Form No. S12A
表格第 S12A 號

APPLICATION FOR AMENDMENT OF PLAN UNDER SECTION 12A OF THE TOWN PLANNING ORDINANCE (CAP.131)

根據《城市規劃條例》(第131章)第12A條遞交的修訂圖則申請

Applicant who would like to publish the notice of application in local newspapers to meet one of the Town Planning Board's requirements of taking reasonable steps to obtain consent of or give notification to the current land owner, please refer to the following link regarding publishing the notice in the designated newspapers: https://www.info.gov.hk/tpb/en/plan_application/apply.html

申請人如欲在本地報章刊登申請通知，以採取城市規劃委員會就取得現行土地擁有人的同意或通知現行土地擁有人所指定的其中一項合理步驟，請瀏覽以下網址有關在指定的報章刊登通知：https://www.info.gov.hk/tpb/tc/plan_application/apply.html

2022年 12月 28日
此文件在 _____ 收到。城市規劃委員會只會在收到所有必要的資料及文件後才正式確認收到申請的日期。

This document is received on 28 DEC 2022
The Town Planning Board will formally acknowledge the date of receipt of the application only upon receipt of all the required information and documents.

General Note and Annotation for the Form
填寫表格的一般指引及註解

"Current land owner" means any person whose name is registered in the Land Registry as that of an owner of the land to which the application relates, as at 6 weeks before the application is made
「現行土地擁有人」指在提出申請前六星期，其姓名或名稱已在土地註冊處註冊為該申請所關乎的土地的擁有人的人

& Please attach documentary proof 請夾附證明文件

^ Please insert number where appropriate 請在適當地方註明編號

Please fill "NA" for inapplicable item 請在不適用的項目填寫「不適用」

Please use separate sheets if the space provided is insufficient 如所提供的空間不足，請另頁說明

Please insert a「✔」at the appropriate box 請在適當的方格內上加上「✔」號

For Official Use Only 請勿填寫此欄	Application No. 申請編號	Y/YL-PS/6
	Date Received 收到日期	28 DEC 2022

1. The completed form and supporting documents (if any) should be sent to the Secretary, Town Planning Board (the Board), 15/F, North Point Government Offices, 333 Java Road, North Point, Hong Kong.
申請人須把填妥的申請表格及其他支持申請的文件 (倘有)，送交香港北角渣華道 333 號北角政府合署 15 樓城市規劃委員會(下稱「委員會」)秘書收。

2. Please read the "Guidance Notes" carefully before you fill in this form. The document can be downloaded from the Board's website at http://www.info.gov.hk/tpb/. It can also be obtained from the Secretariat of the Board at 15/F, North Point Government Offices, 333 Java Road, North Point, Hong Kong (Tel: 2231 4810 or 2231 4835), and the Planning Enquiry Counters of the Planning Department (Hotline: 2231 5000) (17/F, North Point Government Offices, 333 Java Road, North Point, Hong Kong and 14/F, Sha Tin Government Offices, 1 Sheung Wo Che Road, Sha Tin, New Territories).
請先細閱《申請須知》的資料單張，然後填寫此表格。該份文件可從委員會的網頁下載 (網址：http://www.info.gov.hk/tpb/)，亦可向委員會秘書處 (香港北角渣華道 333 號北角政府合署 15 樓 – 電話：2231 4810 或 2231 4835)及規劃署的規劃資料查詢處(熱線：2231 5000) (香港北角渣華道 333 號北角政府合署 17 樓及新界沙田上禾輋路 1 號沙田政府合署 14 樓)索取。

3. This form can be downloaded from the Board's website, and obtained from the Secretariat of the Board and the Planning Enquiry Counters of the Planning Department. The form should be typed or completed in block letters. The processing of the application may be refused if the required information or the required copies are incomplete.
此表格可從委員會的網頁下載，亦可向委員會秘書處及規劃署的規劃資料查詢處索取。申請人須以打印方式或以正楷填寫表格。如果申請人所提交的資料或文件副本不齊全，委員會可拒絕處理有關申請。

1. Name of Applicant 申請人姓名/名稱

(☐ Mr. 先生 / ☐ Mrs. 夫人 / ☐ Miss 小姐 / ☐ Ms. 女士 / ☑ Company 公司 / ☐ Organisation 機構)

On Billion International Limited 安兆國際有限公司

2. Name of Authorised Agent (if applicable) 獲授權代理人姓名/名稱（如適用）

(☐ Mr. 先生 / ☐ Mrs. 夫人 / ☐ Miss 小姐 / ☐ Ms. 女士 / ☑ Company 公司 / ☐ Organisation 機構)

Aikon Development Consultancy Limited 毅勤發展顧問有限公司

3. Application Site 申請地點

(a)	Whether the application directly relates to any specific site? 申請是否直接與某地點有關？	Yes 是 ☑ No 否 ☐ (Please proceed to Part 6 請繼續填寫第 6 部分)
(b)	Full address/ location/ demarcation district and lot number (if applicable) 詳細地址／地點／丈量約份及地段號碼（如適用）	Lot Nos. 1341 S.B ss.9, 1341 S.B RP, 1341 S.B ss.1 S.J RP, 1341 S.B ss.1 S.D in D.D. 121, 525 S.B RP in D.D. 122 and Adjoining Government Land, Ping Shan, Yuen Long, New Territories
(c)	Site Area 申請地點面積	14,536 sq.m 平方米 ☑ About 約

(d) Area of Government land included (if any) 所包括的政府土地面積 (倘有)	2,400 sq.m 平方米 ☑ About 約
(e) Current use(s) 現時用途	Warehouse for storage, open car park (If there are any Government, institution or community facilities, please illustrate on plan and specify the use and gross floor area) (如有任何政府、機構或社區設施，請在圖則上顯示，並註明用途及總樓面面積)

4. "Current Land Owner" of Application Site 申請地點的「現行土地擁有人」

The applicant 申請人 –

☐ is the sole "current land owner"#& (please proceed to Part 6 and attach documentary proof of ownership).
是唯一的「現行土地擁有人」#&(請繼續填寫第 6 部分，並夾附業權證明文件)。

☑ is one of the "current land owners"# & (please attach documentary proof of ownership).
是其中一名「現行土地擁有人」#& (請夾附業權證明文件)。

☐ is not a "current land owner"#.
並不是「現行土地擁有人」#。

☐ The application site is entirely on Government land (please proceed to Part 6).
申請地點完全位於政府土地上（請繼續填寫第 6 部分）。

5. Statement on Owner's Consent/Notification 就土地擁有人的同意/通知土地擁有人的陳述

(a) According to the record(s) of the Land Registry as at 2/11/2022 (DD/MM/YYYY), this application involves a total of 3 "current land owner(s)"#.
根據土地註冊處截至 ..... 年 ..... 月 ..... 日的記錄，這宗申請共牽涉 ..... 名「現行土地擁有人」#。

(b) The applicant 申請人 –

☑ has obtained consent(s) of 2 "current land owner(s)"#.
已取得 ..... 名「現行土地擁有人」#的同意。

Details of consent of "current land owner(s)"# obtained 取得「現行土地擁有人」#同意的詳情		
No. of 'Current Land Owner(s)' 「現行土地擁有人」數目	Lot number/address of premises as shown in the record of the Land Registry where consent(s) has/have been obtained 根據土地註冊處記錄已獲得同意的地段號碼／處所地址	Date of consent obtained (DD/MM/YYYY) 取得同意的日期 (日/月/年)
2	Nos. 1341 S.B ss.9, 1341 S.B RP, 1341 S.B ss.1 S.J RP, in D.D. 121	14/11/2022

(Please use separate sheets if the space of any box above is insufficient. 如上列任何方格的空間不足，請另頁說明)

☐ has notified ..... "current land owner(s)"#
已通知 ..... 名「現行土地擁有人」#。

Details of the "current land owner(s)"# notified 已獲通知「現行土地擁有人」#的詳細資料		
No. of 'Current Land Owner(s)' 「現行土地擁有人」數目	Lot number/address of premises as shown in the record of the Land Registry where notification(s) has/have been given 根據土地註冊處記錄已發出通知的地段號碼／處所地址	Date of notification given (DD/MM/YYYY) 通知日期(日/月/年)

(Please use separate sheets if the space of any box above is insufficient. 如上列任何方格的空間不足，請另頁說明)

☐ has taken reasonable steps to obtain consent of or give notification to owner(s):
已採取合理步驟以取得土地擁有人的同意或向該人發給通知。詳情如下：

Reasonable Steps to Obtain Consent of Owner(s) 取得土地擁有人的同意所採取的合理步驟

☐ sent request for consent to the "current land owner(s)"#& on _____ (DD/MM/YYYY)
於_____(日/月/年)向每一名「現行土地擁有人」#郵遞要求同意書&

Reasonable Steps to Give Notification to Owner(s) 向土地擁有人發出通知所採取的合理步驟

☐ published notices in local newspapers& on _____ (DD/MM/YYYY)
於_____(日/月/年)在指定報章就申請刊登一次通知&

☐ posted notice in a prominent position on or near application site/premises& on _____ (DD/MM/YYYY)
於_____(日/月/年)在申請地點／申請處所或附近的顯明位置貼出關於該申請的通知&

☐ sent notice to relevant owners' corporation(s)/owners' committee(s)/mutual aid committee(s)/management office(s) or rural committee& on _____ (DD/MM/YYYY)
於_____(日/月/年)把通知寄往相關的業主立案法團/業主委員會/互助委員會或管理處，或有關的鄉事委員會&

Others 其他

☐ others (please specify)
其他（請指明）

_____

_____

_____

_____

Note: May insert more than one「✔」.
Information should be provided on the basis of each and every lot (if applicable) and premises (if any) in respect of the application.
註: 可在多於一個方格內加上「✔」號
申請人須就申請涉及的每一地段（倘適用）及處所（倘有）分別提供資料

6. Plan Proposed to be Amended 擬議修訂的圖則

(a) Name and number of the related statutory plan(s) 有關法定圖則的名稱及編號	Approved Ping Shan Outline Zoning Plan No. S/YL-PS/20
(b) Land use zone(s) involved (if applicable) 涉及的土地用途地帶(如適用)	"Village Type Development" and "Comprehensive Development Area"

7. Proposed Amendments 擬議修訂

(a) Propose to rezone the application site to the following zone(s)/use(s) (May insert more than one「✔」) (Please illustrate the details on plan)
建議將申請地點的用途地帶改劃作下列地帶 / 用途 (可在多於一個方格內加上「✔」號) (請在圖則顯示詳情)

☐ Comprehensive Development Area [ ] 綜合發展區 [ ]

☑ Residential (Group ☐A/☑B/☐C/☐D/☐E) [2] 住宅 (☐甲類 / ☐乙類 / ☐丙類 / ☐丁類 / ☐戊類) [ ]

☐ Agriculture [ ] 農業 [ ]

☐ Industrial (Group D) [ ] 工業（丁類）[ ]

☐ Government, Institution or Community [ ] 政府、機構或社區 [ ]

☐ Recreation [ ] 康樂 [ ]

☐ Country Park [ ] 郊野公園 [ ]

☐ Conservation Area [ ] 自然保育區 [ ]

☐ Commercial [ ] 商業 [ ]

☐ Village Type Development [ ] 鄉村式發展 [ ]

☐ Industrial [ ] 工業 [ ]

☐ Open Storage [ ] 露天貯物 [ ]

☐ Open Space [ ] 休憩用地 [ ]

☐ Green Belt [ ] 綠化地帶 [ ]

☐ Coastal Protection Area [ ] 海岸保護區 [ ]

☐ Site of Special Scientific Interest [ ] 具特殊科學價值地點 [ ]

☐ Other Specified Uses (☐Business/☐Industrial Estate/☐Mixed Use/☐Rural Use/☐Petrol Filling Station/ ☐Others (please specify_____)) [ ]
其他指定用途 (☐商貿 / ☐工業邨 / ☐混合用途 / ☐鄉郊用途 / ☐加油站 / ☐ 其他 (請註明：_____)) [ ]

☐ Road 道路

☐ Others (please specify_____)
其他 (請註明：_____)

Please insert subzone in [ ] as appropriate.
請於[ ]內註明支區，如適用。

(b) Propose to amend the Notes of the Plan(s) 建議修訂圖則的《註釋》

☐ Covering Notes 《註釋》說明頁

☑ Notes of the zone applicable to the Site 適用於申請地點土地用途地帶的《註釋》

Details of the proposed amendment(s) to the Notes of the Plan, where appropriate, are as follows:
(Please use separate sheets if the space below is insufficient)
建議修訂圖則的《註釋》的詳情，如適用：
(如下列空間不足，請另頁說明)

Please refer to the attached Planning Statement.

☑ Proposed Notes of Schedule of Uses of the zone attached
夾附對《 註釋 》的擬議修訂

8. Details of Proposed Amendment (if any) 擬議修訂詳情 (倘有)

☑ Particulars of development are included in the **Appendix**.
附錄包括一個擬議發展的細節。

☐ No specific development proposal is included in this application.
這宗申請並不包括任何指定的擬議發展計劃。

9. Justifications 理由

The applicant is invited to provide justifications in support of the application. Use separate sheets if necessary.
現請申請人提供申請理由及支持其申請的資料。如有需要請另頁說明。

Please refer to the attached Planning Statement.

10. Declaration 聲明

I hereby declare that the particulars given in this application are correct and true to the best of my knowledge and belief.
本人謹此聲明，本人就這宗申請提交的資料，據本人所知及所信，均屬真實無誤。

I hereby grant a permission to the Board to copy all the materials submitted in this application and/or to upload such materials to the Board's website for browsing and downloading by the public free-of-charge at the Board's discretion.
本人現准許委員會酌情將本人就此申請所提交的所有資料複製及/或上載至委員會網站，供公眾免費瀏覽或下載。

Signature 簽署 ☐ Applicant 申請人 / ☑ Authorised Agent 獲授權代理人

Thomas LUK

Name in Block Letters 姓名（請以正楷填寫）

N.A.

Position (if applicable) 職位 （如適用）

Professional Qualification(s) 專業資格 ☐ Member 會員 / ☐ Fellow of 資深會員

☐ HKIP 香港規劃師學會 / ☐ HKIA 香港建築師學會 /
☐ HKIS 香港測量師學會 / ☐ HKIE 香港工程師學會 /
☐ HKILA 香港園境師學會/ ☐ HKIUD 香港城市設計學會
☐ RPP 註冊專業規劃師

Others 其他 .....

on behalf of 代表 Aikon Development Consultancy Limited

☑ Company 公司 / ☐ Organisation Name and Chop (if applicable) 機構名稱及蓋章（如適用）

Date 日期 22/11/2022 (DD/MM/YYYY 日/月/年)

Remark 備註

The materials submitted in this application and the Board's decision on the application would be disclosed to the public. Such materials would also be uploaded to the Board's website for browsing and free downloading by the public where the Board considers appropriate.
委員會會向公眾披露申請人所遞交的申請資料和委員會對申請所作的決定。在委員會認為合適的情況下，有關申請資料亦會上載至委員會網頁供公眾免費瀏覽及下載。

Warning 警告

Any person who knowingly or wilfully makes any statement or furnish any information in connection with this application, which is false in any material particular, shall be liable to an offence under the Crimes Ordinance.
任何人在明知或故意的情況下，就這宗申請提出在任何要項上是虛假的陳述或資料，即屬違反《刑事罪行條例》。

Statement on Personal Data 個人資料的聲明

1. The personal data submitted to the Board in this application will be used by the Secretary of the Board and Government departments for the following purposes:
   委員會就這宗申請所收到的個人資料會交給委員會秘書及政府部門，以根據《城市規劃條例》及相關的城市規劃委員會規劃指引的規定作以下用途：

   (a) the processing of this application which includes making available the name of the applicant for public inspection when making available this application for public inspection; and
   處理這宗申請，包括公布這宗申請供公眾查閱，同時公布申請人的姓名供公眾查閱；以及
   (b) facilitating communication between the applicant and the Secretary of the Board/Government departments.
   方便申請人與委員會秘書及政府部門之間進行聯絡。

2. The personal data provided by the applicant in this application may also be disclosed to other persons for the purposes mentioned in paragraph 1 above.
   申請人就這宗申請提供的個人資料，或亦會向其他人士披露，以作上述第 1 段提及的用途。

3. An applicant has a right of access and correction with respect to his/her personal data as provided under the Personal Data (Privacy) Ordinance (Cap. 486). Request for personal data access and correction should be addressed to the Secretary of the Board at 15/F, North Point Government Offices, 333 Java Road, North Point, Hong Kong.
   根據《個人資料(私隱)條例》(第 486 章)的規定，申請人有權查閱及更正其個人資料。如欲查閱及更正個人資料，應向委員會秘書提出有關要求，其地址為香港北角渣華道 333 號北角政府合署 15 樓。

APPLICATION FOR AMENDMENT OF PLAN UNDER SECTION 12A OF THE TOWN PLANNING ORDINANCE (CAP. 131)
根據城市規劃條例(第 131 章)第 12A 條遞交的修訂圖則申請

Development Proposal (only for indicative purpose)
擬議發展的發展計劃（只作指示用途）

1. Development Proposal 擬議發展計劃

☑ Proposed Gross floor area (GFA) 擬議總樓面面積 ....72,347.... sq.m. 平方米 ☑ About 約
☑ Proposed plot ratio 擬議地積比率 ....4.98.... ☑ About 約
☑ Proposed site coverage 擬議上蓋面積 ....34.7.... % ☑ About 約
☑ Proposed number of blocks 擬議座數 ....4....
☑ Proposed number of storeys of each block 每座建築物的擬議層數 ....8-27.... storeys 層
☐ include 包括 ....storeys of basements 層地庫
☑ exclude 不包括 ..2.. storeys of basements 層地庫

☑ Proposed building height of each block 每座建築物的擬議高度 ..Not More than 98.75.. m 米 ☑ About 約
Domestic: +92.05 to +104.65 mPD 米(主水平基準上) ☑ About 約
Non-Domestic: +39.85 mPD

☑ Domestic part 住用部分
GFA 總樓面面積 ....65,412.... sq.m. 平方米 ☑ About 約
number of units 單位數目 ....1,536....
average unit size 單位平均面積 ....42.6.... sq.m. 平方米 ☑ About 約
estimated number of residents 估計住客數目 ....4,608....

GFA 總樓面面積

☑ Non-domestic part 非住用部分 .... sq.m.平方米 ☐ About 約
☐ hotel 酒店 .... sq.m.平方米 ☐ About 約
(please specify the number of rooms
請註明房間數目: ....)
☐ office 辦公室 .... sq.m.平方米 ☐ About 約
☑ shop and services/eating place 商店及服務行業/食肆 ....1,535.... sq.m.平方米 ☑ About 約

☑ Government, institution or community facilities 政府、機構或社區設施
(please specify the use(s) and concerned land area(s)/GFA(s))
(請註明用途及有關的地面面積/總樓面面積)
Social Welfare Facility (Residential Care Home for Elderly)
Concerned land area: about 2,392 sq.m.
GFA: about 5,400 sq.m.

☐ other(s)其他
(please specify the use(s) and concerned land area(s)/GFA(s))
(請註明用途及有關的地面面積/總樓面面積)
....
....
....

☑ Open space 休憩用地
(please specify land area(s)) (請註明面積)
☑ private open space 私人休憩用地 ....5,394.... sq.m.平方米 ☑ Not less than 不少於
☐ public open space 公共休憩用地 .... sq.m.平方米 ☐ Not less than 不少於

☑ Transport-related facilities 與運輸有關的設施

☑ parking spaces 停車位

(please specify type(s) and number(s))
(請註明種類及數目)

Private Car Parking Spaces 私家車車位	354
Motorcycle Parking Spaces 電單車車位	19
Light Goods Vehicle Parking Spaces 輕型貨車泊車位	
Medium Goods Vehicle Parking Spaces 中型貨車泊車位	
Heavy Goods Vehicle Parking Spaces 重型貨車泊車位	
Others (Please Specify) 其他 (請列明)	Bicycle Parking Spaces: 205

☑ loading/unloading spaces 上落客貨車位

(please specify type(s) and number(s))
(請註明種類及數目)

Taxi Spaces 的士車位	
Coach Spaces 旅遊巴車位	
Light Goods Vehicle Spaces 輕型貨車車位	1
Medium Goods Vehicle Spaces 中型貨車車位	
Heavy Goods Vehicle Spaces 重型貨車車位	5
Others (Please Specify) 其他 (請列明)	

☑ other transport-related facilities
其他與運輸有關的設施

(please specify type(s) and number(s))
(請註明種類及數目) Private Car / Taxi Lay-by :1
Ambulance Lay-by :1
RCV loading and unloading : 1

Use(s) of different floors (if applicable) 各樓層的用途(如適用)

[Block number] [座數]	[Floor(s)] [層數]	[Proposed use(s)] [擬議用途]
Please refer to the attached Planning Statement.		

Proposed use(s) of uncovered area (if any) 露天地方(倘有)的擬議用途
Please refer to the attached Planning Statement.

Any vehicular access to the site? 是否有車路通往地盤?

Yes 是 ☑ There is an existing access. (please indicate the street name, where appropriate)
有一條現有車路。(請註明道路名稱(如適用))
Castle Peak Road (Ping Shan) and Ping Ha Road

☐ There is a proposed access. (please illustrate on plan and specify the width)
有一條擬議車路。(請在圖則顯示，並註明車路的闊度)

No 否 ☐

For Development involving columbarium use, please complete the table in the Annex to this Appendix.
如發展涉及靈灰安置所用途，請填妥於此附件後附錄的表格。

2. Impacts of Development Proposal 擬議發展計劃的影響

If necessary, please use separate sheets to indicate the proposed measures to minimise possible adverse impacts or give justifications/reasons for not providing such measures
如需要的話，請另頁註明可盡量減少可能出現不良影響的措施，否則請提供理據/理由。

Does the development proposal involve alteration of existing building? 擬議發展計劃是否包括現有建築物的改動?	Yes 是	☐ Please provide details 請提供詳情 ....
	No 否	☑
Does the development proposal involve the operation on the right? 擬議發展是否涉及右列的工程?	Yes 是	☑ (Please indicate on site plan the boundary of concerned land/pond(s), and particulars of stream diversion, the extent of filling of land/pond(s) and/or excavation of land) (請用地盤平面圖顯示有關土地／池塘界線，以及河道改道、填塘、填土及／或挖土的細節及/或範圍) ☐ Diversion of stream 河道改道 ☐ Filling of pond 填塘 Area of filling 填塘面積 ..... sq.m 平方米 ☐About 約 Depth of filling 填塘深度 ..... m 米 ☐About 約 ☐ Filling of land 填土 Area of filling 填土面積 ..... sq.m 平方米 ☐About 約 Depth of filling 填土厚度 ..... m 米 ☐About 約 ☑ Excavation of land 挖土 Area of excavation 挖土面積....8,885.... sq.m 平方米 ☑About 約 Depth of excavation 挖土深度 .....8.....m 米 ☑About 約
	No 否	☐

Would the development proposal cause any adverse impacts? 擬議發展計劃會否造成不良影響？	On environment 對環境	Yes 會 ☐	No 不會 ☑
	On traffic 對交通	Yes 會 ☐	No 不會 ☑
	On water supply 對供水	Yes 會 ☐	No 不會 ☑
	On drainage 對排水	Yes 會 ☐	No 不會 ☑
	On slopes 對斜坡	Yes 會 ☐	No 不會 ☑
	Affected by slopes 受斜坡影響	Yes 會 ☐	No 不會 ☑
	Landscape Impact 構成景觀影響	Yes 會 ☐	No 不會 ☑
	Tree Felling 砍伐樹木	Yes 會 ☐	No 不會 ☑
	Visual Impact 構成視覺影響	Yes 會 ☐	No 不會 ☑
	Others (Please Specify) 其他 (請列明)	Yes 會 ☐	No 不會 ☐
	_____		
	_____		

Please state measure(s) to minimise the impact(s). For tree felling, please state the number, diameter at breast height and species of the affected trees (if possible)
請註明盡量減少影響的措施。如涉及砍伐樹木，請說明受影響樹木的數目、及胸高度的樹幹直徑及品種(倘可)

Please refer to the attached Planning Statement.
.....
.....
.....
.....
.....
.....

For Developments involving Columbarium Use, please also complete the following:
如發展涉及靈灰安置所用途，請另外填妥以下資料

Ash interment capacity 骨灰安放容量@

Maximum number of sets of ashes that may be interred in the niches
在龕位內最多可安放骨灰的數量 _____

Maximum number of sets of ashes that may be interred other than in niches
在非龕位的範圍內最多可安放骨灰的數量 _____

Total number of niches 龕位總數 _____

Total number of single niches
單人龕位總數 _____

Number of single niches (sold and occupied)
單人龕位數目 (已售並佔用) _____

Number of single niches (sold but unoccupied)
單人龕位數目 (已售但未佔用) _____

Number of single niches (residual for sale)
單人龕位數目 (待售) _____

Total number of double niches
雙人龕位總數 _____

Number of double niches (sold and fully occupied)
雙人龕位數目 (已售並全部佔用) _____

Number of double niches (sold and partially occupied)
雙人龕位數目 (已售並部分佔用) _____

Number of double niches (sold but unoccupied)
雙人龕位數目 (已售但未佔用) _____

Number of double niches (residual for sale)
雙人龕位數目 (待售) _____

Total no. of niches other than single or double niches (please specify type)
除單人及雙人龕位外的其他龕位總數 (請列明類別) _____

Number. of niches (sold and fully occupied)
龕位數目 (已售並全部佔用) _____

Number of niches (sold and partially occupied)
龕位數目 (已售並部分佔用) _____

Number of niches (sold but unoccupied)
龕位數目 (已售但未佔用) _____

Number of niches (residual for sale)
龕位數目 (待售) _____

Proposed operating hours 擬議營運時間 _____

_____

@ Ash interment capacity in relation to a columbarium means –
就靈灰安置所而言，骨灰安放容量指：
- the maximum number of containers of ashes that may be interred in each niche in the columbarium;
  每個龕位內可安放的骨灰容器的最高數目;
- the maximum number of sets of ashes that may be interred other than in niches in any area in the columbarium; and
  在該靈灰安置所並非龕位的範圍內，總共最多可安放多少份骨灰；以及
- the total number of sets of ashes that may be interred in the columbarium.
  在該骨灰安置所內，總共最多可安放多少份骨灰。

Gist of Application 申請摘要

(Please provide details in both English and Chinese as far as possible. This part will be circulated to relevant consultees, uploaded to the Town Planning Board's Website for browsing and free downloading by the public and available at the Planning Enquiry Counters of the Planning Department for general information.)
(請盡量以英文及中文填寫。此部分將會發送予相關諮詢人士、上載至城市規劃委員會網頁供公眾免費瀏覽及下載及於規劃署規劃資料查詢處供一般參閱。)

Application No. 申請編號	(For Official Use Only) (請勿填寫此欄)
Location/address 位置／地址	Lot Nos. 1341 S.B ss.9, 1341 S.B RP, 1341 S.B ss.1 S.J RP, 1341 S.B ss.1 S.D in D.D. 121, 525 S.B RP in D.D. 122 and Adjoining Government Land, Ping Shan, Yuen Long, New Territories 新界元朗屏山丈量約份第121約地段第1341號B分段第9小分段、第1341號B分段餘段、第1341號B分段第1小分段J分段餘段、第1341號B分段第1小分段D分段、丈量約份第122約地段第525號B分段餘段及毗連政府土地
Site area 地盤面積	14,536 sq. m 平方米 ☑ About 約 (includes Government land of 包括政府土地 2,400 sq. m 平方米 ☑ About 約)
Plan 圖則	Approved Ping Shan Outline Zoning PlanNo. S/YL-PS/20 屏山分區計劃大綱核准圖編號 S/YL-PS/20
Zoning 地帶	"Village Type Development" and"Comprehensive Development Area" 「鄉村式發展」及「綜合發展區」
Proposed Amendment(s) 擬議修訂	☐ Amend the Covering Notes of the Plan 修訂圖則《註釋》的說明頁 ☑ Amend the Notes of the zone applicable to the site 修訂適用於申請地點土地用途地帶的《註釋》 ☑ Rezone the application site from "V" and "CDA" to "R(B)2" 把申請地點由「鄉村式發展」及「綜合發展區」地帶改劃為「住宅(乙類)2」

Development Parameters (for indicative purpose only) 發展參數(只作指示用途)

			sq.m 平方米		Plot Ratio 地積比率	
(i)	Gross floor area and/or plot ratio 總樓面面積及／或地積比率	Domestic 住用	65,412	☑ About 約 ☐ Not more than 不多於	4.5	☑About 約 ☐Not more than 不多於
		Non-domestic 非住用	6,935	☑ About 約 ☐ Not more than 不多於	0.48	☑About 約 ☐Not more than 不多於
(ii)	No. of block 幢數	Domestic 住用	3			
		Non-domestic 非住用	1			
		Composite 綜合用途				

(iii) Building height/No. of storeys 建築物高度／層數	Domestic 住用	98.75	m 米 ☑ (Not more than 不多於)
		+92.05 to +104.65	mPD 米(主水平基準上) ☑ (Not more than 不多於)
		23 to 27	Storeys(s) 層 ☐ (Not more than 不多於)
		2	*(☐Include 包括/☑ Exclude 不包括* ☐ *Carport 停車間* ☑ *Basement 地庫* ☐ *Refuge Floor 防火層* ☐ *Podium 平台)*
	Non-domestic 非住用	27.25	m 米 ☑ (Not more than 不多於)
		+39.85	mPD 米(主水平基準上) ☑ (Not more than 不多於)
		8	Storeys(s) 層 ☑ (Not more than 不多於)
			(☐Include 包括/☐ Exclude 不包括 ☐ *Carport 停車間* ☐ *Basement 地庫* ☐ *Refuge Floor 防火層* ☐ *Podium 平台)*
	Composite 綜合用途		m 米 ☐ (Not more than 不多於)
			mPD 米(主水平基準上) ☐ (Not more than 不多於)
			Storeys(s) 層 ☐ (Not more than 不多於)
			(☐Include 包括/☐ Exclude 不包括 ☐ *Carport 停車間* ☐ *Basement 地庫* ☐ *Refuge Floor 防火層* ☐ *Podium 平台)*
(iv) Site coverage 上蓋面積	34.7 % ☑ About 約		
(v) No. of units 單位數目	Domestic: 1,536 units Non-Domestic: 222 beds		
(vi) Open space 休憩用地	Private 私人	5,394 sq.m 平方米 ☑ Not less than 不少於	
	Public 公眾	sq.m 平方米 ☑ Not less than 不少於	

(vii) No. of parking spaces and loading / unloading spaces 停車位及上落客貨車位數目	Total no. of vehicle parking spaces 停車位總數 Private Car Parking Spaces 私家車車位 Motorcycle Parking Spaces 電單車車位 Light Goods Vehicle Parking Spaces 輕型貨車泊車位 Medium Goods Vehicle Parking Spaces 中型貨車泊車位 Heavy Goods Vehicle Parking Spaces 重型貨車泊車位 Others (Please Specify) 其他 (請列明) Bicycle Parking Spaces: 205	578 354 19
	Total no. of vehicle loading/unloading bays/lay-bys 上落客貨車位／停車處總數 Taxi Spaces 的士車位 Coach Spaces 旅遊巴車位 Light Goods Vehicle Spaces 輕型貨車車位 Medium Goods Vehicle Spaces 中型貨車位 Heavy Goods Vehicle Spaces 重型貨車車位 Others (Please Specify) 其他 (請列明) Ambulance Lay-by: 1 Taxi Lay-by: 1 RCV loading and unloading : 1	9 1 5

Submitted Plans, Drawings and Documents 提交的圖則、繪圖及文件

	Chinese 中文	English 英文
Plans and Drawings 圖則及繪圖		
Master layout plan(s)/Layout plan(s) 總綱發展藍圖／布局設計圖	☐	☑
Block plan(s) 樓宇位置圖	☐	☑
Floor plan(s) 樓宇平面圖	☐	☑
Sectional plan(s) 截視圖	☐	☑
Elevation(s) 立視圖	☐	☑
Photomontage(s) showing the proposed development 顯示擬議發展的合成照片	☐	☐
Master landscape plan(s)/Landscape plan(s) 園境設計總圖／園境設計圖	☐	☑
Others (please specify) 其他（請註明）	☐	☐
Reports 報告書		
Planning Statement/Justifications 規劃綱領/理據	☐	☑
Environmental assessment (noise, air and/or water pollutions) 環境評估（噪音、空氣及／或水的污染）	☐	☑
Traffic impact assessment (on vehicles) 就車輛的交通影響評估	☐	☑
Traffic impact assessment (on pedestrians) 就行人的交通影響評估	☐	☑
Visual impact assessment 視覺影響評估	☐	☑
Landscape impact assessment 景觀影響評估	☐	☑
Tree Survey 樹木調查	☐	☑
Geotechnical impact assessment 土力影響評估	☐	☐
Drainage impact assessment 排水影響評估	☐	☐
Sewerage impact assessment 排污影響評估	☐	☑
Risk Assessment 風險評估	☐	☑
Others (please specify) 其他（請註明）	☐	☐

Note: May insert more than one「✔」. 註：可在多於一個方格內加上「✔」號

Note: The information in the Gist of Application above is provided by the applicant for easy reference of the general public. Under no circumstances will the Town Planning Board accept any liabilities for the use of the information nor any inaccuracies or discrepancies of the information provided. In case of doubt, reference should always be made to the submission of the applicant.

註： 上述申請摘要的資料是由申請人提供以方便市民大眾參考。對於所載資料在使用上的問題及文義上的歧異，城市規劃委員會概不負責。若有任何疑問，應查閱申請人提交的文件。

Ref.: ADCL/PLG-10224/R002

Section 12A Planning Application

Request for Amendment to the Approved Ping Shan Outline Zoning Plan No. S/YL-PS/20 from "Village Type Development" Zone and "Comprehensive Development Area" Zone to "Residential (Group B) 2" Zone

Lot Nos. 1341 S.B ss.9, 1341 S.B RP, 1341 S.B ss.1 S.J RP, 1341 S.B ss.1 S.D in D.D. 121, 525 S.B RP in D.D. 122 and Adjoining Government Land, Ping Shan, Yuen Long, New Territories

Planning Statement

Prepared by
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In Association with
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MG Design H.K. Ltd.
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November 2022

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EXECUTIVE SUMMARY

(In case of discrepancy between English and Chinese versions, English shall prevail)

This *Planning Statement* is submitted to the Town Planning Board ("the Board") under Section 12A of the Town Planning Ordinance to rezone the site at Lot Nos. 1341 S.B ss.9, 1341 S.B RP, 1341 S.B ss.1 S.J RP, 1341 S.B ss.1 S.D in D.D. 121, 525 S.B RP in D.D. 122 and Adjoining Government Land, Ping Shan, Yuen Long, New Territories (hereinafter referred to as "the application site") from "Village Type Development" ("V") zone and "Comprehensive Development Area" ("CDA") zone to "Residential (Group B) 2" ("R(B)2") zone (hereinafter referred to as "the proposed plan amendment") on the Approved Ping Shan Outline Zoning Plan No. S/YL-PS/20 (hereinafter referred to as "the current OZP") for **Proposed Flat, Shop and Services and Social Welfare Facility (Residential Care Home for the Elderly)** (hereinafter referred to as "the proposed development"). This *Planning Statement* serves to provide background information and planning justifications in support of the proposed development in order to facilitate the consideration by the Board.

The application site has a total area of approximately 14,536m^2 (including Government land of about 2,381m^2). The proposed development involves the development of 3 residential blocks ranging from 23 to 27 storeys (excluding two basement carparks) comprising 1,536 flats and a retail block at Site A, and a 8-storey RCHE comprising 222 beds at Site B. The proposed plan amendment is for facilitating the development of a proposed flat with shop and services and social welfare facility (residential care home for the elderly) to utilize the application site in providing a self-contained and desirable residential and social hub particularly targeting elderly and young families in need of independent living space and a social lifestyle. Considering that it is in line with the Government's policy, and that no adverse environmental, visual, traffic or infrastructural impacts are anticipated, the proposed development would respond to the policy direction in alleviating the pressing housing and RCHE demand and contribute to the community gains and enhance the locality through unleashing the potential of the application site. As detailed in this *Planning Statement*, the proposed plan amendment for proposed development is well justified on the grounds that: -

(a) The proposed development is in line with the Visions of "Hong Kong 2030+: Towards a Planning Vision and Strategy Transcending 2030" to create an inclusive and supportive city, including planning for a supportive environment to address housing needs and to provide elderly care services facilities. The proposed development that facilitates housing supply and provides wider and appropriate housing choices will respond to the public call for housing demand of elderly and young family and improve liveability;
(b) The proposed development is in line with the Government's latest policy direction in stabilising supply for private housing to meet the projected demand in the Long-Term Housing Strategy ("LTHS") and responding to the shortfall for residential care home for the elderly in the community amid population ageing through increasing the supply of subsidised service places;
(c) The proposed development is fully in line with the latest policy address in developing the Northern Metropolis by optimising the use of land resources and adopting a higher development intensity and increasing high-quality housing supply;

(d) The existing land uses character and the scale of the proposed development at the current application site is compatible with the surrounding environment;
(e) The proposed development can facilitate the phasing out of non-conforming uses to develop a more comprehensive and well-designed development, which is expected to improve the overall local environment and unleash development potential at the application site;
(f) The proposed development can provide a more liveable and healthier environment for future occupants through design optimisation, increase of greenery provision and communal spaces enhancement;
(g) The proposed development will not pose any adverse impacts in terms of landscape, traffic, environmental, sewerage, visual, water supply aspects on the surrounding area as proven by the technical assessments and considered acceptable from risk assessment; and
(h) The approval of the proposed plan amendment will not set an undesirable precedent as there is a previously approved rezoning application with the same nature at the application site. In addition, the application should be assessed on its individual merits and specific considerations, which the proposed development initiates to materialise Government's planning goal and optimise land resources by a technically feasible scheme without time-consuming assembling procedure.

In view of the above and the list of detailed planning justifications in this Planning Statement, the Board is respectfully requested to give favorable consideration to the proposed plan amendment.

行政摘要

(如內文與其英文版本有差異，則以英文版本為準)

申請人根據《城市規劃條例》第 12A 條向城市規劃委員會（「城規會」）遞交是次修訂規劃地帶的規劃申請。是次規劃申請地點位於新界元朗屏山丈量約份第 121 約地段第 1341 號 B 分段第 9 小分段、段第 1341 號 B 分段餘段、第 1341 號 B 分段第 1 小分段 J 分段餘段、第 1341 號 B 分段第 1 小分段 D 分段餘段、丈量約份第 122 約地段第 525 號 B 分段餘段及毗連政府土地（以下簡稱「申請地點」），建議將申請地點由《屏山分區計劃大綱核准圖編號 S/YL-PS/20》已劃作「鄉村式發展」地帶及「綜合發展區」地帶修訂為「住宅(乙類)2」地帶（以下簡稱「擬議修訂圖則」），**作擬議分層住宅、商店及服務行業及社會福利設施(安老院舍)**（以下簡稱「擬議發展」）。此規劃報告書將提供是次申請的背景資料及規劃理據予城規會考慮。

申請地點的面積約為 14,536 平方米 (包括約 2,381 平方米的政府土地) 。擬議發展包括於申請地點內於地點 A 興建三座樓高 23 至 27 層的分層住宅樓宇(不包括兩層地庫停車場) ，以及一座零售設施，合共提供 1,536 住宅單位，及於地點 B 興建一座樓高 8 層的社會福利設施（安老院舍），提供 222 張床位。擬議修訂圖則旨在促進分層住宅、商店及服務行業及社會福利設施(安老院舍)的發展，利用申請地點提供一個自給自足的理想住宅和安老院舍，為老年人及年輕家庭提供獨立的生活空間和社區生活方式。考慮到擬議修訂圖則符合政府的政策，並且預計不會對環境、視覺、交通或基礎設施造成不利影響，擬議發展將通過釋放申請地點的發展潛力以適時回應政府對解決房屋供應及長者護理服務設施需求的最新政策方向、並促進社區收益和回饋社區。此規劃報告書提供規劃理據，詳列如下：

(一) 擬議發展符合《香港 2030+: 跨越 2030 年的規劃遠景與策略》的願景，以建立一個包容及互助的城市，透過規劃解決住房需求及為長者提供服務設施。擬議發展將有效透過增加房屋供應及選擇，回應長者以及年輕家庭對房屋的需求，提升生活質素；

(二) 擬議發展符合政府最新的政策方向以穩定私營房屋供應、滿足長遠房屋策略的推算。同時透過提供資助服務安老宿位以回應在人口老化下社區對安老設施的殷切需求；

(三) 擬議發展符合政府最新的政策方向以發展北部都會區，透過優化利用土地資源、提高發展密度以增加高品質的房屋供應；

(四) 擬議發展在現有土地用途、性質和發展規模方面與周遭環境相互兼容；

(五) 擬議發展可促進取替舊有不協調的用途，促使更全面及設計更佳的房屋及社會福利設施發展，預期可長遠改善整體本地環境、釋放此地段的土地發展潛力；

(六) 擬議發展透過優化設計、增加綠化空間及優化公共空間以提供一個更宜居及健康的生活環境；

(七) 各項專業研究報告證明是次申請並不會對附近景觀、交通、環境、排污、視覺及供水方面造成不良影響並通過風險評估；及

(八) 批准此擬議修訂圖則不會立下不良先例，因為在申請地點先前已有相同性質的擬議修訂圖則獲得城規會核准。此外，委員會應按每宗申請的個別情況及其他獨特考慮因素而決定，擬議發展通過技術上可行的方案實現政府的規劃願景和優化土地資源，無需耗時的土地規劃程序。

基於擬議發展附合所有的規劃考量因素，申請人懇請城規會委員給予考慮並批准是次規劃申請。

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1. INTRODUCTION

1.1 Purpose

1.1.1. This *Planning Statement* is submitted to the Town Planning Board ("the Board") under Section 12A of the Town Planning Ordinance to rezone the site at Lot Nos. 1341 S.B ss.9, 1341 S.B RP, 1341 S.B ss.1 S.J RP, 1341 S.B ss.1 S.D in D.D. 121, 525 S.B RP in D.D. 122 and Adjoining Government Land, Ping Shan, Yuen Long, New Territories (hereinafter referred to as "the application site") from "Village Type Development" ("V") zone and "Comprehensive Development Area" ("CDA") zone to "Residential (Group B) 2" ("R(B)2") zone (hereinafter referred to as "the proposed plan amendment") on the Approved Ping Shan Outline Zoning Plan No. S/YL-PS/20 (hereinafter referred to as "the current OZP") for **Proposed Flat, Shop and Services and Social Welfare Facility (Residential Care Home for the Elderly (RCHE))** (hereinafter referred to as "the proposed development").

1.1.2. The current application seeks to amend the major development parameters of the previous approved scheme under s.12 rezoning application No. Y/YL-PS/4 ("hereinafter referred to as "the previously approved rezoning application") with a view to materialising latest policy direction in developing the Northern Metropolis and increasing high quality housing supply as well as providing high quality residential care home for elderly (hereinafter referred to as "RCHE").

1.1.3. The application site has a total area of approximately 14,536m^2 (including Government land of about 2,381m^2). The location of the application site is shown on **Figure 1** whilst **Figure 2** indicates relevant private lots and Government land that the application site involves. The application site involved G.L. of about 2,381m^2, including about 2,339m^2 in Site A and about 42m^2 in Site B. The proposed development involves the development of of 3 residential blocks ranging from 23 to 27 storeys (excluding two basement carparks) comprising 1,536 flats and a retail block at Site A, and a 8-storey RCHE comprising 222 beds at Site B. The application site currently falls within an area at "V" zone (about 53.8%) and "CDA" zone (about 46.2%) on the Current OZP gazetted on 23.09.2022 (please refer to **Figure 3**).

1.1.4. Aikon Development Consultancy Limited has been commissioned by *On Billion International Limited* (hereinafter referred to as "the Applicant") to prepare and submit the current application and his behalf.

1.2 Objectives

1.2.1 The overriding goal of the current application is to enable the Applicant to be given an opportunity regarding the proposed development in the application site, as to achieve multiple policy goals promulgated by the Government in planning for the housing needs and the elderly services. In summary, the proposed development strives to achieve the following objectives:-

- To materialise the policy direction as stipulated on the Chief Executive's Policy Addresses and the Elderly Services Programme Plan in addressing the foreseeable planning challenges posed by limited land supply, ageing population and increasing

demand of housing and RCHEs;

- To materialise the vision in "Hong Kong 2030+: Towards a Planning Vision and Strategy Transcending 2030" in creating an inclusive and supportive city by building an environment that is "pro-elderly" and "pro-family";
- To facilitate the development of the Northern Metropolis by optimising the use of land resources and adopting a higher development intensity and increasing high-quality housing supply in accordance with government's policy direction;
- To contribute to stabilising supply for private housing particularly to meet the projected demand in the Long-Term Housing Strategy ("LTHS") and alleviate the urgent needs for affordable and suitable housing by young families;
- To make an optimal use of scarce land resources in response to the Government's policy initiatives of increasing the provision of RCHEs and providing subsidised service places within private development projects;
- To amend the previously approved rezoning application and provide a more liveable and healthier environment for future occupants through design optimisation;
- To create a pleasant, safe and convenient living environment, enhance liveability through promoting inter-generational care and support, and create a comfortable elderly-friendly living environment in the application site; and
- To provide a sustainable and beneficial land use alternative in the application site that could also stimulate environmental and infrastructural improvement to the locality.

1.3 Structure of the Planning Statement

1.3.1 This Planning Statement is divided into 7 chapters. **Chapter 1** is the above introduction outlining the purpose and background of the current application. **Chapter 2** gives background details of the site in terms of the current land use characteristics, neighboring developments and land ownership. **Chapter 3** offers the planning context of the proposed development. **Chapter 4** detailed the proposed amendment to current OZP and **Chapter 5** introduces the development proposal of the proposed development. A full list of planning justifications is given in **Chapter 6** whilst **Chapter 7** provides a concluding remark for the proposed development under the planning application.

2. SITE PROFILE

2.1 Location and Current Condition of the Application Site

2.1.1 The application site is located to the south-east of Tong Fong Tsuen and at the junction of Castle Peak Road (Ping Shan) and Ping Ha Road. As shown on **Figures 1** and **2**, the application site can be accessed via Castle Peak Road (Ping Shan), which is a dual-two lane carriageway, and Ping Ha Road. The Light Rail Transit is running along its southern boundary. The ingress/egress points are at the southern boundary and northern boundary of the application site.

2.1.2 As shown on **Figure 1** and **Illustration 1**, the application site involves two sites, i.e. Site A at the southern portion and Site B at the northern portion. Site A is currently occupied by a warehouse being used for storage of animal feeds, while Site B is used for an open carpark.

2.2 Surrounding Land Uses in the Vicinity

2.2.1 The subject locality of the application site is considered as urban fringe landscape character, predominantly surrounded by residential developments, factories, village houses, warehouses, open storages and scattered tree groups (refer to **Figure 1** and **Illustration 2**).

2.2.2 In terms of the wider surrounding context, to the immediate western side of the application site are dominated by a number of the village houses, i.e. Weslen Garden, Tong Fong Tsuen and Ping Shan San Tsuen. Further to the west of the villages and the application site are the low-rise residential developments, i.e. Imperial Villas, La Mansion.

2.2.3 To the north of the application site is a green knoll where the well-known Ping Shan Tang Clan Gallery Cum Heritage Trail Visitors Centre is situated. To the immediate eastern and northern side of the application site along Ping Ha Road are some vacant factory buildings currently under demolition along Ping Ha Road. To the further east of the application site across Ping Ha Road are the low-rise residential developments, namely Yan Wing Mansion, Green Orchid Towers and Ka On Garden.

2.2.4 To the immediate southern side of the application is the Castle Peak Road (Ping Shan) and a Light Rail Transit. To the further southern side of the application site across Castle Peak Road is an open space – Tong Yan San Tsuen Playground. To the southwestern side of the application site across Castle Peak Road are occupied by some industrial developments including Sat Win Automobile Plaza, Chi Shing Centre and Sagawa Logistic Centre. In general, the surrounding land uses in the vicinity of the application site are covered by residential developments and inactive industrial uses.

2.3 Land Status

2.3.1 The application site comprises 5 private lots, Lot Nos. 1341 S.B ss.9, 1341 S.B RP, 1341 S.B ss.1 S.J RP, 1341 S.B ss.1 S.D in D.D. 121, 525 S.B RP in D.D. 122 and the adjoining Government land (See **Figure 2**). The total area of application site is about 14,536m^2 of which about 2,381m^2 of the Government land is included. The Lot Nos. 1341 S.B. ss.1 S.D. in D.D. 121 and 525 S.B RP in D.D. 122 are owned by the Applicant, while owners of other three Lots have authorised the Applicant to apply for the current proposed plan amendment which the Owners' Consent has been submitted to the Town Planning Board. All private lots are Old Schedule Agricultural Lots held under the Block Government Lease which contain no restriction of farming under the lease conditions, and no specification that leaving the lots idle is not allowed.

2.3.2 Considering that the adjoining Lot No. 1341 S.B ss.1 S.H in D.D. 121 to the northwest and the west of the application site are serving both pedestrian and vehicular access to the adjoining development, Weslen Garden, from Ping Ha Road, the relevant lot is not included in the boundary of the application site. The proposed development would not affect the current use of the adjoining lot serving as pedestrian and vehicular access to Weslen Garden.

2.3.3 The Lot No. 1341 S.B ss.1 S.D in D.D.121 is exclusively possessed by the applicant. The western side of Lot No. 1341 S.B ss.1 S.D in D.D.121 would still continuously serve as the pavement and EVA for the adjoining estate type development, yet the Applicant would be responsible for landscaping and maintenance works. The proposed development would be implemented without affecting the pavement and EVA serving the adjoining estate type development. The relevant Lots are indicated in below site photos:

2.3.4 In the current application, parcels of unleased and unallocated government land to the east of Site A (i.e. the land in between Lot No. 1694 RP & Extension thereto and 1702 RP in D.D.122) and to the south between Lot No.1341 S.B RP and the existing footpath and cycling track (**Illustration 4** refers) are included in the current application with a view to avoiding the creation of no-man land. The Applicant will submit to the District Land Office an application for a land exchange before the implementation. Extensive greening is proposed at the area and proper maintenance at the area will be ensured.

2.3.5 Upon the approval of this s.12A rezoning application under the Town Planning Ordinance and the OZP amendment process is completed, the Applicant will submit to the District Land Office an application for a land exchange before the implementation. In parallel, all the building works and site formation works will be submitted to the Building Department for approval.

3. PLANNING CONTEXT

3.1 The Current OZP

3.1.1 The application site falls within an area at "V" zone (about 53.8%) and "CDA" zone (about 46.2%) on the Current OZP gazetted on 23.09.2022. The Notes of the Current OZP stipulates that "V" zone is intended primarily for *"reflecting existing recognized and other villages, and to provide land considered suitable for village expansion and reprovisioning of village houses affected by Government projects. Land within this zone is primarily intended for development of Small Houses by indigenous villagers. It is also intended to concentrate village type development within this zone for a more orderly development pattern, efficient use of land and provision of infrastructures and services."* Although the application site involves a piece of land zoned "V" on the Current OZP, it should be noted that the application site is not covered by 'Village Environs' of any recognised village, and the application site is therefore not subject to any Small House developments.

3.1.2 For the "CDA" zone, the Notes of the Current OZP states that *"this zone is intended for comprehensive development/redevelopment of the area for residential use with commercial, open space and other supporting facilities. The zoning is to facilitate appropriate planning control over the development mix, scale, design and layout of development, taking account of various environmental, traffic, infrastructure and other constraints."* It is understood that the main purpose of designating a "CDA" is to conduct comprehensive planning and implement systematic development for the area concerned by taking account of environmental, traffic and infrastructure constraints, and the proponent of a "CDA" must submit an application to the Board in the form of a master layout plan.

3.1.3 In order to facilitate optimising the development potential and achieving a more efficient layout, the Applicant had attempted to liaise with the relevant landowners within the same "CDA" zone and to assemble the land over ten years. However, the site amalgamation was failed due to the fragmented land ownerships. The Applicant submits the current application for proposed plan amendment to utilise the available land resources by optimizing development intensity in accordance with latest government's policy direction and to fasten the land development for providing more housing supply.

3.2 "Hong Kong 2030+: Towards a Planning Vision and Strategy Transcending 2030"

3.2.1 According to the "Hong Kong 2030+: Towards a Planning Vision and Strategy Transcending 2030" ("Hong Kong 2030+"), three important building blocks were identified. One major block is to enhance liveability in a compact high-density city. It is proposed to create a compact high-density setting that caters for development and create a healthy and revitalized city by providing adequate land to strengthen healthcare services and enhance provision of elderly facilities amid population ageing. In addition, it proposed to create a supportive city and inclusive city by enabling a decent level of living and providing wider and appropriate housing choices. Another major block is to create development capacity in Hong Kong. It is proposed to adopt a multi-prone approach to

increase development capacity and tackle shortfall in land by searching for suitable solution space, including the review of sites at the fringe of built-up area that are deserted or have low conservation and public enjoyment values. Subsequent planning justifications will elaborate how the proposed plan amendment would be in line with these visions.

3.3 2022 Policy Address on Developing the Northern Metropolis

3.3.1 As reflected in the 2022 Policy Address, the Northern Metropolis is envisioned to be Hong Kong's strategic development as well as the new engine for Hong Kong. While the Government aims to take forward the development of the Northern Metropolis, it is advocated to increase development intensity by adopting higher plot ratios in order to optimize the use of land resources in the area. The maximum plot ratio for residential sites is promulgated as 6.5 under the latest guideline. The proposed plan amendment under the current application that seeks to increase development intensity from plot ratio of 3.39 as agreed in the previously approved rezoning application (Y/YL-PS/4) to plot ratio of 4.98 for increasing housing supply is considered in line with the long-term vision.

3.4 Policy Address on Elderly Cares and Services

3.4.1 An irreversibly ageing trend is evident in Hong Kong. Population aged 65 or above is predicted to rise from 15% in 2014 to 32% in 2041 as according to the Census and Statistics Department. In this connection, the future perceived needs for elderly care services are amplified. As reflected in numerous policy and planning documents including the Policy Addresses, the provision of housing, elderly-care services and RCHEs are considered as important policy directions for the future. With a view to increasing the number of subsidised service places, the current-term Government has put forward proposals to encourage private developments to build elderly services facilities within private development projects.

3.4.2 The proposed development, which involves provision of a social welfare facility (RCHE) comprising 222 beds, is in line with the latest Government's policy direction which aims to foster both the quantity and quality of RCHEs. The current proposal, offering beds in the proposed social welfare facility (RCHE) for the elderly, is able to contribute towards satisfying the demand for RCHEs and reducing shortage in the community. In addition, the Residential Care Homes Legislation (Miscellaneous Amendments) Bill was announced in May 2022, with a view to improving the overall quality of RCHEs. In particular, it proposed an increase of minimum floor space per residents from 6.5m^2 to 9.5m^2 in high care level RCHEs. It is foreseeable that the demand for more space of RCHEs will be surged due to this new standard of provision. A reduction in beds of the existing RCHEs is also anticipated. Hence, the proposed development could contribute to the overarching policy directions and long-term planning intentions of the current and future government, which is to offer excellent and quality elderly services in hardware terms and could meet the

future demand.

3.5 Town Planning Board Guidelines No.17 (TPB PG-No.17)

3.5.1 According to TPB's Guidelines No. 17 "Designation of "CDA" Zones and Monitoring the Progress of "CDA" Developments", TPB will conduct the first review of each "CDA" site at the end of the third year after its designation, and subsequently conduct a review on a biennial basis. The latest "CDA" sites review result was conducted on 28.5.2021. There is a total of 59 "CDA" sites in the New Territories by the end of March 2021. Part of the application site is identified as site no. NTW 43 which is subject to review on the zoning, site boundary and/or development density.

3.6 Previous Planning Application

3.6.1 The application site is subject to 1 previous planning approval for the same use. The previously approved rezoning application (No. Y/YL-PS/4) for proposed flats and social welfare facility was agreed by the Board on 22.4.2022 (**Appendix 1** refers) mainly on the grounds that (a) the proposed residential development cum RCHE is compatible with the surrounding predominant residential use; (b) the proposed development intensity under "R(B)2" sub-area at the site is considered generally not incompatible with the existing and planned develops in the area; (c) the proposed rezoning allow land use optimization by stimulating development in the area; (d) the proposed development of the rezoning application can meet the acute housing demand by increasing housing supply; (e) the proposed development help phasing out the existing brownfield operations at the site with improvement of the existing degraded environment, (f) the proposed rezoning would facilitate the provision of a RCHE to serve the local community and (g) no adverse impact is anticipated.

3.6.2 Since planning approval granted for the previously approved rezoning application, the proposed development has been taken forward by the Applicant in a partnership scheme. Nonetheless, noting the latest policy direction released in developing the northern metropolis, the Applicant seeks to amend the application and increase the development intensity with a view to optimizing the use of valuable land resources and help alleviating the increasing demand for residence and RCHEs as well as providing amenity in the area. The Applicant and others lot owners are committed to take forward the proposed development upon the approval of the current application and ensure proper and effective implementation.

4. PROPOSED AMENDMENT TO THE CURRENT OZP

4.1 Proposed Amendment to the Current OZP

4.1.1 This application proposes to rezone the application site from "V" zone and "CDA" zone to "R(B)2" zone on the Approved Ping Shan Outline Zoning Plan No. S/YL-PS/20 for Proposed Flat, Shop and Services, and Social Welfare Facility (Residential Care Home for the Elderly).

4.1.2 The proposed plan amendment involves the following items to the Approved Ping Shan OZP No. S/YL-PS/20:-

- To rezone Lot Nos. 1341 S.B ss.9, 1341 S.B RP, 1341 S.B ss.1 S.J RP, 1341 S.B ss.1 S.D in D.D. 121, 525 S.B RP in D.D. 122 and adjoining Government land from "V" zone and "CDA" zone to "R(B)2" zone with 'Social Welfare Facility (on land designated "R(B)2" only)' and 'Shop and Services (on land designated "R(2)" only) listed under Column 1.

- To impose the development restrictions of a maximum domestic plot ratio of 4.5, a maximum non-domestic plot ratio of 0.48, a maximum site coverage of 34.7% and a maximum building height of 29 storeys (98.75m) including two basement car parks for the "R(B)2" zone in the Remarks.

4.1.3 The proposed Schedule of Uses and development restrictions for the "R(B)2" zone have been enclosed in **Appendix 2**. The proposed plan amendment will allow the relevant Government departments to properly control the land use, development intensity and layout of the proposed development by imposing developments restrictions.

5. THE DEVELOPMENT PROPOSAL

5.1 Proposed Site Layout, Major Development Parameters and Operation

5.1.1 The proposed development is configured as a medium density development, which to south of the application site comprises of residential development with shop and services (Site A) and to the north of the application site comprises of a social welfare facility (RCHE) (Site B). The proposed development would include the provision of parking spaces, loading/unloading spaces, communal open space, landscaped area and access road within the application site. The proposed development would involve the excavation of land for basement carparks. The area and depth of excavation would be about 8,885m^2 and about 8m respectively.

5.1.2 The total gross floor area (GFA) of the proposed development is about 72,347m^2. At Site A, there are 3 residential blocks with a domestic GFA of about 65,412m^2 and building height ranging from 23 to 27 storeys (excluding two storeys of basement carparks), comprising 1,536 flats with an average floor area of about 42.6m^2 per unit. Besides, there would be a retail block for shop and services of about 1,535m^2 within Site A.

5.1.3 At Site B, there is one 8-storey RCHE block with elderly-care related facilities, with a non-domestic GFA of about 5,400m^2 and comprising 222 beds, serving some 222 elderlies with spacious design. The Master Layout Plan and perspective drawings illustrating the development scheme, floor plans and section drawings of the proposed development are shown in **Appendix 3**.

5.1.4 There will be approximately 5,394m^2 of communal open spaces provided for the proposed development. In addition, there will be an extensive plantation of trees and other vegetations along the boundary of the application site as well as along the internal access road and common landscaped areas providing screening effect and improving the overall landscape value of the application site. Details of landscape proposal and communal open spaces are discussed in **Section 5.2** and **Appendix 4**.

5.1.5 To avoid planning blight caused by setting out the boundary of rezoning area, part of the Ping Ha Road (Lot No. 525 S.B RP in D.D.122) is included in the application site boundary (**Figures 1 to 3** refer) while the relevant portion would be a non-building area.

5.1.6 As presented in **Chapter 2**, parcels of unleased and unallocated government land to the east of Site A (i.e. the land in between Lot No. 1694 RP & Extension thereto and 1702 RP in D.D.122) and to the south between Lot No.1341 S.B RP and the existing footpath and cycling track (Illustration 4 refers) are included in the current application with a view to avoiding the creation of no-man land. The Applicant will submit to the District Land Office

an application for a land exchange before the implementation. Extensive greening is proposed at the area and proper maintenance at the area will be ensured.

5.1.7 The proposed development parameters and schedule of accommodations are summarized in the **Tables 1 to 3** below:

Table 1: Major Development Parameters of the Proposed Development

Development Parameters	
Site Area Site A Site B	About 14,536 m^2 (including Government land of about 2,381 m^2) About 12,144 m^2 About 2,392 m^2
Site Coverage Domestic Non-domestic	34.70% 20.19% 14.51%
Plot Ratio Domestic Non-domestic	4.98 4.5 0.48
GFA Domestic Non-domestic	About 72,347 m^2 About 65,412 m^2 About 6,935 m^2
Number of Blocks Domestic Non-domestic	Total 6 3 (excluding 1 two-storey clubhouse block) 2
Building Height Domestic Non-domestic	 About +92.05mPD to +104.65mPD About +39.85mPD
Number of Storeys Domestic Non-domestic	 23-27 storeys (excluding 2 storey of basement carpark) 8 storeys (Site B)
Domestic Units Unit Size	1,536 units 1-2 bedroom (42.6 m^2 average size per unit)
Non-domestic Units	222 beds (10.1 m^2 per bed)
Retail Facility GFA	1,535m^2 (Site A)
Clubhouse GFA(1)	1,635 m^2 (Site A)
Design Population	4,830 (4,608 residents for Site A and 222 residents for Site B)
Total Greenery	4,405.2m^2
Greening Ratio	30.31%
Communal Open Space	5,394 m^2
Vehicular Access	Flat (Site A) access - Castle Peak Road (Ping Shan) RCHE (Site B) access - Ping Ha Road
Private Car Parking Space Domestic Non-domestic	354 348 (including 322 for residential, 15 for visitors,11 for retails) 6 (including 1 for disabled)

Private Motorcycle Parking Space	19
Domestic	18
Non-domestic	1
Bicycle Parking Space	205
Domestic	205
Non-domestic	0
Goods Vehicles L/UL Space	6
Domestic	5 (including 4 for HGVs, and 1 for LGV)
Non-domestic	1 (including 1 for HGV)
Taxi/Private Car Lay-by	1
Domestic	0
Non-domestic	1
Ambulance Lay-by	1
Domestic	0
Non-domestic	1
RCV L/UL Space	1
Domestic	1
Non-domestic	0

(1) The GFA of clubhouse is exempted from PR calculation.

Table 2: Schedule of Proposed Flat (Site A)

Tower 1			
Floor	**GFA**	**Number of Units**	**Number of Storeys**
G/F	420 m^2	7	1
1/F – 5/F, 15/F – 24/F	15,270 m^2	360	15
6/F – 14/F	8,622 m^2	198	9
25/F	862 m^2	20	1
26/F	466 m^2	9	1
Total	**25,640 m^2**	**594**	**27**

Tower 2			
Floor	**GFA**	**Number of Units**	**Number of Storeys**
G/F	377 m^2	7	1
1/F – 13/F	11,557 m^2	286	13
14/F – 20/F	5,726 m^2	140	7
21/F	716m^2	17	1
22/F	389 m^2	9	1
Total	**18,765 m^2**	**459**	**23**

Tower 3			
Floor	**GFA**	**Number of Units**	**Number of Storeys**
G/F	172 m^2	0	1
1/F	108 m^2	0	1
2/F – 6/F	4,265 m^2	100	5
7/F – 22/F	15,088m^2	352	16
23/F	847 m^2	20	1
24/F	527 m^2	11	1
Total	**21,007 m^2**	**483**	**25**

Table 3: Schedule of Proposed RCHE (Site B)

Floor	**GFA**	**Number of Beds**	**Floor Height**
G/F	445 m^2	24	4.00m (12.75 mPD)
1/F	750 m^2	36	3.30m (16.75 mPD)
2/F	745 m^2	36	3.30m (20.05 mPD)
3/F	745 m^2	36	3.30m (23.35 mPD)
4/F	745 m^2	36	3.30m (26.65 mPD)
5/F	745 m^2	36	3.30m (29.95 mPD)
6/F	655 m^2	30	3.30m (33.25 mPD)
7/F	570 m^2	24	3.30m (36.55 mPD)
Total	**5,400 m^2**	**222**	**27.1m** (excluding 0.15m formation level)

5.2 Comparison of the Major Development Parameters of the Current Application and the Previously Approved Rezoning Application

5.2.1 **Table 4** encapsulates a comparison of the major development parameters of the current application and the previously approved rezoning application.

5.2.2 Compared with the approved scheme under the previously approved rezoning application, the proposed plan amendment under the current application mainly involve an increase in plot ratio (from 3.39 to 4.98) and modification of site boundary (See **Illustration 4**). To achieve a higher development intensity, the gross floor area (GFA) and building height of the residential blocks at Site A have been increased correspondingly to provide additional units (+696 units, +83%). In view of the demand in the locality, a larger

retail block has been proposed to accommodate some 1,535m^2 non-domestic GFA (+ 1,395m^2) in serving the local community.

5.2.3 As for Site B, the proposed RCHE development has incorporated a setback from existing road which reduces its site coverage. The proposed RCHE block would maintain a total of 5,400m^2 of GFA but a reduction in beds with a view to complying with the latest legislative amendments proposed under the Bill in meeting the highest standard requirement for minimum area of floor space per RCHE resident (9.5m^2). Compared with the average floor space of 6.5m^2 per RCHE residents under the previously approved rezoning application, the proposed RCHE development is designed with a larger floor space of about 10.1m^2 per RCHE residents. The floor-to-floor height would be 3.3m and fulfill the required standard.

5.2.4 Same as the previously approved rezoning application, the proposed RCHE development under the current application will be privately-operated. The proposed maximum number of RCHE beds to be provided (i.e. 222 beds) may be subject to further revision upon liaison with the Social Welfare Department (SWD) and relevant Government departments at the detailed design stage upon approval of the current application for complying with all relevant and prevailing statutory and licensing requirements for RCHE.

5.2.5 The current application serves to comply with the latest requirements set by the Government and respond to the pressing demand of housing supply. To meet the parking standard under the proposed development parameters, the current application involves one additional storey of basement compared to the previously approved rezoning application.

Table 4: Comparison of the Major Development Parameters of the Current Application and the Previously Approved Rezoning Application

	Previously Approved Rezoning Application Y/YL-PS/4			**Current Application**			**Difference**
	Southern Portion (Site A)	**Northern Portion** (Site B)	**Total**	**Southern Portion** (Site A)	**Northern Portion** (Site B)	**Total**	**Total**
Proposed Zoning	Residential (Group B) 2			Residential (Group B) 2			N.A.
Proposed Use	Residential (Flat) and Shop and Services	Social Welfare Facility (RCHE)	---	Residential (Flat) and Shop and Services	Social Welfare Facility (RCHE)	---	N.A.
Site Area	**About 11,688 m²** (including GL of 1,883 m²)	**About 2,392 m²** (including GL of 42m²)	**About 14,080 m²** (including GL of 1,925m²)	**About 12,144m²** (including GL of 2,339m²)	**About 2,392 m²** (including GL of 42m²)	**About 14,536 m²** *(including 2,381 m² unallocated land as advised by LandsD)*	+456m² (+3.2%)
Proposed GFA *- Domestic* *- Non-Domestic*	**About 42,380 m²** *About 42,240 m²* *About 140m² (Retail Block)*	**About 5,400 m²** --- *About 5,400m²*	**About 47,780 m²** *About 42,240 m²* *About 5,540m²*	**About 66,947m²** *About 65,412 m²* *About 1,535m² (Including 1,535 m² for retail)* **Clubhouse exempted from GFA*	**About 5,400 m²** --- *About 5,400m²*	**About 72,347 m²** *About 65,412 m²* *About 6,935 m²*	+24,567m² (+51.4%)
Proposed PR *- Domestic* *- Non-Domestic*	3.39 3 0.39			About 4.98 About 4.5 About 0.48 (about 0.37 for RCHE and 0.11 for Retail)			+1.59 (+46.9%)
Proposed SC *- Domestic* *- Non-Domestic*	31.66% 24.53% 7.13%			34.70% 20.19% 14.51%			+3.04% -4.34% +7.38%

	Previously Approved Rezoning Application Y/YL-PS/4			**Current Application**			**Difference**
	Southern Portion	**Northern Portion**	**Total**	**Southern Portion** (Site A)	**Northern Portion** (Site B)	**Total**	**Total**
No. of Blocks	5 (3 residential towers, 1 clubhouse block and 1 retail block)	1 (RCHE)	6	5 (3 residential towers, 1 clubhouse block, 1 retail block)	1 (RCHE)	6 (including 1 two-storeys clubhouse block)	No Change
Building Height	**Residential Towers**: 11 to 19 storeys (excluding one basement car park) **Clubhouse Block**: 2 storeys **Retail Block**: 1 storey	**RCHE**: 6 storeys	Maximum 20 storeys including carpark	**Residential Towers**: 23 to 27 storeys (excluding two basement car park), ranging from +92.05mPD to +104.65mPD **Clubhouse Block**: 2 storeys **Retail Block**: 1 storey	**RCHE**: 8 storeys (+39.85mPD)	Maximum 29 storeys including basement carpark	+9 storeys (+45%)
No. of Flats/Beds	840 flats	294 beds	---	About 1,536 flats	About 222 beds	---	+ 696 units (+82.8%) -72 beds (-24.4%)
Average Size of Unit	50m^2 (average flat size)	6.5m^2 per bed	---	42.6m^2 (average flat size)	10.1m^2 per bed	---	-7.4m^2 per unit (-14.8%) +3.6m^2 per bed (+55.3%)

	Previously Approved Rezoning Application Y/YL-PS/4			**Current Application**			**Difference**
	Southern Portion (Site A)	**Northern Portion** (Site B)	**Total**	**Southern Portion** (Site A)	**Northern Portion** (Site B)	**Total**	**Total**
No. of Car Parking Spaces	196 (including 15 for visitors and 3 for disabled)	6 (including 1 for disabled)	202	348 (including 322 for residential, 15 for Visitors, 11 for retails)	6 (including 1 for disabled)	354	+152 (+75.2%)
No. of Motorcycle Parking Spaces	10	1	11	18	1	19	+8 (+72.7%)
No. of Bicycle Parking Spaces	112	0	112	205	0	205	+93 (+83%)
No. of Loading/ Unloading Spaces	4	1	5	5 (including 4 HGV, 1 LGV)	1 (HGV)	6 (including 5 HGV, 1 LGV)	1 (+20%)
No of Private Car/Taxi Lay-by	0	1	1	0	1	1	No Change
No of Ambulance Lay-by	0	1	1	0	1	1	No Change
RCV Loading/Unloading Bay	1	0	1	1	0	1	No Change

	Previously Approved Rezoning Application Y/YL-PS/4			**Current Application**			**Difference**
	Southern Portion (Site A)	**Northern Portion** (Site B)	**Total**	**Southern Portion** (Site A)	**Northern Portion** (Site B)	**Total**	**Total**
Private Communal Open Space	2,834.9m^2			5,394m^2			+2,559.1m^2 (+90.27%)
Greening Ratio	27.68% (3,897m^2)			30.31% (4,405.2m^2)			+2.63% (+508.4m^2)
Design Population	2,520	294	2,814	4,608	222	4,830	+2,016 (+71.6%)
Anticipated Completion Year	2027			2029			N.A.

5.3 Design Merits

Building Deposition

5.3.1 With a view to creating a pleasant living environment and forging a people-oriented community for residents and elderly, the proposed development adopts a comprehensive design in improving living quality. The disposition and arrangements of buildings have considered sunlight penetration and wind corridors, and a stepping height is proposed from south to north. Building voids proposed at the lower levels would promote air ventilation and allowing fresh air flow into the central courtyard. With the flexibility to increase building height, the proposed development enables refinement of building footprint and reduce the site coverage of the residential blocks.

5.3.2 A 15m building separation is proposed between Tower 1 and Tower 3. A minimum separation distance of 12.5m has also been allocated, for instance, between Tower 2 and 3, and between Tower 1 and 2. Besides, void areas are provided on building elevation in these towers to enhance natural ventilation and visual permeability. The building design has struck a balance between the building separation and building height.

Building Setback

5.3.3 The proposed development has incorporated a 15m setback from site boundary to the north of the application site. The proposed setback that provides an about 15m buffer distance from Ping Ha Road has met the recommended 5m buffer distance recommended under the HKPSG.

Extensive Greenery and Vertical Green

5.3.4 The proposed development also seeks to provide abundance of greenery which constitutes a total greenery area of about 4,405.2m^2 and a greenery ratio of 30.31%, which is more than the required 20% greenery requirement (equalling to 2,816m^2) set out in PNAP APP-152 – Sustainable Building Design Guidelines. The use of vertical green along boundary wall would also provide additional visual amenity. In addition, the proposed plantings along the internal access, common planting beds and planting strips at the periphery of the application site would create a tranquil and harmonic environment for enjoyment of future residents.

Provision of Active and Passive Facilities

5.3.5 Under the current application, about 5,394m^2 of communal open spaces would be provided in serving some 4,830 occupants at the proposed development. Recreational facilities such as children's play area, meandering path, fitness equipment for adult and swimming pool are proposed to promote healthy lifestyle. In addition, sitting courtyard scattered at G/F and 1/F are proposed to provide enjoyment of the occupants and visitors.

Spacious Living Environment for Elderly

5.3.6 In response to the Residential Care Homes Legislation (Miscellaneous Amendments) Bill, the proposed RCHE development at Site B that aimed at improving the overall quality of RCHE, has adopt a higher minimum floor space per residents. The average floor space per residents would be 10.1m^2 which satisfied the 9.5m^2 requirement under the Bill. The proposed development is designed to offer excellent and quality elderly services and echoes with the overarching policy directions and long-term planning intentions.

5.4 Operation

5.4.1 Regarding operation of the proposed RCHE development at Site B, the Applicant has liaised with relevant experienced operator and signed a MoU to ensure the proposed development would be implemented and operated in a proper manner.

5.5 Tree Preservation and Landscape Proposal

5.5.1 Tree survey has been conducted for the current application (**Appendix 4** refers). In order to investigate the landscape impact on existing vegetation within the Site and adjoining areas, trees located within 5m from the application site boundary are included in the tree survey. A total of 25 trees were recorded (i.e. 15 within and 10 outside the application site boundary). There are no Old and Valuable Trees (OVT), or protected species identified within the application site. However, there are 2 nos. of potential OVT identified outside the application site boundary. Proper protective measures in accordance with relevant guidelines will be undertaken during the construction phase. Since the proposed development will require vegetation clearance during construction stage, 6 out of total 25 surveyed existing trees within the application site will be in conflict with the proposed works and will be proposed to be felled while none of them are proposed to be transplanted. To compensate the loss of 6 existing trees, 157 nos. of new heavy standard trees with average 80mm DBH are proposed to be planted within the application site. Compared to the previously approved rezoning application, the current application has affected fewer trees with more new heavy standard trees compensated (See **Table 5**).

Table 5: Comparison of the Tree Compensation of the Current Application and the Previously Approved Rezoning Application

	Previously Approved Rezoning Application Y/YL-PS/4	**Current Application**	**Difference**
Quantity of loss of trees	9 nos.	6 nos.	-3 nos.
Accumulated DBH loss of trees	4.35m	2.80m	- 1.55m
Quantity of compensatory trees	143 nos.	157 nos.	+14 nos.
Quantity compensation ratio	1:15.89	1:26.17	Increased
DBH compensation	11.44m	12.56m	+1.12
DBH compensation ratio	1:2.63	1:4.49	Increased

5.5.2 With reference to the Landscape Proposal (**Appendix 4** refers), the Landscape Master Plan constitutes a total greenery area of about 4,405.2m^2 and a greenery ratio of 30.31%,

which is more than the required 20% greenery requirement (equalling to 2,907.2m^2) set out in PNAP APP-152 – Sustainable Building Design Guidelines. Some 3,982m^2 of greenery at primary zone is proposed for easy access by the public. Compared to the previously approved rezoning application, the overall greenery has increased from 27.67% to 30.31%l. In order to further integrate the proposed development with the surrounding landscape, both hard and soft landscape elements are proposed in the application site. Several landscaped gardens are proposed at vacant spaces to provide visual amenity and for the enjoyment of the users and visitors on the application site. There are also tree and shrub planting along the internal access road and common landscaped areas. In addition, heavy standard trees are proposed along the front of the residential block (flats) to form a green boulevard along the internal road.

5.5.3 Moreover, edge planting strips with minimum 1.5m wide are proposed along the boundary to form a soft planted edges along the periphery of the application site. This will help to provide smooth transition between the development and the adjacent road corridors and adjoining neighbours. Planting verges will accommodate adequate growing medium for provision of ornamental trees, shrubs and groundcover and planting will be primary evergreen in nature.

5.5.4 To maximise greenery with the application site, the roof top of the RCHE at Site B will be planted with ornamental vegetation, and vertical greenery in form of wire system are proposed along the boundary wall to the north of the Site A and to the east of Site B with a view to enhancing local greenery.

5.5.5 To create a healthy and liveable environment for future occupants, active and passive reactional facilities are proposed. The proposed area of communal open spaces under the current application is about 5,394m^2, which has increased by 90.27% when compared to the previously approved rezoning application. The ratio of communal open space is about 1:12 m^2 per person, which is greater than that in previously approved rezoning application (about 1m^2 person) and the requirement set out in HKPSG.

5.6 Provision of Transports Facilities and Traffic Impacts

<u>Internal Transports Facilities and Traffic Access Arrangement</u>

5.3.1 The Traffic Impact Assessment ("TIA") (**Appendix 5** refers) has been conducted to assess the existing traffic issues, to design and provide internal transports facilities and to examine the traffic impacts of the proposed development to the local road network. The application site is bounded by Castle Peak Road – Ping Shan, which is a dual carriage 2-to-3-lane truck road, and Ping Ha Road, which is a single carriage 2-lane rural road. The application is accessible to road-based and rail-based public transport services. The Light Rail Ping Shan Station is located within 300m, or equivalent to around 5 minutes' walk from the application site to the east.

5.3.2 As shown in **Appendix 3** and **Appendix 5**, the existing site access road leading from Castle Peak Road – Ping Shan will be maintained as the run-in/out for Site A. To facilitate the operation of the proposed RCHE in Site B, the run-in/out is proposed at Ping Ha Road.

5.3.3 In terms of internal transport facilities, for the residential development (Site A), a total of 348 private car parking spaces (including 322 for residential, 15 for visitors and 11 for retails), 18 motorcycle parking spaces, 205 bicycle parking spaces and 5 goods vehicles loading/unloading bays (including 4 for heavy goods vehicles and 1 for light goods vehicles) will be provided. For the RCHE (Site B), 6 private car parking spaces (including 1 for disabled), 1 motorcycle parking space, 1 heavy goods vehicle loading/unloading bay, 1 taxi/private car lay-by and 1 mini-coach/ambulance lay-by will be provided. Details of the provision of parking spaces and loading/unloading bays are indicated in **Table 1** above and **Appendix 5**. Sufficient internal transport facilities will be provided for the Proposed Development. The internal transport facilities provided for the Private Housing comply with the maximum recommendations of *Hong Kong Planning Standards and Guidelines (HKPSG)* while the internal transport facilities for the proposed RCHE are provided to meet the operational needs.

5.3.4 Apropriate traffic arrangement measures would be established to enhance the safety of pedestrians and drivers at the application site. The measures include separating the proposed pedestrian path from the driveway by railings, erecting traffic sign labelled "Beware of Vehicles" on site, installing amber revolving lanterns with audible alarm on both sides of the site access, as well as providing proper road markings on site to minimise conflicts between pedestrians and vehicles, enhance safety within the application site, and also to guide the drivers.

<u>Traffic Impacts</u>

5.3.5 The traffic impacts of the proposed development had been analysed in the TIA report (**Appendix 5** refers). The proposed development is expected to be completed in 2029, thus the design year adopted for the capacity analysis is 2032, i.e. 3 years after the planning completion of the development. The results are presented that all critical links and junctions will have sufficient capacity to accommodate the expected traffic growth to Year 2032, including the traffic generated from the proposed development and in consideration of the NTW1 BDTM updated with planned developments and road network located in the vicinity. The proposed development will hence not generate any adverse traffic impact to the surrounding road networks, and is acceptable from traffic engineering point of view.

5.7 Sensitivity Test for the Future Development of the Adjoining Land

5.7.1 In accordance with the RNTPC Paper No. 5/21 about the latest review of sites designated "CDA" on statutory plans in the New Territories for the years 2019/21 dated 28.5.2021, part of the application site falls within the Ref. Site No. NTW 43 which is subject to review on the zoning, site boundary and/or development density. The "CDA" Site No. NTW 43 would be reviewed to facilitate early implementation and ensure that the local traffic problems along Ping Ha Road and I/R interface issue could be properly addressed.

5.7.2 Taking into account the future development of the adjoining land zoned "CDA" (i.e. Lot No. 1694 RP & Exts Thereto and 1702 RP in D.D. 122), the sensitivity test is conducted in the TIA (**Appendix 5** refers) to assume the relevant lots will be redeveloped as a similar residential use with plot ratio 4.5 and similar average flat size as the proposed

development. The current use of Lot 1694 RP & Exts Thereto is an abandoned feed mill under demolition, while Lot 1702 RP is an industrial factory named Century Centre.

5.7.3 To ascertain the traffic impact associated with the development of the adjoining land, a sensitivity test is conducted for the whole "CDA site. The indicative development parameters and traffic generation for the remaining portions are presented in **Section 4** of **Appendix 5**. The sensitivity test indicates that the analysed junctions are expected to operate with capacities during the peak hours in 2032. It is concluded that the redevelopment of whole CDA site will result in no adverse traffic impact to the surrounding road network.

5.8 Environmental Aspects

5.8.1 Environmental Assessment (**Appendix 6** refers) has been conducted for the proposed development to evaluate that no adverse air quality, noise, water quality or waste impacts are anticipated to be generated by the proposed development, as well as to recommend mitigation measures to alleviate any identified environmental impacts.

Air Quality

5.8.2 As referred to **Section 2** of **Appendix 6** adverse air quality impact during the construction phase is not anticipated with the implementation of the recommended mitigation measures and good site practice. Moreover, the minimum buffer distance of 5m between air sensitive uses and local roads will be adopted for the application site. In order to avoid adverse air quality impacts arising from traffic emissions, a buffer zone is recommended for the proposed development with requirements of no fresh air intake/openable window of air sensitive uses shall be located within the buffer zone and any air sensitive uses within buffer zone shall rely on fresh air intake/openable window located out of the buffer zone for ventilation.

Noise Impact

5.8.3 As referred to **Section 3** of **Appendix 6**, no adverse noise impact is anticipated during the construction phase of the proposed development with the implementation of the recommended noise mitigation measures. Buildings of the surrounding environment would provide effective acoustic linings and shields for the proposed development. No adverse fixed source noise impact on the proposed development is anticipated.

5.8.4 Moreover, adverse fixed noise impact from the operation of the proposed development is not anticipated with the provision of good practices. With the recommended migration measures, the traffic noise impact on the proposed development will comply with the standards as recommended in Chapter 9 Environment of the Hong Kong Planning Standards and Guidelines. For railway noise impacts, the predicted noise impacts from LRT to the proposed development shall comply with the requirements as listed in IND-TM and HKPSG after the implementation of proposed mitigation measures. Therefore, no adverse noise impact is anticipated during the construction and operation phases of the proposed development.

Water Quality

5.8.5 As referred to **Section 4** of **Appendix 6**, the potential water quality impacts have been evaluated in construction and operation phases. With the implementation of the recommended measures including the provision of wastewater treatment facilities, provision of portable toilets for construction workers on-site, good practice and control measures, no adverse water quality impact site is anticipated from the construction and operation phases of the proposed development. All the wastewater or sewage arising from the proposed development will be discharged to the municipal sewerage system. As such, no adverse water quality impact is anticipated during the construction and operation stages of the proposed development.

Waste Management and Land Contamination

5.8.6 As referred to **Section 5** of **Appendix 6**, with the development of waste management plan and implementation of the recommended good site practices, the waste generation during construction phase could be minimized. Provided that the recommended good site practices are followed, no adverse impact related to the management, handling and transportation of waste during the construction phase is anticipated. During the operation phase, the major type of waste generated will be domestic waste. Since domestic waste will be collected on a regular basis by private waste collectors and will be disposed at a landfill managed by the Environmental Protection Department, no adverse waste impacts from handling, transportation or disposal are anticipated during operation of the proposed development.

5.8.7 In consideration of the previous land uses on site, no potential of land contamination was identified from the Environmental Assessment. The application site is currently entirely paved with concrete, and it is an existing logistic plant that is solely adopted as a storage of goods. No stains were observed and there was no sign of vegetation stress, which can be indicative of contaminated soils. In addition, no equipment and vehicles repairing activities were observed onsite, and no underground fuel storage tank was found during the site walk. In addition, no leakage of chemical was observed. Therefore, no land contamination impact is anticipated owing to the existing use as a logistic plant. As such, it is concluded that the land of the application site is unlikely contaminated. No potential land contamination sources and issues were identified, further land contamination investigation is considered not necessary.

5.9 Provision of Sewerage Facilities

5.9.1 According to the Sewerage Impact Assessment conducted (**Appendix 7** refers), sewage generated from the proposed development will be collected and conveyed to the public sewerage system underneath Castle Peak Rad – Ping Shan. There would be no unacceptable impact on the existing municipal sewerage system resulting from the proposed development. Moreover, there will be no unacceptable impact on the existing downstream sewerage system under the worst-case scenario of existing flows and the peak sewage discharge from the proposed development. As such, there is no need to have sewerage works or upgrading works for the proposed development.

5.10 Visual Context and Visual Impacts

5.10.1 The Visual Impact Assessment ("VIA") (**Appendix 8** refers) was carried out in accordance with the TPB's Guidelines No. 41, which aims to evaluate the anticipated visual impacts of the proposed development and to conclude the various mitigation measures.

5.10.2 The 7 Viewing Points ("VPs") are identified for the VIA as key strategic and popular local vantage points, and they are also public locations with high pedestrian and/or vehicular traffic flow. The VPs cater Visual Sensitive Receivers ("VSRs") with different sensitivity and nature, at different elevation and location that are publicly accessible. The analysis on the appraisal of visual impacts is based on the visual composition, visual obstruction, effect on public viewers and effect on visual resources on the selected VPs.

5.10.3 The current locality of the application site constitutes an urban fringe landscape character, with key visual elements comprising low-rise building blocks (village houses, low-rise residential development and factory buildings). Within the application site, majority of the area is covered by concrete and few trees. The existing visual quality of the application site could be regarded as medium on average. Despite the application site is located against a large green backdrop, the unattractive and monotonous outlook of the physical building blocks in the surrounding degrade the visual quality of the area.

5.10.4 The proposed development, as illustrated in **Section 5.1**, consists of three residential towers with building height at +92.05mPD to +104.65mPD in Site A, and one 8-storey RCHE block (with building height at +39.85mPD) in Site B. The buildings are designed with due consideration to the neighbourhood environment, including stepping height arrangement to be more related to the low-rise neighbourhood, and there are two to three tiers of different treatment on the elevations to break down the bulkiness of the proposed development. Sensitive design measures are adopted, mainly include the strategic positioning of building blocks to achieve a distinct stepped building height profile, maintain considerable building separation and reduce visual changes. Edge planting strips and mature trees growing along the boundary of the application site will screen the buildings and alleviate the visual instruction of the proposed development. The mitigation measures would help to improve the visual permeability and visual openness, as well as to enhance the visual experience of the VSRs.

5.10.5 As concluded in the VIA, the overall visual impact of the proposed development at the application site would be slightly to significantly adverse. The proposed development will bring some negative visual effects to most of the identified key VPs, yet it is considered acceptable and will not be incompatible to the surrounding visual context.

5.11 Water supply

5.11.1 A Water Supply Impact Assessment ("WSIA") has been carried out (**Appendix 9** refers). It is indicated that the capacity of the existing water supply system would be sufficient to handle the water demand from the operation of the application and from the nearby residential uses. No adverse impact on the water supply system from the proposed development is anticipated.

5.12 Quantitative Risk Impact

5.12.1 As an LPG cum petrol filling stations at Tong Yan San Tsuen Road is located, a Quantitative Risk Assessment ("QRA") has been conducted (**Appendix 10** refers). The QRA result showed that both the individual and societal risk criteria as stipulated in the HKPSG are acceptable, with consideration of the increased population due to the proposed development. No limitation or constraint would be required to be imposed on the proposed development in related to the operation of the LPG cum petrol filling station.

6. PLANNING JUSTIFICATIONS

6.1 In Line with the Visions of "Hong Kong 2030+: Towards a Planning Vision and Strategy Transcending 2030"

6.1.1 According to territorial planning strategy "Hong Kong 2030+: Towards a Planning Vision and Strategy Transcending 2030" ("HK2030+"), one of the major building blocks is to create 'a liveable high-density city'. Apart from creating a compact high density seeting that caters for development, it is proposed to create an inclusive and supportive city, including planning for a supportive environment that is "pro-family" and "pro-elderly" and addressing housing needs of all ages by providing wider and appropriate housing choices. The proposed development that seeks to enhance development intensity would offer a desirable and unique environment to encourage independent and active lifestyle for the more elderlies and young families. In addition, the provision of quality RCHE facilties in the proposed development would facilitate the development of a healthy and revitalised city amid an ageing population.

6.1.2 In HK2030+, another major building block is to create development capacity for sustainable growth, a multi-pronged approach is advocated to go beyond 'just -in-time' and 'just enough' in order to incorporate flexibility for the future. Located at the fringe of the current OZP, the proposed development can unleash the development potential of the application site and optimize the use of land by upzoning it and turning it into medium rise residential buildings and RCHE facilities. It also increases the development intensity by taking into account infrastructure capacity and urban design aspects.

6.2 In Line with Latest Government's Policy Direction in Alleviating the Increasing Demand for Residence

6.2.1 As reflected in numerous policy and planning documents including the latest Policy Address, housing problem remains one of the most challenging and critical issues. The current-term Government is most expected to resolve with innovative solutions. It is acknowledged that the current housing supply shortage and surging property prices should be rectified with the greatest effort. The proposed development that provides 1,536 flats, contributes to stabilising supply for private housing in meeting the projected demand in the Long-Term Housing Strategy ("LTHS") and provides high-quality residence.

6.2.2 At the same time, the latest policy address also demonstrated the ambition to assume a leading role in land supply and the endeavour to redevelop brownfield sites for housing development through reviewing Green Belt sites and speeding up resumption of brownfield sites. The proposed development that is a developed land which is readily available for redevelopment, is considered a timely response to the policy direction. The proposed development is also considered to set a good example for redeveloping brownfield site by private developers.

6.3 In accordance with 2022 Policy Direction in Developing Northern Metropolis

6.3.1 The Northern Metropolis is envisioned to be Hong Kong's strategic development as well as

the new engine for Hong Kong. To take forward the development of the Northern Metropolis, the government has advocated an increase in development intensity so as to make best use of land resources in the area. Under the latest guidelines as mentioned in the latest policy address, the maximum plot ratio for residential sites is promulgated as 6.5. It is also evident that new developments in Kwu Tung North and Fanling have sought increase in plot ratio for about 20%, reaching a plot ratio of about 6.5- 7.8 for public and private housing developments. The current application that seeks to increase development intensity from plot ratio of 3.39 as agreed in the previously approved rezoning application to plot ratio of 4.98 for increasing housing supply is considered in line with the long-term vision in expediting housing supply and optimizing the use of land resources in the Northern Metropolis.

6.4 In Line with Latest Government's Policy Direction in Alleviating the Increasing Demand for RCHEs with a Dense Ageing Population

6.4.1 An irreversibly ageing trend is evident in Hong Kong. Population aged 65 or above is predicted to rise from 15% in 2014 to 32% in 2041 as according to the Census and Statistics Department. In this connection, the future perceived needs for elderly care services are amplified. According to the Elderly Services Programme Plan, a report published by the Elderly Commission in 2017, the aging population trend will bring about a surging demand for Long-Term Care (LTC) services for elderly, provided in two forms, namely Community Care Services (CCS) and Residential Care Services (RCS). The service demand in 2016 was over 48,500 persons for RCS and over 16,300 persons for CCS. The expected service demand in 2046 will be over 68,000 persons for RCS, and 62,100 persons for CCS. This can be translated into an increase in demand of 40% for RCS and 280% for CCS, from 2016 to 2046. In the shorter term, by 2026, it is estimated that the city will face a shortfall of subsidized RCS beds by 14,000 and CCS places by 18,000. The service demand for CCS is expected to be greater.

6.4.2 The proposed development, offering 222 beds in the proposed social welfare facility (RCHE) for the elderly, is able to contribute towards satisfying the demand for elderly care facilities and reducing shortfall in the community. Using the provision standard of 21.3 subsidised beds per 1,000 elderly persons aged 65 or above, Yuen Long District is currently providing 1,863 subsidised beds in total (including the subsidised beds in subvented, self-financing and contract RCHEs, and private homes participating in the Enhanced Bought Place Scheme) against the minimum requirement of 2,138, resulting in a deficit of 275 subsidised beds. According to the population profile in Yuen Long District, the elderly population is projected to rise from 16% in 2020 to 24% in 2029, the extent of shortage of unit beds would be expected to further increase. Hence, the proposed development, as a planning merit to cater to the expected demand of such elderly facilities, could contribute to the overarching policy directions and long-term planning goal, and to offer excellent elderly services in hardware terms. Besides, the design and operation of the proposed RCHE would strictly follow the standards and requirements promulgated in the "Best Practice in Design and Operation of Residential Care Home for the Elderly" released by the Social Welfare Department.

6.4.3 In addition, the application site is situated within a residential area with a number of residential developments, named Weslen Garden and Imperial Villa, as well as the village developments, i.e. Tong Fong Tsuen and Ping Shan San Tsuen. In view of the growing aging population in Yuen Long District, there is a high demand for residential care services for the elderly in the community. The need for residential care services for the elderly in Yuen Long District area has always been keen and there is currently a deficit of RCHE subsidized beds in the Yuen Long area. The proposed social welfare facility (RCHE) could help address the shortfall for elderly facilities and meet the demand of the aged population in the community.

6.5 Provision of Amenity in the Locality

6.5.1 As for retail facilities, the application site embodies an urban fringe landscape character and is primarily surrounded by low-rise residential blocks, factories, warehouses and open storages. Retailing facilities have been lacking in the area despite the dominance of Residential and Village zones in the locality. Chapter 6 of HKPSG classifies the retails facilities into territorial, district and neighbourhood shopping centres in a stratifying approach. However, there is currently no neighbourhood shopping centres, including small shopping centres in residential estates and shops along streets, proximate to the application site to sufficiently fulfil daily needs of the nearby residents. In view of this shortage, the proposed development can provide retail space to mitigate the needs and benefit the surrounding residents.

6.6 In Line with Review of Sites Designated "CDA" on Statutory Plans in the New Territories

6.6.1 According to the RNTPC Paper No. 5/21 about the latest "Review of Sites Designated "CDA" on Statutory Plans in the New Territories for the Years 2019/21", the members of RNTPC have considered the rezoning of suitable "CDA" sites to other appropriate zonings and monitored the progress of "CDA" developments on a biennial basis. The application site partially falls within one of the sites subject to review (Site No. NTW 43). As mentioned in the review results, the subject "CDA" site is subject to severe traffic congestion and industrial/residential (I/R) interface issues. Taking into account the above, the "CDA" site would be reviewed to facilitate early implementation and ensure that the local traffic problem and I/R interface issue could be properly addressed. As mentioned in Section 5.7, the future development of the adjoining land has also been considered in the sensitivity test.

6.6.2 Given that the proposed development is intended for residential development and RCHE, the current application is subsequently providing a desirable scheme to expedite the materialization of Government's development goal, as well as to upgrade the local transports facilities provision. It is not only in line with the recommendation of the "CDA site review, but it also provides an optimal and feasible density scheme that integrates with the surroundings.

6.7 Stimulating Local Environmental and Infrastructural Improvement

6.7.1 The application site is situated within a residential area with a number of residential developments, named Weslen Garden and Imperial Villa, as well as the village developments, i.e. Tong Fong Tsuen and Ping Shan San Tsuen. Through approval of the current rezoning application, a well-planned residential development comprising of a social welfare facility (RCHE) would be established in addressing the social and community needs for housing supply and social welfare services.

6.7.2 Moreover, the current uses in the application are comparatively unproductive and unpleasant. The proposed development can facilitate the phasing out of such non-conforming uses to develop a more comprehensive and well-designed residential development, which is expected to improve the overall local visual amenity. Various landscape measures including extensive plantation of trees and other vegetations along the boundary of the application site as well as along the access road and the common landscaped areas, and the establishment of landscape garden are proposed for the proposed development to improve the overall landscape value of the application site. The proposed development could make efficient use of land, and effectively improve the suburban environment, micro-climate of the neighbourhood and the overall landscape value of the area (**Appendix 4** refers).

6.7.3 The proposed development is also expected to stimulate improvement of the local infrastructure provision in terms of sewerage, traffic and landscape aspects. The upgrade of utility and transport provision will be beneficial to the local villages and residential developments.

6.8 Optimization of Design

6.8.1 The current application aims to amend the previously approved rezoning application and improve the living environment through design optimization. With the flexibility to increase building height, the proposed development enables refinement of building footprint and reduce the site coverage of the residential blocks. The proposed development also seeks to provide abundance of greenery which constitutes a total greenery area of about 4,405.2m^2 and a greenery ratio of 30.31%. The use of vertical green along boundary wall would also provide additional visual amenity. In addition, more communal open space (+90.27%) is proposed for amenity purposes.

6.8.2 Apart from the setback incorporated, the proposed RCHE development at Site B that aimed at improving the overall quality of RCHE, has adopt a higher minimum floor space per residents in response to the Residential Care Homes Legislation (Miscellaneous Amendments) Bill. The average floor space per residents would be 10.1m^2 which satisfied the 9.5m^2 requirement under the Bill. The proposed development is designed to offer excellent and quality elderly services and echoes with the overarching policy directions and long-term planning intentions.

6.5 No Adverse Traffic, Environmental, Sewerage, Visual, Water Supply and Risk Impact

6.8.3 Various public transport facilities are available in proximity to the application site. A variety of transport options, including LRT, bus and minibus, are available in the vicinity of the application site to support the daily commuting of residents, as well as visitors to the social welfare facility (RCHE). As such, smooth passenger and vehicle flow can be maintained along Castle Peak Road – Ping Shan. The proposed development would not lead to overloading or deficit of the existing transport system in the district.

6.5.1 Traffic Impact Assessment (**Appendix 5** refers) has been conducted and concludes that with the construction of the new access road and the implementation of appropriate traffic measures to facilitate the operation, the application site would be able to cope with the traffic generated from the proposed development. The proposed development would not cause any adverse traffic impacts.

6.5.2 From the environmental perspective, no adverse air quality, noise, water quality or waste impacts are anticipated from the proposed development with the recommended mitigation measures to alleviate any identified environmental impacts, with reference to **Appendix 6**.

6.5.3 In terms of sewerage from the proposed development, Sewerage Impact Assessment (**Appendix 7** refers) has been conducted and concluded that the existing sewerage system would have sufficient capacity to receive the wastewater generated from the proposed development and no sewerage upgrading works will be required.

6.5.4 As concluded in the VIA (**Appendix 8** refers), the overall visual impact of the proposed development at the application site would be slightly to significantly adverse. The proposed development will bring some negative visual effects to most of the identified key VPs, yet it is considered acceptable and will not be incompatible to the surrounding visual context.

6.5.5 As concluded in the WSIA (**Appendix 9** refers), the capacity of the existing water supply system would be sufficient to handle the water demand from the operation of the application and from the nearby residential uses. No adverse impact on the water supply system from the proposed development is anticipated.

6.5.6 As concluded in the QRA (**Appendix 10** refers), both the individual and societal risk criteria as stipulated in the HKPSG are acceptable, with consideration of the increased population due to the proposed development. No limitation or constraint would be required to be imposed on the proposed development in related to the operation of the LPG cum petrol filling station.

6.6 Not Setting an Undesirable Precedent yet Materialising Government's Planning Goal and Optimising Land Resources

6.6.1 Similar rezoning application (Y/YL-PS/4) covering the application site was agreed by TPB in 22.4.2022 on the considerations as detailed in **Section 3.6** above. Since the current application carries similar nature as the previously approved rezoning application involving RCHE and residential development, the considerations of the TPB for the

previously approved rezoning application is generally applicable to the current application.

6.6.2 In view of the justifications in the above sections, approval of the current rezoning application would not set an undesirable precedent for other similar rezoning applications in the current OZP as the current application to the Board should be assessed on its individual merits and other specific considerations. In determining the legitimacy of the current application, the above sections have well addressed the development initiative to materialize Government's planning goal and optimize land resources by a technically feasible scheme without time-consuming assembling procedure.

7 CONCLUSION

7.1.1 This Planning Statement is submitted to the Board under Section 12A of the Town Planning Ordinance to rezone the site at the application site from "V" zone and "CDA" zone to "R(B)2" zone on the Approved Ping Shan Outline Zoning Plan No. S/YL-PS/20 for **Proposed Flat, Shop and Services and Social Welfare Facility (Residential Care Home for the Elderly)**. The Planning Statement serves to provide background information and planning justifications in support of the proposed development in order to facilitate the consideration by the Board.

7.1.2 The application site has a total area of approximately 14,536m^2 (including Government land of about 2,381m^2). The proposed development involves the development of 3 residential blocks ranging from 23 to 27 storeys (excluding two basement carparks) comprising 1,536 flats and a retail block at Site A, and a 8-storey RCHE comprising 222 beds at Site B. The proposed plan amendment is for facilitating the development of a proposed flat with shop and services and social welfare facility (residential care home for the elderly) to utilize the application site in providing a self-contained and desirable residential and social hub particularly targeting elderly and young families in need of independent living space and a social lifestyle. Considering that it is in line with the Government's policy, and that no adverse environmental, visual, traffic or infrastructural impacts are anticipated, the proposed development would respond to the policy direction in alleviating the pressing housing and RCHE demand and contribute to the community gains and enhance the locality through unleashing the potential of the application site. As detailed in this *Planning Statement*, the proposed plan amendment for proposed development is well justified on the grounds that: -

7.1.3 As detailed in this Planning Statement, the proposed plan amendment for proposed development is well justified on the grounds that: -

(a) The proposed development is in line with the Visions of "Hong Kong 2030+: Towards a Planning Vision and Strategy Transcending 2030" to create an inclusive and supportive city, including planning for a supportive environment to address housing needs and to provide elderly care services facilities. The proposed development that facilitates housing supply and provides wider and appropriate housing choices will respond to the public call for housing demand of elderly and young family and improve liveability;
(b) The proposed development is in line with the Government's latest policy direction in stabilising supply for private housing to meet the projected demand in the Long-Term Housing Strategy ("LTHS") and responding to the shortfall for residential care home for the elderly in the community amid population ageing through increasing the supply of subsidised service places;
(c) The proposed development is fully in line with the latest policy address in developing the Northern Metropolis by optimising the use of land resources and adopting a higher development intensity and increasing high-quality housing supply;
(d) The existing land uses character and the scale of the proposed development at the current application site is compatible with the surrounding environment;
(e) The proposed development can facilitate the phasing out of non-conforming uses

to develop a more comprehensive and well-designed development, which is expected to improve the overall local environment and unleash development potential at the application site;

(f) The proposed development can provide a more liveable and healthier environment for future occupants through design optimisation, increase of greenery provision and communal spaces enhancement;

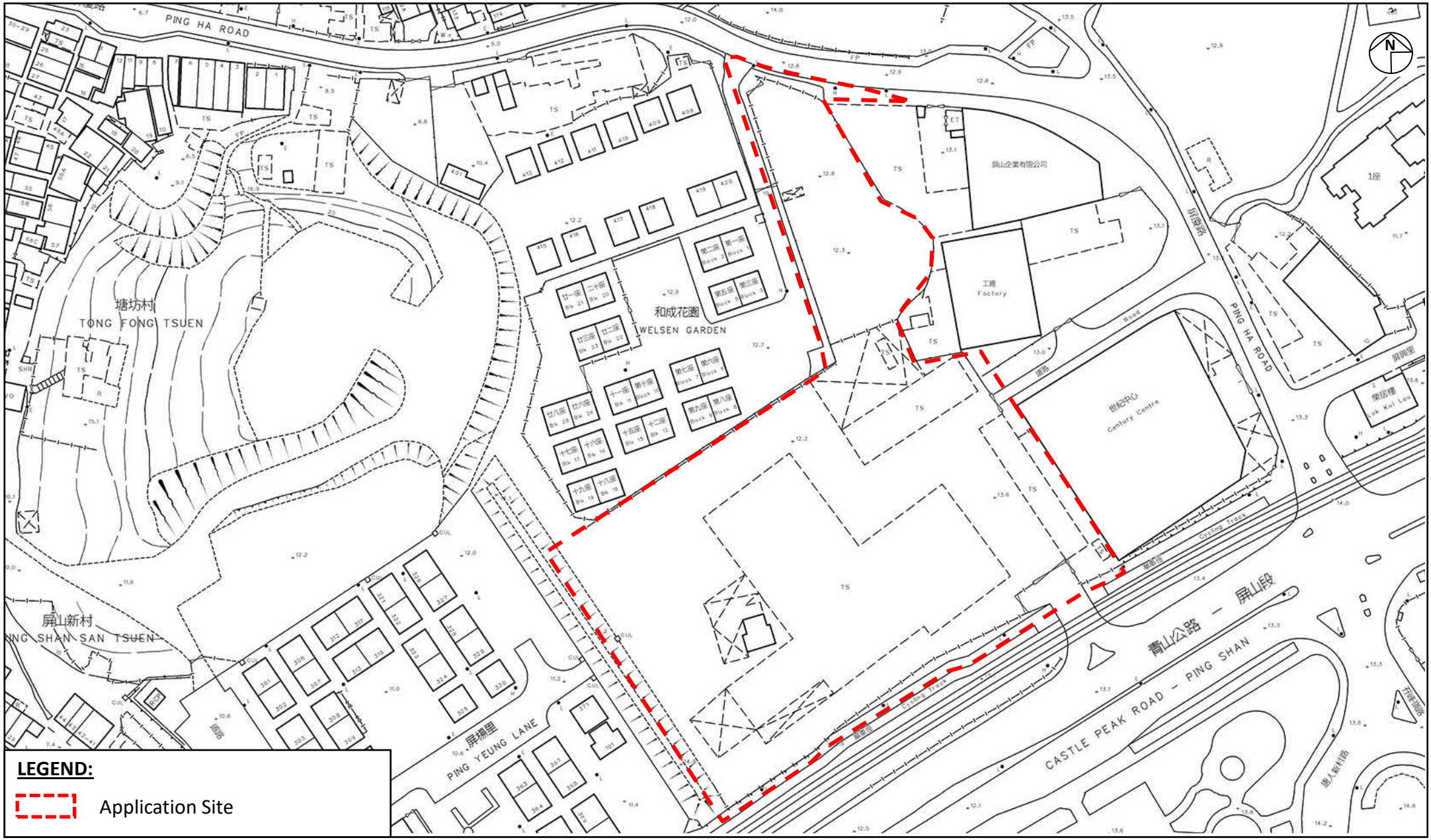
(g) The proposed development will not pose any adverse impacts in terms of landscape, traffic, environmental, sewerage, visual, water supply aspects on the surrounding area as proven by the technical assessments and considered acceptable from risk assessment; and

(h) The approval of the proposed plan amendment will not set an undesirable precedent as there is a previously approved rezoning application with the same nature at the application site. In addition, the application should be assessed on its individual merits and specific considerations, which the proposed development initiates to materialise Government's planning goal and optimise land resources by a technically feasible scheme without time-consuming assembling procedure.

7.1.4 In view of the above and the list of detailed planning justifications in this Planning Statement, the Board is respectfully requested to give favorable consideration to the proposed plan amendment.

