1238	25.3%	27.8%
124	70	1419	1550	30.4%	31.7%
125	70	3128	3812	33.2%	29.4%
126	70	4281	3001	26.1%	27.2%
127	70	1710	2280	35.5%	27.6%
128	70	2366	1963	28.3%	27.9%
129	50	1137	1233	26.6%	28.4%
130	50	1833	1060	26.9%	26.8%
131	50	987	1027	22.1%	24.6%
132	50	1628	894	23.4%	23.1%
133	50	836	870	25.2%	28.2%
134	50	1406	776	26.2%	26.1%
135	50	533	535	34.0%	39.7%
136	50	937	569	34.5%	32.1%
137	50	343	196	26.0%	19.6%
138	50	530	507	35.6%	41.2%
139	50	568	357	41.4%	41.1%
140	70	2138	2762	30.8%	21.5%
141	50	987	1052	38.5%	50.0%
142	70	709	618	38.0%	45.3%
143	70	2906	2065	24.2%	21.8%
144	50	619	456	20.8%	29.6%
145	50	893	1044	25.3%	20.4%
146	50	1715	1342	24.4%	25.7%
147	50	297	399	34.8%	16.9%

Appendix 5.5 Year 2030 Peak Traffic Flow (with Project)

Link No.	Speed Limit	Total Vehicle	Total Vehicle	HV%	HV%
	km/hr	AM	PM	AM	PM
148	50	455	325	23.5%	19.4%
149	50	128	178	58.1%	43.6%
150	50	231	205	48.8%	37.4%
151	50	412	557	41.6%	24.2%
152	50	442	305	22.8%	17.4%
153	50	590	570	17.5%	17.5%
154	50	1152	899	21.4%	23.9%
155	50	230	220	51.7%	44.3%
157	50	1885	2188	35.6%	27.9%
158	50	2205	1874	24.0%	31.0%
159	50	1665	1998	34.9%	26.0%
160	50	2175	1754	21.8%	30.1%
161	50	155	166	52.7%	40.0%
162	50	345	236	33.6%	44.2%
163	50	161	162	47.8%	41.8%
164	50	354	237	32.0%	43.1%
165	50	66	25	23.5%	37.4%
166	50	68	31	26.3%	20.5%
167	50	1863	1038	24.6%	26.5%
168	50	1283	1513	29.1%	30.1%
169	50	792	783	30.5%	28.2%
170	70	3542	2802	24.3%	26.6%
203	50	798	497	18.3%	23.5%
204	50	565	545	21.5%	21.9%
205	50	0	0	0.0%	0.0%
206	50	0	0	0.0%	0.0%
207	50	804	486	18.2%	24.1%
208	50	558	527	21.8%	22.6%
209	50	245	166	30.0%	39.7%
210	50	200	190	34.4%	35.8%
211	50	122	76	10.5%	11.6%
212	50	95	95	10.9%	11.4%
213	50	739	480	25.3%	33.9%
214	50	539	498	30.9%	32.8%
215	50	391	292	33.2%	41.2%
216	50	358	308	35.4%	39.4%
217	50	275	150	18.0%	25.4%
218	50	133	132	26.0%	26.6%
219	50	49	49	100.0%	100.0%
220	50	49	49	100.0%	100.0%
221	50	224	90	9.9%	10.1%
222	50	130	121	9.7%	9.8%
223	50	121	117	11.4%	11.8%
224	50	197	94	10.9%	12.7%
225	50	179	170	34.3%	35.7%
226	50	273	139	26.0%	41.6%
227	50	300	287	25.1%	25.9%

Appendix 5.5 Year 2030 Peak Traffic Flow (with Project)

