

FEASIBILITY STUDY FOR PROVIDING RETROACTIVE ROAD TRAFFIC NOISE MITIGATION MEASURES

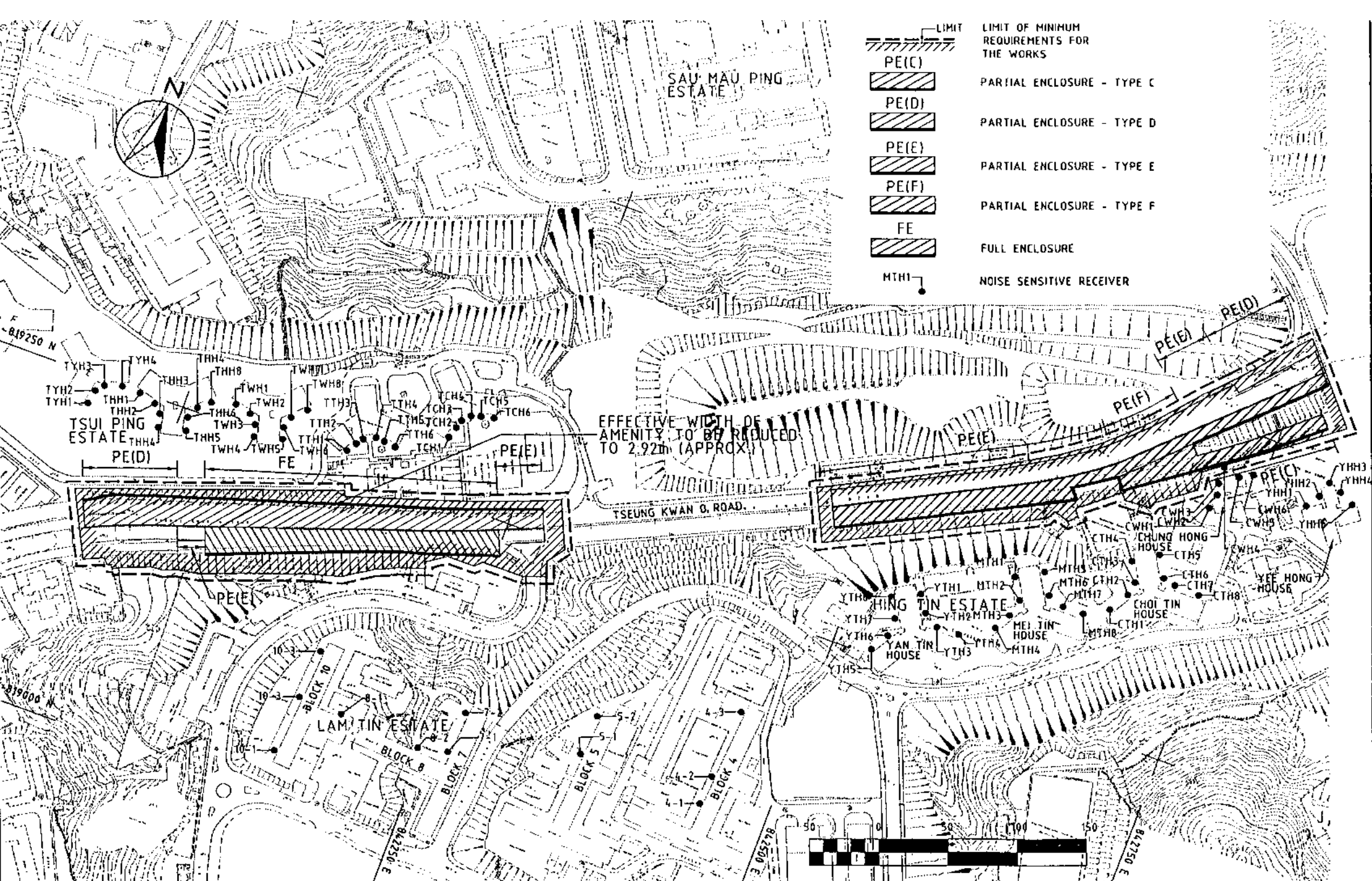
MITIGATION MEASURES FOR CHE KUNG MIU ROAD AND HUNG MUI KUK ROAD - RECOMMENDED OPTION

N.T.S

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95796

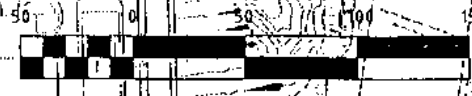
FIGURE:  
FIG 7-9A

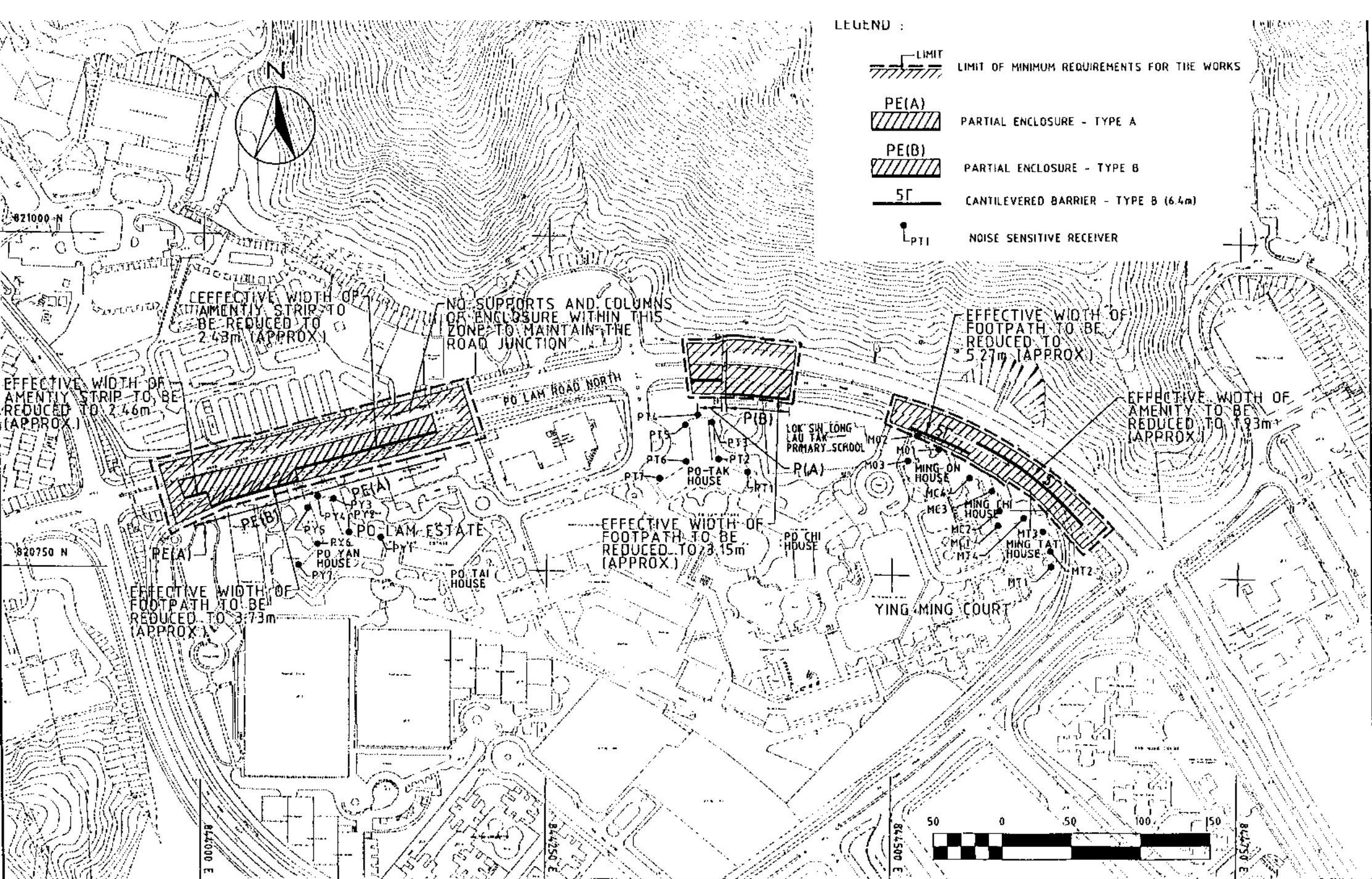


	LIMIT OF MINIMUM REQUIREMENTS FOR THE WORKS
	PE(C)
	PARTIAL ENCLOSURE - TYPE C
	PE(E)
	PARTIAL ENCLOSURE - TYPE D
	PARTIAL ENCLOSURE - TYPE E
	PARTIAL ENCLOSURE - TYPE F
	FE
	FULL ENCLOSURE
	MTH1
	NOISE SENSITIVE RECEIVER

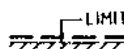
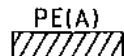
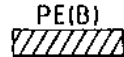
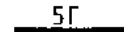

EFFECTIVE WIDTH OF AMENITY TO BE REDUCED TO 2.92m (APPROX)

TSEUNG KWAN O ROAD





LEGEND :

-  LIMIT OF MINIMUM REQUIREMENTS FOR THE WORKS
-  PE(A) PARTIAL ENCLOSURE - TYPE A
-  PE(B) PARTIAL ENCLOSURE - TYPE B
-  5Γ CANTILEVERED BARRIER - TYPE B (6.4m)
-  LPT1 NOISE SENSITIVE RECEIVER

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MITIGATION MEASURES FOR PO LAM ROAD NORTH AT PO LAM ESTATE AND YING MING COURT - RECOMMENDED OPTION

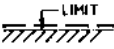
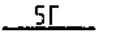