List of Figures

Figure 1	The Location Plan
Figure 2	Extract of Lot Index Plan (No. ags_S00000103052_0001)
Figure 3	Extract of Approved Ping Shan Outline Zoning Plan (No. S/YL-PS/20)



LEGEND:

Application Site

Project:	Title:	Figure:	
Section 12A Rezoning Application - Request for Amendment to the Approved Ping Shan Outline Zoning Plan No. S/YL-PS/20 from "Village Type Development" Zone and "Comprehensive Development Area" Zone to "Residential (Group B) 2" Zone at Various Lots in D.D 121 and D.D. 122 and Adjoining Government Land, Ping Shan, Yuen Long, New Territories	The Location Plan *Ref.: ADCL/PLG-10224-R002/F001*	1 **Scale:** Not to Scale **Date:** Nov 2022	AIKON DEVELOPMENT CONSULTANCY LTD.

LEGEND:

Application Site

Project:	Title:	Figure:	
Section 12A Rezoning Application - Request for Amendment to the Approved Ping Shan Outline Zoning Plan No. S/YL-PS/20 from "Village Type Development" Zone and "Comprehensive Development Area" Zone to "Residential (Group B) 2" Zone at Various Lots in D.D 121 and D.D. 122 and Adjoining Government Land, Ping Shan, Yuen Long, New Territories	Extract of Lot Index Plan No. ags_S00000103052_0001 *Ref.: ADCL/PLG-10224-R002/F002*	2 **Scale:** Not to Scale **Date:** Nov 2022	AIKON DEVELOPMENT CONSULTANCY LTD.

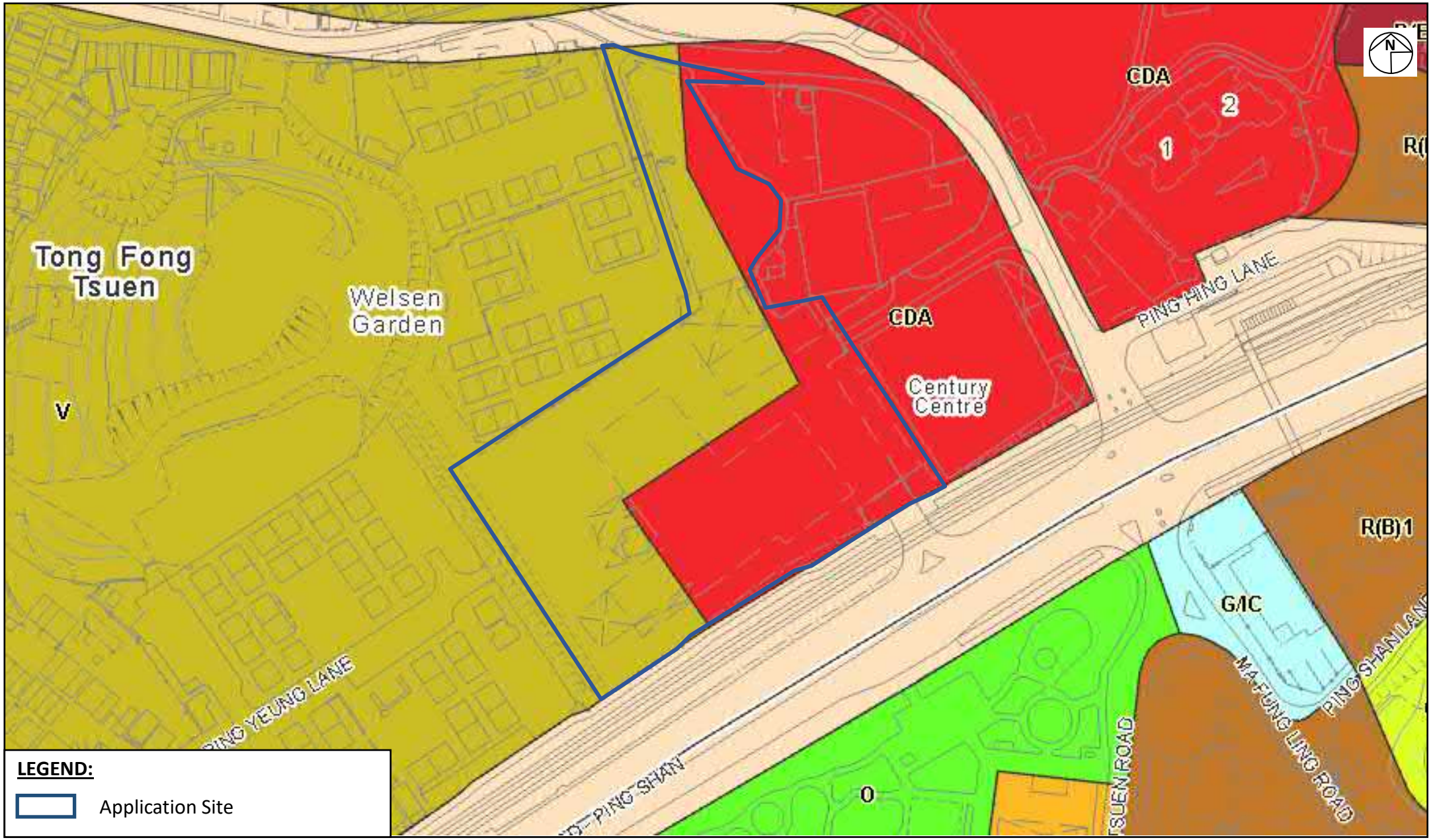


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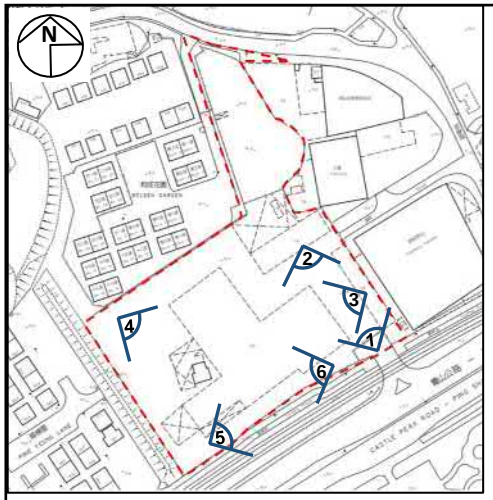
Illustration 3	Extract of Aerial Photos (Nos. CW58449 dated 01.08.2004 and E089204C dated 18.02.2020)
Illustration 4	Application Site Boundary



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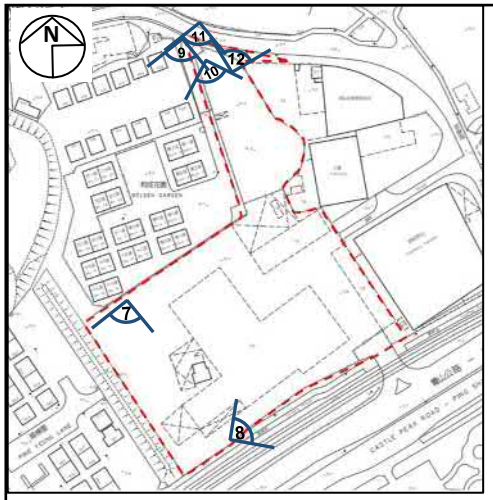
Section 12A Rezoning Application - Request for Amendment to the Approved Ping Shan Outline Zoning Plan No. S/YL-PS/20 from "Village Type Development" Zone and "Comprehensive Development Area" Zone to "Residential (Group B) 2" Zone at Various Lots in D.D 121 and D.D. 122 and Adjoining Government Land, Ping Shan, Yuen Long, New Territories	Current Condition of the Application Site (I) *Ref.: ADCL/PLG-10224-R002/I001-I*	1-I **Scale:** Not to Scale **Date:** Nov 2022	AIKON DEVELOPMENT CONSULTANCY LTD.



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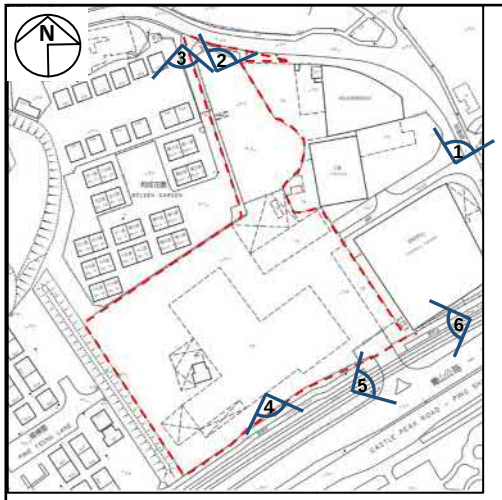
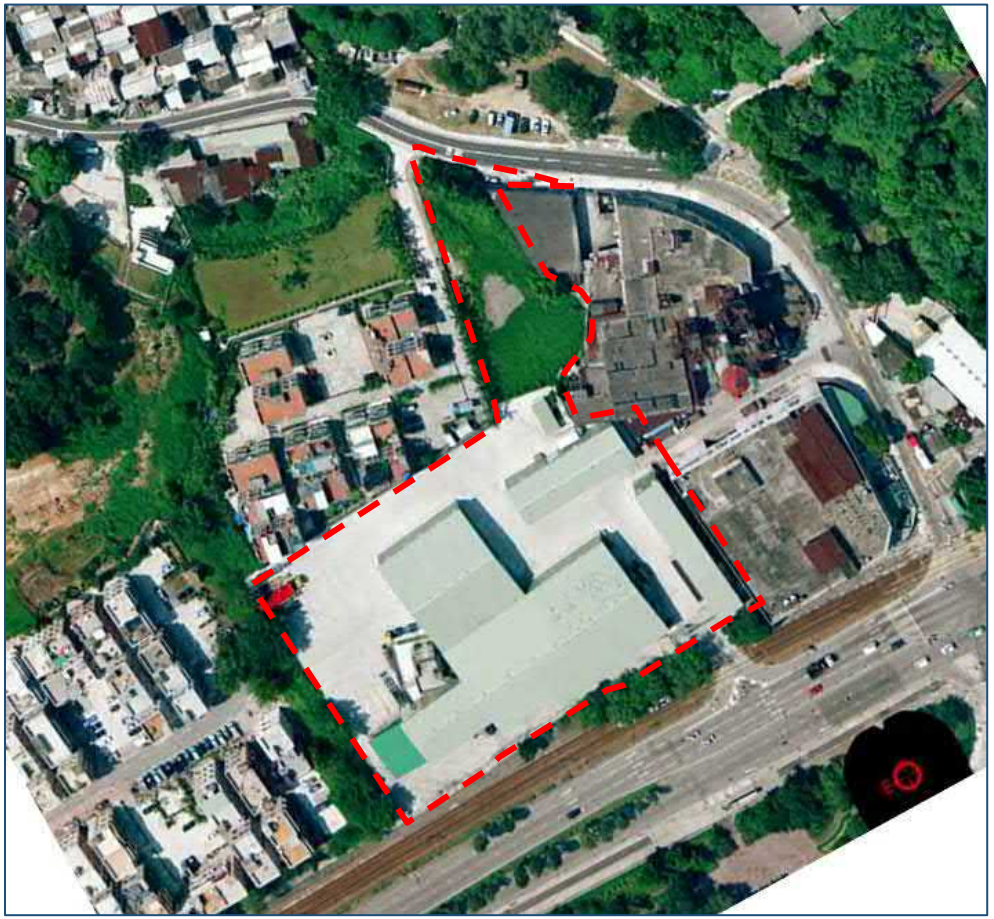
Section 12A Rezoning Application - Request for Amendment to the Approved Ping Shan Outline Zoning Plan No. S/YL-PS/20 from "Village Type Development" Zone and "Comprehensive Development Area" Zone to "Residential (Group B) 2" Zone at Various Lots in D.D 121 and D.D. 122 and Adjoining Government Land, Ping Shan, Yuen Long, New Territories	Current Condition of the Application Site (II) *Ref.: ADCL/PLG-10224-R002/I001-II*	1-II **Scale:** Not to Scale **Date:** Nov 2022	AIKON DEVELOPMENT CONSULTANCY LTD.



Project:	**Title:**	**Illustration:**	
Section 12A Rezoning Application - Request for Amendment to the Approved Ping Shan Outline Zoning Plan No. S/YL-PS/20 from "Village Type Development" Zone and "Comprehensive Development Area" Zone to "Residential (Group B) 2" Zone at Various Lots in D.D 121 and D.D. 122 and Adjoining Government Land, Ping Shan, Yuen Long, New Territories	Surrounding Land Use Characteristics *Ref.: ADCL/PLG-10224-R002/I002*	2 **Scale:** Not to Scale **Date:** Nov 2022	AIKON DEVELOPMENT CONSULTANCY LTD.

Aerial Photo dated 01.08.2004

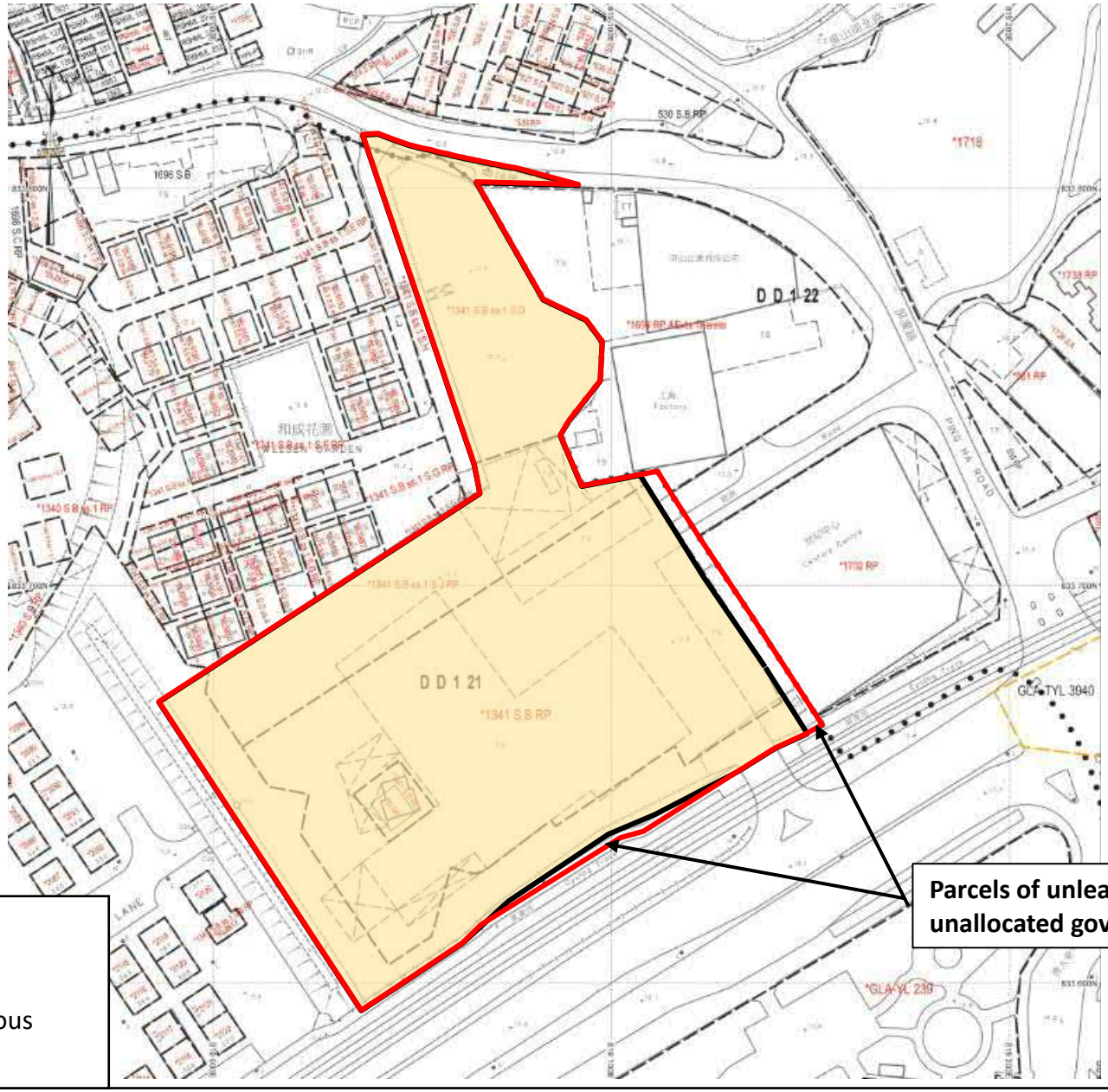


Aerial Photo dated 18.02.2020

LEGEND:

Application Site

Project:	Title:	Illustration:	
Section 12A Rezoning Application - Request for Amendment to the Approved Ping Shan Outline Zoning Plan No. S/YL-PS/20 from "Village Type Development" Zone and "Comprehensive Development Area" Zone to "Residential (Group B) 2" Zone at Various Lots in D.D 121 and D.D. 122 and Adjoining Government Land, Ping Shan, Yuen Long, New Territories	Extract of Aerial Photos (Nos. CW58449 dated 01.08.2004 and E089204C dated 18.02.2020) *Ref.: ADCL/PLG-10224-R002/I003*	3 **Scale:** Not to Scale **Date:** Nov 2022	AIKON DEVELOPMENT CONSULTANCY LTD.



LEGEND:

Application Site

Application Site in Previous Rezoning Application

Project: Section 12A Rezoning Application - Request for Amendment to the Approved Ping Shan Outline Zoning Plan No. S/YL-PS/20 from "Village Type Development" Zone and "Comprehensive Development Area" Zone to "Residential (Group B) 2" Zone at Various Lots in D.D 121 and D.D. 122 and Adjoining Government Land, Ping Shan, Yuen Long, New Territories	**Title:** Application Site Boundary *Ref.: ADCL/PLG-10224-R002/I004*	**Illustration:** 4 **Scale:** Not to Scale **Date:** Nov 2022	AIKON DEVELOPMENT CONSULTANCY LTD.

List of Appendices

Appendix 1	Approval Letter of the Previous Rezoning Application No. Y/YL-PS/4
Appendix 2	Proposed Amendments to the Notes of the Approved Ping Shan Outline Zoning Plan No. S/YL-PS/20
Appendix 3	Master Layout Plan and Architectural Drawings
Appendix 4	Tree Preservation and Landscape Proposal
Appendix 5	Traffic Impact Assessment
Appendix 6	Environmental Assessment
Appendix 7	Sewerage Impact Assessment
Appendix 8	Visual Impact Assessment
Appendix 9	Water Supply Impact Assessment
Appendix 10	Quantitative Risk Assessment

Appendix 1

Approval Letter of the Previous Rezoning Application No. Y/YL-PS/4

城 市 規 劃 委 員 會
香港北角渣華道三百三十三號
北角政府合署十五樓

TOWN PLANNING BOARD
15/F., North Point Government Offices
333 Java Road, North Point,
Hong Kong.

傳　真 Fax: 2877 0245 / 2522 8426
電　話 Tel: 2231 4810
來函檔號 Your Reference:

覆函請註明本會檔號
In reply please quote this ref.: TPB/Y/YL-PS/4

By Post & Fax (3180 7611)

6 May 2022

Aikon Development Consultancy Ltd.
Unit 1310, Tower 2, Metroplaza
223 Hing Fong Road
Kwai Chung, New Territories
(Attn.: Grace Cheung)

Dear Sir/Madam,

Application for Amendment to the Draft Ping Shan Outline Zoning Plan No. S/YL-PS/19, To rezone the application site from "Village Type Development" and "Comprehensive Development Area" to "Residential (Group B) 2" and amend the Notes of the zone applicable to the site, Lots 1341 S.B RP, 1341 S.B ss.1 S.J RP, 1341 S.B ss.1 S.D in D.D.121, and 525 S.B RP in D.D. 122 and adjoining Government Land, Ping Shan, Yuen Long

I refer to your attendance at the Town Planning Board (TPB) meeting held on 22.4.2022.

After giving consideration to the application, the TPB decided to agree to the application. The TPB also noted that Planning Department would work out the appropriate amendments to the draft Ping Shan Outline Zoning Plan No. S/YL-PS/19 including zoning boundaries, as well as the development restrictions and requirements to be set out in the Notes and/or Explanatory Statement for its consideration and agreement prior to gazetting under the Town Planning Ordinance.

A copy of the relevant extract of minutes of the TPB meeting held on 22.4.2022 is enclosed herewith for your reference.

The amendments accepted by the TPB will be incorporated into a draft plan for exhibition in accordance with the provisions of the Town Planning Ordinance.

If you wish to seek further clarifications/information on matters relating to the above decision, please contact Mr. Alexander Mak of Tuen Mun & Yuen Long West District Planning Office at 2158 6283.

Yours faithfully,

(Leticia LEUNG)
for Secretary, Town Planning Board

LL/CC/cl

Extracted from Confirmed Minutes of 693rd Meeting of RNTPC held on 22.4.2022

Agenda Item 4

Section 12A Application

[Open Meeting (Presentation and Question Sessions Only)]

Y/YL-PS/4	Application for Amendment to the Draft Ping Shan Outline Zoning Plan No. S/YL-PS/19, To rezone the application site from "Village Type Development" and "Comprehensive Development Area" to "Residential (Group B) 2" and amend the Notes of the zone applicable to the site, Lots 1341 S.B RP, 1341 S.B ss.1 S.J RP, 1341 S.B ss.1 S.D in D.D. 121, and 525 S.B RP in D.D. 122 and adjoining Government Land, Ping Shan, Yuen Long (RNTPC Paper No. Y/YL-PS/4)

Presentation and Question Sessions

17. The following representatives from the Planning Department (PlanD) and the applicant were invited to the meeting at this point:

PlanD		
Mr Kepler S.Y. Yuen	-	District Planning Officer/Tuen Mun and Yuen Long West (DPO/TMYLW)
Mr Alexander W.Y. Mak	-	Senior Town Planner/Tuen Mun and Yuen Long West (STP/TMYLW)
On Billion International Limited	]	
Mr Paul T.C. Poon	]	
Mr Ivan B.S. Tang	]	
	]	
Aikon Development Consultancy Limited	]	
Mr Daniel K.K. Yeung	]	Applicant's representatives;
Mr Antony Wong	]	

Mr K.L. Lam	]
Mr K.M. Chin	]
Mr Thomas S.C. Luk	]
Ms Grace Y.M. Cheung	]

18. The Chairman extended a welcome and explained the procedure of the meeting. He then invited PlanD's representative to brief Members on the background of the application.

19. With the aid of a PowerPoint presentation, Mr Alexander W.Y. Mak, STP/TMYLW, briefed Members on the background of the application, the proposed rezoning of the application site (the Site), departmental and public comments, and the planning considerations and assessments as detailed in the Paper. The PlanD had no in-principle objection to the application.

20. The Chairman then invited the applicant's representatives to elaborate on the application. With the aid of a PowerPoint presentation, Ms Grace Y.M. Cheung and Mr Paul T.C. Poon, the applicant's representatives, made the following main points:

Objectives of the application

(a) as Hong Kong was facing challenges from land and housing shortages and ageing population, the proposed development would optimise the land resources for a residential development cum residential care home for the elderly (RCHE), which would be in line with the Government's latest policies on increasing housing supply and elderly facilities including RCHE;

(b) the proposed development would phase out the brownfield operations and unleash the development potential at the Site;

Site Context

(c) the Site fell within the "Village Type Development" ("V") and "Comprehensive Development Area" ("CDA") zones. The portion within "V" zone had been so zoned since 1993 but it did not fall within the

'Village Environs' of any recognised village and there was no Small House applications within the "V" portion. The portion within "CDA" had been so zoned since 2002. As it was under multiple ownership (currently 13 owners), no development scheme had been submitted for the "CDA" site and it was still occupied by brownfield uses. The applicant had consulted the local villagers and obtained support from the Ping Shan Heung Rural Committee on the proposed development;

(d) the Committee previously agreed that the subject "CDA" zone should be reviewed to facilitate its early implementation, and the current proposal would be in line with the decision of the Committee;

Applicant's Effort in Land Assembly

(e) the boundary of the Site did not include the whole "CDA" zone due to the refusal from some landowners of the "CDA" zone for redevelopment of their land. In terms of landownership, the whole "CDA" zone could be divided into four portions. The applicant owned the north-western portion of the Site and he spent some ten years to seek consent from the remaining owners for a joint redevelopment. However, he was only able to obtain consent from the landowner of the southern portion of the site to jointly redevelop under the current application while the other landowners of the remaining portions of the "CDA" zone comprising a vacant warehouse site and an industrial building (with 9 owners) had refused a joint development;

Proposed Scheme

(f) the Site would be divided into two portions, the southern portion (comprising 3 residential towers of 11 to 19 storeys (excluding one storey of basement car park), a 2-storey clubhouse block and a single-storey retail block) providing 840 flats and the northern portion (comprising a 6-storey RCHE) providing 294 beds;

(g) the applicant had signed a memorandum of understanding (MOU) with the Sheung Tsui Home for Aged Limited for operating the RCHE in the proposed development. Sheung Tsui Home for Aged Limited was

operating many licensed RCHEs in Hong Kong;

(h) the Site had two independent accesses for both portions (the northern portion via Ping Ha Road and the southern portion via Castle Peak Road) and such arrangement would not affect future development and access of the remaining portions of the "CDA" zone as demonstrated in the sensitivity test in the traffic impact assessment;

(i) design features including stepped building height profile, provision of building voids, 1.5m edge planting strips along the Site boundary for screening to minimise potential visual impact, 5m-wide buffer zones to mitigate air quality impacts from road traffic, acoustic window and 28% greenery ratio were proposed to enhance the design of the proposed development; and

(j) the proposed development was compatible with the existing and planned developments in the surroundings in terms of land use compatibility, plot ratio (PR) and building height (BH). Various technical assessments submitted also demonstrated that the proposed rezoning was technically feasible and relevant government departments had no in-principle objection to or no adverse comment on the rezoning.

21. As the presentations of PlanD's representative and the applicant's representatives had been completed, the Chairman invited questions from Members.

22. The Chairman and some Members raised the following questions:

(a) information regarding the concerns of the Objection Hearing Committee (OHC) of the Board as stated in paragraph 4.2 of the Paper;

(b) compatibility of the proposed development with the surroundings; and

(c) how the implementation of RCHE could be ensured.

23. In response, Mr Kepler S.Y. Yuen, DPO/TMYLW, made the following main points:

(a) the "CDA" zone covering the Site was previously rezoned from "CDA" to "Residential (Group E)1" ("R(E)1") in 2001 with a view to expediting the development of the "CDA" site. However, after the amendment was gazetted, public objections (which were similar to the current representations on the OZP amendments under the Town Planning (Amendment) Ordinance effected in 2005) were received and the then OHC of the Board (which was similar to the Board's current Representation Hearing Committee) decided to partially meet the objections and decided to revert the "R(E)1" zoning to "CDA" in 2001. The "CDA" zoning was considered more appropriate to address the industrial/residential interface issues and traffic problem at Ping Ha Road, and the "R(E)1" zoning was difficult to prevent piecemeal developments. The said change was gazetted in 2002 and there had been no change in the "CDA" zoning since then. Under the current application, technical assessments had been conducted to demonstrate that the proposed development was feasible, which addressed the previous concerns raised in OHC of the Board. Concerned government departments had no in-principle objection to or no adverse comment on the application. Also, during the consideration of the "CDA" review on 28.5.2021, the Committee agreed that the subject "CDA" zone should be reviewed to facilitate early implementation. The current proposal was generally in line with the decision of the Committee; and

(b) with reference to the plan shown on the PowerPoint presentation, the Site was in Ping Shan which was located amidst the existing New Towns and New Development Areas (NDAs) (i.e. Tin Shui Wai New Town at its northwest, Hung Shui Kiu/Ha Tsuen NDA at its west, Yuen Long New Town at its east and Yuen Long South Development Area at its southeast). The Government was conducting studies for proposed public housing developments on two brownfield sites in Ping Shan which would likely have higher PR/BH. Hence, residential developments of higher density in the locality were anticipated and the proposed development was considered

not incompatible with the existing and planned developments in the area.

24. In response to the concern on the implementation of the proposed RCHE, Ms Grace Y.M. Cheung, the applicant's representative, explained that to facilitate provision of the RCHE, the applicant had proposed to have 'Social Welfare Facility' as an always permitted use under Column 1 of the proposed "Residential (Group B)2" zone, and the applicant had signed a MOU with the Sheung Tsui Home for Aged Limited for operating a RCHE in the proposed development. If the application was approved, both parties would develop and operate a RCHE together as stated in the MOU.

25. As there were no further questions from Members, the Chairman informed the applicant's representatives that the hearing procedure of the application had been completed and the Committee would deliberate on the application in their absence and inform the applicant of the Committee's decision in due course. The Chairman thanked the representatives from PlanD and the applicant's representatives for attending the meeting. They left the meeting at this point.

Deliberation

26. The Chairman said that the current application had proposed a maximum domestic PR of 3 and non-domestic PR of 0.39 that were in line with the PRs for rural township under the Hong Kong Planning Standards and Guidelines and were supported by the technical assessments submitted by the applicant. Although the Site was partly zoned "CDA" for more than 25 years, there were no redevelopment plans submitted as there was no facilitator among the landowners to take forward the "CDA" development.

27. Members generally appreciated the applicant's effort to amalgamate the Site with the adjoining land lots for development. Taking into account the planned higher density public housing developments in Ping Shan, Members generally considered that the proposed PR and BH were not incompatible with existing and planned developments in the locality and the application could help in expediting the phasing out of brownfield operations in the remaining area of the "CDA" site and also had the planning merit of providing a RCHE within the Site. Approval of the application might set a good example for implementation of similar medium sized "CDA" sites.

28. After deliberation, the Committee decided to agree to the application. The Committee also noted that PlanD would work out the appropriate amendments to the draft Ping Shan Outline Zoning Plan No. S/YL-PS/19 including zoning boundaries, as well as the development restrictions and requirements to be set out in the Notes and/or Explanatory Statement for its consideration and agreement prior to gazetting under the Town Planning Ordinance.

RNTPC Paper No. Y/YL-PS/4
For Consideration by
the Rural and New Town
Planning Committee
on 22.4.2022

APPLICATION FOR AMENDMENT OF PLAN
UNDER SECTION 12A OF THE TOWN PLANNING ORDINANCE

APPLICATION NO. Y/YL-PS/4

Applicant	:	On Billion International Limited represented by Aikon Development Consultancy Limited
Site	:	Lots 1341 S.B RP, 1341 S.B ss.1 S.J RP, 1341 S.B ss.1 S.D in D.D. 121, and 525 S.B RP in D.D. 122 and adjoining Government Land (GL), Ping Shan, Yuen Long, New Territories
Site Area	:	About 14,080 m^2 (including GL of about 1,925m^2 or 13.7%)
Lease	:	Block Government Lease (demised for agricultural uses)
Plan	:	Draft Ping Shan Outline Zoning Plan (OZP) No. S/YL-PS/19
Zonings	:	"Village Type Development" ("V") (55.5%) and *[restricted to a maximum building height (BH) of 3 storeys (8.23m)]* "Comprehensive Development Area" ("CDA") (44.5%) *[restricted to a maximum plot ratio (PR) of 1 and a maximum BH of 5 storeys including car park]*
Proposed Amendment	:	To rezone the application site from "V" and "CDA" to "Residential (Group B) 2" ("R(B)2")

1. The Proposal

1.1 The applicant proposes to rezone the application site (the Site) from "V" and "CDA" to "R(B)2" to facilitate a proposed residential development and residential care home for the elderly (RCHE) with retail shop (**Plan Z-1**). The proposed "R(B)2" zone will be subject to a maximum domestic PR of 3, a maximum non-domestic PR of 0.39, a maximum site coverage (SC) of 31.66% and a maximum BH of 20 storeys including car park (65.85m above ground). According to the applicant's submission, 'Flat', 'Social Welfare Facility' and 'Shop and Services' are proposed as Column 1 uses under the proposed "R(B)2" zone[1]. The proposed set of Notes is at **Appendix II**.

[1] According to the Notes of the OZP for the "R(B)" zone, 'Social Welfare Facility' and 'Shop and Services' are Column 2 uses requiring planning permission from the Town Planning Board (the Board).

The Site is currently occupied by a temporary warehouse and parking of vehicles without valid planning permission (**Plans Z-2, Z-4a and Z-4b**).

1.2 The applicant has submitted an indicative scheme to support the proposed rezoning for medium-density residential development and RCHE (**Drawings Z-1 to Z-6**). According to the applicant, the Site is divided into two portions, namely southern portion (comprising 3 residential towers of 11-19 storeys (excluding one storey of basement car park), a 2-storey clubhouse block and 1 single-storey retail block) and northern portion (comprising a 6-storey RCHE). Each portion would have its own entrance. The indicative scheme has a total GFA of about 47,780m^2 and a total PR of about 3.39. The schematic master layout plan, G/F plans, section and elevations, landscape master plan, perspective drawing and photomontages submitted by the applicant are at **Drawings Z-1 to Z-12**.

1.3 The major development parameters of the proposed indicative scheme are summarised as follows:

	Southern Portion	**Northern Portion**	**Total**
Proposed Use	Residential (Flat) and Shop and Services	Social Welfare Facility (RCHE)	---
Site Area	About 11,688 m^2 (including GL of 1,883 m^2)	About 2,392 m^2 (including GL of 42m^2)	About 14,080 m^2 (including GL of 1,925m^2)
Proposed GFA[(a)] - *Domestic* - *Non-domestic*	About 42,380m^2 *About 42,240m^2* *About 140m^2 (Retail block)*	About 5,400m^2 --- *About 5,400m^2*	About 47,780m^2 *About 42,240m^2* *About 5,540m^2*
Proposed PR - *Domestic* - *Non-domestic*	3.39 *3* *0.39*		
Proposed SC - *Domestic* - *Non-domestic*	31.66% *24.53%* *7.13%*		
No. of Blocks	5 (3 residential towers, 1 clubhouse block and 1 retail block)	1 (RCHE)	6
Building Height	Residential Towers: 11 to 19 storeys (excluding one basement car park) Clubhouse Block: 2 storeys Retail Block: 1 storey	RCHE: 6 storeys	Maximum 20 storeys including car park

	Southern Portion	**Northern Portion**	**Total**
No. of Flats/Beds	840 flats	294 beds	---
Average Size of Unit	50m^2 (average flat size)	6.5m^2 per bed	---
No. of Car Parking Spaces	196 (including 15 for visitors and 3 for disabled)	6 (including 1 for disabled)	202
No. of Motorcycle Parking Spaces	10	1	11
No. of Bicycle Parking Spaces	112	0	112
No. of Loading/ Unloading Spaces	4	1	5
No of Private Car/Taxi Lay-by	0	1	1
No of Ambulance Lay-by	0	1	1
Private Communal Open Space	2,834.9m^2		
Design Population	2,520	294	2,814
Anticipated Completion Year	2027		

(a) The applicant also claimed that the clubhouse (not exceeding 5% of domestic GFA) is exempted from the GFA calculation.

1.4 Design features including stepped building height profile descending from west to east and north, incorporation of underground car park, provision of building voids and 1.5m edge planting strips along the site boundary for screening are proposed to minimise the potential visual impact of the proposed development (**Drawing Z-4**). Buffer zones will be provided at the Site (**Drawing Z-13**) to avoid adverse air quality impacts arising from traffic emissions from adjoining roads. Acoustic windows are also proposed where appropriate to mitigate the traffic noise from Ping Ha Road and Castle Peak Road – Ping Shan (**Drawing Z-14**).

1.5 Technical assessments including environmental assessment, traffic impact assessment and visual impact assessment have been conducted for the proposed indicative scheme. Appropriate mitigation measures identified under the respective assessments, including those mentioned in paragraph 1.4 above, would be incorporated and implemented at the construction and operation stages. An additional left turn lane from Castle Peak Road – Ping Shan to Tong Yan San Tsuen Road will also be implemented by the Transport Department (TD) (**Drawing Z-15**).

1.6 In support of the application, the applicant has submitted the following documents:

(a) Application form received on 22.10.2021 with supplementary information **(Appendix I)**

(b) Further Information (FI) received on 11.4.2022 providing a Consolidated Planning Statement **(Appendix Ia)**
(exempted from publication and recounting requirements)

(Supporting Planning Statement as well as FIs received on 3.1.2022, 25.1.2022, 8.2.2022, 24.2.2022, 14.3.2022, 16.3.2022, 23.3.2022 and 24.3.2022 were superseded and not attached)

2. Justifications from the Applicant

The justifications put forth by the applicant in support of the application are detailed at **Appendix Ia**. They can be summarised as follows:

(a) The proposed development is in line with the latest Government's policy in alleviating the increasing demand for residential use and RCHEs with a dense aging population. The proposed development could unleash the development potential of the Site by optimising the development intensity.

(b) The Site is mainly surrounded by low to medium density residential developments. In view of the aging population, there is a demand for RCHE facilities in Yuen Long and Tuen Mun districts. Rezoning the Site for residential use and RCHE is not incompatible with the surrounding land uses. The proposed development could also help meeting the shortfall for RCHEs in the districts.

(c) The proposed development phases out the existing brownfield operations at the Site and develop a more comprehensive and well-designed residential development and improve the overall environment. The applicant had attempted to liaise with the relevant landowners within the same "CDA" zone to assemble the land for a comprehensive development in the past 10 years. However, this attempt was failed and thus the applicant submitted this application, covering part of the "CDA" site, to utilise the available land resources for housing supply.

(d) The Site is served by public transport facilities, including Light Rail (LR) and bus services. Together with the proposed additional left turning lane from Castle Peak Road – Ping Shan to Tong Yan San Tsuen Road by TD, traffic impact assessment confirmed that the proposed development would not overload the transport system nor cause adverse traffic impact.

(e) Technical assessments concluded that, with the proposed mitigation measures identified, no adverse environmental, air, noise, sewerage, waste and visual impacts are anticipated.

3. Compliance with the "Owner's Consent/Notification" Requirements

For the private land portion, the applicant is one of the "current land owners" of the private lots within the Site. In respect of other private lots, the applicant has complied

with the requirements as set out in the Town Planning Board Guidelines on Satisfying the "Owner's Consent/Notification" Requirements under Section 12A and 16 of the Town Planning Ordinance (TPB PG-No. 31A) by obtaining consents of other current land owners. Detailed information would be deposited at the meeting for Members' inspection. For GL portion, the requirements as set out in TPB PG-No. 31A are not applicable.

4. Background

4.1 The Site was first included in the draft Ping Shan Development Permission Area Plan No. DPA/YL-PS/1 (the DPA Plan) gazetted on 18.6.1993 as "Industrial (1)" ("I(1)") and "V" zones to reflect the existing and planned developments. While the "V" zone has not been changed since 1993, the "I(1)" portion was rezoned to "CDA" on the draft Ping Shan OZP No. S/YL-PS/1 gazetted on 14.6.1996 with a view to phasing out the incompatible industrial activities so that the area could be developed/redeveloped in a comprehensive manner that was compatible with the surrounding land uses. However, there had been no sign of comprehensive development since the designation of "CDA" zone due to difficulty in land assembly. Taking into account the recommendations of the then "CDA" Review, the "CDA" zone was rezoned to "Residential (Group E) 1" ("R(E)1") on the draft Ping Shan OZP No. S/YL-PS/6 exhibited on 30.3.2001 to ensure the proposed residential development would be environmentally acceptable and not subject to industrial/residential (I/R) interface.

4.2 Nevertheless, having considered the grounds of public objections, the Objection Hearing Committee (OHC) of the Board was of the view that the "R(E)1" zoning was difficult to prevent piecemeal developments which may aggravate the traffic problem at Ping Ha Road; and a cautious approach should be adopted before a feasible road improvement scheme was agreed. The "CDA" zoning would be more appropriate to address the traffic problem at Ping Ha Road. In this regard, OHC decided to partially meet the objections and decided to revert back the "R(E)1" zone to "CDA" zone subject to a maximum plot ratio of 1 and a BH restriction of 5 storeys including carport. The amendment from "R(E)1" zone to "CDA" zone was gazetted on 8.2.2002. There has been no change in the zoning and development restrictions since then.

4.3 On 28.5.2021, the Committee considered RNTPC Paper No. 5/2021 on the "CDA" Review and noted the "CDA" portion of the Site is subject to severe traffic constraint, Light Rail Transit (LRT) is running along the southern boundary of the Site, and I/R interface issue. Taking account of the above, it was agreed that the "CDA" zone would be reviewed to facilitate early implementation and ensure that the local traffic problem and I/R interface issue could be properly addressed. In addition, the Committee also noted the land owners of the Site indicated their intention to develop a residential development cum RCHE.

4.4 The current uses on part of the Site would be subject to planning enforcement action.

5. Previous Application

There is no previous application covering the Site.

6. Similar Application

There is no similar application within the same "CDA" and "V" zones on the OZP.

7. The Site and Its Surrounding Areas (Plans Z-1 to Z-4b)

7.1 The Site is:

(a) accessible from Castle Peak Road – Ping Shan from the south and Ping Ha Road from the north (**Plan Z-2**); and

(b) currently occupied by a temporary warehouse and parking of vehicles without valid planning permission.

7.2 The surrounding areas have the following characters (**Plans Z-2, Z-3, Z-4a and Z-4b**):

(a) to the north across Ping Ha Road is parking of vehicles and village type developments at Hang Mei Tsuen. To the further north is Ping Shan Farewell Hall (屏山孝思堂) and Former Tat Tak School (前達德學校);

(b) to the east are existing low-rise industrial developments within the same "CDA" zone by different owners. To the further east across Ping Ha Road are mainly low-density private residential developments, a temporary warehouse which is a suspected unauthorised development, and LR Ping Shan Station (**Plan Z-2**);

(c) to the south across Castle Peak Road – Ping Shan is Tong Yan San Tsuen Playground; and

(d) to the immediate west are mainly village type developments at Ping Shan San Tsuen and Tong Fong Tsuen.

8. Planning Intentions

8.1 The planning intention of "V" zone is to reflect existing recognised and other villages, and to provide land considered suitable for village expansion and reprovisioning of village houses affected by Government projects. Land within this zone is primarily intended for development of Small Houses by indigenous villagers. It is also intended to concentrate village type

development within this zone for a more orderly development pattern, efficient use of land and provision of infrastructures and services. Selected commercial and community uses serving the needs of the villagers and in support the village development are always permitted on the ground floor of a New Territories Exempted House. Other commercial, community and recreational uses may be permitted on application to the Board.

8.2 The planning intention of "CDA" zone is for comprehensive development/ redevelopment of the area for residential use with commercial, open space and other supporting facilities. The zoning is to facilitate appropriate planning control over the development mix, scale, design and layout of the development, taking account of various environmental, traffic, infrastructure and other constraints.

9. Comments from Relevant Government Departments

9.1 The following government departments have been consulted and their views on the application and the public comments are summarised as follows:

Land Administration

9.1.1 Comments of District Lands Officer/Yuen Long, Lands Department (DLO/YL, LandsD):

(a) His preliminary study reveals that the Site comprises 4 lots, portions of Ping Ha Road and adjoining GL in both D.D. 121 and D.D. 122. All lots involved are all Old Schedule Lots held by the Block Government Lease demised as agricultural uses. Lot No. 1341 s.B RP in D.D. 121 is erected with buildings permitted under Building Licence No. BL949 and with temporary structures being permitted under Short Term Waiver No. 1116. The actual site area and buildings entitlement of the private lots involved will be subject to verification in land application stage if any land application is submitted by the applicant.

(b) Noting not all private lots within the Site are owned by the applicant, the applicant should be required to demonstrate how to implement the approved scheme as a whole.

(c) Despite the applicant reserved some space at the northern portion of the Site (i.e. Lot No. 525 s.B RP in D.D. 122 and the northern portion of Lot No. 1341 s.B ss.1 s.D in D.D. 121) to provide the pedestrian footway and vehicular access at Ping Ha Road, as such portion served as existing public pavement and formed part of Ping Ha Road, TD and HyD should be consulted on this aspect, especially whether such portions should be included as part of the Site.

(d) Noting there is SIA enclosed in the application, any drains extended outside the Site towards any road or unleased GL, relevant permission on the drainage proposal should be approved by DSD and EPD prior to implementation.

(e) The Site does not fall within Village Environs ('VE') of any recognised village.

(f) There is no Small House (SH) application approved or under processing within the Site. The number of SH applications being processed within the concerned "V" zone is 74, and the 10-year SH forecasts for Tong Fong Tsuen and Ping Shan San Tsuen are 165 and 56 respectively.

(g) Should the proposed rezoning application and the subsequent amendment of OZP approved by the Board, the applicant has to apply for a land exchange to implement the scheme with respect to the prevailing practice notes of LandsD. However, there is no guarantee that the land exchange proposal including the grant of additional GL will be approved and such application will be dealt with by his department acting in the capacity as the landlord at his sole discretion. If the land application is approved, it would be subject to such terms and conditions including but not limited to the payment of premium and administrative fee as may be imposed. The actual site area and building entitlement of the private lots involved will be subject to verification in land exchange stage if the applicant apply for land exchange to LandsD. The applicant is strongly reminded that LandsD may at its sole discretion determine the site boundary at the land application stage with regard to the site attributes and possession status.

Traffic

9.1.2 Comments of the Commissioner for Transport (C for T):

He has no comment on the application from traffic engineering point of view as the applicant has taken into account the planned traffic improvement measures to be implemented by TD, and the latest parking standards as required under the Hong Kong Planning Standards and Guidelines.

9.1.3 Comments of the Chief Highway Engineer/New Territories West, Highways Department (CHE/NTW, HyD):

(a) Adequate drainage measures shall be provided to prevent surface water running from the Site to public roads and drains.

(b) The access road connecting the Site with Castle Peak Road –

Ping Shan is not and will not be maintained by his office. His office would not be responsible for maintain any access connecting the Site with Castle Peak Road – Ping Shan.

(c) If the proposed run-in/out on Ping Ha Road is approved by TD, the applicant shall ensure the run-in/out is constructed according to the latest version of HyD Standard Drawings No. H1113 and H1114, or H5133, H5134 and H5135, whichever set if appropriate, to match with the existing adjacent pavement.

9.1.4 Comments of the Chief Engineer/Railway Development Division 2-2, Highways Department (CE/RD2-2, HyD):

The Site is close to the Railway Protection Zone of the existing LRT. The Railway Protection Team of MTRCL should be consulted with respect to operation, maintenance and safety of the existing LRT.

Environment

9.1.5 Comments of the Director of Environmental Protection (DEP):

(a) The applicant has submitted an Environmental Assessment to support the application. He has no adverse comments from air quality and sewerage perspectives.

(b) As the applicant has committed to submit a Noise Impact Assessment (NIA) Report during the detailed design stage for his agreement, he has no further comment on the noise aspect of the application. The NIA Report shall be certified by the qualified Acoustic Consultant and shall form part of the land lease of the Site. The NIA shall ensure that the proposed mitigation measures would fully address the potential road traffic and railway noise issues. In preparing the future NIA report, the applicant should note his detailed comments at **Appendix III**.

Urban Design and Landscape

9.1.6 Comments of the Chief Architect/Central Management Division 2, Architectural Services Department (CA/CMD2, ArchSD):

It is noted that the proposed residential development mainly consists of 3 blocks of towers with building height ranging from 11 to 19 storeys which are about 120% to 280% higher than the remaining "CDA" zone with BHR of 5 storeys. It is undesirable from visual impact point of view and may not be compatible to adjacent development. Other detailed comments are at **Appendix III**.

9.1.7 Comments of the Chief Town Planner/Urban Design and Landscape, Planning Department (CTP/UD&L, PlanD):

Urban Design and Visual

(a) The Site is located at the urban fringe of Yuen Long Town abutting Castle Peak Road – Ping Shan, and is surrounded by clusters of village houses to the north and west, a 2-storey industrial building (i.e. Century Centre) to the immediate east, green knolls to the north, Tong Yan San Tsuen Playground and some 1 to 3-storey industrial buildings to the south across Castle Peak Road – Ping Shan. In addition, the Ping Shan Heritage Trail and Ping Shan Tang Clan Gallery are located to the further north of the Site.

(b) Given its building massing and height, the proposed development would become a new visual element to the surrounding area which is mainly occupied by low-rise village houses, low-rise industrial buildings and parks. According to the revised visual impact assessment (VIA) submitted, the proposed development would have some visual effects to most of the key public view points. Nonetheless, the applicant has proposed a number of design features including stepped building height profile descending from west to east and north, incorporation of underground car park, provision of building voids and 1.5m edge planting strips along the site boundary for screening to minimise the potential visual impact.

Landscape

(c) According to the aerial photo of 2021, the Site is occupied by a warehouse and open carpark with a few trees located at the northern end of the Site. The Site is situated in an area of miscellaneous urban fringe landscape character dominated by residential developments, factories, village houses, warehouses, open storages and scattered tree groups. The Site is surrounded by low-rise residential development of Weslen Garden located to the northwest of the Site, and village houses are located to the west of the Site respectively. The proposed development with three residential blocks of 11 to 19 storeys, one block of 6-storey RCHE and one retail shop is considered not incompatible with the landscape character of the surrounding area.

(d) According to the "Tree Preservation and Landscape Proposal" in **Appendix Ia**, 7 existing trees of common species are found within the Site, while all are proposed to be felled due to proposed development. With reference to the Landscape Proposal, new landscape treatments are proposed on G/F,

roof of RCHE and roof of the clubhouse, which include 143 trees with shrubs/groundcover and lawn. According to Section 5.2 "Active and Passive Recreational Facilities", around 2,834.9m^2 of communal open spaces would be provided for the occupants. With reference to Section 5.3 "Site Coverage of Greenery", more than 20% of green coverage would be provided within the Site. As significant adverse landscape impact arising from the proposed rezoning is not envisaged, she has no objection to the application from landscape planning perspective.

(e) The applicant is reminded that approval of the s.12A application by the Board does not imply approval of the site coverage of greenery requirements under APP PNAP-152. The site coverage of greenery calculation could be submitted separately to the Buildings Department (BD) for approval. For any proposed tree preservation/removal scheme, the applicant is reminded to approach relevant authority/ government department(s) direct to obtain the necessary approval.

Drainage

9.1.8 Comments of the Chief Engineer/Mainland North, Drainage Services Department (CE/MN, DSD):

He has no comment on the application. The applicant is reminded that it is the responsibility of the project proponent to construct the proposed connection with the existing sewer.

Fire Safety

9.1.9 Comments of the Director of Fire Services (D of FS):

(a) He has no objection in principle to the proposal subject to water supplies for firefighting and fire service installations being provided to his satisfaction.

(b) Detailed fire safety requirements will be formulated upon receipt of formal submission of general building plans.

(c) Furthermore, the EVA provision in the Site shall comply with the standard as stipulated in Section 6, Part D of the Code of Practice for Fire Safety in Buildings 2011 under the Building (Planning) Regulation 41D which is administered by BD.

Building Matters

9.1.10 Comments of the Chief Building Surveyor/New Territories West (CBS/NTW), BD:

Detailed checking under the Buildings Ordinance will be carried out at building plan submission stage. Other detailed comments are at **Appendix III**.

Others

9.1.11 Comments of the Director of Social Welfare (DSW):

He has no comment to the layout plan of the proposed RCHE if it is to be operated on a private/self-financing mode and on conditions that (i) the proposed RCHE incurs no capital and recurrent cost to the Government; and (ii) the design and construction of RCHE are in full compliance with all relevant and prevailing statutory and licensing requirements.

9.1.12 Comments of the Project Team Leader/Housing, Civil Engineering Office, Civil Engineering and Development Department (PTL/H, CEO, CEDD):

(a) The Site is located in the vicinity of the two brownfield clusters of Ping Shan North and Ping Kwai Road under the following consultancy agreements:

(i) Agreement No. CE 43/2020 (CE) – Site Formation and Infrastructure Works for Proposed Public Housing Development at Ping Shan North, Yuen Long – Feasibility Study; and

(ii) Agreement No. CE 46/2020 (CE) – Term Consultancy for Site Formation and Infrastructure Works for Proposed Housing Developments in Zone 1 (2021-2024) – Feasibility Study Task Order No. 3 – Site Formation and Infrastructure Works for Proposed Public Housing Development at Ping Kwai Road, Yuen Long – Feasibility Study.

(b) While his office has no adverse comment on the application, he presumes that other relevant government departments would provide their expertise advice on the impacts on the existing or planned infrastructure capacities on the application accordingly.

District Officer's Comments

9.1.13 Comments of the District Officer (Yuen Long), Home Affairs Department (DO(YL), HAD):

He relayed a supporting comment from the Village Representative (VR) of Hang Mei Tsuen on the application with the view that the proposal is a more efficient use of land and will provide elderly

facilities to solve the aging population (**Appendix IV**).

9.2 The following Departments have no comment on or no objection to the application:

(a) Director of Housing (D of Housing);
(b) Director of Electrical and Mechanical Services (DEMS);
(c) Director of Leisure and Cultural Services (DLCS);
(d) Director of Food and Environmental Hygiene (DFEH);
(e) Executive Secretary (Antiquities and Monuments), Antiquities and Monuments Office (ES(A&M), AMO);
(f) Commissioner of Police (C of P);
(g) Project Manager (West) (PM(W)), CEDD; and
(h) Chief Engineer/Construction, Water Supplies Department (CE/C, WSD).

10. Public Comments Received During the Statutory Publication Periods

10.1 The application and relevant FIs were published for public inspection. During the statutory public inspection periods, a total of 328 public comments were received, from the VRs of Hang Mei Tsuen, Wing Ning Tsuen and Tong Yan San Tsuen, local residents, MTRCL and general public.

10.2 Among the public comments, 326 (including the VRs, local residents and general public) support or do not object the application (**Appendices V-1 to V-9**; and samples of the standard letters at **Appendices V-10 to V-15**). One public comment from an individual objects to the application (**Appendix V-16**) and one is from MTRCL suggesting the applicant to incorporate suitable noise mitigation measures in the proposed development (**Appendix V-17**). The full set of public comments will be deposited at the meeting for Members' inspection.

10.3 Their views are summarised as follows:

Supporting Views

(a) the proposed development would phase out the existing incompatible industrial use;

(b) the proposed zoning is a more efficient land use;

(c) the Site is located at a convenient location and well served by public transport;

(d) the location is suitable for provision of RCHE to meet the demand;

(e) the proposal is in line with the Government's latest Northern Metropolis Development Strategy; and

Objecting Views

(f) the proposed development would have incompatible building height and bulk and create adverse visual impact.

11. Planning Considerations and Assessments

11.1 The applicant proposes to rezone the Site from "V" and "CDA" to "R(B)2" to facilitate a proposed residential development and RCHE with retail shop.

11.2 According to the information provided by the applicant, the proposed "R(B)2" zone, which is primarily intended for sub-urban medium-density residential developments in rural areas, is subject to a maximum domestic PR of 3, a maximum non-domestic PR of 0.39, a maximum SC of 31.66% and a maximum BH of 20 storeys including car park (65.85m above ground). The applicant has submitted a tailor-made Notes for the proposed "R(B)2" sub-area where 'Flat', 'Social Welfare Facility' and 'Shop and Services' are Column 1 uses and no planning permission from the Board would be required to effectuate the proposal (**Appendix II**).

Land Use Compatibility and Development Intensity

11.3 The Site is located near the junction of Castle Peak Road – Ping Shan and Ping Ha Road and a short walking distance (about 200m) from LR Ping Shan Station (**Plan Z-2**). The Site is mainly surrounded by low-density residential developments and village type developments of Ping Shan San Tsuen, Tong Fong Tsuen and Hang Mei Tsuen and low-rise industrial buildings (**Plans Z-2 and Z-3**). Although there is existing I/R interface issues, the industrial buildings to the immediate east of the Site are largely vacant with some warehouse/storage operations. With the implementation of the recommended mitigations measures, including the provision of acoustic windows at selected units, no adverse environmental impacts are anticipated and DEP have no in-principle objection to the application. It is noted that the applicant has attempted but failed to assemble the remaining portion of the "CDA" site for a comprehensive development in the past 10 years. Nevertheless, since the adjacent "CDA" zoning is intended to phase out the existing industrial uses by other compatible land uses, the proposed development is not incompatible with the surrounding land uses (**Plan Z-1**). Overall, the proposed residential development cum RCHE is also compatible with the surrounding predominant residential use.

11.4 Despite that the proposed PR of 3.39 and BH of 11-19 residential storeys at the Site are higher than the existing developments in the surroundings and CA/CMD2, ArchSD considers that the proposed scheme may not be compatible to the adjacent development, the Site is located abutting the Castle Peak Road – Ping Shan and close to LR Ping Shan Station. Furthermore, PTL/H, CEO, CEDD is conducting the feasibility studies on the proposed public housing developments at Ping Kwai Road and Ping Shan North with

higher development density[2] in the surrounding areas (**Plan Z-1**). In this regard, residential developments of higher density in the locality are anticipated. Moreover, CTP/UD&L, PlanD has no adverse comments on the application from urban design perspective. In this regard, the proposed development intensity under "R(B)2" sub-area at the Site is considered generally not incompatible with the existing and planned developments in the area.

Planning Merits

11.5 The Site has been zoned "V" and "CDA" for over 25 years. There is no SH application approved or under processing within the "V" portion and no development scheme has been received for the "CDA" part. DLO/YL advises that the Site does not fall within 'VE' of any recognised village. While the amount of land available within the "V" zone is insufficient to meet the future SH demand, it is sufficient to accommodate the 74 outstanding SH applications[3]. Moreover, DLO/YL has no adverse comment on rezoning the portion zoned "V" and there is no local objection received on the application. Nevertheless, the Site is currently occupied by brownfield operations. The proposed development of the rezoning application can not only meet the acute housing demand by increasing housing supply, but also help phasing out the existing brownfield operations at the Site with improvement of the existing degraded environment. In addition, the proposed rezoning would also facilitate the provision of a RCHE to serve the local community. In this regard, DSW has no comment on the indicative layout plan of the proposed RCHE from welfare perspective.

11.6 The Committee considered the "CDA" Review on 28.5.2021 and agreed that the subject "CDA" zone would be reviewed to facilitate early implementation and ensure that the local traffic problem and I/R interface issue could be properly addressed. The proposal under the current application is generally in line with the decision of the Committee.

Technical Aspects

11.7 The applicant has submitted various technical assessments to demonstrate that the proposed rezoning is acceptable from traffic, drainage, sewerage, environmental and water supplies perspectives. Relevant government departments, including C for T, CE/MN of DSD, DEP and CE/C of WSD, have no in-principle objection to/no adverse comment on the application. Technical concerns of relevant departments can be addressed at the detailed design stage through appropriate control under lease. Although CA/CMD2, ArchSD points out that the proposed development is undesirable from visual point of view, CTP/UD&L, PlanD considers that with the proposed design features, including stepped building height profile, underground car park,

---

[2] In view of the shortage of public housing supply, the studies would explore the feasibility of a maximum domestic PR 6.5 for optimizing the supply of public housing units by taking into full consideration various development constraints.

[3] After excluding the "V" portion of the Site, it is estimated that about 2.4 ha of land is still available in the "V" zone for accommodating about 96 SHs.

provision of building voids and planting strips, the potential visual impact would be minimised.

Public Comments

11.8 There were one public comment conveyed by DO(YL), HAD and 328 public comments received during the statutory publication periods as summarised in paragraphs 9.1.13 and 10 above. Majority of them are supporting comments. The one objection comment was mainly related to urban design aspect and the planning considerations and assessments in the above paragraphs are relevant.

12. Planning Department's Views

12.1 Based on the assessments made in paragraph 11 above and having taken into account the public comments mentioned in paragraphs 9.1.13 and 10 above, the Planning Department has no in-principle objection to the application.

12.2 Should the Committee decide to agree/partially agree to the application, the relevant proposed amendment to the OZP, including its Notes and Explanatory Statement, will be submitted to the Committee for consideration prior to gazetting under the Town Planning Ordinance when opportunity arises.

12.3 Alternatively, should the Committee decide not to agree to the application, the following reason is suggested for Members' reference:

the proposed rezoning of portion of the "CDA" site in a piecemeal manner would affect the comprehensive planning of the "CDA" zone.

13. Decision Sought

13.1 The Committee is invited to consider the application and decide whether to agree, partially agree, or not to agree to the application.

13.2 Should the Committee decide to partially agree/not to agree to the application, Members are invited to advise what reason(s) for the decision should be given to the applicant.

14. Attachments

Appendix I	Application form received on 22.10.2021
Appendix Ia	Consolidated Planning Statement
Appendix II	Proposed Notes of the "R(B)2" Sub-area
Appendix III	Detailed departmental comments
Appendix IV	Local comment relayed by DO(YL), HAD
Appendices V-1 to V-17	Public Comments

Drawing Z-1	Master Layout Plan
Drawing Z-2	G/F Plan (Southern Portion - Residential)
Drawing Z-3	G/F Plan (Northern Portion - RCHE)
Drawings Z-4 and Z-5	Section & Elevations
Drawing Z-6	Landscape Master Plan
Drawing Z-7	Perspective
Drawings Z-8 to Z-12	Photomontages
Drawings Z-13 and Z-14	Proposed Environmental Mitigation Measures
Drawing Z-15	Traffic Improvement Works by TD
Plan Z-1	Location plan
Plan Z-2	Site plan
Plan Z-3	Aerial photo
Plans Z-4a and Z-4b	Site photos

PLANNING DEPARTMENT
APRIL 2022

Appendix 2

Proposed Amendments to the Notes of the Approved Ping Shan Outline Zoning Plan No. S/YL-PS/20

RESIDENTIAL (GROUP B)

Column 1 Uses always permitted	Column 2 Uses that may be permitted with or without conditions on application to the Town Planning Board
Flat	Ambulance Depot
Government Use (Police Reporting Centre, Post Office only)	Eating Place
House	Educational Institution
Library	Government Refuse Collection Point
Residential Institution	Government Use (not elsewhere specified)
School (in free-standing purpose-designed building only) #	Hospital
Shop and Services (on land designated "R(B)2" only)	Hotel
Social Welfare Facility (on land designated "R(B)2" only)	Institutional Use (not elsewhere specified)
Utility Installation for Private Project	Off-course Betting Centre
	Office
	Petrol Filling Station
	Place of Entertainment
	Place of Recreation, Sports or Culture
	Private Club
	Public Clinic
	Public Convenience
	Public Transport Terminus or Station
	Public Utility Installation
	Public Vehicle Park (excluding container vehicle)
	Recyclable Collection Centre
	Religious Institution
	Rural Committee/Village Office
	School (not elsewhere specified)
	Shop and Services
	Social Welfare Facility
	Training Centre

Planning Intention

This zone is intended primarily for sub-urban medium-density residential developments in rural areas where commercial uses serving the residential neighborhood may be permitted on application to the Town Planning Board.

(Please see next page)

RESIDENTIAL (GROUP B) (Cont'd)

Remarks

(a) On land designated "Residential (Group B) 1", no new development, or addition, alteration and/or modification to or redevelopment of an existing building (except development or redevelopment to the use annotated with #) shall result in a total development and/or redevelopment in excess of a maximum plot ratio of 1, a maximum site coverage of 40% and a maximum building height of 5 storeys (15m) including car park, or the plot ratio, site coverage and height of the building which was in existence on the date of the first publication in the Gazette of the notice of the draft development permission area plan, whichever is the greater.

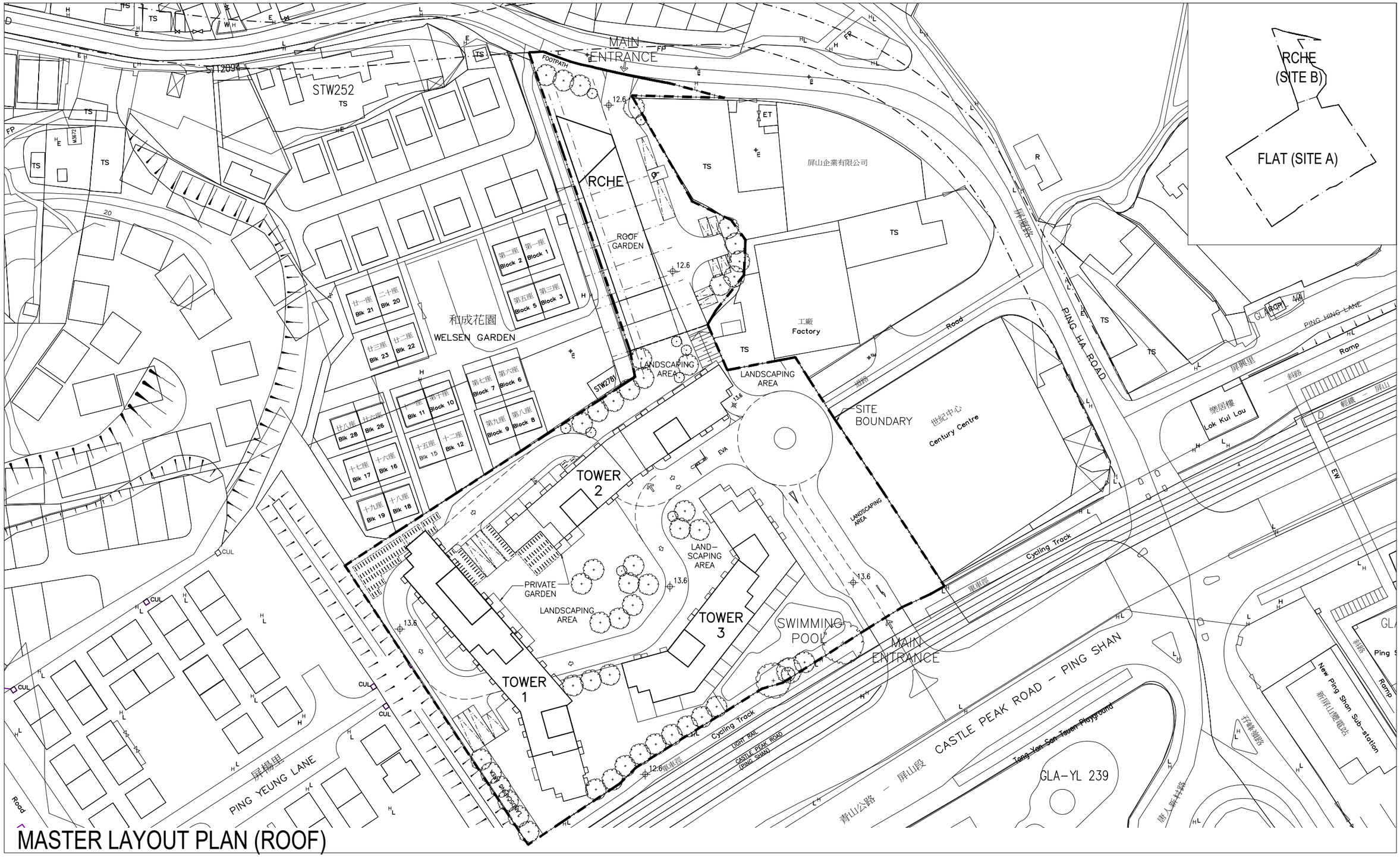
(b) On land designated "Residential (Group B) 2", no new development, or addition, alteration and/or modification to or redevelopment of an existing building (except development or redevelopment to the use annotated with #) shall result in a total development and/or redevelopment in excess of a maximum domestic plot ratio of 4.5, a maximum non-domestic plot ratio of 0.48, a maximum site coverage of 34.7% and a maximum building height of 29 storeys (98.75m) including car parks, or the plot ratio, site coverage and height of the building which was in existence on the date of the first publication in the Gazette of the notice of the draft development permission area plan, whichever is the greater.

(c) In determining the maximum plot ratio and site coverage for the purposes of ***paragraphs (a) and (b)*** above, any floor space that is constructed or intended for use solely as car park, loading/unloading bay, plant room and caretaker's office, or caretaker's quarters and recreational facilities for the use and benefit of all the owners or occupiers of the domestic building or domestic part of the building, provided such uses and facilities are ancillary and directly related to the development or redevelopment, may be disregarded.

(d) Based on the individual merits of a development or redevelopment proposal, minor relaxation of the plot ratio, site coverage and building height restrictions stated in ***paragraphs (a) and (b)*** above may be considered by the Town Planning Board on application under section 16 of the Town Planning Ordinance.

Appendix 3

Master Layout Plan and Architectural Drawings



MASTER LAYOUT PLAN (ROOF)

Rev	Description	Drawn	Checked	Approved	Date
-	DESIGN	NC	DY	DY	11./10./22
A	GENERAL REVISION	NC	DY	DY	18./10./22
B	GENERAL REVISION	NC	DY	DY	25./10./22
C	GENERAL REVISION	IL	DY	DY	15./11./22

Rev	Description	Drawn	Checked	Approved	Date

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Website : www.mgdesignhk.com

Project Title
NEW REZONING APPLICATION FOR PROPOSED RESIDENTIAL DEVELOPMENT AND GIC USES AT DD121, PING SHAN

Drawing Title
MASTER LAYOUT PLAN (ROOF)

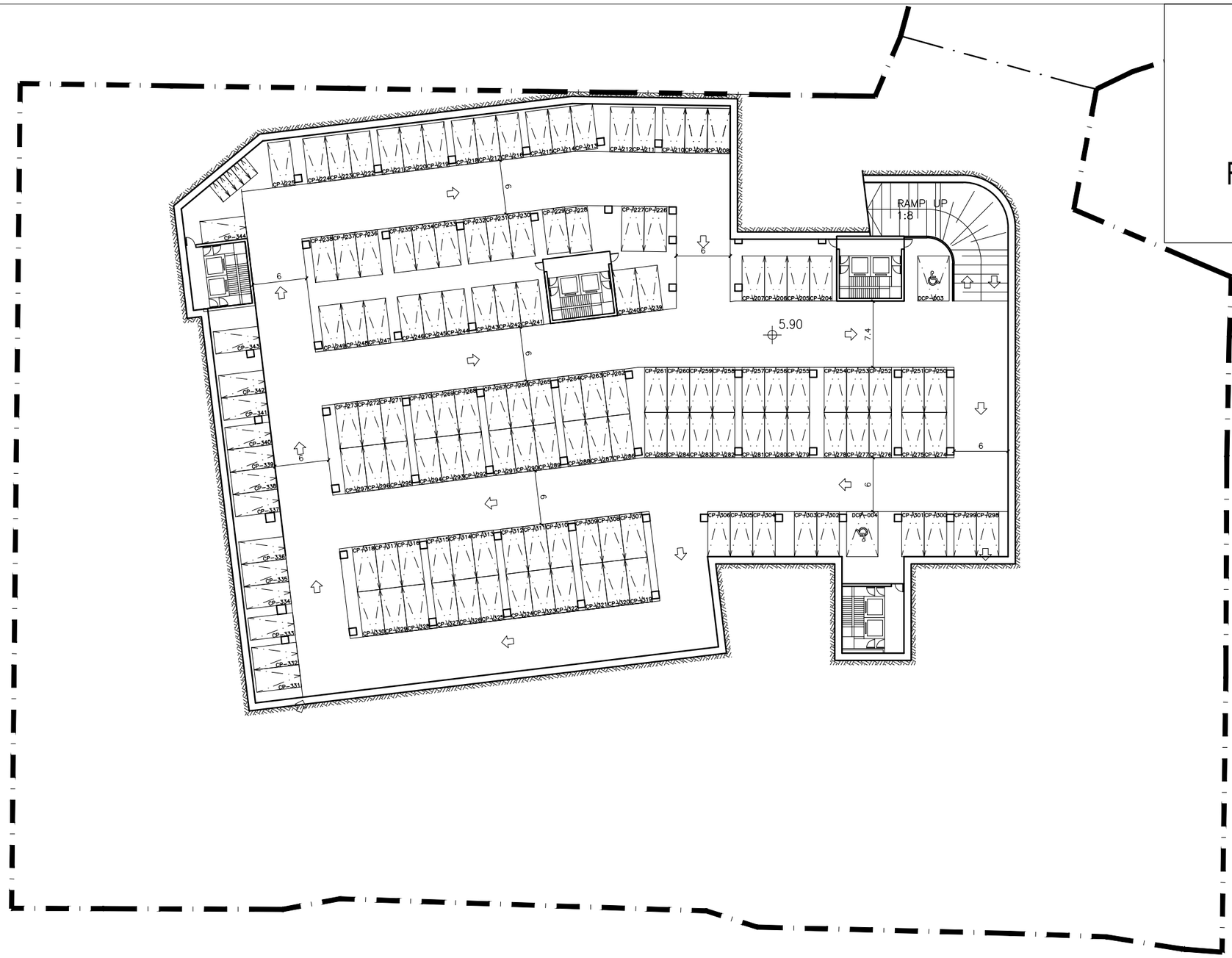
Project No. 20/HK/YL02
Issue Date. 11/10/2022
Cad File No. layout_plan.dwg
SCALE. 1 : 1000 (A3)
Drawing No. A-P-001 (C)

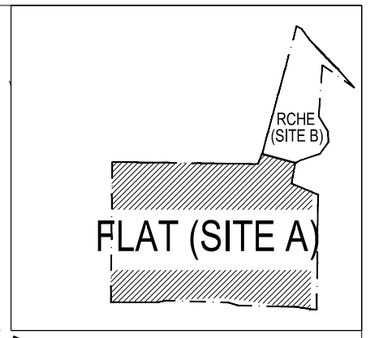
Authority's / Client's Approval

AREA OF EXCAVATION: 4985 SQ.M. (APPROX.)

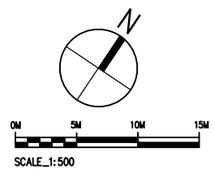
PARKING PROVIDED:

PRIVATE CAR:	179 (B1/F)
PRIVATE CAR (VISITOR):	15 (B1/F)
PRIVATE CAR (RETAIL):	11 (B1/F)
PRIVATE CAR:	143 (B2/F)
PRIVATE MOTORCYCLE:	13 (B1/F)
PRIVATE MOTORCYCLE(RETAIL):	5 (B2/F)
BICYCLE:	205 (G/F)
GOODS VEHICLE:	5 (G/F)





BASEMENT



Rev	Description	Drawn	Checked	Approved	Date
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A	GENERAL REVISION	NC	DY	DY	18./10./22.
B	GENERAL REVISION	NC	DY	DY	25./10./22.

Rev	Description	Drawn	Checked	Approved	Date
					__/__/__

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Project Title
NEW REZONING APPLICATION FOR PROPOSED RESIDENTIAL DEVELOPMENT AND GIC USES AT DD121, PING SHAN

Drawing Title
RESIDENTIAL DEVELOPMENT
LAYOUT PLAN
BASEMENT 2

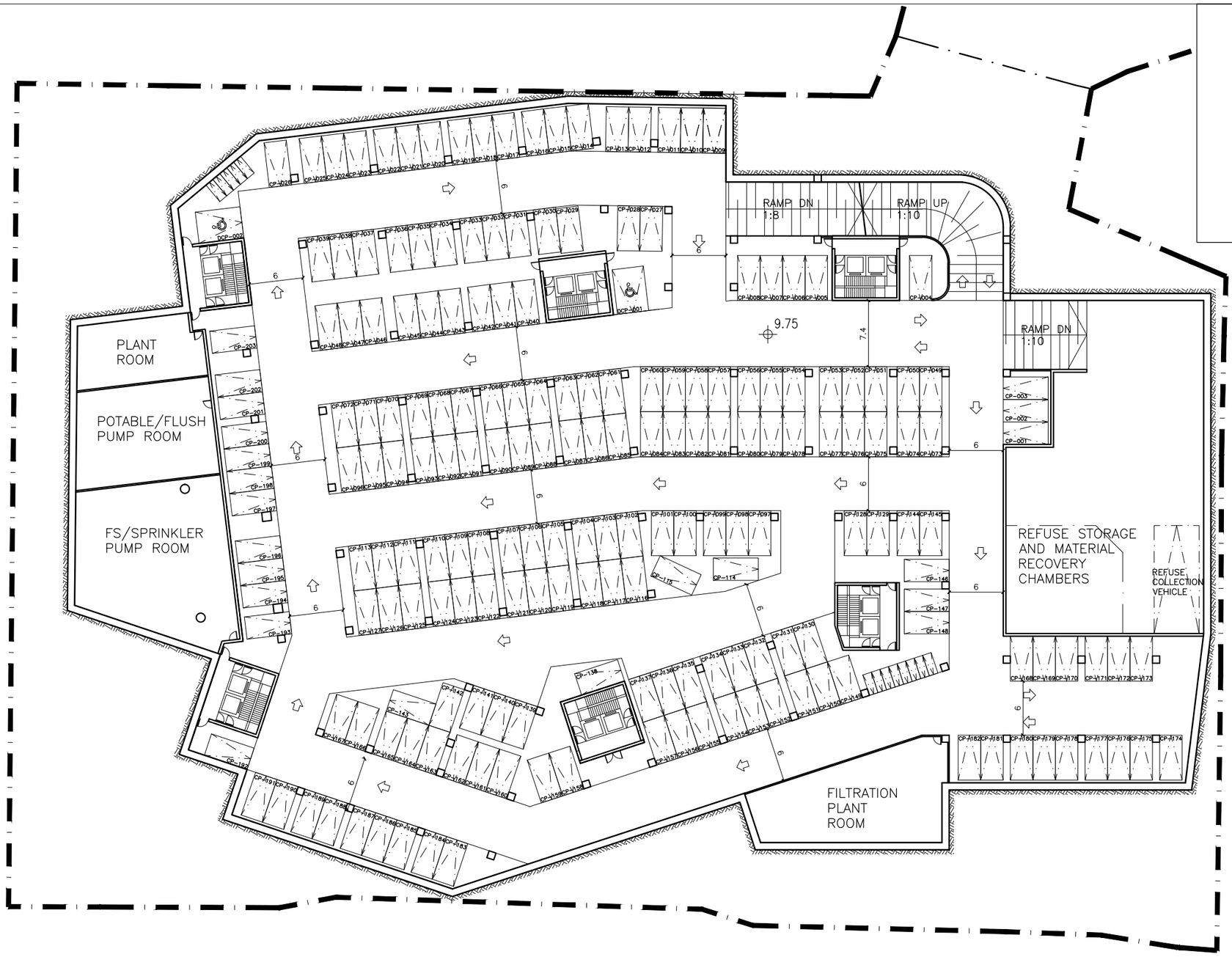
Project No. 20/HK/YL02
Issue Date. 11/10/2022
Cad File No. layout_plan.dwg
SCALE. 1 : 500 (A3)
Drawing No. A-P-200 (B)

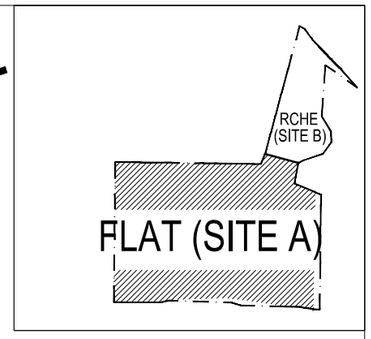
Authority's / Client's Approval

AREA OF EXCAVATION: 8885 SQ.M. (APPROX.)

PARKING PROVIDED:

PRIVATE CAR:	179 (B1/F)
PRIVATE CAR (VISITOR):	15 (B1/F)
PRIVATE CAR (RETAIL):	11 (B1/F)
PRIVATE CAR:	143 (B2/F)
PRIVATE MOTORCYCLE:	13 (B1/F)
PRIVATE MOTORCYCLE(RETAIL):	5 (B2/F)
BICYCLE:	205 (G/F)
GOODS VEHICLE:	5 (G/F)





BASEMENT

0M 5M 10M 15M

SCALE_1:500

Rev	Description	Drawn	Checked	Approved	Date
-	DESIGN	NC	DY	DY	11/10/22
A	GENERAL REVISION	NC	DY	DY	18/10/22
B	GENERAL REVISION	NC	DY	DY	25/10/22

Rev	Description	Drawn	Checked	Approved	Date

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Project Title
NEW REZONING APPLICATION FOR PROPOSED RESIDENTIAL DEVELOPMENT AND GIC USES AT DD121, PING SHAN

Drawing Title
RESIDENTIAL DEVELOPMENT
LAYOUT PLAN
BASEMENT

Project No. 20/HK/YL02
Issue Date. 11/10/2022
Cad File No. layout_plan.dwg
SCALE. 1 : 500 (A3)
Drawing No. A-P-201 (B)

Authority's / Client's Approval

SITE AREA : = 14536 SQ. M.

CLASS "A" SITE

GROSS FLOOR AREA (TOWER 1)

G / F :	420	SQ. M. (1 STOREY)
1 - 5 / F, 15 - 24 / F :	15270	SQ. M. (15 STOREYS)
6 / F - 14 / F :	8622	SQ. M. (9 STOREYS)
25 / F:	862	SQ. M. (1 STOREY)
26 / F:	466	SQ. M. (1 STOREY)
TOTAL :	25640	SQ. M. (27 STOREYS)

GROSS FLOOR AREA (TOWER 2)

G / F :	377	SQ. M. (1 STOREY)
1 - 13 / F:	11557	SQ. M. (13 STOREYS)
14 - 20 / F:	5726	SQ. M. (7 STOREYS)
21 / F:	716	SQ. M. (1 STOREY)
22 / F:	389	SQ. M. (1 STOREY)
TOTAL :	18765	SQ. M. (23 STOREYS)

GROSS FLOOR AREA (TOWER 3)

G / F :	172	SQ. M. (1 STOREY)
1 / F:	108	SQ. M. (1 STOREY)
2 - 6 / F:	4265	SQ. M. (5 STOREY)
7 - 22 / F:	15088	SQ. M. (16 STOREYS)
23 / F:	847	SQ. M. (1 STOREY)
24 / F:	527	SQ. M. (1 STOREY)
TOTAL :	21007	SQ. M. (25 STOREYS)

TOTAL GROSS FLOOR AREA

T1 + T2 + T3 = 65412 SQ. M. (APPROX.)

DOMESTIC PLOT RATIO : 65412 / 14536 = 4.5

CLASS "A" SITE, DOMESTIC BUILDING

HEIGHT OF BUILDING

OVER 61 m

DOMESTIC SITE COVERAGE : 2935 / 14536

= 20.19 % < 33.33 % (APPROX.)

CLUB HOUSE AREA: 1635 / 65412

= 2.5 % < 4.0% (APPROX.)

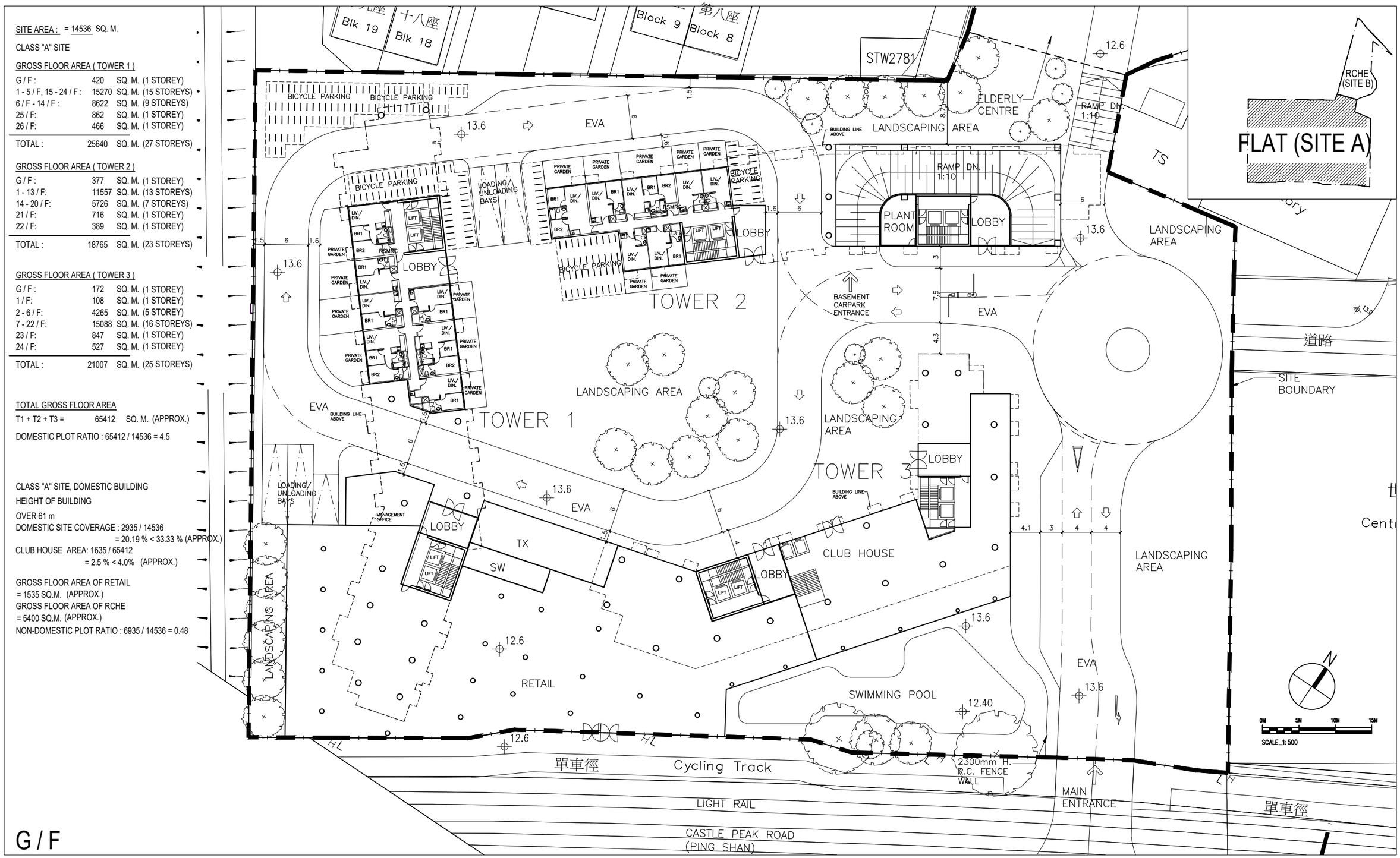
GROSS FLOOR AREA OF RETAIL

= 1535 SQ.M. (APPROX.)

GROSS FLOOR AREA OF RCHE

= 5400 SQ.M. (APPROX.)

NON-DOMESTIC PLOT RATIO : 6935 / 14536 = 0.48



G / F

Rev	Description	Drawn	Checked	Approved	Date
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A	GENERAL REVISION	NC	DY	DY	11 / 10 / 22
B	GENERAL REVISION	NC	DY	DY	18 / 10 / 22
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D	GENERAL REVISION	IL	DY	DY	15 / 11 / 22

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Project Title: NEW REZONING APPLICATION FOR PROPOSED RESIDENTIAL DEVELOPMENT AND GIC USES AT DD121, PING SHAN

Drawing Title: RESIDENTIAL DEVELOPMENT LAYOUT PLAN G / F

Project No. 20/HK/YL02

Issue Date. 19/09/2022

Cad File No. layout_plan.dwg

SCALE. 1 : 500 (A3)

Drawing No. A-P-202 (D)

Authority's / Client's Approval

NOS. OF UNIT

TOWER 1 : 24
TOWER 2 : 22

GROSS FLOOR AREA

TOWER 1 :	1018	SQ. M.
TOWER 2 :	889	SQ. M.
TOWER 3 :	108	SQ. M.

NOS. OF UNIT (TOWER 1)

G / F :	7	(1 STOREY)
1 - 5 / F,15-24 / F :	360	(15 STOREYS)
6 - 14 / F :	198	(9 STOREYS)
25 / F:	20	(1 STOREY)
26 / F:	9	(1 STOREY)
TOTAL :	594	(27 STOREYS)

NOS. OF UNIT (TOWER 2)

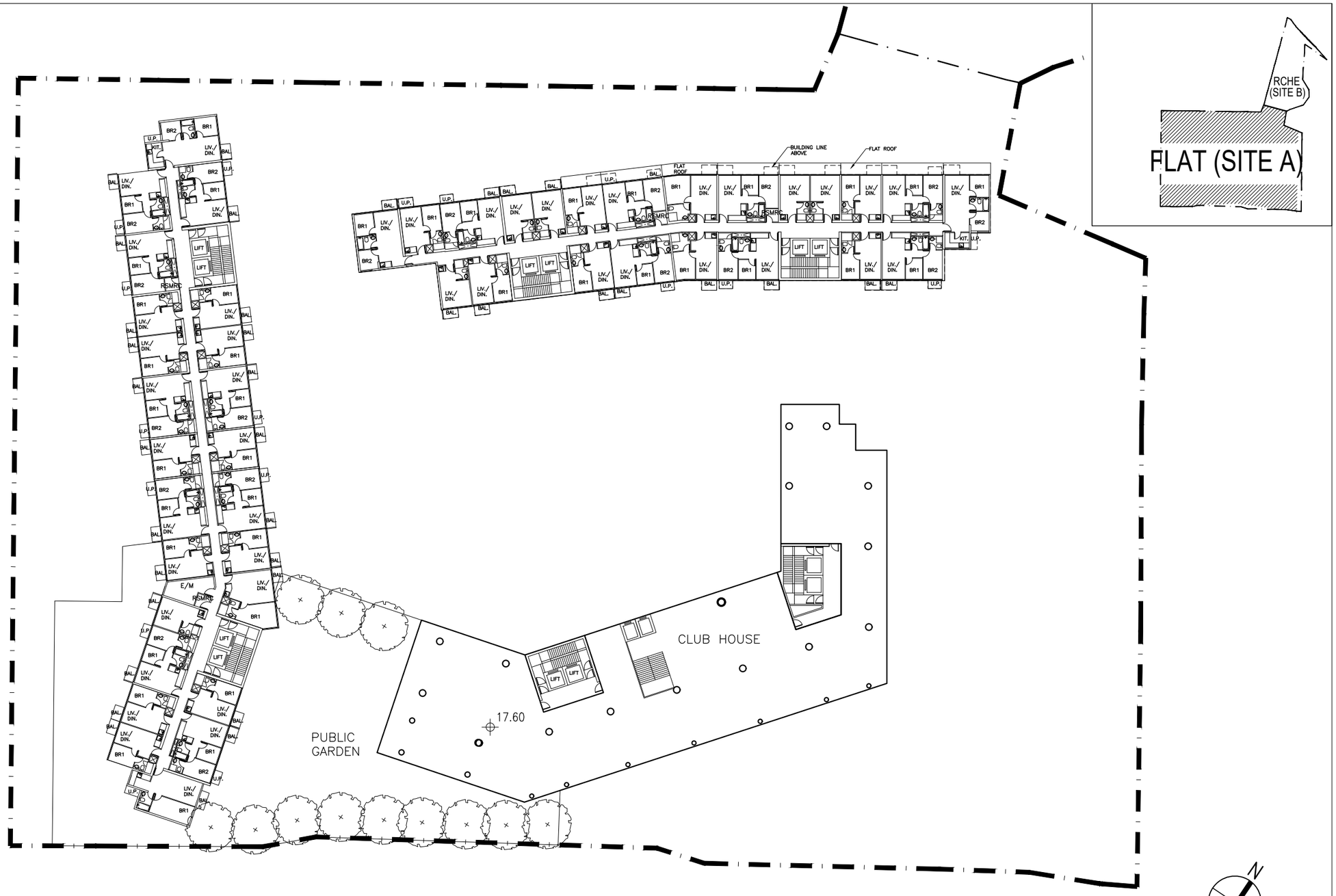
G / F :	7	(1 STOREY)
1 / F - 13 / F:	286	(13 STOREYS)
14 / F - 20 / F:	140	(7 STOREYS)
12 / F:	17	(1 STOREY)
13 / F - 14 / F:	9	(1 STOREY)
TOTAL :	459	(23 STOREYS)

NOS. OF UNIT (TOWER 3)

G / F - 1 / F:	0	(2 STOREYS)
2 / F - 6 / F:	100	(5 STOREYS)
7 / F - 22 / F:	352	(16 STOREYS)
23 / F:	20	(1 STOREY)
24 / F:	11	(1 STOREY)
TOTAL :	483	(25 STOREYS)

TOTAL NOS. OF UNIT

T1 + T2 + T3 = 1536



1 / F

Rev	Description	Drawn	Checked	Approved	Date
-	DESIGN	NC	DY	DY	11./10/22
A	GENERAL REVISION	NC	DY	DY	18./10./22
B	GENERAL REVISION	NC	DY	DY	25./10./22
C	GENERAL REVISION	IL	DY	DY	15./11./22

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Website : www.mgdesignhk.com

Project Title
NEW REZONING APPLICATION FOR PROPOSED RESIDENTIAL DEVELOPMENT AND GIC USES AT DD121, PING SHAN

Drawing Title
RESIDENTIAL DEVELOPMENT
LAYOUT PLAN
1 / F

Project No. 20/HK/YL02
Issue Date. 11/10/2022
Cad File No. layout_plan.dwg
SCALE. 1 : 500 (A3)
Drawing No. A-P-203 (C)

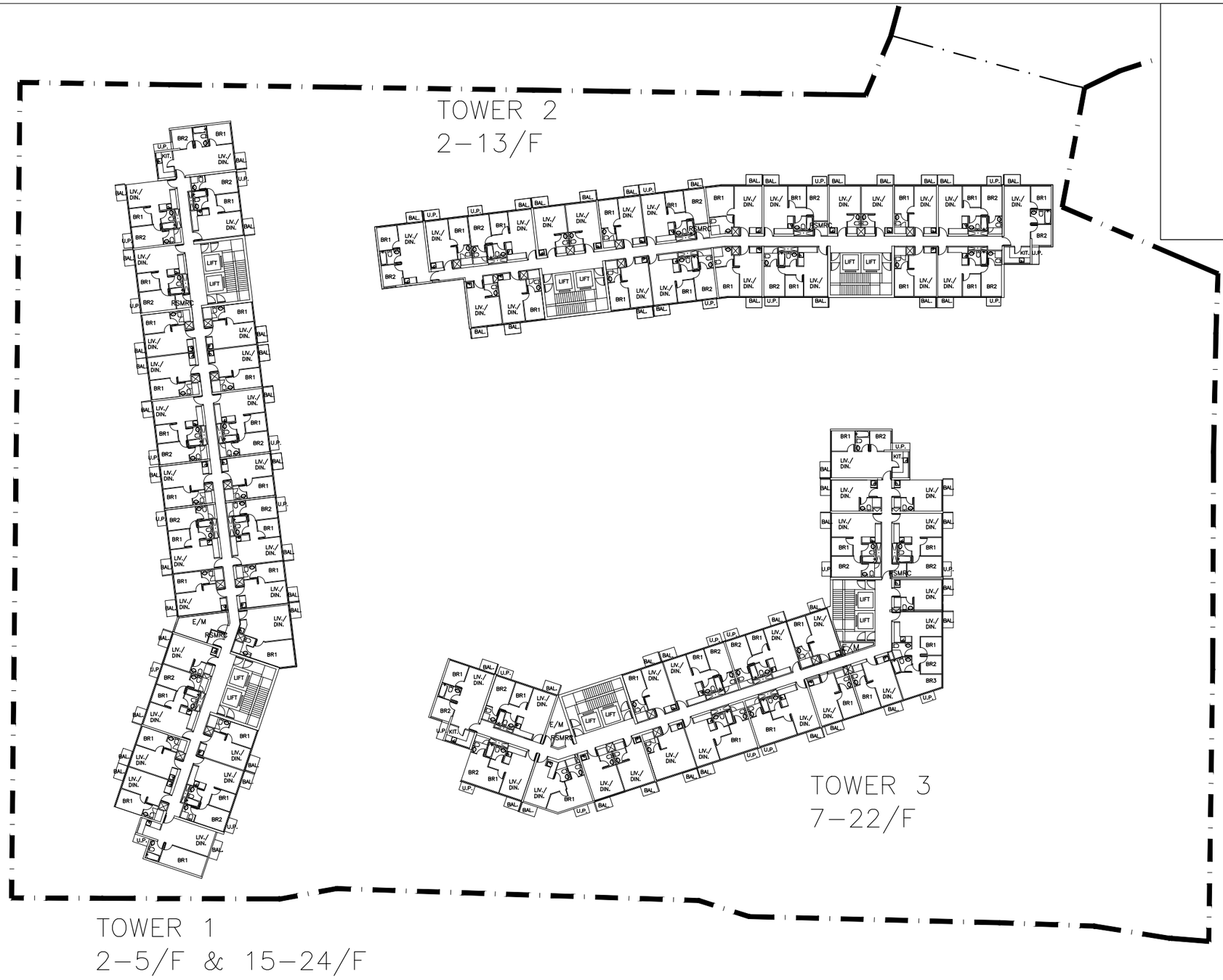
Authority's / Client's Approval

NOS. OF UNIT (TYPICAL A)

TOWER 1 : 24
TOWER 2 : 22
TOWER 3 : 22

GROSS FLOOR AREA (TYPICAL A)

TOWER 1 :	1018	SQ. M.
TOWER 2 :	889	SQ. M.
TOWER 3 :	943	SQ. M.



TYPICAL FLOOR A

Rev	Description	Drawn	Checked	Approved	Date
-	DESIGN	NC	DY	DY	11/10/22

Rev	Description	Drawn	Checked	Approved	Date

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Project Title
NEW REZONING APPLICATION FOR PROPOSED RESIDENTIAL DEVELOPMENT AND GIC USES AT DD121, PING SHAN

Drawing Title
RESIDENTIAL DEVELOPMENT LAYOUT PLAN - 1

Project No. 20/HK/YL02
Issue Date. 11/10/2022
Cad File No. layout_plan.dwg
SCALE. 1 : 500 (A3)
Drawing No. A-P-204 (-)

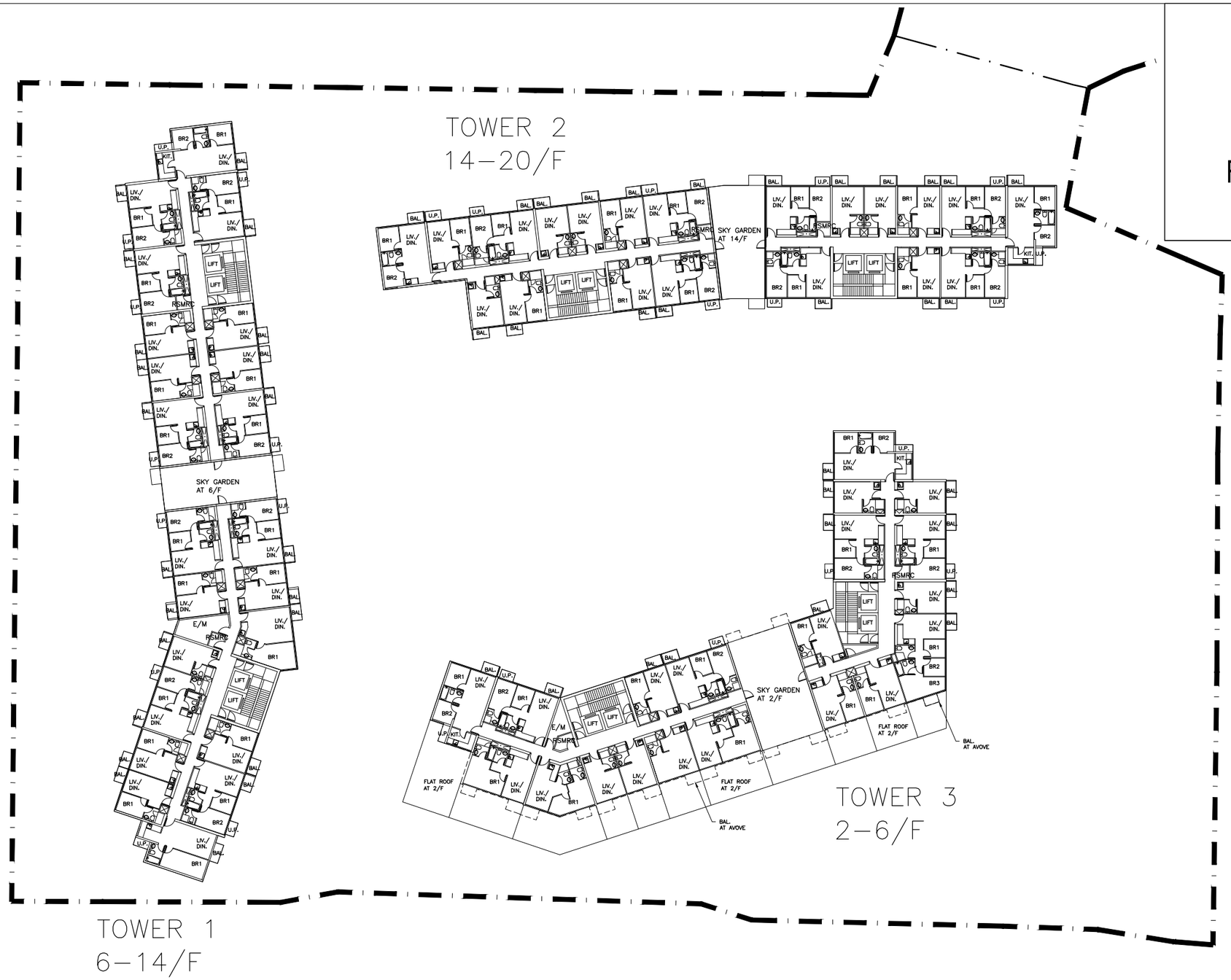
Authority's / Client's Approval

NOS. OF UNIT (TYPICAL B)

TOWER 1 : 22
TOWER 2 : 20
TOWER 3 : 20

GROSS FLOOR AREA TYPICAL B)

TOWER 1 :	958	SQ. M.
TOWER 2 :	818	SQ. M.
TOWER 3 :	853	SQ. M.



TYPICAL FLOOR B (WITH SKY GARDENS)

Rev	Description	Drawn	Checked	Approved	Date
-	DESIGN	NC	DY	DY	11/10/22

Rev	Description	Drawn	Checked	Approved	Date

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Project Title
NEW REZONING APPLICATION FOR PROPOSED RESIDENTIAL DEVELOPMENT AND GIC USES AT DD121, PING SHAN

Drawing Title
RESIDENTIAL DEVELOPMENT LAYOUT PLAN - 2

Project No. 20/HK/YL02
Issue Date. 11/10/2022
Cad File No. layout_plan.dwg
SCALE. 1 : 500 (A3)
Drawing No. A-P-205 (-)

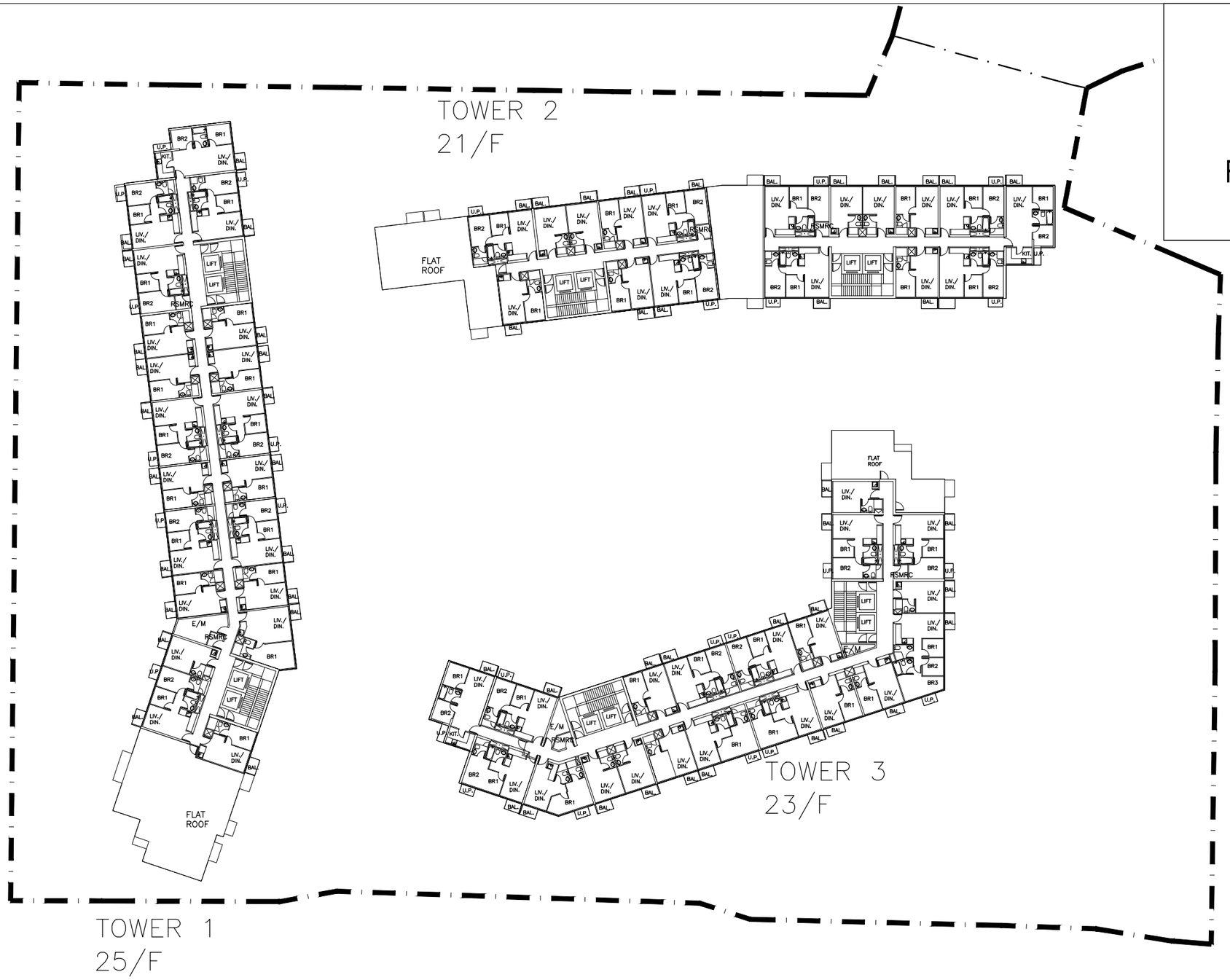
Authority's / Client's Approval

NOS. OF UNIT (TYPICAL C)

TOWER 1 : 20
TOWER 2 : 17
TOWER 3 : 20

GROSS FLOOR AREA (TYPICAL C)

TOWER 1 : 862 SQ. M.
TOWER 2 : 716 SQ. M.
TOWER 3 : 847 SQ. M.



TYPICAL FLOOR C

Rev	Description	Drawn	Checked	Approved	Date
-	DESIGN	NC	DY	DY	11/10/22

Rev	Description	Drawn	Checked	Approved	Date

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Project Title
NEW REZONING APPLICATION FOR PROPOSED RESIDENTIAL DEVELOPMENT AND GIC USES AT DD121, PING SHAN

Drawing Title
RESIDENTIAL DEVELOPMENT LAYOUT PLAN - 3

Project No. 20/HK/YL02
Issue Date. 11/10/2022
Cad File No. layout_plan.dwg
SCALE. 1 : 500 (A3)
Drawing No. A-P-206 (-)

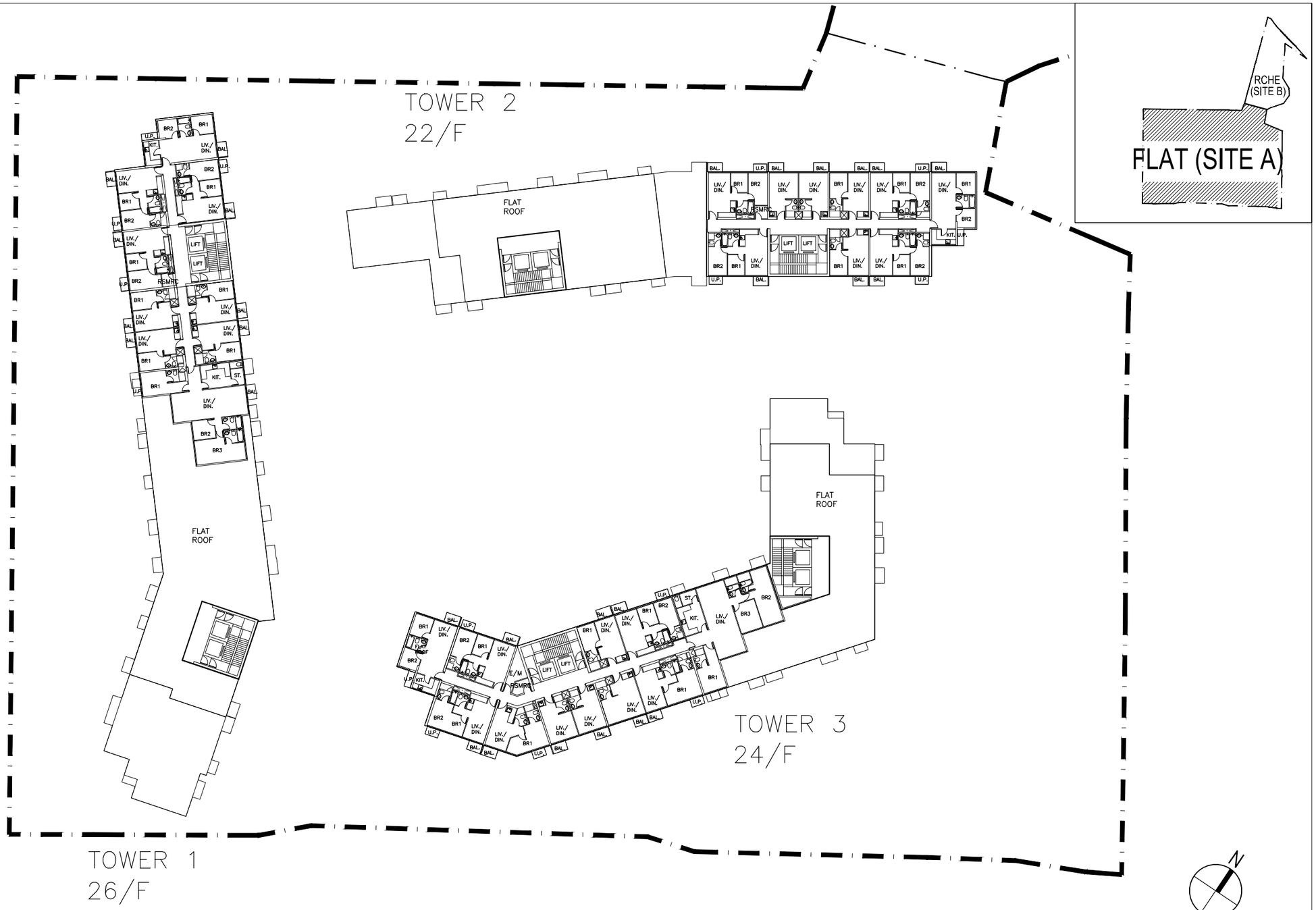
Authority's / Client's Approval

NOS. OF UNIT (TYPICAL D)

TOWER 1 : 9
TOWER 2 : 9
TOWER 3 : 11

GROSS FLOOR AREA (TYPICAL D)

TOWER 1 :	466	SQ. M.
TOWER 2 :	389	SQ. M.
TOWER 3 :	527	SQ. M.