Link No.	Speed Limit	Total Vehicle	Total Vehicle	HV%	HV%
	km/hr	AM	PM	AM	PM
228	50	469	233	19.7%	29.9%
229	50	193	164	21.5%	24.4%
230	50	295	202	17.9%	22.4%
231	50	237	230	47.4%	48.7%
232	50	279	205	41.7%	53.4%
233	50	78	68	11.9%	11.6%
234	50	96	59	11.3%	12.1%
235	50	340	320	18.1%	19.2%
236	50	408	228	16.6%	22.6%
237	50	95	74	13.0%	12.6%
238	50	109	69	12.2%	13.1%
239	50	394	366	17.5%	18.4%
240	50	476	269	15.9%	21.2%
241	50	371	243	23.4%	30.7%
242	50	302	283	26.6%	27.7%
300	50	26	30	10.2%	8.8%
301	50	1578	1263	16.5%	24.7%
302	50	1084	1143	26.0%	18.5%
303	50	538	514	22.1%	22.7%
304	50	839	684	15.4%	19.4%
305	50	1539	1071	18.1%	27.7%
306	50	859	704	15.7%	19.5%
307	50	555	554	19.0%	17.4%
308	50	828	685	15.9%	19.7%
309	50	31	20	10.7%	10.9%
310	50	523	535	19.6%	17.6%
400	50	299	567	36.1%	24.2%
401	50	727	856	35.6%	31.6%
404	50	1700	857	21.4%	22.9%
405	50	227	185	36.3%	37.9%

Appendix 5.5 Year 2030 Peak Traffic Flow (without Project)

Link No.	Speed Limit	Total Vehicle	Total Vehicle	HV%	HV%
	km/hr	AM	PM	AM	PM
1	50	610	590	17.3%	16.9%
2	50	934	718	14.6%	19.3%
3	50	102	79	5.2%	12.0%
4	50	119	61	5.6%	12.3%
5	50	81	59	2.8%	3.4%
6	50	88	42	2.6%	8.2%
7	50	22	20	13.8%	37.4%
8	50	31	20	14.3%	20.8%
9	50	523	535	19.6%	17.6%
10	50	828	685	15.9%	19.7%
11	70	1435	1778	32.2%	23.7%
12	50	2178	1753	21.7%	30.1%
13	70	1046	1114	28.8%	21.2%
14	50	1539	1071	18.1%	27.7%
15	50	105	67	42.0%	51.2%
16	50	483	380	29.2%	39.2%
17	50	181	146	26.4%	16.5%
18	50	85	38	18.8%	8.8%
19	50	127	158	43.7%	11.5%
20	50	89	46	8.4%	27.5%
21	50	115	125	39.9%	35.7%
22	50	435	442	36.6%	32.6%
23	70	1435	1778	32.2%	23.7%
24	50	1643	1207	20.6%	31.4%
25	50	532	547	25.5%	27.2%
26	50	235	135	16.8%	25.3%
27	50	1878	1343	20.1%	30.7%
28	50	1003	1074	30.2%	22.1%
29	50	1878	1343	20.1%	30.7%
30	50	887	930	29.3%	20.4%
31	50	115	142	37.6%	33.5%
32	50	492	722	44.5%	32.8%
33	50	250	277	38.1%	34.1%
34	50	193	154	57.7%	64.5%
35	50	189	170	46.5%	46.1%
36	50	398	403	48.2%	52.5%
37	50	82	44	18.1%	25.9%
38	50	111	64	15.8%	16.4%
39	50	369	377	51.0%	56.3%
40	50	189	164	46.0%	47.8%
41	50	183	200	65.1%	53.5%
42	50	647	689	27.6%	28.5%
43	50	544	656	25.6%	24.9%
44	50	452	241	32.2%	59.5%
45	50	459	298	48.1%	50.0%
46	50	153	74	46.1%	57.5%
47	50	248	126	41.0%	45.1%

Appendix 5.5 Year 2030 Peak Traffic Flow (without Project)