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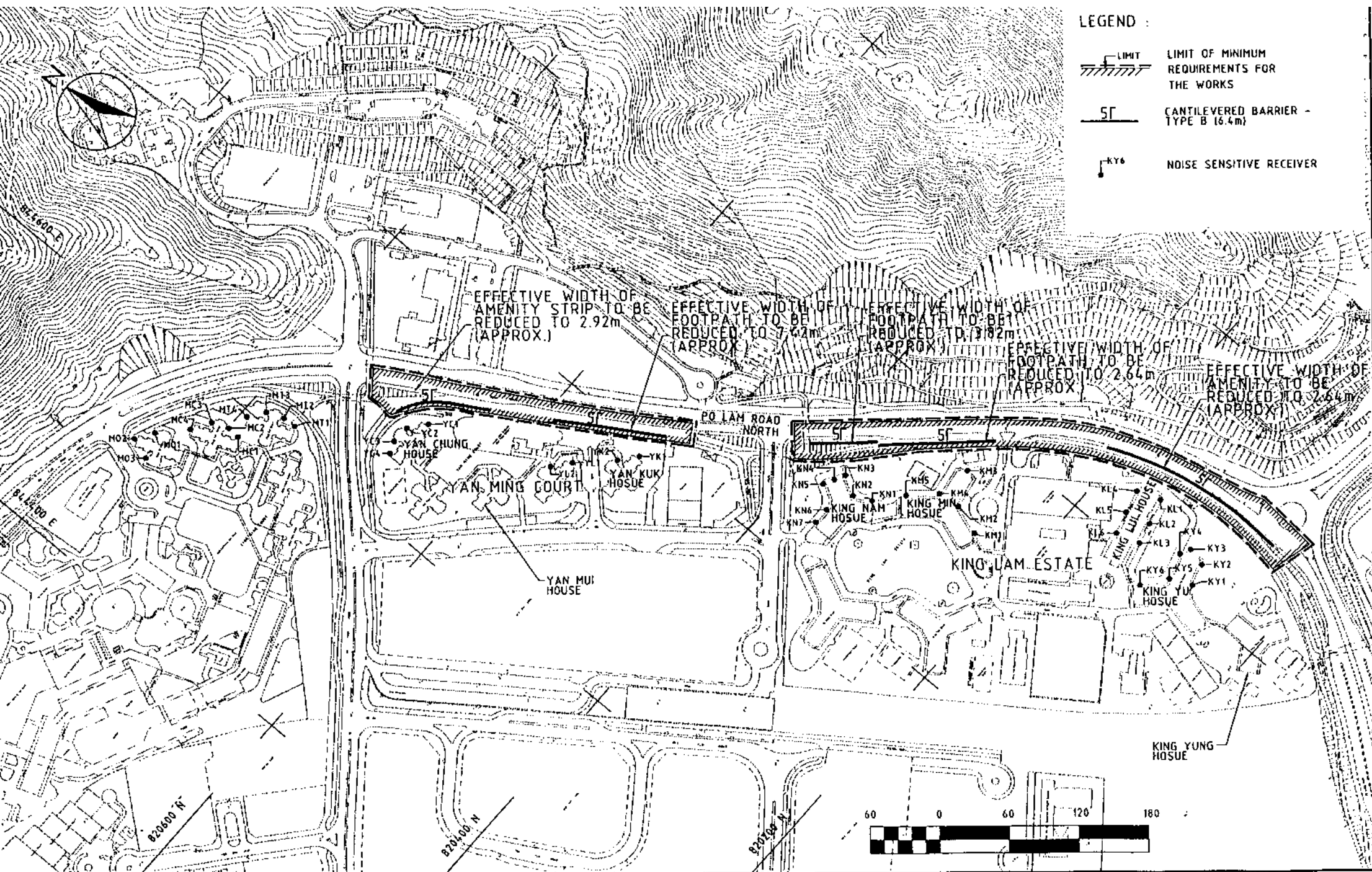
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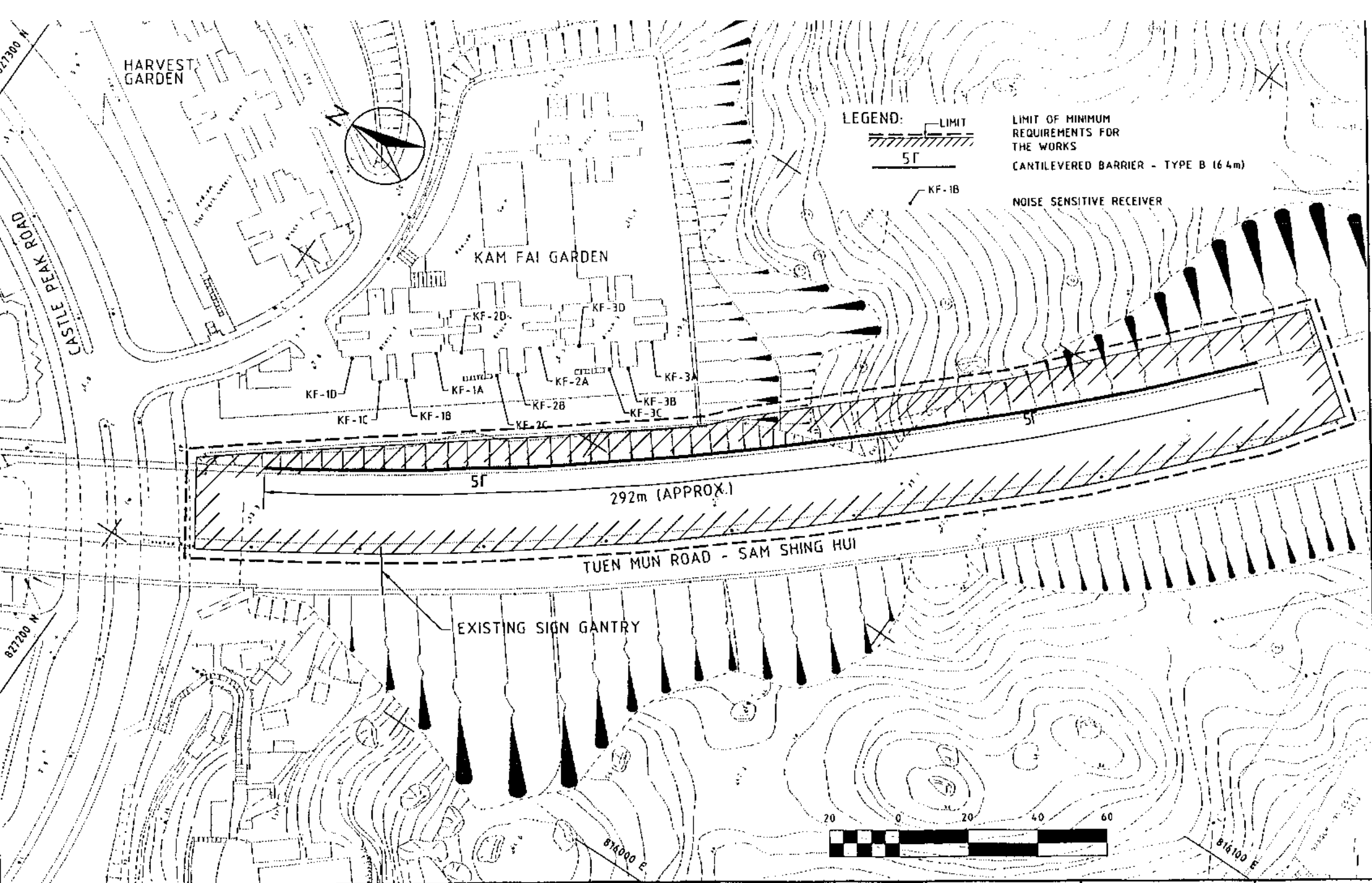
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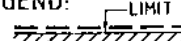
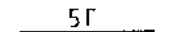
FIGURE:  
FIG 7-11A

LEGEND :

-  LIMIT OF MINIMUM REQUIREMENTS FOR THE WORKS
-  CANTILEVERED BARRIER - TYPE B (6.4m)
-  NOISE SENSITIVE RECEIVER





LEGEND:  LIMIT  
 5m

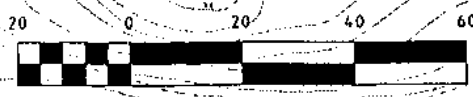
LIMIT OF MINIMUM REQUIREMENTS FOR THE WORKS  
 CANTILEVERED BARRIER - TYPE B (6.4m)

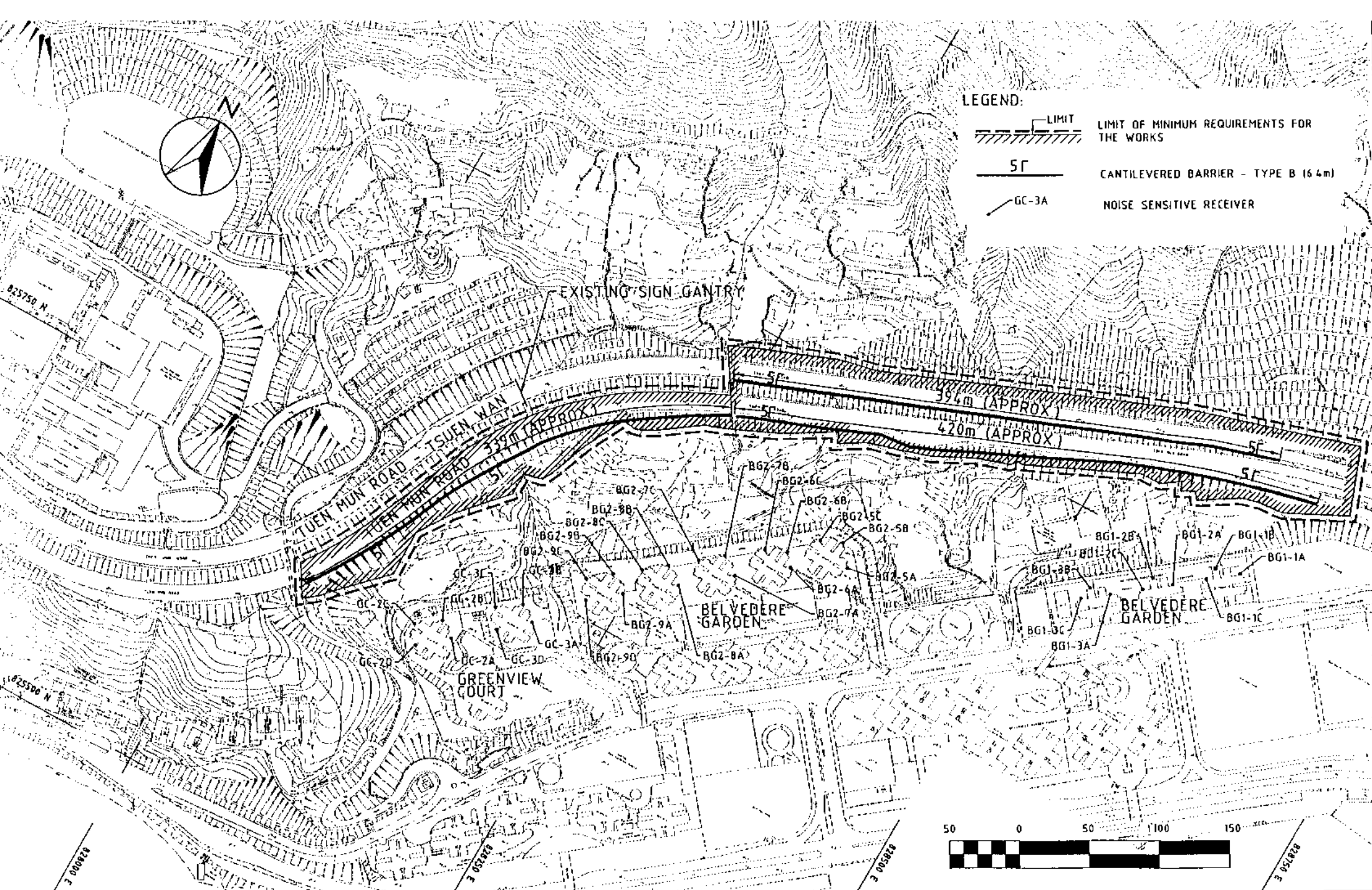
NOISE SENSITIVE RECEIVER

292m (APPROX.)