TYPICAL FLOOR D

Rev	Description	Drawn	Checked	Approved	Date
-	DESIGN	NC	DY	DY	11/10/22

Rev	Description	Drawn	Checked	Approved	Date

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Project Title
PROPOSED RESIDENTIAL CARE HOME FOR ELDERLY & RESIDENTIAL DEVELOPMENT AT LOT 1341 S.B. IN D.D.121, HANG MEI TSUEN, YUEN LONG

Drawing Title
RESIDENTIAL DEVELOPMENT LAYOUT PLAN - 4

Project No. 20/HK/YL02
Issue Date. 11/10/2022
Cad File No. layout_plan.dwg
SCALE. 1 : 500 (A3)
Drawing No. A-P-207 (-)

Authority's / Client's Approval

RCHE

CLASS "A" SITE, NON DOMESTIC BUILDING

HEIGHT OF BUILDING

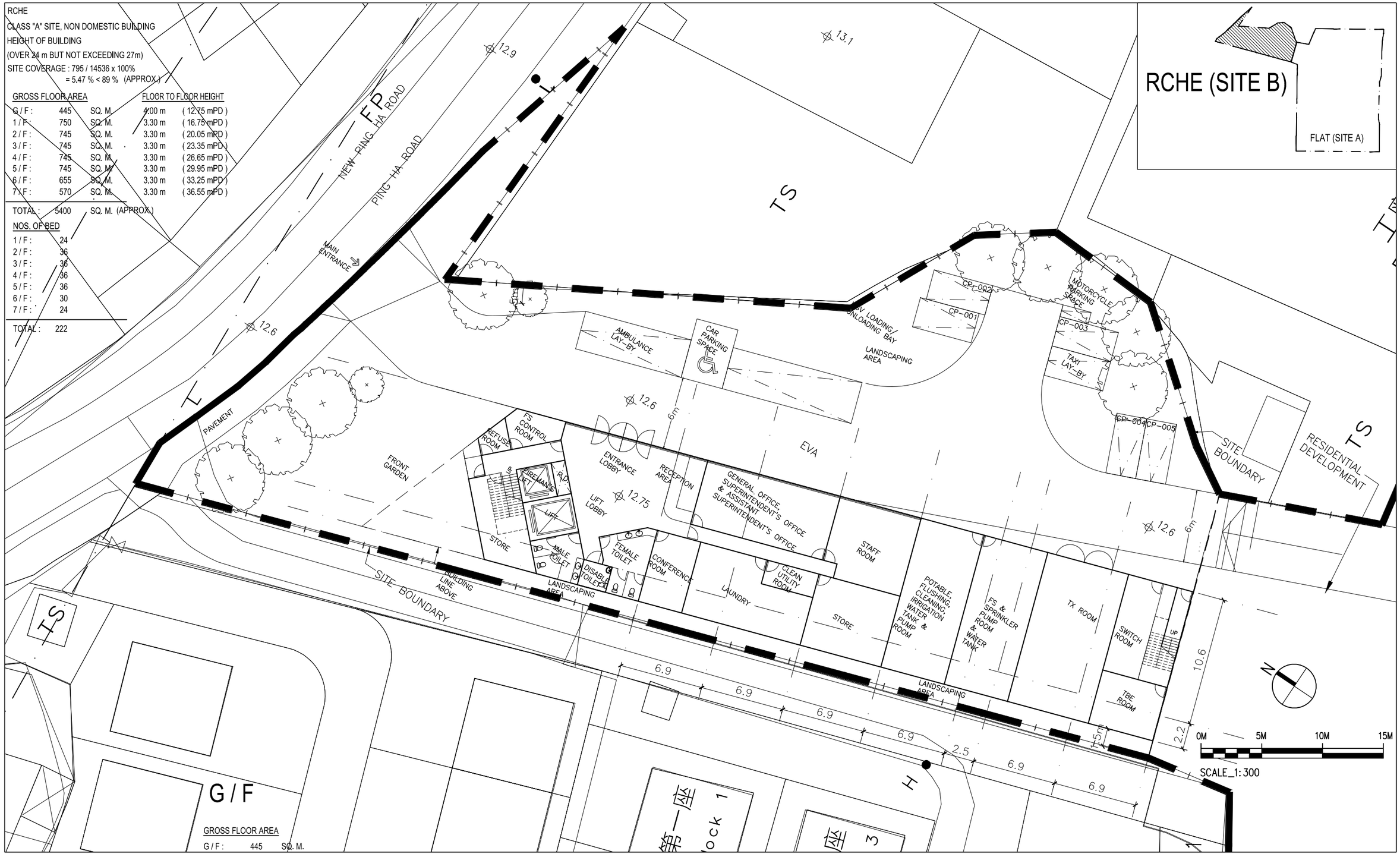
(OVER 24 m BUT NOT EXCEEDING 27m)

SITE COVERAGE : 795 / 14536 x 100%

= 5.47 % < 89 % (APPROX.)

GROSS FLOOR AREA			FLOOR TO FLOOR HEIGHT	
G / F :	445	SQ. M.	4.00 m	(12.75 mPD)
1 / F :	750	SQ. M.	3.30 m	(16.75 mPD)
2 / F :	745	SQ. M.	3.30 m	(20.05 mPD)
3 / F :	745	SQ. M.	3.30 m	(23.35 mPD)
4 / F :	745	SQ. M.	3.30 m	(26.65 mPD)
5 / F :	745	SQ. M.	3.30 m	(29.95 mPD)
6 / F :	655	SQ. M.	3.30 m	(33.25 mPD)
7 / F :	570	SQ. M.	3.30 m	(36.55 mPD)
TOTAL :	5400	SQ. M. (APPROX.)		

NOS. OF BED	
1 / F :	24
2 / F :	36
3 / F :	36
4 / F :	36
5 / F :	36
6 / F :	30
7 / F :	24
TOTAL :	222



Rev	Description	Drawn	Checked	Approved	Date
-	DESIGN	NC	DY	DY	19 / 09 / 22
A	DESIGN	NC	DY	DY	11 / 10 / 22

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Project Title: NEW REZONING APPLICATION FOR PROPOSED RESIDENTIAL DEVELOPMENT AND GIC USES AT DD121, PING SHAN

Drawing Title: LAYOUT PLAN (G/F)

Project No. 20/HK/YL02 | Issue Date. 19/9/2022

Cad File No. layout_plan.dwg

SCALE. 1 : 300 (A3)

Drawing No. A-P-101 (A)

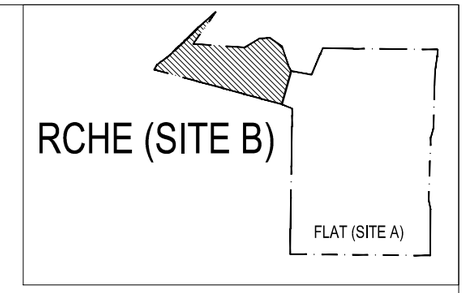
Authority's / Client's Approval

1 / F

GROSS FLOOR AREA			NOS. OF BED	
1 / F :	750	SQ. M.	1 / F :	24

2 / F - 5 / F

GROSS FLOOR AREA			NOS. OF BED	
2 / F :	745	SQ. M.	2 / F :	36
3 / F :	745	SQ. M.	3 / F :	36
4 / F :	745	SQ. M.	4 / F :	36
5 / F :	745	SQ. M.	5 / F :	36



N

0M 5M 10M 15M

SCALE_1: 300

Rev	Description	Drawn	Checked	Approved	Date
-	DESIGN	NC	DY	DY	11 / 10 / 22

Rev	Description	Drawn	Checked	Approved	Date

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Project Title
NEW REZONING APPLICATION FOR PROPOSED RESIDENTIAL DEVELOPMENT AND GIC USES AT DD121, PING SHAN

Drawing Title
LAYOUT PLAN
(1/F - 5/F)

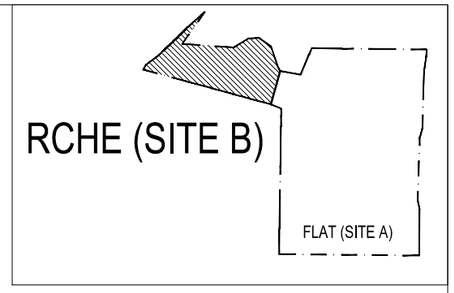
Project No. 20/HK/YL02
Issue Date. 11/10/2022
Cad File No. layout_plan.dwg
SCALE. 1 : 300 (A3)
Drawing No. A-P-102 (-)

Authority's / Client's Approval

6 / F

GROSS FLOOR AREA
6 / F : 655 SQ. M.

NOS. OF BED
6 / F : 30



7 / F

GROSS FLOOR AREA
7 / F : 570 SQ. M.

NOS. OF BED
7 / F : 24

Rev	Description	Drawn	Checked	Approved	Date
-	DESIGN	NC	DY	DY	11 / 10 / 22

Rev	Description	Drawn	Checked	Approved	Date

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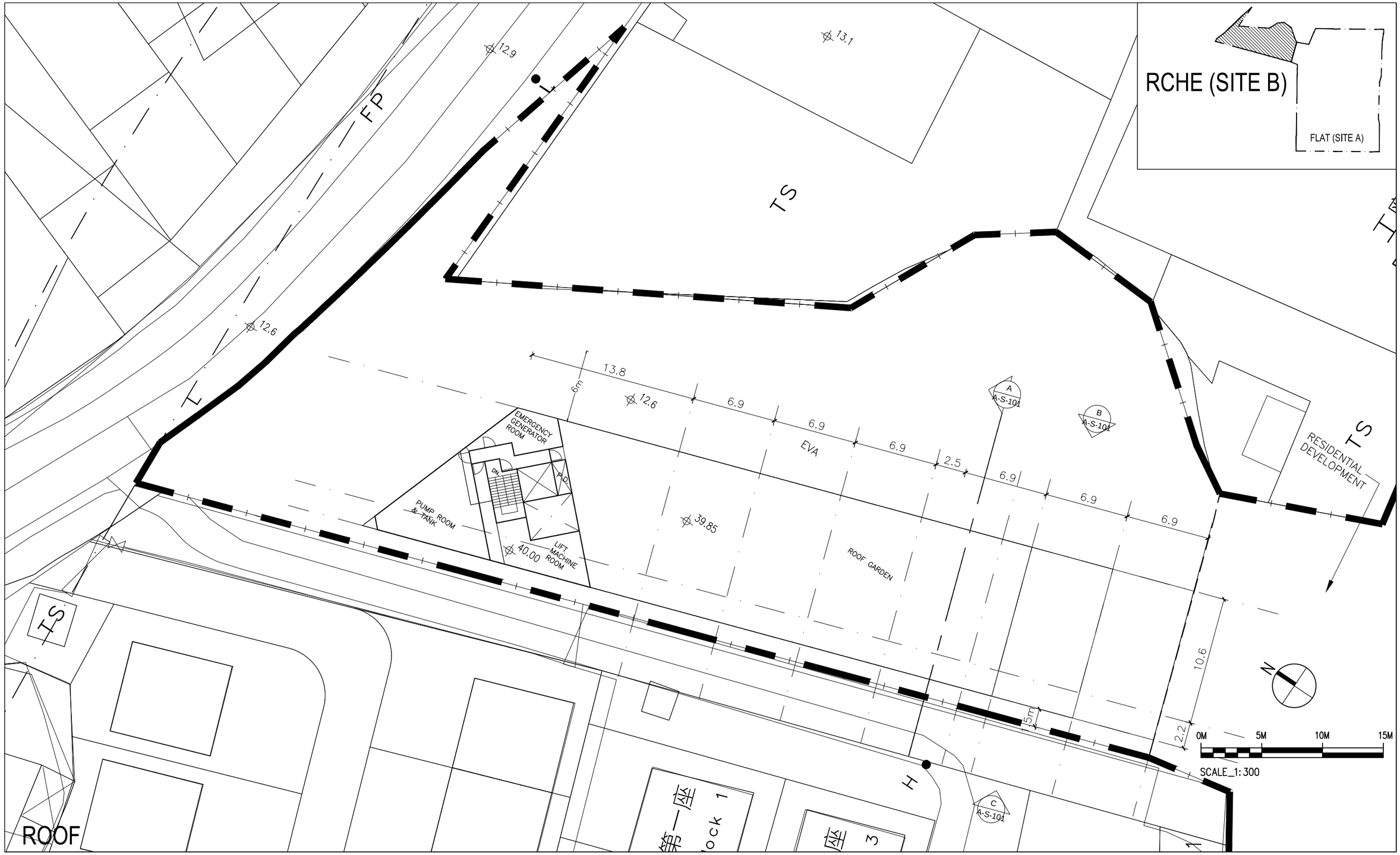
Project Title
NEW REZONING APPLICATION FOR PROPOSED RESIDENTIAL DEVELOPMENT AND GIC USES AT DD121, PING SHAN

Drawing Title
LAYOUT PLAN
(6/F - 7/F)

Project No. 20/HK/YL02
Issue Date. 11/10/2022
Cad File No. layout_plan.dwg
SCALE. 1 : 300 (A3)
Drawing No. A-P-103 (-)

Authority's / Client's Approval



Rev	Description	Drawn	Checked	Approved	Date
-	DESIGN	NC	DY	DY	11/10/22

Rev	Description	Drawn	Checked	Approved	Date

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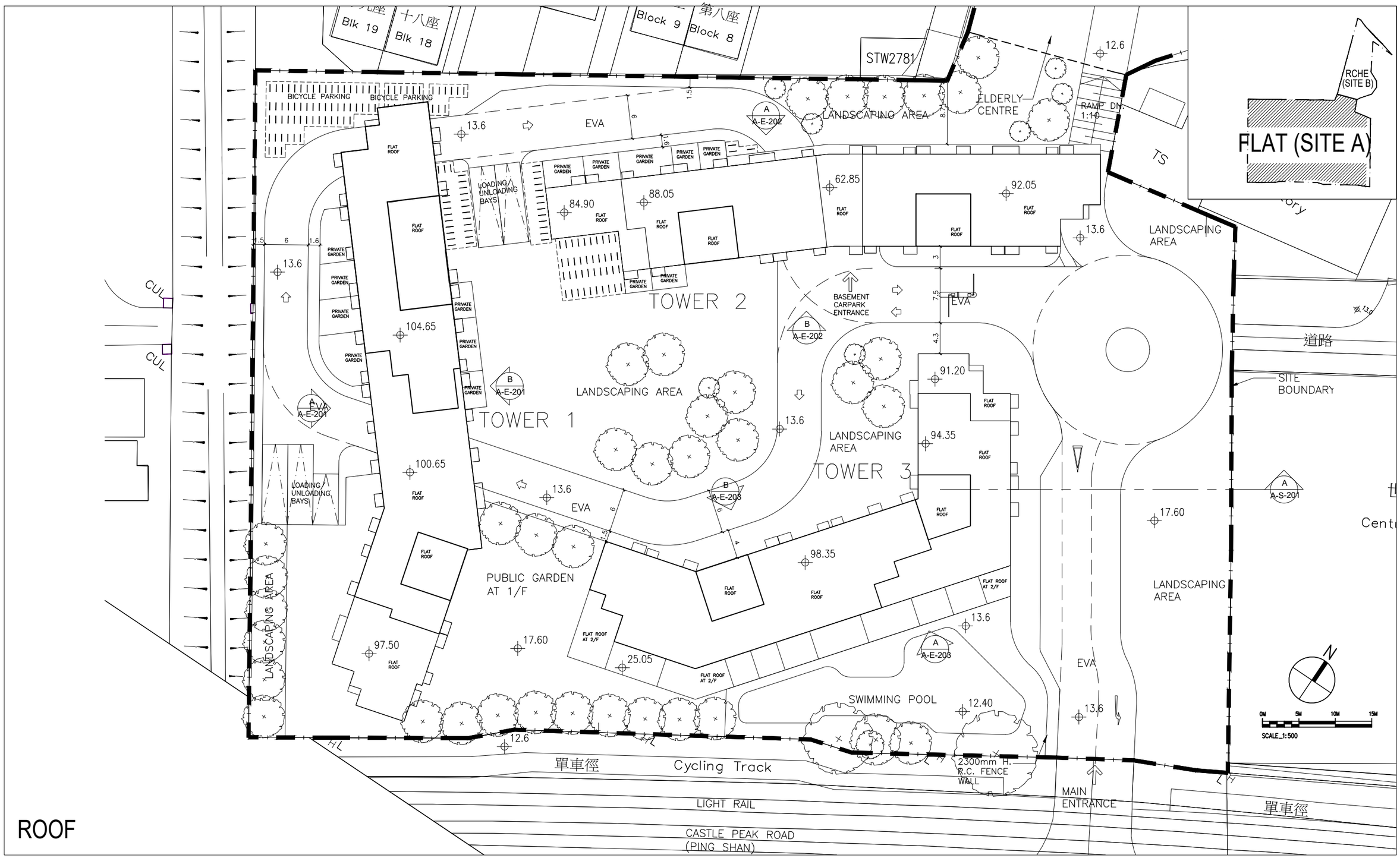
Project Title
NEW REZONING APPLICATION FOR PROPOSED RESIDENTIAL DEVELOPMENT AND GIC USES AT DD121, PING SHAN

Drawing Title
LAYOUT PLAN (ROOF)

Project No. 20/HK/YL02
Issue Date. 11/10/2022
Cad File No. layout_plan.dwg
SCALE. 1 : 300 (A3)
Drawing No. A-P-104 (-)

Authority's / Client's Approval



ROOF

Rev	Description	Drawn	Checked	Approved	Date
-	DESIGN	NC	DY	DY	11/10/22
A	GENERAL REVISION	NC	DY	DY	18/10/22
B	GENERAL REVISION	NC	DY	DY	25/10/22
C	GENERAL REVISION	IL	DY	DY	15/11/22

Rev	Description	Drawn	Checked	Approved	Date

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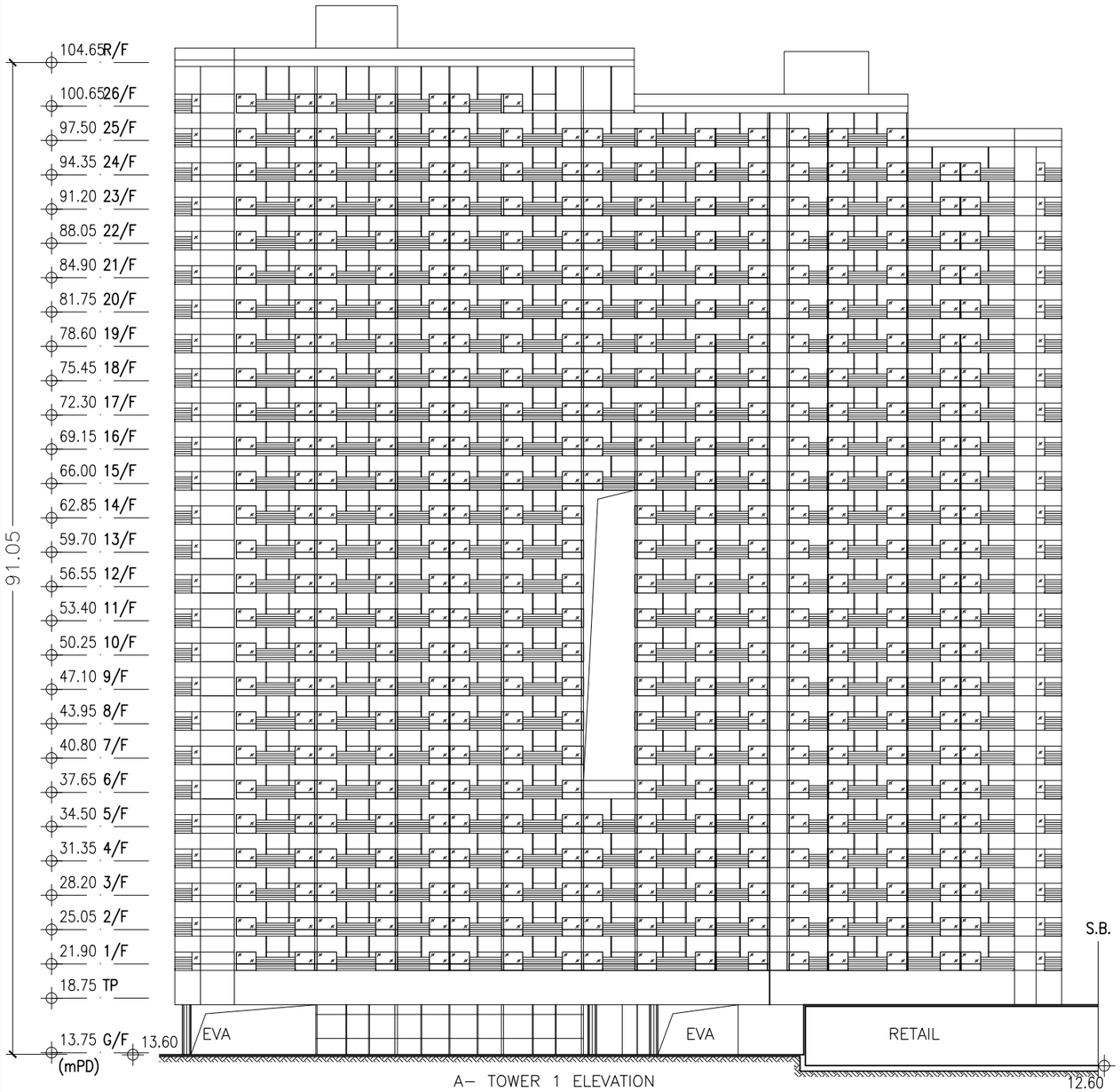
Project Title
NEW REZONING APPLICATION FOR PROPOSED RESIDENTIAL DEVELOPMENT AND GIC USES AT DD121, PING SHAN

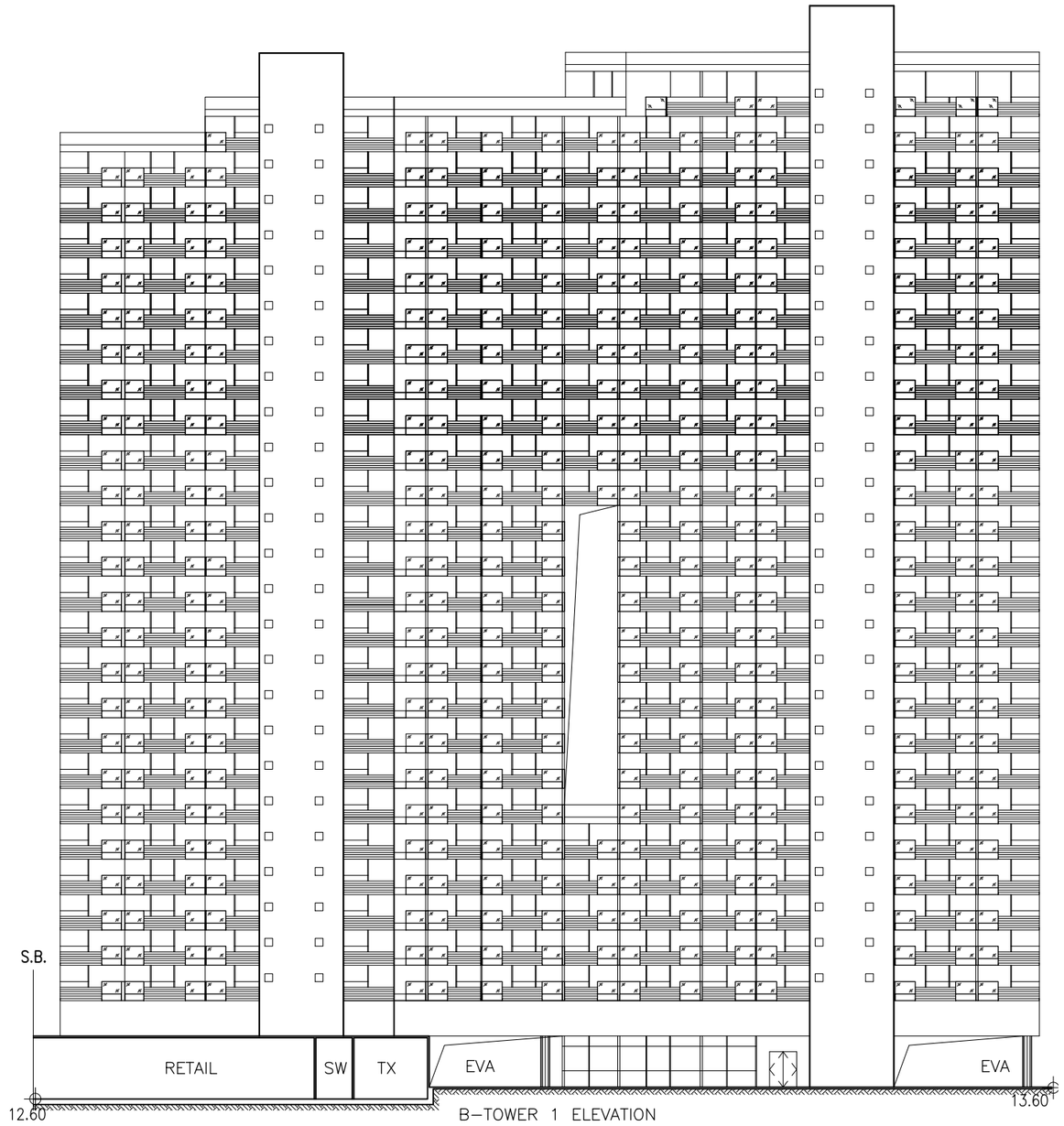
Drawing Title
RESIDENTIAL DEVELOPMENT ROOF PLAN

Project No. 20/HK/YL02
Issue Date. 11/10/2022
Cad File No. layout_plan.dwg
SCALE. 1 : 500 (A3)
Drawing No. A-P-208 (C)

Authority's / Client's Approval



A– TOWER 1 ELEVATION



B–TOWER 1 ELEVATION

Rev	Description	Drawn	Checked	Approved	Date
-	DESIGN	CM	DY	DY	11/10/22

Rev	Description	Drawn	Checked	Approved	Date

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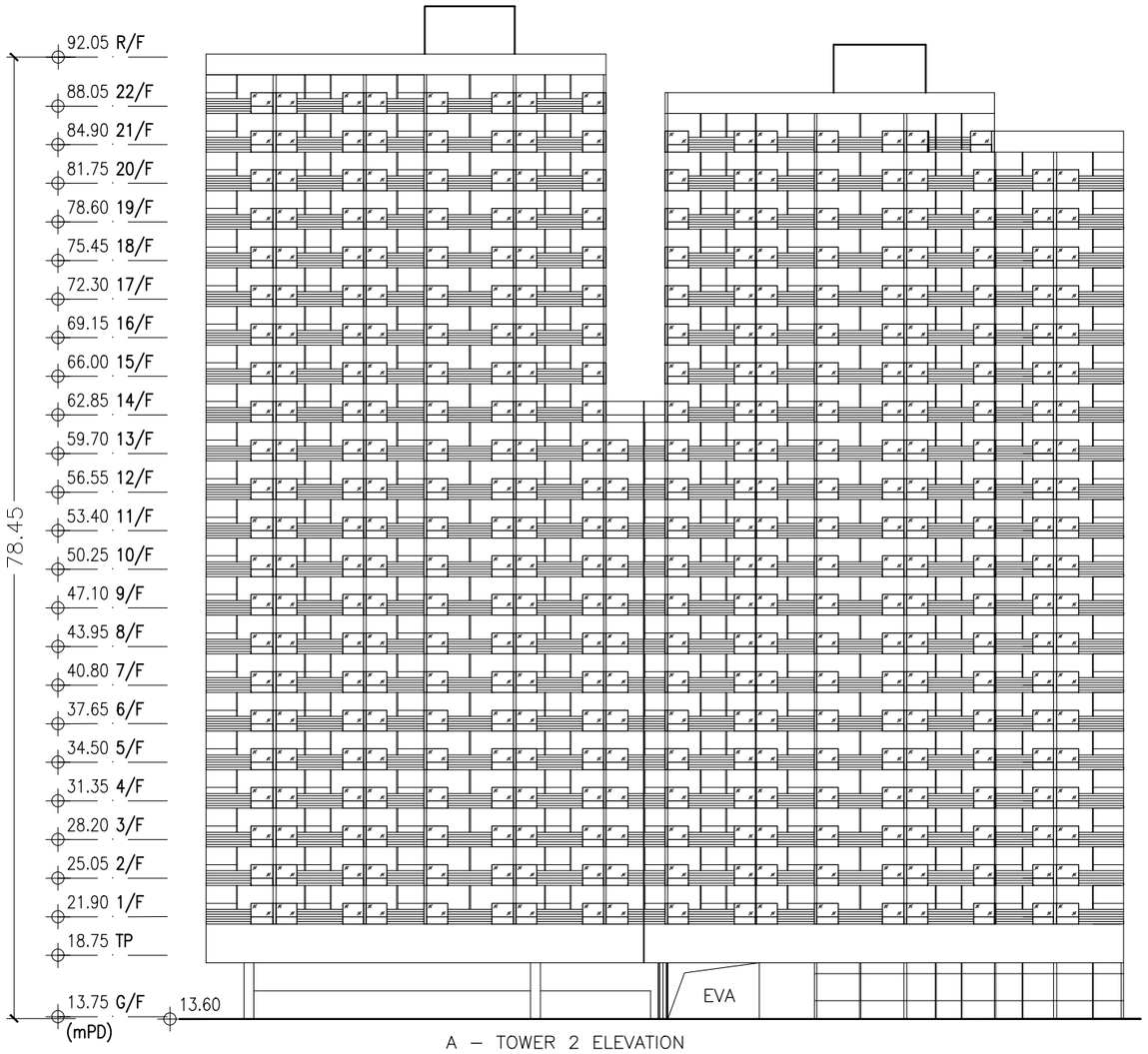
Project Title
NEW REZONING APPLICATION FOR PROPOSED RESIDENTIAL DEVELOPMENT AND GIC USES AT DD121, PING SHAN

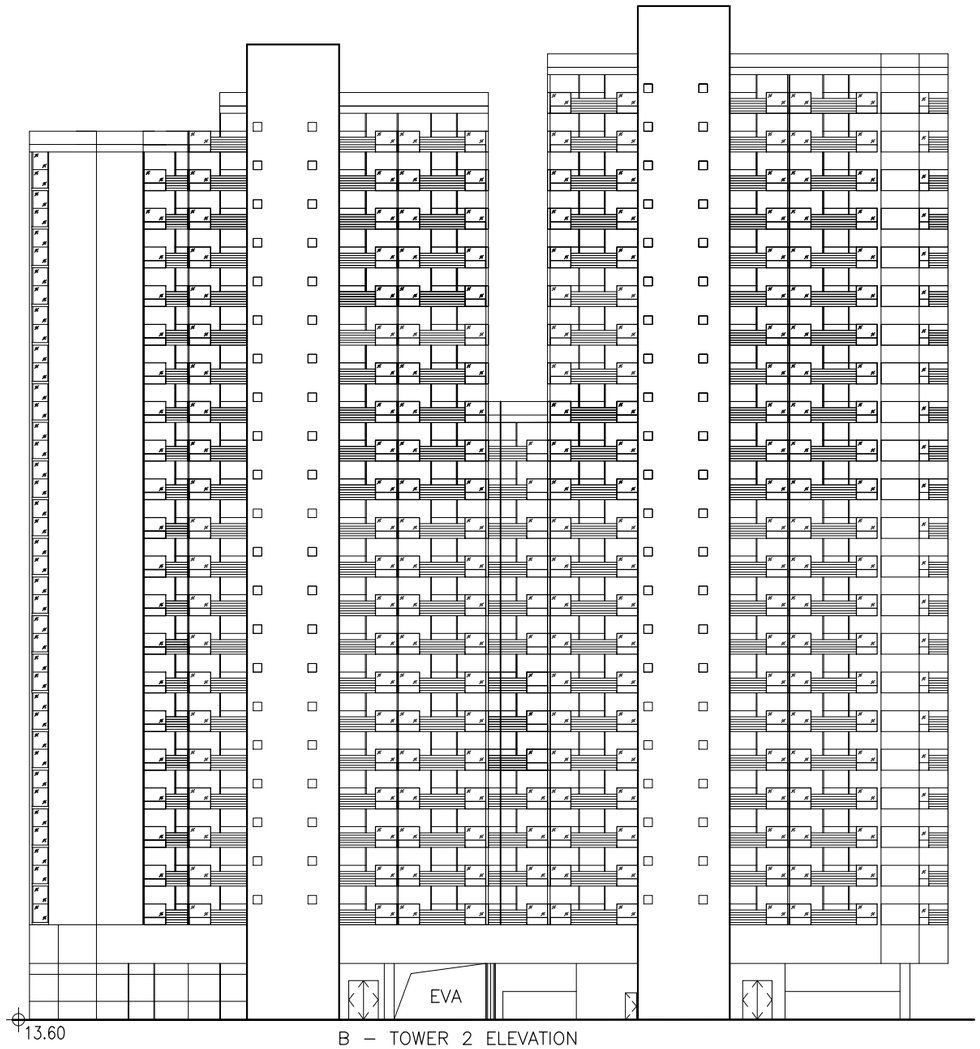
Drawing Title
RESIDENTIAL DEVELOPMENT ELEVATIONS - TOWER 1

Project No. 20/HK/YL02
Issue Date. 11/10/2022
Cad File No. Section.dwg
SCALE. 1 : 500 (A3)
Drawing No. A-E-201 (-)

Authority's / Client's Approval



A – TOWER 2 ELEVATION



B – TOWER 2 ELEVATION

Rev	Description	Drawn	Checked	Approved	Date
-	DESIGN	CM	DY	DY	11/10/22

Rev	Description	Drawn	Checked	Approved	Date

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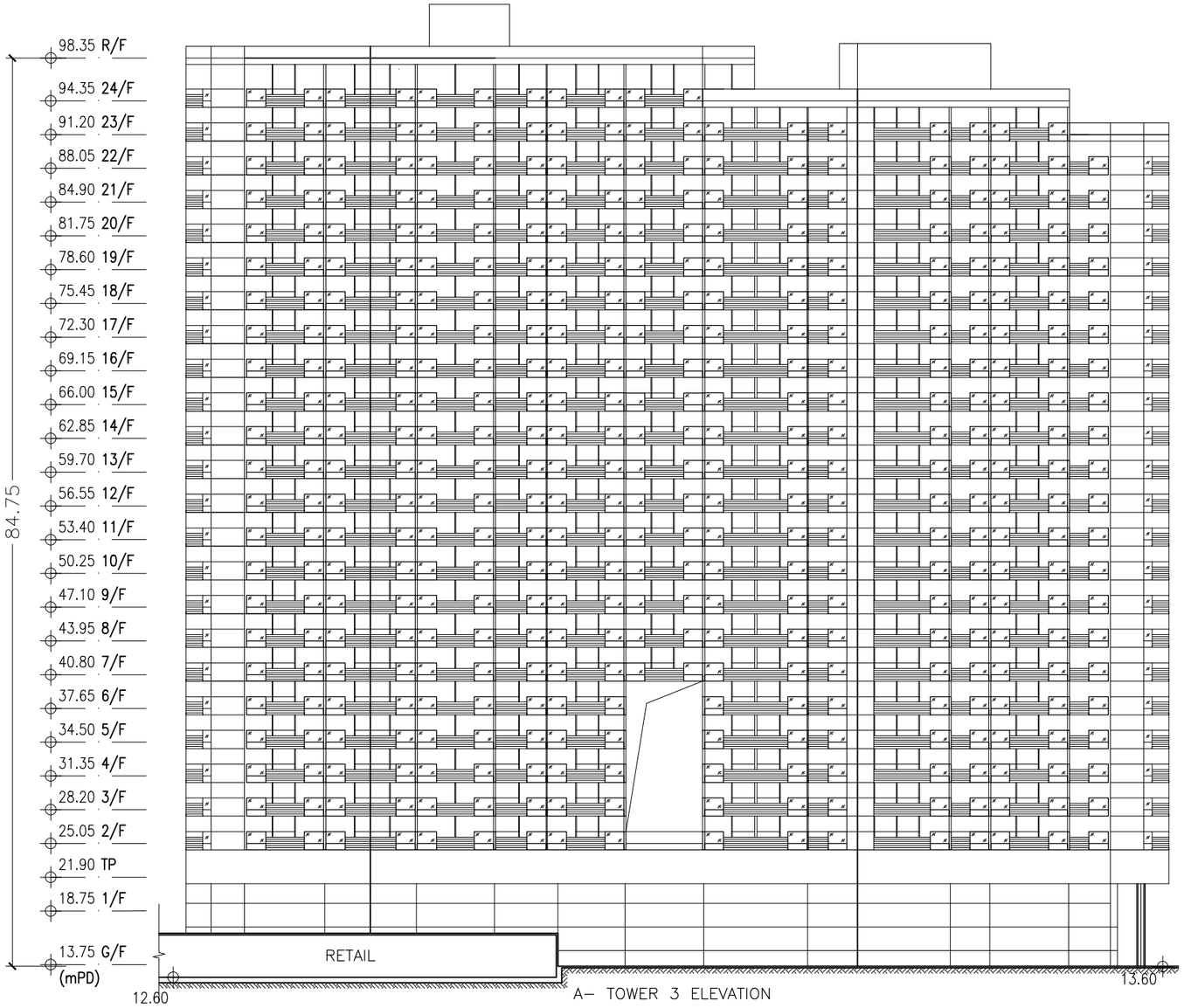
Project Title
NEW REZONING APPLICATION FOR PROPOSED RESIDENTIAL DEVELOPMENT AND GIC USES AT DD121, PING SHAN

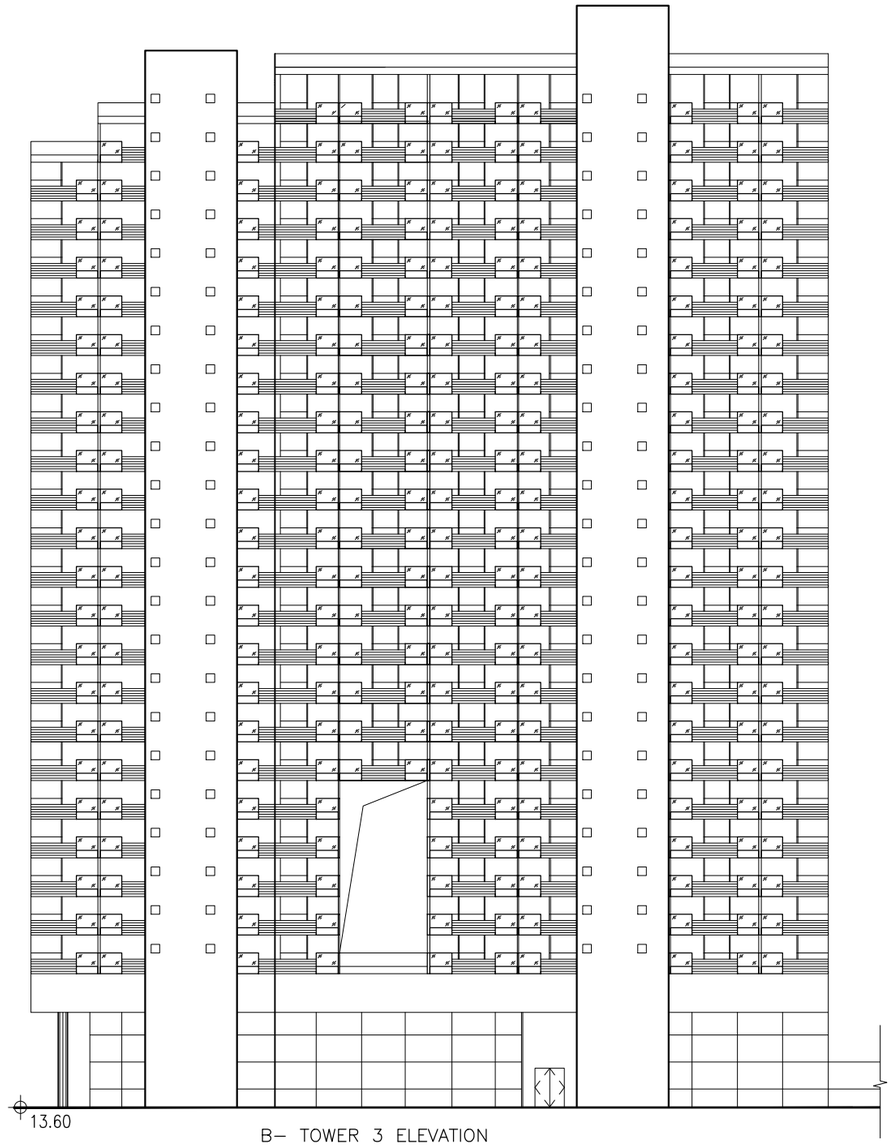
Drawing Title
RESIDENTIAL DEVELOPMENT ELEVATIONS - TOWER 2

Project No. 20/HK/YL02
Issue Date. 11/10/2022
Cad File No. Section.dwg
SCALE. 1 : 500 (A3)
Drawing No. A-E-202 (-)

Authority's / Client's Approval



A– TOWER 3 ELEVATION



B– TOWER 3 ELEVATION

Rev	Description	Drawn	Checked	Approved	Date
-	DESIGN	CM	DY	DY	11/10/22
					__/__/__
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Rev	Description	Drawn	Checked	Approved	Date
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					__/__/__
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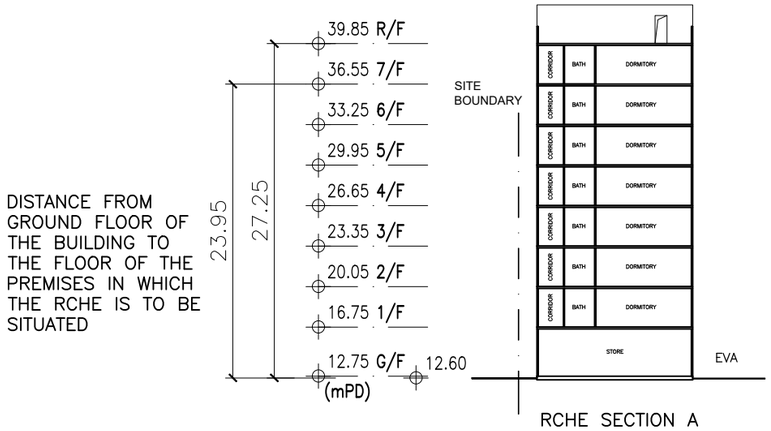
Project Title
NEW REZONING APPLICATION FOR PROPOSED RESIDENTIAL DEVELOPMENT AND GIC USES AT DD121, PING SHAN

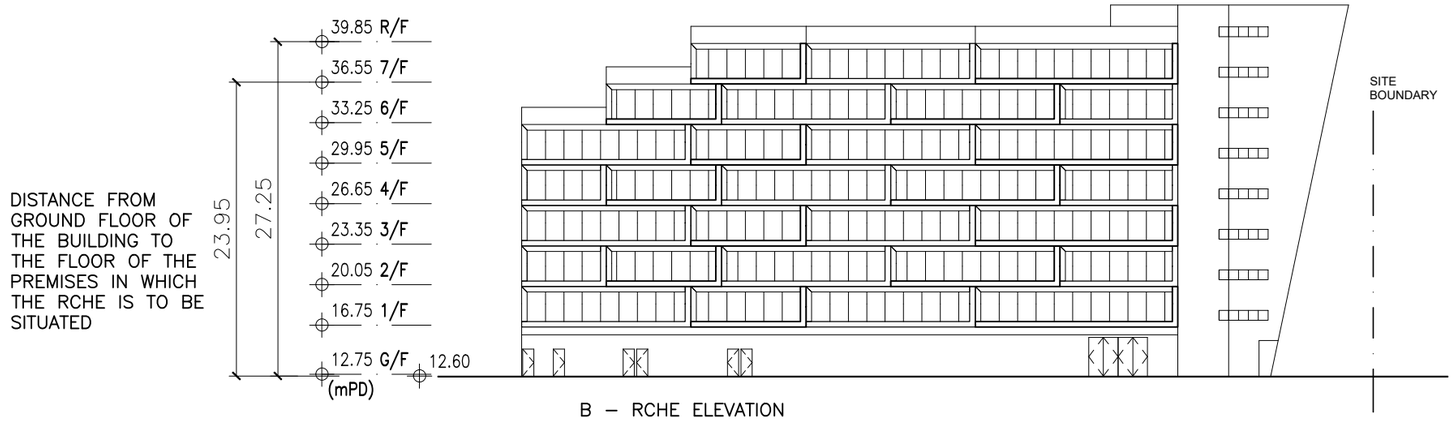
Drawing Title
RESIDENTIAL DEVELOPMENT ELEVATIONS - TOWER 3

Project No. 20/HK/YL02
Issue Date. 11/10/2022
Cad File No. Section.dwg
SCALE. 1 : 500 (A3)
Drawing No. A-E-203 (-)

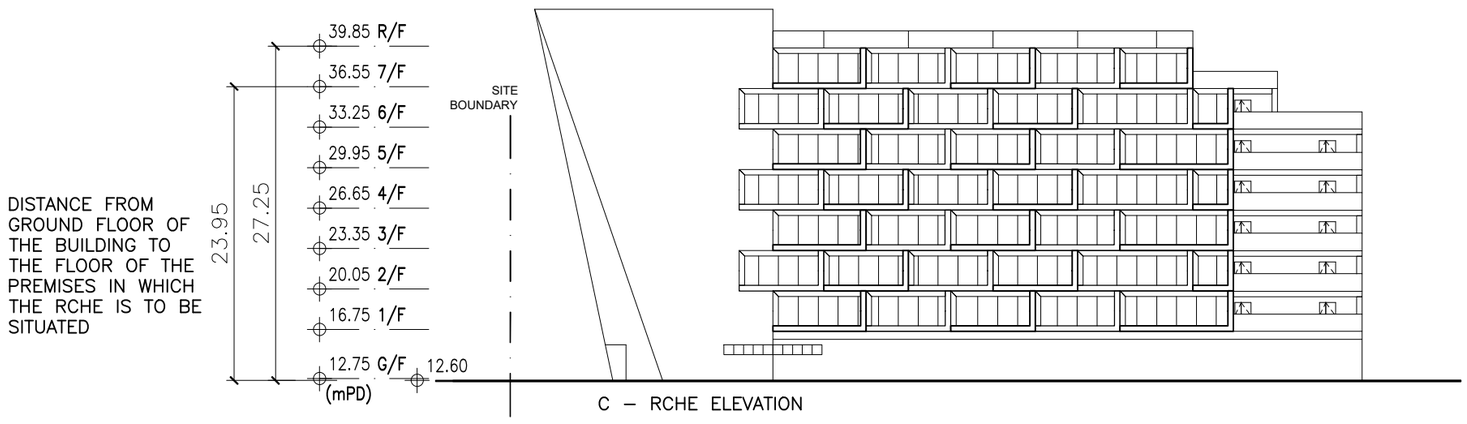
Authority's / Client's Approval



RCHE SECTION A



B – RCHE ELEVATION



C – RCHE ELEVATION

Rev	Description	Drawn	Checked	Approved	Date
-	DESIGN	CM	DY	DY	25/10/22

Rev	Description	Drawn	Checked	Approved	Date

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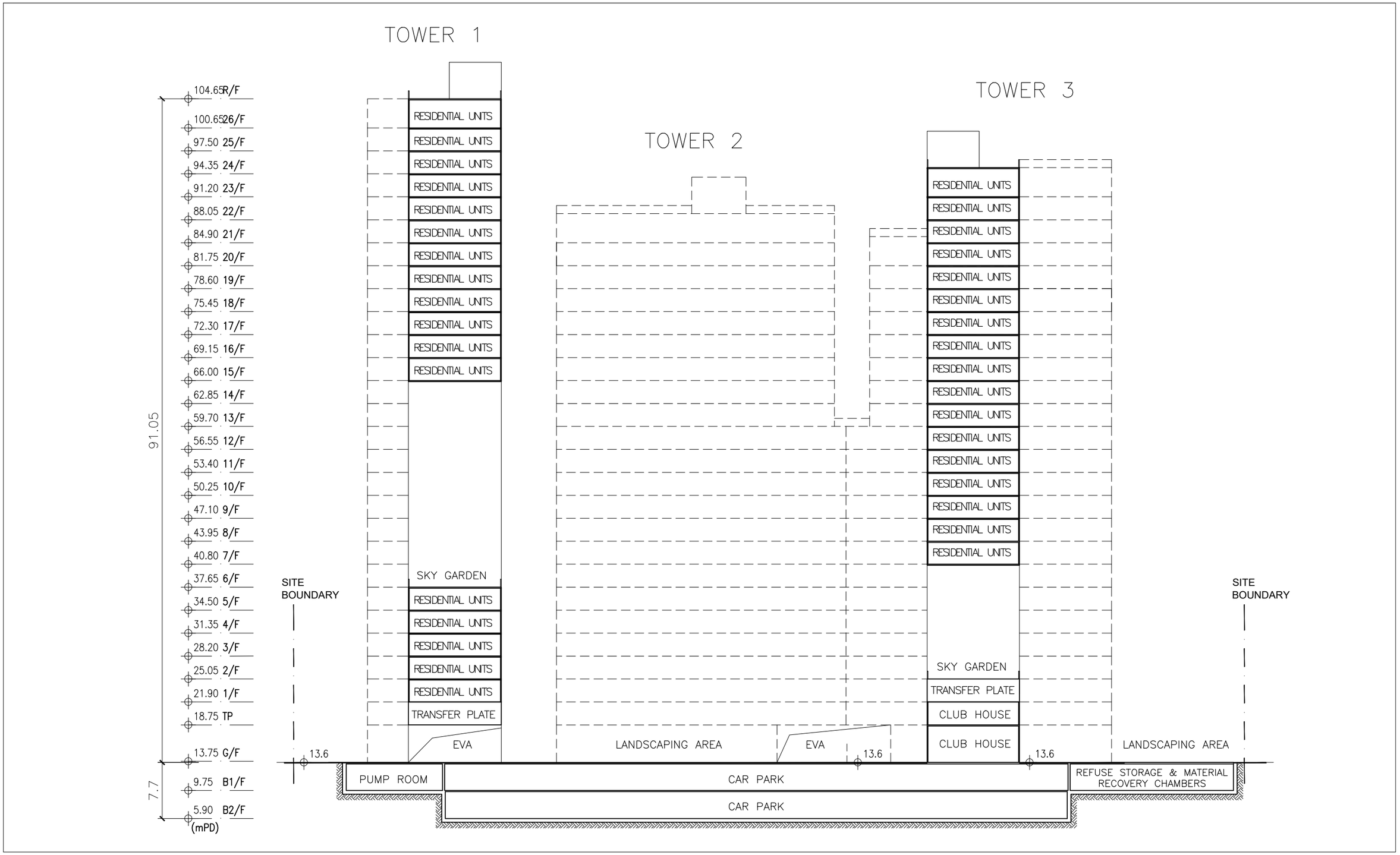
Project Title
NEW REZONING APPLICATION FOR PROPOSED RESIDENTIAL DEVELOPMENT AND GIC USES AT DD121, PING SHAN

Drawing Title
RCEH
SECTION & ELEVATIONS

Project No. 20/HK/YL02
Issue Date. XX/10/2022
Cad File No. Section.dwg
SCALE. 1 : 500 (A3)
Drawing No. A-S-101 (-)

Authority's / Client's Approval



Rev	Description	Drawn	Checked	Approved	Date
-	DESIGN	CM	DY	DY	11/10/22
A	GENERAL REVISION	IL	DY	DY	15/11/22

Rev	Description	Drawn	Checked	Approved	Date

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Project Title
NEW REZONING APPLICATION FOR PROPOSED RESIDENTIAL DEVELOPMENT AND GIC USES AT DD121, PING SHAN

Drawing Title
RESIDENTIAL DEVELOPMENT SECTION

Project No. 20/HK/YL02
Issue Date. 11/10/2022
Cad File No. Section.dwg
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Authority's / Client's Approval

Appendix 4

Tree Preservation and Landscape Proposal

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3.0 The Proposed Development

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- 5.2 Active and Passive Recreational Facilities
- 5.3 Site Coverage of Greenery
- 5.4 Soil Depth and Drainage for Planting
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6.0 Planting Proposal

7.0 Proposal for Tree Preservation

APPENDICES

Appendix A Tree Survey Plan, Tree Assessment Schedule and Photographic Record of Existing Trees

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Appendix D Site Coverage of Greenery and Communal Open Space Provision

1.0 Introduction

1.1 The proposed Flat, Shop and Services and Social Welfare Facility (Residential Care Home for the Elderly) (The Proposed Development) is located at various Lots in D.D.121 & D.D.122 Ping Shan, Yuen Long. This report is prepared in support of the Proposed Development under this rezoning application.

1.2 This report describes the concepts and principles underlying the Landscape Master Plan of the Proposed Development. It describes the proposed residential development, shop and services, RCHE as well as the associated landscape design as well as tree preservation strategies. A more comprehensive package of proposals will be formulated during the detailed design stage of the project.

1.3 This landscape proposal presents:
- The existing tree vegetation;
- The Landscape Master Plan; and
- Planting Proposal of the Proposed Development.

2.0 The Site and Its Context

2.1 The Site is situated at various Lots in D.D.121 & D.D.122 Ping Shan, Yuen Long. To the immediate south is the Tong Yan San Tsuen Playground while Tang Ancestral Hall is located to its north. It is bounded by Castle Peak Road – Ping Shan and Ping Ha Road to its south and north respectively. Both will serve as vehicular access to the Site.

2.2 The Site is currently occupied by a logistics centre and there are several buildings at central portion of the Site. Majority of the area is covered by concrete and few trees were identified to the north of the Site. They are generally in semi-mature size and exhibited fair tree form and health conditions. It is confirmed that no OVT or protected species has been identified within the Site in accordance with the DEVB TCW No. 5/2020 – Registration and Preservation of Old and Valuable Trees (OVT) and the Forests and Countryside Ordinance. However, **2** nos. of potential OVT, i.e. **T07** & **T09** in accordance with the DEVB TCW No. 5/2020 have been identified outside the site boundary.

2.3 The landscape character of the Site and its surrounding is mainly rural comprised of villages, e.g. Tong Fong Tsuen, Ping Shan San Tsuen, low to medium-rise residential development, i.e. Imperial Villas, Villas Sunshine and industrial blocks, e.g. KIA Hong Kong – Yuen Long Service Centre, Sagawa Logistics Centre.

3.0 The Proposed Development

3.1 The development proposal comprises of residential flat with shop and services (Site A) at +13.60mPD and RCHE (Site B) at +12.6mPD to the south and north of the Site respectively. In Site A, there are three residential towers ranging from 25- to 27-storey (Tower 1), 21- to 23-storey (Tower 2) and 23- to 25-storey (Tower 3) high on top of a communal basement carpark, emergency vehicular access (EVA) and common landscape areas. Building height of these residential building ranges from +92.05mPD to +104.65mPD. In Site B, there are one 8-storey RCHE block (building height at +39.85mPD), carparks, EVA and common landscape areas. The typical floor plan and schematic section shall refer to drawings in same Rezoning Application.

3.2 As the ground surface within the Site needs to be recontoured and some of the vegetation would be affected by the site formation work. The detailed tree assessment shall refer to the Para 4.0 below. The architectural layout has overlaid on the Tree Survey Plan to illustrate the impact of the Proposed Development on existing vegetation. The tree survey plan, tree assessment schedule and photographic record of the trees are included in **Appendix A** for reference.

4.0 Existing Vegetation

4.1 A tree survey was carried out on **15 May 2021** in accordance with LAO PN No. 2/2020. In order to investigate the landscape impact on existing vegetation within the Site and adjoining areas, trees located within **5m** from the Site boundary are included in the tree survey. A total of **25** trees were recorded (i.e. **15** within and **10** outside the Application Site Boundary). The tree survey schedule, tree survey plan and photographic record of existing trees are shown in **Appendix A** and are outlined below:

Table 1.0 Species Composition of Existing Trees

Scientific Name	Chinese Name	Quantity	Tree No.
Bischofia javanica	秋楓	1	T22
Bombax ceiba	木棉	3	T01, T16, T23
Broussonetia papyrifera	構樹	1	T17
Celtis sinensis	朴樹	3	T18, T19, T20
Cinnamomum camphora	樟樹	1	T21
Eucalyptus robusta	桉樹	3	T11, T12, T13
Ficus microcarpa	細葉榕	7	T02, T03, T04, T05, T06, T07, T09
Macaranga tanarius	血桐	3	T08, T14, T15
Melaleuca leucadendron	白千層	3	T10, T24, T25
	Total:	**25**	

4.2 The Site is dominated by ***Ficus microcarpa*** 細葉榕 (**7** nos.), ***Celtis sinensis*** 朴樹 (**3** nos.) and ***Eucalyptus robusta Smith*** 桉樹 (**3** nos.) which are common hillside species in Hong Kong.

4.3 The health condition of the bulk of these trees is generally in Fair condition (**88.0**%) and the remaining trees are in Poor condition (**12.0**%).

4.4 No OVT or protected species has been identified in accordance with the DEVB TCW No. 5/2020 – Registration and Preservation of Old and Valuable Trees and the Forests and Countryside Ordinance respectively. However, **2** nos. of potential OVT, i.e. **T07** & **T09** in accordance with the DEVB TCW No. 5/2020 have been identified outside the Application Site Boundary.

Impact of the Proposed Development

4.5 Impact of the Proposed Development is generally caused by the site formation works, construction of the internal roads and building, removal of existing vegetation for the build element and the related construction activities, excavation works for E&M reserves and structural footings. The proposed building layout has been overlaid on **Tree Survey Plans** in **Appendix A** to illustrate the impact on the existing trees.

Retention of Trees

4.6 **6** out of total **25** surveyed existing trees within Application Site will be in conflict with the proposed works while **19** of the surveyed existing trees including **9** within and **10** outside the Application Site Boundary will be unaffected by the Proposed Development. The retained trees will be protected and maintained in accordance with the details set out in Section 25 – Landscape Work in the General Specification for Building (2017) and relevant guidelines promulgated by GLTM.

4.7 It is important to mentioned that **2** nos. of potential OVT, i.e. **T07** & **T09** were identified to the southeast of the Site outside the Site boundary. As their branches have been intruding into the Site, no works is proposed within the driplines of the tree canopies in order to preserve them in-situ. Moreover, proper protective measures in accordance with relevant guidelines by GLTM and DEVB TCW No. 4/2020 will be undertaken during the construction phase.

Felling and Transplantation of Trees

4.8 For trees that will be in conflict with the proposed works shall be proposed to be transplanted if they fulfil all the criteria below:

a. Trees have high amenity value;
b. Trees with good form and health;
c. Suitable access;
d. Tree species able to be transplanted easily;
e. Trees have suitable size and;
f. Trees are young to semi-mature.

4.9 In this project, **6** of existing trees within the Site Boundary are in direct conflict with the proposed works and cannot be retained in situ. None of the disturbed trees fulfil the above criteria and is recommended for transplantation.

4.10 **2** affected trees are **T24, T25** - ***Melaleuca leucadendron*** which are common roadside plantation species in Hong Kong. Both of them have attained their maturity. As their root systems were embedded by concrete structures, it is very difficult to form a viable and sufficient-sized rootballs for transplantation. Therefore, it is proposed to fell them, instead of transplanting them.

4.11 **3** affected trees including **T13** - ***Eucalyptus robusta and*** **T14, T15 -** ***Macaranga tanarius*** are common hillside species in Hong Kong. As their root systems are vulnerable to environmental change and this renders them a relatively low survival rate after transplantation. Moreover, all of them are growing close to the existing road and their root system is embedded by concrete structures. Hence, all of these trees are also proposed to be felled.

4.12 **1** affected tree, **T18** – ***Celtis sinensis*** is growing at the roadside planter. It exhibited an asymmetrical tree form and poor health conditions. Sign of health deterioration includes broken trunk, broken branches and sparse foliage. Besides, as it's root system is restricted by a concrete planter, it is not possible to form a viable and sufficient-sized rootball for transplantation. Therefore, it is proposed to fell it as well.

4.13 In this project, **6** out of total **25** nos. identified existing trees are proposed to be felled.

4.14 A summary of the tree proposals for the Proposed Development is provided in Table 2.0 below.

Table 2.0 Summary of Proposed Treatment for Existing Trees

Area	**Number of Trees to be Retained**	**Number of Trees to be Felled**	**Number of Trees to be Transplanted**	**Number of Trees in Survey**
Within Application Site Boundary	9	6	0	15
Outside Application Site Boundary	10	0	0	10
Total:	**19**	**6**	**0**	**25**

5.0 Landscape Proposals (Refer to Appendix B)

5.0.1 The aim of the landscape proposals is to respond to site conditions, building form and function of the Proposed Development and to provide a quality landscape scheme. The main factors to be taken into consideration are:

- Response to the site context, both in terms of landscape character and visual amenity;
- Response to the proposed building and its architectural style;
- Creation of a green setting by maximising the opportunity for soft landscape;
- Establishment of pleasant landscape areas which meets the varying needs of occupants and satisfy the recreational requirements of them; and
- Minimization of future maintenance requirements.

5.0.2 Landscape drawings showing the proposed landscape treatment for the Proposed Development, and their underlying principles have been attached in **Appendix B** for ease of reference.

- Hong Kong Planning Standards and Guidelines;
- Technical Guidelines on Landscape Treatment for Slopes (GEO Publication No. 1/2011);
- Design Manual: Barrier Free Access 2008 (Buildings Department);
- LAO Practice Note No. 2/2020 - Tree Preservation and Tree Removal Application for Building Development in Private Projects Compliance of Tree Preservation Clause under Lease; and
- BD PNAP APP-152 – Sustainable Building Design Guidelines (2019 version)

5.1 Landscape Design Concept

5.1.1 The landscape concept mentioned below describe considerations, which had been considered as being general to the whole landscape design.

Screening Plantation on the Periphery of the Proposed Development

5.1.2 In view of the existing landscape context, there are mature trees growing along the south and west outside the Application Site Boundary. Some of their branches have been extending into the Site. The building footprint has been recessed from these boundaries and no major works is proposed in these areas in order to preserve the important landscape resources, including mature trees nos. **T01** to **T07, T09, T19** and **T23**. They will help to retain the existing visual amenity on Site and alleviate the visual intrusion of the Development during and after construction stages.

5.1.3 Moreover, edge planting strips with min. 1.5m wide are proposed along the boundary to form a soft-planted edges along the periphery of the Site. Please refer to the Landscape Master Plans and Landscape Sections, dwg. No. **LD101** in **Appendix B**. This will help to provide smooth transition between the development and the adjacent road corridors and adjoining neighbors. Planting verges will accommodate adequate growing medium for provision of ornamental trees, shrubs and groundcover and planting will be primary evergreen in nature.

Maximization of Greenery within Site

5.1.4 The private car parks for Site A will be located at basement floors while the driveway at G/F will be utilized mainly for footpath and EVA. Planting verges with ornamental plants are proposed along the internal access in order to provide shade and visual amenity to the occupants and visitors. Heavy standard trees and medium shrubs are proposed to enhance the instant greening effect and to form a green boulevard along the internal access.

5.1.5 In order to enhance the local greenery, flat roofs of RCHE at Site B will be planted with ornamental vegetation. Please refer to the landscape drawings. Nos. **LD102** and **LD103**, in **Appendix B** for reference. These green roofs will also form as visual courtyards to the occupants and adjoining neighbours.

5.1.6 Moreover, vertical green wall in form of wire system are proposed along the boundary wall to the north of Site A and to the east of Site B, in order to enhance the local greenery. The proposed vertical green wall, ornamental trees and shrubs at toe of the retaining walls will help to soften the hard lines of the boundary wall. Please refer to the landscape drawings. Nos. **LD104** and **LD105**, in **Appendix B** for reference.

Planting Design

5.1.7 A majority of proposed plantings will be planted along the internal access, common planting beds, and planting strips along the periphery of the Site. This will create a tranquil and harmonic environment for enjoyment of future residents. The use of tree planting in heavy standard size and in good quality would be encouraged to provide a more instant effect.

5.1.8 Where practicable and feasible, heavy standard trees, medium shrubs and foliage plants are proposed. These soft landscape measures will enable to soften the hard lines of the Proposed Development. The use of planting heavy standard sized vegetation would offer a more instant greening effect. Planting Plans shall refer to **Appendix C**.

5.1.9 In order to enhance the local biodiversity, local species or broad-leaf species will be selected for tree planting.

Compensation for Vegetation Disturbed due to the Development

5.1.10 The Proposed Development will require vegetation clearance for construction of the basement, EVA, clubhouse and building blocks. Some of the on-site existing trees will inevitably be disturbed. The proposal aims to compensate the loss of vegetation, in particular, through planting of new trees. Further details of the compensatory planting proposal are in **Section 6.0** and **Appendix C**.

5.1.11 **157** new trees with average **80mm** DBH are proposed to be planted to compensate the loss of **6** existing trees. All proposed trees will be maintained by the individual house owners and the future management office of the Proposed Development.

5.2 Active and Passive Recreational Facilities

5.2.1 In Site A, recreational facilities like children's play area, meandering path, fitness equipment for the adult and swimming pool are provided at G/F level. Besides, in order to facilitate the occupants in this development, several sitting courtyards are scattered at G/F and 1/F for enjoyment of the occupants and visitors.

5.2.2 In Site B, as the Site is mainly occupied by proposed RCHE, EVA, parking lots and common greenery areas. Outdoor recreational facilities including outdoor dining area, fitness equipment for the elderly, chess garden and sitting courtyard are mainly located on flat roofs of the building. Besides, meandering path, trellis and sitting garden are also provided at G/F for enjoyment of the occupants.

5.2.3 It is expected that there will be about **4,830** occupants at the Proposed Development while the proposed area of the communal open spaces under application will be around **5,394.0** m^2. Hence, the provision of the communal open space can meet the requirement set out in HKPSG, i.e. 1 m^2 per person. Please refer to the Communal Open Space Calculation in **Appendix D**.

5.3 Site Coverage of Greenery

5.3.1 The landscape proposal aims to strengthen the local greenery within the Site. The common greenery calculation is based on BD PNAP-APP 152 – Sustainable Building Design Guidelines the present scheme is shown in the schedule below, and drawing showing the greenery calculation shall refer to dwg. No. GR01 in **Appendix D**.

Table 3.0 Greenery Calculation

Site Area:	14,536.0 m^2
Required Total Greenery	14,536.0 m^2 x 20% = 2,907.20 m^2
Required Greenery at Primary Zone	14,536.0 m^2 x 10% = 1,453.60 m^2
Allowable Greenery Features:	2,907.20 m^2 x 30% = 872.16 m^2
Provided Greenery:	
Uncovered Planting Area at G/F:	3,532.0 m^2
Greenery Features - Vertical Green Walls	450.0m^2 (<872.16 m^2)
Greenery at Primary Zone:	(3,532.0+450) m^2 = 3,982.0 m^2 (>1,453.60 m^2)
Greenery at Other Areas (Flat Roofs of RCHE)	423.20 m^2
Total Greenery:	(3,982.0 + 423.20) m^2 = 4,405.20 m^2 (>2,907.20 m^2)
Greenery Ratio	4,405.20/14,536.0 x 100% **= 30.31%**

5.3.2 Total Greenery Area is approx. **4,405.20 m^2** (i.e. more than the required 20% greenery requirement, **2,907.20 m^2**), as set out in PNAP APP-152 – Sustainable Building Design Guidelines. Besides, the proposed greenery areas are easily accessible by the public is referred to "Greenery at Primary Zone", i.e. **3,982.0 m^2** (i.e. more than the required **1,453.60 m^2**).

5.4 Soil Depth and Drainage for Planting

5.4.1 The requirement of soil depth is directly related to the planting design and its associated loading requirement upon structure. In general, the soil depth provided, with all drainage layers, water-proofing and protective screeding exclusive is listed below:

Table 4.0 Planting Medium (Soil Depth)

Planting Type	**Soil Depth (Minimum)**
Tree/ Palm tree	1200mm
Shrub/ Climbers	600mm
Groundcover/ Turf	300mm

All Planting areas on slab shall be provided with sub-soil drainage system.

5.5 Irrigation

5.5.1 The proposed irrigation system will be by tap water pipe for manual operation. Lockable water points will be provided at 40m centres covering the entire site. The proposed source of water supply is subject to final approval from the Water Services Department.

5.6 Future Maintenance

Hard Landscape Elements

5.6.1 Maintenance for hard landscape elements shall be carried out by the future management office of the Proposed Development with maintenance intention as follows:

I – Routine Maintenance (Daily – Weekly)
a. Rubbish and litter removal
b. Sweeping and cleaning
c. Damage inspection and repair for site furniture and light bulb replacement

II – Annual/ Long Term Maintenance
a. Repainting
b. Resurfacing of worn pavements
c. Replacing worn parts site furniture, lighting fixture and other facilities
d. Replacement of worn landscape furniture.

Soft Landscape Element

5.6.2 The softworks contractor will be responsible for maintenance of the planting during the establishment period allowed for in the construction contract, usually for the first year after the beginning of the schemes operational phase. This will ensure that the soft landscape measures are in a healthy condition prior to the finished scheme being handed back to the lot owner.

5.6.3 Ultimately the future management office will employ skilled maintenance staff to take care of all landscape areas within the Site.

6.0 PLANTING PROPOSALS (Refer to Appendix C)

6.1 In order to provide quality landscape for the Proposed Development, soft landscape works will be the major landscape element of the landscaping proposal and satisfy the following criteria:

- To compensate the loss of affected trees;
- To screen the residential building and reduce the visual impact to the nearby residents/ visitors;
- To minimize future maintenance; and
- To be compatible with the hillside environment.

6.2 The proposed planting species list is shown as follows and details shall refer to the Planting Plans in **Appendix C.**

Table 5.0 Proposed Planting Schedule

Botanical Name	Chinese Name	Size (mm)	Spacing (mm)
TREES		**Height x Spread x DBH (mm)**	
Camellia Japonica	山茶	3000x1250x80	4000
Bischofia javanica	秋楓	4500x1500x80	4000
Sapium dicolor	山烏桕	4000x1500x80	4000
Garcinia Subelliptica	菲島福木	4000x1250x80	4000
Lagerstroemia indica	紫薇	3000x1500x80	4000
Plumeria rubra	紅雞蛋花	3000x2000x80	4000
Osmanthus fragran	桂花	3000x1500x80	4000
Terminalia mantaly	細葉欖仁	4500x1500x80	4000
SHRUBS		**Height x Spread (mm)**	
Carmona microphylla	福建茶	450x400	400
Codiaeum variegatum	黃洒金	350x300	300
Codiaeum variegatum 'mixed'	洒金榕	600x500	450
Iris tectorum	鳶尾	500x350	200
Juniperus chinensis	龍柏	1200x600	As shown
Melastoma candidum	野牡丹	350x300	300
Madagascar jasmine stephanotis floribumda	非洲茉莉	500x500	400
Murraya paniculata	九里香	600x500	450
Rhapis excelsa	小葉棕竹	1200x600	600
Ruellia coerulea	翠蘆莉	400x400	350
Schefflera arboricola	鵝掌藤	600x500	450
Schefflera arboricola "Trinette"	黃金鵝掌藤	500x500	450
GROUNDCOVERS		**Height x Spread (mm)**	
Nephrolepis auriculata	腎蕨	250x150	150
Lantana montevidensis	小葉馬纓丹	300x300	250

Sansevieria spp.	虎尾蘭	300x300	300
Ophiopogon bodinieri	沿階草	250x250	200
Phyllanthus myrtifolius	錫蘭葉下珠	200x300	300
CLIMBING PLANT			
Bauhinia glauca	羊蹄甲藤	900x300	300
Parthenocissus himalayana	爬牆虎	1000x300	300
GRASS			
Zoysia japonica	朝鮮草	-	-

6.3 In this study area, a total of **25** trees (i.e. **15** within and **10** outside the Site Boundary) were recorded. The **19** trees (**9** within and **10** outside the Site) will be retained in-situ (as unaffected by the Proposed Development) while the **6** trees inside the Site will be felled due to in conflict with the Proposed Development and the associated works.

6.4 **157** heavy standard trees with average DBH approx. 80mm are proposed to be planted to compensate the loss of the **6** existing trees. They will be planted at the common landscape areas, peripherical planting strips and roadside planting verge within the site boundary. All these new trees within the lot boundary will all be maintained by the future management office and the individual Lot owners of the Proposed Development.

6.5 Upon the above, the compensation ratio in terms of quantity and quality is shown as follows:

Quantity of loss of trees:	6 nos.
Accumulated DBH loss of trees:	2.80 m
Quantity of compensatory trees:	157 nos.
Quantity compensation ratio:	1:26.17
DBH compensation:	12.56m
DBH compensation ratio:	1:4.49

7.0 PROPOSAL FOR TREE PRESERVATION

7.1 In this project, **19** retained trees including **9** trees inside and **10** trees outside the Site will be retained on site. The following measures should be undertaken for the preservation and protection of existing trees in surrounding areas:

7.2 In order to determine the impact to the existing vegetation by the proposed development, a full Tree Felling Application in accordance with DEVB TCW No. 6/2015 "Maintenance of Vegetation and Hard Landscape Features" and LAO Practice Note No. 2/2020 "Tree Preservation and Tree Removal Application for Building Development in Private Projects Compliance of Tree Preservation Clause under Lease" should be undertaken and submitted to the relevant Government departments for approval.

7.3 It is proposed that unaffected trees are to be retained on site due to their amenity and conservation value. The contractor will need to be made aware of the need to minimize the encroachment of the construction works on the trees. The area under the drip line of the tree canopy will be fenced by 1.2m high temporary protective fencing during construction stage. Besides, all provisions for tree preservation and protection measures of retained trees should follow the details in Section 25 – Landscape Work in the General Specification for Building (2017).

7.4 Appropriate protection to these trees, e.g. wrapping of the tree stems with protective cover will be adopted during the construction process. As a precautionary measure and only if necessary, pruning of branches of existing trees identified for retention will be on an absolute need basis and strictly adhere to the principle of crown thinning in maintaining their form and amenity value. The tree preservation works will be implemented by approved Landscape Contractors and inspected and approved on site by a qualified Landscape Architect. The site situation will be carefully monitored, including the key stages in the preparation of the trees, the implementation of protection measures and health monitoring throughout the construction period. A tree protection specification would be included within the contract document.

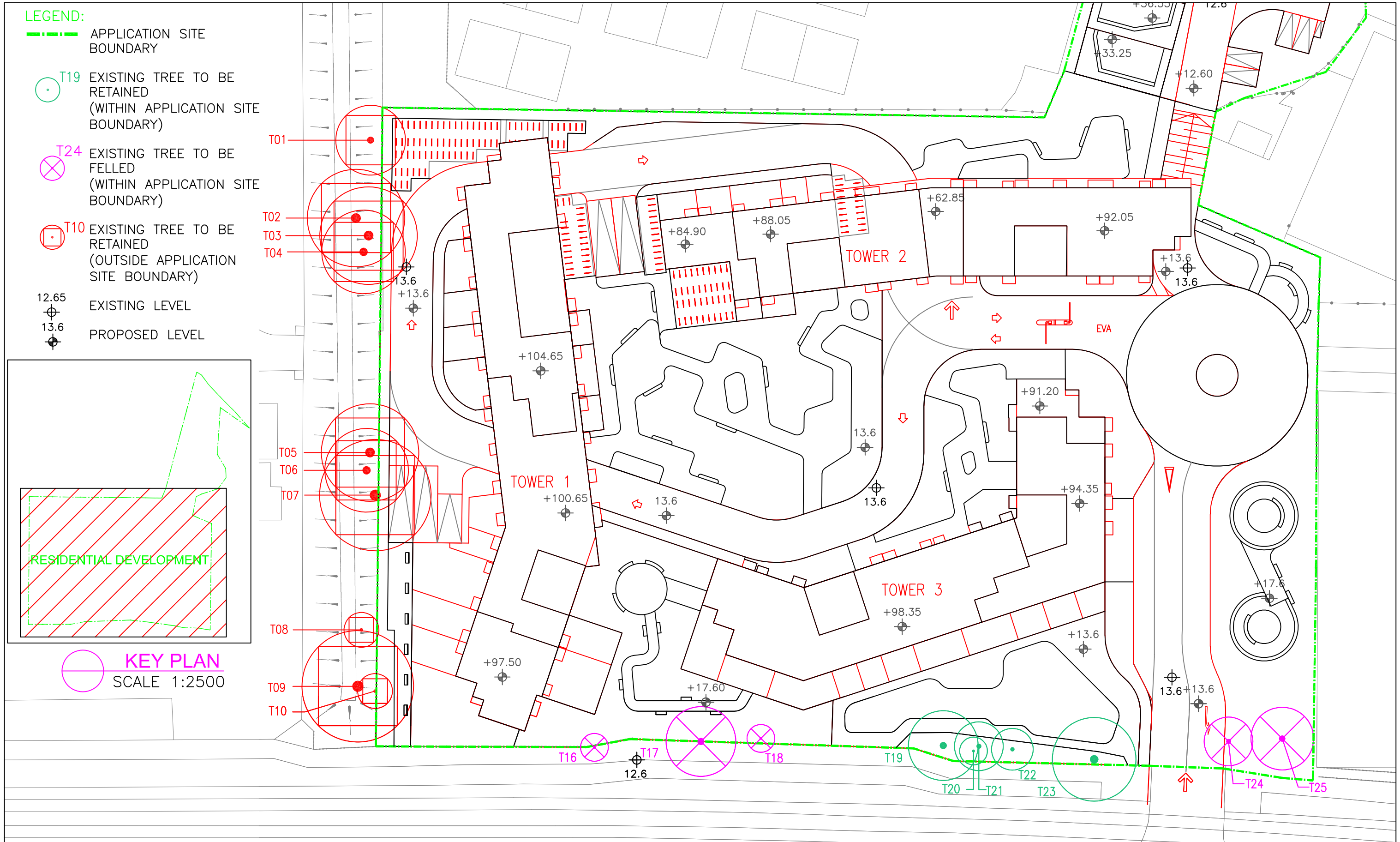
7.5 The softworks contractor will be responsible for maintenance of the planting during the establishment period allowed for in the construction contract, usually for the first year after the beginning of the schemes operational phase. This will ensure that the soft landscape measures within lot boundary and at open space are in a healthy condition prior to the finished scheme being handed back to management office of the site.

Appendix A

Tree Survey Plan, Tree Assessment Schedule

And

Photographic Record of Existing Trees



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PROJECT 工程項目
SECTION 12A REZONING APPLICATION–REQUEST FOR AMENDMENT TO THE APPROVED PING SHAN OUTLINE ZONING PLAN NO.S/YL–PS20 FROM VILLAGE TYPE DEVELOPMENT ZONE AND COMPREHENSIVE DEVELOPMENT AREA ZONE TO RESIDENTIAL(GROUP B)2 ZONE AT VARIOUS LOTS IN D.D.121 AND D.D.122 AND ADJOINING GOVERNMENT LAND, PING SHAN, YUEN LONG, NEW TERRITORIES

DRAWING TITLE 圖紙名稱
TREE SURVEY PLAN (SITE A)

SCALE 比例: 1:500
DATE 日期: NOV 2022
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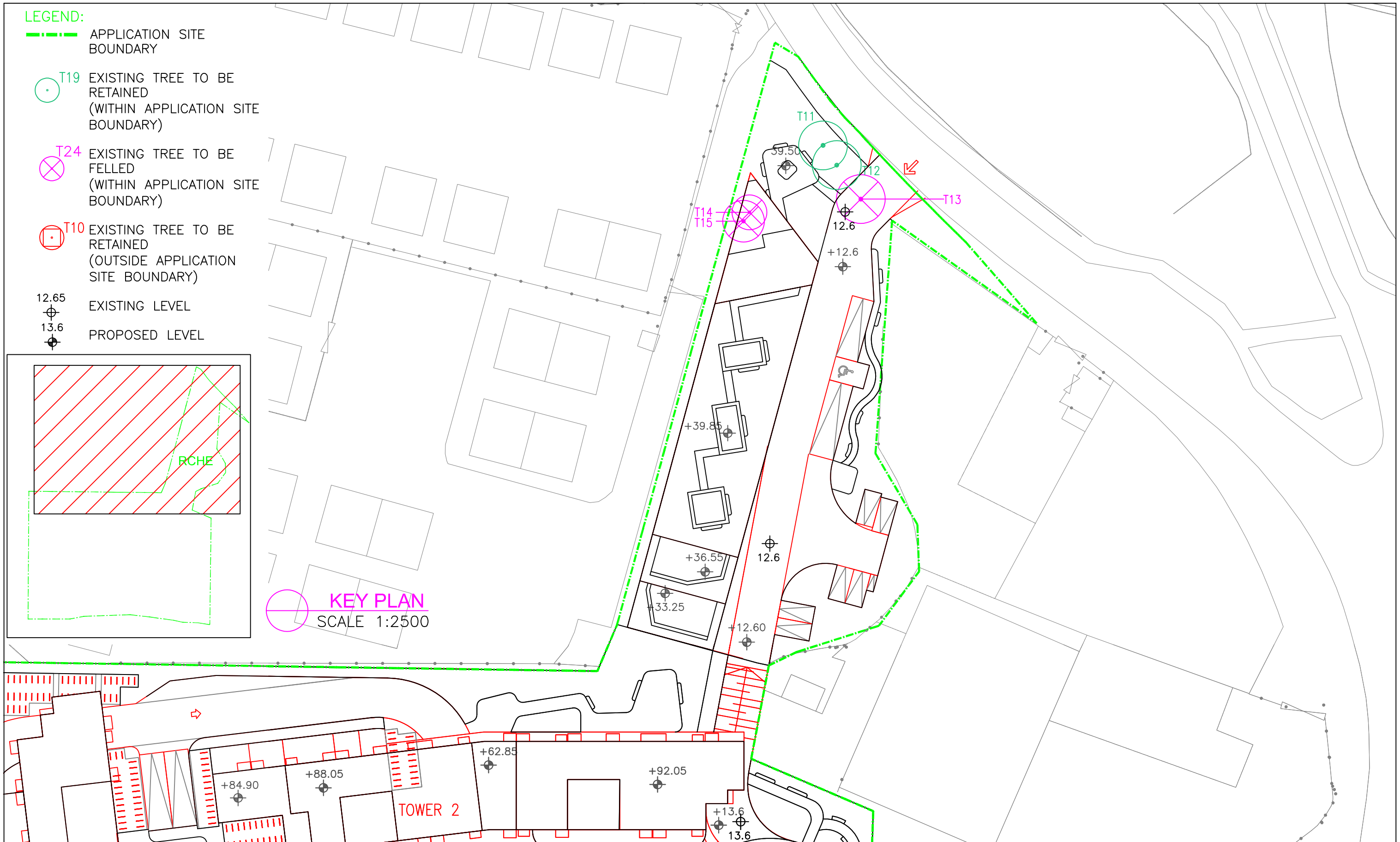
CAD FILENAME : C2119–TS01

LEGEND:

- APPLICATION SITE BOUNDARY
- T19 EXISTING TREE TO BE RETAINED (WITHIN APPLICATION SITE BOUNDARY)
- T24 EXISTING TREE TO BE FELLED (WITHIN APPLICATION SITE BOUNDARY)
- T10 EXISTING TREE TO BE RETAINED (OUTSIDE APPLICATION SITE BOUNDARY)
- 12.65 EXISTING LEVEL
- 13.6 PROPOSED LEVEL



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DRAWING TITLE 圖紙名稱
TREE SURVEY PLAN
(SITE B)

SCALE 比例	1:500
DATE 日期	NOV 2022
REVISION 校訂	–
DRAWING NUMBER 圖號	TS02
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CAD FILENAME : C2119–TS02

Tree Assessment Schedule at

Section 12A Rezoning Application - Request for Amendment to the Approved Ping Shan Outline Zoning Plan No. S/YL-PS/20 from "Village Type Development" Zone and "Comprehensive Development Area" Zone to "Residential (Group B) 2" Zone at Various Lots in D.D 121 and D.D. 122 and Adjoining Government Land, Ping Shan, Yuen Long, New Territories

Prepared by Ted Lam (R.L.A. No. R-073) on 15 May 2021

To be read in conjunction with Tree Survey Plan, dwg. no. C2119-TS01 and C2119-TS02

Tree No.	Name Botancial Name	Chinese Name	Original Location (Within/ Outside Application Site Boundary)	Level at Root Collar	Size DBH (mm)	Height (m)	Spread (m)	Form (Good/Fair/Poor)	Health (Good/Fair/Poor)	Amenity Value (High/Med/Low)	Survival Rate after Transplantation (High/Med/Low)	Proposed Treatment (Retain/Fell/Transplant)	Justification for felling	Remark
T01	*Bombax ceiba*	木棉	Outside Application Site boundary	12.79	800	14	10	Poor	Poor	Med	Low	Retain	-	codominant trunk, asymmetrical form, bark detachment
T02	Ficus microcarpa	細葉榕	Outside Application Site boundary	13.62	800	12	14	Fair	Fair	Med	Low	Retain	-	growing on earth berms
T03	Ficus microcarpa	細葉榕	Outside Application Site boundary	12.97	800	12	14	Fair	Fair	Med	Low	Retain	-	growing on earth berms
T04	Ficus microcarpa	細葉榕	Outside Application Site boundary	13.33	800	10	12	Fair	Fair	Med	Low	Retain	-	growing on earth berms
T05	Ficus microcarpa	細葉榕	Outside Application Site boundary	13.42	950	8	14	Fair	Fair	Med	Low	Retain	-	growing on earth berms
T06	Ficus microcarpa	細葉榕	Outside Application Site boundary	12.73	800	5	12	Fair	Fair	Med	Low	Retain	-	growing on earth berms
T07	Ficus microcarpa	細葉榕	Outside Application Site boundary	13.28	1200	7	16	Fair	Fair	Med	Low	Retain	-	growing on earth berms
T08	Macaranga tanarius	血桐	Outside Application Site boundary	14.02	300	8	5	Poor	Fair	Low	Low	Retain	-	asymmetrical form and leaning form
T09	Ficus microcarpa	細葉榕	Outside Application Site boundary	14.55	1800	12	16	Fair	Fair	Med	Low	Retain	-	exposed root, growing on earth berms
T10	*Melaleuca leucadendron*	白千層	Outside Application Site boundary	14.03	300	11	5	Poor	Poor	Low	Low	Retain	-	slight leaning, root restricted by manhole
T11	*Eucalyptus robusta*	桉樹	Within Application Site Boundary	12.96	500	14	7	Poor	Fair	Low	Low	Retain	-	asymmetrical form, root restricted by hard paving
T12	*Eucalyptus robusta*	桉樹	Within Application Site Boundary	12.84	500	14	7	Poor	Fair	Low	Low	Retain	-	root restricted by hard paving
T13	*Eucalyptus robusta*	桉樹	Within Application Site Boundary	12.86	500	14	7	Poor	Fair	Low	Low	Fell	1,2,6	root restricted by hard paving
T14	*Macaranga tanarius*	血桐	Within Application Site Boundary	12.46	400	6	5	Poor	Fair	Low	Low	Fell	1,2,4,6	codominant trunk, leaning form, root restricted by hard paving
T15	*Macaranga tanarius*	血桐	Within Application Site Boundary	12.51	350	6	6	Poor	Fair	Low	Low	Fell	1,2,4,6	bent at leader, root restricted by hard paving
T16	*Bombax ceiba*	木棉	Within Application Site Boundary	13.82	300	6	4	Poor	Fair	Med	Low	Retain	-	asymmetrical form, wilted branches, root restricted by hard paving
T17	*Broussonetia papyrifera*	構樹	Within Application Site Boundary	13.70	500	6	10	Poor	Fair	Low	Low	Retain	-	bent at leader, root restricted by planter
T18	Celtis sinensis	朴樹	Within Application Site Boundary	13.76	250	5	4	Poor	Poor	Low	Low	Fell	1,2,4,7	leaning form, broken trunk and branches, sparse foliage
T19	Celtis sinensis	朴樹	Within Application Site Boundary	14.61	700	12	10	Good	Fair	High	Low	Retain	-	root restricted by planter
T20	Celtis sinensis	朴樹	Within Application Site Boundary	14.54	300	8	4	Good	Fair	High	Low	Retain	-	root restricted by planter
T21	Cinnamomum camphora	樟樹	Within Application Site Boundary	14.71	450	12	7	Good	Fair	High	Low	Retain	-	root restricted by planter
T22	Bischofia javanica	秋楓	Within Application Site Boundary	14.68	450	11	6	Good	Fair	High	Low	Retain	-	root restricted by planter
T23	Bombax ceiba	木棉	Within Application Site Boundary	14.77	700	13	12	Good	Fair	High	Low	Retain	-	root restricted by planter
T24	*Melaleuca leucadendron*	白千層	Within Application Site Boundary	14.38	500	11	7	Fair	Fair	Med	Low	Fell	1,2	root embeded by concrete
T25	*Melaleuca leucadendron*	白千層	Within Application Site Boundary	14.60	800	12	9	Fair	Fair	Med	Low	Fell	1,2	root embeded by concrete

*Justification for Tree felling:

1. Tree is in direct conflict with the proposed works.
2. Preparation of intact and sufficient-sized root ball not practical due to the topography (e.g. on rock, steep slope, shallow substratum, structures).
3. Weedy species without special ecological significance or species creating maintenance problem.
4. Tree with poor health and/or form for transplantation.
5. Lack of access for transplantation machinery or vehicle.
6. Species of low post-transplantation survival rate.
7. Tree has structural problem and may create hazard to public during root ball preparation and/or after transplantation, while auxiliary support will not be sufficient / practical.

Summary of Treatment of Existing Trees

Total Nos. of Trees	25
Trees to be Retained	19
Trees to be Transplanted	0
Trees to be Felled	6
Aggregate Loss of DBH	2.80m
Nos. of Compensatory Trees	157
DBH Compensation	12.56m

T01 (R)

T01 (R)

T02 (R)

T02 (R)

T03 (R)

T03 (R)

T04 (R)

T04 (R)

LEGEND:

(R) - Retain

(F) - Fell

(T) - Transplant

Photographic Record of Existing Trees

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SECTION 12A REZONING APPLICATION - REQUEST FOR AMENDMENT TO THE APPROVED PING SHAN OUTLINE ZONING PLAN NO. S/YL-PS/20 FROM "VILLAGE TYPE DEVELOPMENT" ZONE AND "COMPREHENSIVE DEVELOPMENT AREA" ZONE TO "RESIDENTIAL (GROUP B) 2" ZONE AT VARIOUS LOTS IN D.D 121 AND D.D. 122 AND ADJOINING GOVERNMENT LAND, PING SHAN, YUEN LONG, NEW TERRITORIES

T05 (R)

T05 (R)

T06 (R)

T06 (R)

T07 (R)

T07 (R)

T08 (R)

T08 (R)

LEGEND:

(R) - Retain

(F) - Fell

(T) - Transplant

Photographic Record of Existing Trees

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T09 (R)

T09 (R)

T10 (R)

T10 (R)

T11 (R)

T11 (R)

T12 (R)

T12 (R)

LEGEND :

(R) - Retain

(F) - Fell

(T) - Transplant

Photographic Record of Existing Trees

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T13 (F)

T13 (F)

T14 (F)

T14 (F)

T15 (F)

T15 (F)

T16 (R)

T16 (R)

LEGEND :

(R) - Retain

(F) - Fell

(T) - Transplant

Photographic Record of Existing Trees

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T17 (R)

T17 (R)

T18 (F)

T18 (F)

T19 (R)

T19 (R)

T20 (R)

T20 (R)

LEGEND :

(R) - Retain

(F) - Fell

(T) - Transplant

Photographic Record of Existing Trees

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SECTION 12A REZONING APPLICATION - REQUEST FOR AMENDMENT TO THE APPROVED PING SHAN OUTLINE ZONING PLAN NO. S/YL-PS/20 FROM "VILLAGE TYPE DEVELOPMENT" ZONE AND "COMPREHENSIVE DEVELOPMENT AREA" ZONE TO "RESIDENTIAL (GROUP B) 2" ZONE AT VARIOUS LOTS IN D.D 121 AND D.D. 122 AND ADJOINING GOVERNMENT LAND, PING SHAN, YUEN LONG, NEW TERRITORIES

T21 (R)

T21 (R)

T22 (R)

T22 (R)

T23 (R)

T23 (R)

T24 (F)

T24 (F)

LEGEND :

(R) - Retain

(F) - Fell

(T) - Transplant

Photographic Record of Existing Trees

T25 (F)

T25 (F)

LEGEND:

(R) - Retain

(F) - Fell

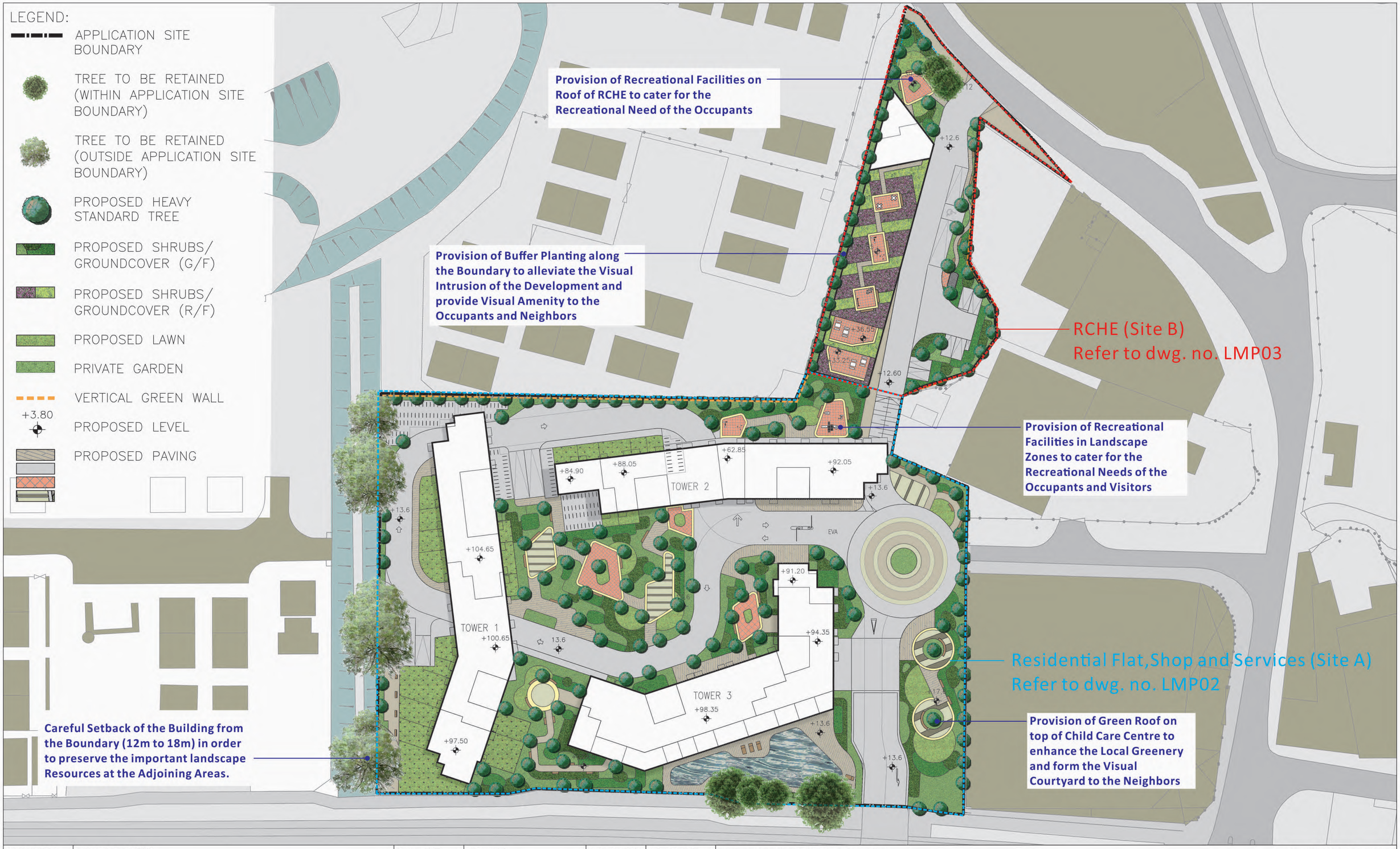
(T) - Transplant

Appendix B

Landscape Master Plan

And

Landscape Details



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DRAWING TITLE 圖紙名稱
LANDSCAPE MASTER PLAN

SCALE 比例	1:800
DATE 日期	NOV 2022
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DRAWING TITLE 圖紙名稱
LANDSCAPE MASTER PLAN (SITE A)

SCALE 比例 1:500	DESIGNED 設計 TEL
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DRAWING TITLE 圖紙名稱
LANDSCAPE MASTER PLAN (SITE B)

SCALE 比例	1:500
DATE 日期	NOV 2022
REVISION 校訂	–
DRAWING NUMBER 圖號	LMP03
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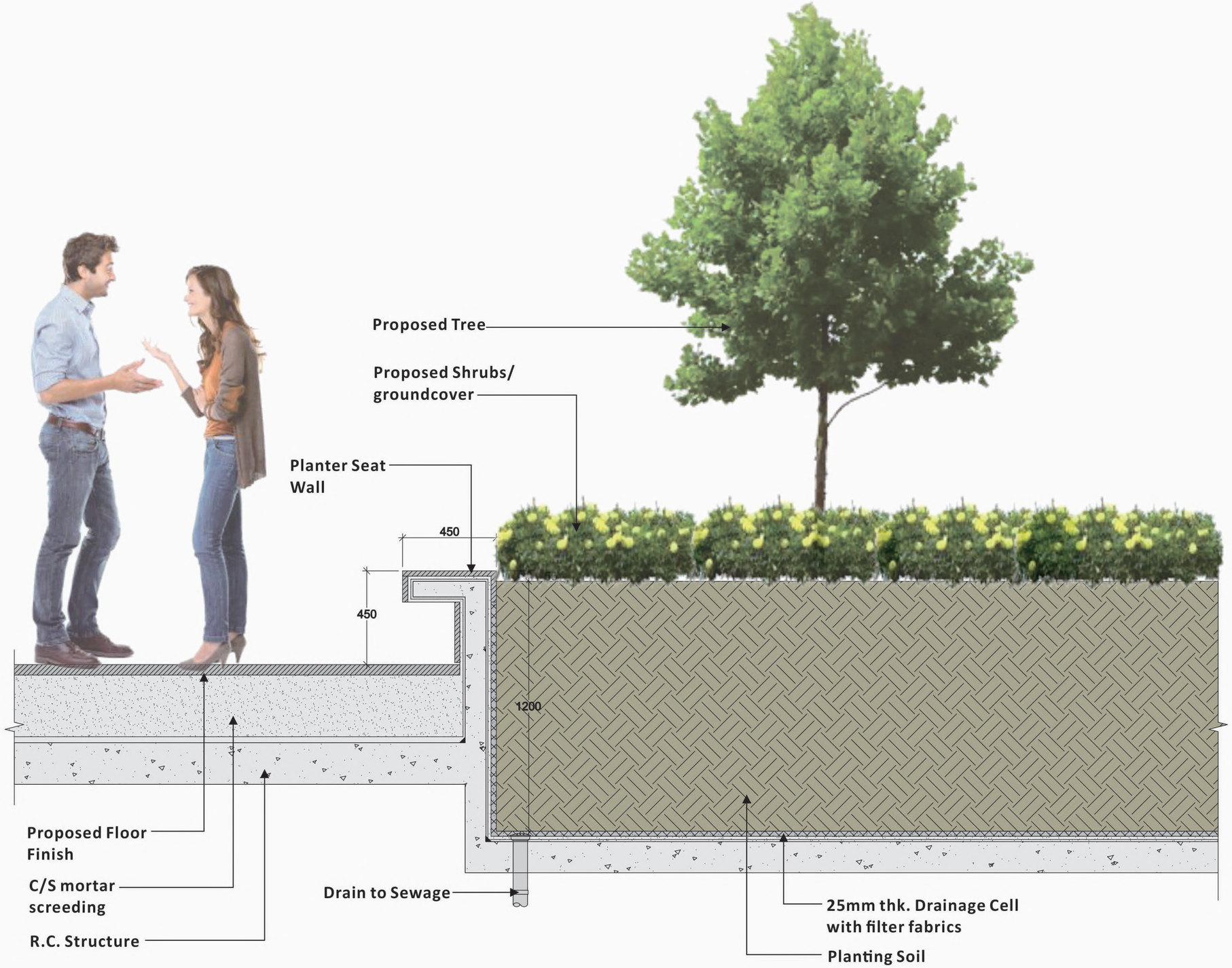

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DRAWING TITLE 圖紙名稱
TYPICAL PLANTER AT G/F & 1/F

SCALE 比例: 1:20
DATE 日期: NOV 2022
REVISION 校訂: –
DRAWING NUMBER 圖號: LD101

DESIGNED 設計: TEL
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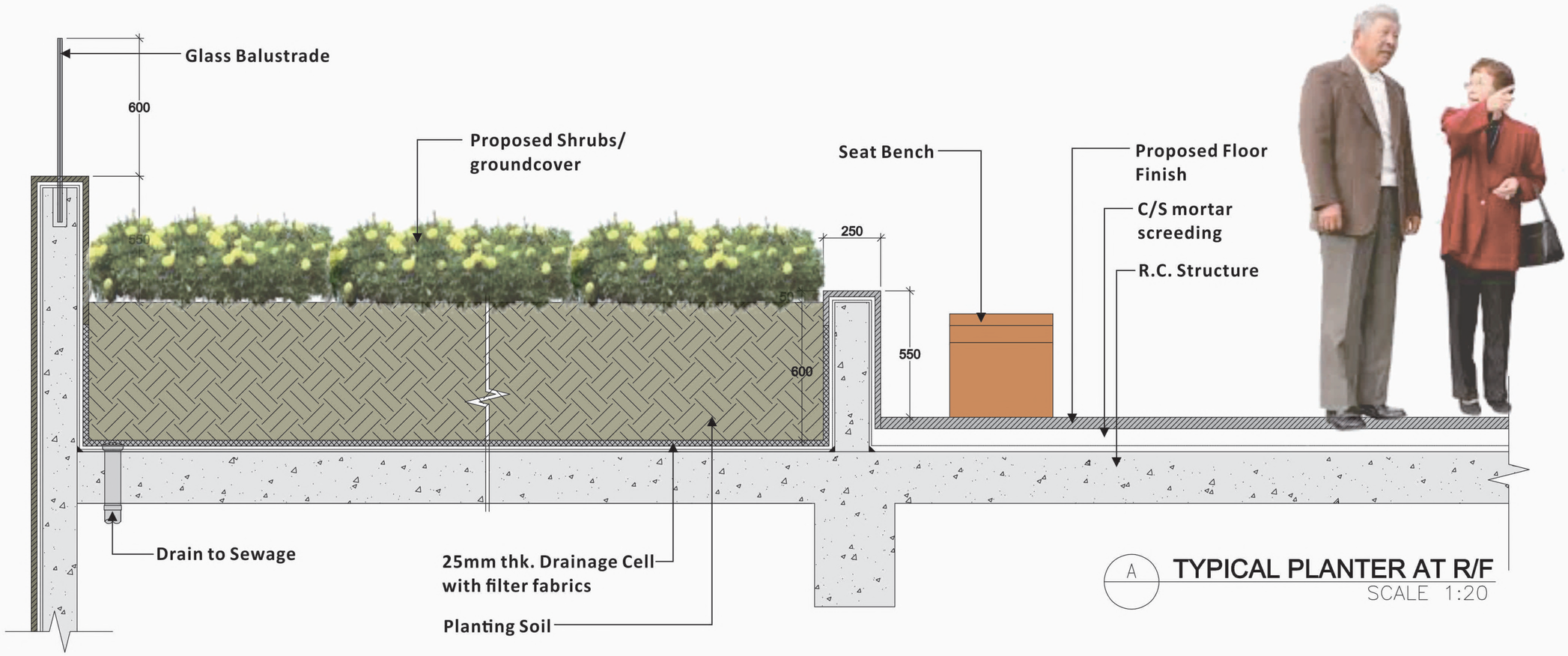

A TYPICAL PLANTER AT R/F
SCALE 1:20

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DRAWING TITLE 圖紙名稱
TYPICAL PLANTER AT R/F OF RCHE

SCALE 比例	1:500
DATE 日期	NOV 2022
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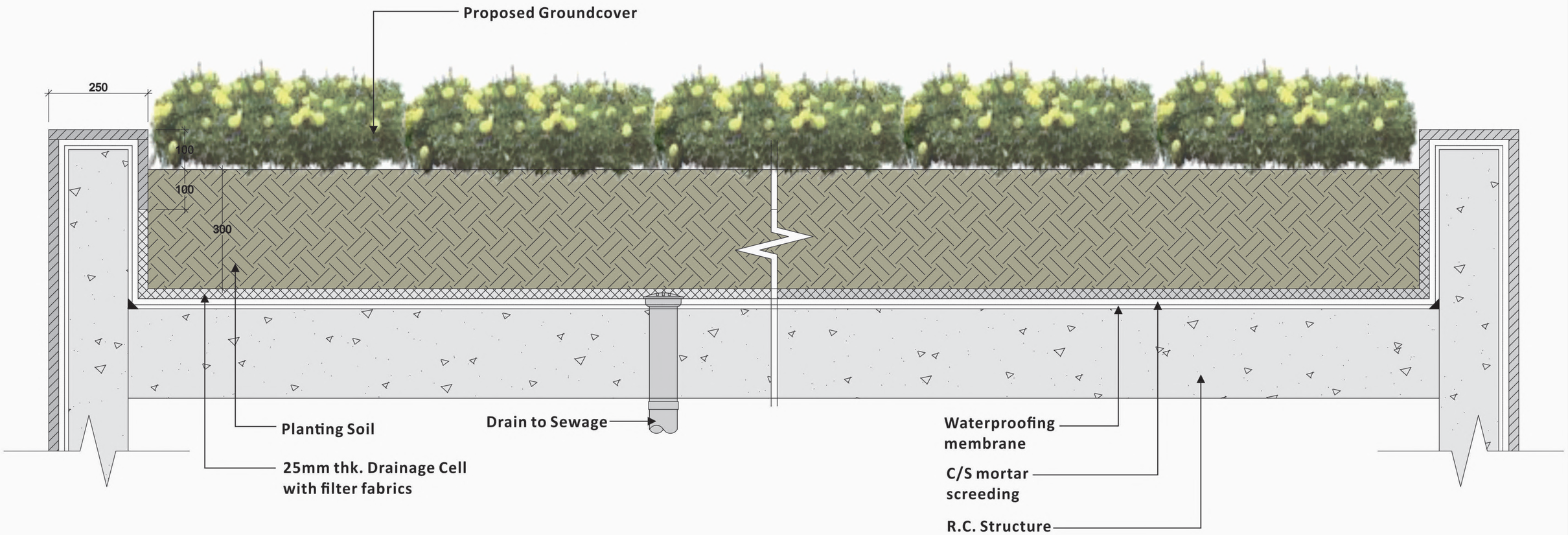

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DRAWING TITLE 圖紙名稱
EXTENSIVE GREEN ROOF AT CHILD CARE CENTRE

SCALE 比例 1:10	DESIGNED 設計 TEL
DATE 日期 NOV 2022	DRAWN 繪圖 CAD
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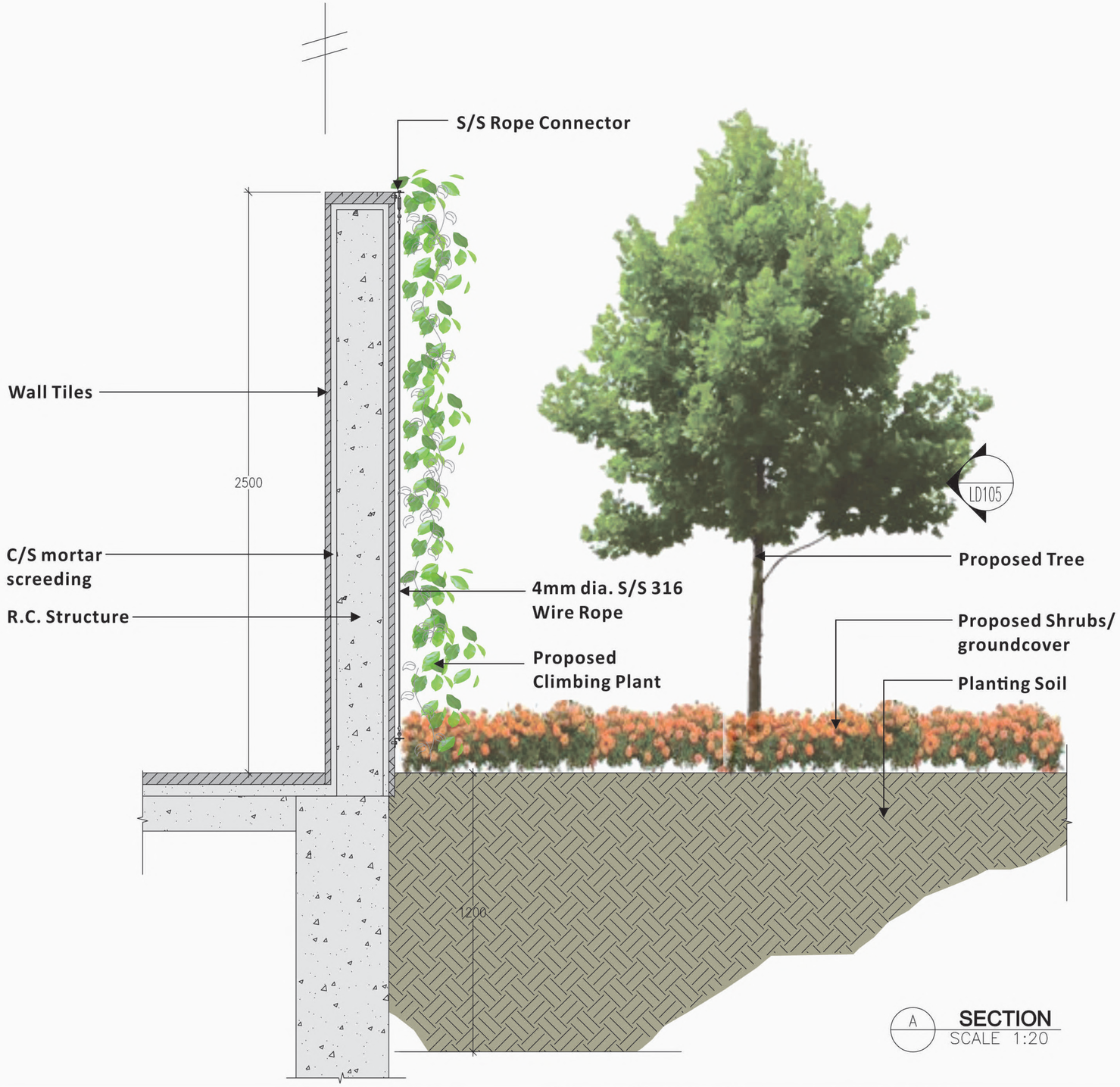

A SECTION
SCALE 1:20

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PROJECT 工程項目
SECTION 12A REZONING APPLICATION–REQUEST FOR AMENDMENT TO THE APPROVED PING SHAN OUTLINE ZONING PLAN NO.S/YL–PS20 FROM VILLAGE TYPE DEVELOPMENT ZONE AND COMPREHENSIVE DEVELOPMENT AREA ZONE TO RESIDENTIAL(GROUP B)2 ZONE AT VARIOUS LOTS IN D.D.121 AND D.D.122 AND ADJOINING GOVERNMENT LAND, PING SHAN, YUEN LONG, NEW TERRITORIES

DRAWING TITLE 圖紙名稱
VERTICAL GREEN WALL DETAILS

SCALE 比例 1:10	DESIGNED 設計 TEL
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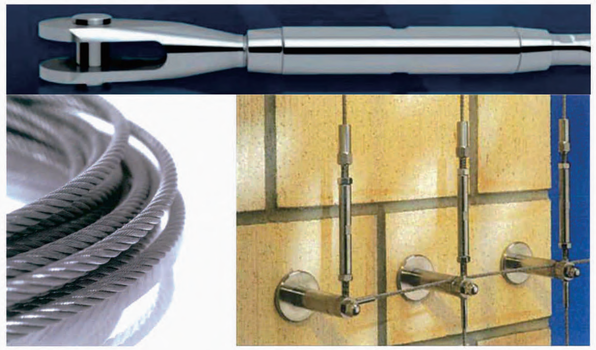
LD104

A TYPICAL ELEVATION OF VERTICAL GREEN WALL
SCALE 1:30



B REFERENCE IMAGES OF WIRE ROPE N.T.S.