Link No.	Speed Limit	Total Vehicle	Total Vehicle	HV%	HV%
	km/hr	AM	PM	AM	PM
48	50	236	251	64.7%	58.6%
49	50	337	225	55.0%	45.1%
52	70	1084	1143	26.0%	18.5%
53	70	1603	1287	16.4%	24.5%
54	50	6	8	28.0%	72.4%
55	50	11	3	41.9%	2.1%
56	50	4	1	36.4%	0.0%
57	50	4	7	0.0%	26.9%
58	50	9	9	32.2%	64.6%
59	50	15	10	30.0%	20.1%
60	50	12	10	0.0%	12.8%
61	50	17	9	0.0%	21.3%
64	50	502	539	36.8%	45.5%
65	50	430	370	31.5%	42.2%
66	50	406	266	55.5%	55.4%
67	50	501	539	36.8%	45.5%
68	50	832	636	43.4%	47.8%
69	50	787	677	42.1%	46.0%
70	50	557	555	33.6%	37.4%
71	50	218	218	56.0%	54.7%
72	50	189	230	60.1%	52.7%
73	50	300	251	51.7%	47.7%
74	50	222	237	53.5%	49.7%
75	50	731	607	40.4%	41.9%
76	50	529	472	30.1%	31.4%
77	50	168	130	46.3%	50.0%
78	50	91	181	52.3%	40.0%
79	50	738	675	41.7%	41.5%
80	50	620	486	32.6%	34.4%
81	50	232	260	34.2%	33.2%
82	50	738	676	41.7%	41.5%
83	50	389	224	31.5%	36.0%
84	50	908	973	24.8%	27.1%
85	50	454	279	34.9%	34.5%
86	50	1383	779	24.2%	24.1%
87	50	1191	1370	31.3%	32.7%
88	50	389	224	31.5%	36.0%
89	50	1191	1367	31.3%	32.7%
90	50	1768	1003	25.9%	26.8%
91	50	438	408	40.1%	37.1%
92	50	578	379	45.0%	51.3%
93	50	499	364	44.6%	44.0%
94	50	494	469	45.1%	34.4%
95	70	3128	3811	33.2%	29.4%
96	70	4231	3140	25.9%	27.5%
97	70	3128	3812	33.2%	29.4%
98	70	4281	3001	26.1%	27.2%

Appendix 5.5 Year 2030 Peak Traffic Flow (without Project)