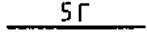
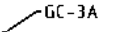
TUEN MUN ROAD - SAM SHING HUI

EXISTING SIGN GANTRY





LEGEND:

-  LIMIT  
LIMIT OF MINIMUM REQUIREMENTS FOR THE WORKS
-  5Γ  
CANTILEVERED BARRIER - TYPE B (6.4m)
-  GC-3A  
NOISE SENSITIVE RECEIVER

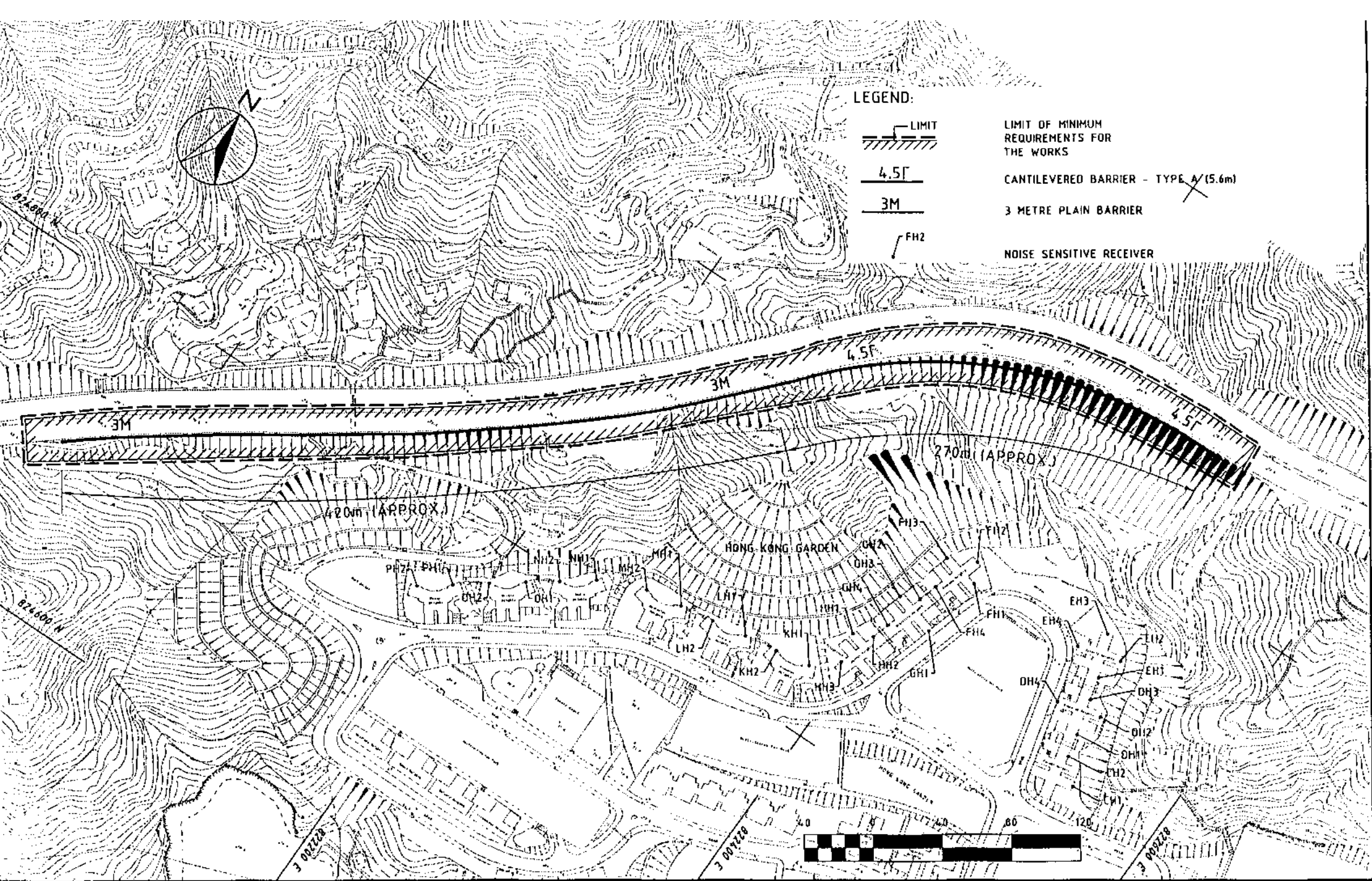
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 MITIGATION MEASURES FOR TUEN MUN ROAD, TSUEN WAN - RECOMMENDED OPTION

N.T.S

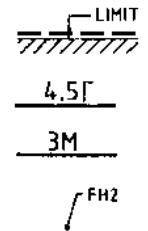
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FIGURE:  
 FIG 7-14A

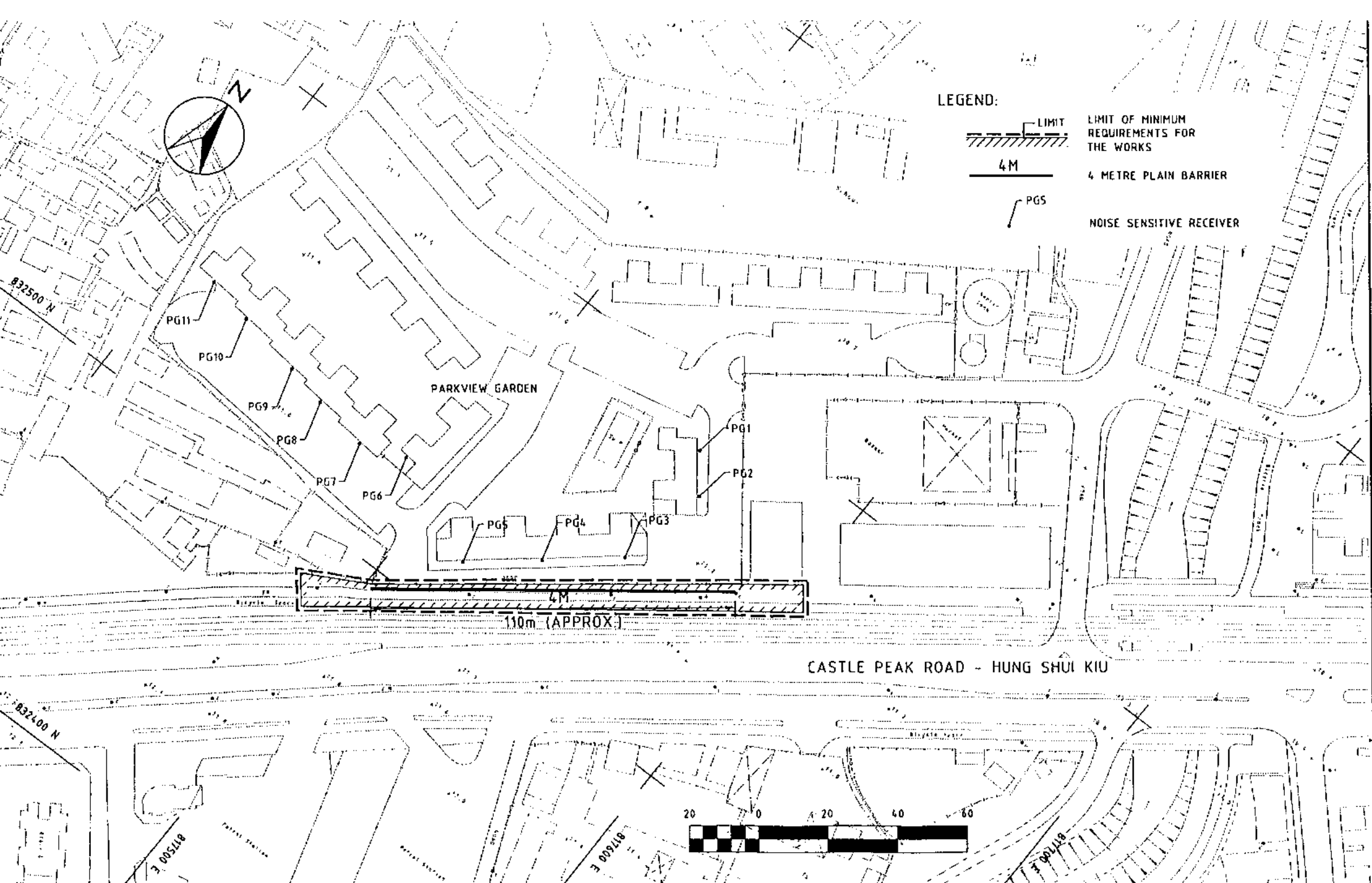


LEGEND:



LIMIT OF MINIMUM REQUIREMENTS FOR THE WORKS  
 CANTILEVERED BARRIER - TYPE A (5.6m)  
 3 METRE PLAIN BARRIER  
 NOISE SENSITIVE RECEIVER





FEASIBILITY STUDY FOR PROVIDING RETROACTIVE ROAD TRAFFIC NOISE MITIGATION MEASURES

MITIGATION MEASURES AT CASTLE PEAK ROAD, HUNG SHUI KIU - RECOMMENDED OPTION

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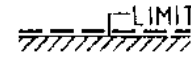
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FIGURE:

FIG 7-16

LEGEND:



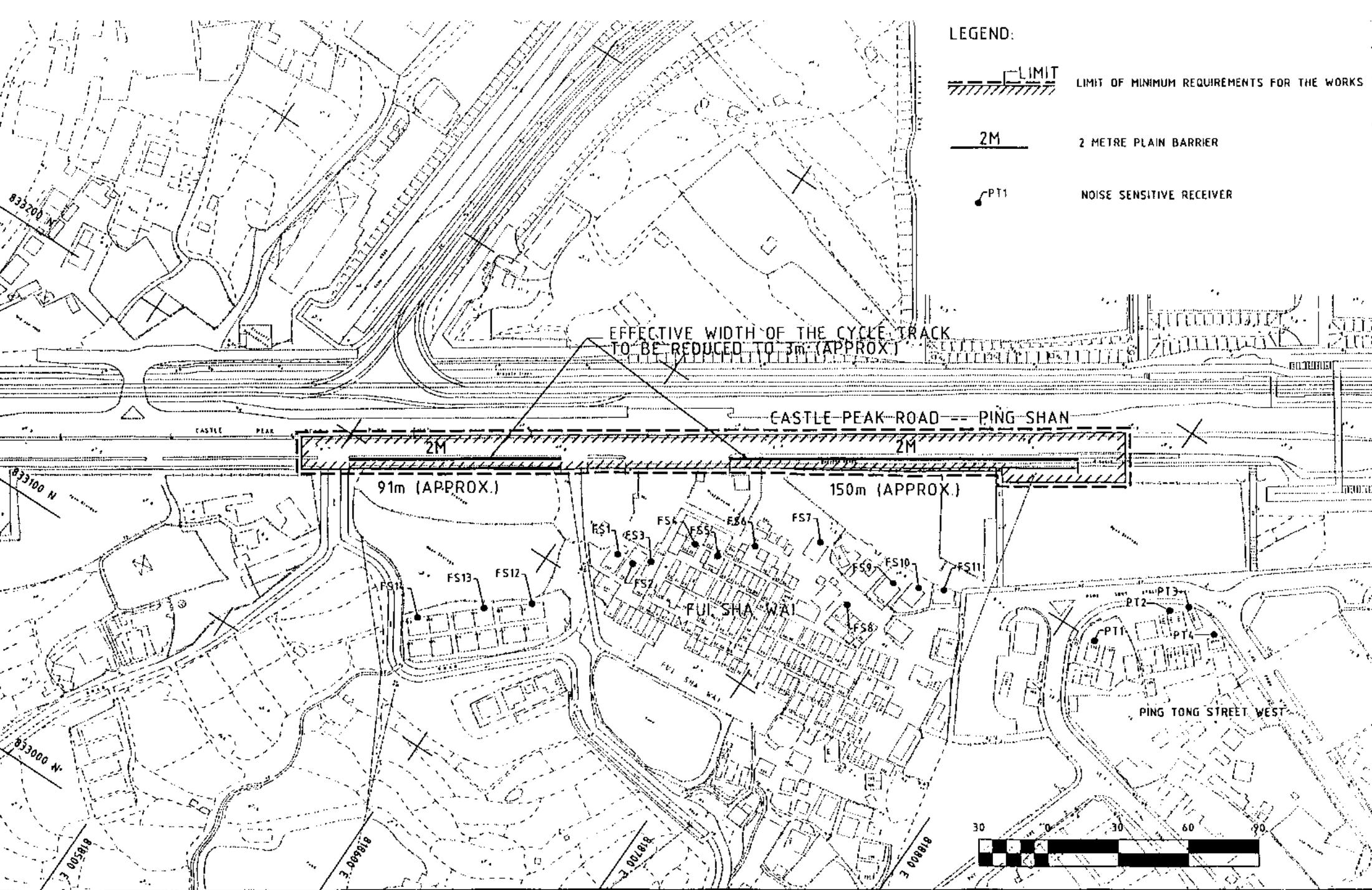
LIMIT OF MINIMUM REQUIREMENTS FOR THE WORKS

2M

2 METRE PLAIN BARRIER



NOISE SENSITIVE RECEIVER



FEASIBILITY STUDY FOR PROVIDING RETROACTIVE ROAD TRAFFIC NOISE MITIGATION MEASURES

MITIGATION MEASURES FOR CASTLE PEAK ROAD, PING SHAN - RECOMMENDED OPTION

N.T.S

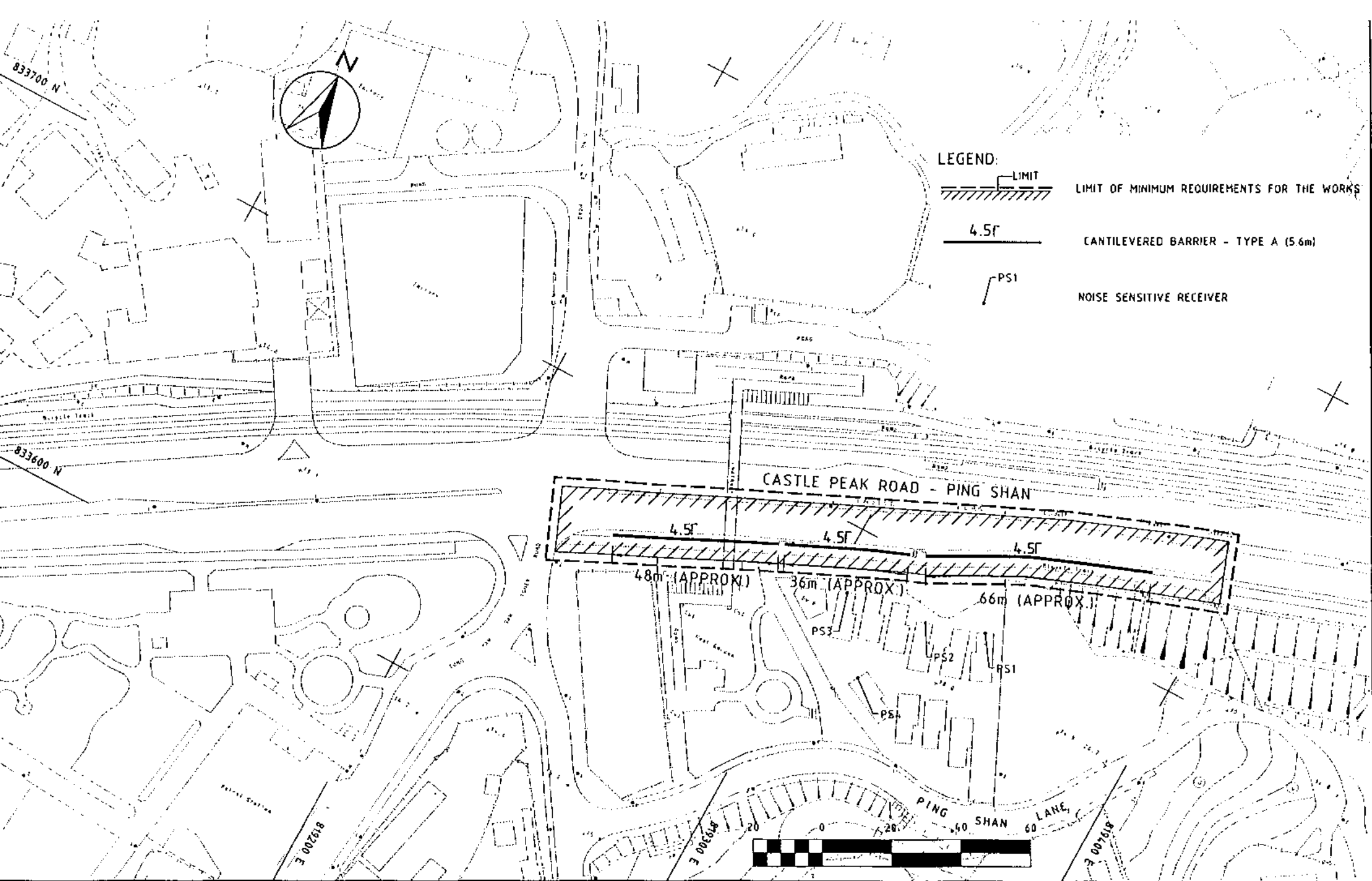
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FIGURE:

FIG 7-17



FEASIBILITY STUDY FOR PROVIDING RETROACTIVE ROAD TRAFFIC NOISE MITIGATION MEASURES

MITIGATION MEASURES FOR CASTLE PEAK ROAD, PING SHAN - RECOMMENDED OPTION

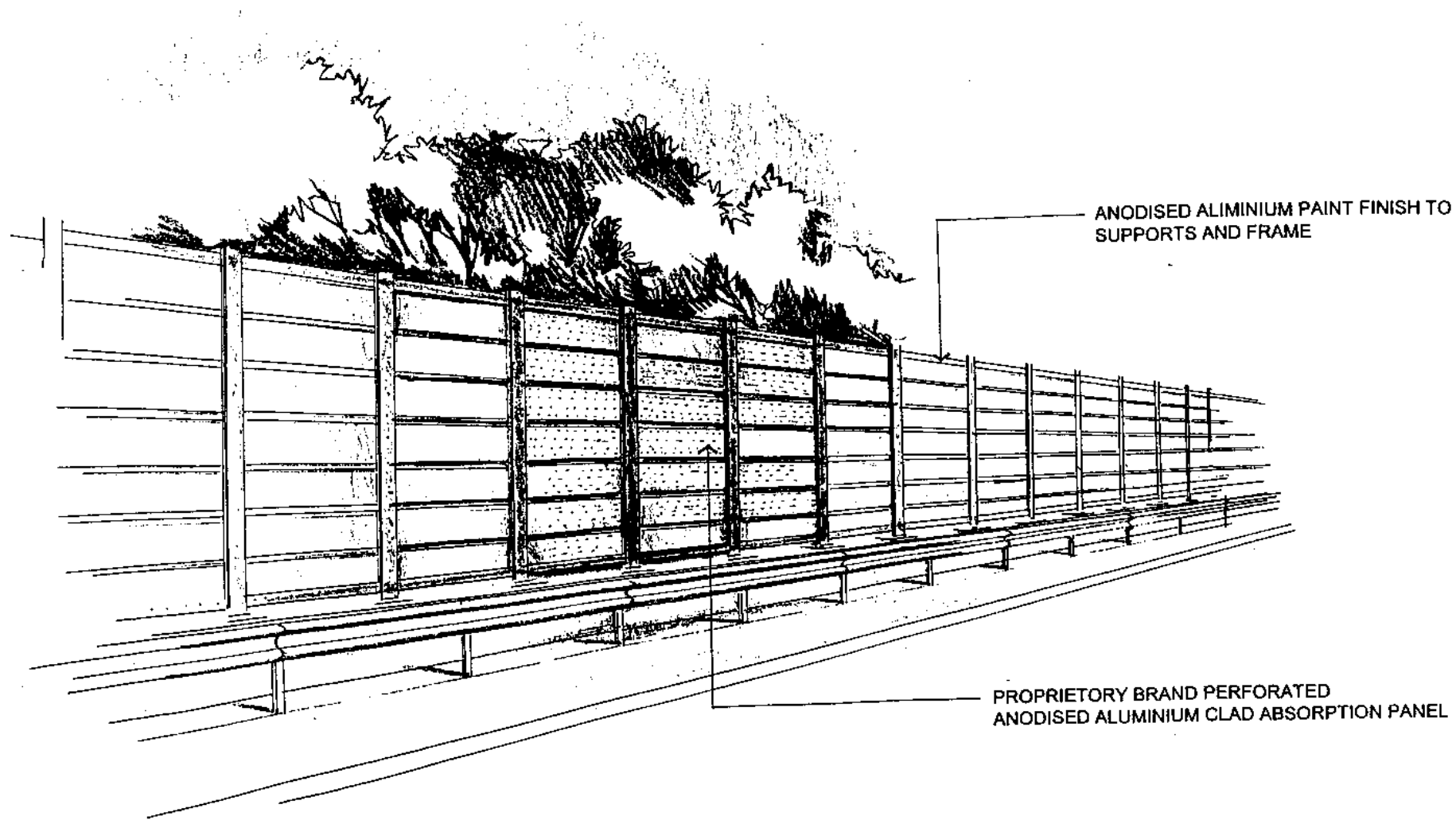
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FIGURE:

FIG 7-18A



ANODISED ALUMINIUM PAINT FINISH TO  
SUPPORTS AND FRAME

PROPRIETARY BRAND PERFORATED  
ANODISED ALUMINIUM CLAD ABSORPTION PANEL

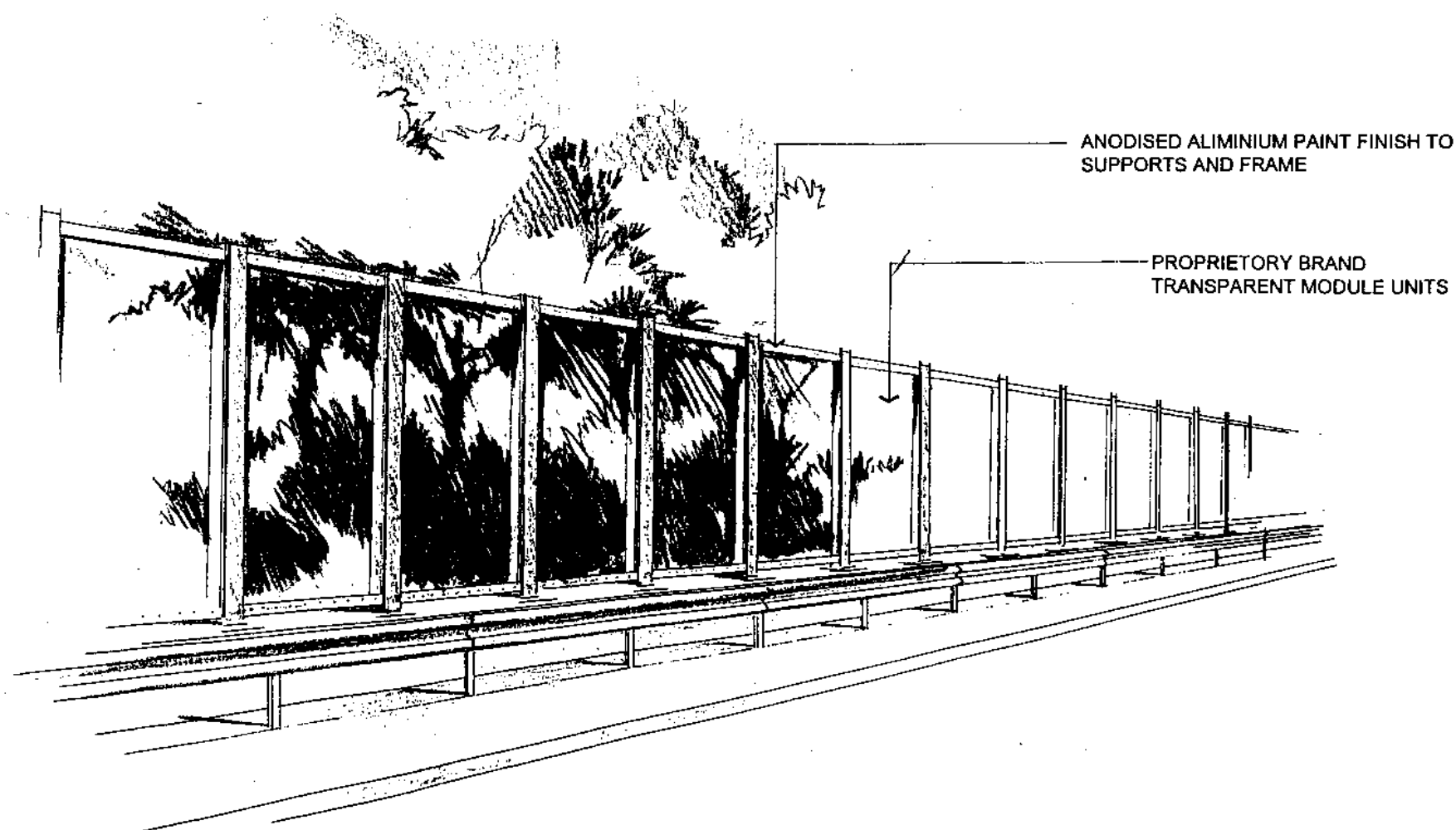
FEASIBILITY STUDY FOR PROVIDING RETROACTIVE ROAD TRAFFIC NOISE MITIGATION MEASURES

VERTICAL NOISE BARRIER ( ABSORPTIVE)

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FIGURE:  
FIG 7-19



ANODISED ALUMINIUM PAINT FINISH TO  
SUPPORTS AND FRAME

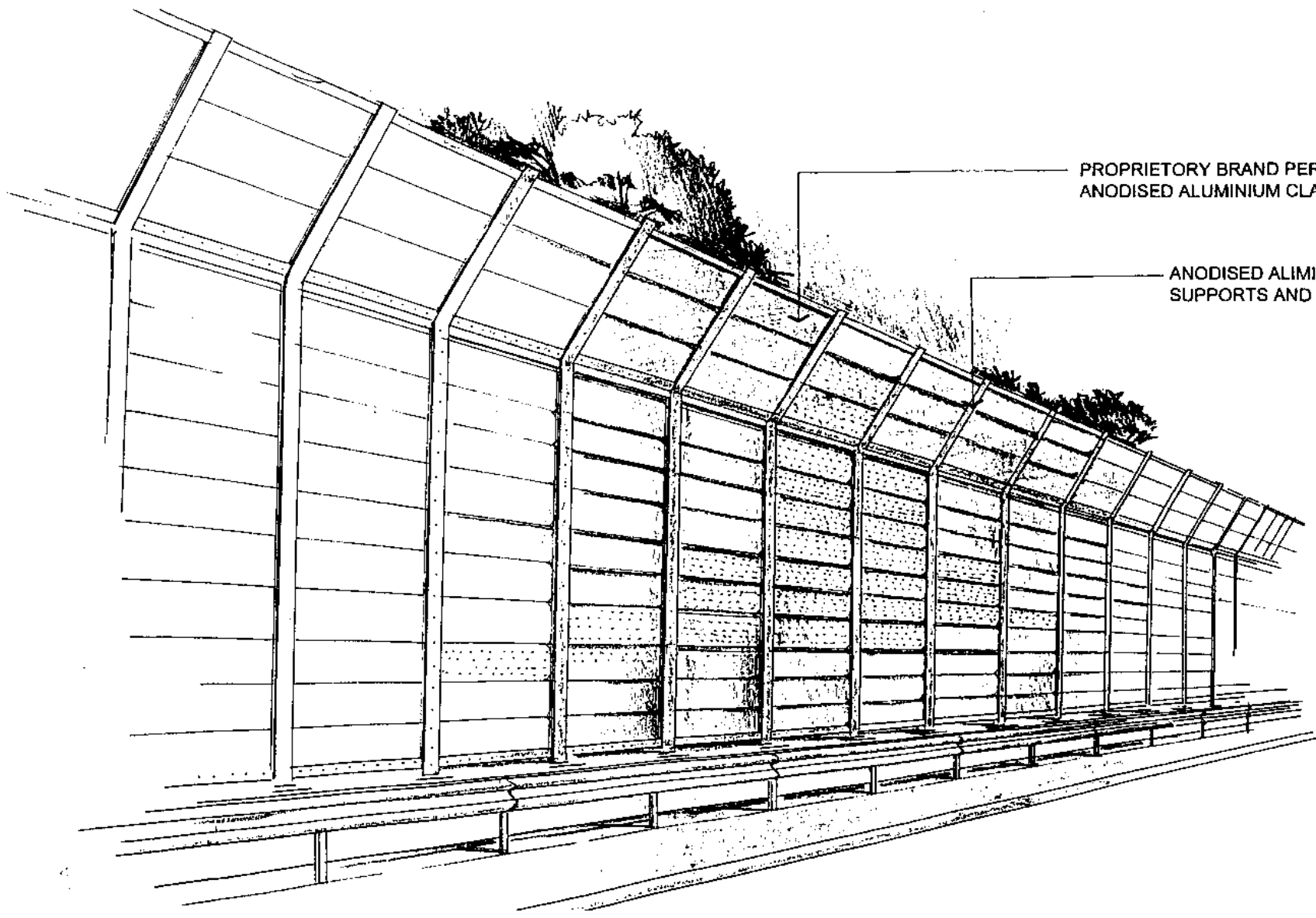
PROPRIETARY BRAND  
TRANSPARENT MODULE UNITS

FEASIBILITY STUDY FOR PROVIDING RETROACTIVE ROAD TRAFFIC NOISE MITIGATION MEASURES  
VERTICAL NOISE BARRIER ( REFLECTIVE )

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FIGURE:  
FIG 7-20



PROPRIETARY BRAND PERFORATED  
ANODISED ALUMINIUM CLAD ABSORPTION PANEL

ANODISED ALUMINIUM PAINT FINISH TO  
SUPPORTS AND FRAME

FEASIBILITY STUDY FOR PROVIDING RETROACTIVE ROAD TRAFFIC NOISE MITIGATION MEASURES

VERTICAL NOISE BARRIER ( ABSORPTIVE )

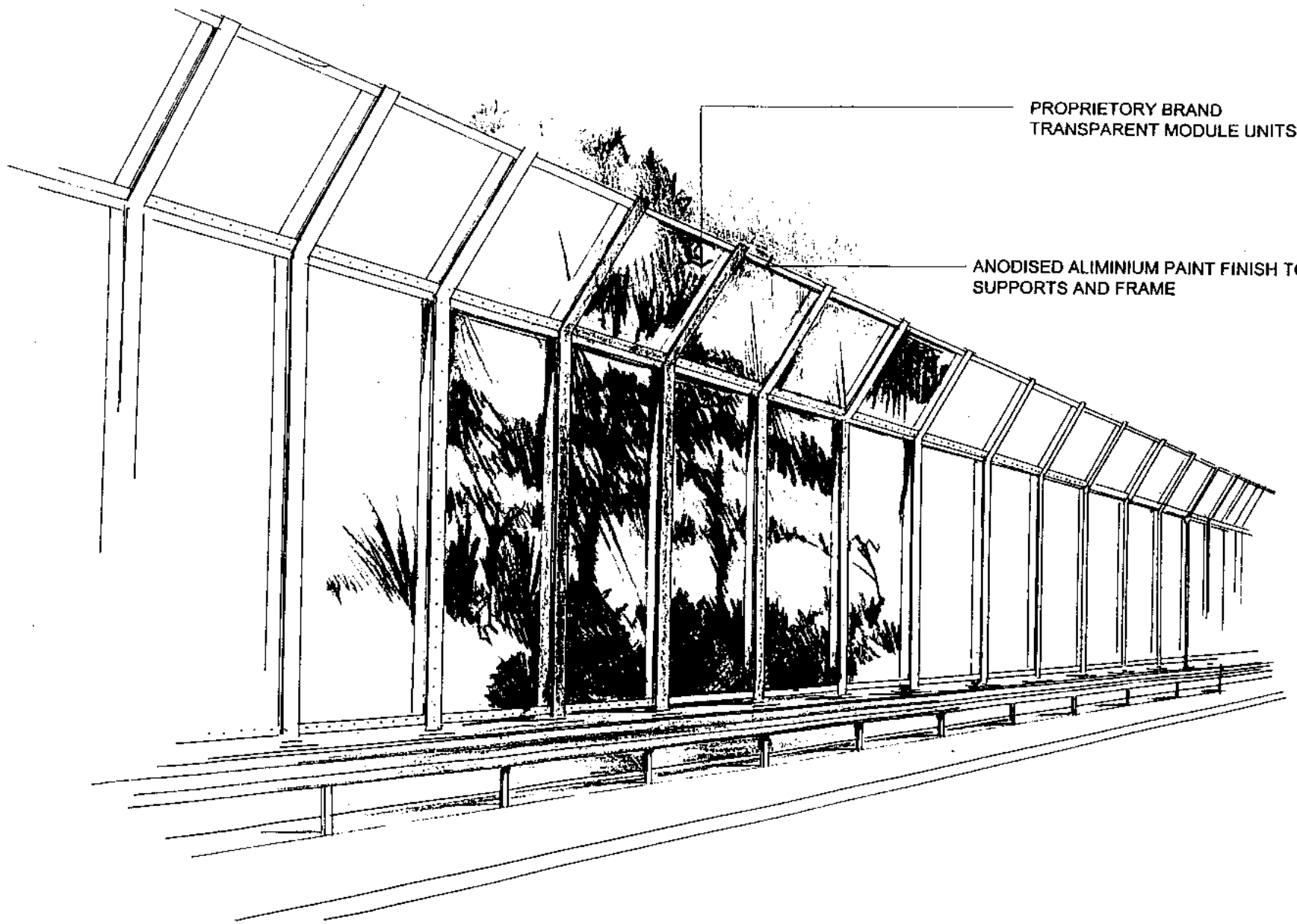
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FIGURE:

FIG 7-21



PROPRIETARY BRAND  
TRANSPARENT MODULE UNITS

ANODISED ALUMINIUM PAINT FINISH TO  
SUPPORTS AND FRAME

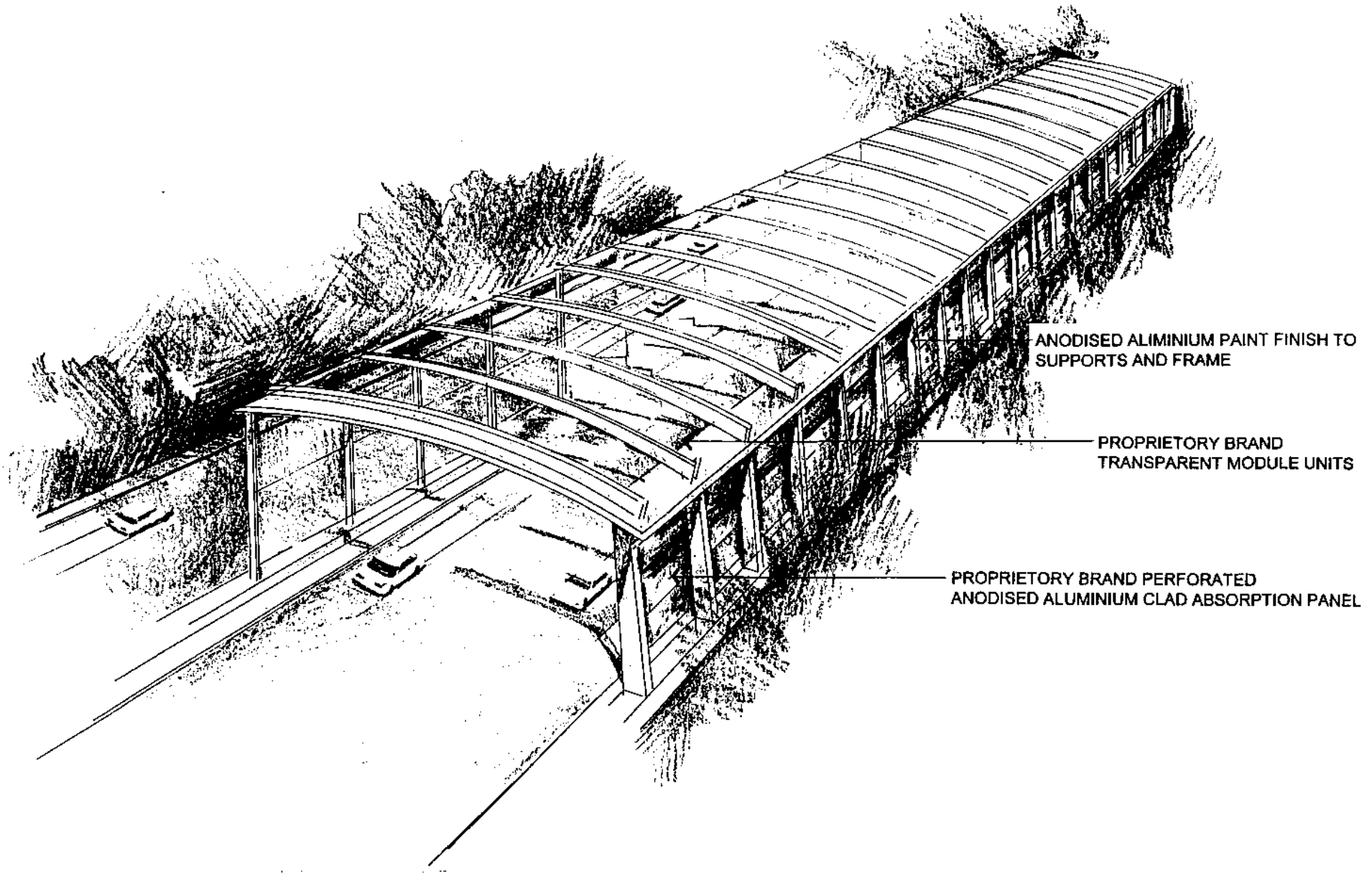
FEASIBILITY STUDY FOR PROVIDING RETROACTIVE ROAD TRAFFIC NOISE MITIGATION MEASURES

CANTILEVERED NOISE BARRIER ( REFLECTIVE )