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DRAWING TITLE 圖紙名稱
VERTICAL GREEN WALL DETAILS

SCALE 比例: AS SHOWN
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DESIGNED 設計: TEL
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Appendix C

Planting Plans

Quantity	Code	Chinese Name	Botanical Name	Height (mm)	Spread (mm)	DBH (mm)	Spacing (mm)	Remark
HEAVY STANDARD TREES								
28	CJ	山茶	*Camellia Japonica*	3000	1250	80	4000	Abundance of Foliage, Well-Formed, Full Spread Formed
25	BJ	秋楓	*Bischofia javanica*	4500	1500	80	4000	straight trunk and balanced form
22	SD	山烏桕	*Sapium dicolor*	4000	1500	80	4000	Straight trunk, balanced form
20	GS	菲島福木	*Garcinia Subelliptica*	4000	1250	80	4000	Straight trunk, balanced form
15	LI	紫薇	*Lagerstroemia indica*	3000	1500	80	4000	Straight trunk, balanced form
6	PR	紅雞蛋花	*Plumeria rubra*	3000	2000	80	4000	Straight trunk, balanced form
24	OF	桂花	*Osmanthus fragran*	3000	1500	80	4000	Straight trunk, balanced form
17	TM	細葉欖仁	*Terminalia mantaly*	4500	1500	80	4000	Straight trunk, balanced form
SHRUBS								
-	Cam	福建茶	*Carmona microphylla*	450	400	-	400	Balanced form, Abundence of Foliage
-	Cov	黃洒金	*Codiaeum variegatum*	350	300	-	300	Balanced form, Abundence of Foliage
-	Cvm	洒金榕	*Codiaeum variegatum 'mixed'*	600	500	-	450	upright form, small stem exposure, consistent foliage color
-	Ite	鳶尾	*Iris tectorum*	500	350	-	200	upright form
-	Jch	龍柏	*Juniperus chinensis*	1200	600	-	As shown	-
-	Mec	野牡丹	*Melastoma candidum*	350	300	-	300	Balanced form, Abundence of Foliage
-	Mj	非洲茉莉	*Madagascar jasmine stephanotis floribumda*	500	500	-	400	Balanced form, Abundence of Foliage
-	Mpa	九里香	*Murraya paniculata*	600	500	-	450	Balanced form, Abundence of Foliage
-	Rhe	小葉棕竹	*Rhapis excelsa*	1200	600	-	600	at least 5 shoots per plant
-	Rue	翠蘆莉	*Ruellia coerulea*	400	400	-	350	Balanced form, Abundence of Foliage
-	Sar	鵝掌藤	*Schefflera arboricola*	600	500	-	450	Balanced form, Abundence of Foliage
-	Sch	黃金鵝掌藤	*Schefflera arboricola "Trinette"*	500	500	-	450	Balanced form, Abundence of Foliage
GROUNDCOVERS								-
-	Nau	腎蕨	*Nephrolepis auriculata*	250	150	-	150	-
-	Lmo	小葉馬纓丹	*Lantana montevidensis*	300	300	-	250	Balanced form, Abundence of Foliage
-	Ssp	虎尾蘭	*Sansevieria spp.*	300	300	-	300	-
-	Opb	沿階草	*Ophiopogon bodinieri*	250	250	-	200	-
-	Pmy	錫蘭葉下珠	*Phyllanthus myrtifolius*	200	300	-	300	Balanced form, Abundence of Foliage
CLIMBING PLANT								
-	Bgl	羊蹄甲藤	*Bauhinia glauca*	900	300	-	500	at least 5 shoots per plant
-	Phi	爬牆虎	*Parthenocissus himalayana*	1000	300	-	500	at least 5 shoots per plant
GRASS								
-	Zja	朝鮮草	*Zoysia japonica*	-	-	-	-	-

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DRAWING TITLE 圖紙名稱
PLANTING SCHEDULE

SCALE 比例: N.T.S.
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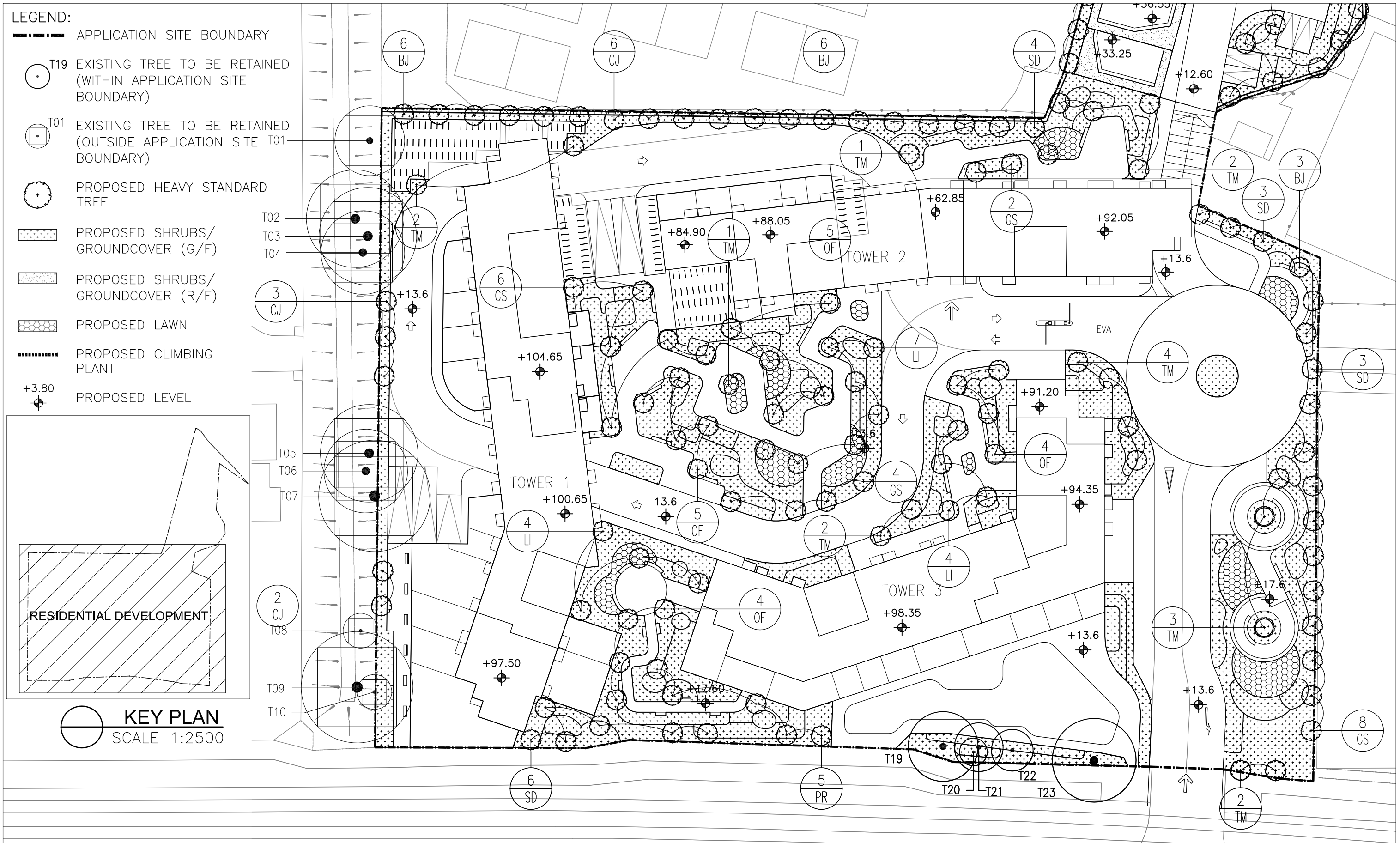
CAD FILENAME : C2119–PS01

LEGEND:

- APPLICATION SITE BOUNDARY
- T19 EXISTING TREE TO BE RETAINED (WITHIN APPLICATION SITE BOUNDARY)
- T01 EXISTING TREE TO BE RETAINED (OUTSIDE APPLICATION SITE BOUNDARY)
- PROPOSED HEAVY STANDARD TREE
- PROPOSED SHRUBS/ GROUNDCOVER (G/F)
- PROPOSED SHRUBS/ GROUNDCOVER (R/F)
- PROPOSED LAWN
- PROPOSED CLIMBING PLANT
- +3.80 PROPOSED LEVEL



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DRAWING TITLE 圖紙名稱
PLANTING PLAN (STIE A)

SCALE 比例 1:500		DESIGNED 設計 TEL
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CAD FILENAME : C2119–PT01

LEGEND:

- APPLICATION SITE BOUNDARY
- T19 EXISTING TREE TO BE RETAINED (WITHIN APPLICATION SITE BOUNDARY)
- T01 EXISTING TREE TO BE RETAINED (OUTSIDE APPLICATION SITE BOUNDARY)
- PROPOSED HEAVY STANDARD TREE
- PROPOSED SHRUBS/ GROUNDCOVER (G/F)
- PROPOSED SHRUBS/ GROUNDCOVER (R/F)
- PROPOSED LAWN
- PROPOSED CLIMBING PLANT
- +3.80 PROPOSED LEVEL

KEY PLAN
SCALE 1:2500

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DRAWING TITLE 圖紙名稱
PLANTING PLAN
(SITE B)

SCALE 比例	1:500
DATE 日期	NOV 2022
REVISION 校訂	–
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DESIGNED 設計	TEL
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CAD FILENAME : C2119–PT02

Appendix D

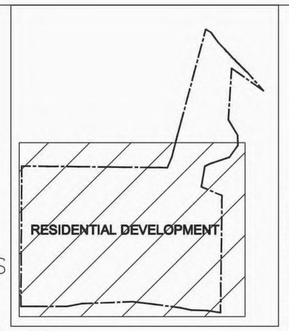
Site Coverage of Greenery

And

Communal Open Space Provision

LEGEND:

- APPLICATION SITE BOUNDARY
- UNCOVERED COMMON GREENERY AREA AT PRIMARY ZONE
- UNCOVERED COMMON GREENERY AT OTHERS AREA
- PROPOSED VERTICAL GREEN WALL
- +3.80 PROPOSED LEVEL



KEY PLAN
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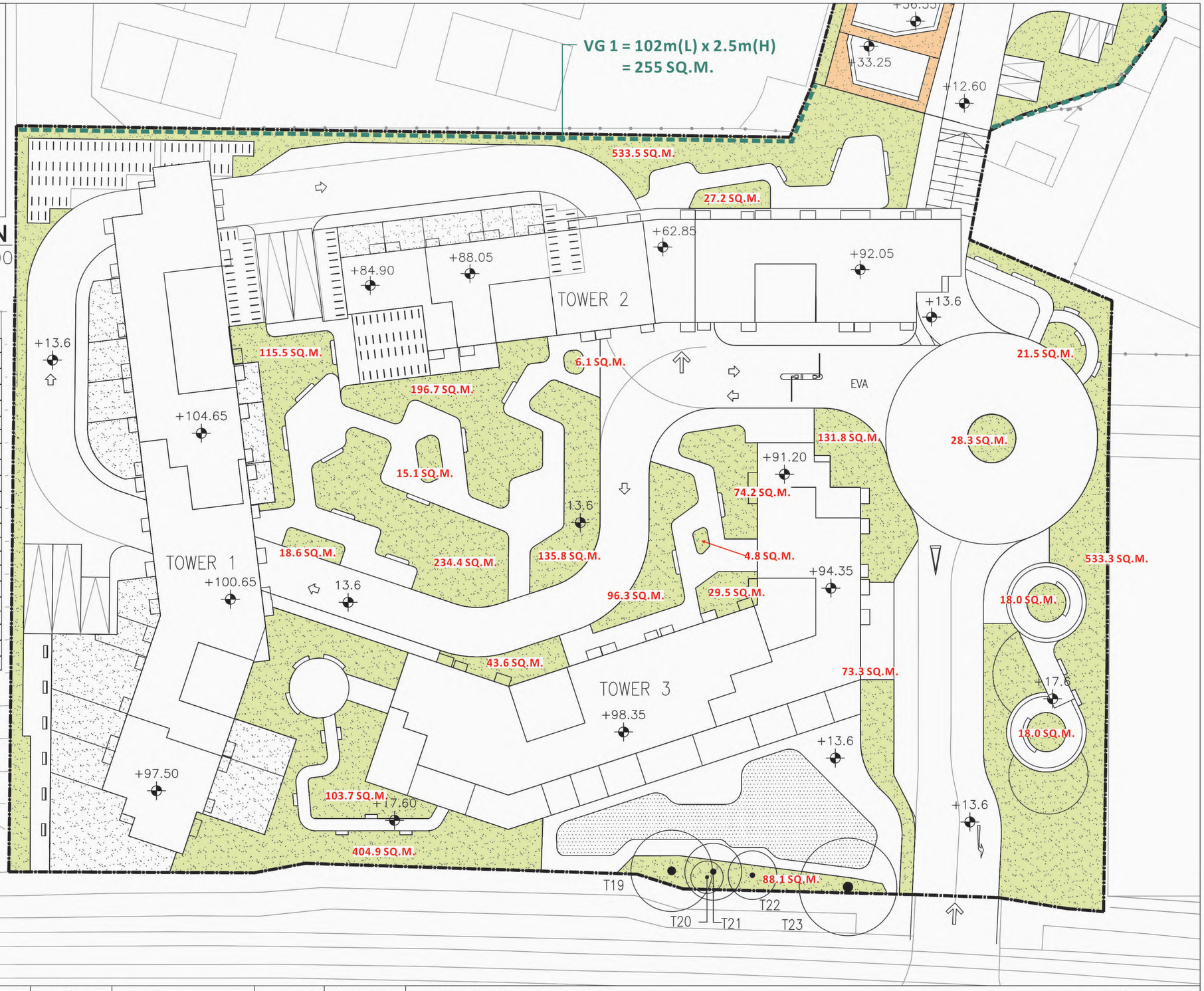

Site Coverage of Greenery (in accordance with PNAP APP-152)

Required Greenery	Area	Unit
Site Area:	14,536.00	m^2
Required Area at Primary Zone:	1,453.60	m^2
Required Total Greenery:	2,907.20	m^2
Allowable Greenery Features:	872.16	m^2
Provided Greenery at Primary Zone/ At-Grade Area	**Area**	**Unit**
Uncovered Planitng Area (G/F & 1/F)	3,517.00	m^2
Vertical Green Wall (G/F)	450.00	m^2
	(<872.16)	m^2
Greenery at Primary Zone	**3,967.00**	m^2
	(>1,453.60)	m^2
Greenery Ratio at Primary Zone	**27.29%**	
Provided Greenery at Other Areas	**Area**	**Unit**
Uncovered Planting Area (R/F of RCHE)	423.20	m^2
Greenery at Other Areas	**423.20**	m^2
Greenery Ratio at Other Areas	**2.91%**	
Total Greenery	**4,390.20**	m^2
	(>2,907.20)	m^2
Greenery Ratio	**30.20%**	

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DRAWING TITLE 圖紙名稱
GREENERY CALCULATION
(SITE A)

SCALE 比例: 1:500
DATE 日期: NOV 2022
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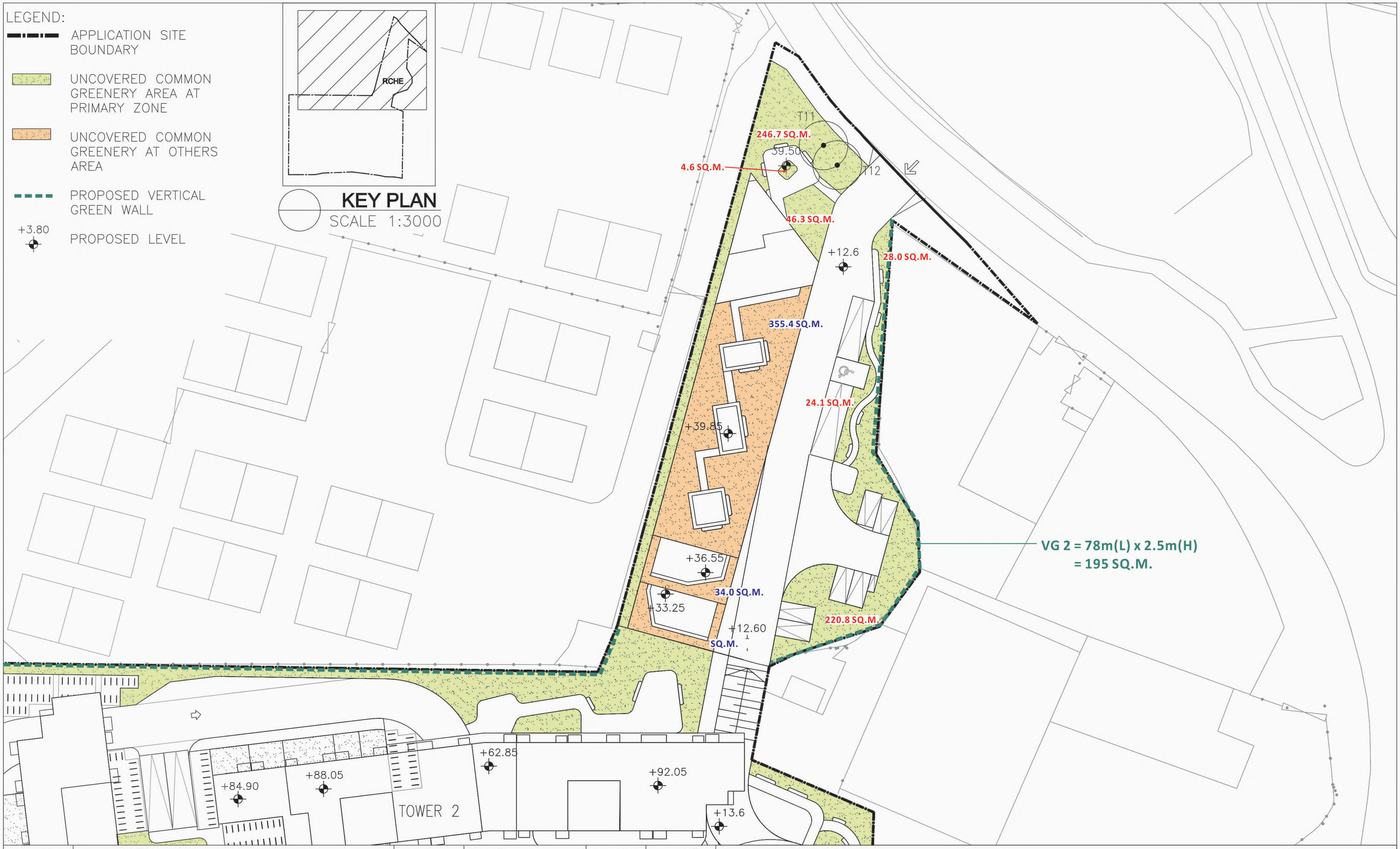
LEGEND:

- APPLICATION SITE BOUNDARY
- UNCOVERED COMMON GREENERY AREA AT PRIMARY ZONE
- UNCOVERED COMMON GREENERY AT OTHERS AREA
- PROPOSED VERTICAL GREEN WALL
- +3.80 PROPOSED LEVEL

KEY PLAN
SCALE 1:3000



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DRAWING TITLE 圖紙名稱
GREENERY CALCULATION
(SITE B)

SCALE 比例 1:500		DESIGNED 設計 TEL
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CAD FILENAME : C2119–GC02

LEGEND:

APPLICATION SITE BOUNDARY

COMMUNAL OPEN SPACE

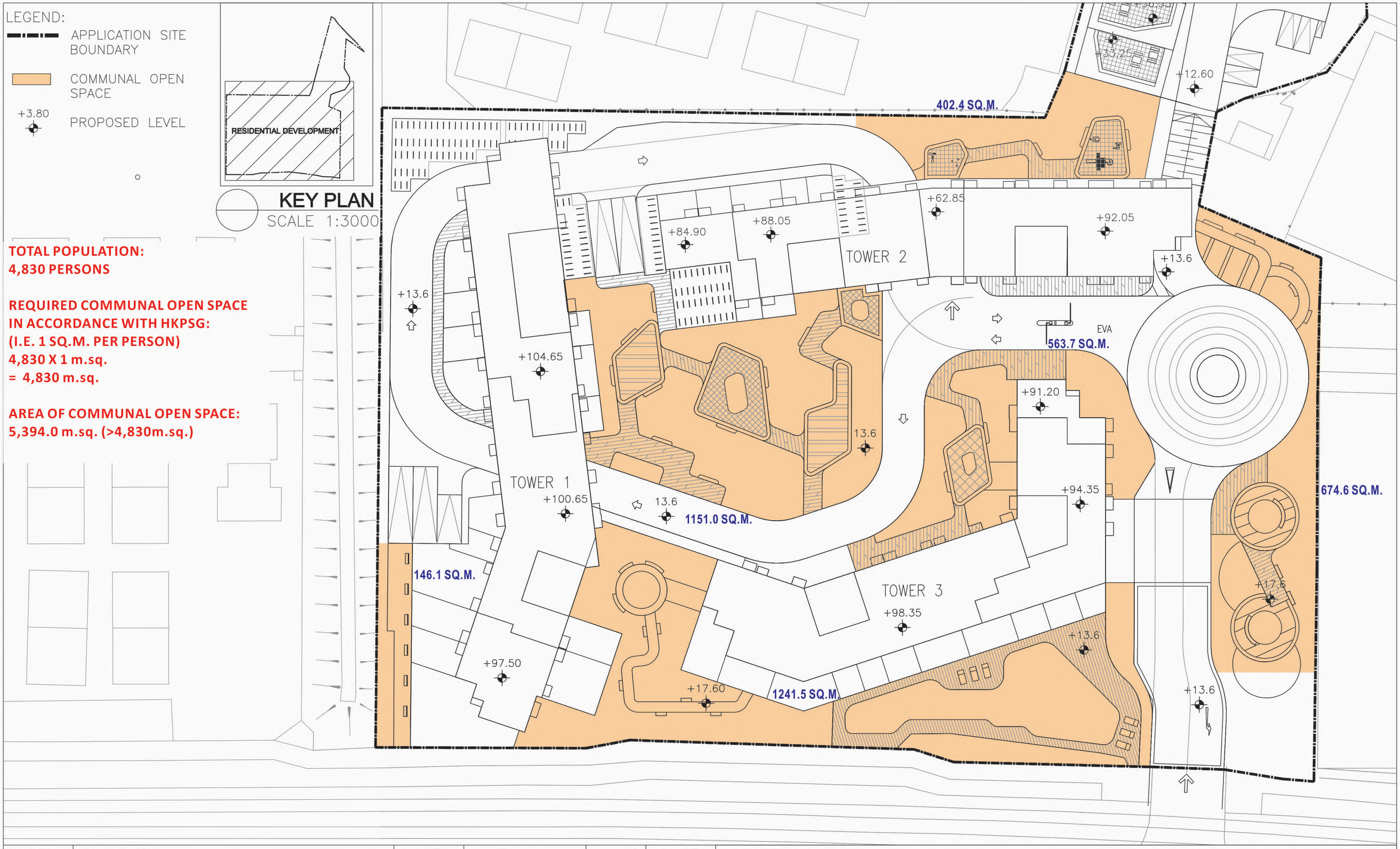
+3.80 PROPOSED LEVEL

KEY PLAN
SCALE 1:3000

TOTAL POPULATION:
4,830 PERSONS

REQUIRED COMMUNAL OPEN SPACE IN ACCORDANCE WITH HKPSG:
(I.E. 1 SQ.M. PER PERSON)
4,830 X 1 m.sq.
= 4,830 m.sq.

AREA OF COMMUNAL OPEN SPACE:
5,394.0 m.sq. (>4,830m.sq.)



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DRAWING TITLE 圖紙名稱
COMMUNAL OPEN SPACE PROVISION (SITE A)

SCALE 比例: 1:500
DATE 日期: NOV 2022
REVISION 校訂: –
DRAWING NUMBER 圖號: OS01

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CAD FILENAME : C2119–OS01

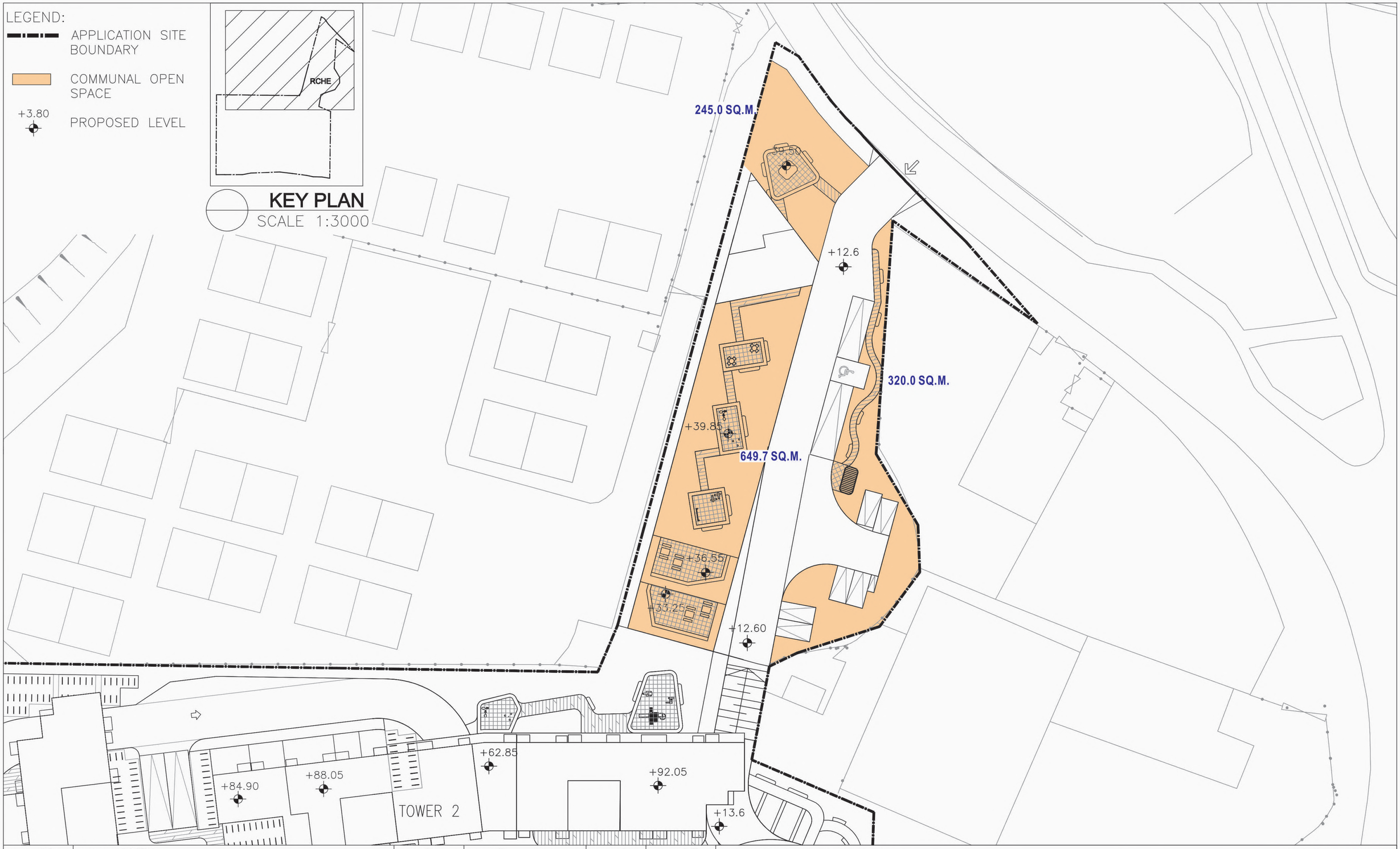
LEGEND:

APPLICATION SITE BOUNDARY

COMMUNAL OPEN SPACE

+3.80 PROPOSED LEVEL

KEY PLAN
SCALE 1:3000



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DRAWING TITLE 圖紙名稱
COMMUNAL OPEN SPACE PROVISION (SITE B)

SCALE 比例: 1:500
DATE 日期: NOV 2022
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Appendix 5

Traffic Impact Assessment

Proposed Residential Care Home for the Elderly and Flat at Various Lots in D.D. 121 and D.D. 122, Ping Shan, Yuen Long

Traffic Impact Assessment

Final Report
November 2022

Prepared by: **CKM Asia Limited**

Prepared for: **On Billion International Limited**

Proposed Residential Care Home for the Elderly and Flat at Various Lots in D.D. 121 and D.D. 122, Ping Shan, Yuen Long

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1.0 INTRODUCTION

Background

1.1 The subject site comprises of various lots in D.D. 121 and D.D. 122 in Ping Shan, and it is currently zoned *"Village Type Development"* and *"Comprehensive Development Area"* in the Ping Shan Outline Zoning Plan. The location of the subject site is shown in Figure 1.1.

1.2 On 22nd April 2022, the Town Planning Board (TPB) approved the section 12a application (TPB No. Y/YL-PS/4) at the subject site for a development with 840 residential flats, 140m^2 retail shop and a RCHE with 294 beds.

1.3 In this section 12a application, the Developer proposes to rezone the subject site to *"Residential (Group B) 2"* and construct a 1,536-flat private housing development with 1,535m^2 retail shops (the "Private Housing") and a 222-bed residential care home for the elderly (the "Proposed RCHE"). Together these are known in this Report as the "Proposed Development".

1.4 CKM Asia Limited, a traffic and transportation planning consultancy firm, was commissioned to carry out a Traffic Impact Assessment (the "TIA") in support of the Proposed Development. This report describes the traffic impact study undertaken.

Scope of Study

1.5 The main objectives of this study are as follows:

- To assess the existing traffic issues in the vicinity of the subject site;
- To provide adequate internal transport facilities for the Proposed Development;
- To quantify the amount of traffic generated by the Proposed Development; and
- To examine the traffic impact of the Proposed Development to the local road network.

Contents of the Report

1.6 After this introduction, the remaining chapters contain the following:

chapter two – describes the existing situation;
chapter three – presents the Proposed Development;
chapter four – describes the traffic impact analysis; and
chapter five – gives the overall conclusion.

2.0 EXISTING SITUATION

The Subject Site

2.1 The subject site is bounded by Castle Peak Road – Ping Shan to the south, Ping Ha Road to the north, a factory building known as Century Centre to the east and village houses to the west.

Existing Road Network

2.2 The section of Castle Peak Road – Ping Shan near the subject site is a dual carriageway 2 to 3-lane running in east-west direction. It is classified as rural trunk road and connects Tuen Mun and Hung Shui Kiu to the west and Yuen Long to the east.

2.3 Ping Ha Road is a single carriageway 2-lane rural road connecting Castle Peak Road – Ping Shan and Tin Shui Wai. This road serves the subject site and local villages and developments nearby.

Traffic Surveys

2.4 Manual classified counts were conducted on a weekday AM and PM peak periods at junctions which are located in the vicinity of the subject site in order to establish the peak hour traffic flows. The surveyed junctions included the following:

J1 – Castle Peak Road – Ping Shan / Ping Ha Road / Tong Yan San Tsuen Road
J2 – Castle Peak Road – Ping Shan / Site Access Road
J3 – Castle Peak Road – Ping Shan / Ping Kwai Road / San Hi Tsuen Street
J4 – Castle Peak Road – Ping Shan / Ma Wang Road / Slip Road to Tong Yan San Tsuen Interchange
J5 – Shui Pin Wai Interchange

2.5 The traffic counts were classified by vehicle type to enable traffic flows in passenger car units (pcu) to be calculated. The locations and layouts of the surveyed junctions are shown in Figure 2.1 and Figures 2.2 – 2.6 respectively.

2.6 The AM and PM peak hour traffic flows were found to occur at 0745 – 0845 and 1700 – 1800 hours respectively, and the peak hour traffic flows are illustrated in Figure 2.7.

Operational Performance of the Surveyed Junctions

2.7 The existing operational performance of the surveyed junctions was calculated based on the observed traffic counts and the analysis method found in the Transport Planning and Design Manual (the "TPDM"). The analysis results are summarised in Table 2.1 and detailed calculations are found in Appendix A.

TABLE 2.1 EXISTING JUNCTION OPERATIONAL PERFORMANCE

Ref.	Signal Junction	Reserve Capacity	
		AM Peak	PM Peak
J1	Castle Peak Road – Ping Shan / Ping Ha Road / Tong Yan San Tsuen Road [(1)]	76%	60%
J2	Castle Peak Road – Ping Shan / Site Access Road [(1)]	>100%	>100%
J3	Castle Peak Road – Ping Shan / Ping Kwai Road / San Hi Tsuen Street [(1)]	>100%	>100%
J4	Castle Peak Road – Ping Shan / Ma Wang Road / Slip Road to Tong Yan San Tsuen Interchange [(1)]	88%	>100%
J5	Shui Pin Wai Interchange	62%	83%

Note: [(1)] actual lost times adopted from site measurements to reflect the effect of Light Rail

2.8 The above results indicate that the analysed junctions currently operate with capacities during the AM and PM peak hours.

Public Transport Facilities

2.9 Access to road-based and rail-based public transport services from the subject site is convenient. The Light Rail Ping Shan Station is located within 300m, or equivalent to around 5 minutes' walk from the subject site to the east.

2.10 Franchised bus and green minibus routes operate along Castle Peak Road – Ping Shan and Tong Yan San Tsuen Road, within 500 metres or about 10 minutes walk away. Details of the road-based public transport services operating close to the subject site are presented in Table 2.2.

TABLE 2.2 PUBLIC TRANSPORT SERVICES OPERATING CLOSE TO THE SUBJECT SITE

Route No.	Routing	Frequency (min)
KMB 53	MTR Tsuen Wan West Station – Yuen Long (East)	25 – 35
KMB 68A	Long Ping Estate – MTR Tsing Yi Station	8 – 25
KMB 68X	Mong Kok (Park Avenue) – Hung Shui Kiu (Hung Fuk Estate)	9 – 25
KMB 268X	Hung Shui Kiu (Hung Fuk Estate) – Jordan (To Wah Road)	7 – 35
KMB 276	Tin Tsz – Sheung Shui	15 – 25
KMB 276P	Tin Shui Wai Station – Sheung Shui	15 – 25
KMB 269D	Tin Fu – Lek Yuen	5 – 25
NLB B2	MTR Yuen Long Station – Shenzhen Bay Port	10 – 20
MTR K65	Lau Fau Shan – Yuen Long (East)	10 – 16
CTB N969	Causeway Bay (Moreton Terrace) – Tin Shui Wai Town Centre	overnight
GMB 31	Yuen Long (Hong Keung Street) – Tong Yan San Tsuen (circular)	7 – 15
GMB 31A	Tong Yan San Tsuen – Yuen Long Plaza (circular)	AM peak
GMB 32	Yuen Long Station (North) – Tan Kwei Tsuen	10 – 15
GMB 33	Yuen Long (Tai Fung Street) – Ha Pak Nai	20 – 30
GMB 34	Yuen Long (Tai Fung Street) – Lau Fau Shan	20
GMB 35	Yuen Long (Tai Fung Street) – Sha Kiu (Tsim Bei Tsui)	18 – 23
GMB 622	Hung Shui Kiu (Hung Yuen Road) – Long Ping Station (circular)	15 – 30

Note: KMB – Kowloon Motor Bus
CTB – CityBus
GMB – Green Minibus
NLB – New Lantao Bus
MTR – MTR Feeder Bus

3.0 THE PROPOSED DEVELOPMENT

Development Schedule

3.1 The Proposed Development comprises of the Private Housing at the southern portion of the subject site, and the Proposed RCHE is at the northern portion. The development schedule is given in Table 3.1.

TABLE 3.1 DEVELOPMENT SCHEDULE

Use	GFA (Approx.)	Item		Parameters
Private Housing	65,412m^2	No. of Flat (in GFA)	≤ 40m^2	807
			40 – 70m^2	727
			70 – 100m^2	0
			100 – 130m^2	2
			130 – 160m^2	0
			> 160m^2	0
			Total	**1,536**
		No. of Housing Block		3
		Domestic Plot Ratio		4.5
		Average Flat Size (GFA)		42.6m^2
		Retail Shop (GFA)		1,535m^2
Residential Care Home for the Elderly (RCHE)	5,400m^2	No. of Beds for Elderly		222

Internal Transport Facilities

(A) Private Housing

3.2 The internal transport facilities for Private Housing are calculated based on the Hong Kong Planning Standards and Guidelines (HKPSG) and are presented in Table 3.2.

TABLE 3.2 INTERNAL TRANSPORT FACILITIES FOR PRIVATE HOUSING

Item	Type	HKPSG Recommendations	Proposed Provision
Car Parking Space	**Residential**	Requirement = GPS × R1 × R2 × R3 GPS = 1 space per 4 – 7 flats R1 = 0.5 for flat size ≤ 40m^2 (807 flats) = 1.2 for flat size 40 – 70m^2 (727 flats) = 4.1 for flat size 100 – 130m^2 (2 flats) R2 = 1 for development outside 500m of rail station R3 = 1 for domestic plot ratio 2 – 5 Min = (807 × 0.5 + 727 × 1.2 + 2 × 4.1) ÷ 7 × 1 × 1 = 184 nos. Max = (807 × 0.5 + 727 × 1.2 + 2 × 4.1) ÷ 4 × 1 × 1 = 322 nos.	322 nos.
	Visitor	5 visitor car parking spaces for developments with more than 75 units per block No. = 3 × 5 = 15 nos.	15 nos.
	Retail	1 space per 150 – 300m^2 GFA Min = 1535 ÷ 300 = 6 nos. Max = 1535 ÷ 150 = 11 nos.	11 nos.
	Total	**Min = 184 + 15 + 6 = 205 nos.** **Max = 322 + 15 + 11 = 348 nos.**	**348 nos.** (1)

TABLE 3.2 INTERNAL TRANSPORT FACILITIES FOR PRIVATE HOUSING (CONT'D)

Item	Type	HKPSG Recommendations	Proposed Provision
Motorcycle Parking Space	**Residential**	1 space per 100 – 150 flats Min = 1536 ÷ 150 = 11 nos. Max = 1536 ÷ 100 = 16 nos.	16 nos.
	Retail	5 – 10% of total provision for car parking space Min = 11 × 5% = 1 no. Max = 11 × 10% = 2 nos.	2 nos.
	Total	**Min = 11 + 1 = 12 nos.** **Max = 16 + 2 = 18 nos.**	**<u>18</u> nos.**
Loading / Unloading Bay	**Residential**	Minimum 1 bay for every 800 flats or part thereof, subject to minimum 1 bay for each block	3 nos. HGV
	Retail	1 bay for goods vehicle for every 800 – 1,200m^2, or part thereof, GFA Min = 1535 ÷ 1,200 = 2 nos. Max = 1535 ÷ 800 = 2 nos.	2 nos. (1 HGV + 1 LGV)
	Total	**Min = 3 + 2 = 5 nos.** **Max = 3 + 2 = 5 nos.**	**<u>5</u> nos. (4 HGV + 1 LGV)**
Bicycle Parking Space (2)		1 space for every 7.5 flats with flat size smaller than 70m^2 No. = (807 + 727) ÷ 7.5 = 205 nos.	**<u>205</u> nos.**

Note: (1) include 4 car parking spaces for persons with disabilities
(2) provision rate for bicycle parking space extracted from approved TPB No. Y/YL-PS/4

Dimensions:

Car parking space	–	5m(L) × 2.5m(W) × 2.4m(H)
Car parking space for persons with disabilities	–	5m(L) × 3.5m(W) × 2.4m(H)
HGV loading / unloading bay	–	11m(L) × 3.5m(W) × 4.7m(H)
Motorcycle parking space	–	2.4m(L) × 1m(W) × 2.4m(H)
Bicycle parking space	–	1.8m(L) × 1m(W) × 2.4m(H)

3.3 Table 3.2 shows that the internal transport facilities for Private Housing comply with the **<u>maximum recommendations of HKPSG</u>**.

(B) Proposed RCHE

3.4 The HKPSG has no recommendation on the provision of internal transport facilities for RCHE. Therefore, internal transport facilities remain unchanged as per the approved TPB No. Y/YL-PS/4, which have taken into consideration the operational needs, nature, scale and location of the Proposed RCHE. The internal transport facilities for the Proposed RCHE is summarised in Table 3.3.

TABLE 3.3 INTERNAL TRANSPORT FACILITIES FOR THE PROPOSED RCHE

Item	Proposed Provision	Dimensions
Car Parking Space	5 nos.	5m (L) × 2.5m (W) × 2.4m (H)
	1 no.	5m (L) × 3.5m (W) × 2.4m (H) – for persons with disabilities
Motorcycle Parking Space	1 no.	2.4m (L) × 1m (W) × 2.4m (H)
Taxi / Private Car Lay-by	1 no.	5m (L) × 2.5m (W) × 2.4m (H)
Loading / Unloading Bay	1 no. HGV	11m (L) × 3.5m (W) × 4.7m (H)
Mini Coach / Ambulance Lay-by	1 no.	9m (L) × 3m (W) × 4m (H)

(C) Overall Provision

3.5 The overall provision of internal transport facilities for the Proposed Development is summarised in Table 3.4.

TABLE 3.4 INTERNAL TRANSPORT FACILITIES FOR THE PROPOSED DEVELOPMENT

Item	Proposed Development			
	Private Housing		RCHE	Overall
	Residential	Retail		
Car Parking Space	337, including: • 322 (for residents) • 15 (for visitors)	11	6	**354** [(1)]
Motorcycle Parking Space	16	2	1	**19**
Taxi / Private Car Lay-by	–	–	1	**1**
HGV Loading / Unloading Bay	3	1	1	**5**
LGV Loading / Unloading Bay	–	1	–	**1**
Mini Coach / Ambulance Lay-by	–	–	1	**1**
Bicycle Parking Space	205	–	–	**205**
RCV Loading / Unloading Bay	1			**1**

Note: [(1)] include 4 car parking spaces for persons with disabilities for Private Housing, and 1 car parking space for persons with disabilities for RCHE

Internal Transport Layout

3.6 The ground and basement floor plans showing the internal transport facilities are presented in Figures 3.1 – 3.3.

3.7 The existing site access road from Castle Peak Road – Ping Shan will be maintained as the run-in / out for the Private Housing. To facilitate the operation of the Proposed RCHE, the run-in / out is proposed at Ping Ha Road.

3.8 The traffic routings to and from the Proposed Development are presented in Figures 3.4 and 3.5 respectively.

4.0 TRAFFIC IMPACT

Design Year

4.1 The Proposed Development is expected to be completed in 2029. Thus, the design year adopted for the capacity analysis is 2032, i.e. *"3 years after the planned completion of the development"*.

Traffic Generation

(A) Private Housing

4.2 To estimate traffic generation of the Private Housing, trip generation rates for residential and retail found in Volume 1 of the TPDM are adopted. Since the average size of the residential flats is around 42.6m^2, trip generation rates for private housing with average flat size of 60m^2, which is the smallest in the TPDM, is adopted. The adopted trip generation rates are presented in Table 4.1.

TABLE 4.1 TRIP GENERATION RATES FOR PRIVATE HOUSING

Use	Unit	Trip Generation Rates (from TPDM)			
		AM Peak		PM Peak	
		IN	OUT	IN	OUT
Residential	pcu/hour/flat	0.0425	0.0718	0.0370	0.0286
Retail Shop	pcu/hour/100m^2	0.2434	0.2296	0.3563	0.3100

4.3 The trip generation rates presented in Table 4.1 are used to calculate the traffic generated associated with the Private Housing, and the calculated traffic generation is presented in Table 4.2.

TABLE 4.2 PRIVATE HOUSING TRAFFIC GENERATION

Use	Quantity	Traffic Generation (pcu/hour)			
		AM Peak		PM Peak	
		IN	OUT	IN	OUT
Residential	1,536 flats	66	111	57	44
Retail Shop	1,535m^2 GFA	4	4	6	5
Total		**70**	**115**	**63**	**49**

(B) Proposed RCHE

4.4 In view that TPDM does not provide trip generation rates for RCHE, traffic generation associated with the Proposed RCHE is estimated based on traffic generation surveys conducted at similar RCHEs located in Tuen Mun. The survey results and the adopted trip generation rates for the Proposed RCHE are presented in Table 4.3.

TABLE 4.3 TRIP GENERATION RATES OF SIMILAR RCHEs

RCHE	No. of Beds	Traffic Generation (pcu/hour)				Trip Generation Rate (pcu/hour/bed)			
		AM Peak		PM Peak		AM Peak		PM Peak	
		IN	OUT	IN	OUT	IN	OUT	IN	OUT
Pok Oi Hospital Tuen Mun Nursing Home (1)	216	4	8	4	2	0.0185	0.0370	0.0185	0.0093
Caritas Li Ka Shing Care and Attention Home (2)	260	10	9	6	4	0.0385	0.0346	0.0231	0.0154
Adopted Trip Generation Rate (maximum)						**0.0385**	**0.0370**	**0.0231**	**0.0154**

Note: (1) located at 2 Siu Lun Street in Tuen Mun
(2) located at 16 Wah Fat Street in Tuen Mun

4.5 The adopted trip generation rates presented in Table 4.3 are used to calculate the traffic generated associated with the Proposed RCHE, and the calculated traffic generation is presented in Table 4.4.

TABLE 4.4 TRAFFIC GENERATION OF THE PROPOSED RCHE

Proposed RCHE (with 222 beds)	Unit	AM Peak		PM Peak	
		IN	OUT	IN	OUT
Trip Generation Rate (from Table 4.3)	pcu/hour/bed	0.0385	0.0370	0.0231	0.0154
Traffic Generation	**pcu/hour**	**9**	**9**	**6**	**4**

(C) Overall Traffic Generation

4.6 The results presented in Tables 4.2 and 4.4 are used to calculate the overall traffic generated associated with the Proposed Development, and the calculated traffic generation is presented in Table 4.5.

TABLE 4.5 PROPOSED DEVELOPMENT TRAFFIC GENERATION

Type of Use	Quantity	Traffic Generation (pcu/hour)			
		AM Peak		PM Peak	
		IN	OUT	IN	OUT
Private Housing	1,536 flats	66	111	57	44
	1,535m^2 GFA	4	4	6	5
Proposed RCHE	222 beds	9	9	6	4
Total		**79**	**124**	**69**	**53**

4.7 The traffic flows to / from the Proposed Development is presented in Figure 4.1.

Traffic Forecast

4.8 The 2032 design traffic flows for capacity analysis are derived with reference to (i) the NTW1 BDTM updated with planned developments and road network located in the vicinity; and (ii) expected traffic generation associated with the Proposed Development.

Major Planned Developments

4.9 The major planned developments in the vicinity of the Proposed Development are summarised in Table 4.6.

TABLE 4.6 DETAILS OF MAJOR PLANNED DEVELOPMENTS

Ref.	Location	Use	Development Parameters (Approx.)
A	Hung Shui Kiu / Ha Tsuen New Development Area	New Town	with around 61,500 flats and over 600 hectares floor area for commercial and industrial uses
B	Yuen Long South Development	Extension of Yuen Long New Town	with around 32,850 flats and around 73 hectares floor area for commercial and industrial uses
C	Public Housing Development at Tan Kwai Tsuen	Public Housing	around 7,400 flats, commercial GFA of around 6,600m^2 and community facilities
D	Public Housing Development at Long Bin	Public Housing	around 11,940 flats, commercial GFA of around 10,380m^2 and community facilities

4.10 The major planned developments listed in Table 4.6 have been included in the traffic forecast.

2032 Junction Capacity Analysis

4.11 The 2032 peak hour traffic flows without and with the Proposed Development are shown in Figures 4.2 and 4.3 respectively.

4.12 The 2032 junction capacity analysis for the cases without and with the Proposed Development are summarised in Table 4.7, and detailed calculations are found in Appendix A.

TABLE 4.7 2032 JUNCTION OPERATIONAL PERFORMANCE

Ref.	Signal Junction	Reserve Capacity			
		Without Proposed Development		With Proposed Development	
		AM Peak	PM Peak	AM Peak	PM Peak
J1	Castle Peak Road – Ping Shan / Ping Ha Road / Tong Yan San Tsuen Road (1)	2%	0%	–1%	–3%
J2	Castle Peak Road – Ping Shan / Site Access Road (1)	>100%	>100%	>100%	>100%
J3	Castle Peak Road – Ping Shan / Ping Kwai Road / San Hi Tsuen Street (1)	57%	61%	57%	61%
J4	Castle Peak Road – Ping Shan / Ma Wang Road / Slip Road to Tong Yan San Tsuen Interchange (1)	64%	61%	62%	59%
J5	Shui Pin Wai Interchange	26%	45%	24%	44%

Note: (1) actual lost times adopted from site measurements to reflect the effect of Light Rail

4.13 The above results indicate that the analysed junctions, except for J1, are expected to operate with capacities during the peak hours in 2032.

J1 : Castle Peak Road – Ping Shan / Ping Ha Road / Tong Yan San Tsuen Road

4.14 Reference is made to Paper 7c/2021 and minutes of *"Working Group on Traffic and Pedestrian Congestion in Yuen Long"* meeting on 9th February 2021 under the Traffic and Transport Committee of Yuen Long District Council: 「運輸署早前已策劃為橫跨唐人新村路行人過路處加裝『綠色人像』交通燈，並加建由青山公路－屏山段左轉往唐人新村路的行車線。」

4.15 It is noted that signalised pedestrian crossings across Tong Yan San Tsuen Road were completed by Transport Department in August 2021, and the additional left turning lane from Castle Peak Road – Ping Shan to Tong Yan San Tsuen Road is pending implementation. The conceptual layout of J1 with the additional left turning lane is presented in Figure 4.4.

4.16 Based on the above, junction capacity analysis is re-conducted for J1 for the case with the proposed left turning lane, and the results are shown in Table 4.8.

TABLE 4.8 2032 JUNCTION OPERATIONAL PERFORMANCE (WITH MODIFICATION TO J1)

Ref.	Scenario	Reserve Capacity [1]			
		Without Proposed Development		With Proposed Development	
		AM Peak	PM Peak	AM Peak	PM Peak
J1	existing condition	2%	0%	–1%	–3%
	with proposed left turning lane	31%	28%	25%	24%

Note: [1] actual lost times adopted from site measurements to reflect the effect of Light Rail

4.17 With the proposed left turning lane, J1 is expected to operate within capacities during the AM and PM peak hours in 2032. In addition, the traffic generated by the Proposed Development is expected to have minimal impact to the capacity of the analysed junctions. Hence, it can be concluded that the Proposed Development is acceptable from traffic engineering terms.

Sensitivity Test for Remaining Portions of the CDA Site

4.18 The subject site falls within the CDA site located at the southeast of Tong Fong Tsuen and west of Ping Ha Road, and the remaining portions ("remaining portions") of this CDA site include (i) Lot No. 1694 RP & Exts Thereto in D.D. 122; and (ii) Lot No. 1702 RP in D.D. 122.

4.19 To ascertain the traffic impact associated to the whole CDA site, a sensitivity test is conducted for the whole CDA, and assuming that the remaining portions are redeveloped as residential use with plot ratio 4.5 and similar average flat size as the Proposed Development. The indicative development parameters and traffic generation for the remaining portions are presented in Table 4.9.

TABLE 4.9 INDICATIVE TRAFFIC GENERATION OF REMAINING PORTION OF CDA SITE

D.D. 122	No. of Flat [1]	Traffic Generation (pcu/hour) [2]			
		AM Peak		PM Peak	
		IN	OUT	IN	OUT
Lot No. 1694 RP & Exts Thereto	469	20	34	18	14
Lot No. 1702 RP	346	15	25	13	10
Total	**815**	**35**	**59**	**31**	**24**

Note: [1] assuming plot ratio of 4.5 and average flat size of 42.6m^2
[2] calculated based on trip generation rates in Table 4.1

4.20 The 2032 peak hour traffic flows for the sensitivity test are shown in Figure 4.5, and the corresponding junction capacity analysis is summarised in Table 4.10. Detailed calculations are found in Appendix A.

TABLE 4.10 2032 JUNCTION OPERATIONAL PERFORMANCE (SENSITIVITY TEST)

Ref.	Signal Junction	Reserve Capacity			
		With Proposed Development [2]		Sensitivity Test – Redevelopment of Whole CDA Site	
		AM Peak	PM Peak	AM Peak	PM Peak
J1	Castle Peak Road – Ping Shan / Ping Ha Road / Tong Yan San Tsuen Road [1][3]	25%	24%	19%	20%
J2	Castle Peak Road – Ping Shan / Site Access Road [1]	>100%	>100%	>100%	>100%
J3	Castle Peak Road – Ping Shan / Ping Kwai Road / San Hi Tsuen Street [1]	57%	61%	57%	61%
J4	Castle Peak Road – Ping Shan / Ma Wang Road / Slip Road to Tong Yan San Tsuen Interchange [1]	62%	59%	61%	59%
J5	Shui Pin Wai Interchange	24%	44%	23%	44%

Note: [1] actual lost times adopted from site measurements to reflect the effect of Light Rail
[2] from Table 4.7
[3] with proposed left turning lane planned by Transport Department

4.21 The sensitivity test indicates that the analysed junctions are expected to operate with capacities during the peak hours in 2032. It can be concluded that the redevelopment of whole CDA site will result in no adverse traffic impact to the surrounding road network.

5.0 CONCLUSION

5.1 The subject site comprises of various lots in D.D. 121 and D.D. 122 in Ping Shan. The Applicant has the intention to construct within the subject site (i) a private housing comprising of 1,536 flats with average flat size of around 42.6m^2 and retail shop with 1,535m^2 GFA; and (ii) a RCHE with 222 beds.

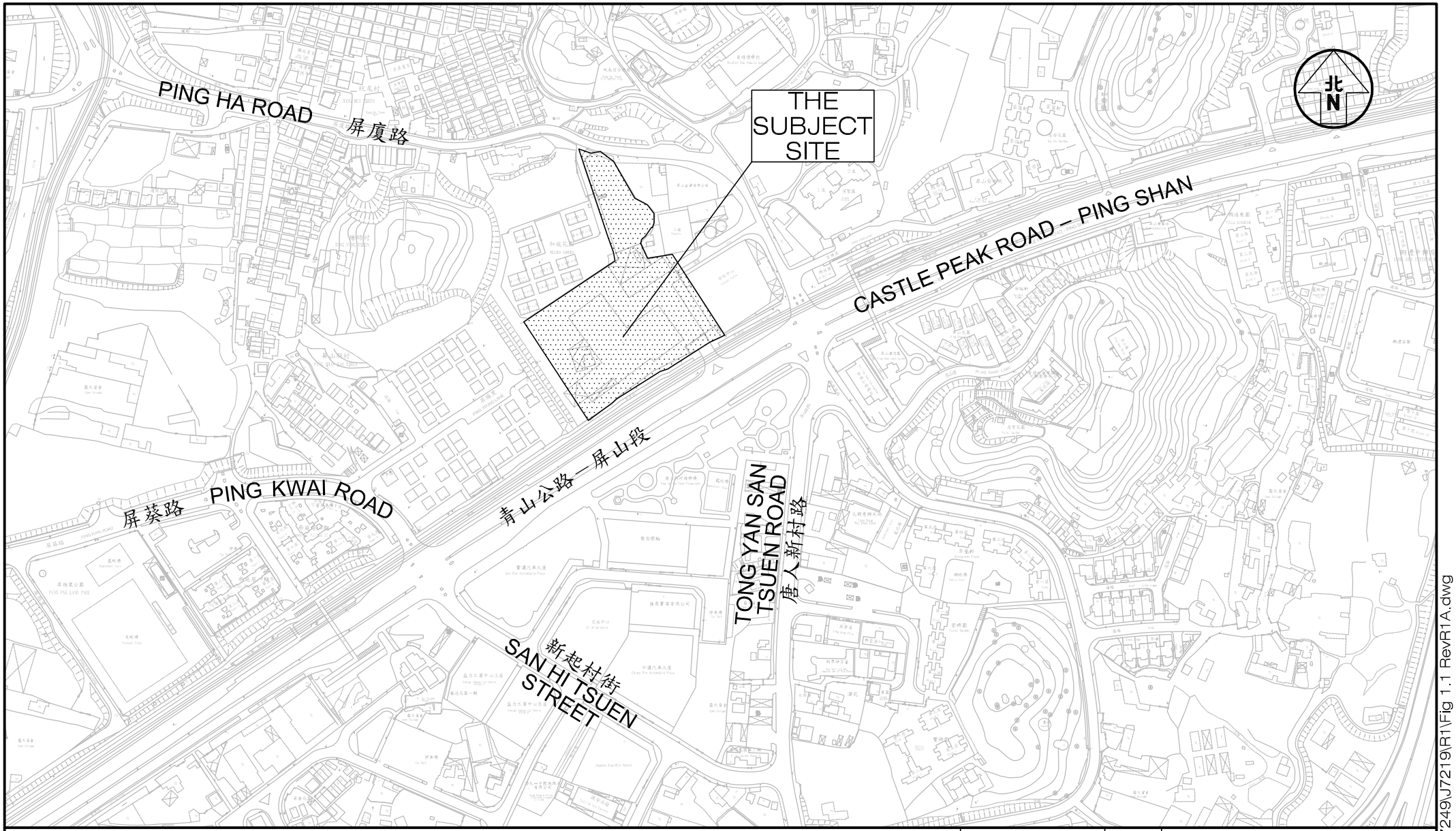
5.2 The internal transport facilities provided for the Private Housing comply with the **maximum recommendations of HKPSG** while the internal transport facilities for the Proposed RCHE are provided to meet the operational needs.

5.3 Manual classified counts were conducted at key junctions during the AM and PM peak hours. The 2032 design traffic flows are derived with reference to the BDTM and updated with the planned developments in the vicinity.

5.4 The 2032 junction capacity analysis was undertaken for the cases with and without the Proposed Development. Taking into consideration the planned improvement for J1 by Transport Department, the junctions analysed have sufficient capacity to accommodate the expected traffic volume in 2032 and the additional traffic generated by the Proposed Development and remaining portions of the CDA site.

5.5 The TIA concluded that the Proposed Development will result in **no** adverse traffic impact to the surrounding road network. From traffic engineering grounds, the Proposed Development is acceptable.

Figures



Project Title: PROPOSED DEVELOPMENT AT VARIOUS LOTS IN D.D. 121, PING SHAN	J7219	Figure No. 1.1	Revision R1A	CKM Asia Limited Traffic and Transportation Planning Consultants 21st Floor, Methodist House, 36 Hennessy Road, Wan Chai, Hong Kong Tel : (852) 2520 5990 Fax : (852) 2528 6343 Email : mail@ckmasia.com.hk
Figure Title: LOCATION OF THE SUBJECT SITE		Designed by: T H C Drawn by: C C L Checked by: K C		
		Scale in A4: 1 : 4,000 Date: 10 NOV 2022		

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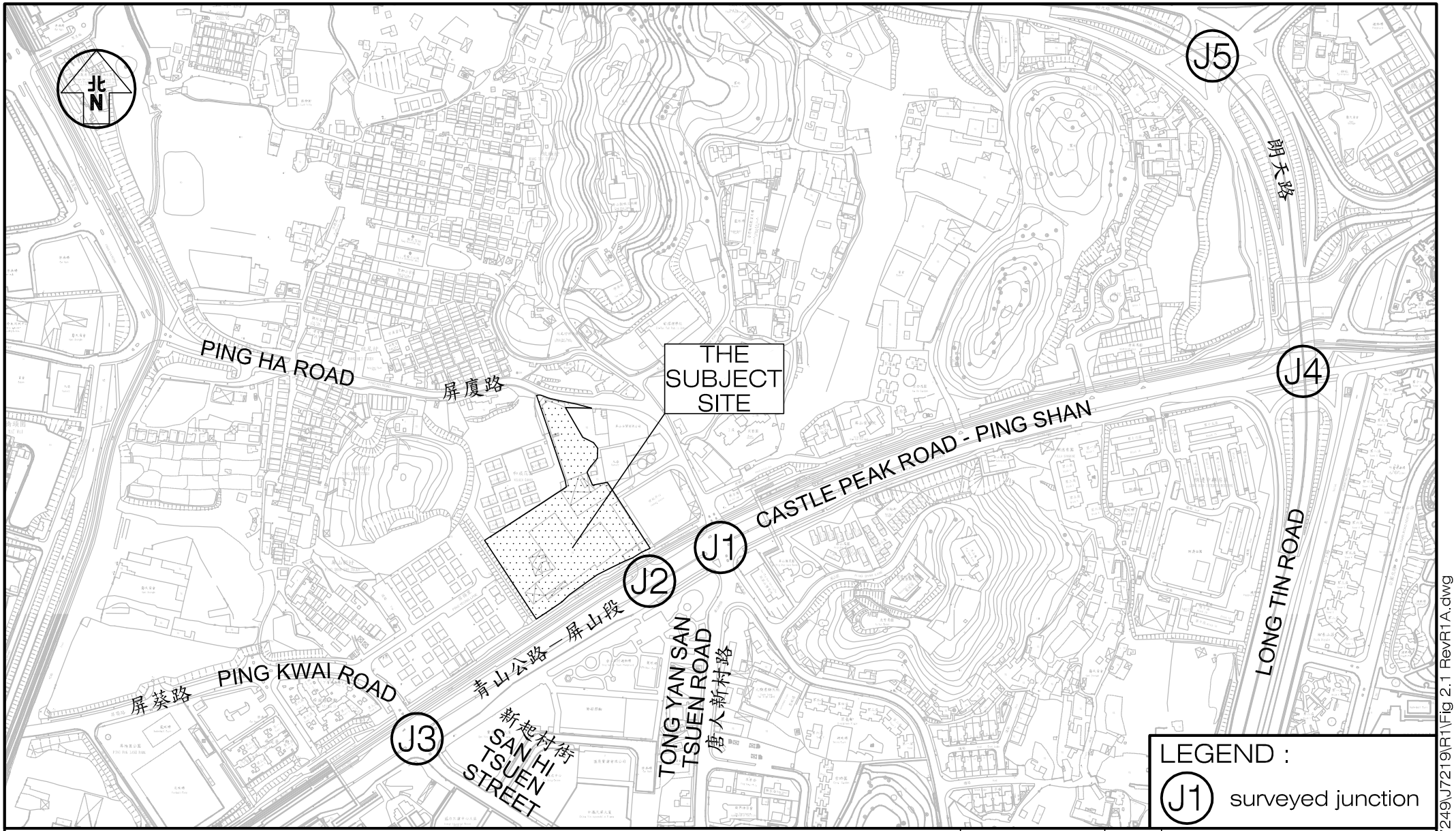

LEGEND :

J1 surveyed junction

Project Title: PROPOSED DEVELOPMENT AT VARIOUS LOTS IN D.D. 121, PING SHAN	J7219	Figure No. 2.1	Revision R1A
Figure Title: SURVEYED JUNCTIONS		Designed by: T H C / Drawn by: C C L / Checked by: K C	
		Scale in A4: 1 : 5,000	Date: 10 NOV 2022

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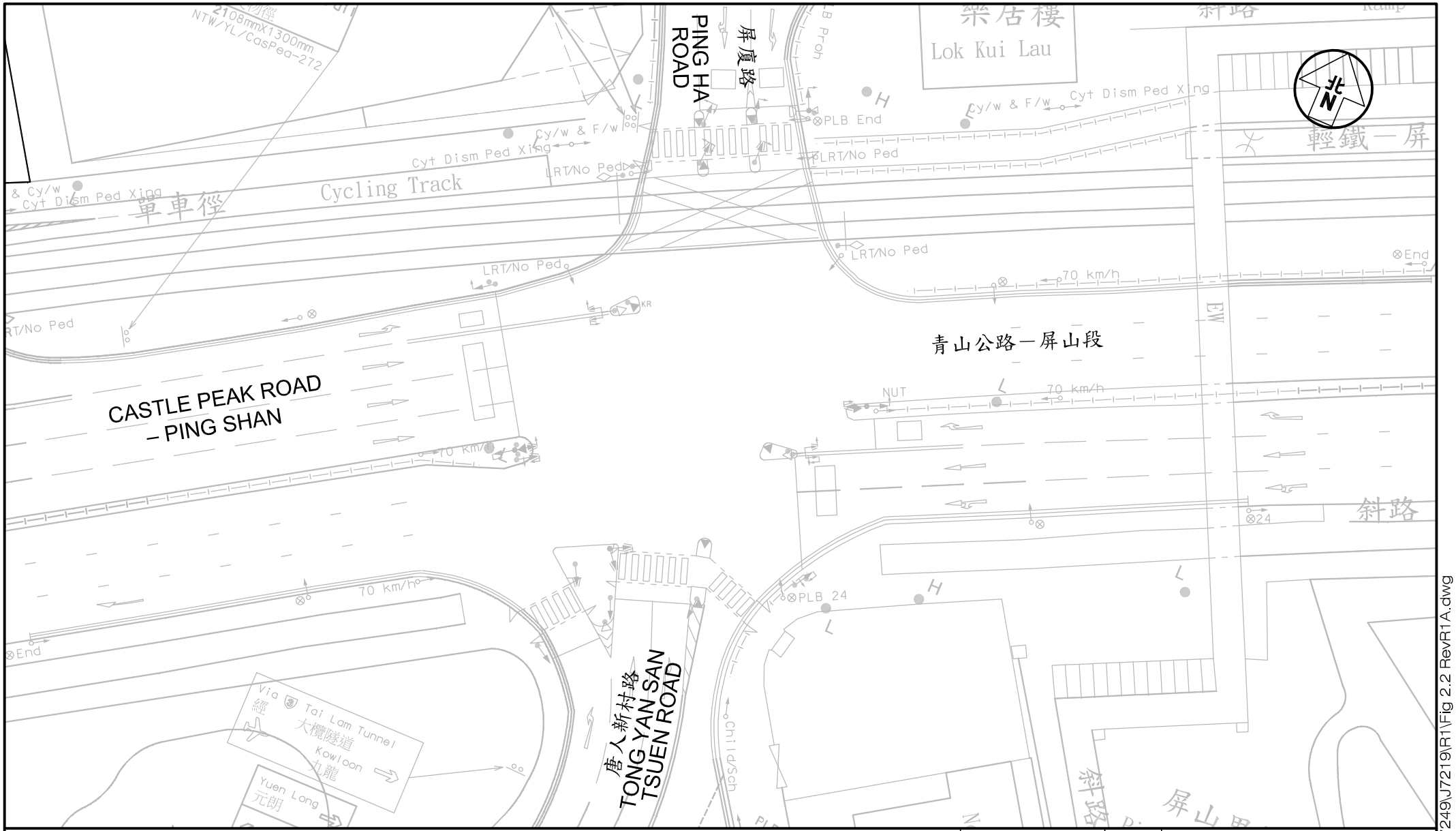

Project Title: PROPOSED DEVELOPMENT AT VARIOUS LOTS IN D.D. 121, PING SHAN	J7219	Figure No. 2.2	Revision R1A	CKM Asia Limited
Figure Title: JUNCTION OF CASTLE PEAK ROAD – PING SHAN / PING HA ROAD / TONG YAN SAN TSUEN ROAD (J1)		Designed by: T H C; Drawn by: C C L; Checked by: K C		Traffic and Transportation Planning Consultants
		Scale in A4: 1 : 500	Date: 10 NOV 2022	21st Floor, Methodist House, 36 Hennessy Road, Wan Chai, Hong Kong Tel : (852) 2520 5990 Fax : (852) 2528 6343 Email : mail@ckmasia.com.hk

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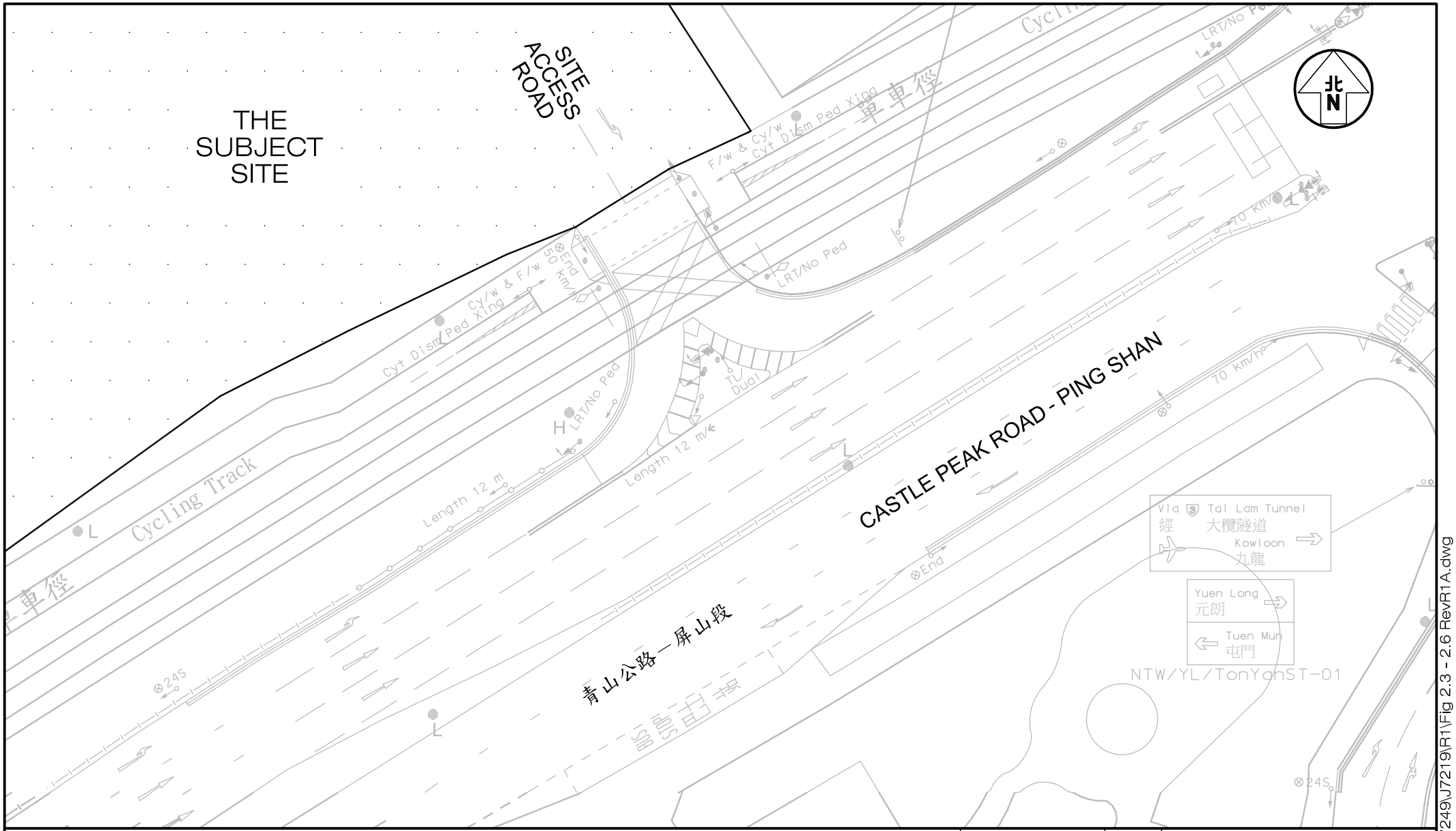

Project Title: PROPOSED DEVELOPMENT AT VARIOUS LOTS IN D.D. 121, PING SHAN	J7219	Figure No. 2.3	Revision R1A	CKM Asia Limited
Figure Title: JUNCTION OF CASTLE PEAK ROAD – PING SHAN / SITE ACCESS ROAD (J2)		Designed by T H C / Drawn by C C L / Checked by K C		Traffic and Transportation Planning Consultants
		Scale in A4 1 : 500	Date 10 NOV 2022	21st Floor, Methodist House, 36 Hennessy Road, Wan Chai, Hong Kong Tel : (852) 2520 5990 Fax : (852) 2528 6343 Email : mail@ckmasia.com.hk

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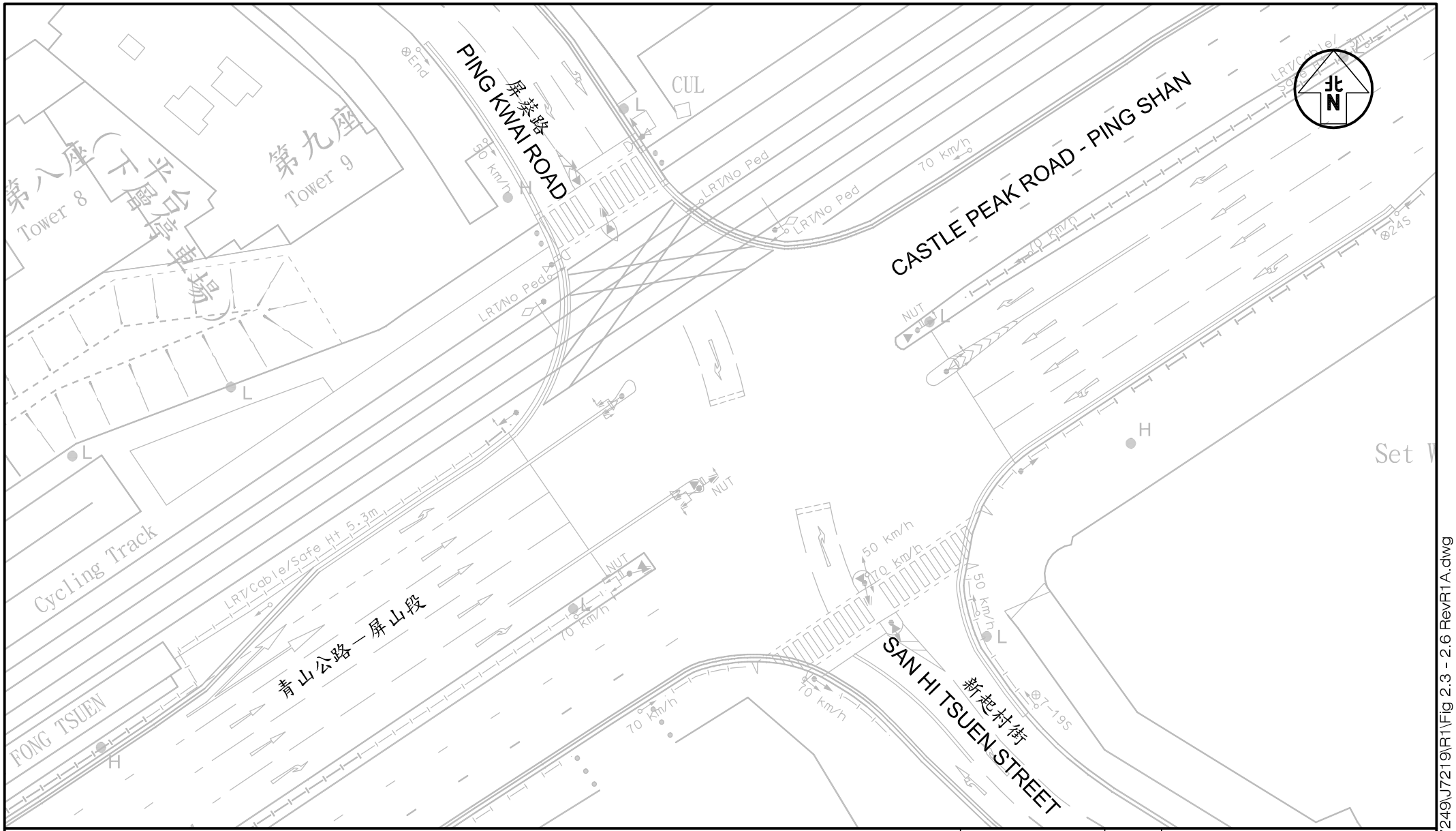

Project Title: PROPOSED DEVELOPMENT AT VARIOUS LOTS IN D.D. 121, PING SHAN	J7219	Figure No. 2.4	Revision R1A	CKM Asia Limited Traffic and Transportation Planning Consultants 21st Floor, Methodist House, 36 Hennessy Road, Wan Chai, Hong Kong Tel : (852) 2520 5990 Fax : (852) 2528 6343 Email : mail@ckmasia.com.hk
Figure Title: JUNCTION OF CASTLE PEAK ROAD – PING SHAN / PING KWAI ROAD / SAN HI TSUEN STREET (J3)		Designed by: T H C Drawn by: C C L Checked by: K C Scale in A4: 1 : 500 Date: 10 NOV 2022		

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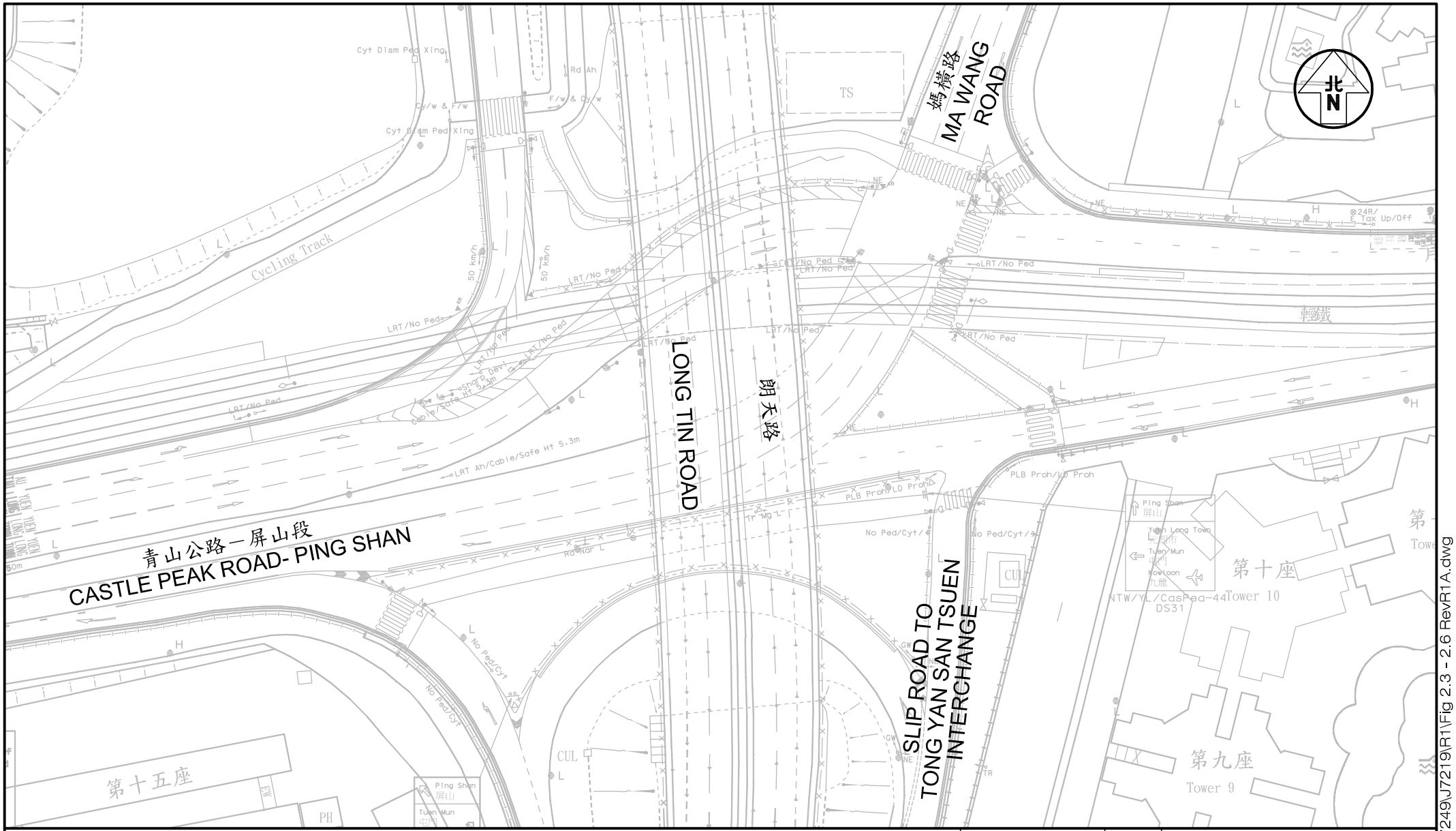

Project Title	PROPOSED DEVELOPMENT AT VARIOUS LOTS IN D.D. 121, PING SHAN	J7219	Figure No. 2.5 / Revision R1A
Figure Title	JUNCTION OF CASTLE PEAK ROAD – PING SHAN / MA WANG ROAD / SLIP ROAD TO TONG YAN SAN TSUEN INTERCHANGE (J4)	Designed by THC / Drawn by CCL / Checked by KC	Scale in A4 1 : 800 / Date 10 NOV 2022

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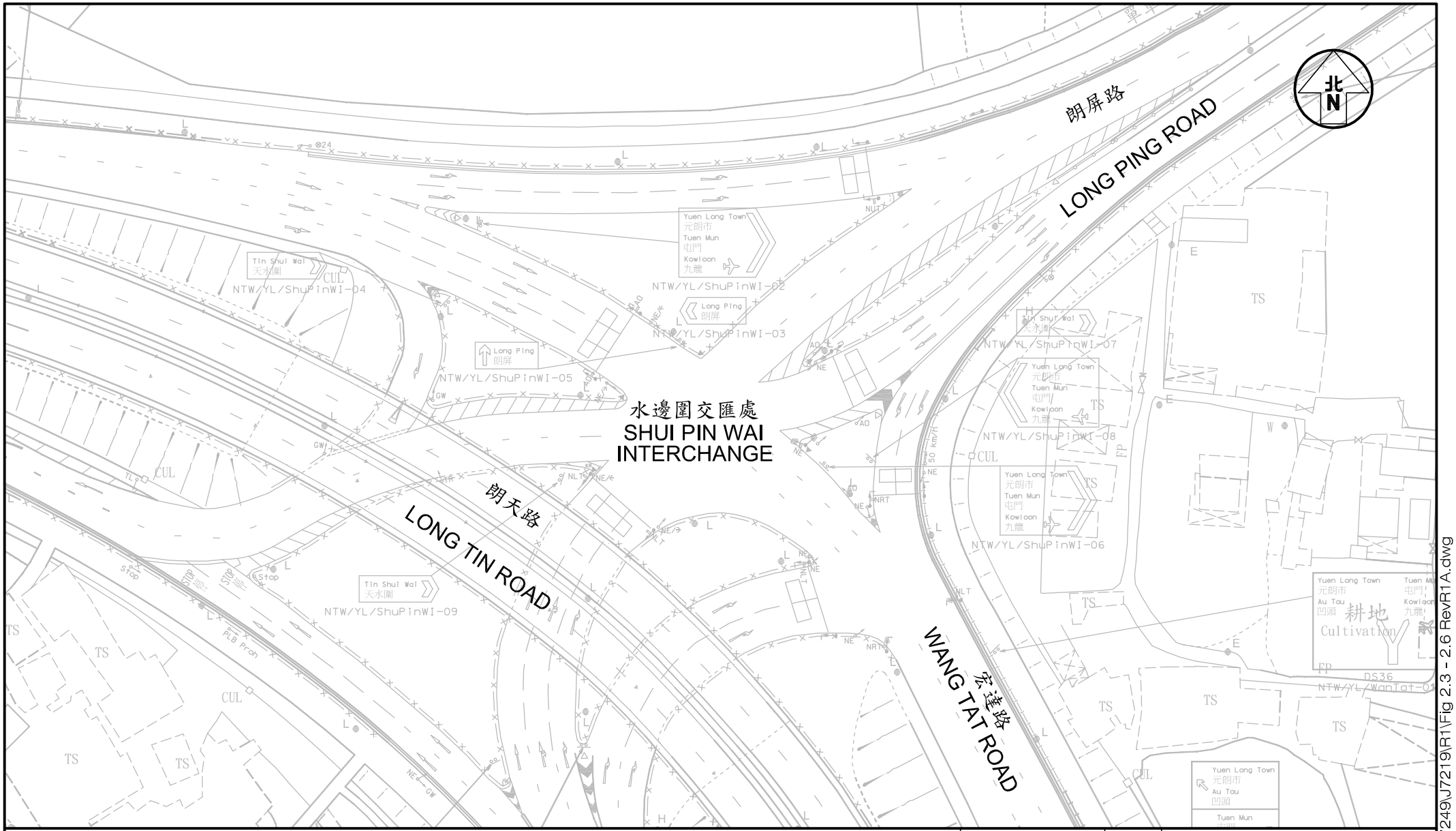

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Figure Title: SHUI PIN WAI INTERCHANGE (J5)		Designed by: T H C / Drawn by: C C L / Checked by: K C	
		Scale in A4: 1 : 800	Date: 10 NOV 2022

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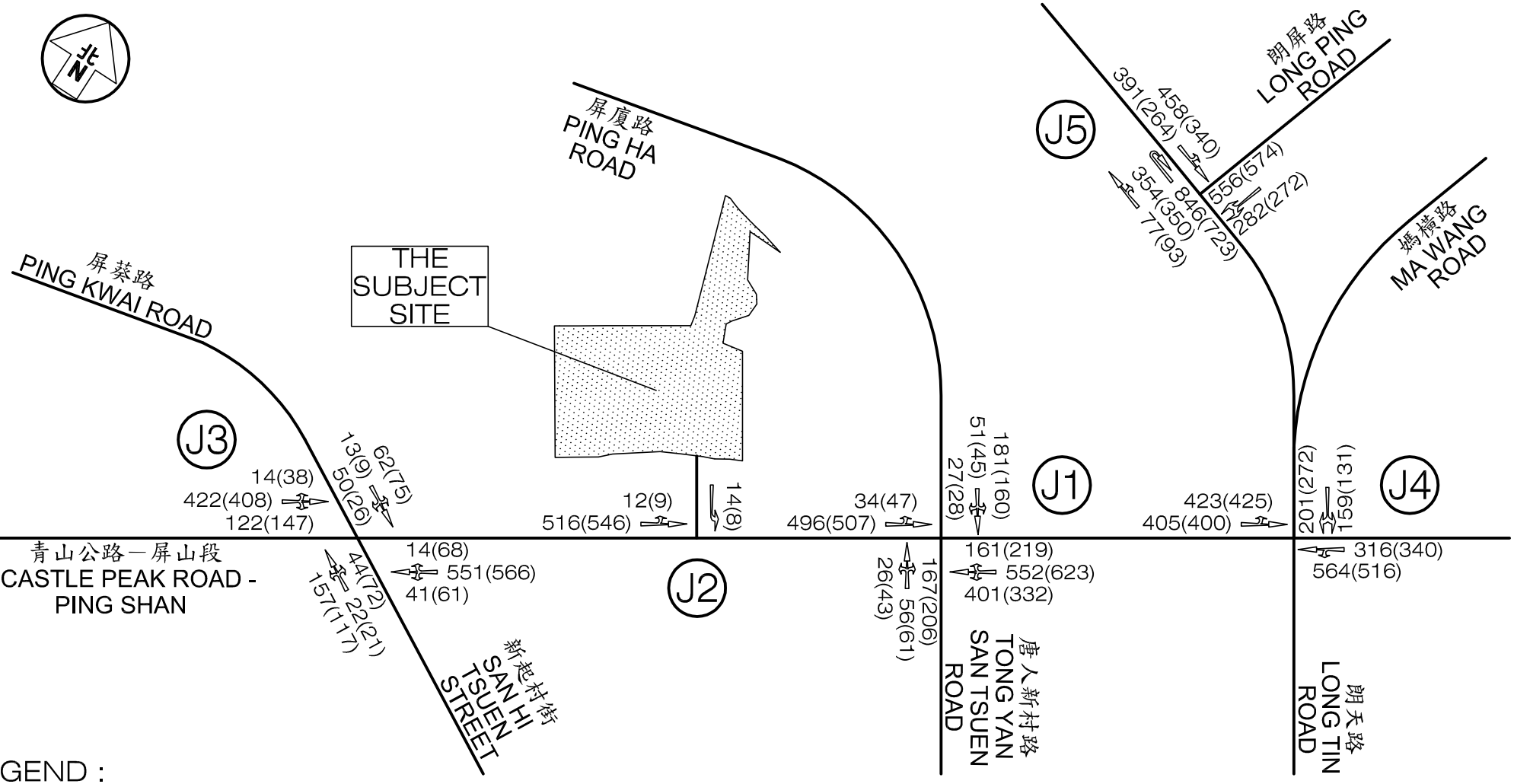

LEGEND :

123 - AM peak hour traffic flow, pcu / hr

(456) - PM peak hour traffic flow, pcu / hr

Project Title: PROPOSED DEVELOPMENT AT VARIOUS LOTS IN D.D. 121, PING SHAN	J7219	Figure No. 2.7	Revision R1A	CKM Asia Limited
Figure Title: EXISTING PEAK HOUR TRAFFIC FLOWS		Designed by: THC / Drawn by: CCL / Checked by: KC		Traffic and Transportation Planning Consultants
		Scale in A4: N.T.S.	Date: 10 NOV 2022	21st Floor, Methodist House, 36 Hennessy Road, Wan Chai, Hong Kong Tel : (852) 2520 5990 Fax : (852) 2528 6343 Email : mail@ckmasia.com.hk

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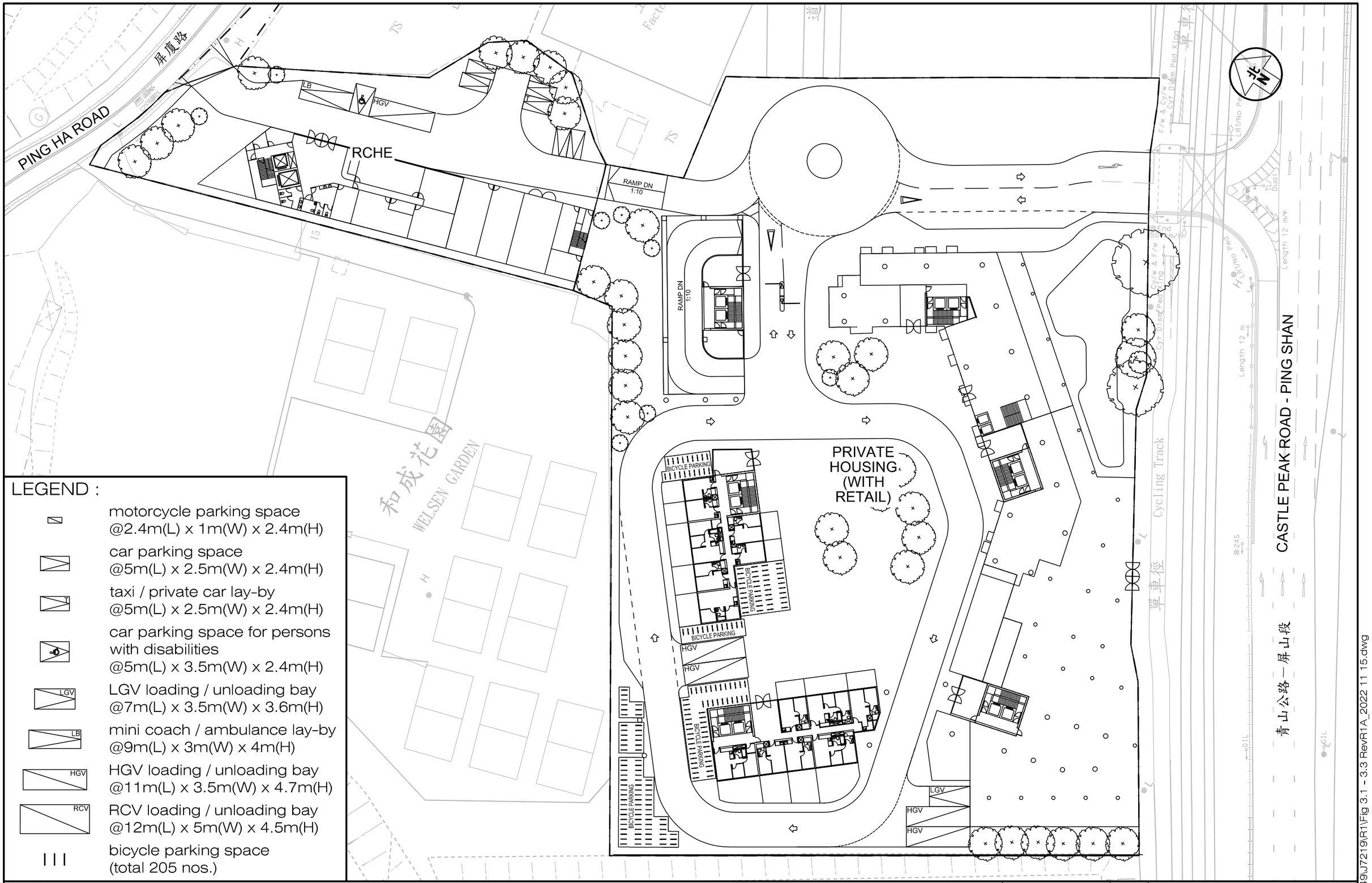

LEGEND :

- motorcycle parking space @2.4m(L) x 1m(W) x 2.4m(H)
- car parking space @5m(L) x 2.5m(W) x 2.4m(H)
- taxi / private car lay-by @5m(L) x 2.5m(W) x 2.4m(H)
- car parking space for persons with disabilities @5m(L) x 3.5m(W) x 2.4m(H)
- LGV loading / unloading bay @7m(L) x 3.5m(W) x 3.6m(H)
- mini coach / ambulance lay-by @9m(L) x 3m(W) x 4m(H)
- HGV loading / unloading bay @11m(L) x 3.5m(W) x 4.7m(H)
- RCV loading / unloading bay @12m(L) x 5m(W) x 4.5m(H)
- bicycle parking space (total 205 nos.)

Project Title: PROPOSED DEVELOPMENT AT VARIOUS LOTS IN D.D. 121, PING SHAN	J7219	Figure No. 3.1	Revision R1A
Figure Title: GROUND FLOOR PLAN		Designed by: THC / Drawn by: CCL / Checked by: KC	
		Scale in A3: 1 : 600	Date: 10 NOV 2022

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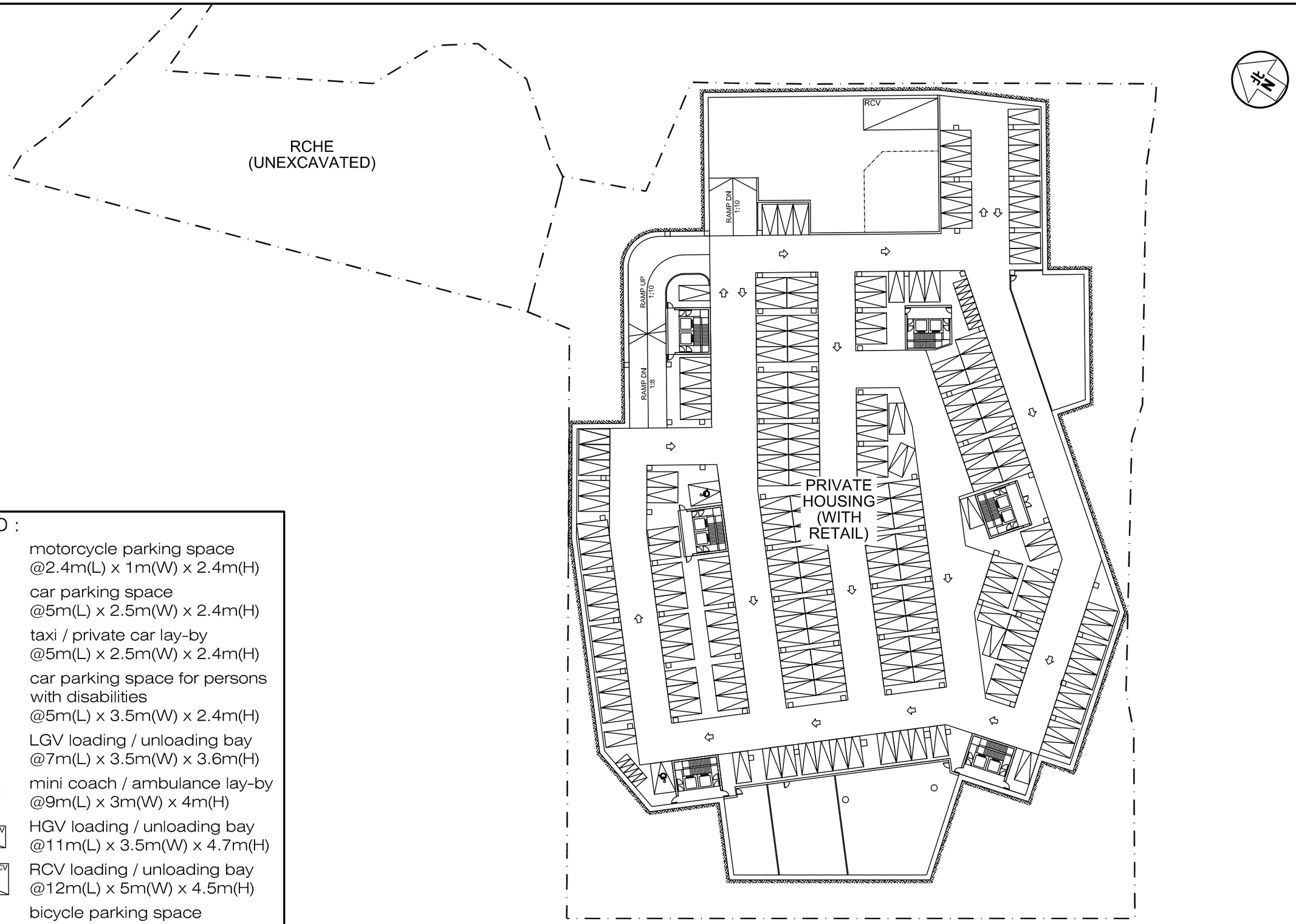

LEGEND :

- motorcycle parking space @2.4m(L) x 1m(W) x 2.4m(H)
- car parking space @5m(L) x 2.5m(W) x 2.4m(H)
- taxi / private car lay-by @5m(L) x 2.5m(W) x 2.4m(H)
- car parking space for persons with disabilities @5m(L) x 3.5m(W) x 2.4m(H)
- LGV loading / unloading bay @7m(L) x 3.5m(W) x 3.6m(H)
- LB mini coach / ambulance lay-by @9m(L) x 3m(W) x 4m(H)
- HGV loading / unloading bay @11m(L) x 3.5m(W) x 4.7m(H)
- RCV loading / unloading bay @12m(L) x 5m(W) x 4.5m(H)
- bicycle parking space (total 205 nos.)

Project Title: PROPOSED DEVELOPMENT AT VARIOUS LOTS IN D.D. 121, PING SHAN J7219	Figure No. 3.2	Revision R1A	CKM Asia Limited Traffic and Transportation Planning Consultants 21st Floor, Methodist House, 36 Hennessy Road Wan Chai, Hong Kong Tel : (852) 2520 5990 Fax : (852) 2528 6343 Email : mail@ckmasia.com.hk
Figure Title: BASEMENT FIRST FLOOR PLAN	Designed by: T H C / Drawn by: C C L / Checked by: K C		
	Scale in A3: 1 : 600	Date: 10 NOV 2022	

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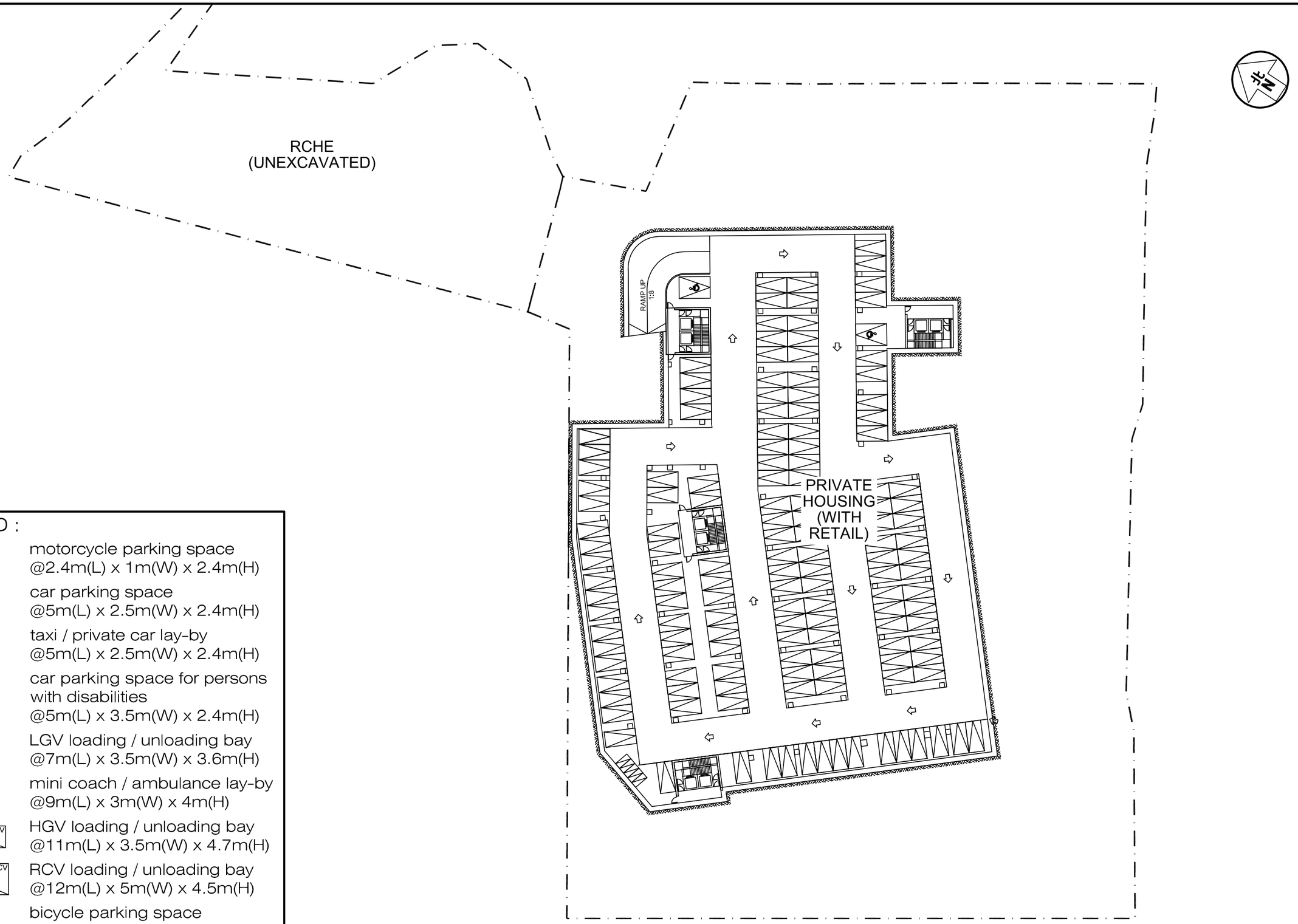

LEGEND :

- motorcycle parking space @2.4m(L) x 1m(W) x 2.4m(H)
- car parking space @5m(L) x 2.5m(W) x 2.4m(H)
- taxi / private car lay-by @5m(L) x 2.5m(W) x 2.4m(H)
- car parking space for persons with disabilities @5m(L) x 3.5m(W) x 2.4m(H)
- LGV loading / unloading bay @7m(L) x 3.5m(W) x 3.6m(H)
- mini coach / ambulance lay-by @9m(L) x 3m(W) x 4m(H)
- HGV loading / unloading bay @11m(L) x 3.5m(W) x 4.7m(H)
- RCV loading / unloading bay @12m(L) x 5m(W) x 4.5m(H)
- bicycle parking space (total 205 nos.)