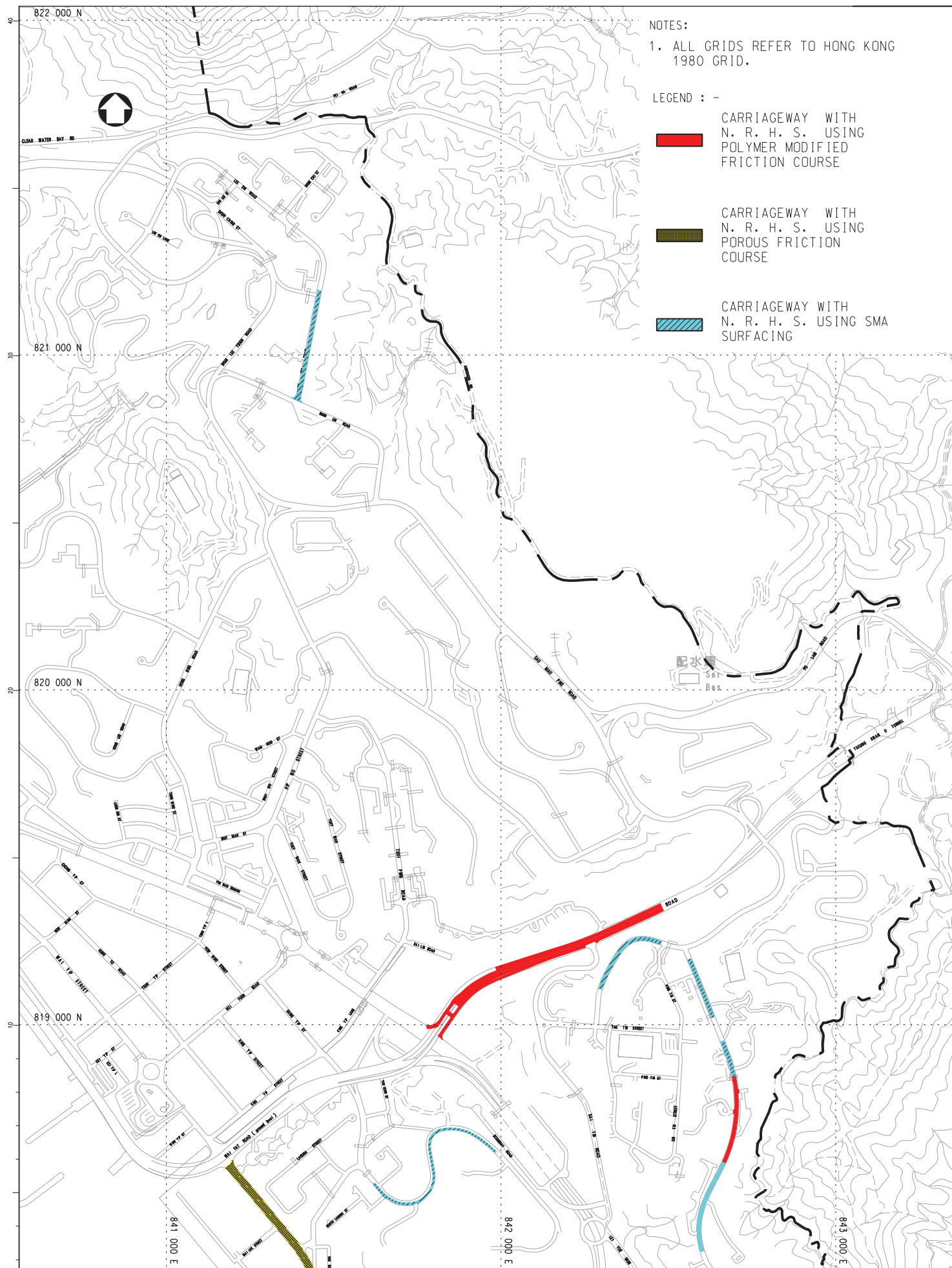
Link No.	Speed Limit	Total Vehicle	Total Vehicle	HV%	HV%
	km/hr	AM	PM	AM	PM
99	50	689	339	34.6%	35.0%
100	50	733	200	35.1%	34.5%
101	50	507	503	39.2%	36.6%
102	50	993	397	40.0%	51.0%
103	50	298	386	47.7%	36.7%
104	50	737	419	43.7%	50.1%
105	50	227	297	57.9%	46.0%
106	50	479	359	48.5%	52.4%
107	50	156	143	45.7%	36.7%
108	50	249	152	55.8%	49.9%
109	50	291	183	47.3%	54.1%
110	50	355	259	52.2%	56.5%
111	50	63	76	74.6%	62.3%
112	50	77	46	63.0%	80.3%
113	50	156	143	45.7%	36.7%
114	50	162	154	46.6%	35.6%
115	50	468	378	42.2%	41.3%
116	50	262	323	50.5%	48.2%
117	50	440	464	42.1%	39.1%
118	50	514	493	49.7%	45.9%
119	50	1927	1041	23.1%	25.6%
120	50	214	280	48.2%	39.9%
121	50	2212	1352	28.0%	31.3%
122	50	350	311	46.2%	47.4%
123	50	1067	1238	25.3%	27.8%
124	70	1419	1550	30.4%	31.7%
125	70	3128	3812	33.2%	29.4%
126	70	4281	3001	26.1%	27.2%
127	70	1710	2280	35.5%	27.6%
128	70	2366	1963	28.3%	27.9%
129	50	1137	1233	26.6%	28.4%
130	50	1833	1060	26.9%	26.8%
131	50	987	1027	22.1%	24.6%
132	50	1628	894	23.4%	23.1%
133	50	836	870	25.2%	28.2%
134	50	1406	776	26.2%	26.1%
135	50	533	535	34.0%	39.7%
136	50	937	569	34.5%	32.1%
137	50	343	196	26.0%	19.6%
138	50	530	507	35.6%	41.2%
139	50	568	357	41.4%	41.1%
140	70	2138	2762	30.8%	21.5%
141	50	987	1052	38.5%	50.0%
142	70	709	618	38.0%	45.3%
143	70	2906	2065	24.2%	21.8%
144	50	619	456	20.8%	29.6%
145	50	893	1044	25.3%	20.4%