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FIGURE:  
FIG 7-22



ANODISED ALUMINIUM PAINT FINISH TO SUPPORTS AND FRAME

PROPRIETARY BRAND TRANSPARENT MODULE UNITS

PROPRIETARY BRAND PERFORATED ANODISED ALUMINIUM CLAD ABSORPTION PANEL

FEASIBILITY STUDY FOR PROVIDING RETROACTIVE ROAD TRAFFIC NOISE MITIGATION MEASURES

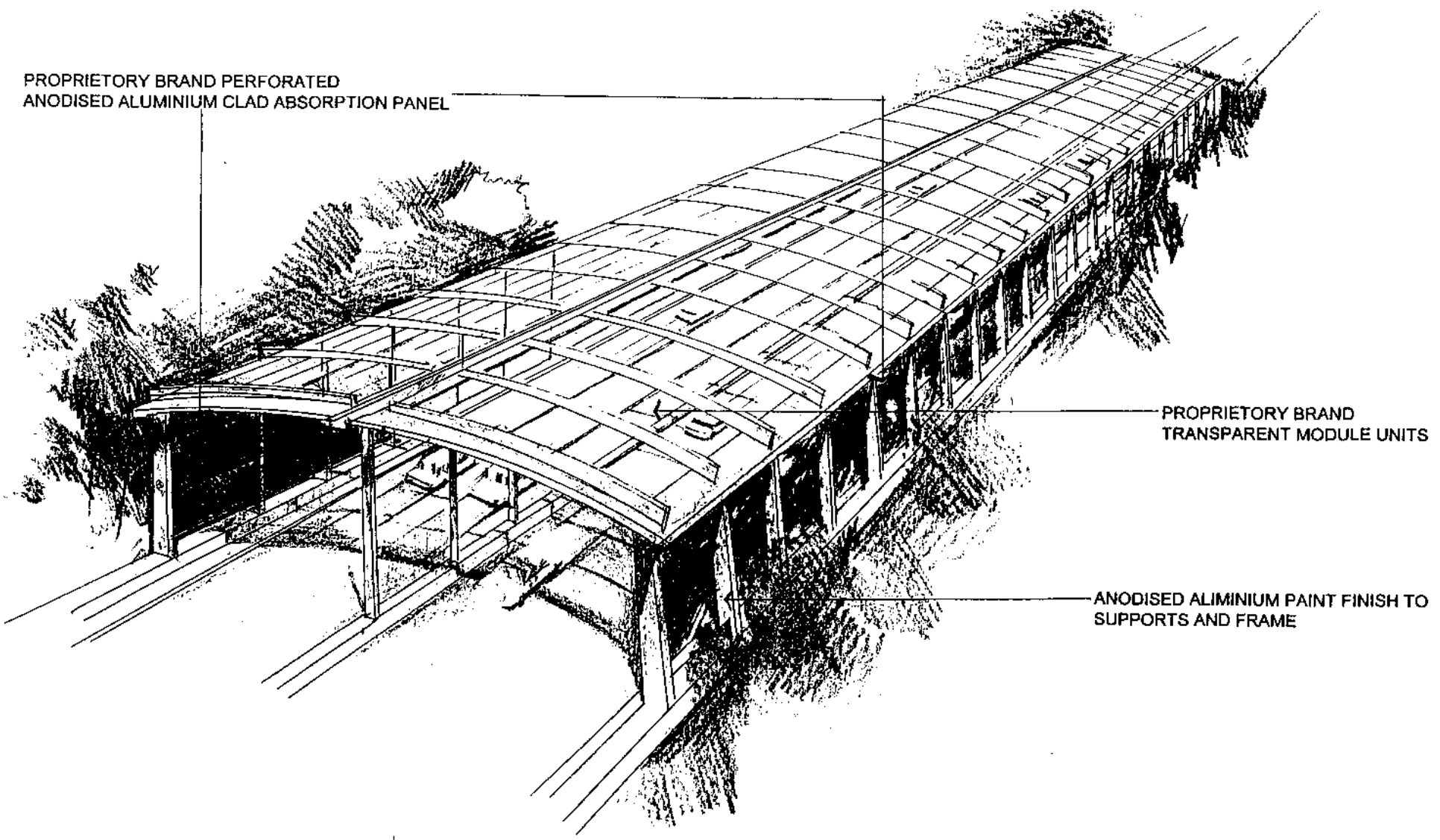
PARTIAL ENCLOSURE NOISE BARRIER

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FIGURE:  
FIG 7-23





PROPRIETARY BRAND PERFORATED  
ANODISED ALUMINIUM CLAD ABSORPTION PANEL

PROPRIETARY BRAND  
TRANSPARENT MODULE UNITS

ANODISED ALUMINIUM PAINT FINISH TO  
SUPPORTS AND FRAME

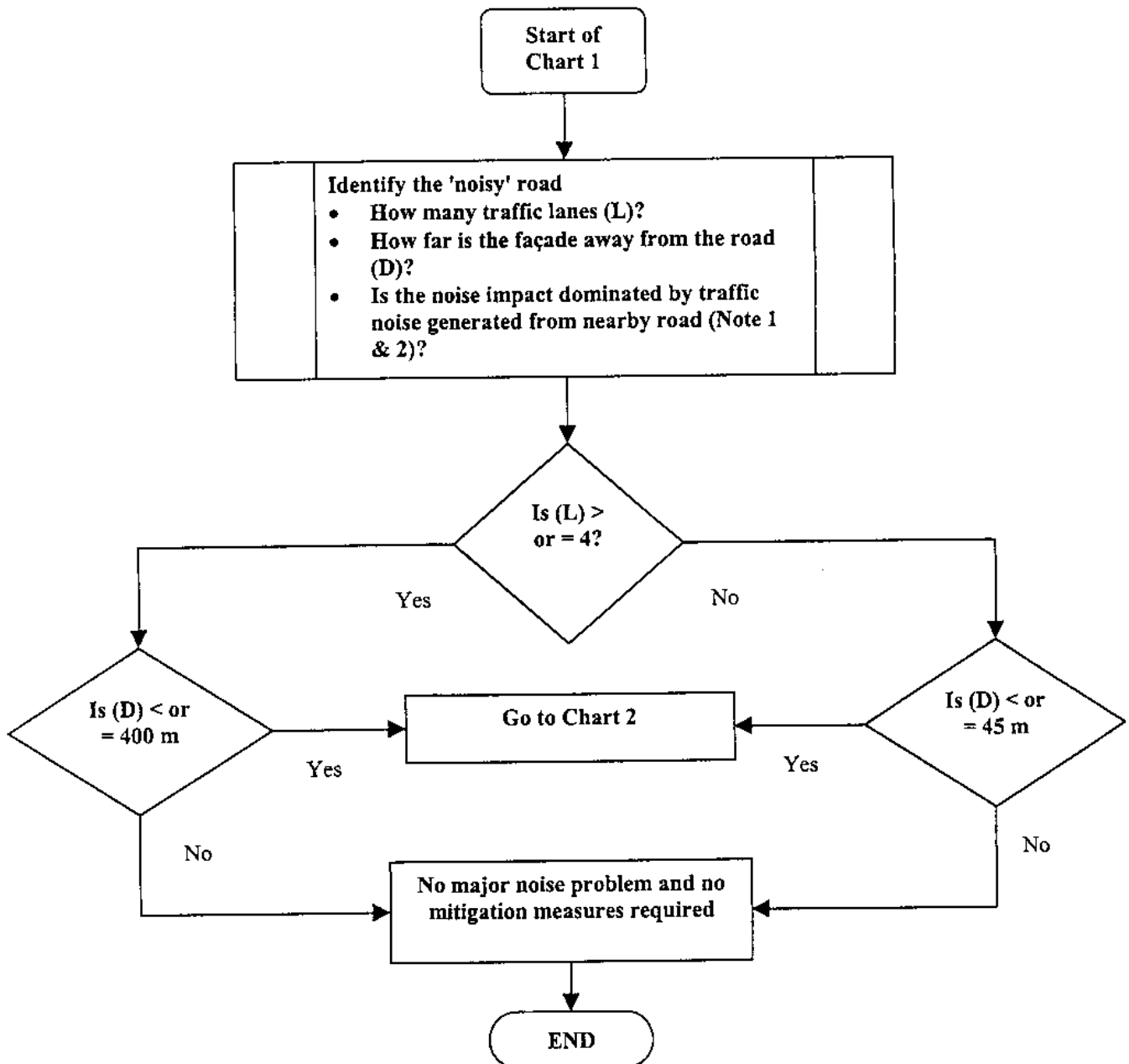
FEASIBILITY STUDY FOR PROVIDING RETROACTIVE ROAD TRAFFIC NOISE MITIGATION MEASURES  
FULL ENCLOSURE NOISE BARRIER

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FIGURE:  
FIG 7-24

# Chart 1 - Identification of Problems



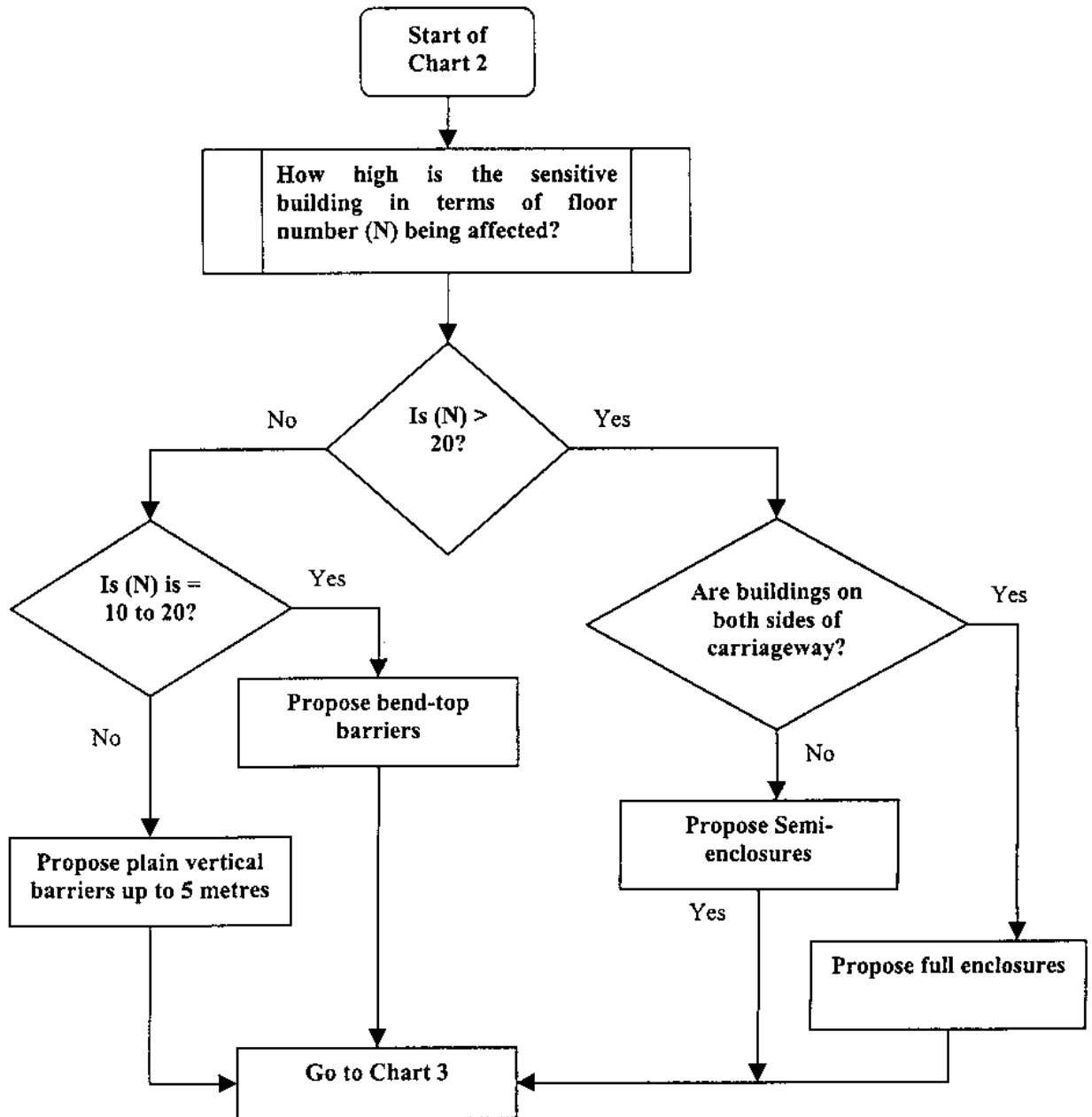
Note 1: If the noise impact is dominated by traffic noise generated from other roads i.e. roads other than the one under investigation, no practical scheme should be provided for the road under investigation.

Note 2: Noise impacts from other roads are considered predominant if the following conditions apply:

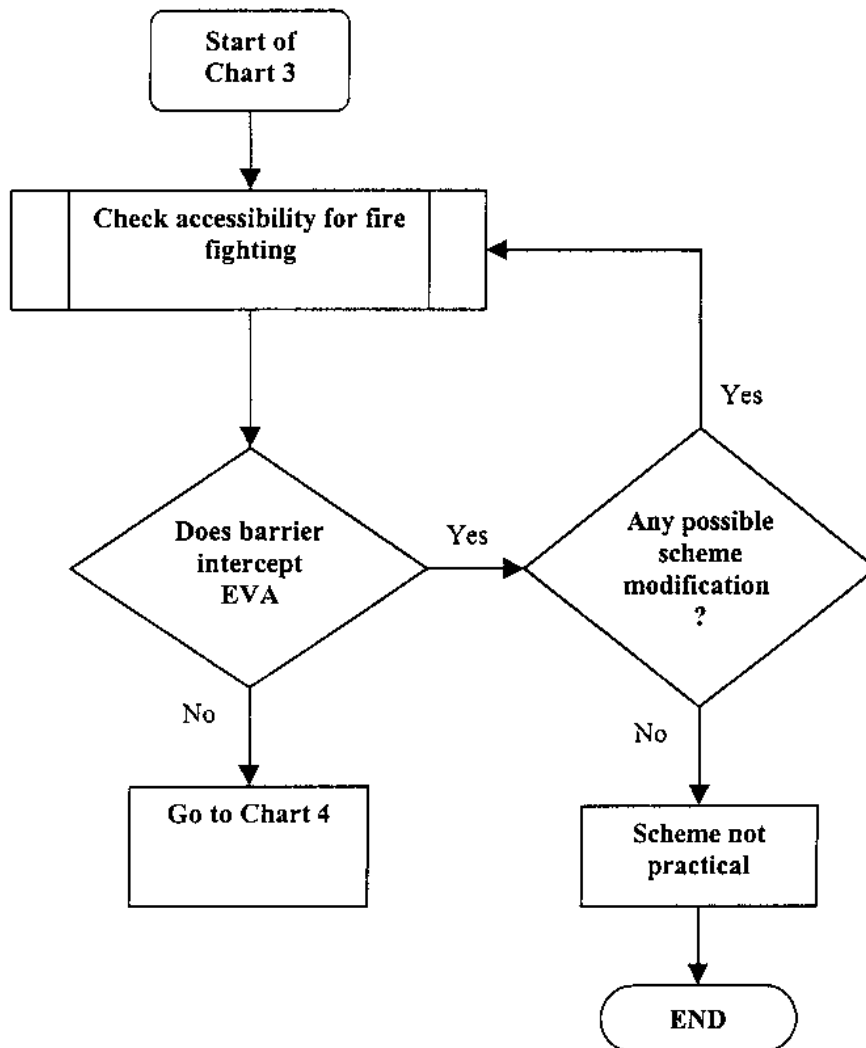
- (a) Case 1: Other road has more or equal number of traffic lanes  
The road is 50% closer to the receiver than the road under investigation, while the angle of view of the road is no less than 50%.
- (b) Case 2: Other road has 50 % lesser number of traffic lanes\*  
The road is more than 80% closer to the receiver while the angle of view of the road is similar.