Project Title: PROPOSED DEVELOPMENT AT VARIOUS LOTS IN D.D. 121, PING SHAN	J7219	Figure No. 3.3	Revision R1A
Figure Title: BASEMENT SECOND FLOOR PLAN		Designed by: T H C / Drawn by: C C L / Checked by: K C	
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Email : mail@ckmasia.com.hk

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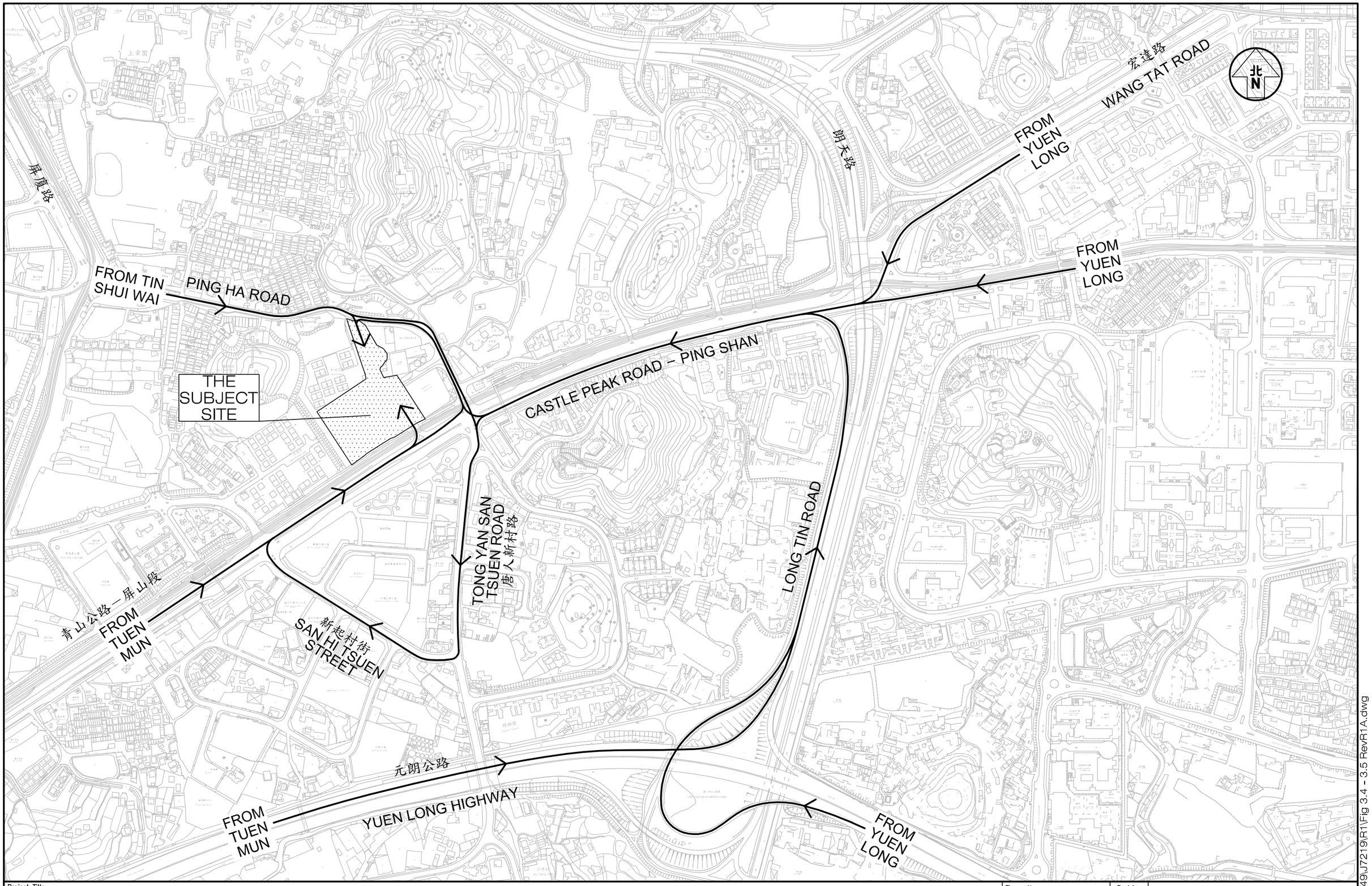

Project Title: PROPOSED DEVELOPMENT AT VARIOUS LOTS IN D.D. 121, PING SHAN	J7219	Figure No. 3.4	Revision R1A
Figure Title: MAJOR TRAFFIC ROUTINGS TO THE PROPOSED DEVELOPMENT		Designed by: T H C / Drawn by: C C L / Checked by: K C	
		Scale in A3: N.T.S. / Date: 10 NOV 2022	

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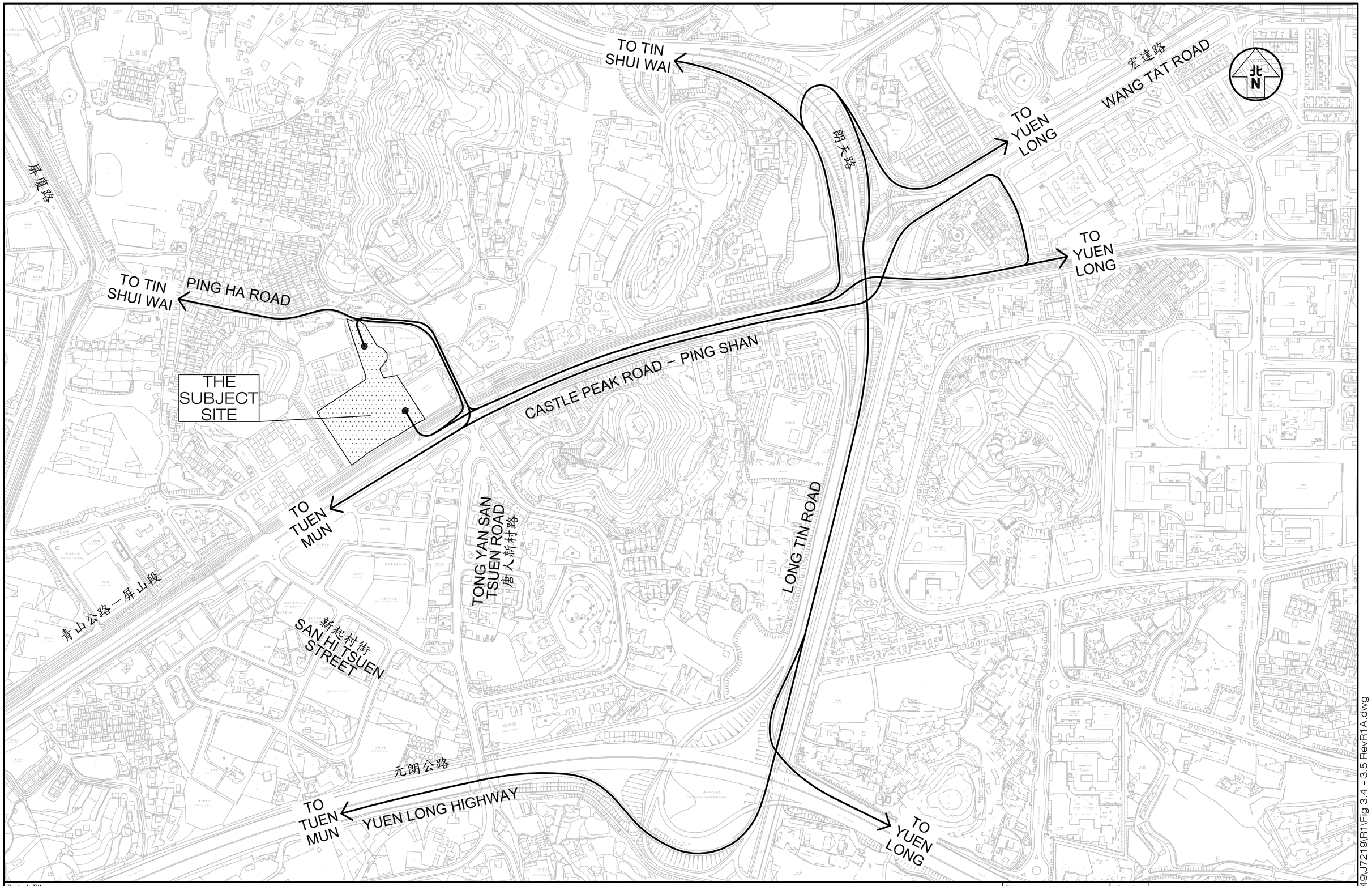

Project Title	PROPOSED DEVELOPMENT AT VARIOUS LOTS IN D.D. 121, PING SHAN	J7219	Figure No. 3.5 / Revision R1A
Figure Title	MAJOR TRAFFIC ROUTINGS FROM THE PROPOSED DEVELOPMENT	Designed by THC / Drawn by CCL / Checked by KC	
		Scale in A3 N.T.S. / Date 10 NOV 2022	

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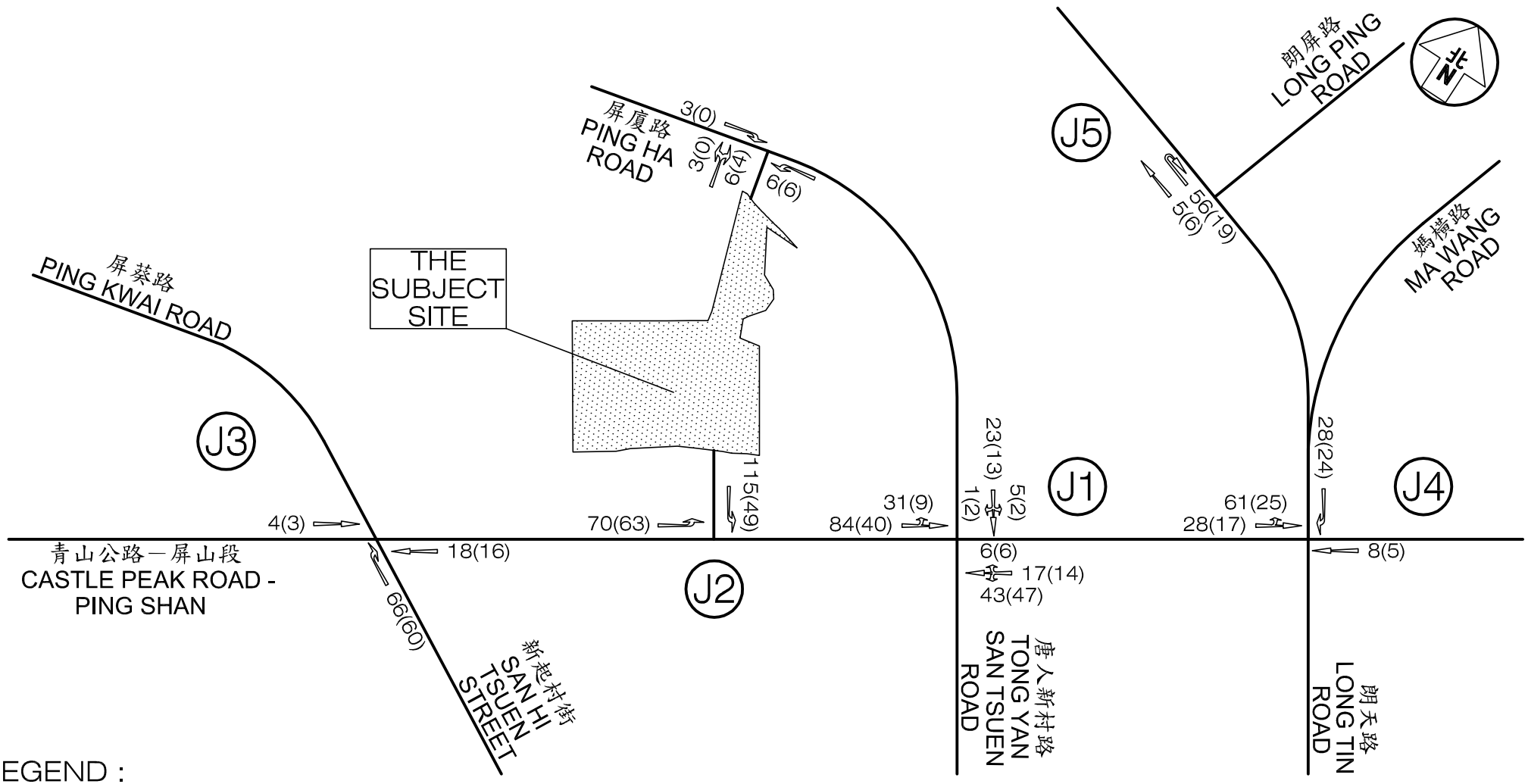

LEGEND :

123 - AM peak hour traffic flow, pcu / hr

(456) - PM peak hour traffic flow, pcu / hr

Project Title: PROPOSED DEVELOPMENT AT VARIOUS LOTS IN D.D. 121, PING SHAN	J7219	Figure No. 4.1	Revision R1A
Figure Title: TRAFFIC GENERATION OF THE PROPOSED DEVELOPMENT		Designed by THC / Drawn by CCL / Checked by KC	
		Scale in A4 N.T.S.	Date 10 NOV 2022

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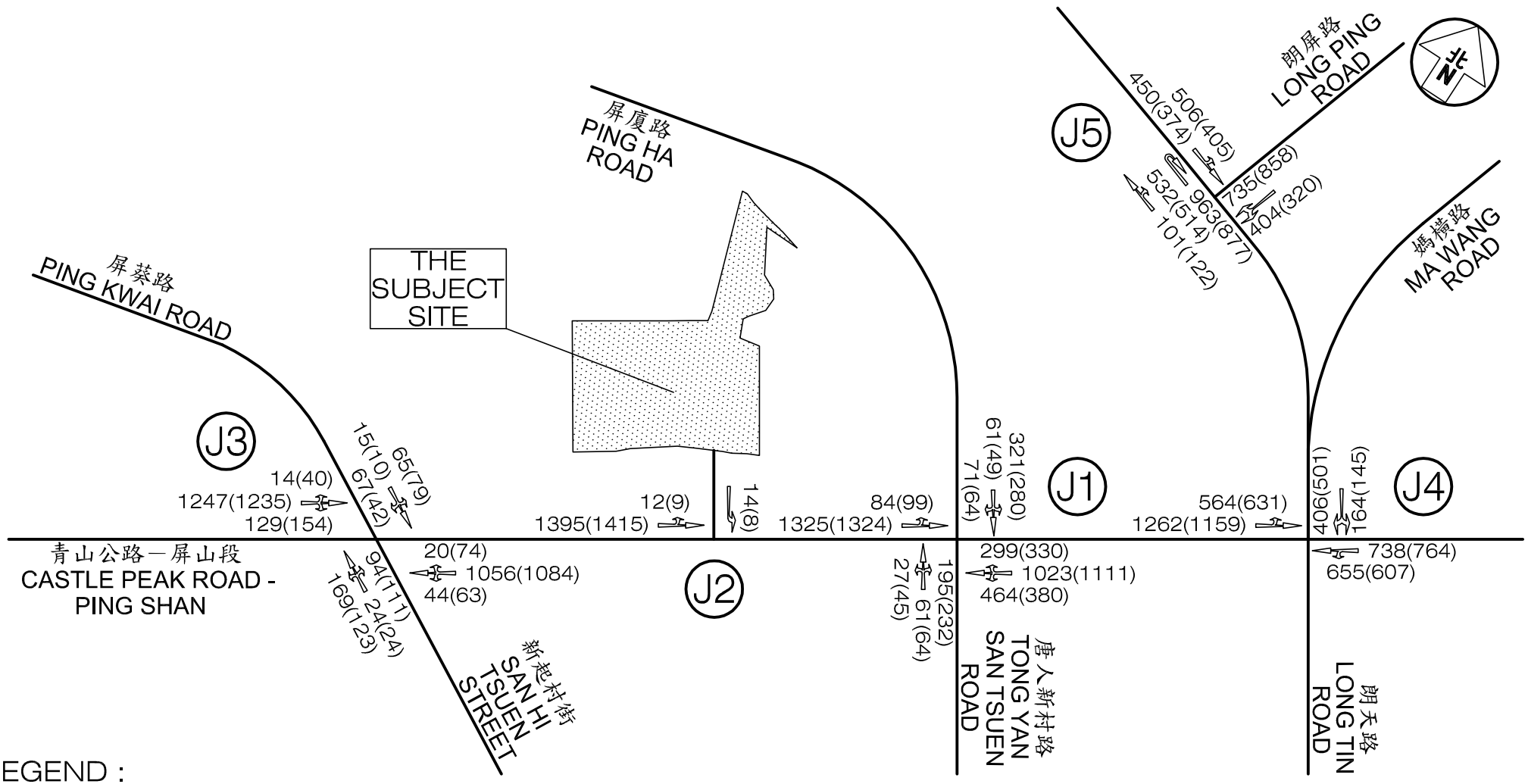

LEGEND :

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(456) - PM peak hour traffic flow, pcu / hr

Project Title: PROPOSED DEVELOPMENT AT VARIOUS LOTS IN D.D. 121, PING SHAN	J7219	Figure No. 4.2	Revision R1A
Figure Title: 2032 PEAK HOUR TRAFFIC FLOWS WITHOUT PROPOSED DEVELOPMENT		Designed by THC / Drawn by CCL / Checked by KC	
		Scale in A4: N.T.S.	Date: 10 NOV 2022

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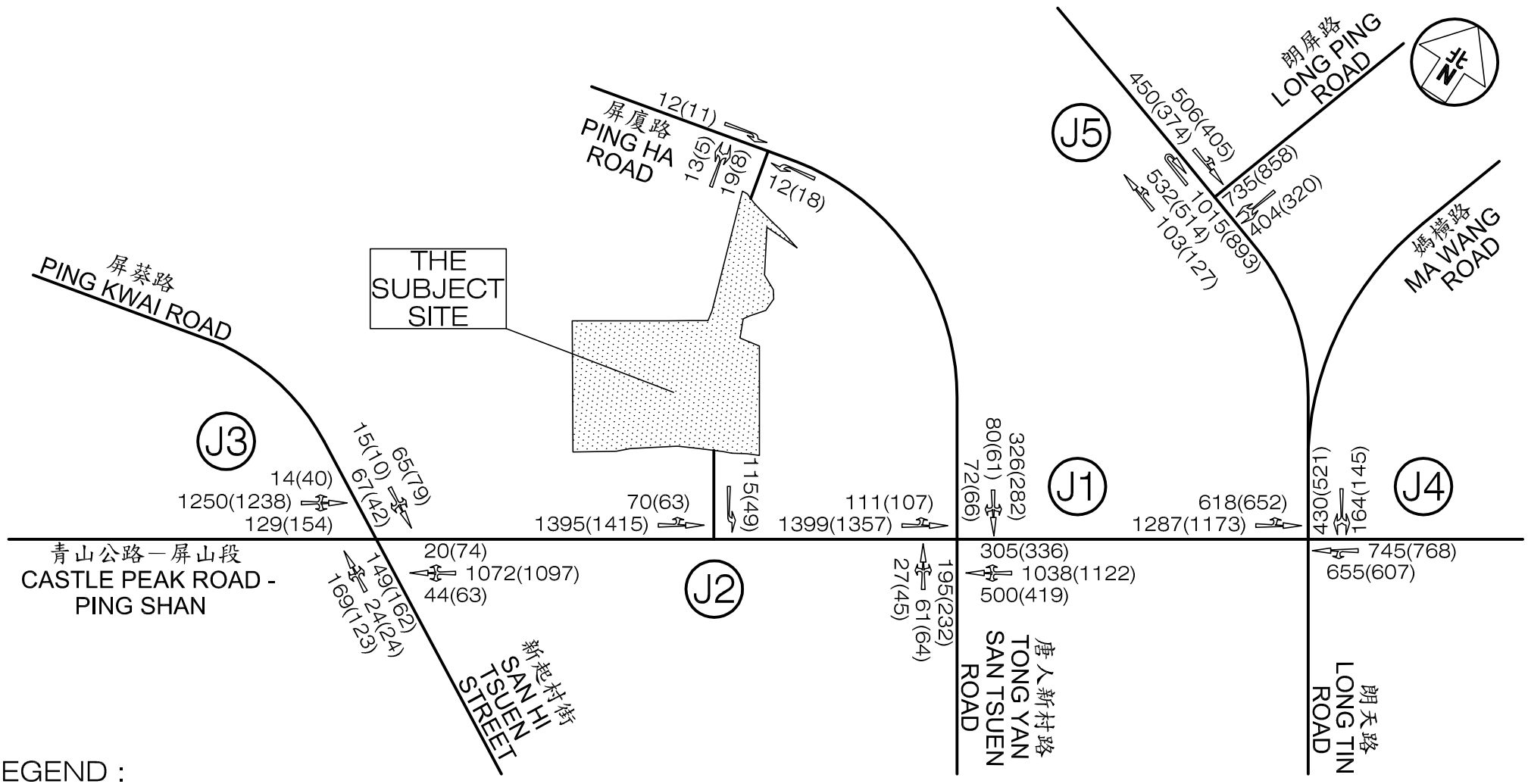

LEGEND :

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(456) - PM peak hour traffic flow, pcu / hr

Project Title: PROPOSED DEVELOPMENT AT VARIOUS LOTS IN D.D. 121, PING SHAN	J7219	Figure No. 4.3	Revision R1A
Figure Title: 2032 PEAK HOUR TRAFFIC FLOWS WITH PROPOSED DEVELOPMENT		Designed by THC / Drawn by CCL / Checked by KC	
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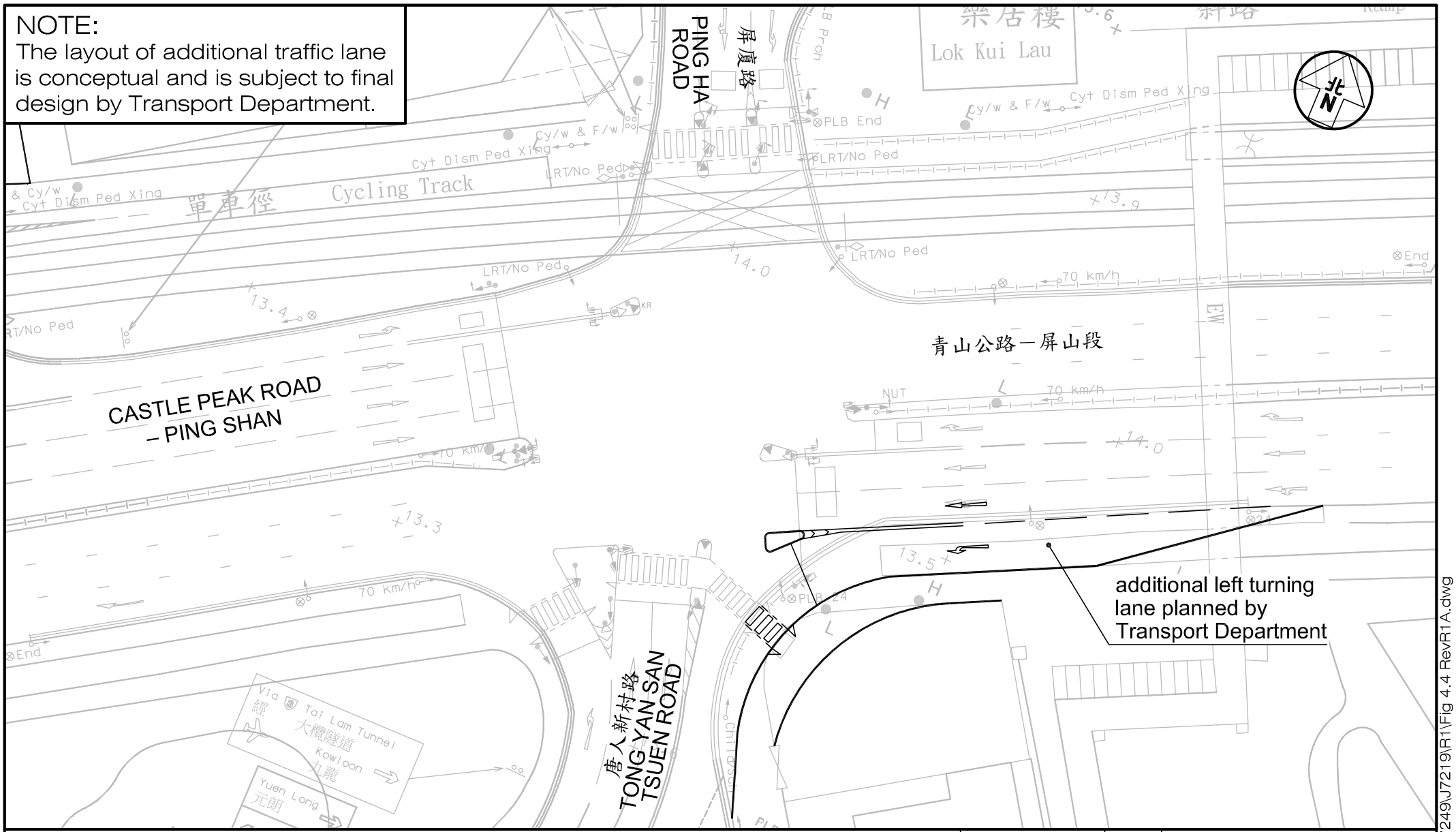
NOTE:
The layout of additional traffic lane is conceptual and is subject to final design by Transport Department.



Project Title: PROPOSED DEVELOPMENT AT VARIOUS LOTS IN D.D. 121, PING SHAN	J7219	Figure No. 4.4	Revision R1A	CKM Asia Limited
Figure Title: CONCEPTUAL LAYOUT OF ADDITIONAL LEFT TURNING LANE AT J1		Designed by T H C / Drawn by C C L / Checked by K C		Traffic and Transportation Planning Consultants
		Scale in A4 1 : 500	Date 10 NOV 2022	21st Floor, Methodist House, 36 Hennessy Road, Wan Chai, Hong Kong Tel : (852) 2520 5990 Fax : (852) 2528 6343 Email : mail@ckmasia.com.hk

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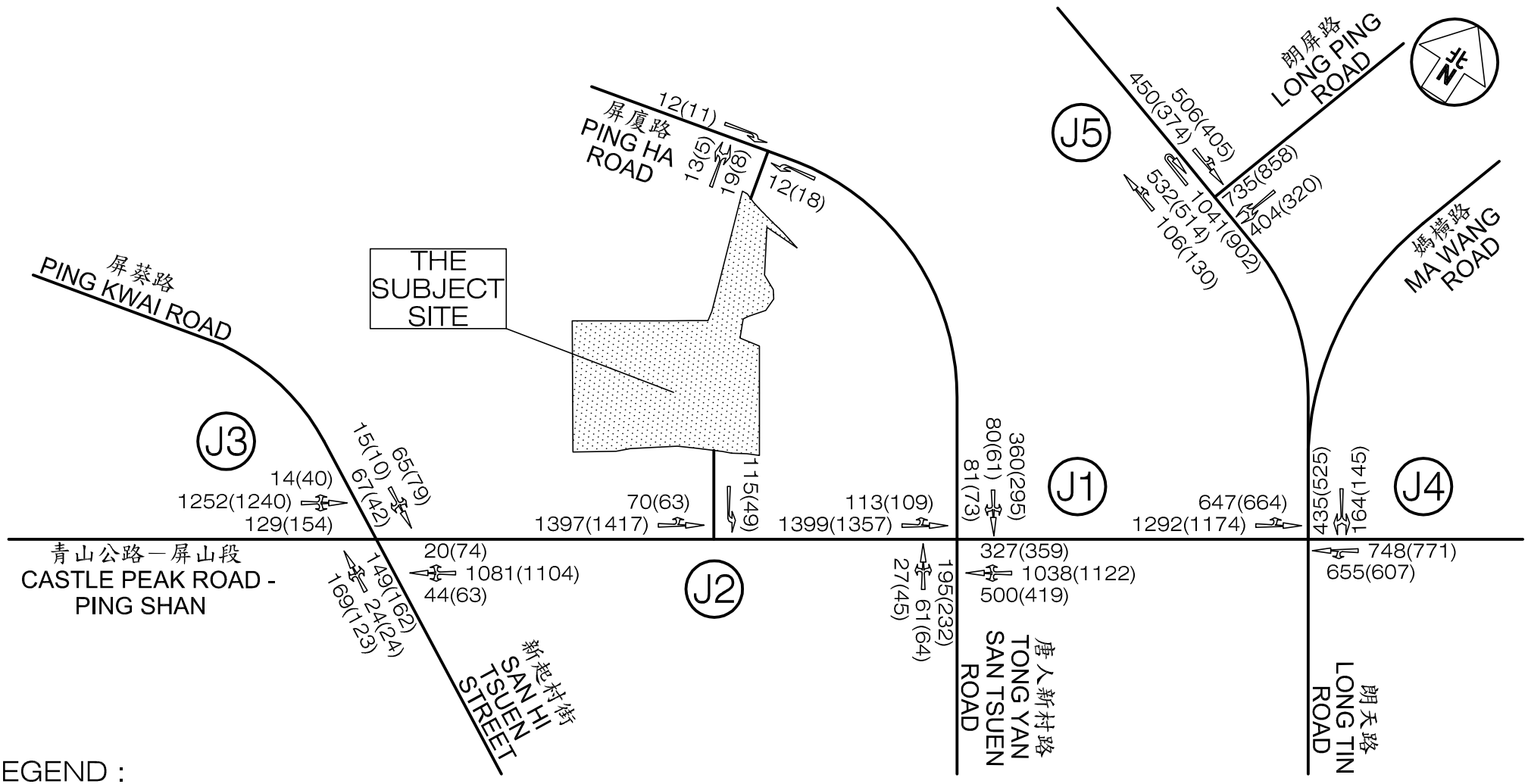

LEGEND :

123 - AM peak hour traffic flow, pcu / hr

(456) - PM peak hour traffic flow, pcu / hr

Project Title: PROPOSED DEVELOPMENT AT VARIOUS LOTS IN D.D. 121, PING SHAN	J7219	Figure No. 4.5	Revision R1A
Figure Title: 2032 PEAK HOUR TRAFFIC FLOWS FOR SENSITIVITY TEST		Designed by THC / Drawn by CCL / Checked by KC	
		Scale in A4 N.T.S.	Date 10 NOV 2022

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Appendix A – Junction Capacity Analysis

Signal Junction Analysis

Junction: Castle Peak Road - Ping Shan / Ping Ha Road / Tong Yan San Tsuen Road — Job Number: J7219

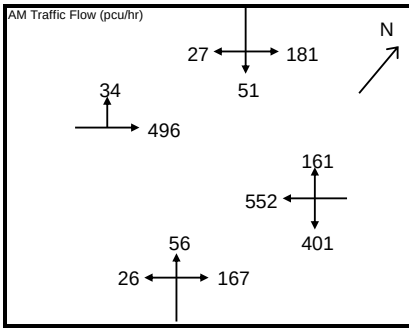
Scenario: existing condition — R1A / P.1-1

Design Year: 2020 — Designed By: _____ — Checked By: _____ — Date: 10 November 2022

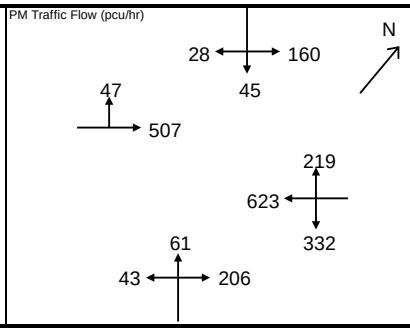
Approach		Phase	Stage	Width (m)	Radius (m)	% Up-hill Gradient	AM Peak Turning %	AM Peak Sat. Flow (pcu/hr)	AM Peak Flow (pcu/hr)	AM Peak y value	AM Peak Critical y	PM Peak Turning %	PM Peak Sat. Flow (pcu/hr)	PM Peak Flow (pcu/hr)	PM Peak y value	PM Peak Critical y
Castle Peak Road -	LT	E1	6	3.50	12.0		100	1747	34	0.019		100	1747	47	0.027	
Ping Shan EB	SA	D1	4	3.50				2105	165	0.078			2105	169	0.080	
	SA	D2	4	3.50				2105	165	0.078			2105	169	0.080	
	SA	D3	4	3.50				2105	165	0.078			2105	169	0.080	
Tong Yan San Tsuen	LT	K1	7	5.00	15.0		100	1923	26	0.014		100	1923	43	0.022	
Road NB	SA+RT	K2	7	3.60	16.0		51	2018	115	0.057		56	2018	138	0.068	
	RT	K3	7	3.60	13.0		100	1896	108	0.057	0.057	100	1896	129	0.068	0.068
Castle Peak Road -	SA+LT	F1	4	3.50	15.0		91	1801	439	0.244		75	1828	444	0.243	0.243
Ping Shan WB	SA	F2	4	3.50				2105	514	0.244	0.244		2105	511	0.243	
	RT	G1	5	3.00	20.0		100	1912	161	0.084	0.084	100	1912	219	0.115	0.115
Ping Ha Road SB	LT	H	5	4.00	10.0		100	1752	143	0.082		100	1752	125	0.071	
	LT+SA+RT	H+I	6	4.00	10.0		56	1899	116	0.061	0.061	58	1888	108	0.057	0.057

pedestrian phase	$J_{(P)}$	4		min crossing time =	7	sec GM +	8	sec GM +	15	sec	
	$L_{(P)}$	4,5,6		min crossing time =	5	sec GM +	6	sec GM +	11	sec	
	$M_{(P)}$	5		min crossing time =	7	sec GM +	9	sec GM +	16	sec	

AM Traffic Flow (pcu/hr)



PM Traffic Flow (pcu/hr)



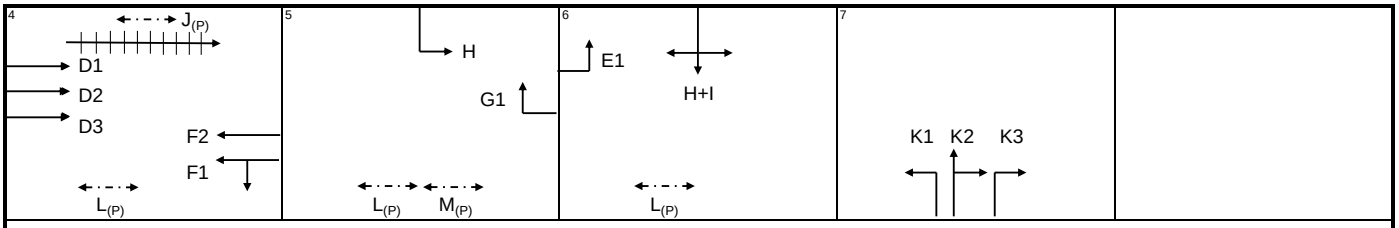
$S=1940+100(W-3.25)$ $S=2080+100(W-3.25)$

$S_M=S\div(1+1.5f/r)$ $S_M=(S-230)\div(1+1.5f/r)$

	AM Peak	Check Pedestrian Phase	PM Peak	Check Pedestrian Phase
Sum y	0.446		0.483	
L (s)				
C (s)				
practical y	0.786		0.772	
R.C. (%)	76%		60%	

Note:

vehicle-actuated mode



AM	G =	I/G =	G =	I/G =	G =	I/G =	G =	I/G =	G =	I/G =
	G =	I/G =	G =	I/G =	G =	I/G =	G =	I/G =	G =	I/G =
PM	G =	I/G =	G =	I/G =	G =	I/G =	G =	I/G =	G =	I/G =
	G =	I/G =	G =	I/G =	G =	I/G =	G =	I/G =	G =	I/G =

Signal Junction Analysis

Junction: Castle Peak Road - Ping Shan / Ping Ha Road / Tong Yan San Tsuen Road — Job Number: J7219

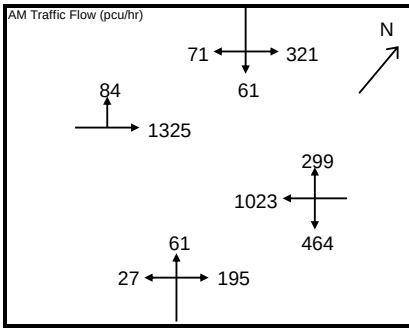
Scenario: without proposed development — R1A / P.1-2

Design Year: 2032 — Designed By: — Checked By: — Date: 10 November 2022

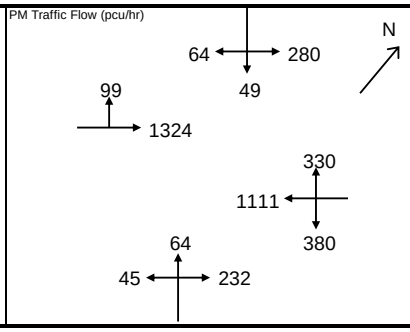
Approach		Phase	Stage	Width (m)	Radius (m)	% Up-hill Gradient	AM Peak Turning %	AM Peak Sat. Flow (pcu/hr)	AM Peak Flow (pcu/hr)	AM Peak y value	AM Peak Critical y	PM Peak Turning %	PM Peak Sat. Flow (pcu/hr)	PM Peak Flow (pcu/hr)	PM Peak y value	PM Peak Critical y
Castle Peak Road -	LT	E1	6	3.50	12.0		100	1747	84	0.048		100	1747	99	0.057	
Ping Shan EB	SA	D1	4	3.50				2105	442	0.210			2105	441	0.210	
	SA	D2	4	3.50				2105	442	0.210			2105	441	0.210	
	SA	D3	4	3.50				2105	442	0.210			2105	441	0.210	
Tong Yan San Tsuen	LT	K1	7	5.00	15.0		100	1923	27	0.014		100	1923	45	0.023	
Road NB	SA+RT	K2	7	3.60	16.0		54	2013	132	0.066	0.066	58	2013	152	0.076	0.076
	RT	K3	7	3.60	13.0		100	1896	124	0.065		100	1896	144	0.076	
Castle Peak Road -	SA+LT	F1	4	3.50	15.0		67	1842	694	0.377	0.377	54	1864	700	0.375	0.375
Ping Shan WB	SA	F2	4	3.50				2105	793	0.377			2105	791	0.376	
	RT	G1	5	3.00	20.0		100	1912	299	0.156	0.156	100	1912	330	0.173	0.173
Ping Ha Road SB	LT	H	5	4.00	10.0		100	1752	143	0.082		100	1752	125	0.071	
	LT+SA+RT	H+I	6	4.00	10.0		80	1839	310	0.169	0.169	82	1828	268	0.147	0.147

pedestrian phase	$J_{(P)}$	4		min crossing time =	7	sec GM +	8	sec GM +	15	sec	
	$L_{(P)}$	4,5,6		min crossing time =	5	sec GM +	6	sec GM +	11	sec	
	$M_{(P)}$	5		min crossing time =	7	sec GM +	9	sec GM +	16	sec	

AM Traffic Flow (pcu/hr)



PM Traffic Flow (pcu/hr)



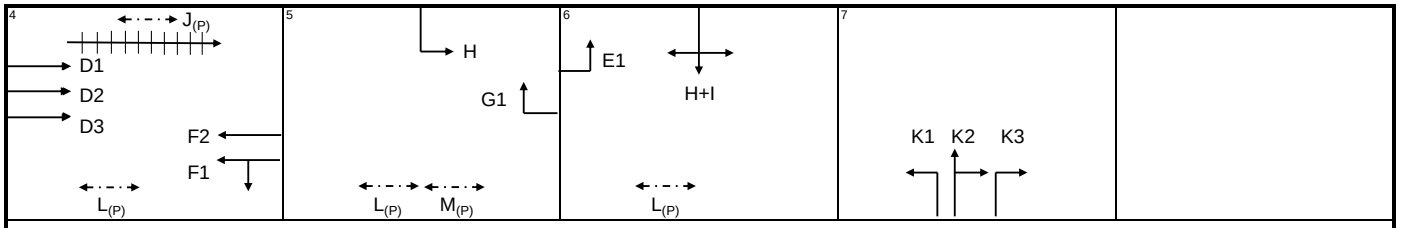
$S=1940+100(W-3.25)$ $S=2080+100(W-3.25)$

$S_M=S\div(1+1.5f/r)$ $S_M=(S-230)\div(1+1.5f/r)$

	AM Peak	Check Pedestrian Phase	PM Peak	Check Pedestrian Phase
Sum y	0.767		0.770	
L (s)				
C (s)				
practical y	0.786		0.772	
R.C. (%)	2%		0%	

Note:

vehicle-actuated mode



AM	G =	I/G =	G =	I/G =	G =	I/G =	G =	I/G =	G =	I/G =
	G =	I/G =	G =	I/G =	G =	I/G =	G =	I/G =	G =	I/G =
PM	G =	I/G =	G =	I/G =	G =	I/G =	G =	I/G =	G =	I/G =
	G =	I/G =	G =	I/G =	G =	I/G =	G =	I/G =	G =	I/G =

Signal Junction Analysis

Junction: Castle Peak Road - Ping Shan / Ping Ha Road / Tong Yan San Tsuen Road — Job Number: J7219

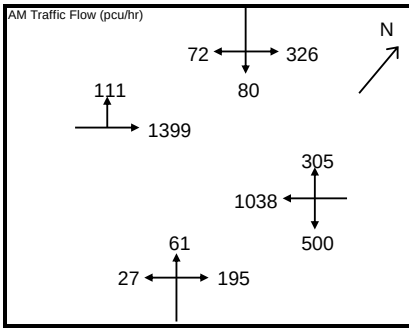
Scenario: with proposed development — R1A / P.1-3

Design Year: 2032 — Designed By: _____ — Checked By: _____ — Date: 10 November 2022

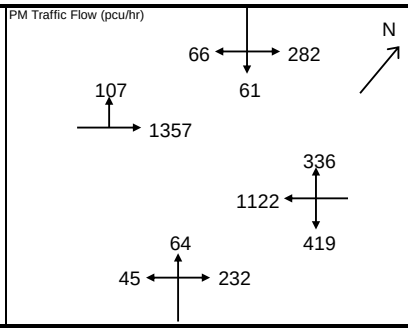
Approach		Phase	Stage	Width (m)	Radius (m)	% Up-hill Gradient	AM Peak Turning %	AM Peak Sat. Flow (pcu/hr)	AM Peak Flow (pcu/hr)	AM Peak y value	AM Peak Critical y	PM Peak Turning %	PM Peak Sat. Flow (pcu/hr)	PM Peak Flow (pcu/hr)	PM Peak y value	PM Peak Critical y
Castle Peak Road -	LT	E1	6	3.50	12.0		100	1747	111	0.064		100	1747	107	0.061	
Ping Shan EB	SA	D1	4	3.50				2105	466	0.221			2105	452	0.215	
	SA	D2	4	3.50				2105	466	0.221			2105	452	0.215	
	SA	D3	4	3.50				2105	466	0.221			2105	452	0.215	
Tong Yan San Tsuen	LT	K1	7	5.00	15.0		100	1923	27	0.014		100	1923	45	0.023	
Road NB	SA+RT	K2	7	3.60	16.0		54	2013	132	0.066	0.066	58	2013	152	0.076	0.076
	RT	K3	7	3.60	13.0		100	1896	124	0.065		100	1896	144	0.076	
Castle Peak Road -	SA+LT	F1	4	3.50	15.0		70	1836	717	0.390	0.390	58	1857	722	0.389	0.389
Ping Shan WB	SA	F2	4	3.50				2105	821	0.390			2105	819	0.389	
	RT	G1	5	3.00	20.0		100	1912	305	0.160	0.160	100	1912	336	0.176	0.176
Ping Ha Road SB	LT	H	5	4.00	10.0		100	1752	143	0.082		100	1752	125	0.071	
	LT+SA+RT	H+I	6	4.00	10.0		76	1849	335	0.181	0.181	79	1836	284	0.155	0.155

pedestrian phase	$J_{(P)}$	4		min crossing time =	7	sec GM +	8	sec GM +	15	sec	
	$L_{(P)}$	4,5,6		min crossing time =	5	sec GM +	6	sec GM +	11	sec	
	$M_{(P)}$	5		min crossing time =	7	sec GM +	9	sec GM +	16	sec	

AM Traffic Flow (pcu/hr)



PM Traffic Flow (pcu/hr)



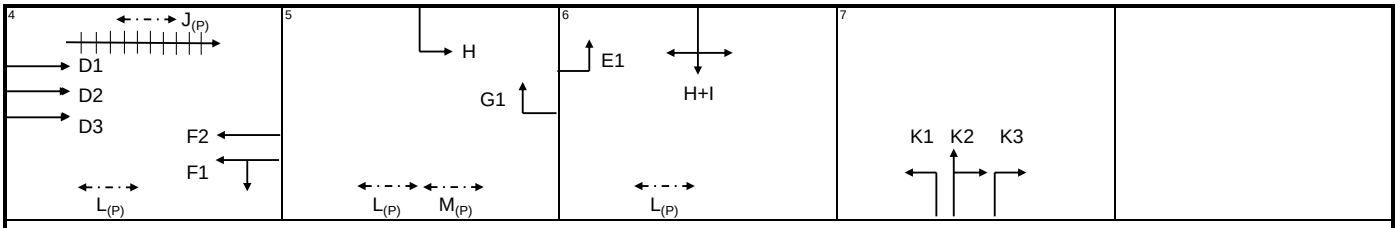
$S=1940+100(W-3.25)$ $S=2080+100(W-3.25)$

$S_M=S\div(1+1.5f/r)$ $S_M=(S-230)\div(1+1.5f/r)$

	AM Peak	Check Pedestrian Phase	PM Peak	Check Pedestrian Phase
Sum y	0.797		0.795	
L (s)				
C (s)				
practical y	0.786		0.772	
R.C. (%)	-1%		-3%	

Note:

vehicle-actuated mode



AM	G =	I/G =	G =	I/G =	G =	I/G =	G =	I/G =	G =	I/G =
	G =	I/G =	G =	I/G =	G =	I/G =	G =	I/G =	G =	I/G =
PM	G =	I/G =	G =	I/G =	G =	I/G =	G =	I/G =	G =	I/G =
	G =	I/G =	G =	I/G =	G =	I/G =	G =	I/G =	G =	I/G =

Signal Junction Analysis

Junction: Castle Peak Road - Ping Shan / Ping Ha Road / Tong Yan San Tsuen Road — Job Number: J7219

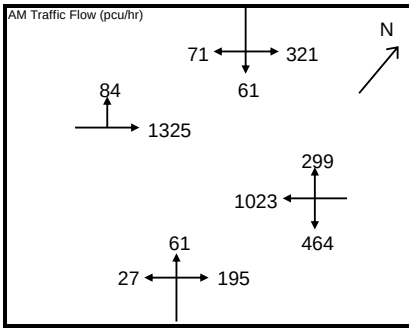
Scenario: without proposed development (based on Figure 4.4) — R1A / P.1-4

Design Year: 2032 — Designed By: _____ — Checked By: _____ — Date: 10 November 2022

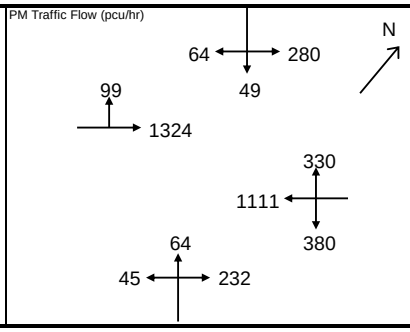
Approach		Phase	Stage	Width (m)	Radius (m)	% Up-hill Gradient	AM Peak Turning %	AM Peak Sat. Flow (pcu/hr)	AM Peak Flow (pcu/hr)	AM Peak y value	AM Peak Critical y	PM Peak Turning %	PM Peak Sat. Flow (pcu/hr)	PM Peak Flow (pcu/hr)	PM Peak y value	PM Peak Critical y
Castle Peak Road -	LT	E1	6	3.50	12.0		100	1747	84	0.048		100	1747	99	0.057	
Ping Shan EB	SA	D1	4	3.50				2105	442	0.210			2105	441	0.210	
	SA	D2	4	3.50				2105	442	0.210			2105	441	0.210	
	SA	D3	4	3.50				2105	442	0.210	0.210		2105	441	0.210	0.210
Tong Yan San Tsuen	LT	K1	7	5.00	15.0		100	1923	27	0.014		100	1923	45	0.023	
Road NB	SA+RT	K2	7	3.60	16.0		54	2013	132	0.066	0.066	58	2013	152	0.076	0.076
	RT	K3	7	3.60	13.0		100	1896	124	0.065		100	1896	144	0.076	
Castle Peak Road -	LT	O	4,7	4.00	15.0		100	1832	464	0.253		100	1832	380	0.207	
Ping Shan WB	SA	F1	4,5	4.00				2155	512	0.238			2155	556	0.258	
	SA	F2	4,5	4.00				2155	511	0.237			2155	555	0.258	
	RT	G1	5	3.00	20.0		100	1912	299	0.156	0.156	100	1912	330	0.173	0.173
Ping Ha Road SB	LT	H	5	4.00	10.0		100	1752	143	0.082		100	1752	125	0.071	
	LT+SA+RT	H+I	6	4.00	10.0		80	1839	310	0.169	0.169	82	1828	268	0.147	0.147

pedestrian phase	$J_{(P)}$	4		min crossing time =	7	sec GM +	8	sec GM +	15	sec	
	$L_{(P)}$	4,5,6		min crossing time =	5	sec GM +	6	sec GM +	11	sec	
	$M_{(P)}$	4,5		min crossing time =	7	sec GM +	9	sec GM +	16	sec	

AM Traffic Flow (pcu/hr)



PM Traffic Flow (pcu/hr)



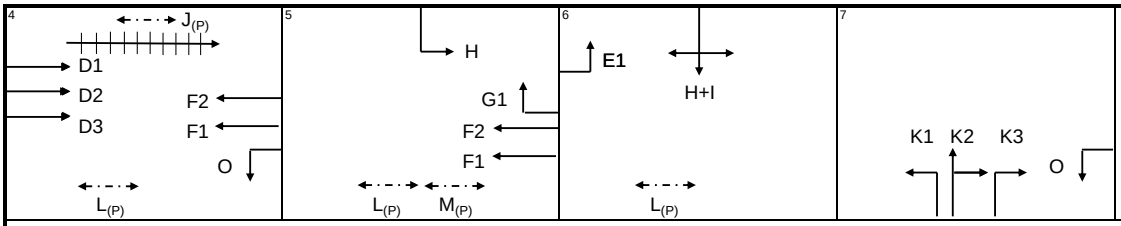
$S=1940+100(W-3.25)$ $S=2080+100(W-3.25)$

$S_M=S\div(1+1.5f/r)$ $S_M=(S-230)\div(1+1.5f/r)$

	AM Peak	Check Pedestrian Phase	PM Peak	Check Pedestrian Phase
Sum y	0.601		0.604	
L (s)				
C (s)				
practical y	0.786		0.772	
R.C. (%)	31%		28%	

Note:

- vehicle-actuated mode
- with additional left turning lane planned by TD



AM	G =	I/G =	G =	I/G =	G =	I/G =	G =	I/G =	G =	I/G =
	G =	I/G =	G =	I/G =	G =	I/G =	G =	I/G =	G =	I/G =
PM	G =	I/G =	G =	I/G =	G =	I/G =	G =	I/G =	G =	I/G =
	G =	I/G =	G =	I/G =	G =	I/G =	G =	I/G =	G =	I/G =

Signal Junction Analysis

Junction: Castle Peak Road - Ping Shan / Ping Ha Road / Tong Yan San Tsuen Road — Job Number: J7219

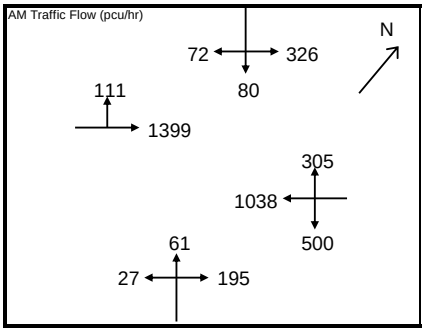
Scenario: with proposed development (based on Figure 4.4) — R1A / P.1-5

Design Year: 2032 — Designed By: _____ — Checked By: _____ — Date: 10 November 2022

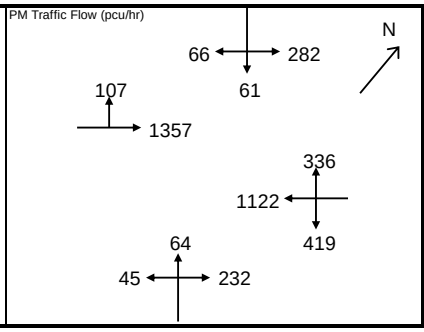
Approach		Phase	Stage	Width (m)	Radius (m)	% Up-hill Gradient	AM Peak Turning %	AM Peak Sat. Flow (pcu/hr)	AM Peak Flow (pcu/hr)	AM Peak y value	AM Peak Critical y	PM Peak Turning %	PM Peak Sat. Flow (pcu/hr)	PM Peak Flow (pcu/hr)	PM Peak y value	PM Peak Critical y
Castle Peak Road -	LT	E1	6	3.50	12.0		100	1747	111	0.064		100	1747	107	0.061	
Ping Shan EB	SA	D1	4	3.50				2105	466	0.221			2105	452	0.215	
	SA	D2	4	3.50				2105	466	0.221			2105	452	0.215	
	SA	D3	4	3.50				2105	466	0.221	0.221		2105	452	0.215	0.215
Tong Yan San Tsuen	LT	K1	7	5.00	15.0		100	1923	27	0.014		100	1923	45	0.023	
Road NB	SA+RT	K2	7	3.60	16.0		54	2013	132	0.066	0.066	58	2013	152	0.076	0.076
	RT	K3	7	3.60	13.0		100	1896	124	0.065		100	1896	144	0.076	
Castle Peak Road -	LT	O	4,7	4.00	15.0		100	1832	500	0.273		100	1832	419	0.229	
Ping Shan WB	SA	F1	4,5	4.00				2155	519	0.241			2155	561	0.260	
	SA	F2	4,5	4.00				2155	519	0.241			2155	561	0.260	
	RT	G1	5	3.00	20.0		100	1912	305	0.160	0.160	100	1912	336	0.176	0.176
Ping Ha Road SB	LT	H	5	4.00	10.0		100	1752	143	0.082		100	1752	125	0.071	
	LT+SA+RT	H+I	6	4.00	10.0		76	1849	335	0.181	0.181	79	1836	284	0.155	0.155

pedestrian phase	$J_{(P)}$	4		min crossing time =	7	sec GM +	8	sec GM +	15	sec	
	$L_{(P)}$	4,5,6		min crossing time =	5	sec GM +	6	sec GM +	11	sec	
	$M_{(P)}$	4,5		min crossing time =	7	sec GM +	9	sec GM +	16	sec	

AM Traffic Flow (pcu/hr)



PM Traffic Flow (pcu/hr)

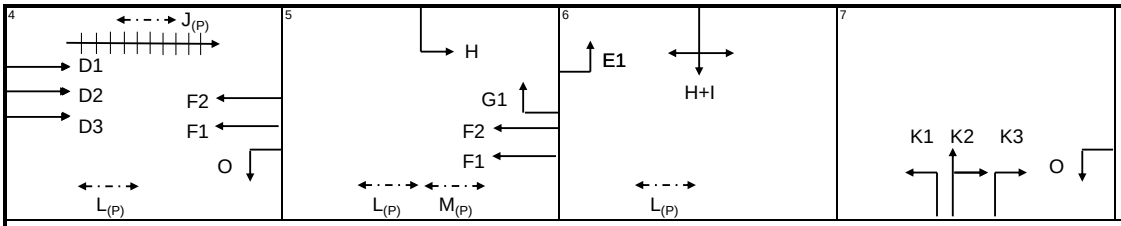


$S=1940+100(W-3.25)$ $S=2080+100(W-3.25)$

$S_M=S\div(1+1.5f/r)$ $S_M=(S-230)\div(1+1.5f/r)$

	AM Peak	Check Pedestrian Phase	PM Peak	Check Pedestrian Phase
Sum y	0.628		0.621	
L (s)				
C (s)				
practical y	0.786		0.772	
R.C. (%)	25%		24%	

Note:
- vehicle-actuated mode
- with additional left turning lane planned by TD



AM	G =	I/G =	G =	I/G =	G =	I/G =	G =	I/G =	G =	I/G =
	G =	I/G =	G =	I/G =	G =	I/G =	G =	I/G =	G =	I/G =
PM	G =	I/G =	G =	I/G =	G =	I/G =	G =	I/G =	G =	I/G =
	G =	I/G =	G =	I/G =	G =	I/G =	G =	I/G =	G =	I/G =

Signal Junction Analysis

Junction: Castle Peak Road - Ping Shan / Ping Ha Road / Tong Yan San Tsuen Road — Job Number: J7219

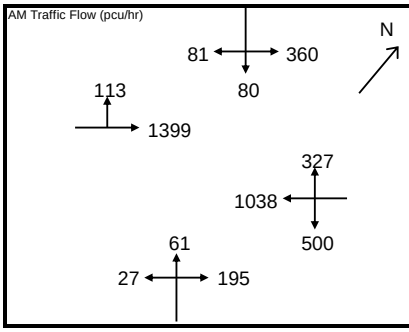
Scenario: Sensitivity Test - redevelopment of whole CDA site (based on Figure 4.4) — R1A / P.1-6

Design Year: 2032 — Designed By: _____ — Checked By: _____ — Date: 10 November 2022

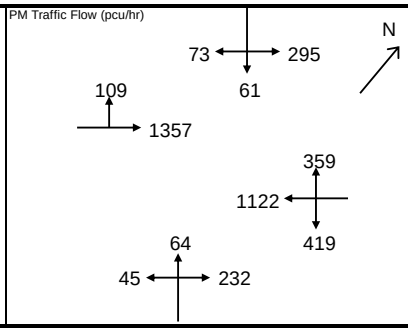
Approach		Phase	Stage	Width (m)	Radius (m)	% Up-hill Gradient	AM Peak Turning %	AM Peak Sat. Flow (pcu/hr)	AM Peak Flow (pcu/hr)	AM Peak y value	AM Peak Critical y	PM Peak Turning %	PM Peak Sat. Flow (pcu/hr)	PM Peak Flow (pcu/hr)	PM Peak y value	PM Peak Critical y
Castle Peak Road -	LT	E1	6	3.50	12.0		100	1747	113	0.065		100	1747	109	0.062	
Ping Shan EB	SA	D1	4	3.50				2105	466	0.221			2105	452	0.215	
	SA	D2	4	3.50				2105	466	0.221			2105	452	0.215	
	SA	D3	4	3.50				2105	466	0.221	0.221		2105	452	0.215	0.215
Tong Yan San Tsuen	LT	K1	7	5.00	15.0		100	1923	27	0.014		100	1923	45	0.023	
Road NB	SA+RT	K2	7	3.60	16.0		54	2013	132	0.066	0.066	58	2013	152	0.076	0.076
	RT	K3	7	3.60	13.0		100	1896	124	0.065		100	1896	144	0.076	
Castle Peak Road -	LT	O	4,7	4.00	15.0		100	1832	500	0.273		100	1832	419	0.229	
Ping Shan WB	SA	F1	4,5	4.00				2155	519	0.241			2155	561	0.260	
	SA	F2	4,5	4.00				2155	519	0.241			2155	561	0.260	
	RT	G1	5	3.00	20.0		100	1912	327	0.171	0.171	100	1912	359	0.188	0.188
Ping Ha Road SB	LT	H	5	4.00	10.0		100	1752	143	0.082		100	1752	125	0.071	
	LT+SA+RT	H+I	6	4.00	10.0		79	1842	378	0.205	0.205	80	1833	304	0.166	0.166

pedestrian phase	$J_{(P)}$	4		min crossing time =	7	sec GM +	8	sec GM +	15	sec	
	$L_{(P)}$	4,5,6		min crossing time =	5	sec GM +	6	sec GM +	11	sec	
	$M_{(P)}$	4,5		min crossing time =	7	sec GM +	9	sec GM +	16	sec	

AM Traffic Flow (pcu/hr)



PM Traffic Flow (pcu/hr)



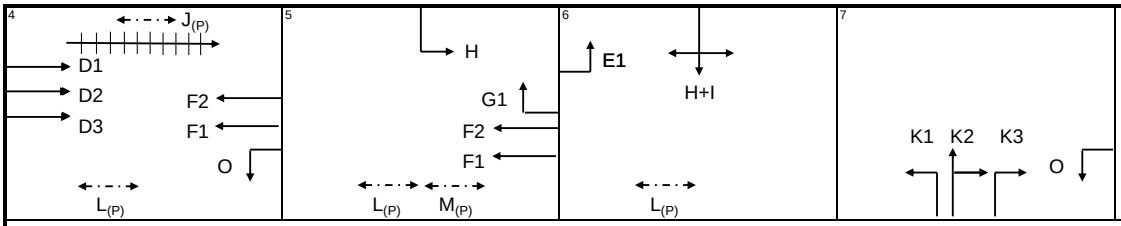
$S=1940+100(W-3.25)$ $S=2080+100(W-3.25)$

$S_M=S\div(1+1.5f/r)$ $S_M=(S-230)\div(1+1.5f/r)$

	AM Peak	Check Pedestrian Phase	PM Peak	Check Pedestrian Phase
Sum y	0.663		0.644	
L (s)				
C (s)				
practical y	0.786		0.772	
R.C. (%)	19%		20%	

Note:

- vehicle-actuated mode
- with additional left turning lane planned by TD



AM	G =	I/G =	G =	I/G =	G =	I/G =	G =	I/G =	G =	I/G =
	G =	I/G =	G =	I/G =	G =	I/G =	G =	I/G =	G =	I/G =
PM	G =	I/G =	G =	I/G =	G =	I/G =	G =	I/G =	G =	I/G =
	G =	I/G =	G =	I/G =	G =	I/G =	G =	I/G =	G =	I/G =

Signal Junction Analysis

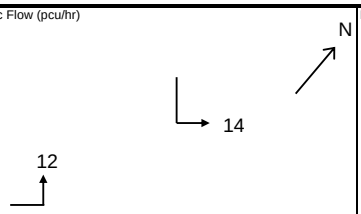
Junction: Castle Peak Road – Ping Shan / Site Access Road Job Number: J7219

Scenario: existing condition R1A / P.2-1

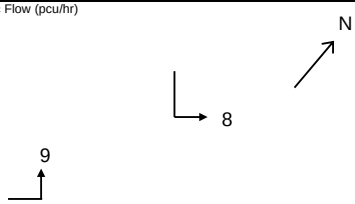
Design Year: 2020 Designed By: _____ Checked By: _____ Date: 10 November 2022

Approach		Phase	Stage	Width (m)	Radius (m)	% Up-hill Gradient	AM Peak Turning %	AM Peak Sat. Flow (pcu/hr)	AM Peak Flow (pcu/hr)	AM Peak y value	AM Peak Critical y	PM Peak Turning %	PM Peak Sat. Flow (pcu/hr)	PM Peak Flow (pcu/hr)	PM Peak y value	PM Peak Critical y
Site Access Road	LT	C1	1	5.00	10.0		100	1839	14	0.008	0.008	100	1839	8	0.004	0.004
Castle Peak Road -	LT	C2	1	4.00	15.0		100	2155	12	0.006		100	2155	9	0.004	
Ping Shan																
pedestrian phase																

AM Traffic Flow (pcu/hr)



PM Traffic Flow (pcu/hr)



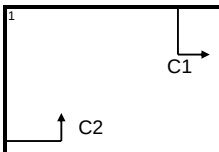
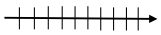
$S=1940+100(W-3.25)$ $S=2080+100(W-3.25)$

$S_M=S\div(1+1.5f/r)$ $S_M=(S-230)\div(1+1.5f/r)$

	AM Peak	Check Pedestrian Phase	PM Peak	Check Pedestrian Phase
Sum y	0.008		0.004	
L (s)				
C (s)				
practical y	0.753		0.753	
R.C. (%)	>100%		>100%	

Note:

vehicle-actuated mode

1	2	3	4	5
				

AM	G =	I/G =	G =	I/G =	G =	I/G =	G =	I/G =	G =	I/G =
	G =	I/G =	G =	I/G =	G =	I/G =	G =	I/G =	G =	I/G =
PM	G =	I/G =	G =	I/G =	G =	I/G =	G =	I/G =	G =	I/G =
	G =	I/G =	G =	I/G =	G =	I/G =	G =	I/G =	G =	I/G =

Signal Junction Analysis

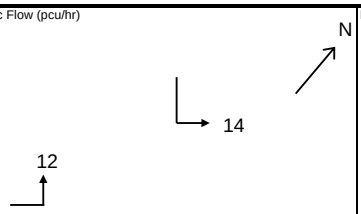
Junction: Castle Peak Road – Ping Shan / Site Access Road Job Number: J7219

Scenario: without proposed development R1A / P.2-2

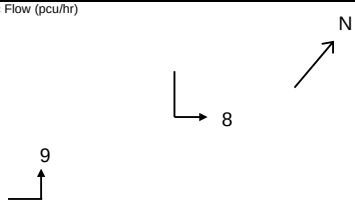
Design Year: 2032 Designed By: _____ Checked By: _____ Date: 10 November 2022

Approach		Phase	Stage	Width (m)	Radius (m)	% Up-hill Gradient	AM Peak Turning %	AM Peak Sat. Flow (pcu/hr)	AM Peak Flow (pcu/hr)	AM Peak y value	AM Peak Critical y	PM Peak Turning %	PM Peak Sat. Flow (pcu/hr)	PM Peak Flow (pcu/hr)	PM Peak y value	PM Peak Critical y
Site Access Road	LT	C1	1	5.00	10.0		100	1839	14	0.008	0.008	100	1839	8	0.004	0.004
Castle Peak Road -	LT	C2	1	4.00	15.0		100	2155	12	0.006		100	2155	9	0.004	
Ping Shan																
pedestrian phase																

AM Traffic Flow (pcu/hr)



PM Traffic Flow (pcu/hr)



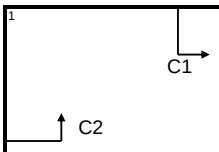
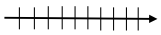
$S=1940+100(W-3.25)$ $S=2080+100(W-3.25)$

$S_M=S\div(1+1.5f/r)$ $S_M=(S-230)\div(1+1.5f/r)$

	AM Peak	Check Pedestrian Phase	PM Peak	Check Pedestrian Phase
Sum y	0.008		0.004	
L (s)				
C (s)				
practical y	0.753		0.753	
R.C. (%)	>100%		>100%	

Note:

vehicle-actuated mode

1	2	3	4	5
				

AM	G =	I/G =	G =	I/G =	G =	I/G =	G =	I/G =	G =	I/G =
	G =	I/G =	G =	I/G =	G =	I/G =	G =	I/G =	G =	I/G =
PM	G =	I/G =	G =	I/G =	G =	I/G =	G =	I/G =	G =	I/G =
	G =	I/G =	G =	I/G =	G =	I/G =	G =	I/G =	G =	I/G =

Signal Junction Analysis

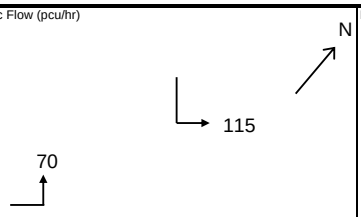
Junction: Castle Peak Road – Ping Shan / Site Access Road Job Number: J7219

Scenario: with proposed development R1A / P.2-3

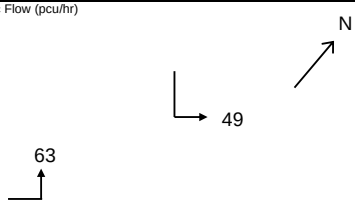
Design Year: 2032 Designed By: _____ Checked By: _____ Date: 10 November 2022

Approach		Phase	Stage	Width (m)	Radius (m)	% Up-hill Gradient	AM Peak Turning %	AM Peak Sat. Flow (pcu/hr)	AM Peak Flow (pcu/hr)	AM Peak y value	AM Peak Critical y	PM Peak Turning %	PM Peak Sat. Flow (pcu/hr)	PM Peak Flow (pcu/hr)	PM Peak y value	PM Peak Critical y
Site Access Road	LT	C1	1	5.00	10.0		100	1839	115	0.063	0.063	100	1839	49	0.027	
Castle Peak Road -	LT	C2	1	4.00	15.0		100	2155	70	0.032		100	2155	63	0.029	0.029
Ping Shan																
pedestrian phase																

AM Traffic Flow (pcu/hr)



PM Traffic Flow (pcu/hr)



$S=1940+100(W-3.25)$ $S=2080+100(W-3.25)$

$S_M=S\div(1+1.5f/r)$ $S_M=(S-230)\div(1+1.5f/r)$

	AM Peak	Check Pedestrian Phase	PM Peak	Check Pedestrian Phase
Sum y	0.063		0.029	
L (s)				
C (s)				
practical y	0.753		0.753	
R.C. (%)	>100%		>100%	

Note:

vehicle-actuated mode

1	2	3	4	5
C1 C2				

AM	G =	I/G =	G =	I/G =	G =	I/G =	G =	I/G =	G =	I/G =
	G =	I/G =	G =	I/G =	G =	I/G =	G =	I/G =	G =	I/G =
PM	G =	I/G =	G =	I/G =	G =	I/G =	G =	I/G =	G =	I/G =
	G =	I/G =	G =	I/G =	G =	I/G =	G =	I/G =	G =	I/G =

Signal Junction Analysis

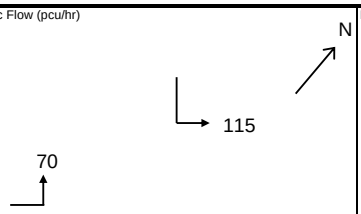
Junction: Castle Peak Road – Ping Shan / Site Access Road Job Number: J7219

Scenario: Sensitivity Test - redevelopment of whole CDA site R1A / P.2-4

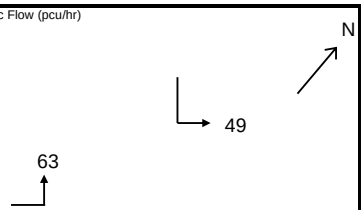
Design Year: 2032 Designed By: _____ Checked By: _____ Date: 10 November 2022

Approach		Phase	Stage	Width (m)	Radius (m)	% Up-hill Gradient	AM Peak Turning %	AM Peak Sat. Flow (pcu/hr)	AM Peak Flow (pcu/hr)	AM Peak y value	AM Peak Critical y	PM Peak Turning %	PM Peak Sat. Flow (pcu/hr)	PM Peak Flow (pcu/hr)	PM Peak y value	PM Peak Critical y
Site Access Road	LT	C1	1	5.00	10.0		100	1839	115	0.063	0.063	100	1839	49	0.027	
Castle Peak Road -	LT	C2	1	4.00	15.0		100	2155	70	0.032		100	2155	63	0.029	0.029
Ping Shan																
pedestrian phase																

AM Traffic Flow (pcu/hr)



PM Traffic Flow (pcu/hr)



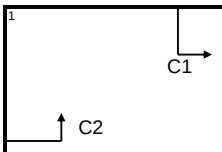
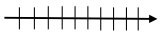
$S=1940+100(W-3.25)$ $S=2080+100(W-3.25)$

$S_M=S\div(1+1.5f/r)$ $S_M=(S-230)\div(1+1.5f/r)$

	AM Peak	Check Pedestrian Phase	PM Peak	Check Pedestrian Phase
Sum y	0.063		0.029	
L (s)				
C (s)				
practical y	0.753		0.753	
R.C. (%)	>100%		>100%	

Note:

vehicle-actuated mode

1	2	3	4	5
				

AM	G =	I/G =	G =	I/G =	G =	I/G =	G =	I/G =	G =	I/G =
	G =	I/G =	G =	I/G =	G =	I/G =	G =	I/G =	G =	I/G =
PM	G =	I/G =	G =	I/G =	G =	I/G =	G =	I/G =	G =	I/G =
	G =	I/G =	G =	I/G =	G =	I/G =	G =	I/G =	G =	I/G =

Signal Junction Analysis

Junction: Castle Peak Road - Ping Shan / Ping Kwai Road / San Hi Tsuen Street — Job Number: J7219

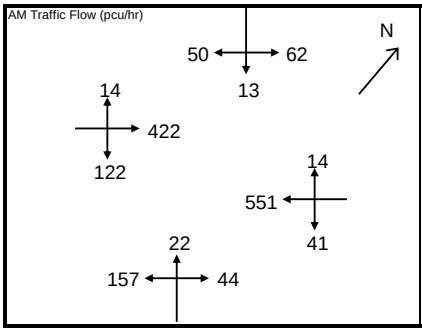
Scenario: existing condition — R1A / P.3-1

Design Year: 2020 — Designed By: _____ — Checked By: _____ — Date: 10 November 2022

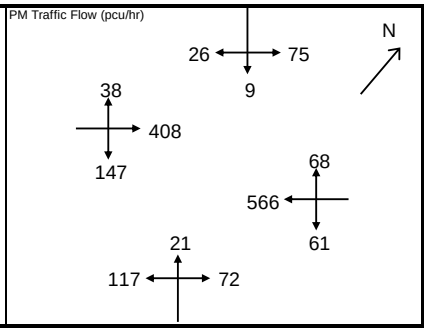
Approach		Phase	Stage	Width (m)	Radius (m)	% Up-hill Gradient	AM Peak Turning %	AM Peak Sat. Flow (pcu/hr)	AM Peak Flow (pcu/hr)	AM Peak y value	AM Peak Critical y	PM Peak Turning %	PM Peak Sat. Flow (pcu/hr)	PM Peak Flow (pcu/hr)	PM Peak y value	PM Peak Critical y
Castle Peak Road -	LT	C1	1	3.25	17.0		100	1783	14	0.008	0.008	100	1783	38	0.021	0.021
Ping Shan EB	SA	B1	1,2	3.40				2095	211	0.101			2095	204	0.097	
	SA	B2	1,2	3.40				2095	211	0.101			2095	204	0.097	
	RT	E1	3	3.00	20.0		100	1912	122	0.064	0.064	100	1912	147	0.077	0.077
San Hi Tsuen Street NB	SA+LT	G1	4	3.80	18.0		88	1859	179	0.096	0.096	85	1859	138	0.074	0.074
	RT	G2	4	3.80	21.0		100	1993	44	0.022		100	1993	72	0.036	
Castle Peak Road -	SA+LT	D1	2	4.00	16.0		22	1974	190	0.096	0.096	30	1974	201	0.102	0.102
Ping Shan WB	SA	D2	2	3.75				2130	205	0.096			2130	217	0.102	
	SA	D3	2	3.00				2055	197	0.096			2055	209	0.102	
	RT	F1	3	3.25	24.0		100	1958	14	0.007		100	1958	68	0.035	
Ping Kwai Road SB	SA+LT	H1	4	3.50	16.0		83	1823	75	0.041		89	1823	84	0.046	
	RT	H2	4	3.50	22.0		100	1971	50	0.025		100	1971	26	0.013	

pedestrian phase	$I_{(P)}$	2		min crossing time =	7	sec GM +	6	sec FGM =	13	sec	
	$J_{(P)}$	1		min crossing time =	12	sec GM +	11	sec FGM =	23	sec	

AM Traffic Flow (pcu/hr)



PM Traffic Flow (pcu/hr)

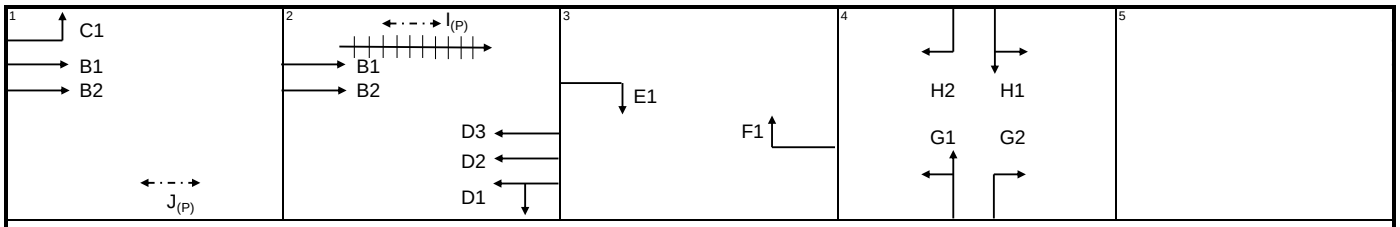


$S=1940+100(W-3.25)$ $S=2080+100(W-3.25)$

$S_M=S\div(1+1.5f/r)$ $S_M=(S-230)\div(1+1.5f/r)$

	AM Peak	Check Pedestrian Phase	PM Peak	Check Pedestrian Phase
Sum y	0.264		0.274	
L (s)				
C (s)				
practical y	0.667		0.653	
R.C. (%)	>100%		>100%	

Note: vehicle-actuated mode



AM	G =	I/G =	G =	I/G =	G =	I/G =	G =	I/G =	G =	I/G =
	G =	I/G =	G =	I/G =	G =	I/G =	G =	I/G =	G =	I/G =
PM	G =	I/G =	G =	I/G =	G =	I/G =	G =	I/G =	G =	I/G =
	G =	I/G =	G =	I/G =	G =	I/G =	G =	I/G =	G =	I/G =

Signal Junction Analysis

Junction: Castle Peak Road - Ping Shan / Ping Kwai Road / San Hi Tsuen Street — Job Number: J7219

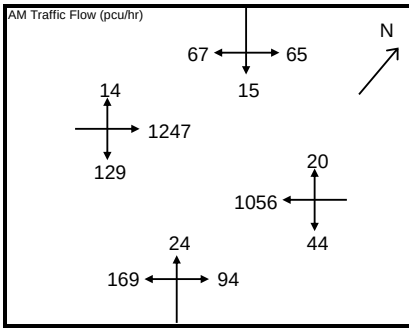
Scenario: without proposed development — R1A / P.3-2

Design Year: 2032 — Designed By: _____ — Checked By: _____ — Date: 10 November 2022

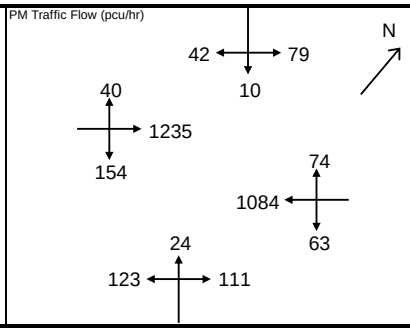
Approach		Phase	Stage	Width (m)	Radius (m)	% Up-hill Gradient	AM Peak Turning %	AM Peak Sat. Flow (pcu/hr)	AM Peak Flow (pcu/hr)	AM Peak y value	AM Peak Critical y	PM Peak Turning %	PM Peak Sat. Flow (pcu/hr)	PM Peak Flow (pcu/hr)	PM Peak y value	PM Peak Critical y
Castle Peak Road -	LT	C1	1	3.25	17.0		100	1783	14	0.008		100	1783	40	0.022	
Ping Shan EB	SA	B1	1,2	3.40				2095	624	0.298	0.298		2095	618	0.295	0.295
	SA	B2	1,2	3.40				2095	623	0.297			2095	617	0.295	
	RT	E1	3	3.00	20.0		100	1912	129	0.067	0.067	100	1912	154	0.081	0.081
San Hi Tsuen Street NB	SA+LT	G1	4	3.80	18.0		88	1859	193	0.104	0.104	84	1859	147	0.079	0.079
	RT	G2	4	3.80	21.0		100	1993	94	0.047		100	1993	111	0.056	
Castle Peak Road -	SA+LT	D1	2	4.00	16.0		12	1993	355	0.178		17	1993	370	0.186	
Ping Shan WB	SA	D2	2	3.75				2130	379	0.178			2130	395	0.185	
	SA	D3	2	3.00				2055	366	0.178			2055	382	0.186	
	RT	F1	3	3.25	24.0		100	1958	20	0.010		100	1958	74	0.038	
Ping Kwai Road SB	SA+LT	H1	4	3.50	16.0		81	1826	80	0.044		89	1826	89	0.049	
	RT	H2	4	3.50	22.0		100	1971	67	0.034		100	1971	42	0.021	

pedestrian phase	$I_{(P)}$	2		min crossing time =	7	sec GM +	6	sec FGM =	13	sec	
	$J_{(P)}$	1		min crossing time =	12	sec GM +	11	sec FGM =	23	sec	

AM Traffic Flow (pcu/hr)



PM Traffic Flow (pcu/hr)

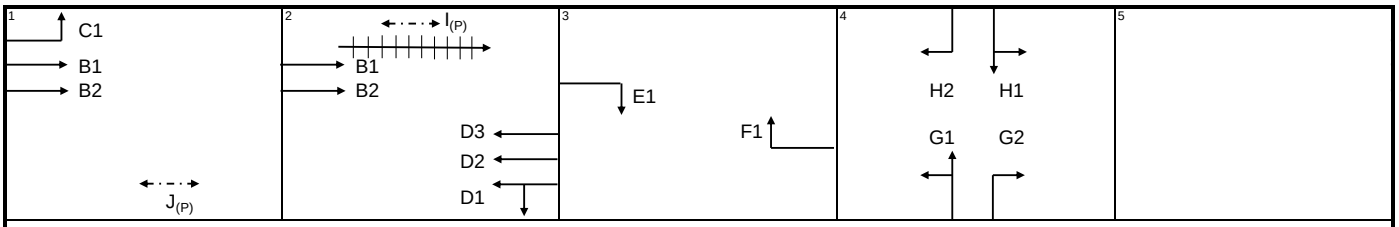


$S=1940+100(W-3.25)$ $S=2080+100(W-3.25)$

$S_M=S\div(1+1.5f/r)$ $S_M=(S-230)\div(1+1.5f/r)$

	AM Peak	Check Pedestrian Phase	PM Peak	Check Pedestrian Phase
Sum y	0.469		0.455	
L (s)				
C (s)				
practical y	0.737		0.734	
R.C. (%)	57%		61%	

Note: vehicle-actuated mode



AM	G =	I/G =	G =	I/G =	G =	I/G =	G =	I/G =	G =	I/G =
	G =	I/G =	G =	I/G =	G =	I/G =	G =	I/G =	G =	I/G =
PM	G =	I/G =	G =	I/G =	G =	I/G =	G =	I/G =	G =	I/G =
	G =	I/G =	G =	I/G =	G =	I/G =	G =	I/G =	G =	I/G =

Signal Junction Analysis

Junction: Castle Peak Road - Ping Shan / Ping Kwai Road / San Hi Tsuen Street — Job Number: J7219

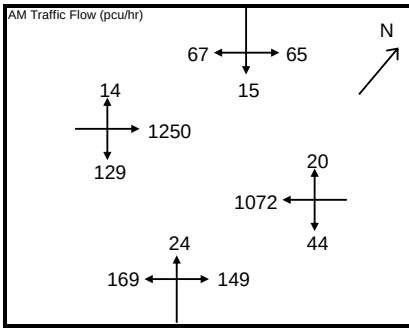
Scenario: with proposed development — R1A / P.3-3

Design Year: 2032 — Designed By: _____ — Checked By: _____ — Date: 10 November 2022

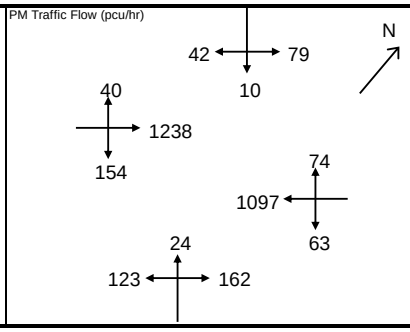
Approach		Phase	Stage	Width (m)	Radius (m)	% Up-hill Gradient	AM Peak Turning %	AM Peak Sat. Flow (pcu/hr)	AM Peak Flow (pcu/hr)	AM Peak y value	AM Peak Critical y	PM Peak Turning %	PM Peak Sat. Flow (pcu/hr)	PM Peak Flow (pcu/hr)	PM Peak y value	PM Peak Critical y
Castle Peak Road -	LT	C1	1	3.25	17.0		100	1783	14	0.008		100	1783	40	0.022	
Ping Shan EB	SA	B1	1,2	3.40				2095	625	0.298	0.298		2095	619	0.295	0.295
	SA	B2	1,2	3.40				2095	625	0.298			2095	619	0.295	
	RT	E1	3	3.00	20.0		100	1912	129	0.067	0.067	100	1912	154	0.081	0.081
San Hi Tsuen Street NB	SA+LT	G1	4	3.80	18.0		88	1859	193	0.104	0.104	84	1859	147	0.079	0.079
	RT	G2	4	3.80	21.0		100	1993	149	0.075		100	1993	162	0.081	
Castle Peak Road -	SA+LT	D1	2	4.00	16.0		12	1993	360	0.181		17	1993	374	0.188	
Ping Shan WB	SA	D2	2	3.75				2130	385	0.181			2130	400	0.188	
	SA	D3	2	3.00				2055	371	0.181			2055	386	0.188	
	RT	F1	3	3.25	24.0		100	1958	20	0.010		100	1958	74	0.038	
Ping Kwai Road SB	SA+LT	H1	4	3.50	16.0		81	1826	80	0.044		89	1826	89	0.049	
	RT	H2	4	3.50	22.0		100	1971	67	0.034		100	1971	42	0.021	

pedestrian phase	$I_{(P)}$	2		min crossing time =	7	sec GM +	6	sec FGM =	13	sec	
	$J_{(P)}$	1		min crossing time =	12	sec GM +	11	sec FGM =	23	sec	

AM Traffic Flow (pcu/hr)



PM Traffic Flow (pcu/hr)



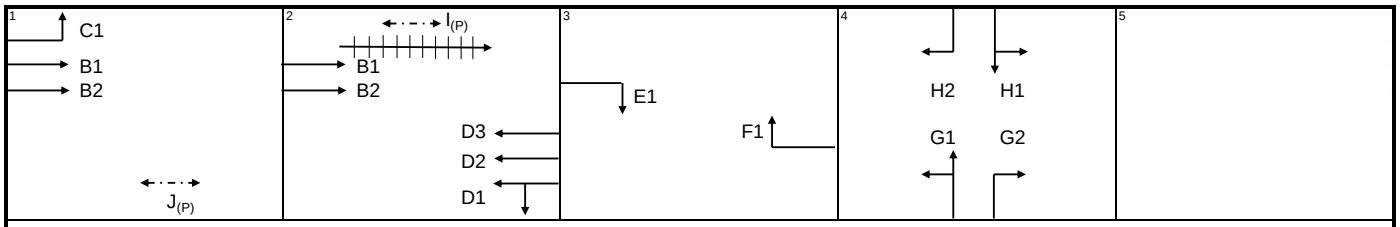
$S=1940+100(W-3.25)$ $S=2080+100(W-3.25)$

$S_M=S\div(1+1.5f/r)$ $S_M=(S-230)\div(1+1.5f/r)$

	AM Peak	Check Pedestrian Phase	PM Peak	Check Pedestrian Phase
Sum y	0.470		0.455	
L (s)				
C (s)				
practical y	0.737		0.734	
R.C. (%)	57%		61%	

Note:

vehicle-actuated mode



AM	G =	I/G =	G =	I/G =	G =	I/G =	G =	I/G =	G =	I/G =
	G =	I/G =	G =	I/G =	G =	I/G =	G =	I/G =	G =	I/G =
PM	G =	I/G =	G =	I/G =	G =	I/G =	G =	I/G =	G =	I/G =
	G =	I/G =	G =	I/G =	G =	I/G =	G =	I/G =	G =	I/G =

Signal Junction Analysis

Junction: Castle Peak Road - Ping Shan / Ping Kwai Road / San Hi Tsuen Street — Job Number: J7219

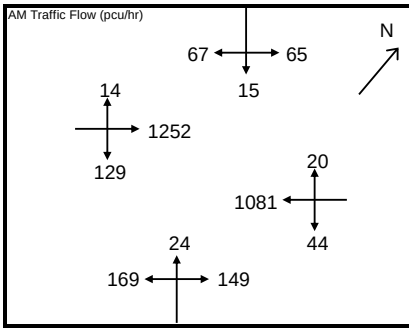
Scenario: Sensitivity Test - redevelopment of whole CDA site — R1A / P.3-4

Design Year: 2032 — Designed By: _____ — Checked By: _____ — Date: 10 November 2022

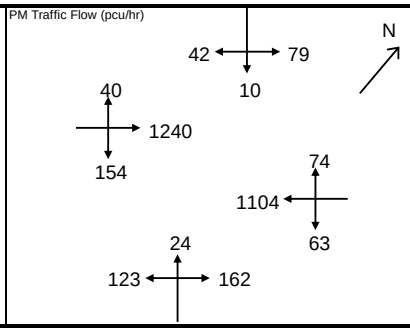
Approach		Phase	Stage	Width (m)	Radius (m)	% Up-hill Gradient	AM Peak Turning %	AM Peak Sat. Flow (pcu/hr)	AM Peak Flow (pcu/hr)	AM Peak y value	AM Peak Critical y	PM Peak Turning %	PM Peak Sat. Flow (pcu/hr)	PM Peak Flow (pcu/hr)	PM Peak y value	PM Peak Critical y
Castle Peak Road -	LT	C1	1	3.25	17.0		100	1783	14	0.008		100	1783	40	0.022	
Ping Shan EB	SA	B1	1,2	3.40				2095	626	0.299	0.299		2095	620	0.296	0.296
	SA	B2	1,2	3.40				2095	626	0.299			2095	620	0.296	
	RT	E1	3	3.00	20.0		100	1912	129	0.067	0.067	100	1912	154	0.081	0.081
San Hi Tsuen Street NB	SA+LT	G1	4	3.80	18.0		88	1859	193	0.104	0.104	84	1859	147	0.079	0.079
	RT	G2	4	3.80	21.0		100	1993	149	0.075		100	1993	162	0.081	
Castle Peak Road -	SA+LT	D1	2	4.00	16.0		12	1993	363	0.182		17	1993	376	0.189	
Ping Shan WB	SA	D2	2	3.75				2130	388	0.182			2130	402	0.189	
	SA	D3	2	3.00				2055	374	0.182			2055	389	0.189	
	RT	F1	3	3.25	24.0		100	1958	20	0.010		100	1958	74	0.038	
Ping Kwai Road SB	SA+LT	H1	4	3.50	16.0		81	1826	80	0.044		89	1826	89	0.049	
	RT	H2	4	3.50	22.0		100	1971	67	0.034		100	1971	42	0.021	

pedestrian phase	$I_{(P)}$	2		min crossing time =	7	sec GM +	6	sec FGM =	13	sec	
	$J_{(P)}$	1		min crossing time =	12	sec GM +	11	sec FGM =	23	sec	

AM Traffic Flow (pcu/hr)



PM Traffic Flow (pcu/hr)



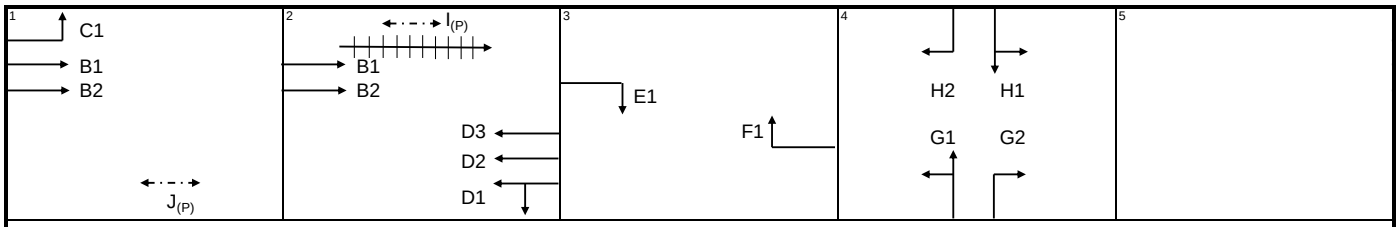
$S=1940+100(W-3.25)$ $S=2080+100(W-3.25)$

$S_M=S\div(1+1.5f/r)$ $S_M=(S-230)\div(1+1.5f/r)$

	AM Peak	Check Pedestrian Phase	PM Peak	Check Pedestrian Phase
Sum y	0.470		0.456	
L (s)				
C (s)				
practical y	0.737		0.734	
R.C. (%)	57%		61%	

Note:

vehicle-actuated mode



AM	G =	I/G =	G =	I/G =	G =	I/G =	G =	I/G =	G =	I/G =
	G =	I/G =	G =	I/G =	G =	I/G =	G =	I/G =	G =	I/G =
PM	G =	I/G =	G =	I/G =	G =	I/G =	G =	I/G =	G =	I/G =
	G =	I/G =	G =	I/G =	G =	I/G =	G =	I/G =	G =	I/G =

Signal Junction Analysis

Junction: Castle Peak Road - Ping Shan / Ma Wang Road / Slip Road to Tong Yan San Tsuen Interchange — Job Number: J7219

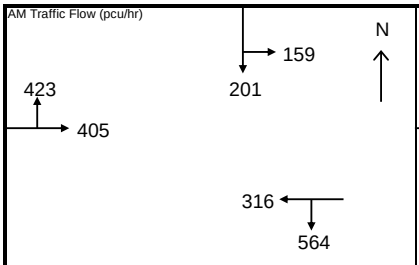
Scenario: existing condition — R1A / P.4-1

Design Year: 2020 — Designed By: — Checked By: — Date: 10 November 2022

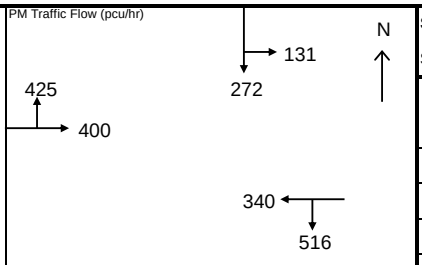
Approach		Phase	Stage	Width (m)	Radius (m)	% Up-hill Gradient	AM Peak Turning %	AM Peak Sat. Flow (pcu/hr)	AM Peak Flow (pcu/hr)	AM Peak y value	AM Peak Critical y	PM Peak Turning %	PM Peak Sat. Flow (pcu/hr)	PM Peak Flow (pcu/hr)	PM Peak y value	PM Peak Critical y
Castle Peak Road -	LT	J1	1,3	3.20	30.0		100	1843	423	0.230		100	1843	425	0.231	
Ping Shan EB	SA	B1	1	3.20				2075	203	0.098			2075	200	0.096	
	SA	B2	1	3.20				2075	202	0.097			2075	200	0.096	
Ma Wang Road SB	LT+SA	C1	3	4.00	20.0		100	1874	159	0.085	0.085	100	1874	131	0.070	0.070
	SA	C2	3	4.00				2155	101	0.047			2155	136	0.063	
	SA	C3	3	4.00				2155	100	0.046			2155	136	0.063	
Castle Peak Road -	LT+SA	D1	1,2	3.40	15.0		100	1777	564	0.317	0.317	100	1777	516	0.290	0.290
Ping Shan WB	SA	D2	1,2	3.40				2095	316	0.151			2095	340	0.162	

pedestrian phase	$E_{(P)}$	3		min crossing time =	10	sec GM +	9	sec FGM =	19	sec
	$F_{(P)}$	1,2		min crossing time =	5	sec GM +	10	sec FGM =	15	sec
	$G_{(P)}$	2		min crossing time =	5	sec GM +	6	sec FGM =	11	sec
	$K_{(P)}$	3		min crossing time =	5	sec GM +	9	sec FGM =	14	sec

AM Traffic Flow (pcu/hr)



PM Traffic Flow (pcu/hr)

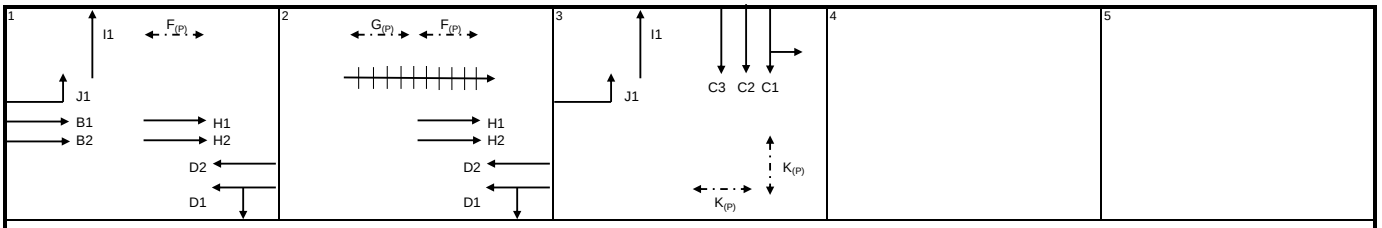


$S=1940+100(W-3.25)$ $S=2080+100(W-3.25)$

$S_M=S\div(1+1.5f/r)$ $S_M=(S-230)\div(1+1.5f/r)$

	AM Peak	Check Pedestrian Phase	PM Peak	Check Pedestrian Phase
Sum y	0.402		0.360	
L (s)				
C (s)				
practical y	0.758		0.757	
R.C. (%)	88%		>100%	

Note: vehicle-actuated mode



AM	G =	I/G =	G =	I/G =	G =	I/G =	G =	I/G =	G =	I/G =
	G =	I/G =	G =	I/G =	G =	I/G =	G =	I/G =	G =	I/G =
PM	G =	I/G =	G =	I/G =	G =	I/G =	G =	I/G =	G =	I/G =
	G =	I/G =	G =	I/G =	G =	I/G =	G =	I/G =	G =	I/G =

Signal Junction Analysis

Junction: Castle Peak Road - Ping Shan / Ma Wang Road / Slip Road to Tong Yan San Tsuen Interchange — Job Number: J7219

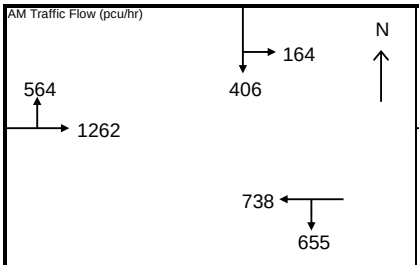
Scenario: without proposed development — R1A / P.4-2

Design Year: 2032 — Designed By: — Checked By: — Date: 10 November 2022

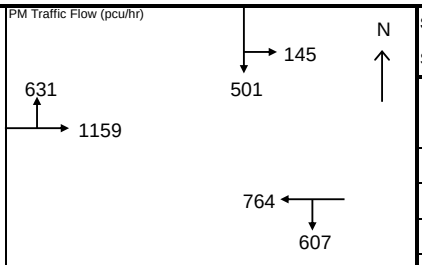
Approach		Phase	Stage	Width (m)	Radius (m)	% Up-hill Gradient	AM Peak Turning %	AM Peak Sat. Flow (pcu/hr)	AM Peak Flow (pcu/hr)	AM Peak y value	AM Peak Critical y	PM Peak Turning %	PM Peak Sat. Flow (pcu/hr)	PM Peak Flow (pcu/hr)	PM Peak y value	PM Peak Critical y
Castle Peak Road -	LT	J1	1,3	3.20	30.0		100	1843	564	0.306		100	1843	631	0.342	
Ping Shan EB	SA	B1	1	3.20				2075	631	0.304			2075	580	0.280	
	SA	B2	1	3.20				2075	631	0.304			2075	579	0.279	
Ma Wang Road SB	LT+SA	C1	3	4.00	20.0		95	1881	173	0.092		100	1874	145	0.077	
	SA	C2	3	4.00				2155	198	0.092			2155	251	0.116	0.116
	SA	C3	3	4.00				2155	199	0.092	0.092		2155	250	0.116	
Castle Peak Road -	LT+SA	D1	1,2	3.40	15.0		100	1777	655	0.369	0.369	96	1784	630	0.353	
Ping Shan WB	SA	D2	1,2	3.40				2095	738	0.352			2095	741	0.354	0.354

pedestrian phase	$E_{(P)}$	3		min crossing time =	10	sec GM +	9	sec FGM =	19	sec	
	$F_{(P)}$	1,2		min crossing time =	5	sec GM +	10	sec FGM =	15	sec	
	$G_{(P)}$	2		min crossing time =	5	sec GM +	6	sec FGM =	11	sec	
	$K_{(P)}$	3		min crossing time =	5	sec GM +	9	sec FGM =	14	sec	

AM Traffic Flow (pcu/hr)



PM Traffic Flow (pcu/hr)

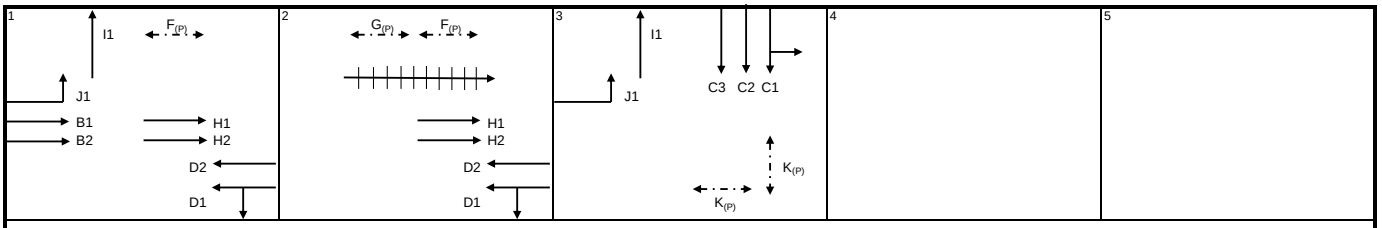


$S=1940+100(W-3.25)$ $S=2080+100(W-3.25)$

$S_M=S\div(1+1.5f/r)$ $S_M=(S-230)\div(1+1.5f/r)$

Note: vehicle-actuated mode

	AM Peak	Check Pedestrian Phase	PM Peak	Check Pedestrian Phase
Sum y	0.461		0.470	
L (s)				
C (s)				
practical y	0.758		0.757	
R.C. (%)	64%		61%	



AM	G =	I/G =	G =	I/G =	G =	I/G =	G =	I/G =	G =	I/G =
	G =	I/G =	G =	I/G =	G =	I/G =	G =	I/G =	G =	I/G =
PM	G =	I/G =	G =	I/G =	G =	I/G =	G =	I/G =	G =	I/G =
	G =	I/G =	G =	I/G =	G =	I/G =	G =	I/G =	G =	I/G =

Signal Junction Analysis

Junction: Castle Peak Road - Ping Shan / Ma Wang Road / Slip Road to Tong Yan San Tsuen Interchange — Job Number: J7219

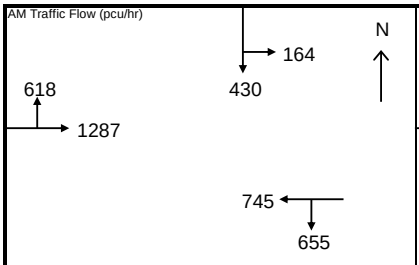
Scenario: with proposed development — R1A / P.4-3

Design Year: 2032 — Designed By: — Checked By: — Date: 10 November 2022

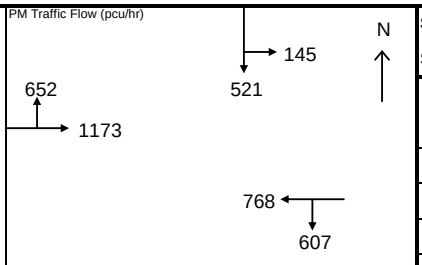
Approach		Phase	Stage	Width (m)	Radius (m)	% Up-hill Gradient	AM Peak Turning %	AM Peak Sat. Flow (pcu/hr)	AM Peak Flow (pcu/hr)	AM Peak y value	AM Peak Critical y	PM Peak Turning %	PM Peak Sat. Flow (pcu/hr)	PM Peak Flow (pcu/hr)	PM Peak y value	PM Peak Critical y
Castle Peak Road -	LT	J1	1,3	3.20	30.0		100	1843	618	0.335		100	1843	652	0.354	
Ping Shan EB	SA	B1	1	3.20				2075	644	0.310			2075	587	0.283	
	SA	B2	1	3.20				2075	643	0.310			2075	586	0.282	
Ma Wang Road SB	LT+SA	C1	3	4.00	20.0		100	1874	164	0.087		100	1874	145	0.077	
	SA	C2	3	4.00				2155	215	0.100	0.100		2155	261	0.121	0.121
	SA	C3	3	4.00				2155	215	0.100			2155	260	0.121	
Castle Peak Road -	LT+SA	D1	1,2	3.40	15.0		100	1777	655	0.369	0.369	96	1784	632	0.354	
Ping Shan WB	SA	D2	1,2	3.40				2095	745	0.356			2095	743	0.355	0.355

pedestrian phase	$E_{(P)}$	3		min crossing time =	10	sec GM +	9	sec FGM =	19	sec	
	$F_{(P)}$	1,2		min crossing time =	5	sec GM +	10	sec FGM =	15	sec	
	$G_{(P)}$	2		min crossing time =	5	sec GM +	6	sec FGM =	11	sec	
	$K_{(P)}$	3		min crossing time =	5	sec GM +	9	sec FGM =	14	sec	

AM Traffic Flow (pcu/hr)



PM Traffic Flow (pcu/hr)

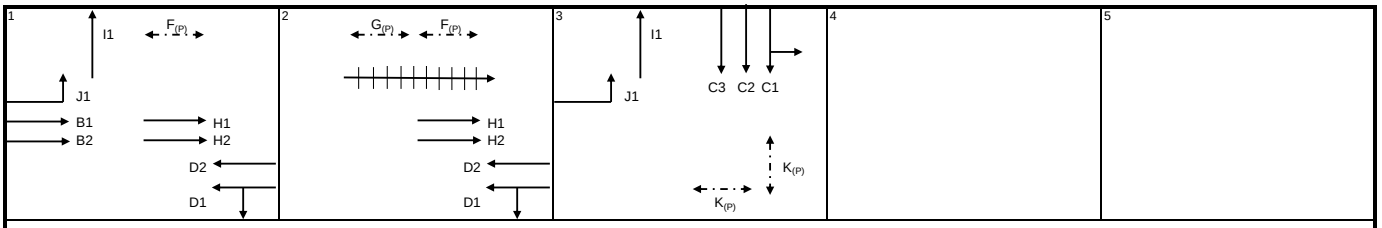


$S=1940+100(W-3.25)$ $S=2080+100(W-3.25)$

$S_M=S\div(1+1.5f/r)$ $S_M=(S-230)\div(1+1.5f/r)$

	AM Peak	Check Pedestrian Phase	PM Peak	Check Pedestrian Phase
Sum y	0.468		0.476	
L (s)				
C (s)				
practical y	0.758		0.757	
R.C. (%)	62%		59%	

Note: vehicle-actuated mode



AM	G =	I/G =	G =	I/G =	G =	I/G =	G =	I/G =	G =	I/G =
	G =	I/G =	G =	I/G =	G =	I/G =	G =	I/G =	G =	I/G =
PM	G =	I/G =	G =	I/G =	G =	I/G =	G =	I/G =	G =	I/G =
	G =	I/G =	G =	I/G =	G =	I/G =	G =	I/G =	G =	I/G =

Signal Junction Analysis

Junction: Castle Peak Road - Ping Shan / Ma Wang Road / Slip Road to Tong Yan San Tsuen Interchange — Job Number: J7219

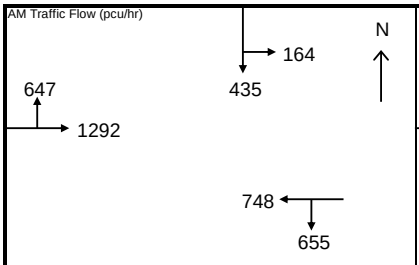
Scenario: Sensitivity Test - redevelopment of whole CDA site — R1A / P.4-4