Appendix 5.5 Year 2030 Peak Traffic Flow (without Project)

Link No.	Speed Limit	Total Vehicle	Total Vehicle	HV%	HV%
	km/hr	AM	PM	AM	PM
146	50	1715	1342	24.4%	25.7%
147	50	297	399	34.8%	16.9%
148	50	455	325	23.5%	19.4%
149	50	128	178	58.1%	43.6%
150	50	231	205	48.8%	37.4%
151	50	412	557	41.6%	24.2%
152	50	442	305	22.8%	17.4%
153	50	590	570	17.5%	17.5%
154	50	1152	899	21.4%	23.9%
155	50	230	220	51.7%	44.3%
157	50	1885	2188	35.6%	27.9%
158	50	2205	1874	24.0%	31.0%
159	50	1665	1998	34.9%	26.0%
160	50	2175	1754	21.8%	30.1%
161	50	155	166	52.7%	40.0%
162	50	345	236	33.6%	44.2%
163	50	161	162	47.8%	41.8%
164	50	354	237	32.0%	43.1%
165	50	66	25	23.5%	37.4%
166	50	68	31	26.3%	20.5%
167	50	1863	1038	24.6%	26.5%
168	50	1283	1513	29.1%	30.1%
169	50	792	783	30.5%	28.2%
170	70	3542	2802	24.3%	26.6%
203	50	798	497	18.3%	23.5%
204	50	565	545	21.5%	21.9%
205	50	0	0	0.0%	0.0%
206	50	0	0	0.0%	0.0%
207	50	804	486	18.2%	24.1%
208	50	558	527	21.8%	22.6%
209	50	245	166	30.0%	39.7%
210	50	200	190	34.4%	35.8%
211	50	122	76	10.5%	11.6%
212	50	95	95	10.9%	11.4%
213	50	739	480	25.3%	33.9%
214	50	539	498	30.9%	32.8%
215	50	391	292	33.2%	41.2%
216	50	358	308	35.4%	39.4%
217	50	275	150	18.0%	25.4%
218	50	133	132	26.0%	26.6%
219	50	49	49	100.0%	100.0%
220	50	49	49	100.0%	100.0%
221	50	224	90	9.9%	10.1%
222	50	130	121	9.7%	9.8%
223	50	121	117	11.4%	11.8%
224	50	197	94	10.9%	12.7%
225	50	179	170	34.3%	35.7%

Appendix 5.5 Year 2030 Peak Traffic Flow (without Project)

Link No.	Speed Limit	Total Vehicle	Total Vehicle	HV%	HV%
	km/hr	AM	PM	AM	PM
226	50	273	139	26.0%	41.6%
227	50	300	287	25.1%	25.9%
228	50	469	233	19.7%	29.9%
229	50	193	164	21.5%	24.4%
230	50	295	202	17.9%	22.4%
231	50	237	230	47.4%	48.7%
232	50	279	205	41.7%	53.4%
233	50	78	68	11.9%	11.6%
234	50	96	59	11.3%	12.1%
235	50	340	320	18.1%	19.2%
236	50	408	228	16.6%	22.6%
237	50	95	74	13.0%	12.6%
238	50	109	69	12.2%	13.1%
239	50	394	366	17.5%	18.4%
240	50	476	269	15.9%	21.2%
241	50	371	243	23.4%	30.7%
242	50	302	283	26.6%	27.7%
300	50	26	30	10.2%	8.8%
301	50	1578	1263	16.5%	24.7%
302	50	1052	1124	26.5%	18.6%
303	50	538	514	22.1%	22.7%
304	50	808	664	15.6%	19.6%
305	50	1539	1071	18.1%	27.7%
400	50	299	567	36.1%	24.2%
401	50	727	856	35.6%	31.6%
402	50	767	477	18.6%	24.0%
403	50	31	20	10.7%	10.9%



NOTES:
 1. ALL GRIDS REFER TO HONG KONG 1980 GRID.