\* In general, a single two-lane carriageway carries 800 vehicles per hour in two directions while a four-lane single carriageway or a dual two-lane carriageway carries 2,400 to 2,800 vehicles per hour in one direction

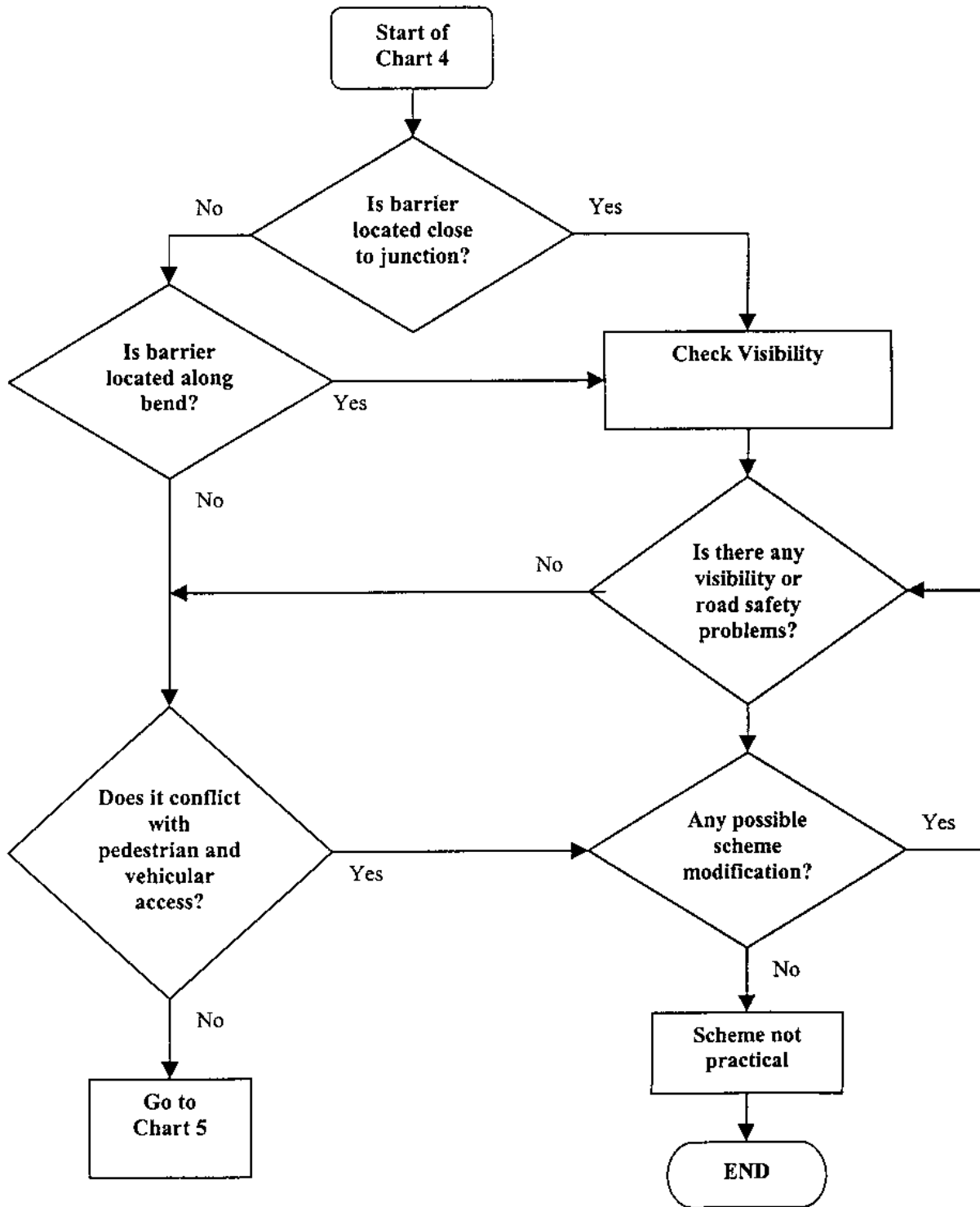
## Chart 2 - Selection of Barrier Forms



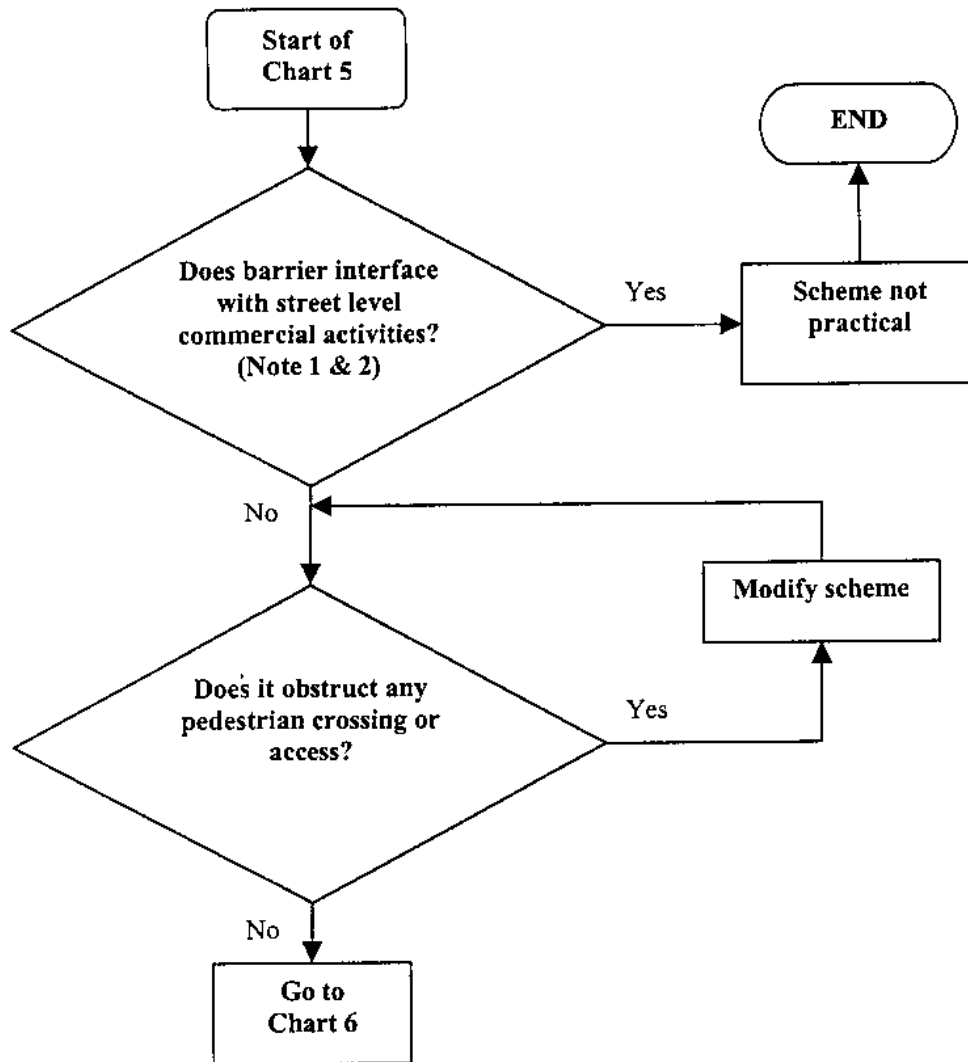
### Chart 3 - Emergency Access Consideration



## Chart 4 - Road Safety Consideration



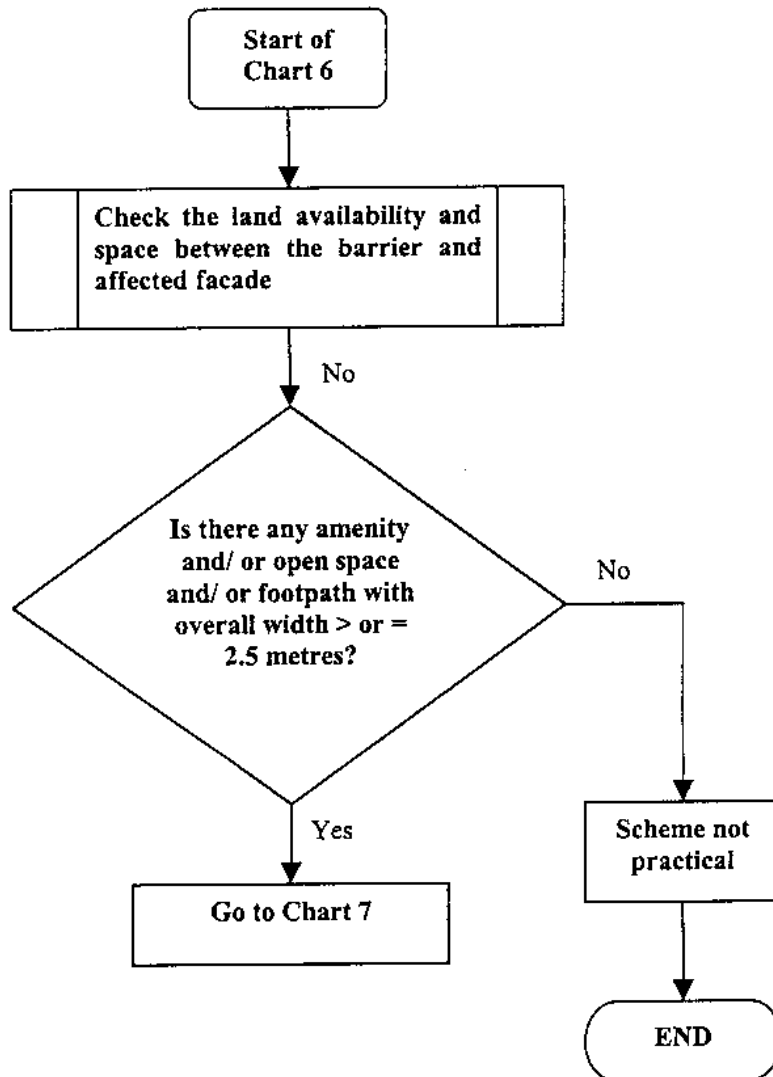
## Chart 5 - Socio-economic Consideration



Note 1: Street level commercial activities include all shops, restaurant, cinemas, etc.

Note 2: Street level commercial activities are considered to be seriously interfered when the clearance between the affected shops, restaurant, cinemas, etc and the identified barrier is less than 10 metres.

## Chart 6 - Land Availability



## Chart 7 - Acoustic Effectiveness