Design Year: 2032 — Designed By: — Checked By: — Date: 10 November 2022

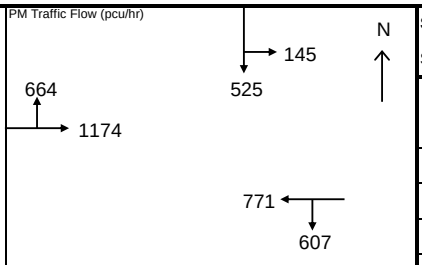
Approach		Phase	Stage	Width (m)	Radius (m)	% Up-hill Gradient	AM Peak Turning %	AM Peak Sat. Flow (pcu/hr)	AM Peak Flow (pcu/hr)	AM Peak y value	AM Peak Critical y	PM Peak Turning %	PM Peak Sat. Flow (pcu/hr)	PM Peak Flow (pcu/hr)	PM Peak y value	PM Peak Critical y
Castle Peak Road -	LT	J1	1,3	3.20	30.0		100	1843	647	0.351		100	1843	664	0.360	
Ping Shan EB	SA	B1	1	3.20				2075	646	0.311			2075	587	0.283	
	SA	B2	1	3.20				2075	646	0.311			2075	587	0.283	
Ma Wang Road SB	LT+SA	C1	3	4.00	20.0		100	1874	164	0.087		100	1874	145	0.077	
	SA	C2	3	4.00				2155	218	0.101	0.101		2155	263	0.122	0.122
	SA	C3	3	4.00				2155	217	0.101			2155	262	0.122	
Castle Peak Road -	LT+SA	D1	1,2	3.40	15.0		100	1777	655	0.369	0.369	96	1784	634	0.355	0.355
Ping Shan WB	SA	D2	1,2	3.40				2095	748	0.357			2095	744	0.355	

pedestrian phase	$E_{(P)}$	3		min crossing time =	10	sec GM +	9	sec FGM =	19	sec	
	$F_{(P)}$	1,2		min crossing time =	5	sec GM +	10	sec FGM =	15	sec	
	$G_{(P)}$	2		min crossing time =	5	sec GM +	6	sec FGM =	11	sec	
	$K_{(P)}$	3		min crossing time =	5	sec GM +	9	sec FGM =	14	sec	

AM Traffic Flow (pcu/hr)



PM Traffic Flow (pcu/hr)

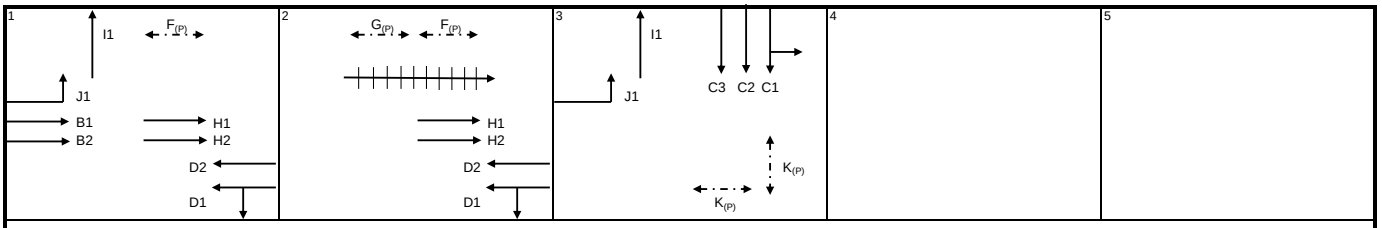


S=1940+100(W–3.25) S=2080+100(W–3.25)

S_M=S÷(1+1.5f/r) S_M=(S–230)÷(1+1.5f/r)

Note: vehicle-actuated mode

	AM Peak	Check Pedestrian Phase	PM Peak	Check Pedestrian Phase
Sum y	0.470		0.477	
L (s)				
C (s)				
practical y	0.758		0.757	
R.C. (%)	61%		59%	



AM	G =	I/G =	G =	I/G =	G =	I/G =	G =	I/G =	G =	I/G =
	G =	I/G =	G =	I/G =	G =	I/G =	G =	I/G =	G =	I/G =
PM	G =	I/G =	G =	I/G =	G =	I/G =	G =	I/G =	G =	I/G =
	G =	I/G =	G =	I/G =	G =	I/G =	G =	I/G =	G =	I/G =

Signal Junction Analysis

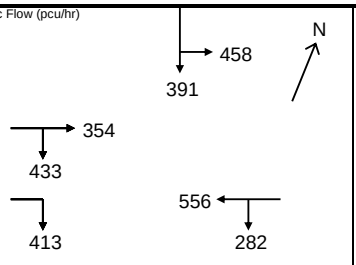
Junction: Shui Pin Wai Interchange — Job Number: J7219

Scenario: existing condition — R1A / P.5-1

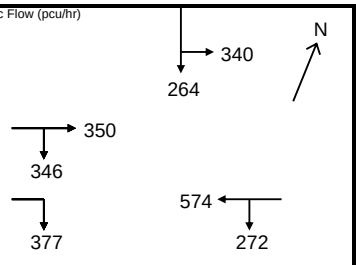
Design Year: 2020 — Designed By: — Checked By: — Date: 10 November 2022

Approach		Phase	Stage	Width (m)	Radius (m)	% Up-hill Gradient	AM Peak Turning %	AM Peak Sat. Flow (pcu/hr)	AM Peak Flow (pcu/hr)	AM Peak y value	AM Peak Critical y	PM Peak Turning %	PM Peak Sat. Flow (pcu/hr)	PM Peak Flow (pcu/hr)	PM Peak y value	PM Peak Critical y
Long Tin Road SB	LT	F1	2,3,4	3.80	50.0		100	1937	221	0.114		100	1937	164	0.085	
	LT	F2	2,3,4	3.80	50.0		100	2073	237	0.114		100	2073	176	0.085	
	SA	A1	2	3.50				2105	130	0.062			2105	88	0.042	0.042
	SA	A2	2	3.50				2105	130	0.062			2105	88	0.042	
	SA	A3	2	3.50				2105	131	0.062	0.062		2105	88	0.042	
Long Ping Road WB	LT	D1	3	3.20	30.0		100	1963	282	0.144	0.144	100	1963	272	0.139	0.139
	SA	E1	3,4	4.20				2175	278	0.128			2175	287	0.132	
	SA	E2	3,4	4.20				2175	278	0.128			2175	287	0.132	
Shui Pin Wai Interchange NB	SA	B1	1	4.00				2015	258	0.128			2015	228	0.113	0.113
	SA+RT	B2	1	4.00	30.0		64	2088	268	0.128		49	2103	238	0.113	
	RT	B3	1	4.00	25.0		100	2033	261	0.128	0.128	100	2033	230	0.113	
	RT	C1	4	5.00	20.0		100	2098	209	0.100	0.100	100	2098	191	0.091	0.091
	RT	C2	4	5.00	15.0		100	2050	204	0.100		100	2050	186	0.091	
pedestrian phase																

AM Traffic Flow (pcu/hr)



PM Traffic Flow (pcu/hr)

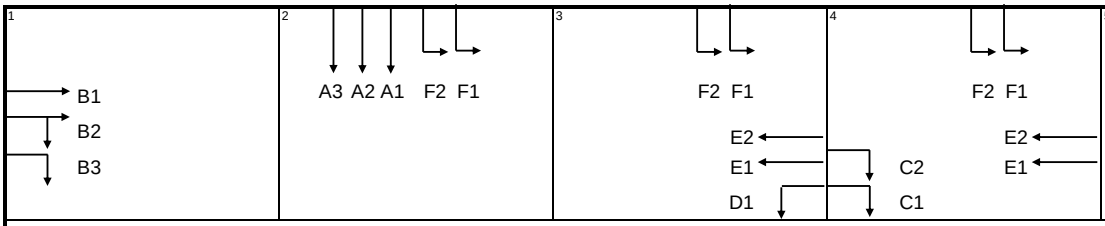


$S=1940+100(W-3.25)$ $S=2080+100(W-3.25)$

$S_M=S\div(1+1.5f/r)$ $S_M=(S-230)\div(1+1.5f/r)$

	AM Peak	Check Pedestrian Phase	PM Peak	Check Pedestrian Phase
Sum y	0.434		0.385	
L (s)	26		26	
C (s)	120		120	
practical y	0.705		0.705	
R.C. (%)	62%		83%	

Note:



AM	G =	I/G =	7	G =	I/G =	12	G =	I/G =	6	G =	I/G =	5	G =	I/G =
	G =	I/G =		G =	I/G =		G =	I/G =		G =	I/G =		G =	I/G =
PM	G =	I/G =	7	G =	I/G =	12	G =	I/G =	6	G =	I/G =	5	G =	I/G =
	G =	I/G =		G =	I/G =		G =	I/G =		G =	I/G =		G =	I/G =

Signal Junction Analysis

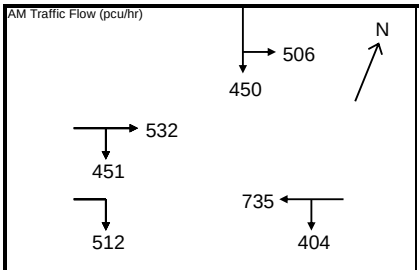
Junction: Shui Pin Wai Interchange — Job Number: J7219

Scenario: without proposed development — R1A / P.5-2

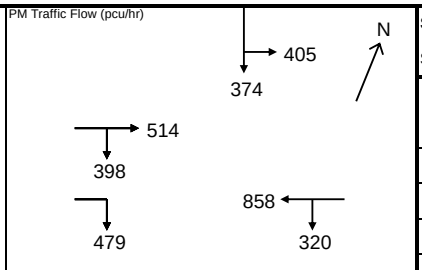
Design Year: 2032 — Designed By: — Checked By: — Date: 10 November 2022

Approach		Phase	Stage	Width (m)	Radius (m)	% Up-hill Gradient	AM Peak Turning %	AM Peak Sat. Flow (pcu/hr)	AM Peak Flow (pcu/hr)	AM Peak y value	AM Peak Critical y	PM Peak Turning %	PM Peak Sat. Flow (pcu/hr)	PM Peak Flow (pcu/hr)	PM Peak y value	PM Peak Critical y
Long Tin Road SB	LT	F1	2,3,4	3.80	50.0		100	1937	244	0.126		100	1937	196	0.101	
	LT	F2	2,3,4	3.80	50.0		100	2073	262	0.126		100	2073	209	0.101	
	SA	A1	2	3.50				2105	150	0.071	0.071		2105	125	0.059	0.059
	SA	A2	2	3.50				2105	150	0.071			2105	125	0.059	
	SA	A3	2	3.50				2105	150	0.071			2105	124	0.059	
Long Ping Road WB	LT	D1	3	3.20	30.0		100	1963	404	0.206	0.206	100	1963	320	0.163	0.163
	SA	E1	3,4	4.20				2175	368	0.169			2175	429	0.197	
	SA	E2	3,4	4.20				2175	367	0.169			2175	429	0.197	
Shui Pin Wai Interchange NB	SA	B1	1	4.00				2015	320	0.159	0.159		2015	296	0.147	
	SA+RT	B2	1	4.00	30.0		37	2116	336	0.159		30	2123	312	0.147	
	RT	B3	1	4.00	35.0		100	2066	327	0.158		100	2066	304	0.147	0.147
	RT	C1	4	5.00	20.0		100	2098	259	0.123	0.123	100	2098	242	0.115	
	RT	C2	4	5.00	15.0		100	2050	253	0.123		100	2050	237	0.116	0.116
pedestrian phase																

AM Traffic Flow (pcu/hr)



PM Traffic Flow (pcu/hr)

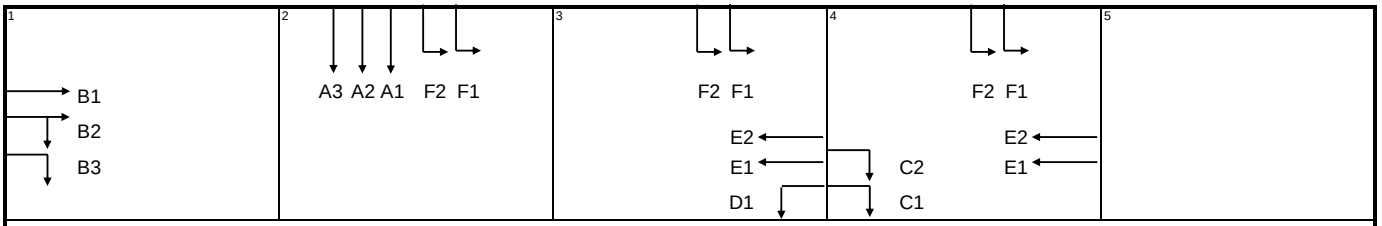


$S=1940+100(W-3.25)$ $S=2080+100(W-3.25)$

$S_M=S\div(1+1.5f/r)$ $S_M=(S-230)\div(1+1.5f/r)$

	AM Peak	Check Pedestrian Phase	PM Peak	Check Pedestrian Phase
Sum y	0.559		0.485	
L (s)	26		26	
C (s)	120		120	
practical y	0.705		0.705	
R.C. (%)	26%		45%	

Note:



AM	G =	I/G =	7	G =	I/G =	12	G =	I/G =	6	G =	I/G =	5	G =	I/G =
	G =	I/G =		G =	I/G =		G =	I/G =		G =	I/G =		G =	I/G =
PM	G =	I/G =	7	G =	I/G =	12	G =	I/G =	6	G =	I/G =	5	G =	I/G =
	G =	I/G =		G =	I/G =		G =	I/G =		G =	I/G =		G =	I/G =

Signal Junction Analysis

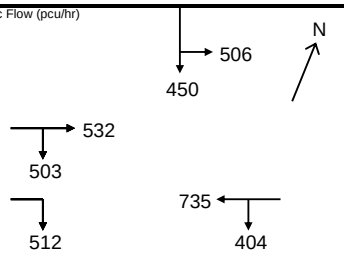
Junction: Shui Pin Wai Interchange — Job Number: J7219

Scenario: with proposed development — R1A / P.5-3

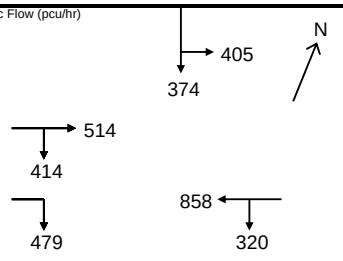
Design Year: 2032 — Designed By: — Checked By: — Date: 10 November 2022

Approach		Phase	Stage	Width (m)	Radius (m)	% Up-hill Gradient	AM Peak Turning %	AM Peak Sat. Flow (pcu/hr)	AM Peak Flow (pcu/hr)	AM Peak y value	AM Peak Critical y	PM Peak Turning %	PM Peak Sat. Flow (pcu/hr)	PM Peak Flow (pcu/hr)	PM Peak y value	PM Peak Critical y
Long Tin Road SB	LT	F1	2,3,4	3.80	50.0		100	1937	244	0.126		100	1937	196	0.101	
	LT	F2	2,3,4	3.80	50.0		100	2073	262	0.126		100	2073	209	0.101	
	SA	A1	2	3.50				2105	150	0.071	0.071		2105	125	0.059	0.059
	SA	A2	2	3.50				2105	150	0.071			2105	125	0.059	
	SA	A3	2	3.50				2105	150	0.071			2105	124	0.059	
Long Ping Road WB	LT	D1	3	3.20	30.0		100	1963	404	0.206	0.206	100	1963	320	0.163	0.163
	SA	E1	3,4	4.20				2175	368	0.169			2175	429	0.197	
	SA	E2	3,4	4.20				2175	367	0.169			2175	429	0.197	
Shui Pin Wai Interchange NB	SA	B1	1	4.00				2015	339	0.168	0.168		2015	303	0.150	
	SA+RT	B2	1	4.00	30.0		45	2108	354	0.168		34	2119	319	0.151	0.151
	RT	B3	1	4.00	25.0		100	2033	342	0.168		100	2033	306	0.151	
	RT	C1	4	5.00	20.0		100	2098	259	0.123	0.123	100	2098	242	0.115	
	RT	C2	4	5.00	15.0		100	2050	253	0.123		100	2050	237	0.116	0.116
pedestrian phase																

AM Traffic Flow (pcu/hr)



PM Traffic Flow (pcu/hr)

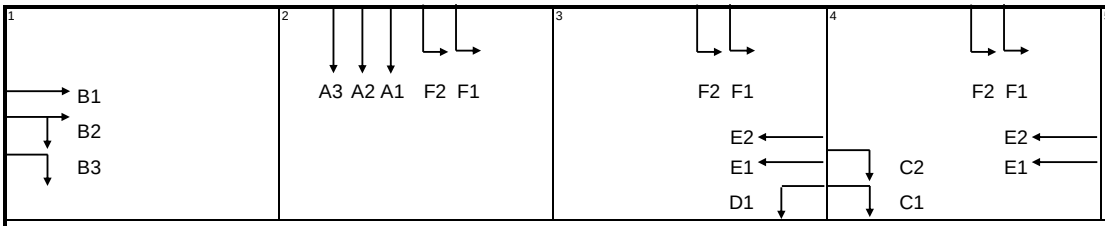


$S=1940+100(W-3.25)$ $S=2080+100(W-3.25)$

$S_M=S\div(1+1.5f/r)$ $S_M=(S-230)\div(1+1.5f/r)$

	AM Peak	Check Pedestrian Phase	PM Peak	Check Pedestrian Phase
Sum y	0.569		0.489	
L (s)	26		26	
C (s)	120		120	
practical y	0.705		0.705	
R.C. (%)	24%		44%	

Note:



AM	G =	I/G =	7	G =	I/G =	12	G =	I/G =	6	G =	I/G =	5	G =	I/G =
	G =	I/G =		G =	I/G =		G =	I/G =		G =	I/G =		G =	I/G =
PM	G =	I/G =	7	G =	I/G =	12	G =	I/G =	6	G =	I/G =	5	G =	I/G =
	G =	I/G =		G =	I/G =		G =	I/G =		G =	I/G =		G =	I/G =

Signal Junction Analysis

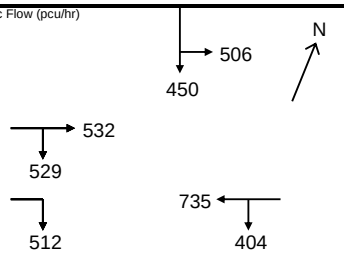
Junction: Shui Pin Wai Interchange — Job Number: J7219

Scenario: Sensitivity Test - redevelopment of whole CDA site — R1A / P.5-4

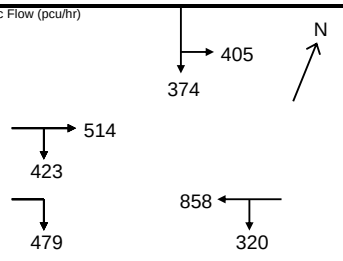
Design Year: 2032 — Designed By: — Checked By: — Date: 10 November 2022

Approach		Phase	Stage	Width (m)	Radius (m)	% Up-hill Gradient	AM Peak Turning %	AM Peak Sat. Flow (pcu/hr)	AM Peak Flow (pcu/hr)	AM Peak y value	AM Peak Critical y	PM Peak Turning %	PM Peak Sat. Flow (pcu/hr)	PM Peak Flow (pcu/hr)	PM Peak y value	PM Peak Critical y
Long Tin Road SB	LT	F1	2,3,4	3.80	50.0		100	1937	244	0.126		100	1937	196	0.101	
	LT	F2	2,3,4	3.80	50.0		100	2073	262	0.126		100	2073	209	0.101	
	SA	A1	2	3.50				2105	150	0.071	0.071		2105	125	0.059	0.059
	SA	A2	2	3.50				2105	150	0.071			2105	125	0.059	
	SA	A3	2	3.50				2105	150	0.071			2105	124	0.059	
Long Ping Road WB	LT	D1	3	3.20	30.0		100	1963	404	0.206	0.206	100	1963	320	0.163	0.163
	SA	E1	3,4	4.20				2175	368	0.169			2175	429	0.197	
	SA	E2	3,4	4.20				2175	367	0.169			2175	429	0.197	
Shui Pin Wai Interchange NB	SA	B1	1	4.00				2015	348	0.173	0.173		2015	306	0.152	
	SA+RT	B2	1	4.00	30.0		49	2103	363	0.173		35	2118	322	0.152	0.152
	RT	B3	1	4.00	25.0		100	2033	350	0.172		100	2033	309	0.152	
	RT	C1	4	5.00	20.0		100	2098	259	0.123	0.123	100	2098	242	0.115	
	RT	C2	4	5.00	15.0		100	2050	253	0.123		100	2050	237	0.116	0.116
pedestrian phase																

AM Traffic Flow (pcu/hr)



PM Traffic Flow (pcu/hr)

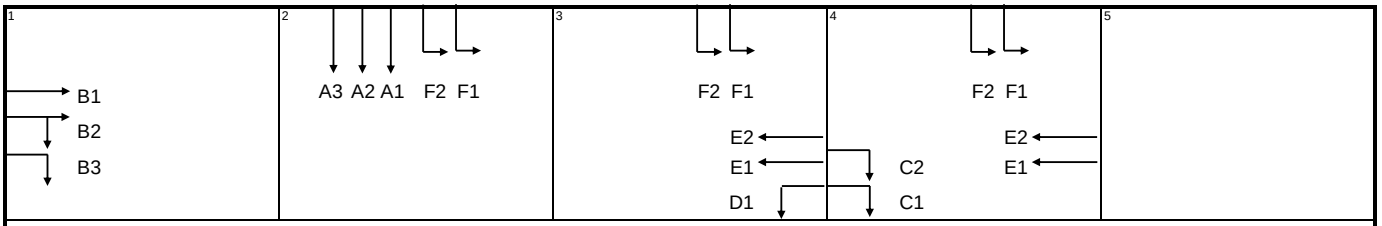


$S=1940+100(W-3.25)$ $S=2080+100(W-3.25)$

$S_M=S\div(1+1.5f/r)$ $S_M=(S-230)\div(1+1.5f/r)$

	AM Peak	Check Pedestrian Phase	PM Peak	Check Pedestrian Phase
Sum y	0.573		0.490	
L (s)	26		26	
C (s)	120		120	
practical y	0.705		0.705	
R.C. (%)	23%		44%	

Note:



AM	G =	I/G =	7	G =	I/G =	12	G =	I/G =	6	G =	I/G =	5	G =	I/G =
	G =	I/G =		G =	I/G =		G =	I/G =		G =	I/G =		G =	I/G =
PM	G =	I/G =	7	G =	I/G =	12	G =	I/G =	6	G =	I/G =	5	G =	I/G =
	G =	I/G =		G =	I/G =		G =	I/G =		G =	I/G =		G =	I/G =

Appendix 6

Environmental Assessment

SMEC

Member of the Surbana Jurong Group

local people
global experience

D01 Environmental Assessment

Section 12A Rezoning Application – Request for Amendment to the Approved Ping Shan Outline Zoning Plan No. S/YL-PS/20 from "Village Type Development" Zone and "Comprehensive Development Area" Zone to "Residential (Group B)2" Zone at Various Lots in D.D. 121 and D.D. 122 and Adjoining Government Land, Ping Shan, Yuen Long, N.T.

Reference No. 7076914
Prepared for On Billion International Ltd
21 November 2022

SMEC INTERNAL REF. 7076914 | D01/01

Document Control

Document:	D01 Environmental Assessment
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Project Name:	Section 12A Rezoning Application – Request for Amendment to the Approved Ping Shan Outline Zoning Plan No. S/YL-PS/20 from "Village Type Development" Zone and "Comprehensive Development Area" Zone to "Residential (Group B)2" Zone at Various Lots in D.D. 121 and D.D. 122 and Adjoining Government Land, Ping Shan, Yuen Long, N.T.
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1 INTRODUCTION

1.1 Project Background

1.1.1 With reference to the Policy Addresses in recent years including the latest one, Policy Address 2020, the key concerns include housing supply and elderly care service which is one of the improvements of people's livelihood. In order to address the aforementioned needs, it is planned to redevelop a land with an area of approximately 14,536m^2 comprising four lots in D.D.121 and D.D. 122, and the adjoining government land of about 2,381m^2, Ping Shan, Yuen Long, New Territories, into Residential Care Home for the Elderly ("RCHE") and Residential Development ("the Site" or "the Proposed Development").

1.1.2 The Site is currently zoned "Village" ("V") and "Comprehensive Development Area" ("CDA") under the Approved Ping Shan Outline Zoning Plan ("OZP") No. S/YL-PS/20. It was planned to develop a Social Welfare Facility (RCHE) and Residential Development comprising three blocks for domestic use.

1.1.3 For the Proposed Development comprising RCHE and Residential Development with three residential blocks, a rezoning application under Section 12A of the *Town Planning Ordinance* ("TPO") to rezone the Site from "V" and "CDA" zones to "Residential (Group B)2 ("R(B)2") zone under Column 1 was made (Application No.: Y/YL-PS/4). The rezoning application was approved on 22 April 2022.

1.1.4 To further cope with the elderly services and housing supply, it is proposed to increase the plot ratio of the Proposed Development. In this regard, a new rezoning application under Section 12A of the TPO shall be required. SMEC Asia Ltd ("SMEC") has been commissioned by On Billion International Ltd ("the Applicant") to conduct this Environmental Assessment ("EA") to support the application.

1.2 Site Description

1.2.1 The Site is located in a developed area in Ping Shan, Yuen Long, which is an existing logistic plant mainly used for storage. Its northern part is used for open car park. As shown on ***Figure 1-1***, Castle Peak Road (Ping Shan) section is located to the immediate south of the Site that runs along the east-west direction. Light Rail Transit ("LTR") is also located to south of the Site running along the Castle Peak Road (Ping Shan) section. Across the opposite site of Castle Peak Road (Ping Shan) Section, there are mainly residential blocks, playground and gardens. In addition, Ping Ha Road originates to the east of the Site and runs along south-north direction. It further turns around and is connected to the north of the Site. It subsequently runs along the east-west direction and connected to the Ping Shan Heritage Trail to the northwest of the Site. The Site is mainly surrounded by warehouse storages, factories, and scattered residential premises to the east and north, and to the west of the Site. An abandoned Former Tat Tak Public School is located to the northeast of the Site.

1.3 Project Description

1.3.1 The Proposed Development will tentatively comprise a RCHE as a Social Welfare Facility and a Residential Development with the following components:

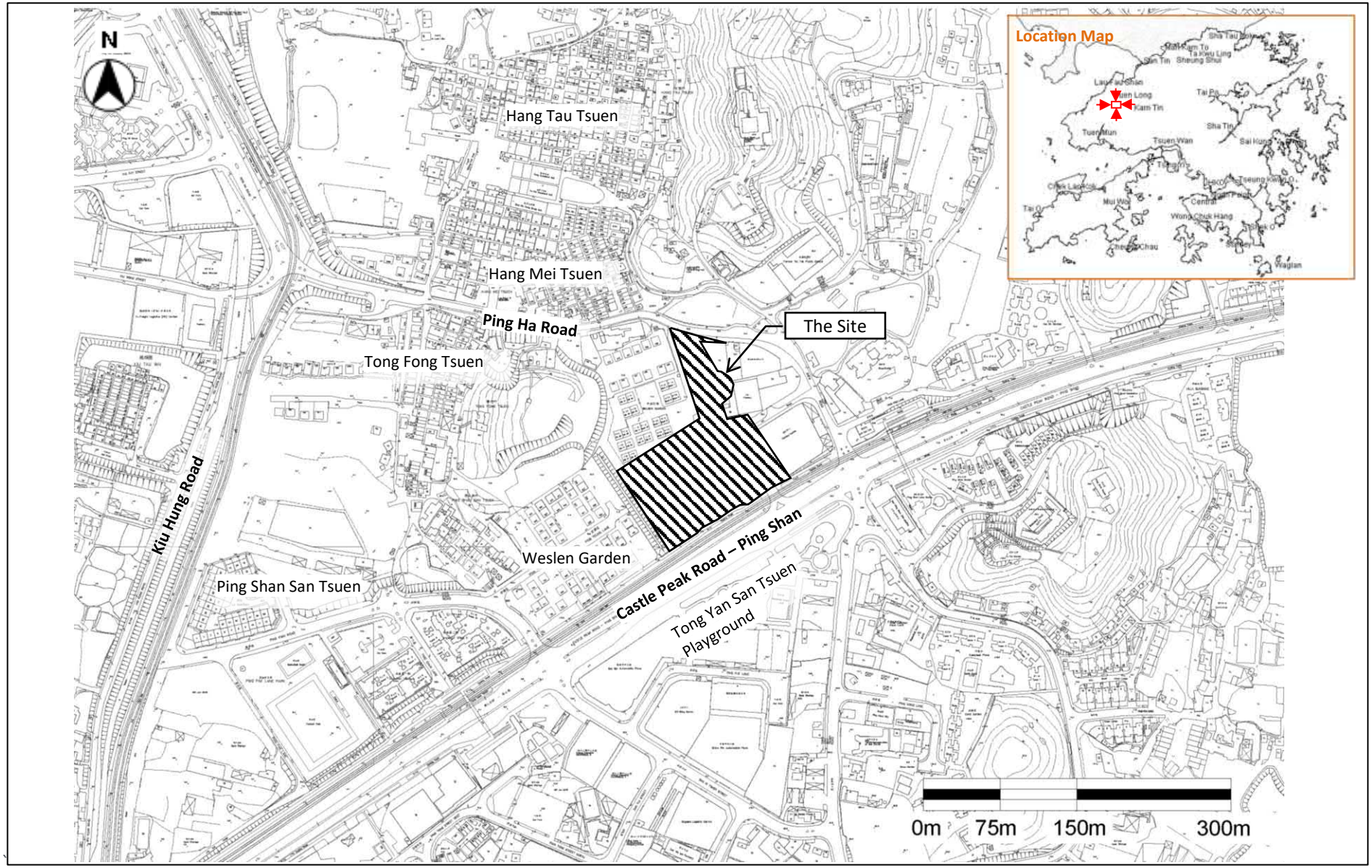
- Three Residential Buildings
- One Club house
- One Swimming Pool
- Retail Shops and Services

1.4 Objective of the Report

1.4.1 The objectives of this EA are to:

- Identify and qualitatively assess potential environmental impacts arising from surrounding emissions to the Site, as well as that arising from the operation of the Project Site to the nearby sensitive uses, in terms of air quality, noise, water quality and waste management.
- Mitigation measures have been recommended, where appropriate, to alleviate any identified environmental impacts or constraints during the operation of the Project. Potential environmental impacts during construction phase, thought transient, have also been reviewed and mitigation measures have been recommended to reduce any identified environmental impacts to acceptable levels.

Figure 1-1 Site Location and its Environs



2 AIR QUALITY REVIEW

2.1 Introduction

2.1.1 This section assesses the potential air quality impacts that will be generated by the Project during the construction and its operation. On the other hand, potential air pollution problem arising from the surrounding of the Site is also evaluated. Mitigation measures are recommended, where necessary, as part of the assessment.

2.2 Environmental Legislation and Standards

Air Quality Objectives

2.2.1 The Air Quality Objectives ("AQOs") established under the *Air Pollution Control Ordinance* ("APCO") Cap.3.11 are given in ***Table 2.1***.

Table 2-1 Hong Kong Air Quality Objectives

POLLUTANT	AVERAGING TIME	PREVAILING AQOs	
		CONCENTRATION LIMIT [NOTE 1], µg/m³	NO. OF EXCEEDANCE ALLOWED
Sulphur Dioxide ("SO_2")	10-minutes	500	3
	24-hour	50	3
Respirable Suspended Particulates ("RSP" or "PM_{10}")	24-hour	100	9
	Annual	50	N/A
Fine Suspended Particulates ("FSP" or "$PM_{2.5}$")	24-hour	50	35
	Annual	25	N/A
Nitrogen Dioxide (NO_2)	1-hour	200	18
	Annual	40	N/A
Ozone ("O_3")	8-Hour	160	9
Carbon Monoxide ("CO")	1-hour	30,000	0
	8-Hour	10,000	0
Lead ("Pb")	Annual	0.5	N/A

Notes:

1. All measurements of the concentration of gaseous air pollutants, i.e., sulphur dioxide, nitrogen dioxide, ozone and carbon monoxide, are to be adjusted to a reference temperature of 293 Kelvin and a reference pressure of 101.325 kilopascal.
2. RSP or PM_{10} means suspended particles in air with a nominal aerodynamic diameter of 10 µm or less.
3. FSP or $PM_{2.5}$ means suspended particles in air with a nominal aerodynamic diameter of 2.5 µm or less.

Air Pollution Control (Construction Dust) Regulation

2.2.2 Enacted under Section 43 of the APCO, the *Air Pollution Control (Construction Dust) Regulation* defines notifiable and regulatory works for achieving the purpose of dust control for a number of activities.

2.2.3 The Regulation requires that any notifiable work [Ref. #1] shall give advance notice to the Environmental Protection Department ("EPD"), and the contractor shall ensure that the notifiable and regulatory works are carried out in accordance with the Schedule of the Regulation. Dust control and suppression measures are also provided in the Schedule.

Air Pollution Control (Furnaces, Ovens and Chimneys) (Installation and Alteration) Regulations

2.2.4 Enacted under Section 43 of the APCO, the *Air Pollution Control (Furnaces, Ovens and Chimneys) (Installation and Alteration) Regulations* stipulate that a prior approval from EPD will be required if the total fuel consumption capacity of any fuel-burning equipment or its chimney on premises to be installed or altered exceeds (a) 25 litres ("L") of conventional liquid fuel per hour; or (b) 35 kilograms (kg) of conventional solid fuel per hour; or (c) 1,150 megajoules ("MJ") of any gaseous fuel per hour.

Air Pollution Control (Non-road Mobile Machinery) (Emission) Regulation

2.2.5 This Regulation takes effect on 1 June 2015 and requires Non-road Mobile Machinery ("NRMM"), except those exempted, to comply with the prescribed emission standards. As from 1 September 2015, all regulated machines sold or leased for use in Hong Kong must be approved or exempted with a proper label in a prescribed format issued by EPD. Starting from 1 December 2015, only approved or exempted NRMMs with a proper label are allowed to be used in specified activities and locations including construction sites, container terminals and back up facilities, restricted areas of the airport, designated waste disposal facilities and specified processes.

Hong Kong Planning Standards and Guidelines (HKPSG)

2.2.6 The minimum buffer distances required between the relevant class of roads and active open spaces are recommended in Chapter 9 of the Environment of *Hong Kong Planning Standards and Guidelines* ("HKPSG"). The relevant buffer distances of HKPSG are summarised in ***Table 2-2*** for ease of reference.

Table 2-2 HKPSG Minimum Setback Distances

POLLUTANT	TYPE OF ROAD	BUFFER DISTANCE	PERMITTED USES
Road and Highways	Trunk Road and Primary Distributor	>20m	Active and passive recreation use
		3 – 20m	Passive recreational use
		<3m	Amenity areas
	District Distributor	>10m	Active and passive recreational use
		<10m	Passive recreational uses
	Local Distributor	>5m	Active and passive recreational use
		<5m	Passive recreational use
	Under Flyovers	-	Passive recreational use

Source: Adapted from Table 3.1 of Chapter 9 Environment of HKPSG.

[1] Notifiable works include site formation, reclamation, demolition of a building, work carried out in any part of a tunnel that is within 100m of any exit to the open air, construction of the foundation of a building, construction of the superstructure of a building and road construction work.

2.3 Background Air Quality

2.3.1 The surrounding areas of the Site is generally located at a developed area in Yuen Long, which are surrounded by warehouses, factories, open storages, feed mill, some other industrial uses, and a number of residential blocks located to the west and northwest of the Site.

2.3.2 The major road networks at the surrounding of the Site include Castle Peak Road (Ping Shan) located to its south, Ping Ha Road runs along south-north, and then to the north of the Site. On the other hand, Ping Shan Heritage Trail is located to the northwest of the Site and connected to the north of the Site.

2.4 Assessment and Mitigation

Identification of Air Sensitive Receivers ("ASRs")

2.4.1 Based on the Site visit conducted on 24 March 2021 and the information on the survey map, several representative ASRs within an Air Quality Study Area of 500m from the Site boundary are identified, which are listed in ***Table 2-3*** and shown on ***Figure 2-1***.

Table 2-3 Representative ASRs

ASR NO.	DESCRIPTION	LAND USE	GROUND LEVEL (mPD)	APPROX. SHORTEST DISTANCE TO SITE BOUNDARY (m)
A1	Hang Mei Tsuen Sitting-out Area	Recreational	17.5	48
A2	No. 231 Hang Mei Tsuen	Residential	9	33
A3	No. 408 Tong Fong Tsuen	Residential	12.2	13
A4	Block 1, Weslen Garden	Residential	12.9	11
A5	Block 8, Weslen Garden	Residential	12.7	3
A6	No. 370 Ping Shan San Tsuen	Residential	11.4	30
A7	Century Centre	Industrial	13.4	4
A8	Green Orchid Tower 1	Residential	11.7	115
A9	Tong Yan San Tsuen Playground	Recreational	13.9	58
A10	Set Win Automobile Plaza	Industrial	11.8	64

Construction Phase

2.4.2 Fugitive dust is the major impact that will be generated during construction activities, such as excavation, stockpiling, earth moving, transferring or handling of dusty materials, site formation, foundation and superstructure of the proposed development. Two-storey underground carpark and plant rooms will be constructed. Therefore, excavation works and stockpiling are expected in construction stage. With the implementation of mitigation measures mentioned in ***paragraph 2.4.3*** and ***2.4.4***, no adverse air quality including dust impact due to construction stage is anticipated.

2.4.3 With the implementation of mitigation measures that are recommended in the *Air Pollution Control (Construction Dust) Regulation*, dust generation can be controlled and significant fugitive dust impact is therefore not anticipated.

2.4.4 To avoid adverse dust impact on the air sensitive uses nearby, good practice and dust control measures to be implemented during the construction phase are as follows:

- Provide hard paving on open area, regular watering to reduce dust emissions from exposed site surfaces and unpaved roads, particularly during dry weather.
- The working area of any excavation or earth moving operation shall be sprayed with water immediately before, during and immediately after the operation so as to maintain the entire surface wet.
- Frequent watering for particularly dusty areas and areas close to ASRs.
- Any stockpile of dusty materials shall be either covered entirely by impervious sheeting, placed in an area sheltered on the top and the 3 sides, or sprayed with water so as to maintain the entire surface wet.
- Where possible, dusty materials shall be sprayed with water immediately prior to any loading, unloading or transfer operation so as to maintain the dusty materials wet.
- The working area for the uprooting of trees, shrubs, or vegetation or for the removal of boulders, poles, pillars or temporary or permanent structures shall be sprayed with water immediately before, during and immediately after the operation so as to maintain the entire surface wet.
- All demolished items (including trees, shrubs, vegetation, boulders, poles, pillars, structures, debris, rubbish and other items arising from site clearance) that may dislodge dust particles shall be covered entirely by impervious sheeting or placed in an area sheltered on the top and the 3 sides within a day of demolition.
- Tarpaulin covering of all dusty vehicle loads transported to, from and between site locations.
- Vehicle washing facilities including a high-pressure water jet shall be provided at every discernible or designated vehicle exit point. The area where vehicle washing takes place and the section of the road between the washing facilities and the exit point shall be paved with concrete, bituminous materials or hardcore.
- Provision of not less than 2.4m high hoarding from ground level along site boundary where adjoins a road, streets or other accessible to the public except for a site entrance or exit.
- Spray water on the surface of façade before and during grinding work.
- Equip vacuum cleaner on grinder for façade grinding work as far as practicable.
- Main haul road shall be sprayed with water so as to maintain the entire road surface wet. Imposition of speed controls for vehicles on site haul roads and confine haulage and delivery vehicles to designated roadways inside the site.
- The portion of any road leading only to a construction site that is within 30m of a discernible or designated vehicle entrance or exit shall be kept clear of dusty materials.
- Where possible, routing of vehicles and positioning of construction plant should be at the maximum possible distance from ASRs.
- Every stock of more than 20 bags of cement or dry Pulverised Fuel Ash ("PFA") should be covered entirely by impervious sheeting or placed in an area sheltered on the top and three sides.
- Plan the site layout to locate machinery and dust causing activities, including haul roads and stockpiling areas away from receptor as far as possible.
- Erect solid screens or barriers around dusty activities as far as practicable.
- Where possible, connect the construction plant and equipment to mains electricity supply and avoid use of diesel generator and diesel-powered equipment to minimize air quality impact arising from the equipment.

2.4.5 The construction contractors shall also provide regular maintenance of any plant and equipment so as to minimise gaseous emissions.

2.4.6 With proper dust control measures as described above, significant fugitive dust impacts during the construction phase are not anticipated.

Operation Phase

2.4.7 The potential air quality impacts may arise during the operation phase of the Proposed Development include vehicular emissions from off-site traffic and other existing industrial emissions within 500m Study Area.

Vehicular Emissions from Off-site Traffic

2.4.8 Castle Peak Road (Ping Shan), Ping Ha Road, Unnamed Road Ping Kwai Road, Ping Yeung Lane, Ping Shan Nam Pak Road and Ping Shan Shuk Lam Road shown on ***Figure 2.2*** are the public roads closest to the Site. With reference to *The Annual Traffic Census* (ATC) 2021 published by the Transport Department ("TD") in September 2022, Castle Peak Road (Ping Shan) is classified as Rural Trunk ("RT") Road (Station No. 5252). Considering the characteristics of RT are the same as those of Urban Trunk Road in accordance with Section 3.2 Road Types of Volume 2 – Highway Design Characteristics of the *Transport Planning and Design Manual* ("TPDM"), a buffer distance of 20m for Trunk Road recommended by the HKPSG should be adopted for Castle Peak Road (Ping Shan).

2.4.9 For Ping Ha Road, it is classified as Rural Road ("RR") according to the ATC 2021. Considering the characteristics of RR are similar to those of Local Distributor of Urban Road Types in accordance with Section 3.2 Road Types of Volume 2 – Highway Design Characteristics of the TPDM, a buffer distance of 5m recommended by the HKPSG should be adopted for Ping Ha Road.

2.4.10 For the other roads including the Unnamed Road to the east of the Site, Ping Kwai Road, Ping Yeung Lane, Ping Shan Nam Pak Road and Ping Shan Chuk Lam Road mentioned in ***paragraph 2.4.8*** and shown on ***Figure 2.2***, the road types of these roads are not mentioned in ATC 2021. After reviewing the natures of the roads, it is considered that Ping Kwai Road and Ping Yeung Lane are RR while Ping Shan Chuk Lam Road, Ping Shan Nam Pak Road and the Unnamed Road are Feeder Road. The interpreted road types were received with no comment from the TD shown in ***Appendix A***.

2.4.11 Similar to Ping Ha Road mentioned in ***paragraph 2.4.9*** above, Ping Kwai Road and Ping Yeung Lane are RR. Therefore, the buffer distance for Ping Kwai Road and Ping Yeung Lane should be 5m which is the same as that for Local Distributor mentioned in ***Table 2-2***.

2.4.12 For the Unnamed Road, Ping Shan Nam Pak Road and Ping Shan Chuk Lam Road, they are Feeder Roads which are roads connecting villages or remote settlements to RR, i.e., Ping Ha Road, as described in ***Appendix A***. Therefore, these three roads are not considered to be similar to RR and Local Distributor. There is no specific buffer distance requirement for Feeder Road recommended in Table 3.1, Chapter 9 of the HKPSG as re-provided in ***Table 2-2***. Nevertheless, a buffer distance of 5m for the feeder roads, i.e., the Unnamed Road, Ping Shan Nam Pak Road and Ping Shan Chuk Lam Road, is recommended.

2.4.13 The buffer distance requirements between air sensitive uses and the major roads in the vicinity of the Site are summarised in ***Table 2.4***.

Table 2.4: The Buffer Distance Requirements between Air Sensitive Uses and Roads in the Vicinity of the Site

ROAD NAME	ROAD TYPE	BUFFER DISTANCE REQUIREMENTS (m)	COMPLY WITH BUFFER DISTANCE REQUIREMENTS?
Castle Peak Road – Ping Shan	Rural Trunk Road	20	Yes with the provision of buffer zone shown on ***Figure 2-2***
Ping Ha Road	Rural Road	5	Yes with the provision of buffer zone shown on ***Figure 2-2***
Ping Kwai Road	Rural Road	5	Yes
Ping Yeung Lane	Rural Road	5	Yes
Ping Shan Chuk Lam Road	Feeder Road	5	Yes
Ping Shan Nam Pak Road	Feeder Road	5	Yes
Unnamed Road	Feeder Road	5	Yes with the provision of buffer zone shown on ***Figure 2-2***

2.4.14 As illustrated on ***Figure 2-2***, most of the Site area can satisfy the buffer distances summarised in ***Table 2.4***. For the Site areas within the buffer distances, buffer zones are recommended for the Proposed Development as shown on ***Figure 2-2***. No air sensitive uses, including openable windows and fresh air intake of mechanical ventilation, shall be located within the buffer zones.

2.4.15 With the provision of the buffer zones (shown in ***Figure 2-2***) in which no air sensitive uses, including any openable windows or fresh air intake of mechanical ventilation, shall be located, no adverse air quality impact on the Site from traffic emission is anticipated.

Industrial emissions

2.4.16 As observed from the site visits on 13 April 2021 and 7 March 2022, the following industrial activities with potential emissions were identified as follows:

(1). A Concrete Batching Plant ("CBP") operated by Hong Kong Concrete Co. Ltd at the junction of San Fui Street and San Hi Tsuen Street was identified, which is located at about 210m away from the Site boundary. As such, the buffer distance of at least 100m between CBP and air sensitive uses recommended in Section 3.3.10 of Chapter 9 of HKPSG will be complied with for the Proposed Development. No adverse air quality impact from the CBP on the Proposed Development is therefore anticipated.

(2). A chimney owned by Wing Kai Destruction and Recycle Co. located at about 160m away from the south of the Site which was assessed in an approved EIA report "*Housing Sites in Yuen Long South – Investigation*" in 2017 (EIA Reference No.: AEIAR-215/2017, thereafter namely the Approved EIA Report) was observed during the Site visit on 13 April 2021. During the Site visit, no emission from the chimney was observed. According to the register of waste collector of EPD, Wing Kai Destruction and Recycle Co. is a chemical waste collector licensed under the *Waste Disposal (Chemical Waste) (General) Regulation* [note 2]. In order to

[2] With reference to EPD's website https://cd.epic.epd.gov.hk/EPICDI/chemicalwaste/download/search/ on 23 August 2021.

understand the status of the chimney, the relevant representative of this company was approached on 13 August 2021. It was verbally informed that the chimney was no longer in operation for chemical waste collection and recycling which is line with the Site observation without emission from the chimney. Therefore, the chimney of Wing Kai Destruction and Recycle Co. is considered to be inactive.

(3). A chimney was observed at Wah On Tyres Retreading Co. to the north of Wing Kai Destruction and Recycle Co. Based on the Site observations on 13 April 2021 and 7 March 2022, no emission from the chimney of Wah On Tyres Retreading Co. was observed. Therefore, it is considered that the aforementioned chimney at Wah On Tyres Retreading Co. should be inactive.

2.4.17 Apart from the aforementioned CBP and chimneys, no other active chimney or dusty use such as CBP is identified within the buffer distances recommended in the HKPSG.

2.4.18 Since no active chimney and/or dusty use is identified within the buffer distances from the Proposed Development, no adverse air quality impact arising industrial uses on the Proposed Development is anticipated.

2.5 Conclusion

2.5.1 With the implementation of the recommended mitigation measures and good site practice, adverse air quality impacts during the construction phases are not anticipated.

2.5.2 No adverse air quality impact on the proposed development from industrial emission and vehicular emissions is anticipated with the implementation of the proposed mitigation measures during the operation phase. Meanwhile, the operation of the Proposed Development will not cause any adverse air quality impact on the surrounding air sensitive uses.

2.5.3 Overall, therefore, no adverse air quality impacts are anticipated during the construction and operation phases of the Site.

Figure 2-1 Locations of Representative Air Sensitive Receivers

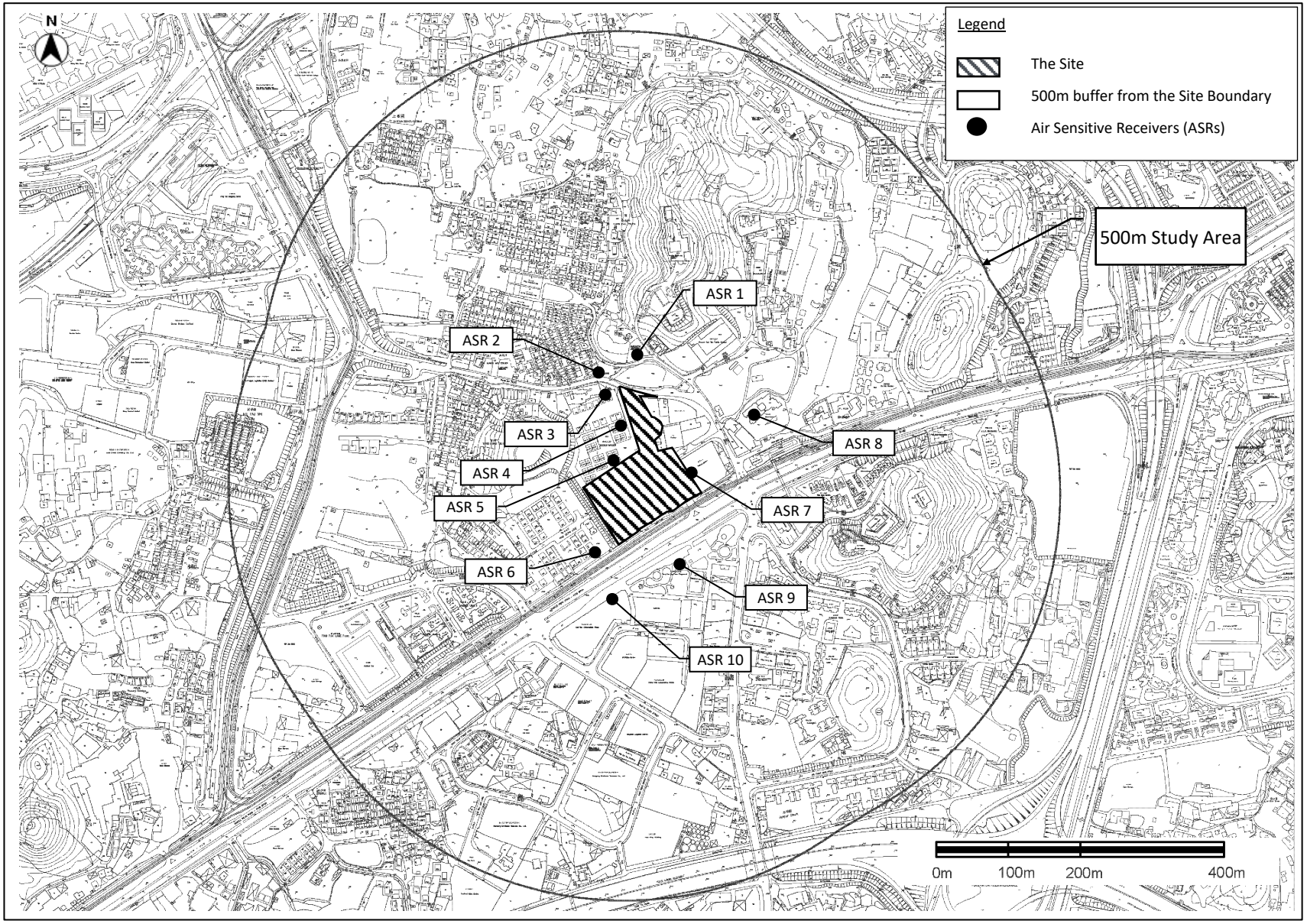
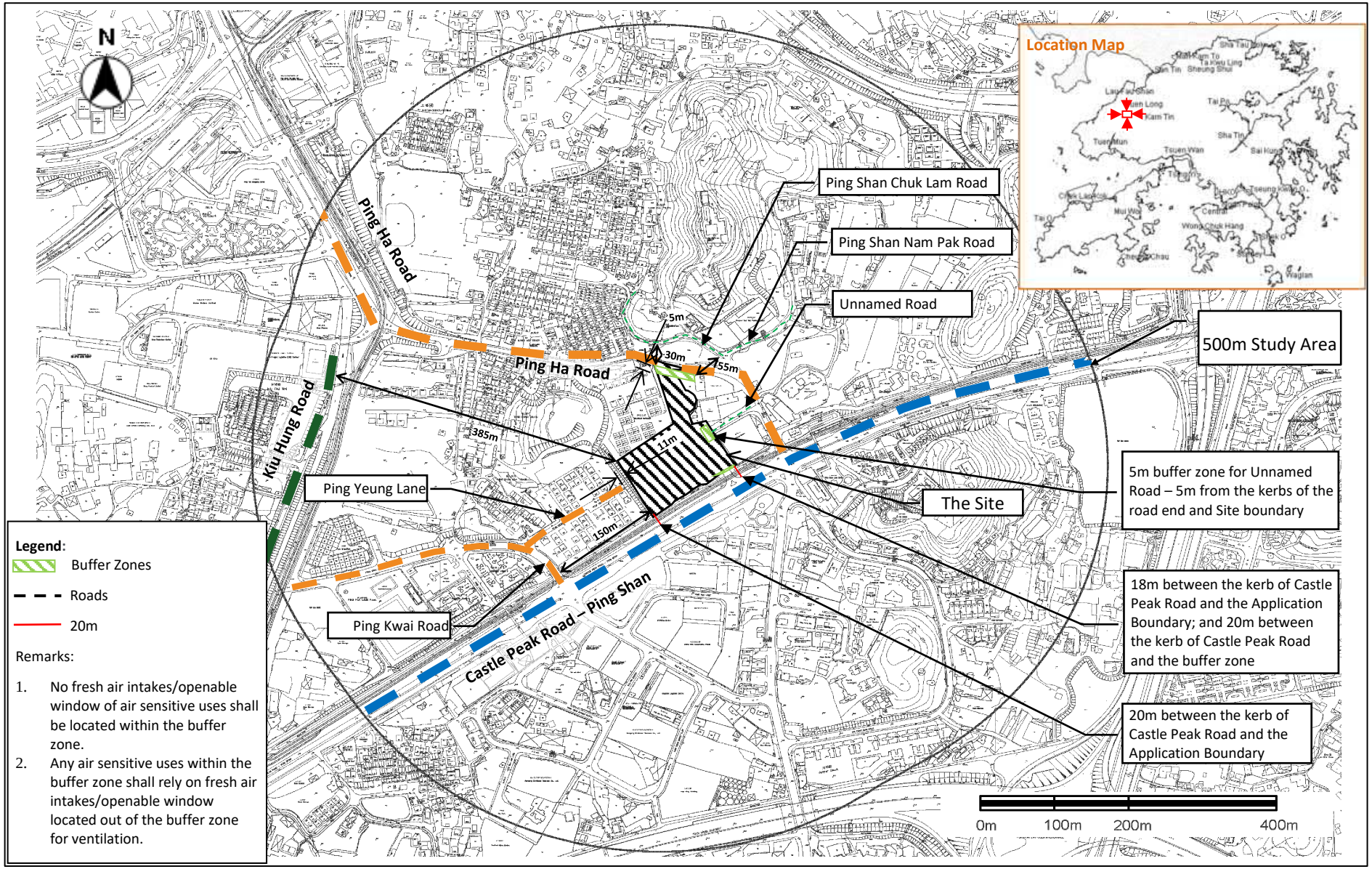


Figure 2-2 Shortest Horizontal Distances Between Nearby Roads and Site Boundary



3 NOISE IMPACT

3.1 Environmental Legislation and Standards

Noise Control Ordinance (Cap. 400)

3.1.1 The main piece of legislation controlling environmental noise nuisance is the *Noise Control Ordinance* ("NCO"). The NCO enables regulations and Technical Memoranda ("TMs") to be made, which introduce detailed control criteria, measurement procedures and other technical matters. The relevant TMs include:

- Technical Memorandum on Noise from Percussive Piling ("PP-TM").
- Technical Memorandum on Noise from Construction Work other than Percussive Piling ("GW-TM").
- Technical Memorandum for the Assessment of Noise from Places other than Domestic Premises, Public Places or Construction Sites ("IND-TM").

3.1.2 The Site falls within the Designated Area ("DA") in accordance with EPD's Plan No. EPD/AN/NT-01 for Yuen Long, Tin Shui Wai, Mai Po, Shek Kong and Kwu Tung. Therefore, the *Technical Memorandum on Noise from Construction Work in Designated Area* ("DA-TM") is applicable.

3.1.3 Construction noise during noise control restricted hours (for all days 1900-0700 of the next days and all times on general holidays or Sundays) is governed by the PP-TM and GW-TM

3.1.4 In addition, the Contractor shall comply with the following requirements under the NCO:

1. Hand-held breakers having a mass of above 10kg and any air compressor capable of supplying compressed air at 500kPa or above must be fitted with a Noise Emission Label issued under the *Noise Control (Hand Held Percussive Breakers) Regulation* and *Noise Control (Air Compressors) Regulation* of NCO.
2. Construction Noise Permit ("CNP") must be applied by the Contractor from EPD for any percussive piling at any time or any other construction activities conducted within restricted hours.

3.1.5 There is no statutory control for noise arising from construction activities (other than percussive pilling) during normal working hours (07:00 to 19:00 from Monday to Saturday, not including general holidays). Nevertheless, *Professional Persons Environmental Consultative Committee (ProPECC) Practice Note PN2/93 Noise from Construction Activities – Non-statutory Controls* (ProPECC PN2/93) recommends a guideline to minimise the potential construction noise impact during normal hours, the $L_{eq(30min)}$ should not exceed 75dB(A) at dwelling; 70dB(A) at School except examination periods, at which the noise level should not over 65dB(A).

3.1.6 Fixed noise during the site operation is governed under IND-TM. Table 2 of IND-TM stipulated the day, evening and night time Acceptable Noise Levels ("ANLs") for Noise Sensitive Receiver ("NSR") according to its corresponding Area Sensitivity Rating ("ASR"), which is determined by Influencing Factors ("IFs") in accordance with the IND-TM.

3.1.7 Appropriate Area Sensitivity Ratting ("ASR") shall be properly determined in accordance with Table 1 of IND-TM. Any NSR shall, irrespective of Table 1, be assigned an ASR of "C" if it is within 100m of a zone designated as "Industrial" or "Industrial Estate" on a statutory Outline Zoning Plan, or an ASR of "B" if it is between 100m and 250m from such a zone, except in case where Table indicates an ASR of "C". These are summarised in ***Table 3-1***.

Table 3-1 Area Sensitivity Ratings

TYPE OF AREA CONTAINING NSR	DEGREE TO WHICH NSR IS AFFECTED BY IF		
	NOT AFFECTED	INDIRECTLY AFFECTED	DIRECTLY AFFECTED
i) Rural area, including country parks or village type developments	A	B	B
ii) Low density residential area consisting of low-rise or isolated high-rise developments	A	B	C
iii) Urban Area	B	C	C
iv) Area other than those above	B	B	C

Note:

1. "country park" means an area that is designed as a country park pursuant to Section 14 of the *Country Parks Ordinance;*
2. "directly affected" means that the NSR is at such a location that noise generated by the IF is readily noticeable at the NSR and is a dominant feature of the noise climate of the NSR;
3. "indirectly affected" means that the NSR is at such a location that noise generated by the IF, whilst noticeable at the NSR, is not a dominant feature of the noise climate of the NSR;
4. "not affected" means that the NSR is at such a location that noise generated by the IF is not noticeable at the NSR;
5. "urban area" means an area of high density, diverse development including a mixture of such elements as industrial activities, major trade or commercial activities and residential premises.

3.1.8 The ANLs are summarised in Table 3-2.

Table 3-2 Acceptable Noise Levels

TIME PERIOD	ANL, dB(A)		
	ASR "A"	ASR "B"	ASR "C"
Day (0700 to 1900 hours)	60	65	70
Evening (1900 to 2300 hours)			
Night (2300 to 0700 hours)	50	55	60

3.1.9 In order to determine the ANL for the Proposed Development, it is essential to identify the type of area and whether the Proposed Development will be affected by IF.

3.1.10 The Site is located in residential areas with some other industrial uses nearby, i.e., Industrial Residential ("I/R") interface. The Site should not be classified as rural area, low density residential area or urban area. Its type should therefore be Type (iv) "Area other than the above".

3.1.11 There is an industrial zone located opposite to the Site and separated by the Castle Peak Road – Ping Shan Section. According to IND-TM, the identified representative NSRs located within industrial zone or within 100m from the industrial zone is considered as ASR "C" whereas NSRs located between 100m and 250m is considered as ASR "B". The location of industrial zone, 100m from industrial zone and 250m from industrial zone were shown on ***Figure 3-1***.

Road Traffic Noise Criteria

3.1.12 As recommended in Table 4.1 of Chapter 9 Environment of the *Hong Kong Planning Standards and Guidelines* ("HKPSG"), the standards of road traffic noise in terms of $L_{10(1\text{-hr})}$ for the following uses relying on opened windows for ventilation are:

- All domestic premises including temporary housing accommodation (residential): 70 dB(A).
- Hotels and hostels: 70 dB(A).
- Offices: 70 dB(A).
- Educational institutions including kindergartens, child care centres and all others where unaided voice communication is required (school): 65 dB(A).
- Places of public worship and courts of law: 65 dB(A).
- Hospitals, clinics, convalescence homes and residential care homes for the elderly: 55 dB(A).

3.1.13 HKPSG recommend the following noise criteria for fixed noise sources:

- 5 dB(A) below the appropriate ANLs of IND-TM; or
- Lower than the prevailing background noise levels if the background is 5 dB(A) lower than the ANLs.

Rail Noise Criteria

3.1.14 Table 4.1 of Chapter 9 of the HKPSG recommends two noise criteria for rail noise:

1. $L_{eq(24\text{-}hour)}$ of 65dB(A); and
2. $L_{max(2300-0700)}$ of 85dB(A).

3.1.15 Furthermore, with reference to Table 1A of the *Technical Memorandum under Environmental Impact Assessment Ordinance* ("EIAO-TM"), rail noise is under the control of the NCO and shall comply with the ANLs laid down in the IND-TM. There is an industrial zone located opposite to the Site and separated by Castle Peak Road – Ping Shan Section. According to IND-TM, the identified representative NSRs located within industrial zone or within 100m from the industrial zone is considered as ASR "C" whereas NSRs located between 100m and 250m is considered as ASR "B". The location of industrial zone, 100m from industrial zone and 250m from industrial zone were shown on ***Figure 3-1***.

3.2 Potential Noise Impact during Construction

3.2.1 Construction activities in particular with the use of Powered Mechanical Equipment (PME) and the vehicle movement within the Site are the major noise sources generated during the construction phase.

3.2.2 Construction shall be carried out during non-restricted hours as far as practicable. The mitigation measures recommended in ProPECC PN2/93 should be implemented where applicable. In addition, the following measures and on-site practice are recommended in order to minimise the potential construction noise impacts during daytime:

- Quiet PME and construction method should be adopted if possible.
- The Contractor shall devise and execute working methods to minimise the noise impacts on the surrounding sensitive uses, and provide experienced personnel with suitable training to ensure that those methods are implemented.
- Switch off idling equipment.
- Regular maintenance of equipment.
- Fit muffler or silencer for equipment.
- Noisy equipment and noisy activities should be located as far away from the NSRs as is practical.

- Use quiet construction method, e.g. use saw-cut or hydraulic crusher instead of excavator-mounted percussive breaker.
- PME should be kept to a minimum and the parallel use of noisy equipment / machineries should be avoided.
- Erect noise barriers or noise enclosure for the PME if appropriate.
- Implement good house-keeping and provide regular maintenance to the PME.
- Spot check resultant noise levels at nearby NSRs.

3.2.3 If construction work involving the use of PME will be required during restricted hours, a CNP shall be applied for under the NCO. The noise criteria and assessment procedures for obtaining a CNP are specified in GW-TM.

3.2.4 In addition, the EPD's *Recommended Pollution Control Clauses* ("RPCC") for Construction Contract in COP should be incorporated in the relevant works contract. The RPCC are generally good engineering practice to minimize inconvenience and environmental nuisance to nearby residents and other sensitive receivers. The general requirements are summarised as follows:

- The Contractor shall observe and comply with the NCO and its subsidiary regulation.
- The Contractor shall ensure that all plant and equipment to be used on the Site are properly maintained in good operating condition and noisy construction activities shall be effectively sound-reduced by means of silencers, mufflers, acoustic linings and shields, acoustic sheds or screen or other means, to avoid disturbance to nearby noise sensitive receivers.
- For carrying out any construction work other than percussive piling during the time period from 0700 to 1900 hours on any day not being a general holiday (including Sundays), the Contractor shall comply with the following requirements.
  - The noise level measured at 1m from most affected external façade of the nearby noise sensitive receivers from the construction works alone during any 30-minute period shall not exceed an equivalent sound level ("L_{eq}") of 75dB(A).
  - The noise level measured at 1m from most affected external façade of the nearby schools from the construction works alone during any 30-minute period shall not exceed an equivalent sound level (L_{eq}) of 70dB(A) [65dB(A) during school examination period]. The Contractor shall liaise with the schools and/or the Examination Authority to ascertain the exact dates and times of all examination periods during the course of the contract.
  - Should the limits stated in the above be exceeded, the construction shall stop and shall not recommence until appropriate measures acceptable to the Engineer that are necessary for compliance have been implemented.
  - The Contractor shall adopt, where necessary, the use of Quiet Construction Equipment ("QCE") and/or shall employ the quietist practicable working methods when carrying out demolition works, and /or road opening works during restricted hours.
- Before the commencement of any work, the Engineer may require the methods of working, plant equipment and sound-reducing measures to be used on the Site to be made available for trial demonstration inspection and approval to ensure that they are suitable for the project.
- The Contractor shall devise, arrange methods of working and carry out the Works in such a manner so as to minimise noise impacts on the surrounding environment, and shall provide experienced personnel with suitable training to ensure that these methods are implemented.
- Notwithstanding the requirements and limitations set out in the bullet above and subject to compliance with the second and fifth bullet above, the Engineer may upon application in writing by the Contractor, allow the use of equipment and the carrying out of any

construction activities for any duration provided that the Engineer is satisfied with the application which, in Engineer's opinion, is considered to be of absolute necessity and adequate noise insulation has been provided to the schools to be affected, or of emergency nature, and not in contravention with the Noise Control Ordinance in any respect.

- The Contractor shall, when necessary, apply for a construction noise permit in accordance with the Noise Control (General) Regulations prior to the commencement of the relevant part(s) of the works, display the permit as required and provide a copy to the Engineer.
- Measures that are to be taken to protect adjacent noise sensitive receivers, if necessary, shall include, but not be limited to, adequate noise barriers. The barriers shall be of substantial construction and designed to reduce transmission of noise (simple plywood hoarding will not be sufficient). The barriers shall be surmounted with baffle boxes designed to reduce transmission of noise. The barriers shall be designed to BS 5228(1984). The location and details of the barriers shall be submitted to the Engineer for approval before works commence adjacent to schools and other noise sensitive receivers.

3.2.5 Moreover, the construction programme, methods adopted and plant inventory for construction works, and the noise mitigation measures shall be proposed by the Contractor of the Proposed Development in the future. Practicable mitigation measures such as noise barriers/enclosures, quieter construction plants, phasing of construction works, etc. will be provided, implemented and maintained by the Contractor for the Proposed Development.

3.2.6 With the provision, implementation and maintenance of the abovementioned mitigation measures, adverse construction noise impact is not anticipated.

3.3 Fixed Noise Impacts during Operation

3.3.1 The surrounding areas of the Site include warehouses, factories, open storages, feed mill, some other industrial uses, and a number of residential blocks located to the west and northwest of the Site.

3.3.2 Based on the Site visit conducted on 13 April 2021, there is no direct line of sight from the Site to any existing off-site fixed noise source within 300m study area of the Site. The nearest fixed noise source is Century Centre located to west the Site, which is a furniture workshop. Based on the observation from a site visit on 16 August 2021, the workshop is only in operation during day time and it closes after 6:30pm. The potential noise impacts arising from the operation of workshop at the nearest on-site NSR of the Site shown on ***Figure 3-2*** were estimated and is summarised in ***Table 3-3*** below, which would comply with noise criterion of 65dB(A) of ASR "B". As such, no adverse fixed noise impact from the surroundings on the Site is anticipated.

Table 3-3 Summary of Predicted Noise Impact from the Operation of Century Centre at the Site

ITEM OF PME	SWL, dB(A)	HORIZONTAL DISTANCE (m)	DISTANCE CORRECTION, dB(A)	SCREENING EFFECT, dB(A)	CNL, dB(A)	ANL, dB(A)
Saw (CNP201)	108	48	42	10	62	65
Forklift (Other PME)	104					

3.3.3 For the fixed plant noise impacts that will be generated within the Proposed development, most of Mechanical and Electrical ("M&E") equipment such as emergency generators, water pumps including Fire Services ("FS") pumps and transformer of the Proposed Development will be enclosed or located within the building structures. It is anticipated that the noise impacts from these noise sources to the off-site NSRs will be relatively low and insignificant.

3.3.4 Split-type air conditioners and/or window-type air conditioners will be selected and installed at the residential units and club house. The noise from the aforementioned types of air conditioners is considered to be minimal. Therefore, no adverse noise impact arising from the aforementioned air conditioners is anticipated.

3.3.5 The guidance of "*Good Practices on Ventilation System Noise Control*" and "*Good Practices on Pumping System Noise Control*" issued by the Environmental Protection Department ("EPD") shall be referred to. The fixed noise sources within the Proposed Development will be designed to comply with the HKPSG standards as stipulated in ***paragraph 3.1.13***. No adverse noise impact arising from fixed sources of the Proposed Development on the surrounding NSRs is anticipated.

3.4 Traffic Noise Impact Assessment ("TNIA") during Operation

Assessment Methodology

Noise Prediction Methodology

3.4.1 The peak hour road traffic noise levels have been predicted using a computer noise model, RoadNoise, which mainly follows the prediction procedures of the UK Department of Transport's *Calculation of Road Traffic Noise* ("CRTN"), as recommended in Chapter 9 Environment of HKPSG.

Traffic Forecast

3.4.2 The tentative operation of the Proposed Development will be in 2029. The maximum traffic projections within 15 years upon operation of the Proposed Development in 2044 is therefore adopted. The traffic forecast data adopted in the TNIA was based on the projected peak hourly traffic flows in 2044. All road sections situated within 300m from the boundary of the Site have been considered. Traffic forecasts provided by the Project Traffic Consultant were adopted to assess the traffic noise impact at the Site. The traffic forecast data was submitted to the Transport Department ("TD") and no comment was received on the traffic forecast by TD. The TD's endorsement letter on the traffic forecast is shown in ***Appendix A***.

Noise Sensitive Receivers ("NSRs") for TNIA

3.4.3 The noise sensitive uses e.g. dormitories of the RCHE, living rooms and bedrooms of the residential buildings are considered to be NSRs of TNIA. As advised by the Applicant, there is no diagnostic room/wards in the proposed RCHE. For the multi-purpose rooms of RCHE, mechanical ventilation system would be provided, so that these rooms would not reply on the openable windows for ventilation. As such, the above traffic noise standard of 70dB(A) does not apply to these rooms.

3.4.4 These NSRs will be provided with prescribed windows for natural ventilation complying with the *Building (Planning) Regulations, Cap 123* ("B(P)R"). The noise standards stipulated in the HKPSG are applicable to noise sensitive uses which rely on opened windows for ventilation. Thus, Assessment Points ("APs") for NSRs are assigned to these prescribed windows.

3.4.5 The APs were all taken to be 1m from the exterior façade of opened windows and 1.2m above the floor of the APs as shown on ***Figure 3-3*** to ***Figure 3-9.***

Assessment Result - Unmitigated Scenario

3.4.6 Unmitigated Scenario is the original design layout without any mitigation measures. The predicted road traffic noise levels for base scenario are detailed in ***Appendix B*** and summarised in ***Table 3-4.***

Table 3-4 Summary of Unmitigated Scenario Traffic Noise Assessment Results

TOWER/ RCHE	NO. OF UNITS	NO. OF UNITS WITH NOISE EXCEEDANCE	NOISE LEVEL ($L_{10\ (1\text{-}hr)}$, dB(A))	NOISE CRITERIA ($L_{10\ (1\text{-}hr)}$, dB(A))	COMPLIANCE (%)
Tower 1	594	248	50-77	70	58
Tower 2	459	27	45-71		94
Tower 3	483	304	32-77		37
RCHE	38	0	64-70		100

Proposed Traffic Noise Mitigation Measures for the Proposed Redevelopment

3.4.7 From the results as shown in ***Table 3-3***, a number of units have exceedances of traffic noise levels under the Unmitigated Scenario. Acoustic Window (Baffle Type) will be provided to the opened windows which have noise exceedances to mitigate the road traffic noise impact.

3.4.8 To suit different room sizes, two types of Acoustic Window (Baffle Type) have been proposed. The design of the acoustic windows from precedent cases for San Po Kong Public Housing (namely Type 1) and Hang Seng Management College Hostel (namely Type 2) have been adopted for the proposed development. The locations of the proposed Acoustic Window (Baffle Type) are shown on **Figure 3-10**.

3.4.9 The typical design of Acoustic Window (Baffle Type) and the calculation of relative noise reduction are shown in ***Appendix C***. According to the calculation, the proposed Acoustic Window (Baffle Type) with SAM can provided relative noise reduction not less than 6dB(A).

3.4.10 It should be noted that the predicted noise level after adopting the Acoustic Window (Baffle Type) does not necessarily represent the noise level at 1m away from the external façade, but the equivalent noise level at 1m from the external façade after accounting the reduction in noise levels inside the flat offered by the Acoustic Window (Baffle Type).

3.4.11 Based on the actual design/layout during the detailed design stage, the Applicant of the Proposed Development have committed to provide a Noise Impact Assessment ("NIA") Report to review the noise impact submitted to the EPD for agreement. The NIA shall ensure that the proposed mitigation measures are fit-for-purpose so that the potential road traffic noise issue can be addressed.

3.4.12 The Schedule of Road Traffic Noise Mitigation Measures are summarized in ***Table 3-5*** below.

Table 3-5 Schedule of Road Traffic Noise Mitigation Measures

MITIGATION MEASURES	DESCRIPTION
For Room Size>7.0m^2: Type 1: Acoustic Window (Baffle Type) Gap Width: 175mm Overlapping Length: 340mm	**Tower 1** NSR ID – Floor No. T1-I2 – 3/F - 25/F T1-J2 – 1/F - 25/F T1-K1 – 1/F - 24/F T1-K3 – 1/F - 24/F T1-L1 – 1/F - 24/F T1-L2 – 1/F - 24/F T1-M2 – 1/F - 24/F T1-N1 – 1/F - 24/F T1-O1 – 1/F - 24/F T1-O3 – 2/F - 21/F **Tower 2** NSR ID – Floor No. T2-O1 – 10/F - 22/F T2-O3 – 14/F - 18/F **Tower 3** NSR ID – Floor No. T3-E4 – 24/F T3-J1 – 5/F – 22/F T3-K1 – 5/F – 23/F T3-K3 – 4/F – 23/F T3-L1 – 3/F – 23/F

MITIGATION MEASURES	DESCRIPTION
	Tower 1 T1-P1 2/F - 19/F T1-Q1 3/F - 18/F T1-R1 3/F - 19/F T1-R3 4/F - 19/F T1-S2 5/F, 15 – 18/F T1-T1 5/F - 17/F T1-T3 6/F - 15/F T1-U2 8/F - 11/F **Tower 3** T3-M1 4/F – 23/F T3-M4 2/F – 23/F T3-N1 2/F – 23/F T3-O2 2/F – 23/F T3-P1 7/F – 23/F T3-P2 7/F – 23/F T3-Q1 2/F – 24/F T3-Q2 2/F – 24/F T3-R1 2/F – 24/F T3-S1 2/F – 24/F T3-T1 2/F – 24/F T3-U1 2/F – 24/F T3-U2 2/F – 24/F T3-V1 2/F – 24/F
For Room Size<7.0m^2: Type 2: Acoustic Window (Baffle Type) Gap Width: 200mm Overlapping Length: 200mm	**Tower 1** NSR ID – Floor No. T1-J1 – 1/F – 25/F T1-K2 – 1/F – 24/F T1-M1 – 1/F – 24/F T1-N2 – 1/F – 24/F T1-O2 – 1/F – 22/F T1-Q2 – 3/F – 19/F T1-R2 – 3/F – 19/F T1-S1 – 4/F - 5/F, 15/F – 19/F T1-T2 – 6/F – 16/F T1-U1 – 7/F – 14/F **Tower 2** NSR ID – Floor No. T2-N3 – 9/F – 22/F T2-O2 – 11/F – 22/F **Tower 3** NSR ID – Floor No. T3-A1 – 2/F – 24/F T3-K2 – 4/F – 23/F T3-M2 – 2/F – 23/F T3-M3 – 2/F – 23/F T3-N2 – 2/F – 23/F T3-O1 – 2/F – 23/F

3.4.13 With the implementation of the proposed noise mitigation measures, the predicted road traffic noise levels at all NSRs would comply with the noise criteria of 70 dB(A). The traffic noise results of Mitigated Scenario are summarised in ***Table 3-6*** and detailed in ***Appendix B.*** The overall noise compliance rate of 100% is achieved.

Table 3-6 Summary of Mitigated Scenario Traffic Noise Assessment Results

TOWER/ RCHE	NO. OF UNITS	NO. OF UNITS WITH NOISE EXCEEDANCE	NOISE LEVEL ($L_{10\ (1\text{-}hr)}$, dB(A))	NOISE CRITERIA ($L_{10\ (1\text{-}hr)}$, dB(A))	COMPLIANCE (%)
Tower 1	594	0	50-70	70	100
Tower 2	459	0	45-70		100
Tower 3	483	0	32-70		100
RCHE	38	0	64-70		100

3.5 Railway Noise Impacts during Operation

Assessment Methodology

Noise Sources

3.5.1 The key impact from the railway would be the train induced airborne noise of at grade section of Light Rail Train ("LRT") located at the vicinity of the Project area. The major noise source

identified from the LRT operation is rolling noise from train wheel and rail interaction. Noise from air conditioning unit on top of train cars was considered as insignificant as compared with the rolling noise during LRT operation. Therefore, noise from air conditioning units were not taken into account for Railway Noise Assessment.

3.5.2 Assumptions of relevant parameters adopted on railway noise assessment from LRT made reference to the approved EIA Reports listed below:

- Register No.: AEIAR-027/1999 - "Light Rail Transit (LRT) Extension in Tin Shui Wai Reserve Zone and Grade Separation of the LRT with Pui To Road and Tsing Lun Road in Tuen Mun" in 2000, and
- Register No.: AEIAR-248/2016 – "Hung Shui Kiu New Development Area" in 2016

Noise Sensitive Receivers (NSRs) for Railway Noise Impacts

3.5.3 The NSRs of the proposed development, which are located closest and/or at larger view angle to the light rail may be affected by the railway noise, have been identified to evaluate the railway noise impact. The first tier NSRs (i.e. Proposed Tower 1 and Tower 3) from the light rail track will be most affected by the railway noise as compared with that at Tower 2 as it is further away from the light rail. Therefore, NSRs at Tower 1 and Tower 3 have been identified as the representative NSRs for the railway noise impact assessment. The locations and sensitive uses of these NSRs are shown on ***Figure 3-11*** and summarised in ***Table 3-7.***

Table 3-7 Identified Representative NSRs for Rail Noise Assessment

NSR ID	Tower	No. of floors	ASRs	Assessment Criteria			
				L_{max} dB(A)	$L_{eq\ (24\ hr)}$ dB(A)	ANL, $L_{eq\ (30\ min)}$ dB(A)	
						Day & Evening Time	Night Time
RN1	Tower 1	24	C	85	65	70	60
RN2	Tower 3	24	B			65	55
RN3	Tower 3	24	B			65	55
RN4	Tower 3	23	B			65	55
RN5	Tower 1	25	B			65	55

Assessment Assumption

3.5.4 Railway noise assessment was conducted under the different scenarios including normal, abnormal, transient and emergency operation. The Sound Exposure Level ("SEL") of the LRT was evaluated from the L_{max} with reference to the approved EIA reports as mentioned in ***paragraph 3.5.2***. Some parameters of railway noise assessment as advised by MTR could be referred to ***Appendix F***. The railway track within 300m from the Site Boundary was divided into different segment according to LRT speed at particular segments. The predicted noise level of each segment was calculated. The assumptions and major parameters for the assessment are summarised in ***Table 3-8***.

Table 3-8 Rail Noise Assessment Assumptions

DESCRIPTIONS	ASSUMPTIONS / REMARKS
Sound Exposure Level (SEL)	SEL = Lmax + 10 log (L/V) +10.5 –10 log (4D / (4D2+1) + 2 tan-1 (1/2D))

DESCRIPTIONS	ASSUMPTIONS / REMARKS
	Where L = train length, m V = train speed, kph d = Distance from track, m D = d / L
Train type	LRV, 2 cars
Length of train	40m
L_{max}	65 dB(A) (with 2 cars running 50kph at 25m)
Train frequency	536 train/ 24 hours 13 trains/30mins for day and evening time (0700-2300) 12 trains/30mins for night time (2300-0700)
LRT speed	Please refer to ***Appendix D*** for details The maximum train speed between Tong Fong Tsuen Stop and Ping Shan Stop is 70km/h for both direction
Correction of train frequency	10 log (N) dB(A)
Correction of train speed	+20 Log 10 (V/Vref)
Correction of distance from the NSR to the train	-10 Log (10 (d'/dref)
Correction of view Angle	+10 Log 10 (πθ/180) - cos2 α sinθ) -5
Façade Correction	+2.5 dB(A)
Air Conditioning Noise	N/A as insignificant contribution
Track Ware Correction	+3dB(A)
Barrier Correction	Shadow Zone: -21dB(A) for δ >2.5m $-7.75\log_{10}(5.2+203\delta)$ dB(A) for 0≤ δ <2.5m Illuminate Zone: 0dB(A) for δ>0.4m $0.88+2.14\log_{10}(10^{-3}+\delta)$dB(A) for 0≤ δ <0.4m Note: δ=Path Difference

Assessment Result

3.5.5 The predicted railway noise levels from LTR are summarised in Table 3-9 and the detailed calculations are presented in Appendix E. As shown in Table 3-9, predicted railway noise levels would comply with the assessment criteria $L_{eq,\ 30min}$ for Day & Evening Time Period, L_{max} and L_{eq}, 24hr. A 4dB(A) noise exceedance in $L_{eq,\ 30min}$ is predicted for night-time period.

Table 3-9 Summary of Predicted Railway Noise Levels (Unmitigated)

NSR ID	AREA SENSITIVITY RATING (ASR)	PREDICTED RAILWAY NOISE LEVEL				NO. OF EXCEEDENCE
		$L_{eq\ (30mins)}$, dB(A)		L_{max}, dB(A)	$L_{eq,24hrs}$, dB(A)	
		Day & Evening Time (0700-2300)	Night Time (2300-0700)			
RN1	C	55-63	55-**62**	68-76	55-62	4
RN2	B	54-60	54-**59**	68-74	53-59	14

NSR ID	AREA SENSITIVITY RATING (ASR)	PREDICTED RAILWAY NOISE LEVEL				NO. OF EXCEEDENCE
		$L_{eq\ (30mins)}$, dB(A)		L_{max}, dB(A)	$L_{eq,24hrs}$, dB(A)	
		Day & Evening Time (0700-2300)	Night Time (2300-0700)			
RN3	B	53-59	53-**58**	68-74	53-58	10
RN4	B	52-55	51-55	68-72	51-55	0
RN5	B	51-54	51-54	68-71	50-54	0

Note: Number in Bold and underline denote exceedances of the noise criteria.

Proposed Mitigation Measure

3.5.6 According to the assessment results, the maximum exceeding level is 4dB(A) at RN2. Appropriate types of acoustic windows will be proposed for mitigation of railway noise impact. The noise reduction provided by acoustic window would be benefited to indoor environment. In accordance with the IND-TM, when the noise is transmitted primarily through the structural elements of the building (i.e. acoustic window in this case) the appropriate ANL shall be 10dB(A) less the relevant ANL as shown in Table 2 of the IND-TM. As the maximum predicted railway noise exceedance is 4.0 dB(A), acoustic window (e.g. baffle type) with in-out-difference (IOD) of not less than 14.0dB(A) could be adopted for mitigation of railway noise. Typical configuration of acoustic window (e.g. baffle type) is given in ***Appendix C***.

3.5.7 Careful design in window configuration, room dimensions and interior finishing shall be implemented so as to ensure railway noise compliance. Acoustic window (e.g. baffle type) is one of the potential mitigation measures to be considered in the detailed design stage. Taking into account the site characteristics and the future detail design, a combination of mitigation features for the purpose of achieving the overall noise reduction may be adopted. The acoustic window design could be combined with more noise reduction features, e.g. balcony design with full-height side wall(s), increased solid parapet height, additional screen wall(s), micro-perforated absorber (MPA) and/or additional Sound Absorptive Material (SAM) on more surfaces.

3.5.8 Based on the actual design/layout during the detailed design stage, the Applicant of the Proposed Development shall provide a Noise Impact Assessment ("NIA") Report to review the noise impact submitted to the EPD for agreement. The NIA shall ensure that the proposed mitigation measures are fit-for-purpose so that the potential railway noise issue can be addressed.

3.5.9 The details of railway noise assessment with proposed Acoustic Window (Baffle Type) were presented in ***Appendix E*** and summarised in ***Table 3-10***.

Table 3-10 Summary of Predicted Railway Noise Levels (Mitigated)

NSRD	ASR	ASSESSMENT CRITERIA (FAÇADE) $L_{eq\ (30mins)}$, dB(A))		ASSESSMENT CRITERIA (INDOOR) $L_{eq\ (30mins)}$, dB(A)		PREDICTED RAILWAY NOISE LEVEL (FAÇADE) $L_{eq\ (30mins)}$, dB(A)		IN-OUT DIFFERENCE BY ACOUSTIC WINDOW, dB(A)	PREDICTED RAILWAY NOISE LEVEL (INDOOR) $L_{eq\ (30mins)}$, dB(A)	
		Day & Evening Time (0700-2300)	Night Time (2300-0700)	Day & Evening Time (0700-2300)	Night Time (2300-0700)	Day & Evening Time (0700-2300)	Night Time (2300-0700)		Day & Evening Time (0700-2300)	Night Time (2300-0700)
RN1	C	70	60	60	50	55-63	55-**62**	14	55-60	55-60
RN2	B	65	55	55	45	54-60	54-**59**	14	52-56	52-55
RN3	B	65	55	55	45	53-59	53-**58**	14	52-56	52-55

3.5.11 With the implementation of proposed mitigation measures, the noise levels at all representative NSRs would comply with the noise criteria of railway noise impacts.

3.6 Conclusion

3.6.1 With implementation of noise mitigation measures, adverse noise impact is not anticipated during the construction stage.

3.6.2 The surrounding areas of the Site is generally located at the urban area in Yuen Long, which are surrounded by warehouses, factories, open storages, feed mill, some other industrial uses, and a number of residential blocks are located to the west and northwest of the Site. There is no direct line of sight from the Site to any existing off-site fixed noise sources within 300m of Site. Fixed plant noise impacts at the nearest on-site NSRs arising from the operation of the furniture workshop at Century Centre was estimated, the results are in compliance with the relevant noise criteria. As such, no adverse fixed source noise impact on the Site is anticipated.

3.6.3 Most of the M&E equipment of the Proposed Development will be installed inside plant rooms. With the implementation of good practices as mentioned in ***paragraph 3.3.5***, adverse fixed noise impact arising from the operation of the Proposed Development on the off-site NSRs is not anticipated.

3.6.4 For road traffic noise impacts, the predicted noise impact on the proposed development shall comply with the standards as recommended in Chapter 9 Environment of the HKPSG with the implementation of mitigation measures recommended in ***paragraph 3.4.7*** in place.

3.6.5 For railway noise impacts, the predicted noise impacts from LRT to the proposed development shall comply with the requirements as listed in IND-TM and HKPSG after the implementation of proposed mitigation measures including the provision of acoustic windows at selected units of NSRs.

3.6.6 This EA Report has been prepared based on the best available information to assess the noise impact that would not exceed the noise criteria at the NSRs. However, in order to demonstrate that the noise criteria will be complied with in practice, based on the actual design/layout during the detailed design stage, when this has been finalised the Applicant/landlord of the Proposed Development shall hire a qualified Acoustic Consultant to prepare a NIA Report. The Acoustic Consultant shall re-assess the noise impact on and arising from the Proposed Development, and prepare the NIA Report to be submitted to the relevant authorities for review. The compliance with the noise criteria specified in the HKPSG and NCO shall be demonstrated. The NIA Report to be certified by the Acoustic Consultant shall form part of the land lease of the Site. The Acoustic

Consultant shall be a member of the Hong Kong Institute of Acoustics ("MHKIOA"), a member of the Institute of Acoustics in UK ("MIOA"), a member of the Hong Kong Institute of Qualified Environmental Professional ("MHKIQEP"), or equivalent.

3.6.7 Overall, therefore, there will be no adverse noise impact during the construction and operation phases of the Proposed Development.

Figure 3-1 Identification of Area Sensitivity Ratings

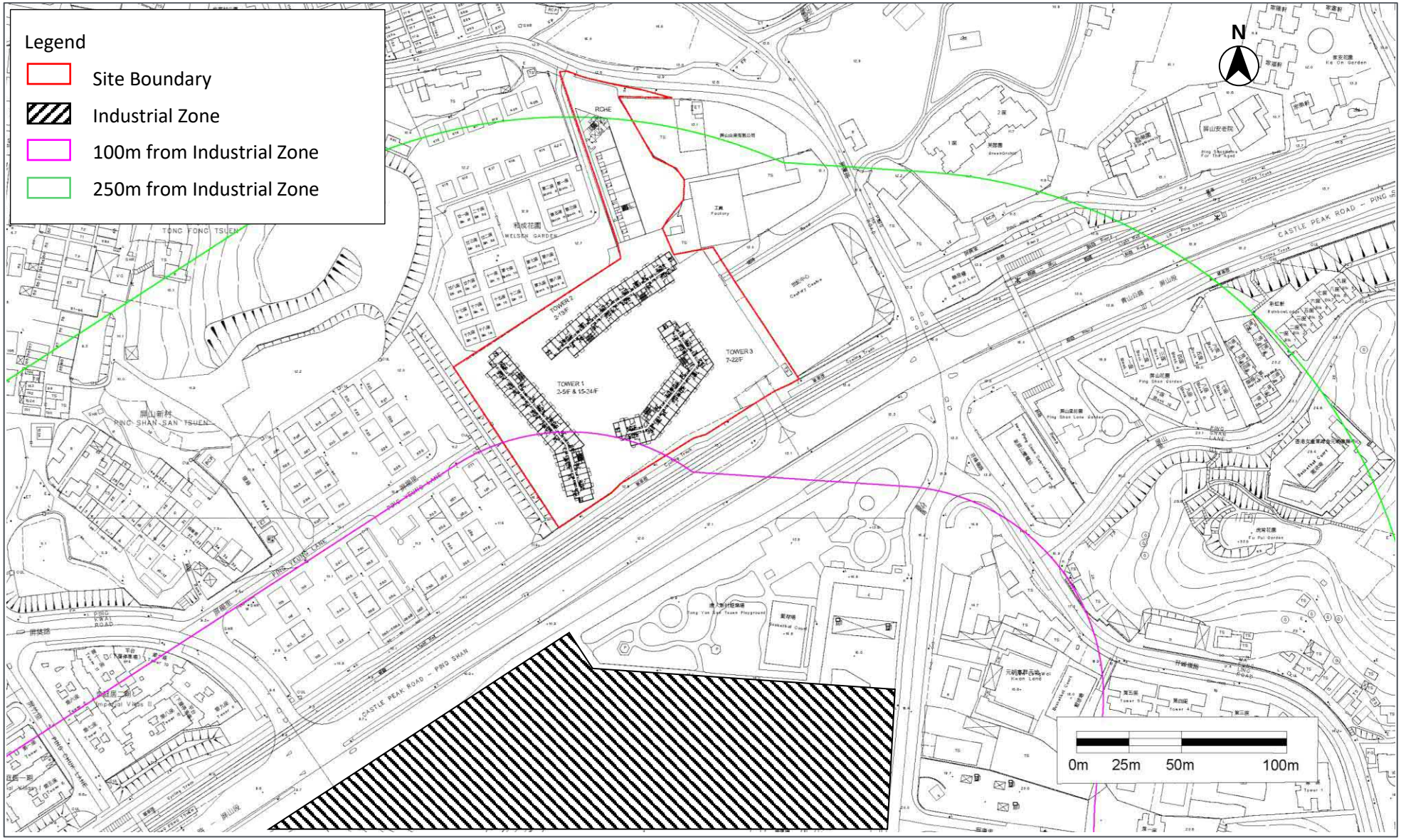


Figure 3-2 Location of Notional Noise Source of Century Centre and On-Site NSR

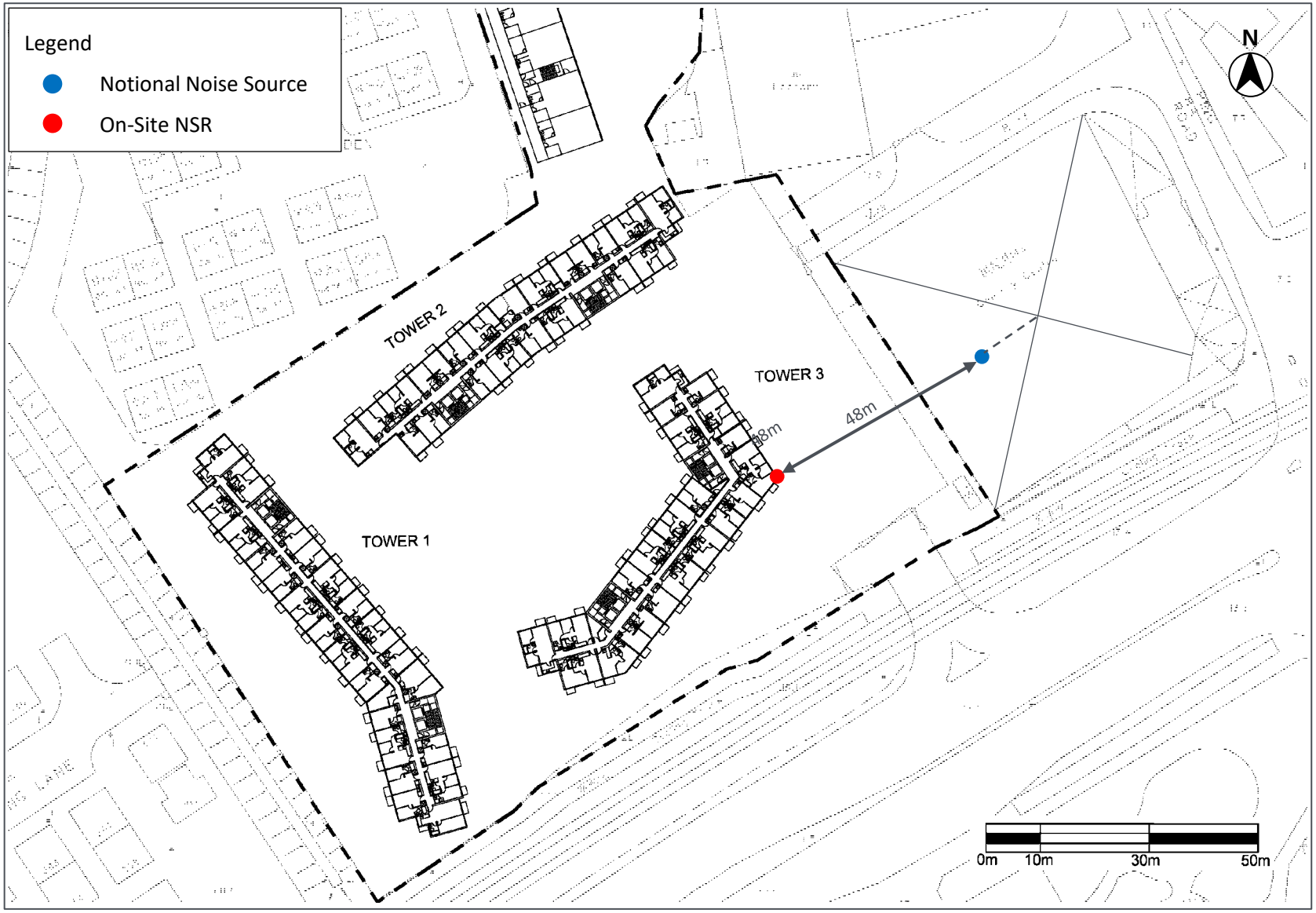


Figure 3-3 Location of Assessment Points for Noise Sensitive Receivers on G/F

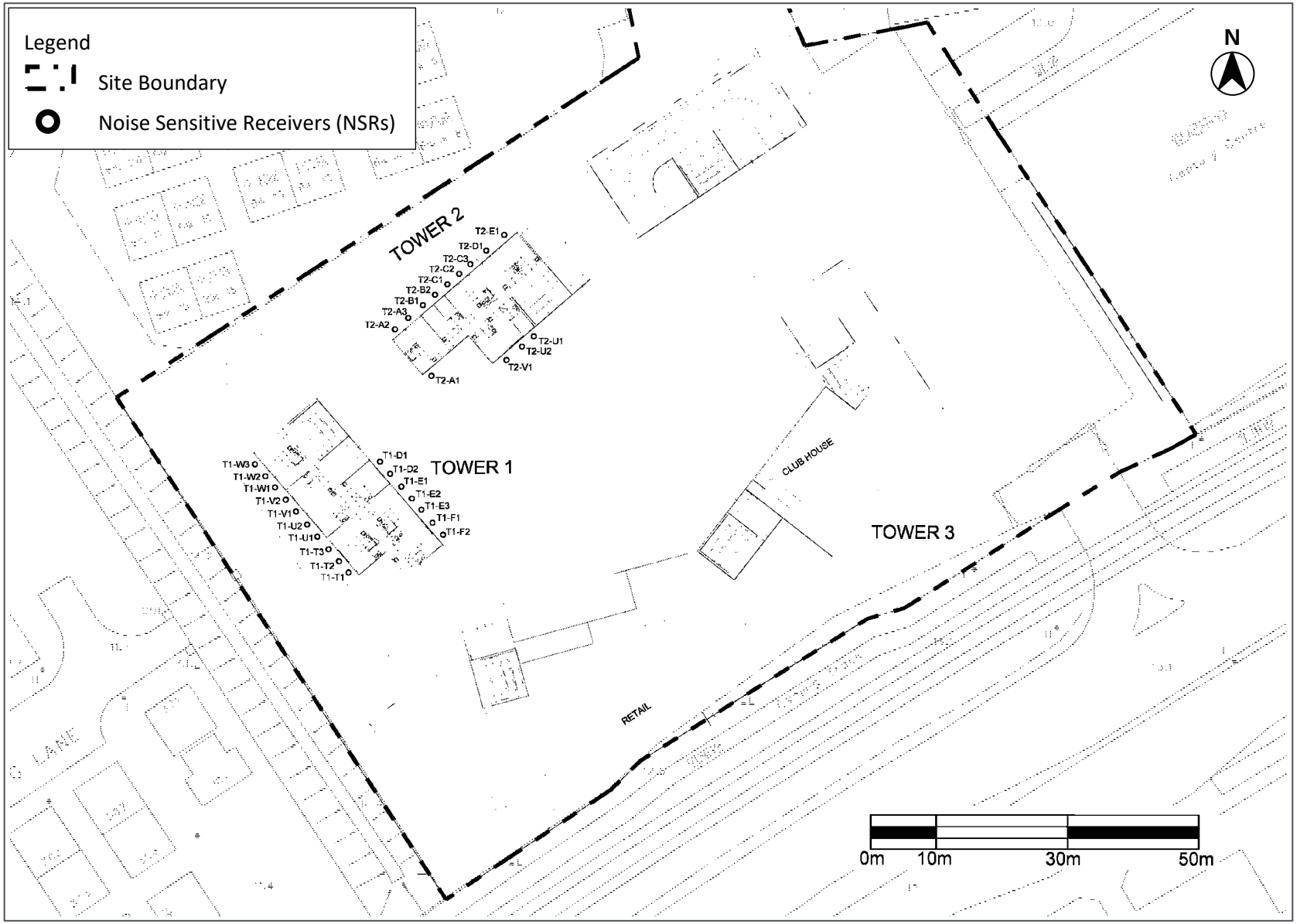


Figure 3-4 Location of Assessment Points for Noise Sensitive Receivers on 1/F

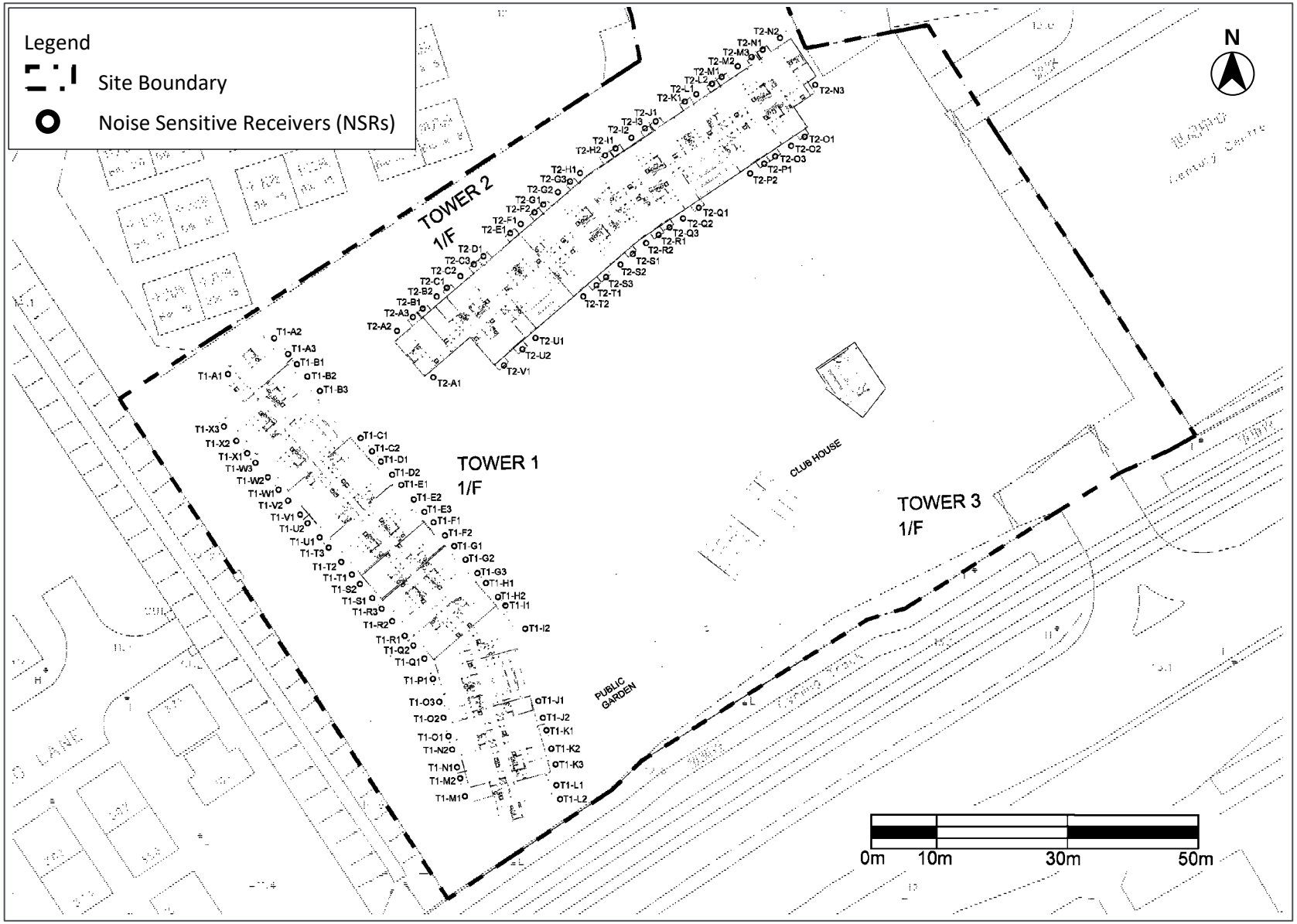


Figure 3-5 Location of Assessment Points for Noise Sensitive Receivers on Typical Floor A

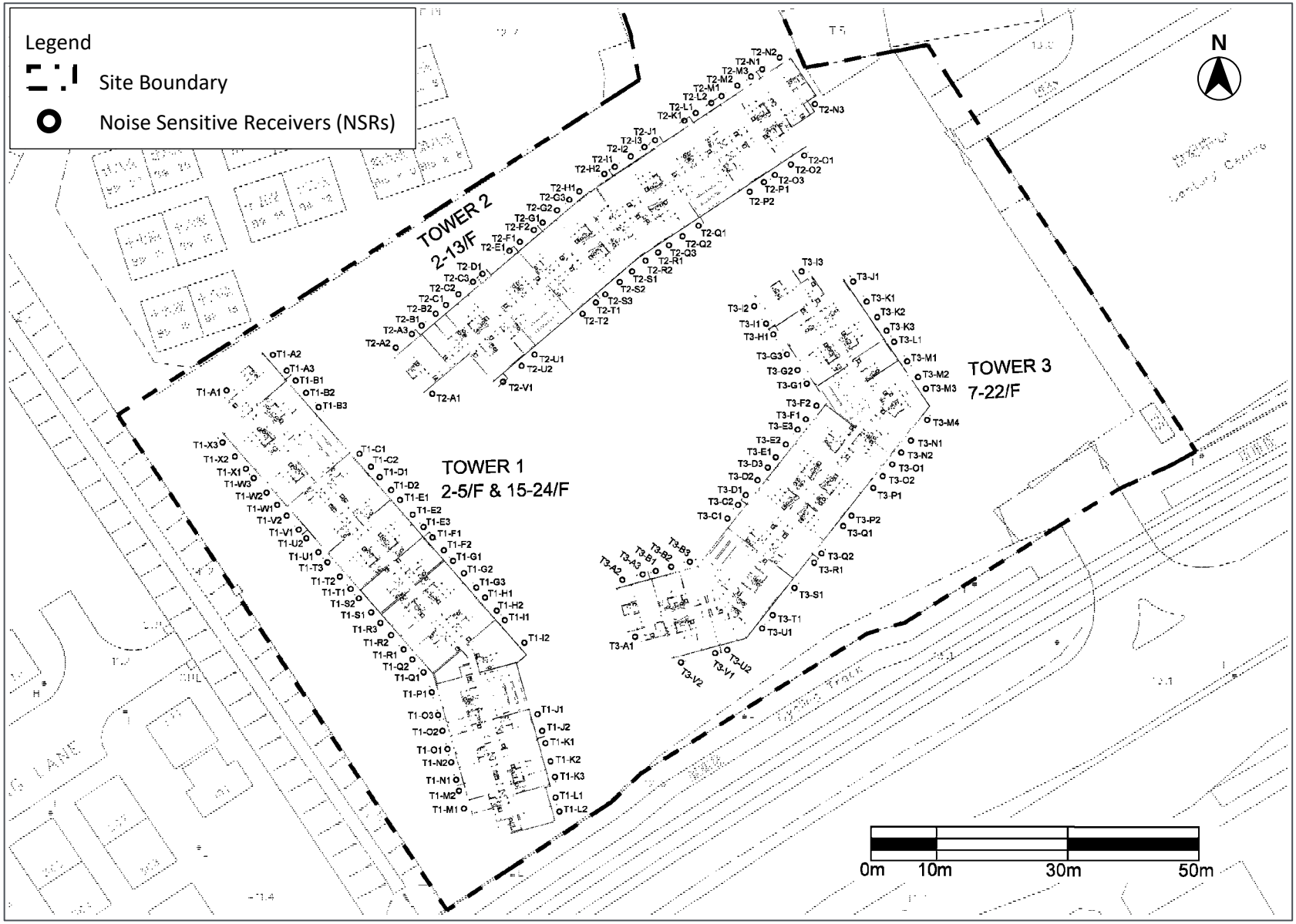


Figure 3-6 Location of Assessment Points for Noise Sensitive Receivers on Typical Floor B

Figure 3-7 Location of Assessment Points for Noise Sensitive Receivers on Typical Floor C