- LEGEND : -
- CARRIAGEWAY WITH N. R. H. S. USING POLYMER MODIFIED FRICTION COURSE
 - CARRIAGEWAY WITH N. R. H. S. USING POROUS FRICTION COURSE
 - CARRIAGEWAY WITH N. R. H. S. USING SMA SURFACING

<p>title</p> <p>NOISE REDUCING HIGHWAY SURFACING(NRHS) IN URBAN REGION (KOWLOON)</p>	<p>map reference</p> <p>FOR INFORMATION ONLY as at March 2013</p>	<p>drawing no.</p> <p>PART OF DRAWING NO. HKHD10930-GL1001</p> <p>COPYRIGHT RESERVED</p>	<p>office</p> <p>URBAN REGION (KOWLOON)</p> <p> HIGHWAYS DEPARTMENT HONG KONG</p>
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scale
1 : 10000

By Fax
3922 9797



本署檔案 Our Ref. : (K1GNG) in TD KR171/200-193
來函檔號 Your Ref. : BCC:AWYC:60328348/10.4- 2015010729T
電話 Tel. : 2399 2501
圖文傳真 Fax : 2397 8046
電郵 Email :

19 January 2016

AECOM Asia Co. Ltd.
8/F Grand Central Plaza, Tower 2
138 Shatin Rural Committee Road
Shatin, Hong Kong
(Attn.: Mr. Kelvin Cheng)

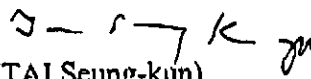
Dear Sir/Madam,

Agreement No. CE10/2014(CE)
Development of Anderson Road Quarry Site –
Investigation, Design and Construction
Technical Note on Traffic Forecast Adopted in EIA
for Rock Cavern Development (Ref. TN02) – Issue 2

Technical Note on Traffic Forecast Adopted in EIA
for Road Improvement Works (Ref. TN03)- Issue 2

I refer to your letter dated 2/12/2015. Having regard to your clarification, we have no further comment on the subject technical notes.

Yours faithfully,


(TAI Seung-kun)

for Commissioner for Transport

市區(九龍)及新界分區辦事處
Urban (Kln.) & NT Regional Office
九龍聯運街三十號旺角政府合署七樓及八樓
7th & 8th Floors, Mong Kok Government Offices, 30 Luen Wan Street, Kowloon.
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網址 Web Site: <http://www.td.gov.hk>

Our Ref: BCC:AWYC:ccht:60328348/10.4-2015010729T

2 December 2015

By Hand

Distribution List

Dear Sir,

**Agreement No. CE 10/2014 (CE)
Development of Anderson Road Quarry Site –
Investigation, Design and Construction**

**Technical Note on Traffic Forecast Adopted in EIA Report for Rock Cavern Development
(Ref. TN02) – Issue 2 and Technical Note on Traffic Forecast Adopted in EIA Report for Road
Improvement Works (Ref. TN03) – Issue 2**

Further to our letter ref. BCC:ccht:60328348/10.4-2015009256T dated 19 October 2015 and email dated 20 November 2015, we are pleased to submit the following revised Technical Notes together with the response to comments for your review : -

- Technical Note on Traffic Forecast Adopted in EIA Report for Rock Cavern Development (Ref. TN02) – Issue 2
- Technical Note on Traffic Forecast Adopted in EIA Report for Road Improvement Works (Ref. TN03) – Issue 2

We would be much grateful if you could kindly confirm your acceptance on these Technical Notes at your earliest convenience, preferably on or before 11 December 2015. Nil return is required.

Yours faithfully,
For and on behalf of
AECOM Asia Co. Ltd.



Kelvin Cheng
Executive Director
Transportation

Encl.

cc PM/NTE, CEDD – Attn: Mr. Stephen Li) w/encl.