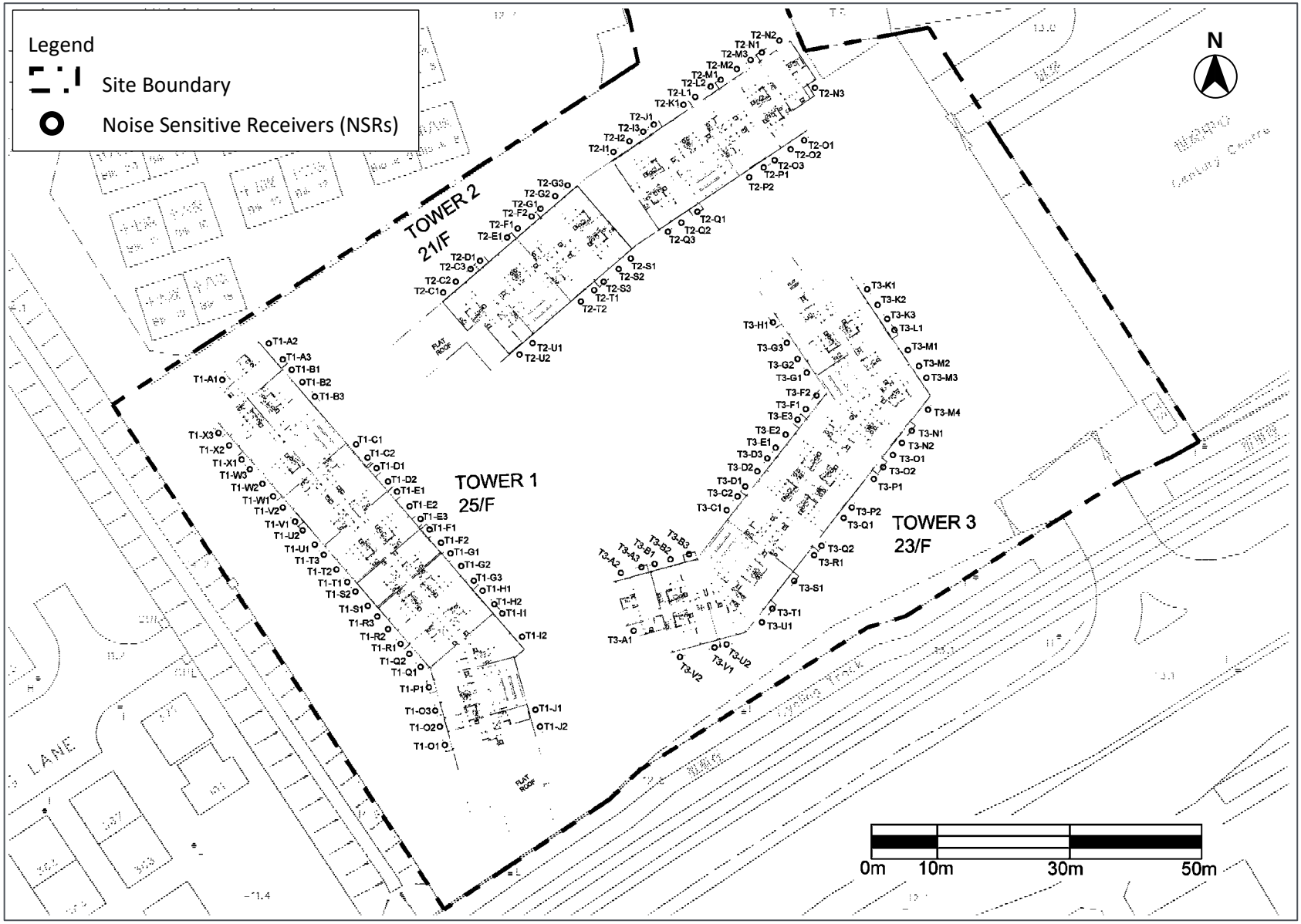


Figure 3-8 Location of Assessment Points for Noise Sensitive Receivers on Typical Floor D

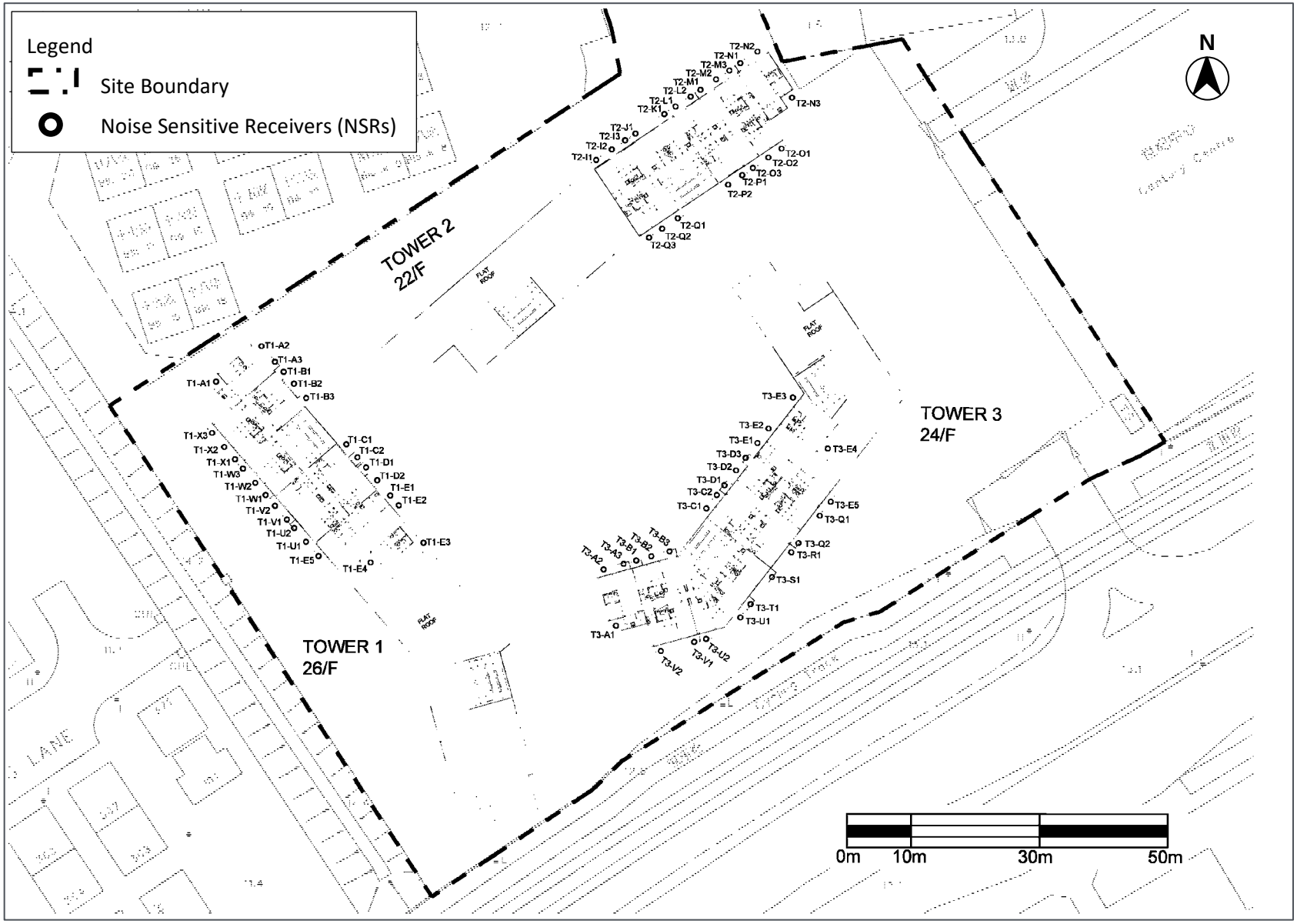


Figure 3-9 Location of Assessment Points for Noise Sensitive Receivers at RCHE

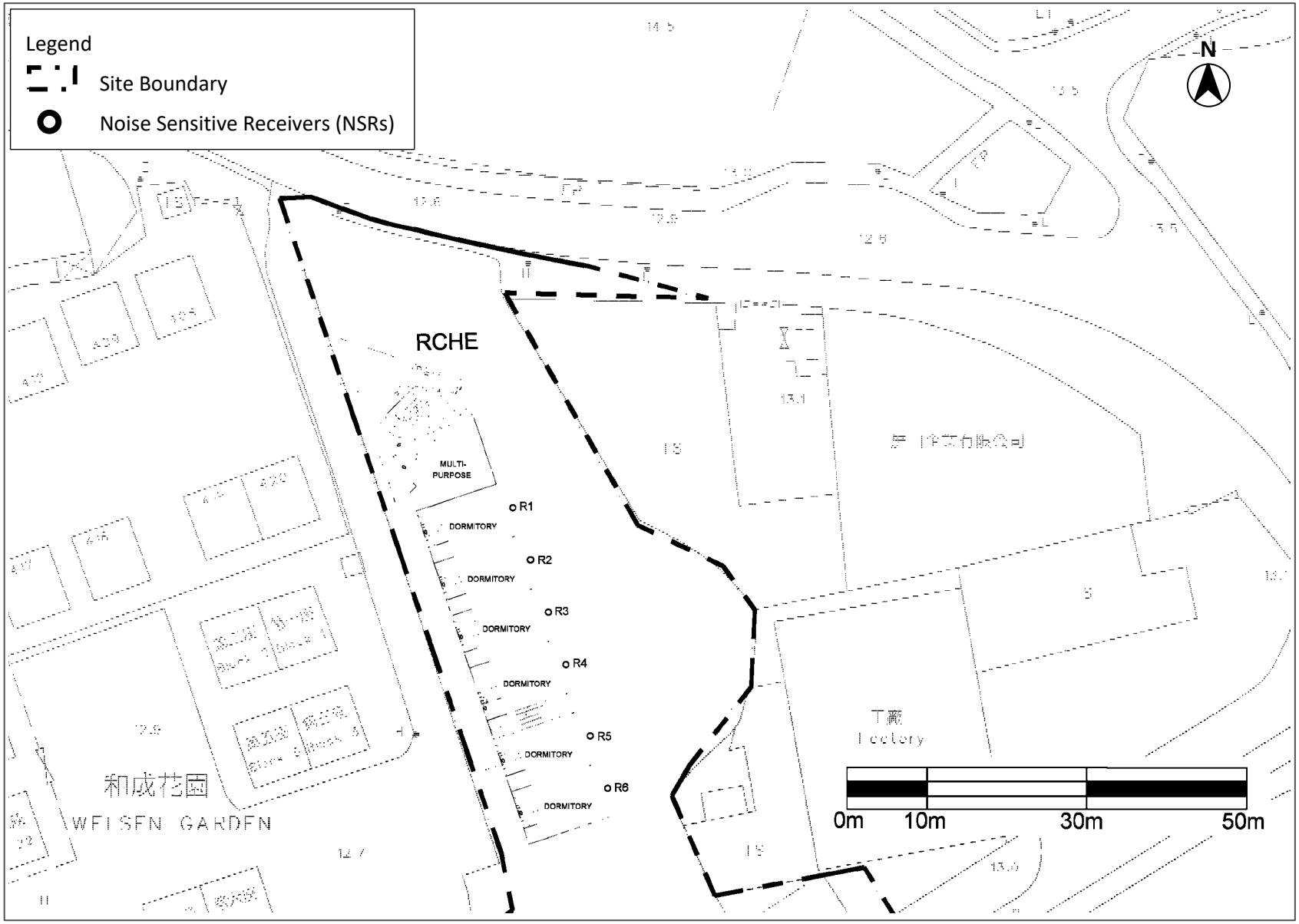


Figure 3-10 Proposed Noise Mitigation Measure

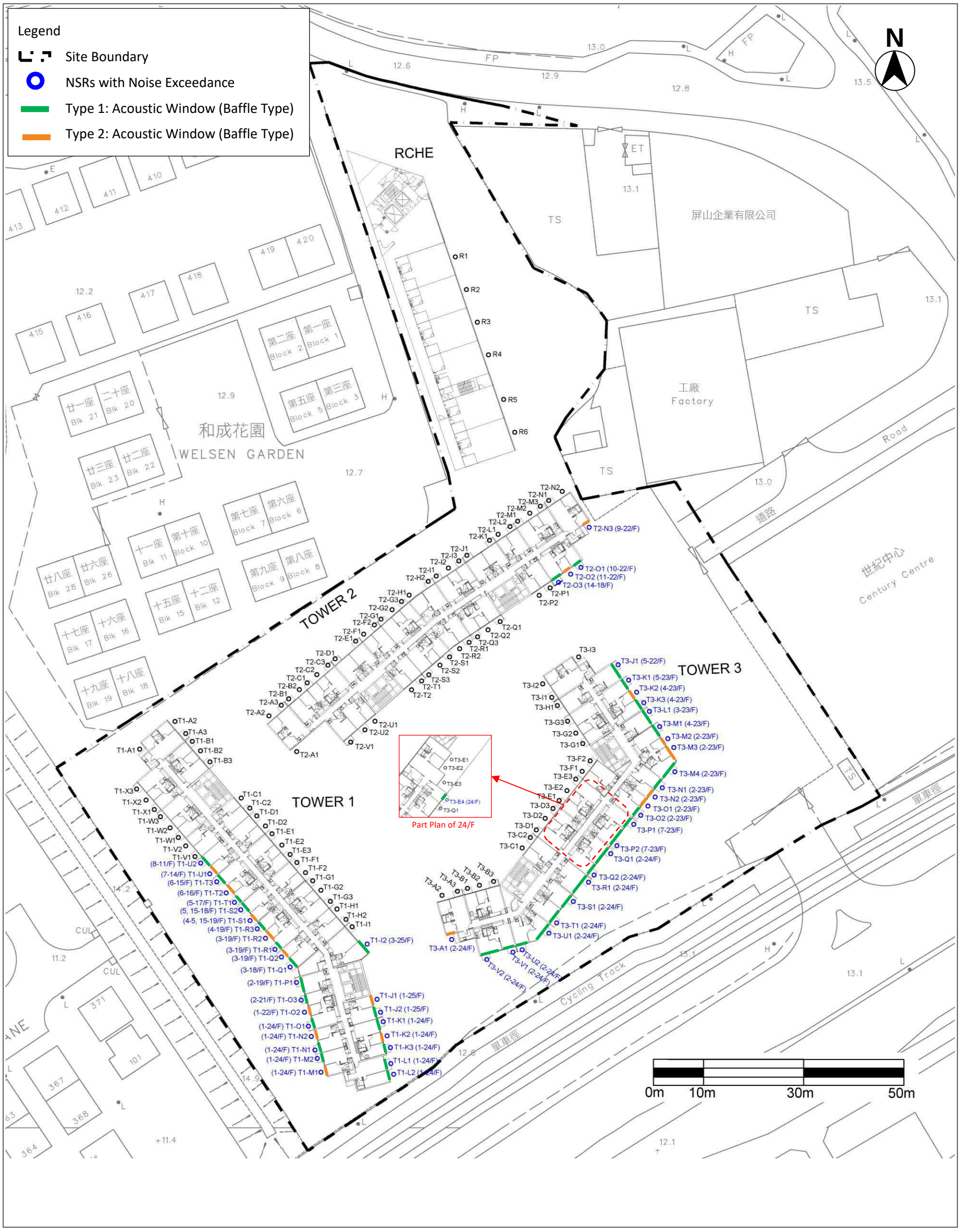
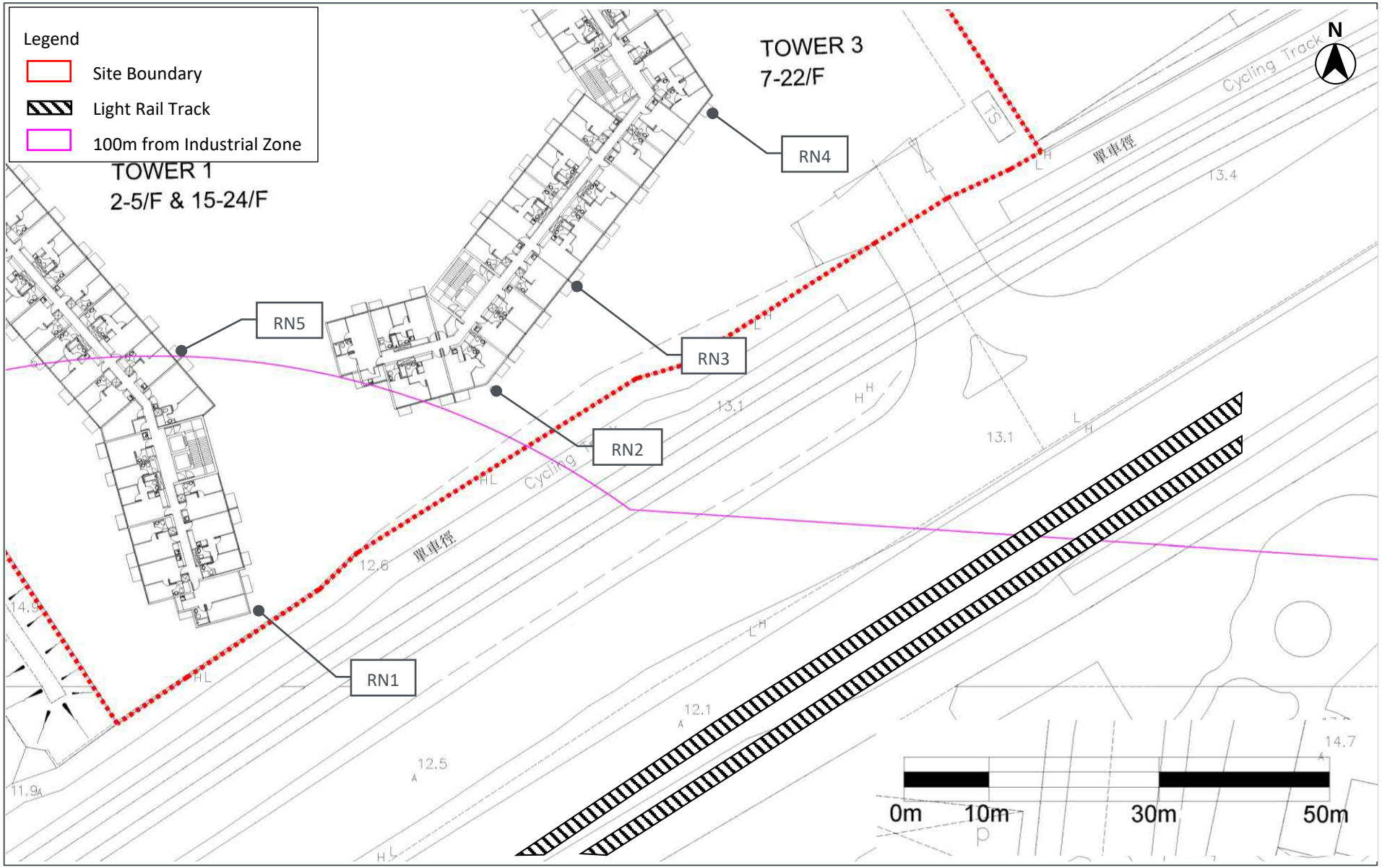


Figure 3-11 Locations of Noise Sensitive Receivers for Rail Noise Assessment



4 WATER QUALITY

4.1 Introduction

4.1.1 This section assesses the potential water quality impact arising from the Proposed Development during construction and operation phases. Mitigation measures are recommended, where necessary, as part of the assessment.

4.2 Environmental Legislation and Standards

Water Pollution Control Ordinance (Cap. 358)

4.2.1 An amendment to the *Water Pollution Control Ordinance* ("WPCO") was enacted in 1990 and provides a mechanism for setting effluent standards. These are included in the *Technical Memorandum Standards for Effluents Discharged in to Drainage and Sewerage Systems, Inland and Coastal Waters* (WPCO Cap 358, S.21). All discharges into government sewerage systems, marine and inland waters are required to comply with the standards stipulated in the Technical Memorandum.

Construction Site Drainage, ProPECC PN1/94

4.2.2 Under ProPECC Practice Note PN1/94 Construction Site Drainage (ProPECC PN1/94), various guidelines for the handling and disposal of construction site discharges are included. The guidelines include the use of sediment traps, wheel washing facilities for vehicles leaving the Site, adequate maintenance of drainage systems to prevent flooding and overflow, sewage collection and treatment, and comprehensive waste management (collection, handling, transportation, and disposal) procedures.

Drainage Plans subject to Comment by the Environmental Protection Department, ProPECC PN5/93

4.2.3 Under ProPECC Practice Note PN5/93, drainage plans submitted to the Building Authority are referred to the Environmental Protection Department ("EPD") for comment whenever there is a concern for pollution control. The EPD has, based on the experience of the common problems found in the drainage submissions, prepared this practice note for reference by Authorised Persons ("APs") in preparing drainage plans. Although the guidelines contained in this practice note are not meant to be exhaustive, it is hoped that they will help secure early approval of drainage plans.

4.3 Potential Water Quality Impacts

Water Sensitive Receiver ("WSR")

4.3.1 In accordance with the *Technical Memorandum on Environmental Impact Assessment Ordinance* ("EIAO-TM"), WSR is defined as existing or potential beneficial uses that are sensitive to water pollution, which include, but are not limited to, the following:

- Areas of ecological or conservation values including marine conservation areas, existing or gazetted proposed marine parks and marine reserves, Sites of Special Scientific Interest ("SSSI"), existing or gazetted proposed country parks and special areas, wetlands, mangroves and important freshwater habitats.
- Area for abstraction of water for potable water supply.
- Water abstraction for irrigation and aquaculture;

- Fish spawning grounds, fish culture zones, shellfish harvesting/culture site and brackish/freshwater fish ponds;
- Beaches or other recreational areas.
- Water abstraction for cooling, flushing and other industrial purposes.
- Areas for navigation/shipping including typhoon shelters, marinas and boat parks

4.3.2 Desktop study on the OZP, topographic map and site visit were conducted, one water sensitive receiver is identified within 500m from the Site boundary, which is listed as follows:

- WSR1 River along Hung Kiu Road

4.3.3 The location of WSR1 is shown in Figure 4-1.

Construction Phase

4.3.4 Muddy runoff from the Site may be generated during the construction phase, especially during the rainy season.

4.3.5 Wash water from vehicles and equipment; silt from any on-site stockpiles of soil, cement and grouting materials; and spillage of fuels, oil and lubricants from construction vehicles and plant may generate water quality impacts. If these pollution sources are not properly controlled, it would lead to increased amounts of suspended solids, grease and oil, pH, Biochemical Oxygen Demand ("BOD"), etc. in the drainage system.

4.3.6 There is also the issue of sewage generated by construction workers on-site.

Operation Phase

4.3.7 Wastewater arising from the Proposed Development will be discharged into the municipal sewerage system. Therefore, no adverse water quality impact will be arising from the operation phase of the Proposed Development.

4.4 Mitigation Measures

Construction Phase

4.4.1 During the Site visits on 24 March and 13 April 2021, no watercourse was observed within the Site boundary. In order to avoid muddy surface runoff from entering the existing watercourse/storm water drainage system outside the Site, channels along the site boundary shall be provided to collect and direct the muddy runoff to the wastewater treatment facilities for treatment prior to being discharged. The design of the construction site drainage system shall be independent from the existing watercourse. The details of wastewater treatment arrangement shall be submitted to EPD for review during the application of the wastewater discharge licence before commencement of the construction activities.

4.4.2 The construction contractor shall also follow good site practice and be responsible for the design construction, operation and maintenance of all the mitigation measures a specified in ProPECC PN 1/94 for construction site drainage:

- Surface run-off from construction sites shall be discharged into storm drains via adequately designed sand/silt removal facilities such as sand traps, silt traps and sediment basins. Channels or earth bunds or sand bag barriers shall be provided on site to properly direct storm water to such silt removal facilities. Perimeter channels at site boundaries shall be provided where necessary to intercept storm run-off from outside the Site so that it will not

wash across the Site. Catchpits and perimeter channels should be constructed in advance of site formation works and earthworks.

- Silt removal facilities, channels and manholes shall be maintained and the deposited silt and grit should be removed regularly, at the onset of and after each rainstorm to ensure that these facilities are functioning properly at all times.
- Construction works should be programmed to minimize soil excavation works in rainy seasons (April to September). If excavation in soil could not be avoided in these months or at any time of year when rainstorms are likely, for the purpose of preventing soil erosion, temporarily exposed slope surfaces should be covered e.g. by tarpaulin, and temporary access roads should be protected by crushed stone or gravel, as excavation proceeds. Intercepting channels should be provided (e.g. along the crest/edge of excavation) to prevent storm runoff from washing across exposed soil surfaces. Arrangements should always be in place to ensure that adequate surface protection measures can be safely carried out well before the arrival of a rainstorm.
- Earthworks final surfaces shall be well compacted and the subsequent permanent work or surface protection shall be carried out immediately after the final surfaces are formed to prevent erosion caused by rainstorms. Appropriate drainage like intercepting channels shall be provided where necessary.
- Measures shall be taken to minimise the ingress of rainwater into trenches. If excavation of trenches in wet seasons is necessary, they shall be dug and backfilled in short sections. Rainwater pumped out from trenches or foundation excavations shall be discharged into storm drains via silt removal facilities.
- Open stockpiles of construction materials (e.g. aggregates, sand and fill material) on sites shall be covered with tarpaulin or similar fabric during rainstorms. Measures shall be taken to prevent the washing away of construction materials, soil, silt or debris into any drainage system.
- Manholes shall always be adequately covered and temporarily sealed so as to prevent silt, construction materials or debris from getting into the drainage system, and to prevent storm run-off from getting into foul sewers. Discharge of surface run-off into foul sewers must always be prevented in order not to unduly overload the foul sewerage system.
- Wash water from vehicles shall be reused on site. The wastewater generated from potential pollution sources as stated in paragraph 4.3.5 shall be maintained as limited as possible, and shall be properly treated to fulfil the valid Water Discharge Licence before discharge.
- Vehicle and plant servicing areas, vehicle wash bays and lubrication bays should as far as possible be located within roofed areas. The drainage in these covered areas should be connected to foul sewers via a petrol interceptor. Oil leakage or spillage should be contained and cleaned up immediately. Waste oil should be collected and stored for recycling or disposal in accordance with the Waste Disposal Ordinance.
- Wastewater generated from building construction activities including concreting, plastering, internal decoration, cleaning of works and similar activities should not be discharged into the stormwater drainage system. If the wastewater is to be discharged into foul sewers, it should undergo the removal of settleable solids in a silt removal facility, and pH adjustment as necessary.

4.4.3 During construction, it is recommended that portable toilets should be provided for construction workers. These will be supplied, maintained and emptied (at a sewage treatment facility) by a special contractor.

Operation Phase

4.4.4 During operation, the best practice regarding the handling of main drain from swimming pool should be followed in accordance with ProPEC PN 5/93. Swimming pool main drain, footpath main drain and swimming pool make-up tank drain should be connected to stormwater drains (except in water gathering grounds where APs are advised to consult Water Supplies Department) while the filtration plant backwash should be discharged into foul sewers. Swimming pool drainage layout, filtration plant room drainage layout and filtration plant schematic line diagrams are required to be included in drainage plans.

4.4.5 Based on the preliminary design layout, there will have some landscape area with greening within the Proposed Development. To avoid any potential non-point source pollutions arising from application of agrochemicals, environmentally friendly fertilisers and pesticides will be adopted for these plantings to avoid contamination of the water ponds or other water resources and minimise any potential water quality impact generated. The types of fertilisers and pesticides to be used will make reference to the guidelines published by the Agriculture, Fisheries and Conservation Department ("AFCD") including "Good Agricultural Practices – General Guidelines: Production of Local Vegetables" and "Good Agricultural Practices for Crop Production: Farm Operation – Use of Fertilizers".

4.4.6 With the implementation of the good practice and control measures, no adverse water quality impact is anticipated from the Proposed Development since all the wastewater / sewage will discharged to municipal sewage systems.

4.5 Conclusion

4.5.1 During construction, water quality impacts can be properly controlled with the implementation of good site practice, as stated in ***paragraph 4.4.2***. Portable toilets will be provided for constructions workers on-site. Provided these measures are implemented, it is unlikely that any adverse water quality impacts from the Site will be generated during the construction phase.

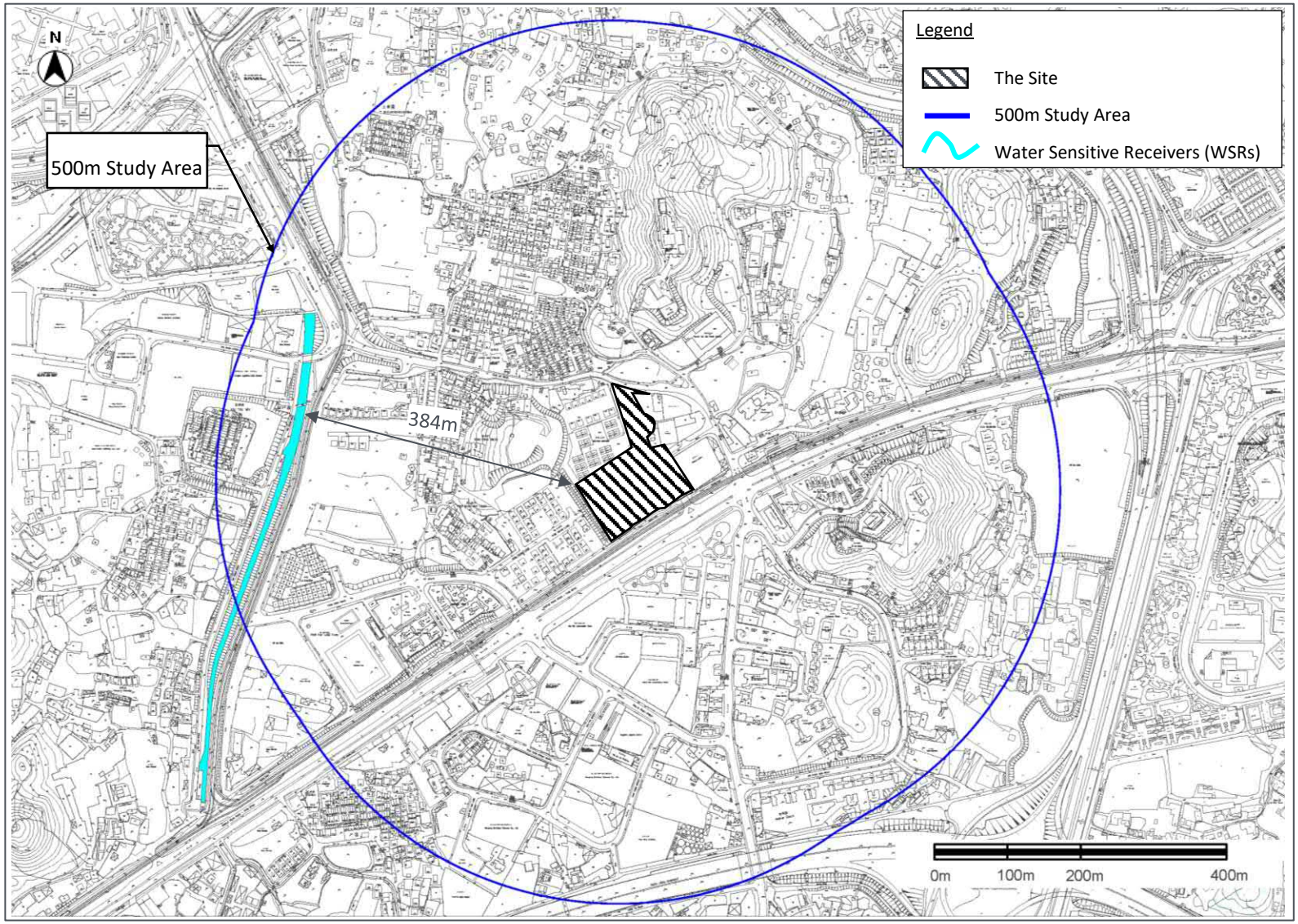
4.5.2 The contractor shall apply for a Discharge Licence from EPD under the WPCO. All site discharges shall be treated in accordance with the terms and conditions of the Discharge Licence.

4.5.3 The wastewater generated from the Proposed Development will be discharged into the municipal sewerage system and a separate SIA result indicated that the capacity of the existing sewerage system is sufficient for conveying the sewage generated from the Site to the downstream areas. During operation, no adverse water quality impact is anticipated arising from the wastewater / sewage generated by the residents and employees of the Site.

4.5.4 Moreover, there will be no adverse water quality impact due to runoff with the provision and implementation of the recommended mitigation measures for non-point sources as mentioned in ***Section 4.4***.

4.5.5 Overall, therefore, no adverse water quality impacts are anticipated during the construction or operational phases of the Proposed Development.

Figure 4-1 Location of Identified Water Sensitive Receiver (WSR)



5 WASTE MANAGEMENT

5.1 Environmental Legislation and Standards

5.1.1 In carrying out the assessment, references have been made to the following relevant legislation, documents and guidelines that are applicable to waste management and disposal in Hong Kong:

- The *Waste Disposal Ordinance* (Cap. 354) ("WDO") setting out requirements for storage, handling and transportation of all types of wastes, and subsidiary legislation such as the *Waste Disposal (Charges for Disposal of Construction Waste) Regulation* and the *Waste Disposal (Chemical Waste) (General) Regulation*.
- Waste Disposal (Chemical Waste) (General) Regulation (Cap. 354C).
- Waste Disposal (Charges for Disposal of Chemical Waste) Regulation (Cap. 354J).
- Waste Disposal (Charges for Disposal of Construction Waste) Regulation (Cap. 354N).
- Land (Miscellaneous Provisions) Ordinance (Cap. 28).
- Public Health and Municipal Services Ordinance (Cap.132BK) – Public Cleansing and Prevention of Nuisances Regulation
- Environmental, Transport and Works Bureau (ETWB) Technical Circular (Works) No. 19/2005, Environmental Management on Construction Sites.
- Environmental, Transport and Works Bureau (ETWB) Technical Circular (Works) No. 22/2003A, Additional Measures to improve Site Cleanliness and Control Mosquito Breeding on Construction Sites.
- Development Bureau ("DevB") Technical Circular (Works) No. 6/2010, Trip Ticket System for Disposal of Construction & Demolition Materials.
- Civil Engineering and Development Department ("CEDD") Technical Circulars (CEDD TC No. 03/2015), Management of Construction and Demolition Materials.
- Building Department Practice Note for Authorised Persons, Registered Structural Engineers and Registered Geotechnical Engineers – Construction and Demolition Waste ("ADV-19").
- Building Department Practice Note for Authorised Persons, Registered Structural Engineers and Registered Geotechnical Engineers Waste Minimisation – Provision of Fitments and Fittings in New Buildings ("APP-114").
- Building Department Practice Note for Registered Contractors ("PNRC 17"), Control of Environmental Nuisance from Construction Sites.
- CEDD Project Administration Handbook for Civil Engineering Works ("PAH").
- EPD Code of Practice on the Packaging, Labelling and Storage of Chemical Wastes.
- EPD Recommended Pollution Control Clauses ("RPCC") for Construction Contracts in COP.
- EPD Guidance Note for Contamination Land Assessment and Remediation.
- EPD Practice Guide for Investigation and Remediation of Contaminated Land.
- Guidance Manual for Use of Risk-Based Remediation Goals for Contaminated Land Management.

5.2 Potential Waste Management Impacts

Construction Phase

5.2.1 The key potential waste sources during the construction phase are:

- Inert Construction and Demolition ("C&D") materials (e.g. waste concrete, surplus soil, waste asphalt, etc.).
- Non-inert C&D Waste (e.g. wood and plastics).
- Chemical wastes (e.g. waste battery and waste lubricating oil from vehicles / plant maintenance)
- General refuse, i.e. Municipal Solid Waste (MSW), generated by site workers.

5.2.2 On-site waste management should be implemented to sort and separate inert and non-inert wastes prior to disposal. Inert C&D wastes should be re-used on-site as far as practicable. The remaining inert C&D wastes should be sent to public fill reception facilities, Fill Bank at Tuen Mun Area 38 and/or Fill Bank at Tseung Kwan O Area 137. Non-inert C&D wastes are materials that can decompose, and on-site sorting should be carried out for non-inert C&D wastes generated from the construction works. All non-inert wastes should be recycled as far as possible and landfill disposal should be adopted as the last resort. The nearest disposal facility to the Site is the West New Territories Landfill (WENT) Landfill.

5.2.3 Chemical wastes such as spent lubricants may be generated in small quantity. If any chemical wastes will be generated during the construction phase, the relevant contractors shall be registered as chemical waste producers with EPD. A licensed collector shall be employed to handle and dispose of the chemical wastes, if any. In addition, any chemical waste generated should be handled in accordance with EPD's Code of Practice on the Packaging, Labelling and Storage Chemical Waste.

5.2.4 For general refuse, provisions of recycle bins for different types of recyclable waste should be provided together with a general refuse bin to separate from C&D materials. Arrangements should be made with the recycling companies to collect the recycle waste. The remaining general refuse generated by site workers after sorting and recycling will be collected and stored in enclosed bin, and disposed of at the nearest Tai Kiu Refuse Collection Point regularly along with the existing Municipal Solid Waste ("MSW") generated from the Site so as to avoid creating odour impact or pest and vermin problem within the Site, and will finally be disposed of at WENT Landfill.

5.2.5 Common Good Site practices are recommended as follows:

- The construction contractor should adopt good housekeeping practices, such as waste segregation prior to disposal. Besides the provision of stockpiling and segregation areas within the site, effective collection of site wastes would be required to prevent waste materials being blown around by wind, flushed or leached into nearby waters, or creating odour impact or pest and vermin problems. Waste storage areas should be well maintained and cleaned regularly.
- General refuse, or MSW, should be stored in enclosed bins or compaction units. A waste collector will be used by the contractors to remove MSW from the Site. Preferably an enclosed and covered area should be provided to reduce the occurrence of windblown materials.

5.2.6 With the implementation of above measures, no unacceptable waste management impact during the construction phase is anticipated.

Operation Phase

5.2.7 During the operation phase, the major type of waste generated will be MSW generated from the residents of the Site, RCHE, and the staff of the Proposed Development. The general refuse generated will be stored in enclosed bins. The refuse bins will be collected and disposed of regularly by a licensed waste collector, and also disposed of at an appropriate waste disposal facility. Different types of waste will be considered to be reused or recycled by the operator of the project as far as practicable before they are disposed.

5.2.8 With the implementation of recommended MSW handling practices, no adverse waste management impact is anticipated.

5.3 Land Contamination

5.3.1 Site appraisal was conducted in order to identify any potential contamination sources generated by the past and present land-use activities within the Site and the associated causes for land contamination.

Historical Use of the Site

5.3.2 Aerial photographic records obtained from the Survey and Mapping Office ("SMO") of Lands Department between 1963 and 2020 were reviewed. These photographic records revealed that the Site was a vacant land on or before 1963. From 1967, the aerials indicated that the Site started to have a few temporary building structures were located to the southern part of the Site, while the norther part of the Site were mainly vegetation. More building structures were identified at the southern part of the Site since 1985, the same conditions last from 1985 to 1995. In 1995, the vegetation in the northern part of the Site was partly removed and this part seemed to be paved after 1995 and up to 2002. In 2003, some existing building structures were demolished and the Site was transformed to the same building structure of logistic plant and last the same condition up to present, and its norther part became vegetated again. In 2020, the northern part of the Site became an open carpark.

5.3.3 The Site has been in operation as a logistic plant for more than 18 years since from around 2003 with reference to the review of past aerial photos extracted from the Lands Department as shown in ***Figure 5-1*** to ***Figure 5-10.*** There was no other development on the site before the commencement operation and no existing contamination was present prior to the use as proposed development. The historical land uses of the Site as reviewed from the aerial photographic records is summarised in ***Table 5-1***.

Table 5-1 Historical Land Uses of the Site based on the Aerial Photographical Records

Photo Date	Land Use
Before 1963	Vacant land
1967	A few building structures were identified to the southern part of the Site, while the northern part of the Site was mainly vegetation. It started its operation as a Plant with storage of animal feeds.
1985	More building structures were found
1985 – mid 1990s	Building structures identified in 1985 and the condition remain unchanged until around mid 1990s. It was still operated as a Plant with storage of animal feeds up to about mid 1990s.
mid 1990s – 2002	From mid 1990s to 2002, the vegetation in the northern part of the Site was partly removed. This northern part was paved after 1995 and up to 2002. The operation of the Plant with storage of animal feeds ended in 2002.

Photo Date	Land Use
2003	A few existing building structures in the southern part of the Site were demolished. The structures of the warehouses within the Site is the existing logistic plant, which started its operation from 2003.
2003 – Present	Until 2003, the Site was transformed to the same building structure of logistic plant and remains the same condition up to present, and its norther part became vegetated again. In 2020, the northern part of the Site became an open carpark.

Site Walkover

5.3.4 A site walk was carried out on 13 April 2021. The Site is currently entirely paved with concrete and it is an existing logistic plant that is solely adopted as a storage of general goods. No Dangerous Good ("DG"), chemical or oil was observed to be stored in the plant. No stains were observed and there was no sign of vegetation stress, which can be indicative of contaminated soils. In addition, no equipment and vehicles repairing activities were observed onsite, and no underground fuel storage tank was found during the site walk. In addition, no leakage of chemical was observed. Therefore, no land contamination impact is anticipated owing to the existing use as a logistic plant. Site walkover photographs showing the current condition of the Site are shown on ***Figure 5-11*** for reference.

Dangerous Goods & Incident Records

5.3.5 Enquiries regarding the past records of registered Chemical Waste Producers or accident spillage/leakage of dangerous or chemical, as well as current/past licences for storage of Dangerous Good (DG), registration of DG licence, fire incidents, spillage/leakage of DG were made to the Environmental Protection Department ("EPD") and Fire Services Department ("FSD"), respectively. With reference to replies from both EPD and FSD (***Appendix F*** refers), it is confirmed that there is no accident spillage / leakage of dangerous or chemical, no current/past licences for storage of DG, no registration of DC licence, no fire incidents, and no records of spillage/leakage of DG from relevant authorities were found at the existing Site. Review of chemical waste producer records was made in EPD's office, no chemical waste producer record was registered within the existing Site.

5.4 Conclusion

5.4.1 With the implementation of good site practices recommended therein, the waste generation during construction phase can be greatly reduced. Provided that good site practices as recommended in ***paragraphs 5.2.2*** to ***5.2.5*** are followed, there should be no adverse impacts related to the management, handling and transportation of waste during the construction phase.

5.4.2 During the operation phase, the major type of waste generated will be MSW. With the implementation of recommended MSW handling practices, no adverse waste management impact is anticipated.

5.4.3 With the implementation of the recommended mitigation measures, adverse waste impacts generated during the construction and operational phases of the Proposed Development are not anticipated.

Figure 5-1 Site in 1963

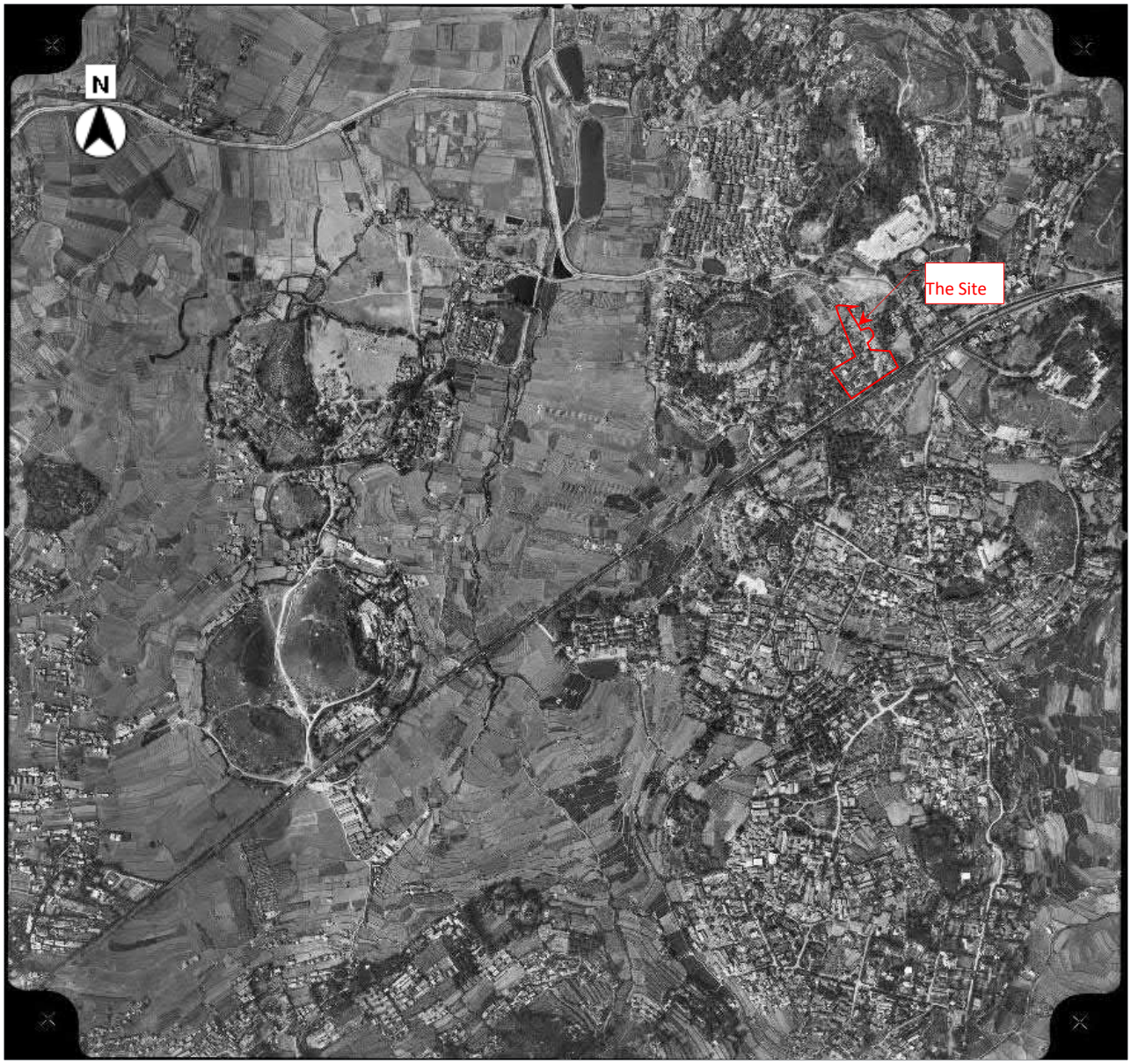


Figure 5-2 Site in 1967

Figure 5-3 Site in 1985

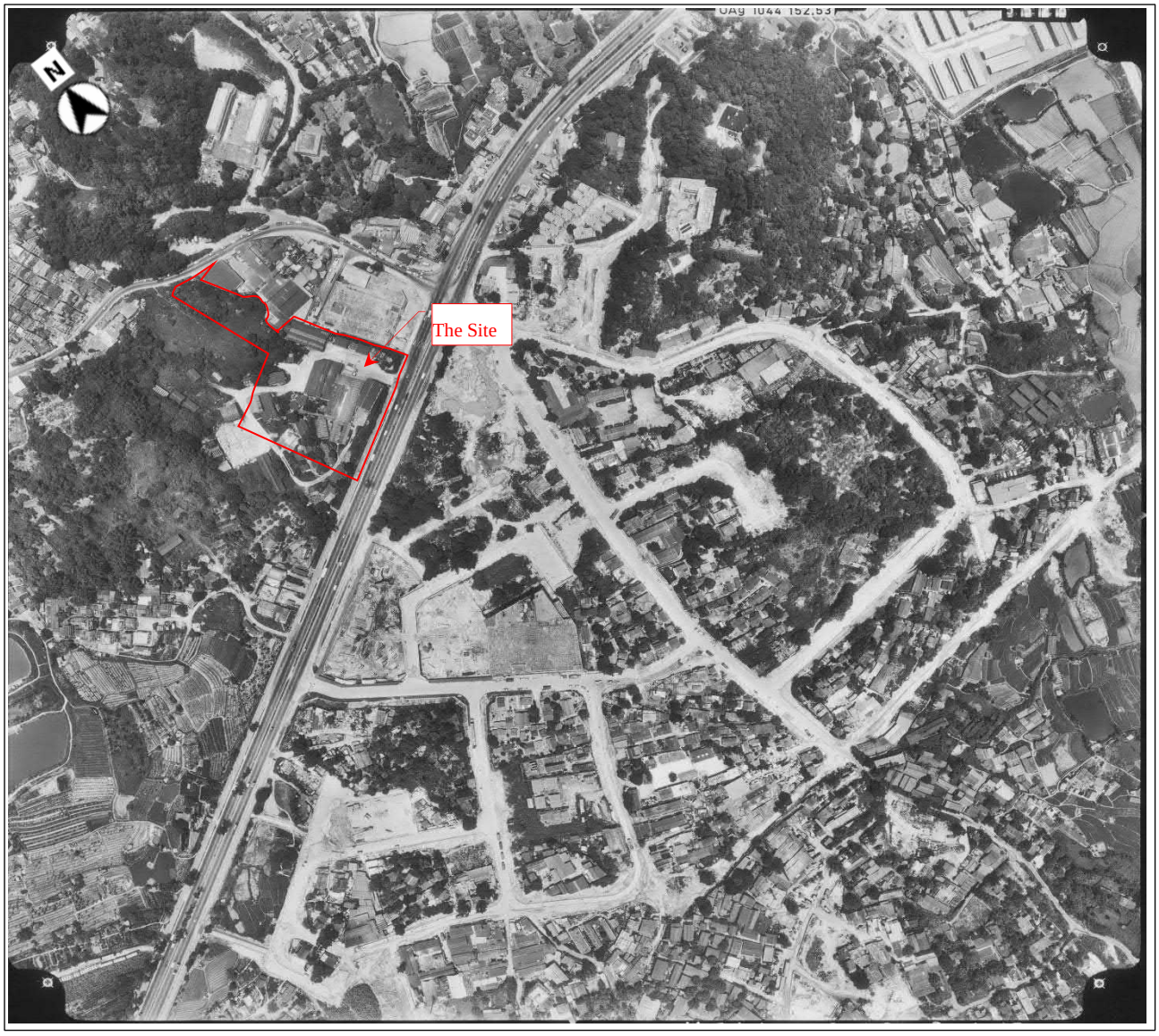


Figure 5-4 Site in 1991

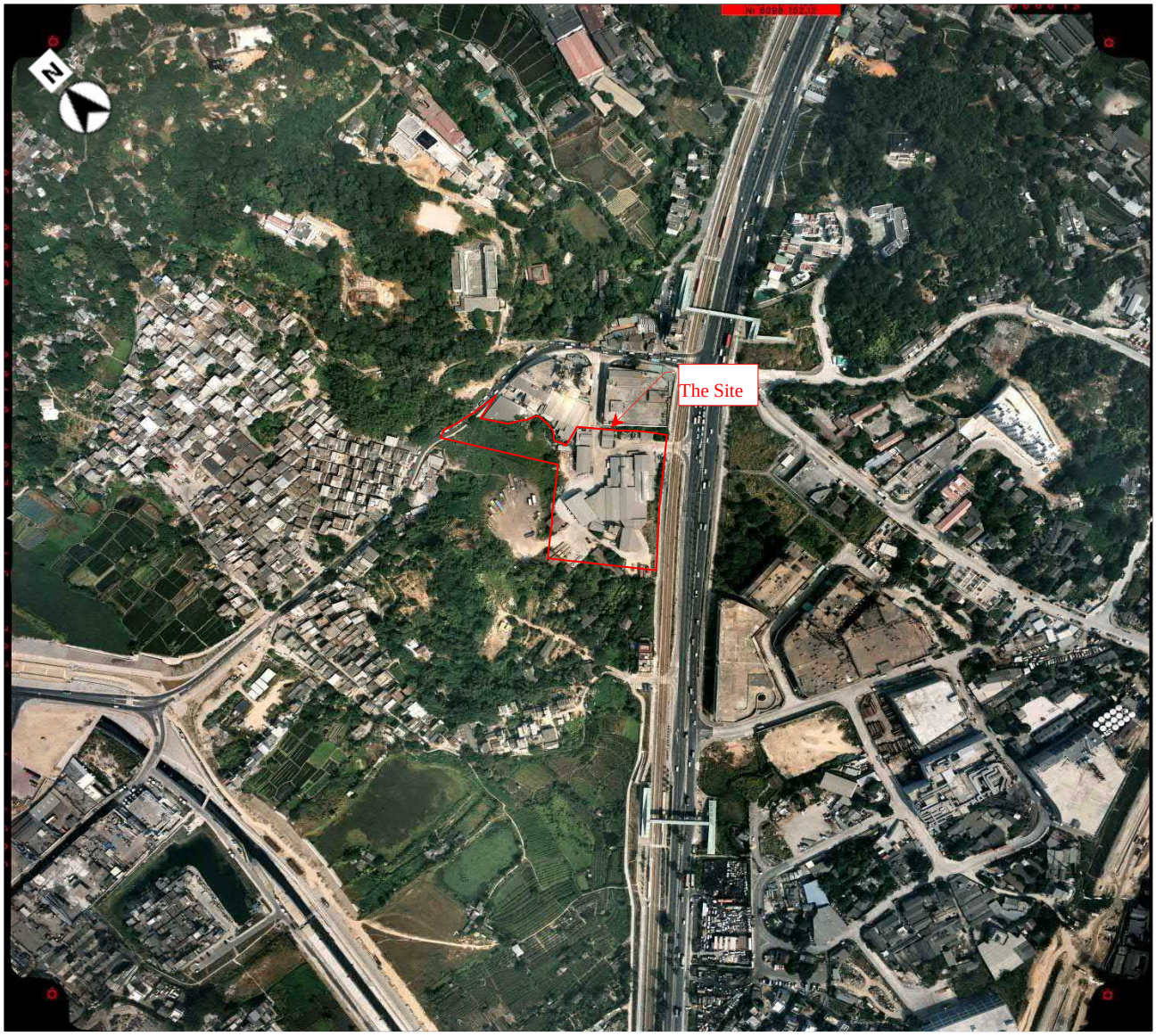


Figure 5-5 Site in 1995

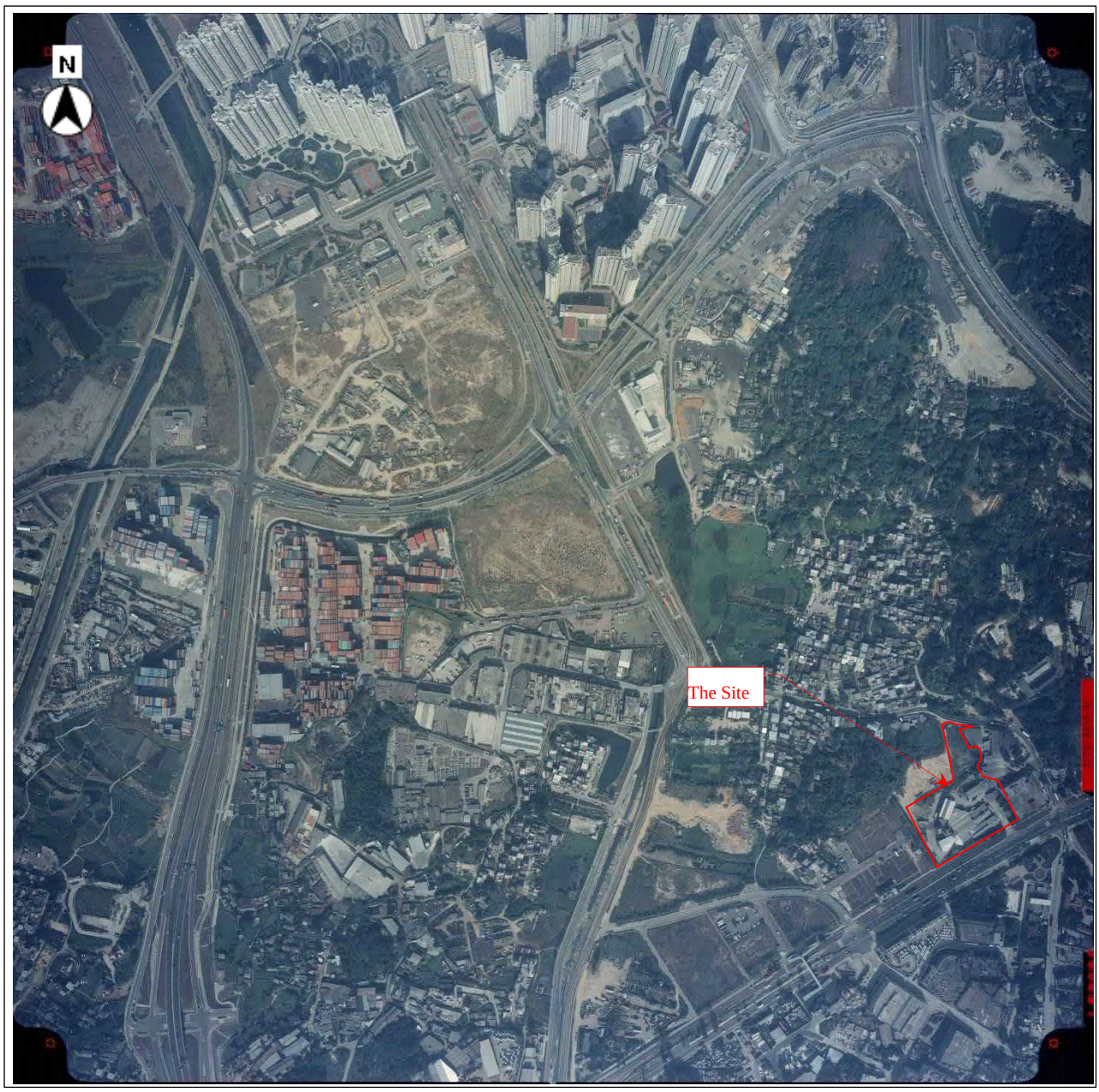


Figure 5-6 Site in 2000

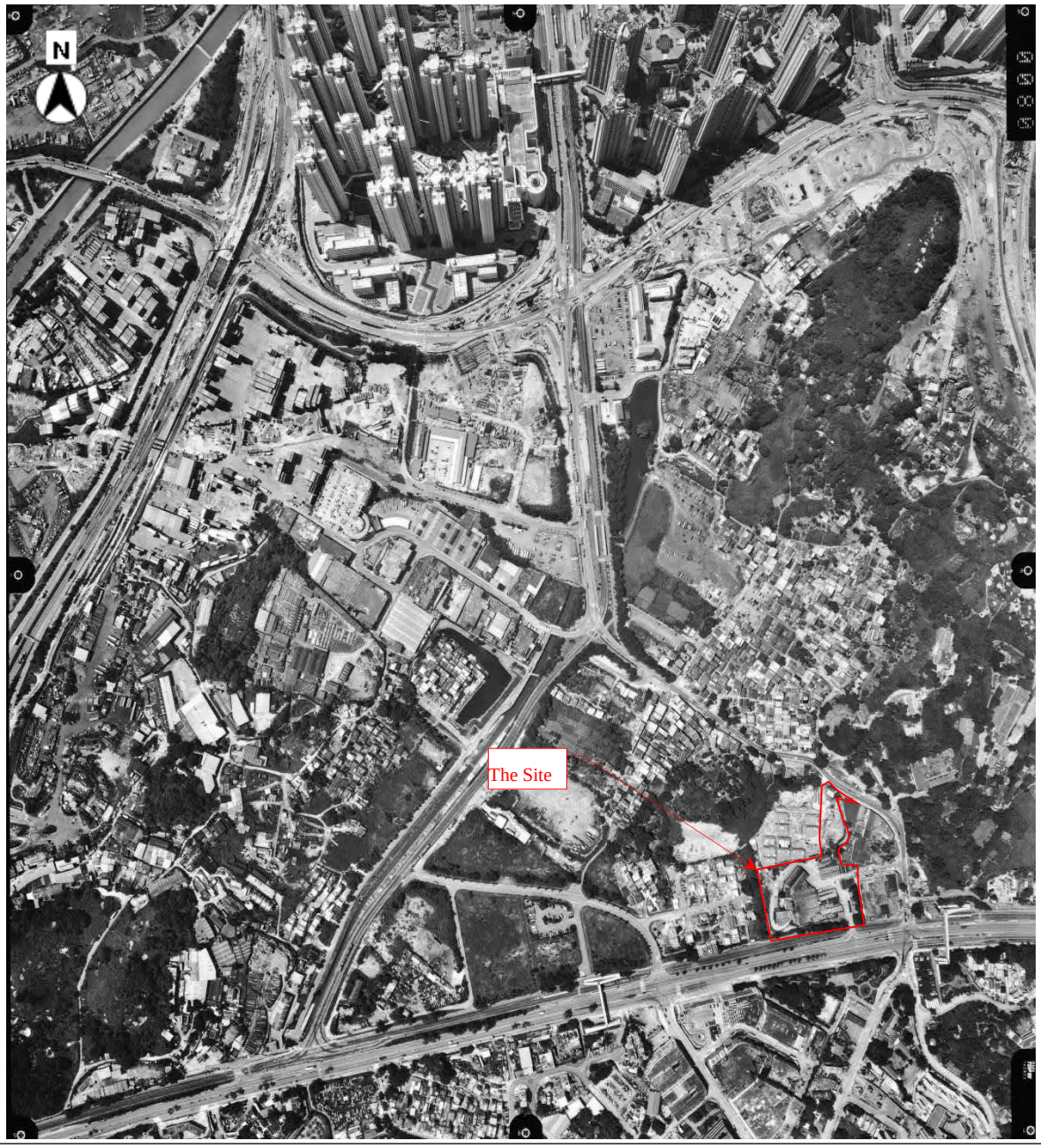


Figure 5-7 Site 2002

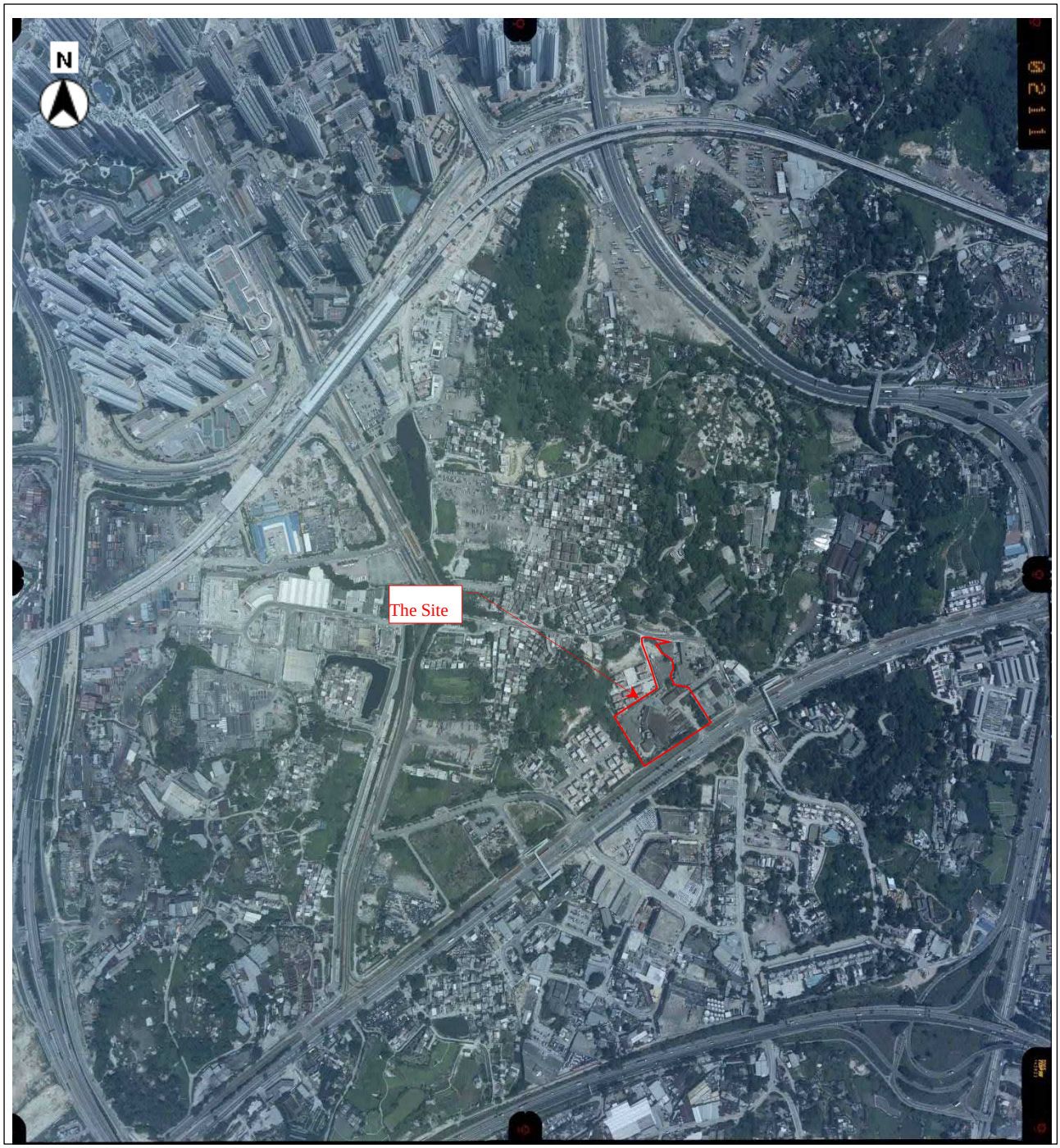


Figure 5-8 Site 2003

Figure 5-9 Site in 2004

Figure 5-10 Site in 2020

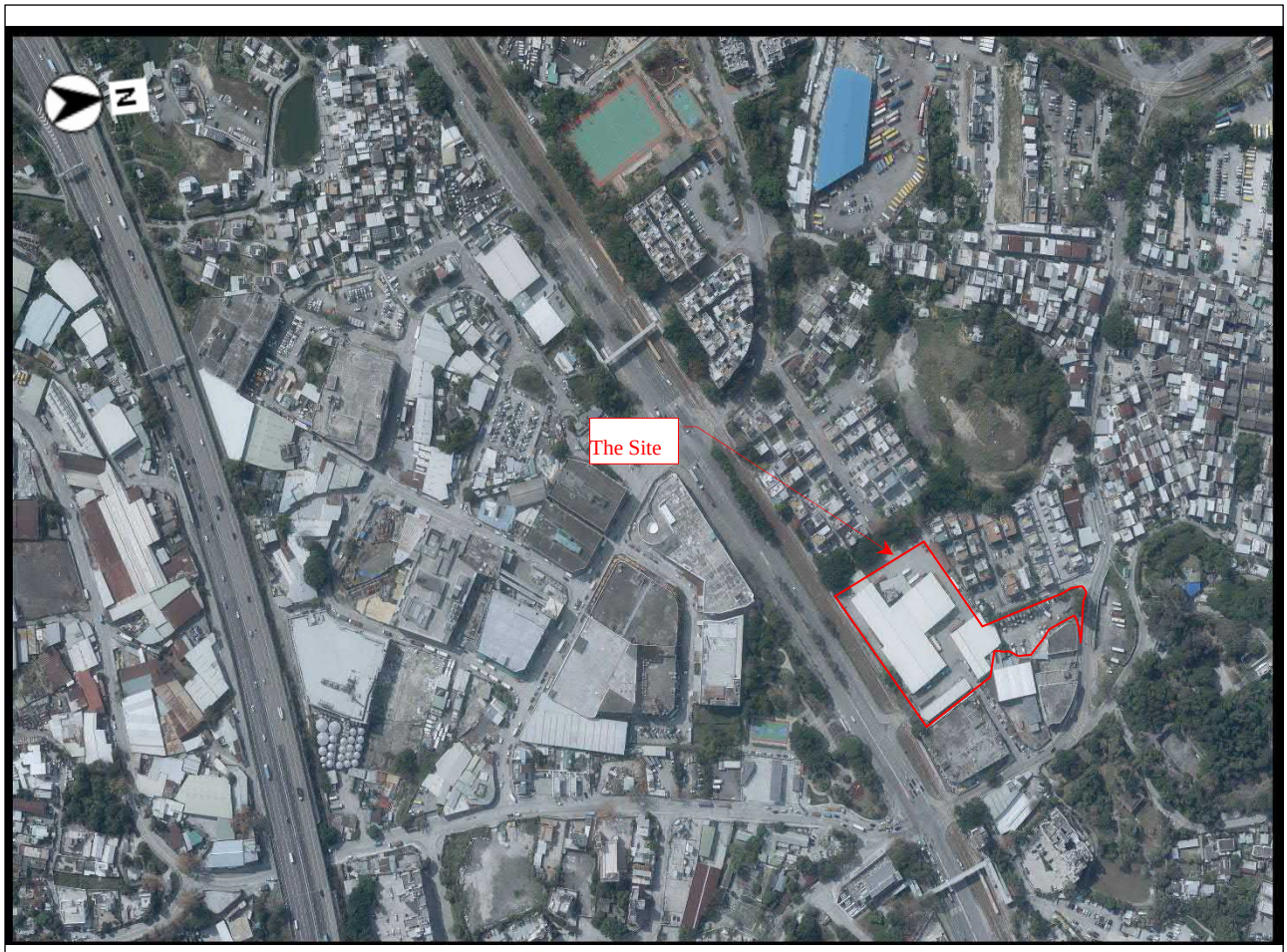
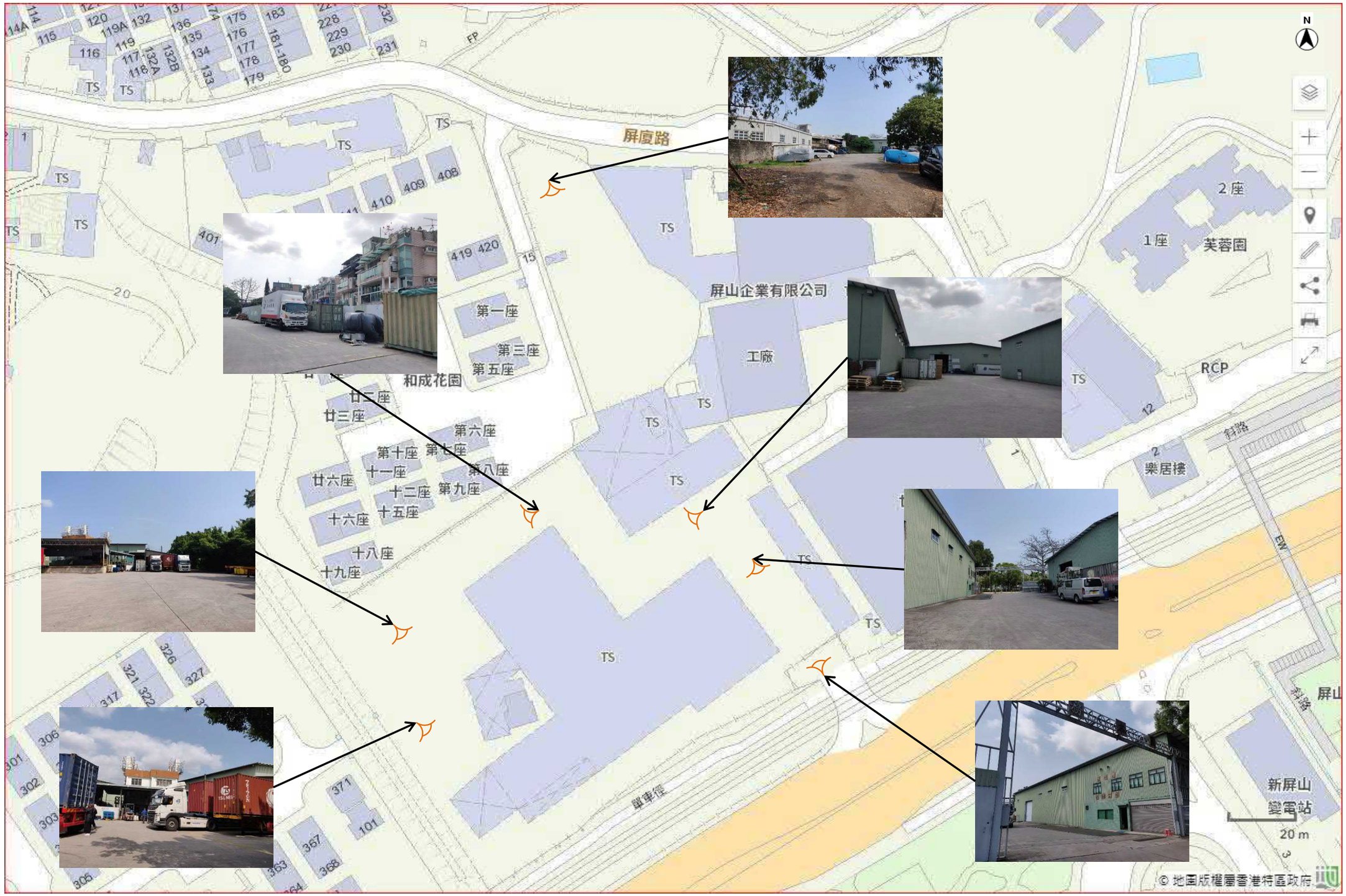


Figure 5-11 Site Walkover Photos



6 CONCLUSION

6.1.1 The potential environmental impacts arising from the Proposed Development on the nearby sensitive uses, have been assessed. Mitigation measures have been recommended, where appropriate, to alleviate any identified adverse environmental impacts during the construction and operation of the Project. This EA has indicated that the Proposed Development will not generate any unacceptable environmental impacts during construction and operation phases, provided that all the recommended mitigation measures and good site practice are strictly implemented.

6.1.2 The conclusions of the different aspects of environmental impact assessments are as follows:

Air Quality

6.1.3 With the implementation of the recommended mitigation measures and good site practice, adverse impacts during the construction phases are not anticipated.

6.1.4 No adverse air quality impact on the Proposed Development is anticipated with the implementation of the proposed mitigation measures during the operation phase.

6.1.5 Overall, therefore, no adverse air quality impact is anticipated during the construction or operation phases of the Proposed Development.

Noise

6.1.6 Adverse noise impact is not anticipated during the construction stage with the implementation of noise mitigation measures.

6.1.7 There is no direct line of sight from the Site to any existing off-site fixed noise sources within 300m of Site. Fixed plant noise impacts at the nearest on-site NSRs arising from the operation of the furniture workshop at Century Centre was estimated, the results are in compliance with the relevant noise criteria. As such, no adverse fixed source noise impact at the on-site NSRs is anticipated.

6.1.8 Most of the M&E equipment of the Proposed Development will be installed inside plant rooms. With the implementation of good practices, adverse fixed noise impact arising from the operation of the proposed development to the off-site NSRs is not anticipated.

6.1.9 For TNIA, the predicted noise impact on the proposed development shall comply with the standards as recommended in Chapter 9 Environment of the HKPSG with the implementation of mitigation measures recommended in ***paragraph 3.4.7*** in place.

6.1.10 For railway noise impacts, the predicted noise impacts from LRT to the proposed development shall comply with the requirements as listed in EIAO-TM, IND-TM and HKPSG with the implementation of mitigation measures at selected units of NSRs recommended in ***paragraph 3.5.6*** to ***3.5.8***.

6.1.11 Overall, therefore, there will be no adverse noise impact during the construction and operation phases of the proposed development. A NIA as mentioned in ***paragraph 3.6.6*** of this EA Report shall be conducted during the detailed design stage to ensure the proposed mitigation measures are feasible.

Water Quality

6.1.12 During construction, water quality impacts will be properly controlled with the implementation of good site practice. Portable or Container toilets, when necessary, will be provided for constructions workers on-site. Provided these measures are implemented, adverse water quality impact is not anticipated during the construction phase. The Contractor shall apply for a Discharge Licence under the WPCO and the effluent discharged from the construction site shall comply with the terms and conditions of the Discharge Licence.

6.1.13 The wastewater generated from the Proposed Development will be discharged into the municipal sewerage system and a separate SIA result indicated that the capacity of the existing sewerage system is sufficient for conveying the sewage generated from the Site to the downstream areas. During operation, no adverse water quality impact is anticipated arising from the wastewater / sewage generated by the residents and employees of the Site.

6.1.14 Overall, therefore, no adverse water quality impacts are anticipated during the construction or operational phases of the Proposed Development.

Waste Management

6.1.15 With the provision and implementation of the good site practices recommended therein, the waste generation during construction phase will be reduced. Provided that good site practices are followed, there should be no adverse impacts related to the management, handling and transportation of waste during the construction phase.

6.1.16 During operation stage, MSW generated will be stored in enclosed bins, which will be collected and disposed of regularly by a licensed waste collector and disposed of at an appropriate waste disposal facility. Different types of waste will be considered to be reused or recycled by the operator of the project as far as practicable before they are disposed.

6.1.17 No potential land contamination sources and issues were identified, further land contamination investigation is considered not necessary.

6.1.18 Therefore, no adverse waste management impacts will be arising during both the construction and operation stages with the implementations of recommended mitigation measures and control.

Overall Conclusions

6.1.19 Overall, the findings of this EA concluded that the operation of the proposed Cold Storage <u>will not</u> result in any adverse environmental impact.

Appendix A TD'S ENDORSEMENT ON THE TRAFFIC FORECAST FOR YEAR 2044 AND NO COMMENT ON ROAD TYPES

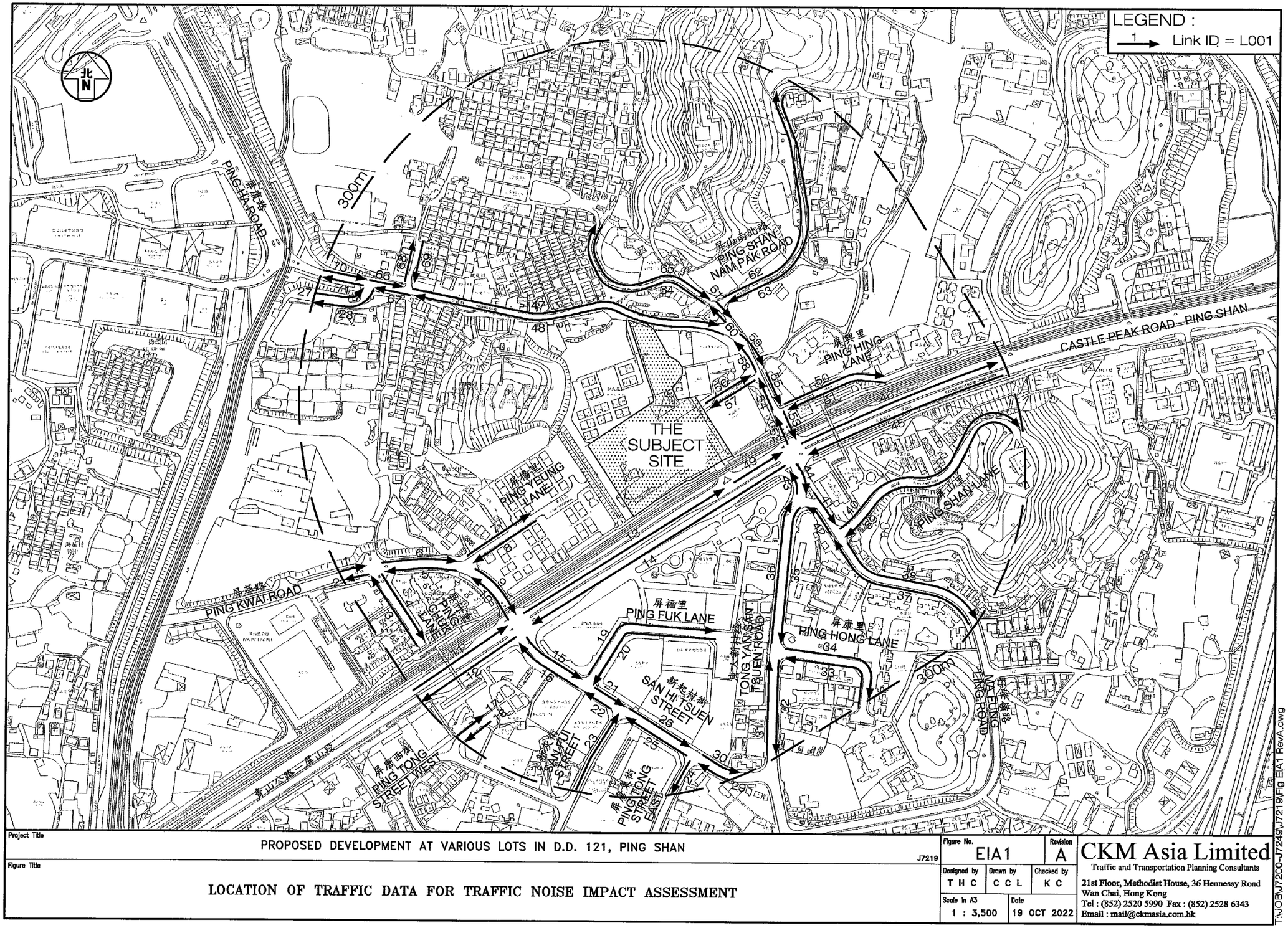
Traffic Forecast – Year 2044

Link ID	Road Section	From Road	To Road	Peak Hour Traffic Flows (veh/hr	Vehicle Composition LV	Vehicle Composition HV
L001	Ping Kw ai Road □E□□	Ping Pak Lane	Ping Chuk Lane	100	58.6□	41.4□
L002	Ping Kw ai Road □W□□	Ping Chuk Lane	Ping Pak Lane	100	53.3□	46.7□
L003	Ping Chuk Lane □N□□	Cul□de□sac	Ping Kw ai Road	50	80.0□	20.0□
L004	Ping Chuk Lane □S□□	Ping Kw ai Road	Cul□de□sac	50	64.3□	35.7□
L005	Ping Kw ai Road □W□□	Ping Yeung Lane	Ping Chuk Lane	100	54.2□	45.8□
L006	Ping Kw ai Road □E□□	Ping Chuk Lane	Ping Yeung Lane	150	61.8□	38.2□
L007	Ping Yeung Lane □E□□	Ping Kw ai Road	Cul□de□sac	50	66.7□	33.3□
L008	Ping Yeung Lane □W□□	Cul□de□sac	Ping Kw ai Road	50	71.4□	28.6□
L009	Ping Kw ai Road □S□□	Ping Yeung Lane	Castle Peak Road □Ping Shan	150	63.0□	37.0□
L010	Ping Kw ai Road □N□□	Castle Peak Road □Ping Shan	Ping Yeung Lane	150	56.8□	43.2□
L011	Castle Peak Road □Ping Shan □E□□	Hung Tin Road	Ping Kw ai Road	1,350	66.6□	33.4□
L012	Castle Peak Road □Ping Shan □W□□	Ping Kw ai Road	Hung Tin Road	1,200	66.7□	33.3□
L013	Castle Peak Road □Ping Shan □E□□	Ping Kw ai Road	Century Centre Access Road	1,400	69.2□	30.8□
L014	Castle Peak Road □Ping Shan □W□□	Ping Ha Road	Ping Kw ai Road	1,150	66.7□	33.3□
L015	San Hi Tsuen Street □S□□	Castle Peak Road □Ping Shan	Ping Fuk Lane	200	57.2□	42.8□
L016	San Hi Tsuen Street □N□□	Ping Fuk Lane	Castle Peak Road □Ping Shan	300	65.7□	34.3□
L017	Ping Tong Street West □E□□	Ping Tong Street North	Cul□de□sac	50	55.0□	45.0□
L018	Ping Tong Street West □W□□	Cul□de□sac	Ping Tong Street North	50	56.0□	44.0□
L019	Ping Fuk Lane □N□□	San Hi Tsuen Street	Cul□de□sac	50	45.5□	54.5□
L020	Ping Fuk Lane □S□□	Cul□de□sac	San Hi Tsuen Street	50	59.1□	40.9□
L021	San Hi Tsuen Street □E□□	Ping Fuk Lane	San Fui Street	200	59.1□	40.9□
L022	San Hi Tsuen Street □W□□	San Fui Street	Ping Fuk Lane	300	65.6□	34.4□
L023	San Fui Street □N□□	Ping Tong Street North	San Hi Tsuen Street	100	39.1□	60.9□
L024	Ping Tong Street East □S□□	San Hi Tsuen Street	Ping Tong Street South	150	43.8□	56.2□
L025	San Hi Tsuen Street □W□□	Ping Tong Street East	San Fui Street	200	77.4□	22.6□
L026	San Hi Tsuen Street □E□□	San Fui Street	Ping Tong Street East	200	58.5□	41.5□
L027	Unnamed Road □E□□	Cul□de□sac	Ping Ha Road	50	57.1□	42.9□
L028	Unnamed Road □W□□	Ping Ha Road	Cul□de□sac	50	78.0□	22.0□
L029	San Hi Tsuen Street □W□□	Tong Yan San Tsuen Road	Ping Tong Street East	300	67.9□	32.1□
L030	San Hi Tsuen Street □E□□	Ping Tong Street East	Tong Yan San Tsuen Road	200	62.0□	38.0□
L031	Tong Yan San Tsuen Road □N□□	San Hi Tsuen Street	Ping Hong Lane	200	55.5□	44.5□
L032	Tong Yan San Tsuen Road □S□□	Ping Hong Lane	San Hi Tsuen Street	400	65.5□	34.5□
L033	Ping Hong Lane □W□□	Cul□de□sac	Tong Yan San Tsuen Road	100	55.3□	44.7□
L034	Ping Hong Lane □E□□	Tong Yan San Tsuen Road	Cul□de□sac	50	81.0□	19.0□
L035	Tong Yan San Tsuen Road □S□□	Ma Fung Ling Road	Ping Hong Lane	400	67.9□	32.1□
L036	Tong Yan San Tsuen Road □N□□	Ping Hong Lane	Ma Fung Ling Road	250	56.5□	43.5□
L037	Ma Fung Ling Road □N□□	Ping Kin Lane	Ping Shan Lane	50	71.7□	28.3□
L038	Ma Fung Ling Road □S□□	Ping Shan Lane	Ping Kin Lane	100	70.9□	29.1□
L039	Ping Shan Lane □W□□	Cul□de□sac	Ma Fung Ling Road	50	93.8□	6.3□
L040	Ping Shan Lane □E□□	Ma Fung Ling Road	Cul□de□sac	50	88.9□	11.1□
L041	Ma Fung Ling Road □S□□	Tong Yan San Tsuen Road	Ping Shan Lane	100	71.9□	28.1□
L042	Ma Fung Ling Road □N□□	Ping Shan Lane	Tong Yan San Tsuen Road	100	78.7□	21.3□
L043	Tong Yan San Tsuen Road □N□□	Ma Fung Ling Road	Castle Peak Road □Ping Shan	300	60.2□	39.8□
L044	Tong Yan San Tsuen Road □S□□	Castle Peak Road □Ping Shan	Ma Fung Ling Road	450	68.3□	31.7□
L045	Castle Peak Road □Ping Shan □W□□	Shui Pin Wai Interchange	Ping Ha Road	1,700	66.5□	33.5□
L046	Castle Peak Road □Ping Shan □E□□	Ping Ha Road	Yung Yuen Road	1,700	66.9□	33.1□
L047	Ping Ha Road □E□□	Hang Mei Tsuen Access Road	Ping Shan Nam Pak Road	400	66.9□	33.1□
L048	Ping Ha Road □W□□	Ping Shan Nam Pak Road	Hang Mei Tsuen Access Road	400	64.8□	35.2□
L049	Castle Peak Road □Ping Shan □E□□	Century Centre Access Road	Ping Ha Road	1,400	69.0□	31.0□
L050	Ping Hing Lane □E□□	Ping Ha Road	Cul□de□sac	50	44.4□	55.6□
L051	Ping Hing Lane □W□□	Cul□de□sac	Ping Ha Road	50	34.8□	65.2□
L052	Ping Ha Road □N□□	Castle Peak Road □Ping Shan	Ping Hing Lane	450	66.3□	33.7□
L053	Ping Ha Road □S□□	Ping Hing Lane	Castle Peak Road □Ping Shan	400	66.1□	33.9□
L054	Ping Ha Road □N□□	Ping Hing Lane	Unnamed Road	450	66.1□	33.9□
L055	Ping Ha Road □S□□	Unnamed Road	Ping Hing Lane	400	66.5□	33.5□
L056	Unnamed Road □E□□	Cul□de□sac	Ping Ha Road	50	28.0□	72.0□
L057	Unnamed Road □W□□	Ping Ha Road	Cul□de□sac	50	21.1□	78.9□
L058	Ping Ha Road □N□□	Unnamed Road	Ping Shan Nam Pak Road	450	66.7□	33.3□
L059	Ping Ha Road □S□□	Ping Shan Nam Pak Road	Unnamed Road	400	67.1□	32.9□
L060	Ping Shan Nam Pak Road □N□□	Ping Ha Road	Ping Shan Nam Pak Road	50	84.4□	15.6□
L061	Ping Shan Nam Pak Road □S□□	Ping Shan Nam Pak Road	Ping Ha Road	50	85.0□	15.0□
L062	Ping Shan Nam Pak Road □N□□	Unnamed Road	Cul□de□sac	50	80.0□	20.0□
L063	Ping Shan Nam Pak Road □S□□	Cul□de□sac	Unnamed Road	50	88.9□	11.1□
L064	Unnamed Road □N□□	Ping Shan Nam Pak Road	Cul□de□sac	50	94.4□	5.6□
L065	Unnamed Road □S□□	Cul□de□sac	Ping Shan Nam Pak Road	50	80.0□	20.0□
L066	Ping Ha Road □E□□	Unnamed Road	Hang Mei Tsuen Access Road	400	67.6□	32.4□
L067	Ping Ha Road □W□□	Hang Mei Tsuen Access Road	Unnamed Road	400	64.3□	35.7□
L068	Hang Mei Tsuen Access Road □N□□	Ping Ha Road	Cul□de□sac	50	88.5□	11.5□
L069	Hang Mei Tsuen Access Road □S□□	Cul□de□sac	Ping Ha Road	50	70.6□	29.4□
L070	Ping Ha Road □E□□	Kiu Wong Street	Unnamed Road	400	68.9□	31.1□
L071	Ping Ha Road □W□□	Unnamed Road	Kiu Wong Street	400	63.4□	36.6□

Note□ "LV" includes motorcycle, private car and ta□i

"HV" includes light / medium / heavy goods vehicle, pu□lic / private light □us, non□□franchised □us and □ranchised □us

Road Segment ID Within 300m Study Area



TD's Endorsement is PENDING

Antony WONG

From:	Wilson KH MAN <wilsonkhman@td.gov.hk>
Sent:	Sunday, 6 March 2022 9:48 AM
To:	Antony WONG
Cc:	Grace CHEUNG (gcheung@aikon.hk); Julie CHAN; kkhlee@pland.gov.hk; 'Thomas Luk'; wilsonkhman@td.gov.hk
Subject:	Re: 7076822 Planning Application No. Y/YL-PS/4 - Rezoning from "CDA" and "V" to "R(B)2", Ping Shan - Road Types
Attachments:	Figure 1 Public Roads.pdf
Importance:	High

Dear Antony,

I have no comment to the proposed classification on the road type for environmental assessment purpose.

Regards,
Wilson MAN

E/YLW, TD
Tel : 2399 2422

From: Antony WONG <Antony.Wong@smec.com>
To: "wilsonkhman@td.gov.hk" <wilsonkhman@td.gov.hk>
Cc: "kkhlee@pland.gov.hk" <kkhlee@pland.gov.hk>, "Grace CHEUNG (gcheung@aikon.hk)" <gcheung@aikon.hk>, 'Thomas Luk' <tluk@aikon.hk>, Julie CHAN <Julie.chan@smec.com>
Date: 2022/03/04 下午 08:37
Subject: 7076822 Planning Application No. Y/YL-PS/4 - Rezoning from "CDA" and "V" to "R(B)2", Ping Shan - Road Types

---

Dear Mr Man,

We are the Environmental Consultant appointed by the Applicant to support in the captioned planning application. Recently we received comments from EPD on our Environmental Assessment (EA) Report. One of EPD's comments is to seek the agreement from the Transport Department on the road types for the roads not included in the Annual Traffic Census.

In order to address the aforementioned comment provide by EPD, we would appreciate if you could review on the road types of the road sections listed below which are also shown on the attached figure:

1

ID	Road Section	Road Type	Remarks
1	Castle Peak Road – Ping Shan (from Ping Ha Road to Tin Ha Road)	Rural Trunk Road	ATC Station No. 5252
2	Ping Ha Road (from Castle Peak Road – Ping Shan to Tin Yiu Road)	Rural Road	ATC Station No. 6053
3	Ping Kwai Road	Rural Road	roads connecting the smaller centres of population to major road (i.e. Castle Peak Road)
4	Ping Yeung Lane	Rural Road	
5	Ping Shan Chuk Lam Road	Feeder Road	roads connecting villages or remote settlements to rural road (i.e. Ping Ha Road)
6	Ping Shan Nam Pak Road	Feeder Road	
7	Unnamed Road (between Ping Ha Road and the Application Site)	Feeder Road	

Please do not hesitate to contact me on 3995 8120 / 6779 2613 should you require any further information.

Kind regards,

Antony

Antony WONG
Technical Director – Water & Environment
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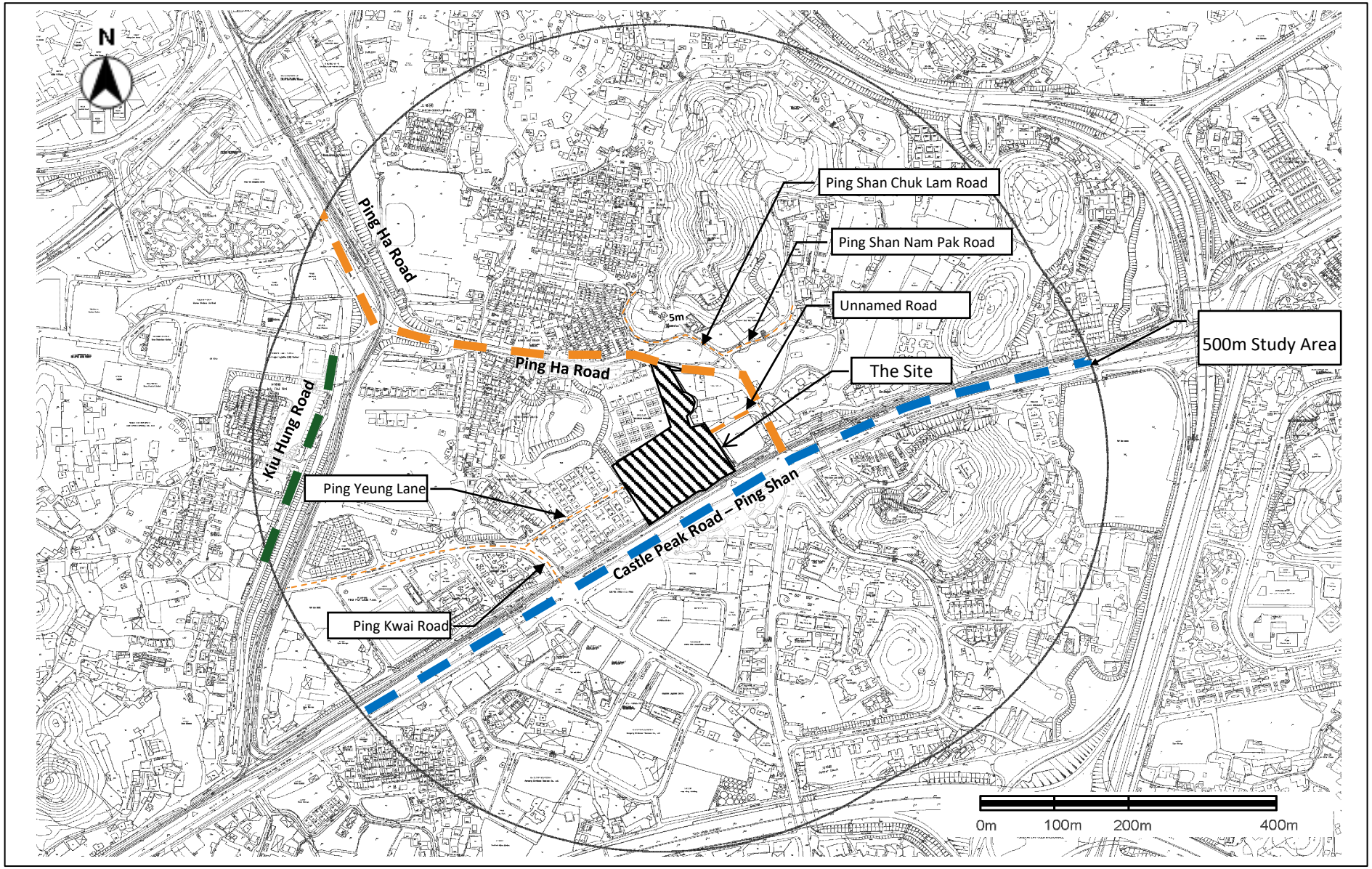
Figure 1 Roads and Site Boundary



Appendix B PREDICTED ROAD TRAFFIC NOISE LEVELS

Base Case – Tower 1

Floor	mPD	T1-A1	T1-A2	T1-A3	T1-B1	T1-B2	T1-B3	T1-C1	T1-C2	T1-D1	T1-D2	T1-E1	T1-E2	T1-E3	T1-E4	T1-F1	T1-F2	T1-G1	T1-G2	T1-G3
G	15.0	-	-	-	-	-	-	-	-	50	50	50	50	50	-	50	50	-	-	-
1	23.1	56	55	55	55	55	55	56	57	57	57	58	58	58	-	58	59	59	60	61
2	26.3	59	58	58	58	57	58	58	59	59	60	60	60	61	-	61	62	62	63	64
3	29.4	61	60	60	60	60	60	60	61	61	61	62	62	63	-	63	64	64	65	66
4	32.6	63	61	61	61	61	61	62	62	63	63	63	64	65	-	65	66	66	67	68
5	35.7	64	61	61	62	62	62	63	64	64	64	65	65	66	-	66	67	67	68	68
6	38.9	65	62	62	62	62	63	64	64	65	65	65	66	66	-	-	-	67	68	68
7	42.0	65	63	63	63	63	63	64	65	65	66	66	66	66	-	-	-	67	68	69
8	45.2	66	63	63	64	64	64	65	65	65	66	66	66	67	-	-	-	68	68	68
9	48.3	66	64	64	64	64	64	65	65	66	66	66	66	67	-	-	-	68	68	68
10	51.5	66	64	64	64	64	64	65	65	66	66	66	66	67	-	-	-	68	68	68
11	54.6	67	64	64	64	64	65	65	65	66	66	66	66	67	-	-	-	67	68	68
12	57.8	67	65	64	64	64	65	65	66	66	66	66	66	67	-	-	-	67	68	68
13	60.9	67	65	65	65	65	65	65	66	66	66	66	66	67	-	-	-	67	68	68
14	64.1	67	65	65	65	65	65	65	66	66	66	66	66	67	-	-	-	67	68	68
15	67.2	67	65	65	65	65	65	65	66	66	66	66	66	67	-	67	67	67	68	68
16	70.4	67	65	65	65	65	65	65	66	66	66	66	66	66	-	67	67	67	68	68
17	73.5	67	65	65	65	65	65	65	66	66	66	66	66	66	-	67	67	67	67	68
18	76.7	67	65	65	65	65	65	66	66	66	66	66	66	66	-	67	67	67	67	68
19	79.8	67	65	65	65	65	65	66	66	66	66	66	66	66	-	67	67	67	67	68
20	83.0	67	66	65	65	65	65	66	66	66	66	66	66	66	-	67	67	67	67	68
21	86.1	67	66	65	65	65	65	66	66	66	66	66	66	66	-	66	67	67	67	68
22	89.3	67	66	65	65	65	65	66	66	66	66	66	66	66	-	66	67	67	67	68
23	92.4	67	66	65	65	65	65	66	66	66	66	66	66	66	-	66	67	67	67	67
24	95.6	67	66	66	65	65	65	66	66	66	66	66	66	66	-	66	67	67	67	67
25	98.7	67	66	65	66	65	65	66	66	66	66	66	66	66	-	66	67	67	67	67
26	101.9	67	66	66	65	65	65	66	66	66	66	66	66	58	70	-	-	-	-	-

Floor	mPD	T1-H1	T1-H2	T1-I1	T1-I2	T1-J1	T1-J2	T1-K1	T1-K2	T1-K3	T1-L1	T1-L2	T1-M1	T1-M2	T1-N1	T1-N2	T1-O1	T1-O2	T1-O3	T1-P1
G	15.0	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1	23.1	62	59	64	66	72	73	74	75	76	76	77	75	73	72	72	71	71	70	69
2	26.3	65	62	67	70	74	75	75	76	76	76	77	75	74	73	73	72	72	72	71
3	29.4	67	65	69	72	75	75	75	75	76	76	77	75	74	73	73	73	72	72	72
4	32.6	68	66	70	72	75	75	75	75	76	76	77	75	74	73	73	73	72	72	72
5	35.7	69	67	70	72	75	75	75	75	76	76	77	75	74	73	73	73	72	72	72
6	38.9	69	67	70	72	74	75	75	75	76	76	77	75	74	73	73	73	72	72	72
7	42.0	69	68	70	72	74	75	75	75	75	76	76	75	74	73	73	73	72	72	72
8	45.2	69	68	70	72	74	74	75	75	75	76	76	75	73	73	73	72	72	72	72
9	48.3	69	68	70	72	74	74	74	75	75	75	76	75	73	73	73	72	72	72	72
10	51.5	69	68	70	72	74	74	74	75	75	75	76	75	73	73	72	72	72	72	72
11	54.6	69	67	70	72	74	74	74	74	75	75	76	74	73	73	72	72	72	72	71
12	57.8	69	67	70	72	74	74	74	74	75	75	75	74	73	72	72	72	72	72	71
13	60.9	69	67	70	72	74	74	74	74	74	75	75	74	73	72	72	72	72	71	71
14	64.1	69	67	70	72	73	73	74	74	74	74	75	74	73	72	72	72	71	71	71
15	67.2	68	67	70	72	73	73	73	74	74	74	75	74	72	72	72	72	71	71	71
16	70.4	68	67	69	72	73	73	73	74	74	74	75	74	72	72	72	71	71	71	71
17	73.5	68	67	69	71	73	73	73	73	74	74	75	73	72	72	72	71	71	71	71
18	76.7	68	67	69	71	73	73	73	73	74	74	74	73	72	72	71	71	71	71	71
19	79.8	68	67	69	71	73	73	73	73	73	74	74	73	72	71	71	71	71	71	71
20	83.0	68	67	69	71	73	73	73	73	73	73	74	73	72	71	71	71	71	71	70
21	86.1	68	67	69	71	72	73	73	73	73	73	74	73	72	71	71	71	71	71	70
22	89.3	68	67	69	71	72	72	73	73	73	73	74	73	71	71	71	71	71	70	70
23	92.4	68	67	69	71	72	72	72	73	73	73	74	73	71	71	71	71	70	70	70
24	95.6	68	67	69	71	72	72	72	72	73	73	74	73	71	71	71	71	70	70	70
25	98.7	68	67	69	71	72	72	-	-	-	-	-	-	-	-	-	70	70	70	70
26	101.9	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Floor	mPD	T1-Q1	T1-Q2	T1-R1	T1-R2	T1-R3	T1-S1	T1-S2	T1-T1	T1-T2	T1-T3	T1-U1	T1-U2	T1-V1	T1-V2	T1-W1	T1-W2	T1-W3	T1-X1	T1-X2	T1-X3
G	15.0	-	-	-	-	-	-	-	57	58	58	58	58	58	58	58	58	58	-	-	-
1	23.1	69	68	68	68	68	67	67	67	67	67	66	66	66	66	66	66	65	65	65	65
2	26.3	70	70	70	70	69	69	69	68	68	68	67	67	67	67	67	66	66	66	66	66
3	29.4	71	71	71	71	70	70	70	69	69	69	68	68	68	68	67	67	67	67	67	66
4	32.6	71	71	71	71	71	71	70	70	70	70	69	69	69	69	68	68	68	68	67	67
5	35.7	72	72	71	71	71	71	71	71	70	70	70	70	70	69	69	69	69	68	68	68
6	38.9	72	72	71	71	71	-	-	71	71	71	70	70	70	70	70	69	69	69	69	69
7	42.0	72	72	71	71	71	-	-	71	71	71	71	70	70	70	70	70	70	69	69	69
8	45.2	71	71	71	71	71	-	-	71	71	71	71	71	70	70	70	70	70	70	70	70
9	48.3	71	71	71	71	71	-	-	71	71	71	71	71	70	70	70	70	70	70	70	70
10	51.5	71	71	71	71	71	-	-	71	71	71	71	71	70	70	70	70	70	70	70	70
11	54.6	71	71	71	71	71	-	-	71	71	71	71	71	70	70	70	70	70	70	70	70
12	57.8	71	71	71	71	71	-	-	71	71	71	71	70	70	70	70	70	70	70	70	70
13	60.9	71	71	71	71	71	-	-	71	71	71	71	70	70	70	70	70	70	70	70	70
14	64.1	71	71	71	71	71	-	-	71	71	71	71	70	70	70	70	70	70	70	70	70
15	67.2	71	71	71	71	71	71	71	71	71	71	70	70	70	70	70	70	70	70	70	70
16	70.4	71	71	71	71	71	71	71	71	71	70	70	70	70	70	70	70	70	70	70	70
17	73.5	71	71	71	71	71	71	71	71	70	70	70	70	70	70	70	70	70	70	70	70
18	76.7	71	71	71	71	71	71	71	70	70	70	70	70	70	70	70	70	70	70	70	70
19	79.8	70	71	71	71	71	71	70	70	70	70	70	70	70	70	70	70	70	70	70	70
20	83.0	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70
21	86.1	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70
22	89.3	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70
23	92.4	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70
24	95.6	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70
25	98.7	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70
26	101.9	-	-	-	-	-	-	-	-	-	-	70	70	70	70	70	70	70	69	69	70

Notes:

1. "mPD" means the level of the assessment point.
2. Red shading indicates that predicted noise level exceeds road traffic noise standard of 70 dB(A) $L_{10(1\ hour)}$.

Base Case – Tower 2

Floor	mPD	T2-A1	T2-A2	T2-A3	T2-B1	T2-B2	T2-C1	T2-C2	T2-C3	T2-D1	T2-E1	T2-F1	T2-F2	T2-G1	T2-G2	T2-G3	T2-H1	T2-H2
G	15.0	49	46	45	45	45	45	45	45	45	45	-	-	-	-	-	-	-
1	23.1	54	50	50	50	50	50	50	50	50	50	50	50	50	52	53	54	55
2	26.3	57	52	52	52	52	51	51	51	51	51	51	51	52	53	54	55	55
3	29.4	58	55	55	54	54	54	53	53	53	53	53	54	54	55	55	56	56
4	32.6	60	56	56	56	56	55	55	55	55	55	55	56	56	56	57	57	57
5	35.7	62	57	57	57	57	57	57	57	57	57	57	57	58	58	58	58	58
6	38.9	63	58	58	58	58	58	58	58	58	58	58	59	59	59	59	59	59
7	42.0	64	58	58	59	59	59	59	59	59	59	59	59	59	59	60	60	60
8	45.2	64	59	59	59	59	59	59	59	59	59	60	60	60	60	60	60	60
9	48.3	64	59	60	60	60	60	60	60	60	60	60	60	60	61	61	61	61
10	51.5	64	60	60	60	60	60	60	60	60	61	61	61	61	61	61	61	62
11	54.6	65	60	60	60	61	61	61	61	61	61	61	61	62	62	62	62	62
12	57.8	64	61	61	61	61	61	61	61	61	62	62	62	62	62	63	63	63
13	60.9	64	61	61	61	62	62	62	62	62	62	62	63	63	63	63	64	64
14	64.1	64	62	62	62	62	62	62	62	62	63	63	63	63	64	64	-	-
15	67.2	64	62	62	62	62	63	63	63	63	63	63	64	64	64	64	-	-
16	70.4	64	62	63	63	63	63	63	63	63	64	64	64	64	64	64	-	-
17	73.5	64	63	63	63	63	63	63	63	63	64	64	64	64	64	64	-	-
18	76.7	64	63	63	63	63	63	63	64	64	64	64	64	64	64	64	-	-
19	79.8	64	63	63	63	63	63	64	64	64	64	64	64	64	64	65	-	-
20	83.0	64	63	63	63	64	64	64	64	64	64	64	64	64	65	65	-	-
21	86.1	-	-	-	-	-	64	64	64	64	64	64	64	65	65	65	-	-
22	89.3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Floor	mPD	T2-I1	T2-I2	T2-I3	T2-J1	T2-K1	T2-L1	T2-L2	T2-M1	T2-M2	T2-M3	T2-N1	T2-N2	T2-N3	T2-O1	T2-O2	T2-O3
G	15.0	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1	23.1	55	56	56	56	56	56	58	59	61	62	62	64	65	65	64	64
2	26.3	56	56	56	57	56	56	58	60	61	62	62	64	66	66	66	66
3	29.4	56	57	57	57	57	57	59	60	61	62	62	65	68	67	67	67
4	32.6	57	58	58	58	57	58	59	60	62	62	63	66	69	68	68	67
5	35.7	59	59	59	59	58	59	60	61	62	63	63	67	69	69	69	68
6	38.9	59	59	59	60	59	59	61	61	63	63	64	67	70	69	69	69
7	42.0	60	60	60	60	60	60	61	62	63	63	64	67	70	70	70	69
8	45.2	60	61	61	61	61	61	62	63	63	64	64	67	70	70	70	70
9	48.3	61	61	61	62	62	63	63	63	64	64	65	67	71	70	70	70
10	51.5	62	62	62	63	63	63	64	64	64	65	65	68	71	71	70	70
11	54.6	63	63	63	63	64	64	64	64	65	65	65	68	71	71	71	70
12	57.8	63	64	64	64	64	65	65	65	65	65	65	68	71	71	71	70
13	60.9	64	64	64	64	65	65	65	65	65	65	66	68	71	71	71	70
14	64.1	64	64	65	65	65	65	65	65	66	66	66	68	71	71	71	71
15	67.2	64	65	65	65	65	65	65	65	66	66	66	69	71	71	71	71
16	70.4	65	65	65	65	65	65	66	66	66	66	66	69	71	71	71	71
17	73.5	65	65	65	65	65	65	66	66	66	66	66	69	71	71	71	71
18	76.7	65	65	65	65	65	66	66	66	66	66	66	69	71	71	71	71
19	79.8	65	65	65	65	65	66	66	66	66	66	66	69	71	71	71	70
20	83.0	65	65	65	65	65	66	66	66	66	66	66	69	71	71	71	70
21	86.1	65	65	65	65	65	66	66	66	66	66	66	69	71	71	71	70
22	89.3	65	65	65	65	65	66	66	66	66	66	66	69	71	71	71	70

Floor	mPD	T2-P1	T2-P2	T2-Q1	T2-Q2	T2-Q3	T2-R1	T2-R2	T2-S1	T2-S2	T2-S3	T2-T1	T2-T2	T2-U1	T2-U2	T2-V1
G	15.0	-	-	-	-	-	-	-	-	-	-	-	-	49	50	50
1	23.1	63	62	59	59	58	58	58	57	57	57	57	56	56	56	56
2	26.3	65	64	60	59	59	59	58	58	57	57	57	57	57	57	57
3	29.4	66	65	61	60	59	59	59	58	58	58	58	58	59	59	59
4	32.6	67	66	62	62	61	60	60	59	59	58	59	59	60	60	61
5	35.7	68	67	63	63	62	62	62	61	60	60	60	60	62	62	62
6	38.9	68	67	64	64	63	63	63	62	61	60	61	61	63	63	63
7	42.0	69	68	65	65	64	64	63	62	61	61	62	62	63	64	64
8	45.2	69	69	66	66	65	65	64	63	62	62	62	62	64	64	65
9	48.3	70	69	67	66	65	65	64	63	62	62	62	63	64	64	65
10	51.5	70	69	67	66	66	65	65	63	62	62	62	63	64	64	65
11	54.6	70	69	67	67	66	65	65	63	62	62	62	63	64	64	65
12	57.8	70	69	67	67	66	66	65	64	63	62	62	63	64	64	65
13	60.9	70	70	67	67	66	66	65	64	63	62	62	63	64	64	65
14	64.1	70	70	68	67	66	-	-	64	63	62	62	63	64	64	65
15	67.2	70	70	68	67	66	-	-	64	63	62	62	63	64	64	65
16	70.4	70	70	68	67	66	-	-	64	63	62	62	63	64	64	65
17	73.5	70	70	68	67	66	-	-	64	63	62	62	62	64	64	65
18	76.7	70	70	68	67	66	-	-	64	63	62	62	62	64	64	65
19	79.8	70	70	68	67	66	-	-	64	63	62	62	62	64	64	65
20	83.0	70	70	68	67	66	-	-	64	63	62	62	62	64	64	64
21	86.1	70	70	68	67	66	-	-	64	63	62	62	62	64	64	-
22	89.3	70	70	68	67	66	-	-	-	-	-	-	-	-	-	-

Notes:

1. "mPD" means the level of the assessment point.
2. Red shading indicates that predicted noise level exceeds road traffic noise standard of 70 dB(A) $L_{10(1\ hour)}$.

Base Case – Tower 3

Floor	mPD	T3-A1	T3-A2	T3-A3	T3-B1	T3-B2	T3-B3	T3-C1	T3-C2	T3-D1	T3-D2	T3-D3	T3-E1	T3-E2	T3-E3	T3-E4	T3-F1	T3-F2
G	15.0	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1	23.1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
2	26.3	73	42	40	39	39	38	33	33	33	33	33	-	-	-	-	32	32
3	29.4	73	42	41	40	39	38	33	33	33	33	33	-	-	-	-	32	32
4	32.6	74	43	41	40	40	39	33	33	33	33	33	-	-	-	-	32	32
5	35.7	74	43	42	41	40	39	33	33	33	33	33	-	-	-	-	32	32
6	38.9	73	43	42	42	41	40	33	33	33	33	33	-	-	-	-	32	32
7	42.0	73	44	43	42	42	41	33	33	33	33	33	33	33	32	-	32	32
8	45.2	73	44	44	43	43	42	33	33	33	33	33	33	33	33	-	32	32
9	48.3	73	45	45	44	44	43	33	33	33	33	33	33	33	33	-	33	32
10	51.5	73	45	46	45	45	44	33	33	33	34	34	34	34	33	-	33	33
11	54.6	73	46	46	46	45	45	33	33	34	34	34	34	34	34	-	33	33
12	57.8	73	47	47	47	46	45	33	34	34	34	34	35	35	34	-	34	33
13	60.9	73	47	48	47	47	46	34	34	34	35	35	35	36	35	-	35	34
14	64.1	72	48	48	48	47	46	34	34	35	35	36	36	37	36	-	36	35
15	67.2	72	48	49	48	47	47	34	35	35	36	37	37	38	38	-	37	37
16	70.4	72	49	49	48	48	47	35	36	36	37	38	39	39	39	-	39	38
17	73.5	72	49	49	49	48	47	36	37	38	39	40	41	41	42	-	41	41
18	76.7	72	50	50	49	48	47	37	39	40	41	42	43	44	44	-	44	44
19	79.8	72	50	50	49	49	48	39	41	42	43	45	46	48	48	-	48	48
20	83.0	72	51	50	49	49	48	42	44	45	47	48	50	51	51	-	51	50
21	86.1	72	51	51	50	49	48	45	46	48	49	50	51	52	52	-	52	51
22	89.3	71	52	51	50	49	48	47	48	49	50	51	52	53	53	-	52	51
23	92.4	71	52	51	50	50	49	48	48	49	51	52	52	53	53	-	52	51
24	95.6	71	52	52	51	50	49	49	49	50	51	52	60	59	63	74	-	-

Floor	mPD	T3-G1	T3-G2	T3-G3	T3-H1	T3-I1	T3-I2	T3-I3	T3-J1	T3-K1	T3-K2	T3-K3	T3-L1	T3-M1	T3-M2	T3-M3	T3-M4
G	15.0	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1	23.1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
2	26.3	32	34	35	36	37	38	60	68	69	69	70	70	66	71	72	75
3	29.4	32	34	35	36	37	38	61	69	69	70	70	71	70	72	73	75
4	32.6	32	34	35	36	37	38	63	70	70	71	71	71	71	73	73	76
5	35.7	32	34	35	36	37	38	65	71	71	71	72	72	71	73	74	76
6	38.9	32	34	35	36	37	38	66	71	71	72	72	72	72	73	74	76
7	42.0	32	34	35	36	37	38	66	71	72	72	72	73	73	73	74	76
8	45.2	32	34	35	36	37	38	67	72	72	72	72	73	73	73	74	76
9	48.3	32	34	35	36	36	38	67	72	72	72	72	73	73	73	74	76
10	51.5	32	34	35	36	37	38	67	72	72	72	72	73	73	73	74	75
11	54.6	33	34	35	36	37	38	67	72	72	72	72	73	73	73	74	75
12	57.8	33	35	36	36	37	38	67	72	72	72	72	72	73	73	73	75
13	60.9	34	35	36	37	37	38	68	72	72	72	72	72	73	73	73	75
14	64.1	35	36	37	38	38	39	68	72	72	72	72	72	73	73	73	75
15	67.2	37	38	39	40	40	41	68	72	72	72	72	72	73	73	73	75
16	70.4	39	40	42	43	44	45	68	72	72	72	72	72	73	73	73	75
17	73.5	42	44	46	48	49	47	68	72	72	72	72	72	72	73	73	75
18	76.7	47	48	50	50	50	47	68	72	72	72	72	72	72	73	73	75
19	79.8	50	51	51	51	50	48	68	71	72	72	72	72	72	72	73	75
20	83.0	51	51	52	51	50	48	68	71	72	72	72	72	72	72	73	74
21	86.1	51	52	52	51	50	48	68	71	72	72	72	72	72	72	73	74
22	89.3	51	52	52	51	51	49	68	71	71	72	72	72	72	72	73	74
23	92.4	52	52	52	51	-	-	-	-	71	71	72	72	72	72	73	74
24	95.6	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Floor	mPD	T3-N1	T3-N2	T3-O1	T3-O2	T3-P1	T3-P2	T3-Q1	T3-Q2	T3-R1	T3-S1	T3-T1	T3-U1	T3-U2	T3-V1	T3-V2
G	15.0	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1	23.1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
2	26.3	75	75	75	76	-	-	76	76	77	77	77	77	77	77	77
3	29.4	76	76	76	76	-	-	76	77	77	77	77	77	77	77	77
4	32.6	76	76	76	76	-	-	76	77	77	77	77	77	77	77	77
5	35.7	76	76	76	76	-	-	76	76	77	77	77	77	77	77	77
6	38.9	76	76	76	76	-	-	76	76	76	77	77	77	77	77	77
7	42.0	76	76	76	76	76	76	76	76	76	76	77	77	77	77	76
8	45.2	76	76	76	76	76	76	76	76	76	76	77	77	77	76	76
9	48.3	76	76	76	76	76	76	76	76	76	76	76	76	76	76	76
10	51.5	75	75	75	76	76	76	76	76	76	76	76	76	76	76	76
11	54.6	75	75	75	75	75	75	76	76	76	76	76	76	76	76	76
12	57.8	75	75	75	75	75	75	75	75	76	76	76	76	76	76	76
13	60.9	75	75	75	75	75	75	75	75	75	76	76	76	76	76	75
14	64.1	75	75	75	75	75	75	75	75	75	75	76	76	76	75	75
15	67.2	75	75	75	75	75	75	75	75	75	75	75	75	75	75	75
16	70.4	75	75	75	75	75	75	75	75	75	75	75	75	75	75	75
17	73.5	75	75	75	75	75	75	75	75	75	75	75	75	75	75	75
18	76.7	75	75	75	75	75	75	75	75	75	75	75	75	75	75	75
19	79.8	74	74	74	74	74	74	75	75	75	75	75	75	75	75	75
20	83.0	74	74	74	74	74	74	74	74	74	75	75	75	75	75	74
21	86.1	74	74	74	74	74	74	74	74	74	74	75	75	75	74	74
22	89.3	74	74	74	74	74	74	74	74	74	74	74	74	74	74	74
23	92.4	74	74	74	74	74	74	74	74	74	74	74	74	74	74	74
24	95.6	-	-	-	-	-	-	74	74	74	74	74	74	74	74	74

Base Case – RCHE

Floor	mPD	R1	R2	R3	R4	R5	R6
G	14.0	-	-	-	-	-	-
1	18.0	69	68	67	66	65	64
2	21.3	69	68	67	66	65	64
3	24.6	69	68	67	67	66	65
4	27.9	69	69	68	67	66	66
5	31.2	70	69	68	68	67	67
6	34.5	70	69	69	68	68	67
7	37.8	70	69	69	69	68	68

Notes:

1. "mPD" means the level of the assessment point.
2. Red shading indicates that predicted noise level exceeds road traffic noise standard of 70 dB(A) $L_{10(1\ hour)}$.

Mitigated Case – Tower

Floor	mPD	T1-A1	T1-A2	T1-A3	T1-B1	T1-B2	T1-B3	T1-C1	T1-C2	T1-D1	T1-D2	T1-E1	T1-E2	T1-E3	T1-E4	T1-F1	T1-F2	T1-G1	T1-G2	T1-G3
G	15.0	-	-	-	-	-	-	-	-	50	50	50	50	50	-	50	50	-	-	-
1	23.1	56	55	55	55	55	55	56	57	57	57	58	58	58	-	58	59	59	60	61
2	26.3	59	58	58	58	57	58	58	59	59	60	60	60	61	-	61	62	62	63	64
3	29.4	61	60	60	60	60	60	60	61	61	61	62	62	63	-	63	64	64	65	66
4	32.6	63	61	61	61	61	61	62	62	63	63	63	64	65	-	65	66	66	67	68
5	35.7	64	61	61	62	62	62	63	64	64	64	65	65	66	-	66	67	67	68	68
6	38.9	65	62	62	62	62	63	64	64	65	65	65	66	66	-	-	-	67	68	68
7	42.0	65	63	63	63	63	63	64	65	65	66	66	66	66	-	-	-	67	68	69
8	45.2	66	63	63	64	64	64	65	65	65	66	66	66	67	-	-	-	68	68	68
9	48.3	66	64	64	64	64	64	65	65	66	66	66	66	67	-	-	-	68	68	68
10	51.5	66	64	64	64	64	64	65	65	66	66	66	66	67	-	-	-	68	68	68
11	54.6	67	64	64	64	64	65	65	65	66	66	66	66	67	-	-	-	67	68	68
12	57.8	67	65	64	64	64	65	65	66	66	66	66	66	67	-	-	-	67	68	68
13	60.9	67	65	65	65	65	65	65	66	66	66	66	66	67	-	-	-	67	68	68
14	64.1	67	65	65	65	65	65	65	66	66	66	66	66	67	-	-	-	67	68	68
15	67.2	67	65	65	65	65	65	65	66	66	66	66	66	67	-	67	67	67	68	68
16	70.4	67	65	65	65	65	65	65	66	66	66	66	66	66	-	67	67	67	68	68
17	73.5	67	65	65	65	65	65	65	66	66	66	66	66	66	-	67	67	67	67	68
18	76.7	67	65	65	65	65	65	66	66	66	66	66	66	66	-	67	67	67	67	68
19	79.8	67	65	65	65	65	65	66	66	66	66	66	66	66	-	67	67	67	67	68
20	83.0	67	66	65	65	65	65	66	66	66	66	66	66	66	-	67	67	67	67	68
21	86.1	67	66	65	65	65	65	66	66	66	66	66	66	66	-	66	67	67	67	68
22	89.3	67	66	65	65	65	65	66	66	66	66	66	66	66	-	66	67	67	67	68
23	92.4	67	66	65	65	65	65	66	66	66	66	66	66	66	-	66	67	67	67	67
24	95.6	67	66	66	65	65	65	66	66	66	66	66	66	66	-	66	67	67	67	67
25	98.7	67	66	65	66	65	65	66	66	66	66	66	66	66	-	66	67	67	67	67
26	101.9	67	66	66	65	65	65	66	66	66	66	66	66	58	70	-	-	-	-	-

Floor	mPD	T1-H1	T1-H2	T1-I1	T1-I2	T1-J1	T1-J2	T1-K1	T1-K2	T1-K3	T1-L1	T1-L2	T1-M1	T1-M2	T1-N1	T1-N2	T1-O1	T1-O2	T1-O3	T1-P1
G	15.0	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1	23.1	62	59	64	66	66	66	67	69	70	69	70	69	66	65	66	64	65	70	69
2	26.3	65	62	67	70	68	68	68	70	70	69	70	69	67	66	67	65	66	66	64
3	29.4	67	65	69	65	69	68	68	69	70	69	70	69	67	66	67	66	66	66	65
4	32.6	68	66	70	65	69	68	68	69	70	69	70	69	67	66	67	66	66	66	65
5	35.7	69	67	70	65	69	68	68	69	70	69	70	69	67	66	67	66	66	66	65
6	38.9	69	67	70	65	68	68	68	69	70	69	70	69	67	66	67	66	66	66	65
7	42.0	69	68	70	65	68	68	68	69	69	69	69	69	67	66	67	66	66	66	65
8	45.2	69	68	70	65	68	67	68	69	69	69	69	69	66	66	67	65	66	66	65
9	48.3	69	68	70	65	68	67	67	69	69	68	69	69	66	66	67	65	66	66	65
10	51.5	69	68	70	65	68	67	67	69	69	68	69	69	66	66	66	65	66	66	65
11	54.6	69	67	70	65	68	67	67	68	69	68	69	68	66	66	66	65	66	66	64
12	57.8	69	67	70	65	68	67	67	68	69	68	68	68	66	65	66	65	66	66	64
13	60.9	69	67	70	65	68	67	67	68	68	68	68	68	66	65	66	65	66	65	64
14	64.1	69	67	70	65	67	66	67	68	68	67	68	68	66	65	66	65	65	65	64
15	67.2	68	67	70	65	67	66	66	68	68	67	68	68	65	65	66	65	65	65	64
16	70.4	68	67	69	65	67	66	66	68	68	67	68	68	65	65	66	64	65	65	64
17	73.5	68	67	69	64	67	66	66	67	68	67	68	67	65	65	66	64	65	65	64
18	76.7	68	67	69	64	67	66	66	67	68	67	67	67	65	65	65	64	65	65	64
19	79.8	68	67	69	64	67	66	66	67	67	67	67	67	65	64	65	64	65	65	64
20	83.0	68	67	69	64	67	66	66	67	67	66	67	67	65	64	65	64	65	65	70
21	86.1	68	67	69	64	66	66	66	67	67	66	67	67	65	64	65	64	65	65	70
22	89.3	68	67	69	64	66	65	66	67	67	66	67	67	64	64	65	64	65	70	70
23	92.4	68	67	69	64	66	65	65	67	67	66	67	67	64	64	65	64	70	70	70
24	95.6	68	67	69	64	66	65	65	66	67	66	67	67	64	64	65	64	70	70	70
25	98.7	68	67	69	64	66	65	-	-	-	-	-	-	-	-	-	70	70	70	70
26	101.9	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Floor	mPD	T1-Q1	T1-Q2	T1-R1	T1-R2	T1-R3	T1-S1	T1-S2	T1-T1	T1-T2	T1-T3	T1-U1	T1-U2	T1-V1	T1-V2	T1-W1	T1-W2	T1-W3	T1-X1	T1-X2	T1-X3
G	15.0	-	-	-	-	-	-	-	57	58	58	58	58	58	58	58	58	58	-	-	-
1	23.1	69	68	68	68	68	67	67	67	67	67	66	66	66	66	66	66	65	65	65	65
2	26.3	70	70	70	70	69	69	69	68	68	68	67	67	67	67	67	66	66	66	66	66
3	29.4	64	65	64	65	70	70	70	69	69	69	68	68	68	68	67	67	67	67	67	66
4	32.6	64	65	64	65	65	65	70	70	70	70	69	69	69	69	68	68	68	68	67	67
5	35.7	65	66	64	65	65	65	64	64	70	70	70	70	70	69	69	69	69	68	68	68
6	38.9	65	66	64	65	65	-	-	64	65	64	70	70	70	70	70	69	69	69	69	69
7	42.0	65	66	64	65	65	-	-	64	65	64	65	70	70	70	70	70	70	69	69	69
8	45.2	64	65	64	65	65	-	-	64	65	64	65	64	70	70	70	70	70	70	70	70
9	48.3	64	65	64	65	65	-	-	64	65	64	65	64	70	70	70	70	70	70	70	70
10	51.5	64	65	64	65	65	-	-	64	65	64	65	64	70	70	70	70	70	70	70	70
11	54.6	64	65	64	65	65	-	-	64	65	64	65	64	70	70	70	70	70	70	70	70
12	57.8	64	65	64	65	65	-	-	64	65	64	65	70	70	70	70	70	70	70	70	70
13	60.9	64	65	64	65	65	-	-	64	65	64	65	70	70	70	70	70	70	70	70	70
14	64.1	64	65	64	65	65	-	-	64	65	64	65	70	70	70	70	70	70	70	70	70
15	67.2	64	65	64	65	65	65	64	64	65	64	70	70	70	70	70	70	70	70	70	70
16	70.4	64	65	64	65	65	65	64	64	65	70	70	70	70	70	70	70	70	70	70	70
17	73.5	64	65	64	65	65	65	64	64	70	70	70	70	70	70	70	70	70	70	70	70
18	76.7	64	65	64	65	65	65	64	70	70	70	70	70	70	70	70	70	70	70	70	70
19	79.8	70	65	64	65	65	65	70	70	70	70	70	70	70	70	70	70	70	70	70	70
20	83.0	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70
21	86.1	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70
22	89.3	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70
23	92.4	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70
24	95.6	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70
25	98.7	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70
26	101.9	-	-	-	-	-	-	-	-	-	-	70	70	70	70	70	70	70	69	69	70

Notes:

1. "mPD" means the level of the assessment point.
2. Green shading indicates predicted noise level after adoption of **Type 1 Acoustic Window (Baffle Type).**
3. Orange shading indicates predicted noise level after adoption of **Type 2 Acoustic Window (Baffle Type).**

Mitigated Case – Tower 2

Floor	mPD	T2-A1	T2-A2	T2-A3	T2-B1	T2-B2	T2-C1	T2-C2	T2-C3	T2-D1	T2-E1	T2-F1	T2-F2	T2-G1	T2-G2	T2-G3	T2-H1	T2-H2
G	15.0	49	46	45	45	45	45	45	45	45	45	-	-	-	-	-	-	-
1	23.1	54	50	50	50	50	50	50	50	50	50	50	50	50	52	53	54	55
2	26.3	57	52	52	52	52	51	51	51	51	51	51	51	52	53	54	55	55
3	29.4	58	55	55	54	54	54	53	53	53	53	53	54	54	55	55	56	56
4	32.6	60	56	56	56	56	55	55	55	55	55	55	56	56	56	57	57	57
5	35.7	62	57	57	57	57	57	57	57	57	57	57	57	58	58	58	58	58
6	38.9	63	58	58	58	58	58	58	58	58	58	58	59	59	59	59	59	59
7	42.0	64	58	58	59	59	59	59	59	59	59	59	59	59	59	60	60	60
8	45.2	64	59	59	59	59	59	59	59	59	59	60	60	60	60	60	60	60
9	48.3	64	59	60	60	60	60	60	60	60	60	60	60	60	61	61	61	61
10	51.5	64	60	60	60	60	60	60	60	60	61	61	61	61	61	61	61	62
11	54.6	65	60	60	60	61	61	61	61	61	61	61	61	62	62	62	62	62
12	57.8	64	61	61	61	61	61	61	61	61	62	62	62	62	62	63	63	63
13	60.9	64	61	61	61	62	62	62	62	62	62	62	63	63	63	63	64	64
14	64.1	64	62	62	62	62	62	62	62	62	63	63	63	63	64	64	-	-
15	67.2	64	62	62	62	62	63	63	63	63	63	63	64	64	64	64	-	-
16	70.4	64	62	63	63	63	63	63	63	63	64	64	64	64	64	64	-	-
17	73.5	64	63	63	63	63	63	63	63	63	64	64	64	64	64	64	-	-
18	76.7	64	63	63	63	63	63	63	64	64	64	64	64	64	64	64	-	-
19	79.8	64	63	63	63	63	63	64	64	64	64	64	64	64	64	65	-	-
20	83.0	64	63	63	63	64	64	64	64	64	64	64	64	64	65	65	-	-
21	86.1	-	-	-	-	-	64	64	64	64	64	64	64	65	65	65	-	-
22	89.3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Floor	mPD	T2-J1	T2-J2	T2-J3	T2-J1	T2-K1	T2-L1	T2-L2	T2-M1	T2-M2	T2-M3	T2-N1	T2-N2	T2-N3	T2-O1	T2-O2	T2-O3
G	15.0	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1	23.1	55	56	56	56	56	56	58	59	61	62	62	64	65	65	64	64
2	26.3	56	56	56	57	56	56	58	60	61	62	62	64	66	66	66	66
3	29.4	56	57	57	57	57	57	59	60	61	62	62	65	68	67	67	67
4	32.6	57	58	58	58	57	58	59	60	62	62	63	66	69	68	68	67
5	35.7	59	59	59	59	58	59	60	61	62	63	63	67	69	69	69	68
6	38.9	59	59	59	60	59	59	61	61	63	63	64	67	70	69	69	69
7	42.0	60	60	60	60	60	60	61	62	63	63	64	67	70	70	70	69
8	45.2	60	61	61	61	61	61	62	63	63	64	64	67	70	70	70	70
9	48.3	61	61	61	62	62	63	63	63	64	64	65	67	65	70	70	70
10	51.5	62	62	62	63	63	63	64	64	64	65	65	68	65	65	70	70
11	54.6	63	63	63	63	64	64	64	64	65	65	65	68	65	65	65	70
12	57.8	63	64	64	64	64	65	65	65	65	65	65	68	65	65	65	70
13	60.9	64	64	64	64	65	65	65	65	65	65	66	68	65	65	65	70
14	64.1	64	64	65	65	65	65	65	65	66	66	66	68	65	65	65	64
15	67.2	64	65	65	65	65	65	65	65	66	66	66	69	65	65	65	64
16	70.4	65	65	65	65	65	65	66	66	66	66	66	69	65	65	65	64
17	73.5	65	65	65	65	65	65	66	66	66	66	66	69	65	65	65	64
18	76.7	65	65	65	65	65	66	66	66	66	66	66	69	65	65	65	64
19	79.8	65	65	65	65	65	66	66	66	66	66	66	69	65	65	65	70
20	83.0	65	65	65	65	65	66	66	66	66	66	66	69	65	65	65	70
21	86.1	65	65	65	65	65	66	66	66	66	66	66	69	65	65	65	70
22	89.3	65	65	65	65	65	66	66	66	66	66	66	69	65	65	65	70

Floor	mPD	T2-P1	T2-P2	T2-Q1	T2-Q2	T2-Q3	T2-R1	T2-R2	T2-S1	T2-S2	T2-S3	T2-T1	T2-T2	T2-U1	T2-U2	T2-V1
G	15.0	-	-	-	-	-	-	-	-	-	-	-	-	49	50	50
1	23.1	63	62	59	59	58	58	58	57	57	57	57	56	56	56	56
2	26.3	65	64	60	59	59	59	58	58	57	57	57	57	57	57	57
3	29.4	66	65	61	60	59	59	59	58	58	58	58	58	59	59	59
4	32.6	67	66	62	62	61	60	60	59	59	58	59	59	60	60	61
5	35.7	68	67	63	63	62	62	62	61	60	60	60	60	62	62	62
6	38.9	68	67	64	64	63	63	63	62	61	60	61	61	63	63	63
7	42.0	69	68	65	65	64	64	63	62	61	61	62	62	63	64	64
8	45.2	69	69	66	66	65	65	64	63	62	62	62	62	64	64	65
9	48.3	70	69	67	66	65	65	64	63	62	62	62	63	64	64	65
10	51.5	70	69	67	66	66	65	65	63	62	62	62	63	64	64	65
11	54.6	70	69	67	67	66	65	65	63	62	62	62	63	64	64	65
12	57.8	70	69	67	67	66	66	65	64	63	62	62	63	64	64	65
13	60.9	70	70	67	67	66	66	65	64	63	62	62	63	64	64	65
14	64.1	70	70	68	67	66	-	-	64	63	62	62	63	64	64	65
15	67.2	70	70	68	67	66	-	-	64	63	62	62	63	64	64	65
16	70.4	70	70	68	67	66	-	-	64	63	62	62	63	64	64	65
17	73.5	70	70	68	67	66	-	-	64	63	62	62	62	64	64	65
18	76.7	70	70	68	67	66	-	-	64	63	62	62	62	64	64	65
19	79.8	70	70	68	67	66	-	-	64	63	62	62	62	64	64	65
20	83.0	70	70	68	67	66	-	-	64	63	62	62	62	64	64	64
21	86.1	70	70	68	67	66	-	-	64	63	62	62	62	64	64	-
22	89.3	70	70	68	67	66	-	-	-	-	-	-	-	-	-	-

Notes:

1. "mPD" means the level of the assessment point.
2. Green shading indicates predicted noise level after adoption of **Type 1 Acoustic Window (Baffle Type).**
3. Yellow shading indicates predicted noise level after adoption of **Type 2 Acoustic Window (Baffle Type).**

Mitigated Case – Tower 3

Floor	mPD	T3-A1	T3-A2	T3-A3	T3-B1	T3-B2	T3-B3	T3-C1	T3-C2	T3-D1	T3-D2	T3-D3	T3-E1	T3-E2	T3-E3	T3-E4	T3-F1	T3-F2
G	15.0	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1	23.1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
2	26.3	67	42	40	39	39	38	33	33	33	33	33	-	-	-	-	32	32
3	29.4	67	42	41	40	39	38	33	33	33	33	33	-	-	-	-	32	32
4	32.6	68	43	41	40	40	39	33	33	33	33	33	-	-	-	-	32	32
5	35.7	68	43	42	41	40	39	33	33	33	33	33	-	-	-	-	32	32
6	38.9	67	43	42	42	41	40	33	33	33	33	33	-	-	-	-	32	32
7	42.0	67	44	43	42	42	41	33	33	33	33	33	33	33	32	-	32	32
8	45.2	67	44	44	43	43	42	33	33	33	33	33	33	33	33	-	32	32
9	48.3	67	45	45	44	44	43	33	33	33	33	33	33	33	33	-	33	32
10	51.5	67	45	46	45	45	44	33	33	33	34	34	34	34	33	-	33	33
11	54.6	67	46	46	46	45	45	33	33	34	34	34	34	34	34	-	33	33
12	57.8	67	47	47	47	46	45	33	34	34	34	34	35	35	34	-	34	33
13	60.9	67	47	48	47	47	46	34	34	34	35	35	35	36	35	-	35	34
14	64.1	66	48	48	48	47	46	34	34	35	35	36	36	37	36	-	36	35
15	67.2	66	48	49	48	47	47	34	35	35	36	37	37	38	38	-	37	37
16	70.4	66	49	49	48	48	47	35	36	36	37	38	39	39	39	-	39	38
17	73.5	66	49	49	49	48	47	36	37	38	39	40	41	41	42	-	41	41
18	76.7	66	50	50	49	48	47	37	39	40	41	42	43	44	44	-	44	44
19	79.8	66	50	50	49	49	48	39	41	42	43	45	46	48	48	-	48	48
20	83.0	66	51	50	49	49	48	42	44	45	47	48	50	51	51	-	51	50
21	86.1	66	51	51	50	49	48	45	46	48	49	50	51	52	52	-	52	51
22	89.3	65	52	51	50	49	48	47	48	49	50	51	52	53	53	-	52	51
23	92.4	65	52	51	50	50	49	48	48	49	51	52	52	53	53	-	52	51
24	95.6	65	52	52	51	50	49	49	49	50	51	52	60	59	63	67	-	-

Floor	mPD	T3-G1	T3-G2	T3-G3	T3-H1	T3-I1	T3-I2	T3-I3	T3-J1	T3-K1	T3-K2	T3-K3	T3-L1	T3-M1	T3-M2	T3-M3	T3-M4
G	15.0	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1	23.1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
2	26.3	32	34	35	36	37	38	60	68	69	69	70	70	66	65	66	68
3	29.4	32	34	35	36	37	38	61	69	69	70	70	64	70	66	67	68
4	32.6	32	34	35	36	37	38	63	70	70	65	65	64	64	67	67	69
5	35.7	32	34	35	36	37	38	65	64	64	65	66	65	64	67	68	69
6	38.9	32	34	35	36	37	38	66	64	64	66	66	65	65	67	68	69
7	42.0	32	34	35	36	37	38	66	64	65	66	66	66	66	67	68	69
8	45.2	32	34	35	36	37	38	67	65	65	66	66	66	66	67	68	69
9	48.3	32	34	35	36	36	38	67	65	65	66	66	66	66	67	68	69
10	51.5	32	34	35	36	37	38	67	65	65	66	66	66	66	67	68	68
11	54.6	33	34	35	36	37	38	67	65	65	66	66	66	66	67	68	68
12	57.8	33	35	36	36	37	38	67	65	65	66	66	65	66	67	67	68
13	60.9	34	35	36	37	37	38	68	65	65	66	66	65	66	67	67	68
14	64.1	35	36	37	38	38	39	68	65	65	66	66	65	66	67	67	68
15	67.2	37	38	39	40	40	41	68	65	65	66	66	65	66	67	67	68
16	70.4	39	40	42	43	44	45	68	65	65	66	66	65	66	67	67	68
17	73.5	42	44	46	48	49	47	68	65	65	66	66	65	65	67	67	68
18	76.7	47	48	50	50	50	47	68	65	65	66	66	65	65	67	67	68
19	79.8	50	51	51	51	50	48	68	64	65	66	66	65	65	66	67	68
20	83.0	51	51	52	51	50	48	68	64	65	66	66	65	65	66	67	67
21	86.1	51	52	52	51	50	48	68	64	65	66	66	65	65	66	67	67
22	89.3	51	52	52	51	51	49	68	64	64	66	66	65	65	66	67	67
23	92.4	52	52	52	51	-	-	-	-	64	65	66	65	65	66	67	67
24	95.6	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

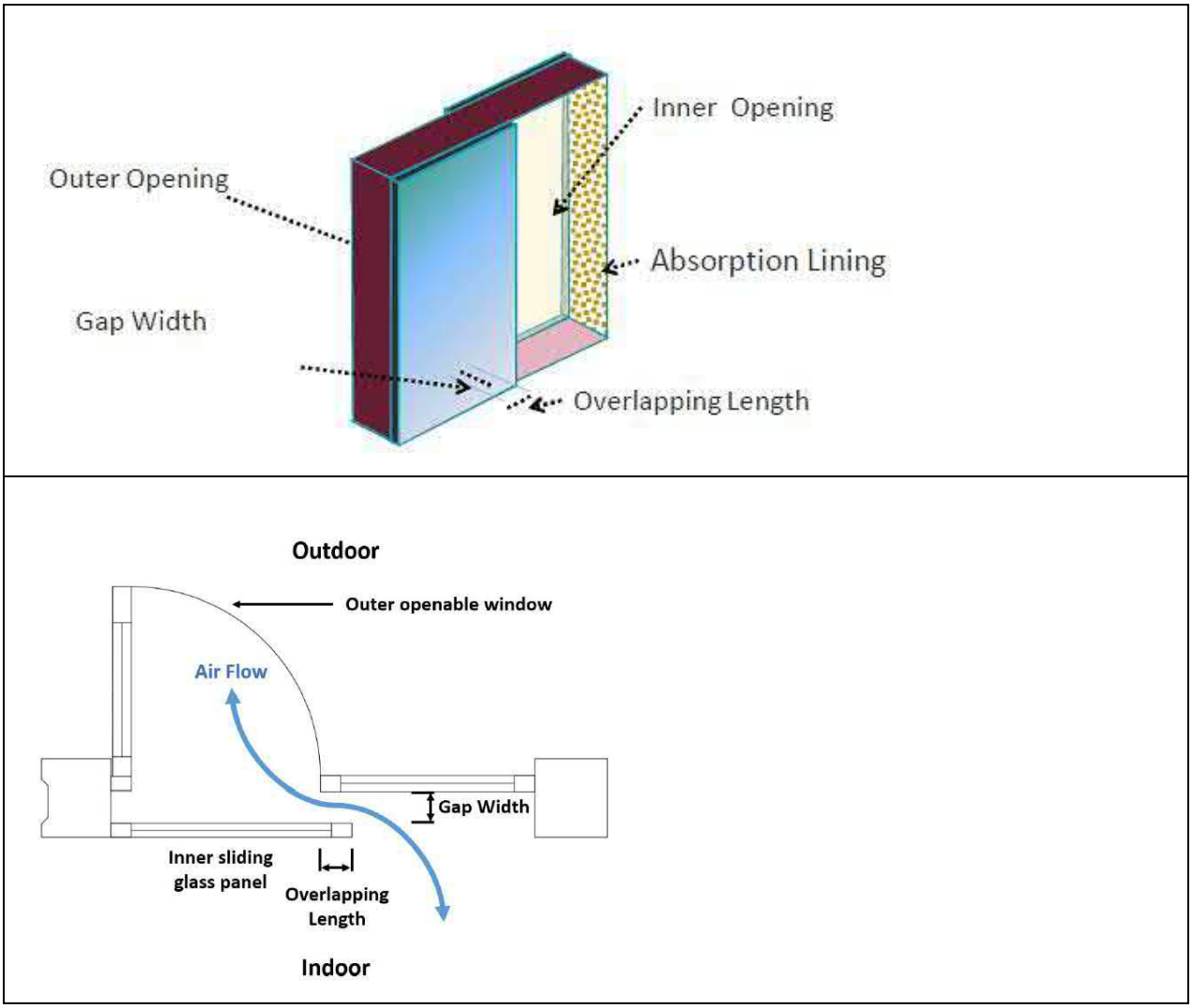
Floor	mPD	T3-N1	T3-N2	T3-O1	T3-O2	T3-P1	T3-P2	T3-Q1	T3-Q2	T3-R1	T3-S1	T3-T1	T3-U1	T3-U2	T3-V1	T3-V2
G	15.0	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1	23.1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
2	26.3	68	69	69	69	-	-	69	69	70	70	70	70	70	70	70
3	29.4	69	70	70	69	-	-	69	70	70	70	70	70	70	70	70
4	32.6	69	70	70	69	-	-	69	70	70	70	70	70	70	70	70
5	35.7	69	70	70	69	-	-	69	69	70	70	70	70	70	70	70
6	38.9	69	70	70	69	-	-	69	69	69	70	70	70	70	70	70
7	42.0	69	70	70	69	69	69	69	69	69	69	70	70	70	70	69
8	45.2	69	70	70	69	69	69	69	69	69	69	70	70	70	69	69
9	48.3	69	70	70	69	69	69	69	69	69	69	69	69	69	69	69
10	51.5	68	69	69	69	69	69	69	69	69	69	69	69	69	69	69
11	54.6	68	69	69	68	68	68	69	69	69	69	69	69	69	69	69
12	57.8	68	69	69	68	68	68	68	68	69	69	69	69	69	69	69
13	60.9	68	69	69	68	68	68	68	68	68	69	69	69	69	69	68
14	64.1	68	69	69	68	68	68	68	68	68	68	69	69	69	68	68
15	67.2	68	69	69	68	68	68	68	68	68	68	68	68	68	68	68
16	70.4	68	69	69	68	68	68	68	68	68	68	68	68	68	68	68
17	73.5	68	69	69	68	68	68	68	68	68	68	68	68	68	68	68
18	76.7	68	69	69	68	68	68	68	68	68	68	68	68	68	68	68
19	79.8	67	68	68	67	67	67	68	68	68	68	68	68	68	68	68
20	83.0	67	68	68	67	67	67	67	67	67	68	68	68	68	68	67
21	86.1	67	68	68	67	67	67	67	67	67	67	68	68	68	67	67
22	89.3	67	68	68	67	67	67	67	67	67	67	67	67	67	67	67
23	92.4	67	68	68	67	67	67	67	67	67	67	67	67	67	67	67
24	95.6	-	-	-	-	-	-	67	67	67	67	67	67	67	67	67

Notes:

1. "mPD" means the level of the assessment point.
2. Green shading indicates predicted noise level after adoption of **Type 1 acoustic window (baffle type).**
3. Yellow shading indicates predicted noise level after adoption of **Type 2 acoustic window (baffle type).**

Appendix C DETAILS OF ACOUSTIC WINDOW (BAFFLE TYPE)

Typical Design of Acoustic Windows (Baffle Type) with Sound Absorptive Materials (SAM) Lining



Relative Noise Reduction (RNR) of "Acoustic Windows (Baffle Type)"

Window Type	Outer Opening, m^2	Inner Opening, m^2	Gap width, mm	Overlapping Length, mm	Room Size, m^2	With SAM Lining	RNR, dB(A)
Type 1	1.2~2.3	1.1~2.1	175	340	9.8~23.3	Yes	7.1~8.1
Type 2	0.6	1.8	200	200	4	Yes	8

Note:

1. Type 1 Acoustic Window (Baffle Type) refers to precedent case of San Po Kong Public Housing.
2. Type 2 Acoustic Window (Baffle Type) refers to Practice Note on Application of Acoustic Windows (Baffle Type) in Planning Residential Developmes against Road Traffic Noise Impact published by EPD.

Tower 1

Window Type	NSR ID	Room Size, m^2	Outer Opening, m^2	Gap width, mm	Overlaping Length, mm	Calculated Noise Reduction, dB(A)	Proposed Noise Reduction, dB(A)
Type 1	T1-I2	12.1	1.2	175	340	7.1	7.0
	T1-J2	13.7	1.2	175	340	7.1	7.0
	T1-K1	13.9	1.2	175	340	7.1	7.0
	T1-K3	7.9	1.2	175	340	6.2	6.0
	T1-L1	19.4	1.2	175	340	7.3	7.0
	T1-L2	11.4	1.2	175	340	7.1	7.0
	T1-M2	13.4	1.2	175	340	7.1	7.0
	T1-N1	13.4	1.2	175	340	7.1	7.0
	T1-O1	13.4	1.2	175	340	7.1	7.0
	T1-O3	7.7	1.2	175	340	6.1	6.0
	T1-P1	14.7	1.2	175	340	7.4	7.0
	T1-Q1	13.7	1.2	175	340	7.1	7.0
	T1-R1	13.4	1.2	175	340	7.1	7.0
	T1-R3	7.7	1.2	175	340	6.1	6.0
	T1-S2	12.4	1.2	175	340	7.1	7.0
	T1-T1	7.7	1.2	175	340	6.1	6.0
	T1-T3	13.4	1.2	175	340	7.1	7.0
	T1-U2	12.4	1.2	175	340	7.1	7.0
Type 2	T1-J1	6.6	0.6	200	200	8.0	6.0
	T1-K2	5.0	0.6	200	200	8.0	6.0
	T1-M1	6.6	0.6	200	200	8.0	6.0
	T1-N2	6.6	0.6	200	200	8.0	6.0
	T1-O2	4.8	0.6	200	200	8.0	6.0
	T1-Q2	6.6	0.6	200	200	8.0	6.0
	T1-R2	4.8	0.6	200	200	8.0	6.0
	T1-S1	6.6	0.6	200	200	8.0	6.0
	T1-T2	4.8	0.6	200	200	8.0	6.0
	T1-U1	6.6	0.6	200	200	8.0	6.0

Tower 2

Window Type	NSR ID	Room Size, m^2	Outer Opening, m^2	Gap width, mm	Overlaping Length, mm	Relative Noise Reduction, dB(A)	Proposed Noise Reduction, dB(A)
Type 1	T2-O1	7.8	1.2	175	340	6.1	6.0
	T2-O3	13.9	1.2	175	340	7.1	7.0
Type 2	T2-N3	5.2	0.6	200	200	8.0	6.0
	T2-O2	5.0	0.6	200	200	8.0	6.0

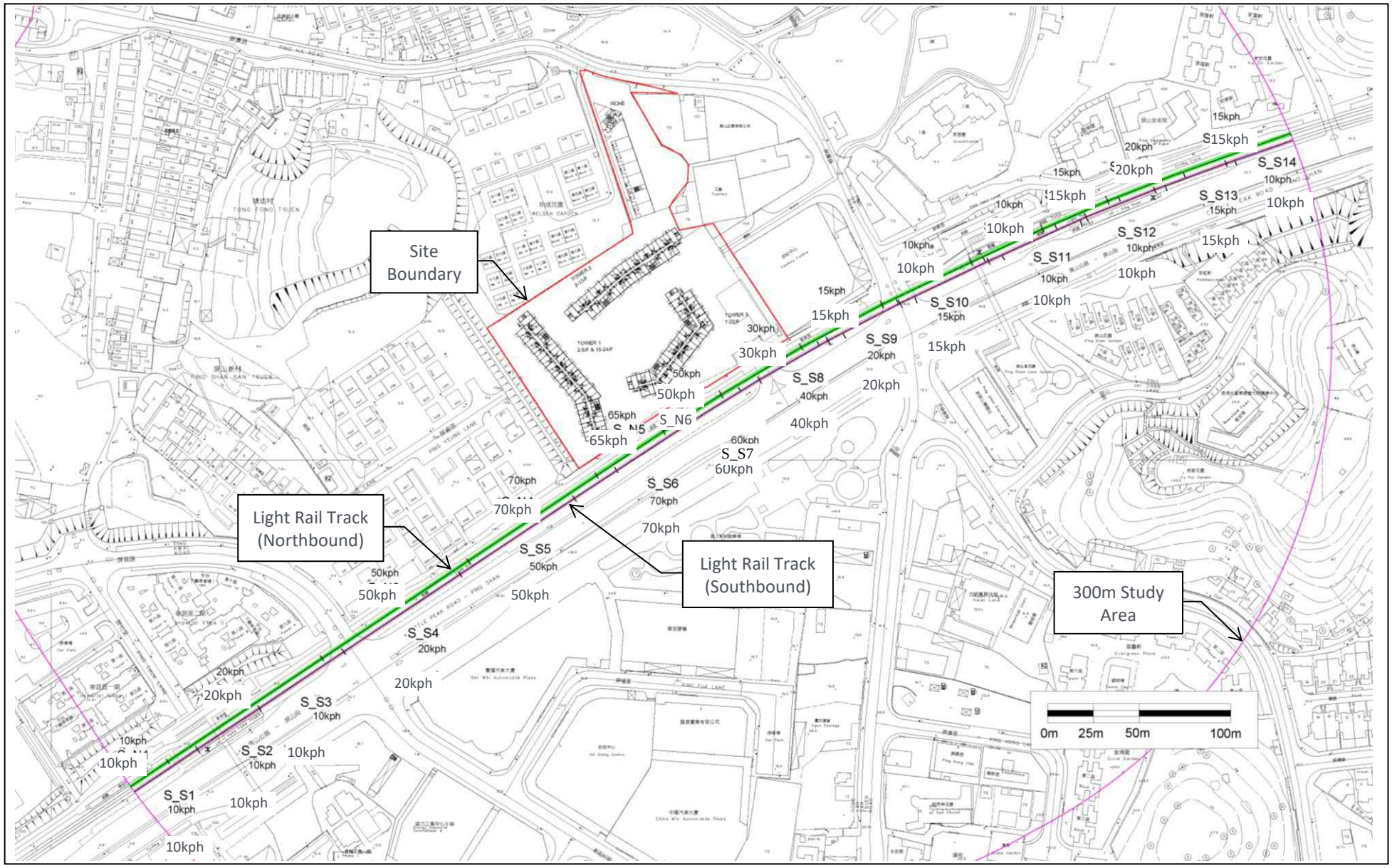
Tower 3

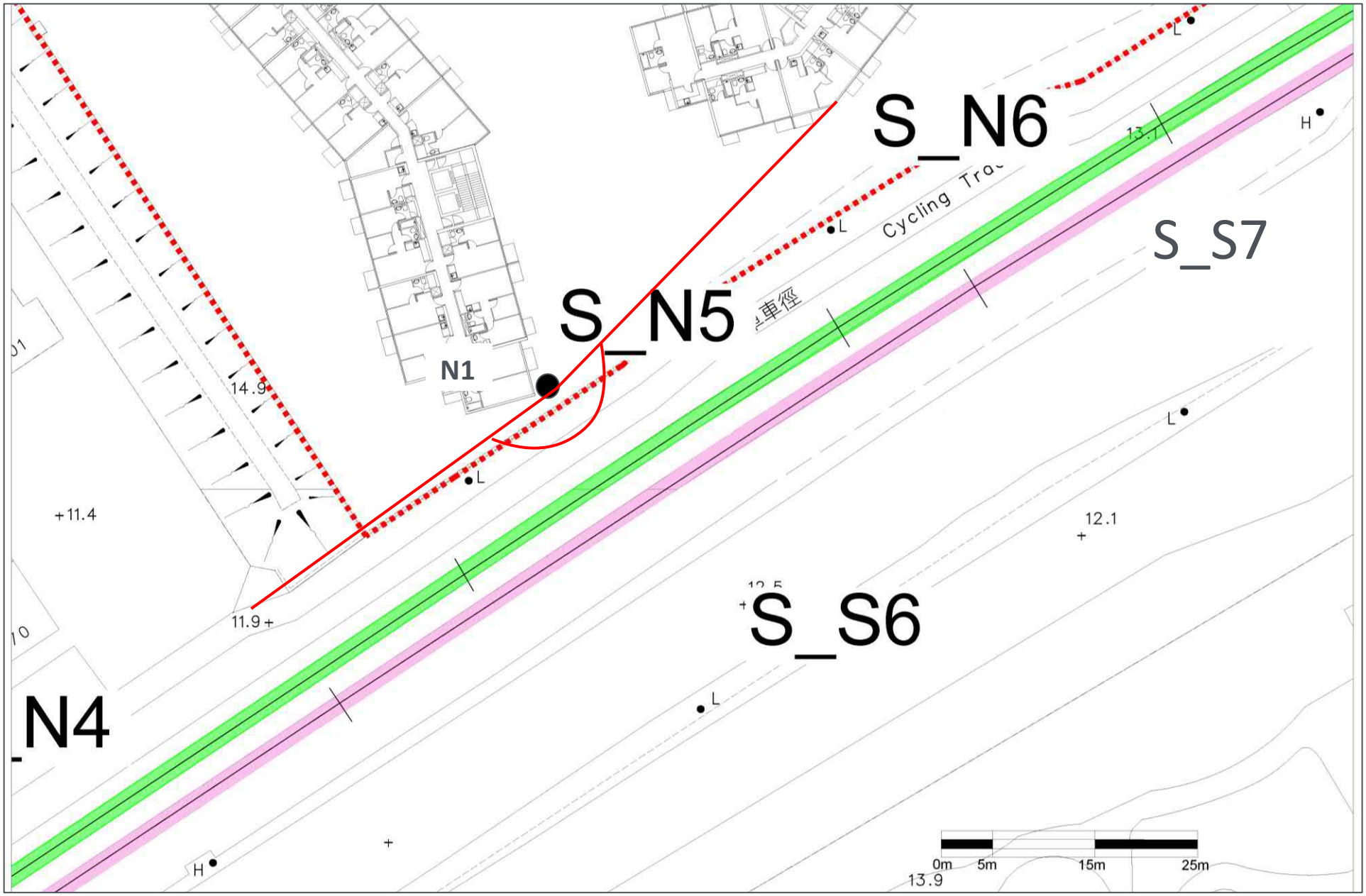
Window Type	NSR ID	Room Size, m^2	Outer Opening, m^2	Gap width, mm	Overlaping Length, mm	Relative Noise Reduction, dB(A)	Proposed Noise Reduction, dB(A)
Type 1	T3-E4	11.9	1.2	175	340	7.1	7.0
	T3-J1	14.7	1.2	175	340	7.4	7.0
	T3-K1	13.8	1.2	175	340	7.1	7.0
	T3-K3	8.6	1.2	175	340	6.5	6.0
	T3-L1	14.7	1.2	175	340	7.1	7.0
	T3-M1	13.8	1.2	175	340	7.1	7.0
	T3-M4	11.7	1.2	175	340	7.1	7.0
	T3-N1	13.8	1.2	175	340	7.1	7.0
	T3-O2	13.8	1.2	175	340	7.1	7.0
	T3-P1	13.4	1.2	175	340	7.1	7.0
	T3-P2	12.7	1.2	175	340	7.1	7.0
	T3-Q1	12.7	1.2	175	340	7.1	7.0
	T3-Q2	13.4	1.2	175	340	7.1	7.0
	T3-R1	20.2	1.2	175	340	7.5	7.0
	T3-S1	14.7	1.2	175	340	7.4	7.0
	T3-T1	14.7	1.2	175	340	7.4	7.0
	T3-U1	12.4	1.2	175	340	7.1	7.0
	T3-U2	11.8	1.2	175	340	7.1	7.0
	T3-V1	13.4	1.2	175	340	7.1	7.0
	T3-V2	12.7	1.2	175	340	7.1	7.0
Type 2	T3-A1	5.2	0.6	200	200	8.0	6.0
	T3-K2	4.8	0.6	200	200	8.0	6.0
	T3-M2	4.8	0.6	200	200	8.0	6.0
	T3-M3	4.8	0.6	200	200	8.0	6.0
	T3-N2	6.5	0.6	200	200	8.0	6.0
	T3-O1	6.5	0.6	200	200	8.0	6.0

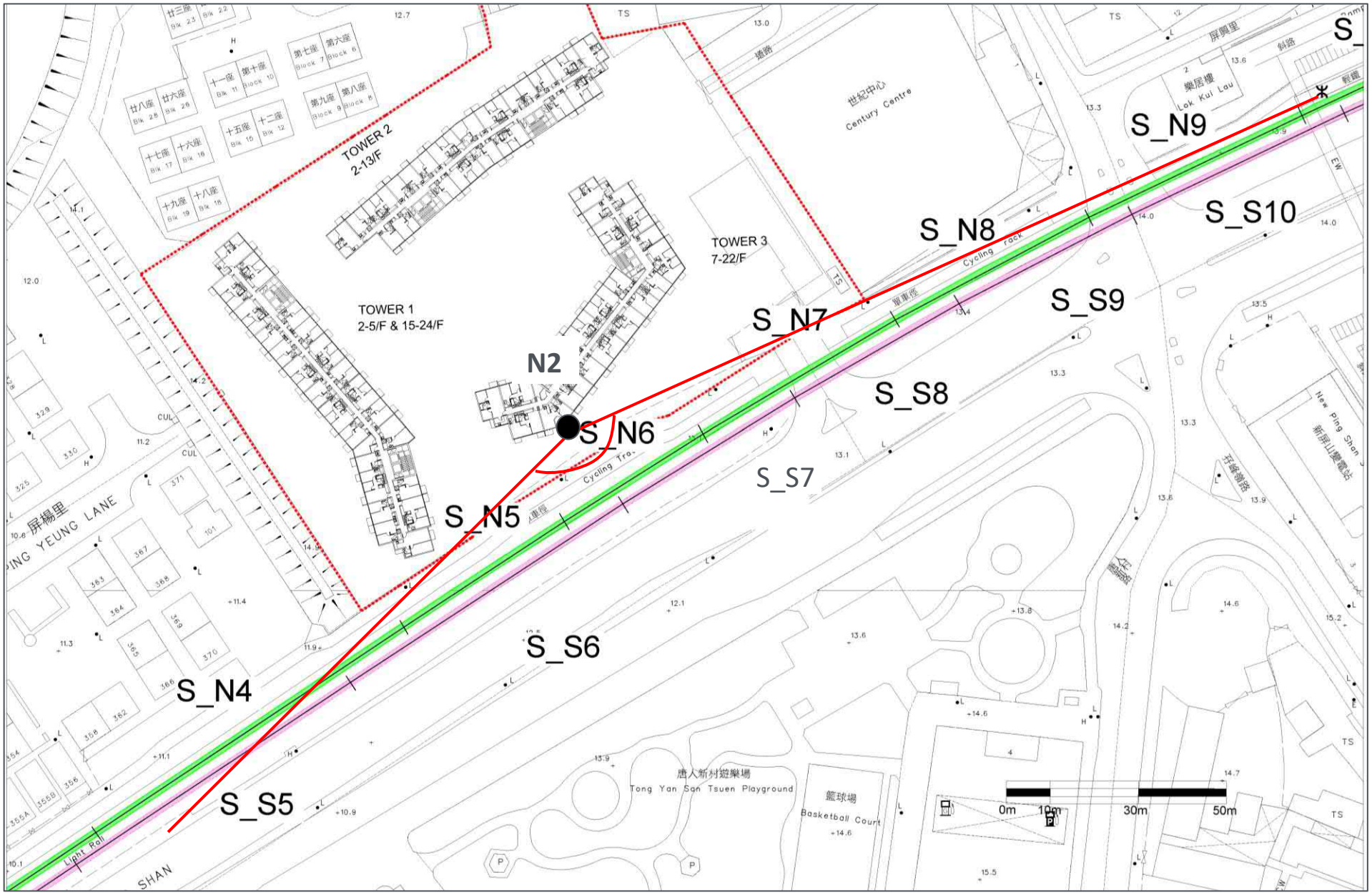
Note:

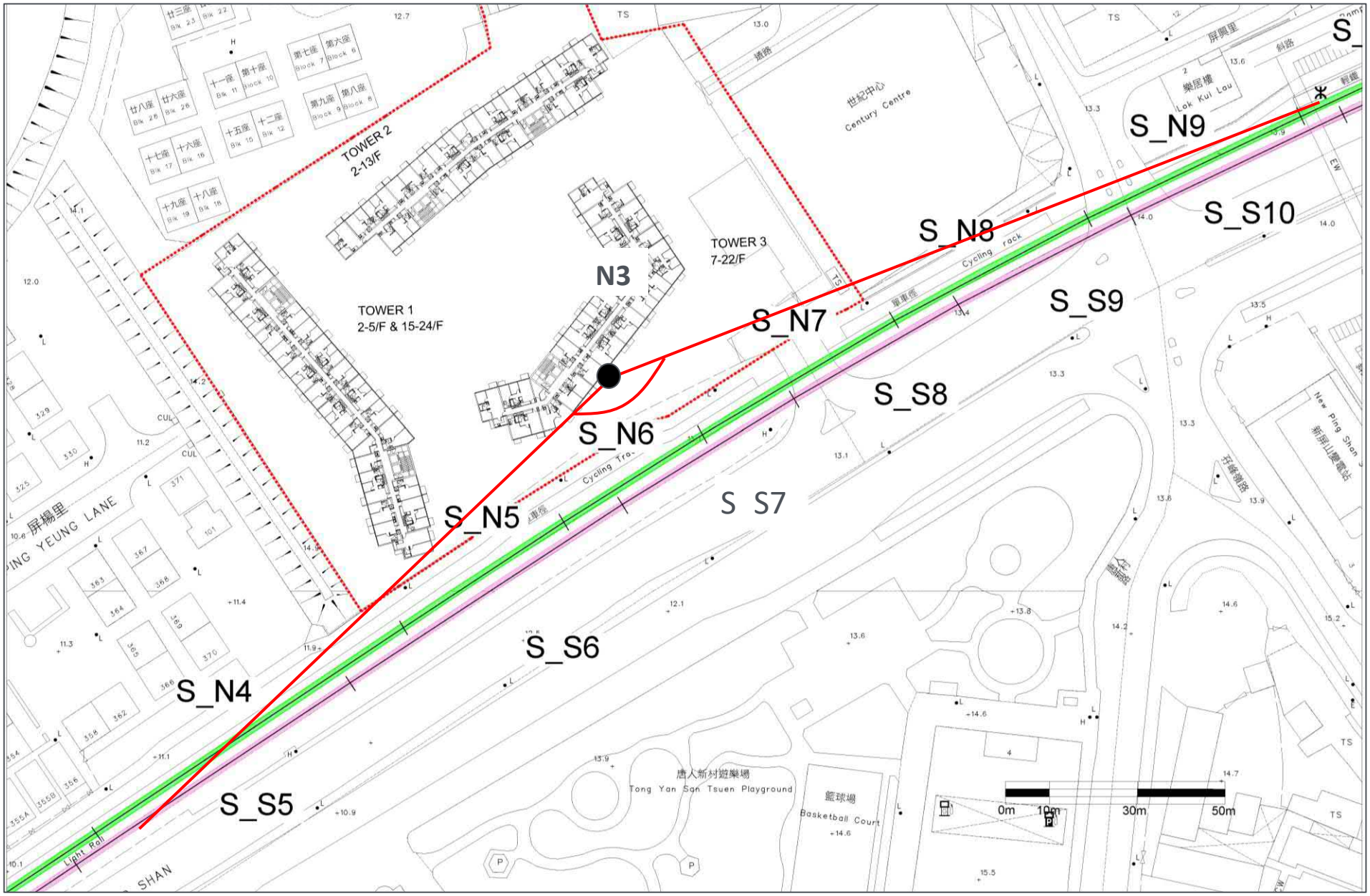
The Relative Noise Reduction (RNR) = Noise Reduction Reference + 10log(Room Size of Proposed Development/ Room Size of Reference); which shall be not greater than the reference value.

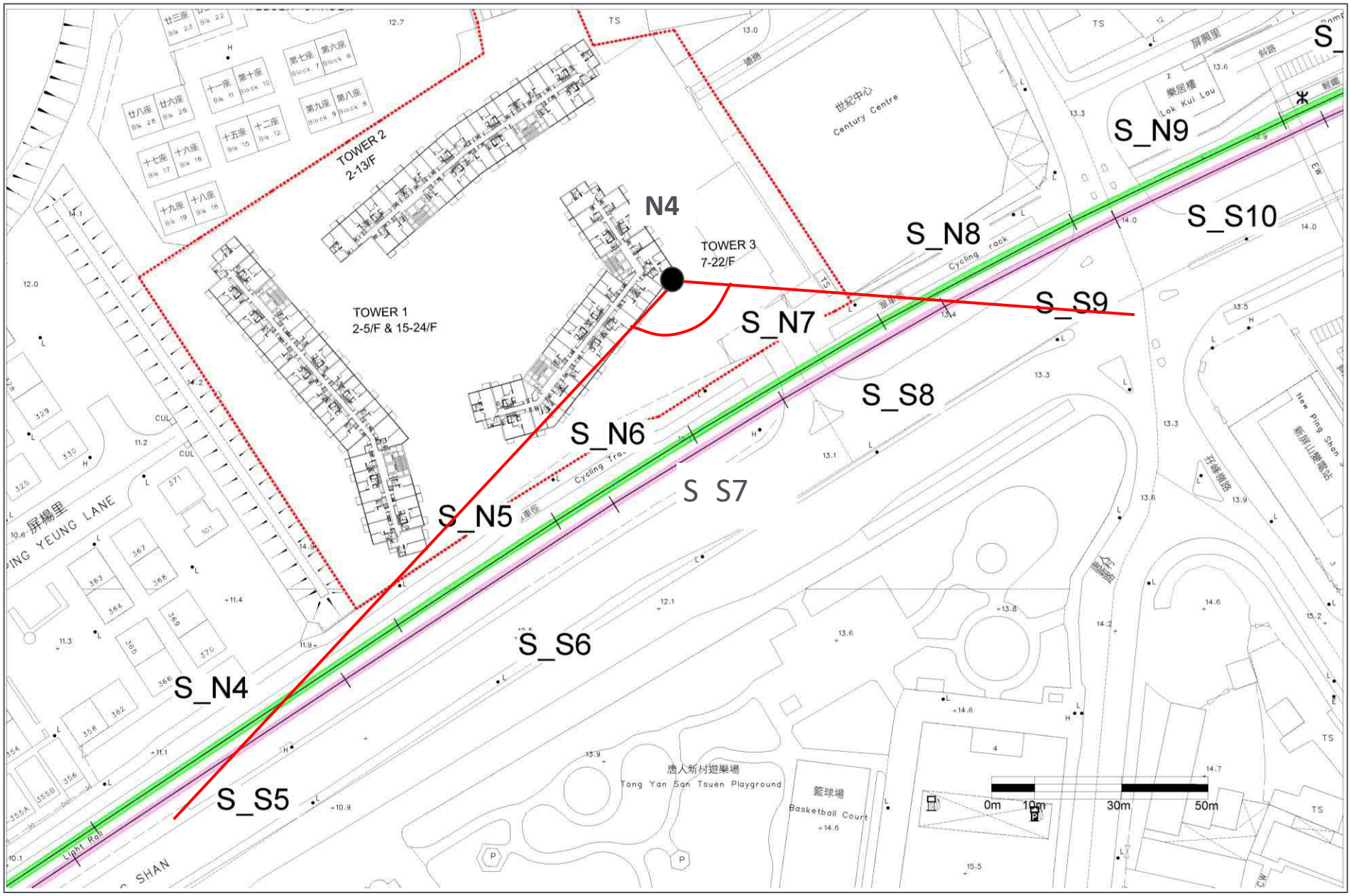
Appendix D TRAIN SPEED, IDENTIFIED RAIL SEGMENTS AND VIEW ANGLE

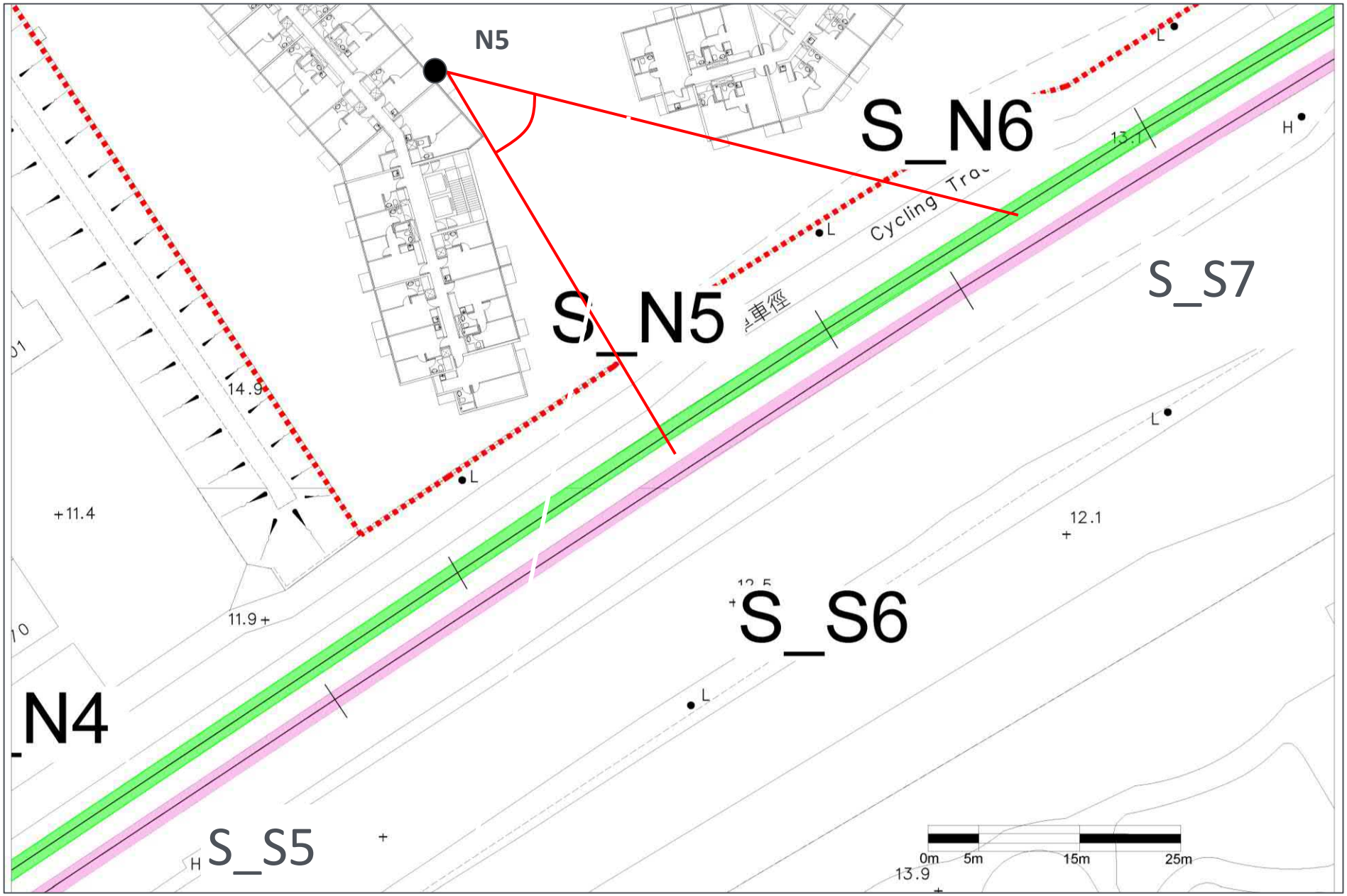

Site Boundary
Light Rail Track (Northbound)
Light Rail Track (Southbound)
300m Study Area
S_S1
S_S2
S_S3
S_S4
S_S5
S_S6
S_S7
S_S8
S_S9
S_S10
S_S11
S_S12
S_S13
S_S14
S_N5
S_N6
0m 25m 50m 100m


S_N6
S_S7
S_N5
N1
S_S6
_N4
Cycling Tra
14.9
11.4
11.9
12.1
13.1
13.9
0m
5m
15m
25m


TOWER 2
2-13/F
TOWER 1
2-5/F & 15-24/F
TOWER 3
7-22/F
世紀中心
Century Centre
N2
S_N6
S_N5
S_N4
S_S5
S_S6
S_S7
S_S8
S_S9
S_S10
S_N7
S_N8
S_N9
屏楊里
PING YEUNG LANE
唐人新村遊樂場
Tong Yan San Tsuen Playground
籃球場
Basketball Court
Light Rail
0m
10m
30m
50m


TOWER 2
2-13/F
TOWER 1
2-5/F & 15-24/F
TOWER 3
7-22/F
N3
S_N4
S_N5
S_N6
S_N7
S_N8
S_N9
S_S5
S_S6
S_S7
S_S8
S_S9
S_S10
世紀中心
Century Centre
樂居樓
Lok Kui Lau
屏楊里
PING YEUNG LANE
唐人新村遊樂場
Tong Yan San Tsuen Playground
籃球場
Basketball Court
Light Rail
Cycling rack
0m
10m
30m
50m


TOWER 2
2-13/F
TOWER 1
2-5/F & 15-24/F
TOWER 3
7-22/F
N4
S_N4
S_N5
S_N6
S_N7
S_N8
S_N9
S_S5
S_S6
S_S7
S_S8
S_S9
S_S10
世紀中心
Century Centre
樂居樓
Lok Kui Lau
屏楊里
PING YEUNG LANE
唐人新村遊樂場
Tong Yan San Tsuen Playground
籃球場
Basketball Court
New Ping Shan
新屏山邊電站
Cycling Track
Light Rail
0m
10m
30m
50m


N5
S_N6
S_N5
S_S7
S_S6
S_S5
N4
Cycling Tra
14.9
11.4
11.9
12.1
13.9
0m 5m 15m 25m

Appendix E CALCULATION OF RAIL NOISE ASSESSMENT

Base Case

RN1

Floor 1		Segment (Northbound)													Segment (Southbound)													
		N1	N2	N3	N4	N5	N6	N7	N8	N9	N10	N11	N12	N13	S1	S2	S3	S4	S5	S6	S7	S8	S9	S10	S11	S12	S13	S14
Parameters:																												
	Measured SEL	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9
Leq24	Total number of events	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536
	Horize distance from track to NSR	9.7	10.2	10.5	10.5	10.6	10.1	8.3	2.8	4.2	6.6	14.1	24.0	34.1	12.7	14.7	14.0	14.0	14.3	14.5	13.4	10.6	5.0	0.7	5.3	17.9	27.1	35.0
	track mPD + track head (0.2m)	7.9	8.7	9.9	11.3	12.5	13.1	13.4	13.6	14.0	14.1	13.9	13.6	13.1	8.0	8.4	9.1	10.0	11.2	12.5	13.2	13.5	13.9	14.2	14.1	13.7	13.3	12.9
	ground mPD + floor height	21.9	21.9	21.9	21.9	21.9	21.9	21.9	21.9	21.9	21.9	21.9	21.9	21.9	21.9	21.9	21.9	21.9	21.9	21.9	21.9	21.9	21.9	21.9	21.9	21.9	21.9	21.9
	Vert distance from track to NSR	14.0	13.2	12.0	10.7	9.5	8.9	8.6	8.3	8.0	7.9	8.0	8.3	8.9	13.9	13.5	12.8	11.9	10.7	9.4	8.7	8.4	8.0	7.8	7.9	8.2	8.7	9.0
	Slant distance	17.0	16.7	15.9	15.0	14.2	13.4	11.9	8.8	9.0	10.2	16.2	25.4	35.2	19	20	19	18	18	17	16	13	9	8	9	20	28	36
	View angle (α)	0.031	0.043	0.079	0.337	1.469	0.252	0.099	0.021	0.022	0.028	0.050	0.075	0.092	0.042	0.057	0.067	0.102	0.267	1.537	0.233	0.101	0.033	0.004	0.021	0.059	0.078	0.091
	View angle (α) (degree)	1.800	2.470	4.505	19.282	84.163	14.433	5.683	1.179	1.265	1.576	2.881	4.307	5.283	2.428	3.256	3.840	5.866	15.325	88.061	13.378	5.760	1.905	0.203	1.203	3.359	4.492	5.192
	View angle (Θ)	0.002	0.018	0.051	0.465	2.197	0.196	0.055	0.007	0.006	0.005	0.007	0.009	0.017	0.006	0.009	0.017	0.053	0.273	2.389	0.162	0.040	0.010	0.001	0.005	0.008	0.009	0.009
	View angle (Θ) (degree)	0.142	1.011	2.895	26.618	125.853	11.226	3.179	0.416	0.352	0.282	0.393	0.514	0.962	0.335	0.506	0.999	3.035	15.619	136.871	9.279	2.269	0.551	0.054	0.273	0.438	0.537	0.517
	Average Speed	10.0	20.0	50.0	70.0	65.0	50.0	30.0	15.0	10.0	10.0	15.0	20.0	15.0	10.0	10.0	10.0	20.0	50.0	70.0	60.0	40.0	20.0	15.0	10.0	10.0	15.0	10.0
	Corr for no. of event, 10log(N), dB(A)	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3
	Corr for distance, -10log(d/d_{ref}), dB(A)	1.7	1.8	2.0	2.2	2.5	2.7	3.2	4.6	4.4	3.9	1.9	-0.1	-1.5	1.2	1.0	1.2	1.3	1.5	1.6	2.0	2.7	4.2	5.1	4.2	1.0	-0.6	-1.6
	Corr for view angle, 10log(piθ/180-cos2αsinθ)	-58.1	-46.8	-36.9	-14.4	-0.2	-20.9	-34.5	-57.1	-57.2	-56.3	-49.6	-44.9	-40.4	-51.8	-47.4	-43.0	-34.5	-18.9	-0.1	-22.5	-35.9	-51.7	-81.2	-58.8	-47.8	-44.4	-43.3
	Corr for screening/ absorption, dB(A)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, 20log(v/V_{ref}), dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0
	Corr for sound energy spread over 24 hr	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4
	Façade correctoin, dB(A)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
	Track wear correction, dB(A)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
	Leq 24hr for each train, dB(A)	-16.1	1.3	19.3	45.0	58.8	36.1	18.6	-8.7	-12.4	-12.1	-3.9	1.3	1.9	-10.2	-6.1	-1.5	13.2	36.9	58.7	35.4	19.1	-1.1	-32.3	-14.2	-6.4	-1.1	-4.6
	Leq 24hr for all train	61.9																										
Leq0.5 Day/Evening	Total number of events	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13
	Corr for no. of event, 10log(N), dB(A)	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1
	Corr for distance, -10log(d/dref), dB(A)	1.7	1.8	2.0	2.2	2.5	2.7	3.2	4.6	4.4	3.9	1.9	-0.1	-1.5	1.2	1.0	1.2	1.3	1.5	1.6	2.0	2.7	4.2	5.1	4.2	1.0	-0.6	-1.6
	Corr for view angle, 10log(piθ/180-cos2αsinθ)	-58.1	-46.8	-36.9	-14.4	-0.2	-20.9	-34.5	-57.1	-57.2	-56.3	-49.6	-44.9	-40.4	-51.8	-47.4	-43.0	-34.5	-18.9	-0.1	-22.5	-35.9	-51.7	-81.2	-58.8	-47.8	-44.4	-43.3
	Corr for screening/ absorption, dB(A)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0
	Corr for sound energy spread over 24 hr	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6
	Façade correctoin, dB(A)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
	Track wear correction, dB(A)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
	Leq 0.5hr for each train, dB(A)	-15.5	2.0	20.0	45.7	59.4	36.7	19.2	-8.0	-11.8	-11.4	-3.2	2.0	2.6	-9.6	-5.5	-0.9	13.9	37.5	59.4	36.0	19.8	-0.5	-31.7	-13.6	-5.8	-0.5	-3.9
	Leq 0.5hr for all train	62.5																										
Leq0.5 Night	Total number of events	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12
	Corr for no. of event, 10log(N), dB(A)	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8
	Corr for distance, -10log(d/dref), dB(A)	1.7	1.8	2.0	2.2	2.5	2.7	3.2	4.6	4.4	3.9	1.9	-0.1	-1.5	1.2	1.0	1.2	1.3	1.5	1.6	2.0	2.7	4.2	5.1	4.2	1.0	-0.6	-1.6
	Corr for view angle, 10log(piθ/180-cos2αsinθ)	-58.1	-46.8	-36.9	-14.4	-0.2	-20.9	-34.5	-57.1	-57.2	-56.3	-49.6	-44.9	-40.4	-51.8	-47.4	-43.0	-34.5	-18.9	-0.1	-22.5	-35.9	-51.7	-81.2	-58.8	-47.8	-44.4	-43.3
	Corr for screening/ absorption, dB(A)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0
	Corr for sound energy spread over 24 hr	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6
	Façade correctoin, dB(A)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
	Track wear correction, dB(A)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
	Leq 0.5hr for each train, dB(A)	-15.8	1.6	19.7	45.3	59.1	36.4	18.9	-8.4	-12.1	-11.8	-3.6	1.6	2.2	-9.9	-5.8	-1.2	13.5	37.2	59.0	35.7	19.4	-0.8	-32.0	-13.9	-6.1	-0.8	-4.3
	Leq 0.5hr for all train	62.2																										
Lmax	Measured Lmax	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65
	Corr for distance, -10log(d/dref), dB(A)	1.7	1.8	2.0	2.2	2.5	2.7	3.2	4.6	4.4	3.9	1.9	-0.1	-1.5	1.2	1.0	1.2	1.3	1.5	1.6	2.0	2.7	4.2	5.1	4.2	1.0	-0.6	-1.6
	Correction for screening/ absorption	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0
	Façade correctoin, dB(A)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
	Track wear correction, dB(A)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
	Lmax for each train, dB(A)	58.2	64.3	72.5	75.6	75.2	73.2	69.3	64.6	61.0	60.4	61.9	62.5	58.6	57.7	57.5	57.7	63.9	72.0	75.0	74.0	71.2	66.8	65.1	60.7	57.6	59.5	54.9
	Lmax for all train	75.6																										

Floor 2		Segment (Northbound)													Segment (Southbound)													
		N1	N2	N3	N4	N5	N6	N7	N8	N9	N10	N11	N12	N13	S1	S2	S3	S4	S5	S6	S7	S8	S9	S10	S11	S12	S13	S14
Parameters:																												
	Measured SEL	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9
Leq24	Total number of events	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536
	Horize distance from track to NSR	9.7	10.2	10.5	10.5	10.6	10.1	8.3	2.8	4.2	6.6	14.1	24.0	34.1	12.7	14.7	14.0	14.0	14.3	14.5	13.4	10.6	5.0	0.7	5.3	17.9	27.1	35.0
	track mPD + track head (0.2m)	7.9	8.7	9.9	11.3	12.5	13.1	13.4	13.6	14.0	14.1	13.9	13.6	13.1	8.0	8.4	9.1	10.0	11.2	12.5	13.2	13.5	13.9	14.2	14.1	13.7	13.3	12.9
	ground mPD + floor height	25.1	25.1	25.1	25.1	25.1	25.1	25.1	25.1	25.1	25.1	25.1	25.1	25.1	25.1	25.1	25.1	25.1	25.1	25.1	25.1	25.1	25.1	25.1	25.1	25.1	25.1	25.1
	Vert distance from track to NSR	17.2	16.4	15.2	13.8	12.6	12.0	11.7	11.5	11.1	11.0	11.2	11.5	12.0	17.1	16.7	16.0	15.1	13.9	12.6	11.9	11.6	11.2	10.9	11.0	11.4	11.8	12.2
	Slant distance	19.7	19.3	18.4	17.4	16.5	15.7	14.3	11.8	11.9	12.8	18.0	26.6	36.1	21	22	21	21	20	19	18	16	12	11	12	21	30	37
	View angle (α)	0.031	0.043	0.079	0.337	1.469	0.252	0.099	0.021	0.022	0.028	0.050	0.075	0.092	0.042	0.057	0.067	0.102	0.267	1.537	0.233	0.101	0.033	0.004	0.021	0.059	0.078	0.091
	View angle (α) (degree)	1.800	2.470	4.505	19.282	84.163	14.433	5.683	1.179	1.265	1.576	2.881	4.307	5.283	2.428	3.256	3.840	5.866	15.325	88.061	13.378	5.760	1.905	0.203	1.203	3.359	4.492	5.192
	View angle (Θ)	0.002	0.018	0.051	0.465	2.197	0.196	0.055	0.007	0.006	0.005	0.007	0.009	0.017	0.006	0.009	0.017	0.053	0.273	2.389	0.162	0.040	0.010	0.001	0.005	0.008	0.009	0.009
	View angle (Θ) (degree)	0.142	1.011	2.895	26.618	125.853	11.226	3.179	0.416	0.352	0.282	0.393	0.514	0.962	0.335	0.506	0.999	3.035	15.619	136.871	9.279	2.269	0.551	0.054	0.273	0.438	0.537	0.517
	Average Speed	10.0	20.0	50.0	70.0	65.0	50.0	30.0	15.0	10.0	10.0	15.0	20.0	15.0	10.0	10.0	10.0	20.0	50.0	70.0	60.0	40.0	20.0	15.0	10.0	10.0	15.0	10.0
	Corr for no. of event, 10log(N), dB(A)	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3
	Corr for distance, -10log(d/d_{ref}), dB(A)	1.0	1.1	1.3	1.6	1.8	2.0	2.4	3.3	3.2	2.9	1.4	-0.3	-1.6	0.7	0.5	0.7	0.8	1.0	1.2	1.5	2.0	3.1	3.6	3.1	0.7	-0.7	-1.7
	Corr for view angle, 10log(piθ/180-cos2αsinθ)	-58.1	-46.8	-36.9	-14.4	-0.2	-20.9	-34.5	-57.1	-57.2	-56.3	-49.6	-44.9	-40.4	-51.8	-47.4	-43.0	-34.5	-18.9	-0.1	-22.5	-35.9	-51.7	-81.2	-58.8	-47.8	-44.4	-43.3
	Corr for screening/ absorption, dB(A)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, 20log(v/V_{ref}), dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0
	Corr for sound energy spread over 24 hr	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4
	Façade correctoin, dB(A)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
	Track wear correction, dB(A)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
	Leq 24hr for each train, dB(A)	-16.7	0.7	18.7	44.4	58.1	35.4	17.7	-10.0	-13.6	-13.1	-4.3	1.1	1.8	-10.8	-6.6	-2.0	12.7	36.4	58.2	34.9	18.5	-2.3	-33.8	-15.3	-6.8	-1.3	-4.7
	Leq 24hr for all train	61.3																										
Leq0.5 Day/Evening	Total number of events	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13
	Corr for no. of event, 10log(N), dB(A)	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1
	Corr for distance, -10log(d/dref), dB(A)	1.0	1.1	1.3	1.6	1.8	2.0	2.4	3.3	3.2	2.9	1.4	-0.3	-1.6	0.7	0.5	0.7	0.8	1.0	1.2	1.5	2.0	3.1	3.6	3.1	0.7	-0.7	-1.7
	Corr for view angle, 10log(piθ/180-cos2αsinθ)	-58.1	-46.8	-36.9	-14.4	-0.2	-20.9	-34.5	-57.1	-57.2	-56.3	-49.6	-44.9	-40.4	-51.8	-47.4	-43.0	-34.5	-18.9	-0.1	-22.5	-35.9	-51.7	-81.2	-58.8	-47.8	-44.4	-43.3
	Corr for screening/ absorption, dB(A)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0
	Corr for sound energy spread over 24 hr	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6
	Façade correctoin, dB(A)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
	Track wear correction, dB(A)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
	Leq 0.5hr for each train, dB(A)	-16.1	1.3	19.4	45.0	58.8	36.0	18.4	-9.3	-13.0	-12.4	-3.7	1.8	2.5	-10.1	-5.9	-1.4	13.4	37.1	58.9	35.5	19.1	-1.6	-33.1	-14.7	-6.1	-0.6	-4.0
	Leq 0.5hr for all train	62.0																										
Leq0.5 Night	Total number of events	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12
	Corr for no. of event, 10log(N), dB(A)	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8
	Corr for distance, -10log(d/dref), dB(A)	1.0	1.1	1.3	1.6	1.8	2.0	2.4	3.3	3.2	2.9	1.4	-0.3	-1.6	0.7	0.5	0.7	0.8	1.0	1.2	1.5	2.0	3.1	3.6	3.1	0.7	-0.7	-1.7
	Corr for view angle, 10log(piθ/180-cos2αsinθ)	-58.1	-46.8	-36.9	-14.4	-0.2	-20.9	-34.5	-57.1	-57.2	-56.3	-49.6	-44.9	-40.4	-51.8	-47.4	-43.0	-34.5	-18.9	-0.1	-22.5	-35.9	-51.7	-81.2	-58.8	-47.8	-44.4	-43.3
	Corr for screening/ absorption, dB(A)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0
	Corr for sound energy spread over 24 hr	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6
	Façade correctoin, dB(A)	2.5	2

Floor 3		Segment (Northbound)													Segment (Southbound)													
		N1	N2	N3	N4	N5	N6	N7	N8	N9	N10	N11	N12	N13	S1	S2	S3	S4	S5	S6	S7	S8	S9	S10	S11	S12	S13	S14
Parameters:																												
	Measured SEL	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9
Leq24	Total number of events	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536
	Horize distance from track to NSR	9.7	10.2	10.5	10.5	10.6	10.1	8.3	2.8	4.2	6.6	14.1	24.0	34.1	12.7	14.7	14.0	14.0	14.3	14.5	13.4	10.6	5.0	0.7	5.3	17.9	27.1	35.0
	track mPD + track head (0.2m)	7.9	8.7	9.9	11.3	12.5	13.1	13.4	13.6	14.0	14.1	13.9	13.6	13.1	8.0	8.4	9.1	10.0	11.2	12.5	13.2	13.5	13.9	14.2	14.1	13.7	13.3	12.9
	ground mPD + floor height	28.2	28.2	28.2	28.2	28.2	28.2	28.2	28.2	28.2	28.2	28.2	28.2	28.2	28.2	28.2	28.2	28.2	28.2	28.2	28.2	28.2	28.2	28.2	28.2	28.2	28.2	28.2
	Vert distance from track to NSR	20.3	19.5	18.3	17.0	15.8	15.2	14.9	14.6	14.3	14.2	14.3	14.6	15.2	20.2	19.8	19.1	18.2	17.0	15.7	15.0	14.7	14.3	14.1	14.2	14.5	15.0	15.3
	Slant distance	22.5	22.0	21.1	20.0	19.0	18.2	17.0	14.9	14.8	15.6	20.1	28.1	37.3	24	25	24	23	22	21	20	18	15	14	15	23	31	38
	View angle (α)	0.031	0.043	0.079	0.337	1.469	0.252	0.099	0.021	0.022	0.028	0.050	0.075	0.092	0.042	0.057	0.067	0.102	0.267	1.537	0.233	0.101	0.033	0.004	0.021	0.059	0.078	0.091
	View angle (α) (degree)	1.800	2.470	4.505	19.282	84.163	14.433	5.683	1.179	1.265	1.576	2.881	4.307	5.283	2.428	3.256	3.840	5.866	15.325	88.061	13.378	5.760	1.905	0.203	1.203	3.359	4.492	5.192
	View angle (Θ)	0.002	0.018	0.051	0.465	2.197	0.196	0.055	0.007	0.006	0.005	0.007	0.009	0.017	0.006	0.009	0.017	0.053	0.273	2.389	0.162	0.040	0.010	0.001	0.005	0.008	0.009	0.009
	View angle (Θ) (degree)	0.142	1.011	2.895	26.618	125.853	11.226	3.179	0.416	0.352	0.282	0.393	0.514	0.962	0.335	0.506	0.999	3.035	15.619	136.871	9.279	2.269	0.551	0.054	0.273	0.438	0.537	0.517
	Average Speed	10.0	20.0	50.0	70.0	65.0	50.0	30.0	15.0	10.0	10.0	15.0	20.0	15.0	10.0	10.0	10.0	20.0	50.0	70.0	60.0	40.0	20.0	15.0	10.0	10.0	15.0	10.0
	Corr for no. of event, 10log(N), dB(A)	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3
	Corr for distance, -10log(d/d_{ref}), dB(A)	0.5	0.6	0.7	1.0	1.2	1.4	1.7	2.3	2.3	2.0	0.9	-0.5	-1.7	0.2	0.1	0.2	0.4	0.5	0.7	1.0	1.4	2.2	2.5	2.2	0.4	-0.9	-1.8
	Corr for view angle, 10log($\pi\Theta$/180-cos2αsinΘ)	-58.1	-46.8	-36.9	-14.4	-0.2	-20.9	-34.5	-57.1	-57.2	-56.3	-49.6	-44.9	-40.4	-51.8	-47.4	-43.0	-34.5	-18.9	-0.1	-22.5	-35.9	-51.7	-81.2	-58.8	-47.8	-44.4	-43.3
	Corr for screening/ absorption, dB(A)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, 20log(v/V_{ref}), dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0
	Corr for sound energy spread over 24 hr	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4
	Façade correction, dB(A)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
	Track wear correction, dB(A)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
	Leq 24hr for each train, dB(A)	-17.3	0.1	18.1	43.8	57.5	34.7	17.0	-11.0	-14.6	-13.9	-4.8	0.9	1.7	-11.3	-7.1	-2.5	12.2	35.9	57.8	34.4	17.8	-3.2	-34.9	-16.3	-7.1	-1.5	-4.8
	Leq 24hr for all train	60.8																										
Leq0.5 Day/Evening	Total number of events	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13
	Corr for no. of event, 10log(N), dB(A)	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1
	Corr for distance, -10log(d/dref), dB(A)	0.5	0.6	0.7	1.0	1.2	1.4	1.7	2.3	2.3	2.0	0.9	-0.5	-1.7	0.2	0.1	0.2	0.4	0.5	0.7	1.0	1.4	2.2	2.5	2.2	0.4	-0.9	-1.8
	Corr for view angle, 10log(piθ/180-cos2αsinθ)	-58.1	-46.8	-36.9	-14.4	-0.2	-20.9	-34.5	-57.1	-57.2	-56.3	-49.6	-44.9	-40.4	-51.8	-47.4	-43.0	-34.5	-18.9	-0.1	-22.5	-35.9	-51.7	-81.2	-58.8	-47.8	-44.4	-43.3
	Corr for screening/ absorption, dB(A)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0
	Corr for sound energy spread over 24 hr	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6
	Façade correction, dB(A)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
	Track wear correction, dB(A)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
	Leq 0.5hr for each train, dB(A)	-16.7	0.8	18.8	44.4	58.2	35.4	17.7	-10.3	-14.0	-13.3	-4.1	1.5	2.3	-10.6	-6.4	-1.8	12.9	36.6	58.4	35.0	18.5	-2.5	-34.2	-15.6	-6.5	-0.8	-4.2
		0.0	1.2	75.6	27752.6	657937.2	3460.6	58.4	0.1	0.0	0.0	0.4	1.4	1.7	0.1	0.2	0.7	19.5	4563.4	696465.9	3186.8	70.7	0.6	0.0	0.0	0.2	0.8	0.4
	Leq 0.5hr for all train	61.4																										
Leq0.5 Night	Total number of events	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12
	Corr for no. of event, 10log(N), dB(A)	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8
	Corr for distance, -10log(d/dref), dB(A)	0.5	0.6	0.7	1.0	1.2	1.4	1.7	2.3	2.3	2.0	0.9	-0.5	-1.7	0.2	0.1	0.2	0.4	0.5	0.7	1.0	1.4	2.2	2.5	2.2	0.4	-0.9	-1.8
	Corr for view angle, 10log(piθ/180-cos2αsinθ)	-58.1	-46.8	-36.9	-14.4	-0.2	-20.9	-34.5	-57.1	-57.2	-56.3	-49.6	-44.9	-40.4	-51.8	-47.4	-43.0	-34.5	-18.9	-0.1	-22.5	-35.9	-51.7	-81.2	-58.8	-47.8	-44.4	-43.3
	Corr for screening/ absorption, dB(A)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0
	Corr for sound energy spread over 24 hr	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6
	Façade correction, dB(A)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
	Track wear correction, dB(A)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
	Leq 0.5hr for each train, dB(A)	-17.0	0.4	18.4	44.1	57.8	35.0	17.3	-10.7	-14.3	-13.6	-4.5	1.2	2.0	-10.9	-6.7	-2.2	12.5	36.2	58.1	34.7	18.1	-2.9	-34.6	-15.9	-6.8	-1.2	-4.5
		0.0	1.1	69.8	25617.8	607326.6	3194.4	53.9	0.1	0.0	0.0	0.4	1.3	1.6	0.1	0.2	0.6	18.0	4212.4	642891.6	2941.6	65.2	0.5	0.0	0.0	0.2	0.8	0.4
	Leq 0.5hr for all train	61.1																										
Lmax	Measured Lmax	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65
	Corr for distance, -10log(d/dref), dB(A)	0.5	0.6	0.7	1.0	1.2	1.4	1.7	2.3	2.3	2.0	0.9	-0.5	-1.7	0.2	0.1	0.2	0.4	0.5	0.7	1.0	1.4	2.2	2.5	2.2	0.4	-0.9	-1.8
	Correction for screening/ absorption	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0
	Façade correction, dB(A)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
	Track wear correction, dB(A)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
	Lmax for each train, dB(A)	57.0	63.1	71.2	74.4	74.0	71.9	67.7	62.3	58.8	58.6	61.0	62.0	58.3	56.7	56.6	56.8	62.9	71.0	74.1	73.0	70.0	64.7	62.5	58.7	56.9	59.1	54.7
	Lmax for all train	74.4																										

Floor 4		Segment (Northbound)													Segment (Southbound)													
		N1	N2	N3	N4	N5	N6	N7	N8	N9	N10	N11	N12	N13	S1	S2	S3	S4	S5	S6	S7	S8	S9	S10	S11	S12	S13	S14
Parameters:																												
	Measured SEL	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9
Leq24	Total number of events	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536
	Horize distance from track to NSR	9.7	10.2	10.5	10.5	10.6	10.1	8.3	2.8	4.2	6.6	14.1	24.0	34.1	12.7	14.7	14.0	14.0	14.3	14.5	13.4	10.6	5.0	0.7	5.3	17.9	27.1	35.0
	track mPD + track head (0.2m)	7.9	8.7	9.9	11.3	12.5	13.1	13.4	13.6	14.0	14.1	13.9	13.6	13.1	8.0	8.4	9.1	10.0	11.2	12.5	13.2	13.5	13.9	14.2	14.1	13.7	13.3	12.9
	ground mPD + floor height	31.4	31.4	31.4	31.4	31.4	31.4	31.4	31.4	31.4	31.4	31.4	31.4	31.4	31.4	31.4	31.4	31.4	31.4	31.4	31.4	31.4	31.4	31.4	31.4	31.4	31.4	31.4
	Vert distance from track to NSR	23.5	22.7	21.5	20.1	18.9	18.3	18.0	17.8	17.4	17.3	17.5	17.8	18.3	23.4	23.0	22.3	21.4	20.2	18.9	18.2	17.9	17.5	17.2	17.3	17.7	18.1	18.5
	Slant distance	25.4	24.8	23.9	22.7	21.7	20.9	19.8	18.0	17.9	18.5	22.4	29.8	38.7	27	27	26	26	25	24	23	21	18	17	18	25	33	40
	View angle (α)	0.031	0.043	0.079	0.337	1.469	0.252	0.099	0.021	0.022	0.028	0.050	0.075	0.092	0.042	0.057	0.067	0.102	0.267	1.537	0.233	0.101	0.033	0.004	0.021	0.059	0.078	0.091
	View angle (α) (degree)	1.800	2.470	4.505	19.282	84.163	14.433	5.683	1.179	1.265	1.576	2.881	4.307	5.283	2.428	3.256	3.840	5.866	15.325	88.061	13.378	5.760	1.905	0.203	1.203	3.359	4.492	5.192
	View angle (Θ)	0.002	0.018	0.051	0.465	2.197	0.196	0.055	0.007	0.006	0.005	0.007	0.009	0.017	0.006	0.009	0.017	0.053	0.273	2.389	0.162	0.040	0.010	0.001	0.005	0.008	0.009	0.009
	View angle (Θ) (degree)	0.142	1.011	2.895	26.618	125.853	11.226	3.179	0.416	0.352	0.282	0.393	0.514	0.962	0.335	0.506	0.999	3.035	15.619	136.871	9.279	2.269	0.551	0.054	0.273	0.438	0.537	0.517
	Average Speed	10.0	20.0	50.0	70.0	65.0	50.0	30.0	15.0	10.0	10.0	15.0	20.0	15.0	10.0	10.0	10.0	20.0	50.0	70.0	60.0	40.0	20.0	15.0	10.0	10.0	15.0	10.0
	Corr for no. of event, 10log(N), dB(A)	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3
	Corr for distance, -10log(d/d_{ref}), dB(A)	-0.1	0.0	0.2	0.4	0.6	0.8	1.0	1.4	1.5	1.3	0.5	-0.8	-1.9	-0.3	-0.4	-0.2	-0.1	0.1	0.2	0.5	0.8	1.4	1.6	1.4	0.0	-1.2	-2.0
	Corr for view angle, 10log($\pi\Theta$/180-cos2αsinΘ)	-58.1	-46.8	-36.9	-14.4	-0.2	-20.9	-34.5	-57.1	-57.2	-56.3	-49.6	-44.9	-40.4	-51.8	-47.4	-43.0	-34.5	-18.9	-0.1	-22.5	-35.9	-51.7	-81.2	-58.8	-47.8	-44.4	-43.3
	Corr for screening/ absorption, dB(A)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0
	Corr for sound energy spread over 24 hr	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6
	Façade correction, dB(A)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
	Track wear correction, dB(A)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
	Leq 24hr for each train, dB(A)	-17.8	-0.4	17.6	43.2	56.9	34.1	16.3	-11.8	-15.4	-14.7	-5.3	0.6	1.5	-11.7	-7.5	-2.9	11.8	35.5	57.3	33.9	17.2	-4.0	-35.8	-17.0	-7.5	-1.7	-5.0
	Leq 24hr for all train	60.3																										
Leq0.5	Total number of events	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13
	Corr for no. of event, 10log(N), dB(A)	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1
	Corr for distance, -10log(d/dref), dB(A)	-0.1	0.0	0.2	0.4	0.6	0.8	1.0	1.4	1.5	1.3	0.5	-0.8	-1.9	-0.3	-0.4	-0.2	-0.1	0.1	0.2	0.5	0.8	1.4	1.6	1.4	0.0	-1.2	-2.0
	Corr for view angle, 10log(piθ/180-cos2αsinθ)	-58.1	-46.8	-36.9	-14.4	-0.2	-20.9	-34.5	-57.1	-57.2	-56.3	-49.6	-44.9	-40.4	-51.8	-47.4	-43.0	-34.5	-18.9	-0.1	-22.5	-35.9	-51.7	-81.2	-58.8	-47.8	-44.4	-43.3
	Corr for screening/ absorption, dB(A)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0
	Corr for sound energy spread over 24 hr	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6
	Façade correction, dB(A)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
	Track wear correction, dB(A)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
	Leq 0.5hr for each train, dB(A)	-17.2	0.2	18.2	43.9	57.6	34.8	17.0	-11.1	-14.8	-14.0	-4.6	1.3	2.2	-11.1	-6.8	-2.3	12.4	36.1	58.0	34.5	17.9	-3.3	-35.1	-16.4	-6.8	-1.1	-4.3
	Leq 0.5hr for all train	60.9																										
Leq0.5	Total number of events	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12
	Corr for no. of event, 10log(N), dB(A)	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8
	Corr for distance, -10log(d/dref), dB(A)	-0.1	0.0	0.2	0.4	0.6	0.8	1.0	1.4	1.5	1.3	0.5	-0.8	-1.9	-0.3	-0.4	-0.2	-0.1	0.1	0.2	0.5	0.8	1.4	1.6	1.4	0.0	-1.2	-2.0
	Corr for view angle, 10log(piθ/180-cos2αsinθ)	-58.1	-46.8	-36.9	-14.4	-0.2	-20.9	-34.5	-57.1	-57.2	-56.3	-49.6	-44.9	-40.4	-51.8	-47.4	-43.0	-34.5	-18.9	-0.1	-22.5	-35.9	-51.7	-81.2	-58.8	-47.8	-44.4	-43.3
	Corr for screening/ absorption, dB(A)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, dB(A)	-14.0	-8.0

Floor 5		Segment (Northbound)													Segment (Southbound)													
		N1	N2	N3	N4	N5	N6	N7	N8	N9	N10	N11	N12	N13	S1	S2	S3	S4	S5	S6	S7	S8	S9	S10	S11	S12	S13	S14
Parameters:																												
	Measured SEL	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9
Leq24	Total number of events	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536
	Horize distance from track to NSR	9.7	10.2	10.5	10.5	10.6	10.1	8.3	2.8	4.2	6.6	14.1	24.0	34.1	12.7	14.7	14.0	14.0	14.3	14.5	13.4	10.6	5.0	0.7	5.3	17.9	27.1	35.0
	track mPD + track head (0.2m)	7.9	8.7	9.9	11.3	12.5	13.1	13.4	13.6	14.0	14.1	13.9	13.6	13.1	8.0	8.4	9.1	10.0	11.2	12.5	13.2	13.5	13.9	14.2	14.1	13.7	13.3	12.9
	ground mPD + floor height	34.5	34.5	34.5	34.5	34.5	34.5	34.5	34.5	34.5	34.5	34.5	34.5	34.5	34.5	34.5	34.5	34.5	34.5	34.5	34.5	34.5	34.5	34.5	34.5	34.5	34.5	34.5
	Vert distance from track to NSR	26.6	25.8	24.6	23.3	22.1	21.5	21.2	20.9	20.6	20.5	20.6	20.9	21.5	26.5	26.1	25.4	24.5	23.3	22.0	21.3	21.0	20.6	20.4	20.5	20.8	21.3	21.6
	Slant distance	28.3	27.7	26.7	25.5	24.5	23.7	22.7	21.1	21.0	21.5	25.0	31.8	40.3	29	30	29	28	27	26	25	24	21	20	21	27	34	41
	View angle (α)	0.031	0.043	0.079	0.337	1.469	0.252	0.099	0.021	0.022	0.028	0.050	0.075	0.092	0.042	0.057	0.067	0.102	0.267	1.537	0.233	0.101	0.033	0.004	0.021	0.059	0.078	0.091
	View angle (α) (degree)	1.800	2.470	4.505	19.282	84.163	14.433	5.683	1.179	1.265	1.576	2.881	4.307	5.283	2.428	3.256	3.840	5.866	15.325	88.061	13.378	5.760	1.905	0.203	1.203	3.359	4.492	5.192
	View angle (Θ)	0.002	0.018	0.051	0.465	2.197	0.196	0.055	0.007	0.006	0.005	0.007	0.009	0.017	0.006	0.009	0.017	0.053	0.273	2.389	0.162	0.040	0.010	0.001	0.005	0.008	0.009	0.009
	View angle (Θ) (degree)	0.142	1.011	2.895	26.618	125.853	11.226	3.179	0.416	0.352	0.282	0.393	0.514	0.962	0.335	0.506	0.999	3.035	15.619	136.871	9.279	2.269	0.551	0.054	0.273	0.438	0.537	0.517
	Average Speed	10.0	20.0	50.0	70.0	65.0	50.0	30.0	15.0	10.0	10.0	15.0	20.0	15.0	10.0	10.0	10.0	20.0	50.0	70.0	60.0	40.0	20.0	15.0	10.0	10.0	15.0	10.0
	Corr for no. of event, 10log(N), dB(A)	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3
	Corr for distance, -10log(d/d_{ref}), dB(A)	-0.5	-0.5	-0.3	-0.1	0.1	0.2	0.4	0.7	0.8	0.7	0.0	-1.0	-2.1	-0.7	-0.8	-0.6	-0.5	-0.4	-0.2	0.0	0.3	0.7	0.9	0.7	-0.4	-1.4	-2.2
	Corr for view angle, 10log(piΘ/180-cos2αsinΘ)	-58.1	-46.8	-36.9	-14.4	-0.2	-20.9	-34.5	-57.1	-57.2	-56.3	-49.6	-44.9	-40.4	-51.8	-47.4	-43.0	-34.5	-18.9	-0.1	-22.5	-35.9	-51.7	-81.2	-58.8	-47.8	-44.4	-43.3
	Corr for screening/ absorption, dB(A)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, 20log(v/V_{ref}), dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0
	Corr for sound energy spread over 24 hr	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4
	Façade correctoin, dB(A)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
	Track wear correction, dB(A)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
	Leq 24hr for each train, dB(A)	-18.3	-0.9	17.1	42.7	56.4	33.6	15.7	-12.5	-16.1	-15.3	-5.7	0.3	1.3	-12.2	-7.9	-3.4	11.3	35.0	56.9	33.4	16.7	-4.6	-36.5	-17.7	-7.9	-2.0	-5.2
	Leq 24hr for all train	59.8																										
Leq0.5	Total number of events	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13
	Corr for no. of event, 10log(N), dB(A)	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1
	Corr for distance, -10log(d/dref), dB(A)	-0.5	-0.5	-0.3	-0.1	0.1	0.2	0.4	0.7	0.8	0.7	0.0	-1.0	-2.1	-0.7	-0.8	-0.6	-0.5	-0.4	-0.2	0.0	0.3	0.7	0.9	0.7	-0.4	-1.4	-2.2
	Corr for view angle, 10log(piΘ/180-cos2αsinΘ)	-58.1	-46.8	-36.9	-14.4	-0.2	-20.9	-34.5	-57.1	-57.2	-56.3	-49.6	-44.9	-40.4	-51.8	-47.4	-43.0	-34.5	-18.9	-0.1	-22.5	-35.9	-51.7	-81.2	-58.8	-47.8	-44.4	-43.3
	Corr for screening/ absorption, dB(A)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0
	Corr for sound energy spread over 24 hr	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6
	Façade correctoin, dB(A)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
	Track wear correction, dB(A)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
	Leq 0.5hr for each train, dB(A)	-17.7	-0.2	17.8	43.4	57.1	34.2	16.4	-11.8	-15.5	-14.6	-5.1	1.0	2.0	-11.5	-7.2	-2.7	12.0	35.7	57.5	34.1	17.4	-4.0	-35.8	-17.0	-7.2	-1.3	-4.5
	Leq 0.5hr for all train	60.4																										
Leq0.5	Total number of events	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12
	Corr for no. of event, 10log(N), dB(A)	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8
	Corr for distance, -10log(d/dref), dB(A)	-0.5	-0.5	-0.3	-0.1	0.1	0.2	0.4	0.7	0.8	0.7	0.0	-1.0	-2.1	-0.7	-0.8	-0.6	-0.5	-0.4	-0.2	0.0	0.3	0.7	0.9	0.7	-0.4	-1.4	-2.2
	Corr for view angle, 10log(piΘ/180-cos2αsinΘ)	-58.1	-46.8	-36.9	-14.4	-0.2	-20.9	-34.5	-57.1	-57.2	-56.3	-49.6	-44.9	-40.4	-51.8	-47.4	-43.0	-34.5	-18.9	-0.1	-22.5	-35.9	-51.7	-81.2	-58.8	-47.8	-44.4	-43.3
	Corr for screening/ absorption, dB(A)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0
	Corr for sound energy spread over 24 hr	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6
	Façade correctoin, dB(A)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
	Track wear correction, dB(A)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
	Leq 0.5hr for each train, dB(A)	-18.0	-0.6	17.4	43.0	56.7	33.9	16.1	-12.2	-15.8	-15.0	-5.4	0.7	1.6	-11.8	-7.6	-3.1	11.7	35.3	57.2	33.7	17.0	-4.3	-36.2	-17.4	-7.6	-1.6	-4.8
	Leq 0.5hr for all train	60.1																										
Lmax	Measured Lmax	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65
	Corr for distance, -10log(d/dref), dB(A)	-0.5	-0.5	-0.3	-0.1	0.1	0.2	0.4	0.7	0.8	0.7	0.0	-1.0	-2.1	-0.7	-0.8	-0.6	-0.5	-0.4	-0.2	0.0	0.3	0.7	0.9	0.7	-0.4	-1.4	-2.2
	Correction for screening/ absorption	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0
	Façade correctoin, dB(A)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
	Track wear correction, dB(A)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
	Lmax for each train, dB(A)	56.0	62.1	70.2	73.3	72.9	70.7	66.5	60.8	57.3	57.2	60.0	61.5	58.0	55.8	55.7	55.9	62.0	70.1	73.2	72.1	68.8	63.3	60.9	57.2	56.1	58.6	54.4
	Lmax for all train	73.3																										

Floor 6		Segment (Northbound)													Segment (Southbound)													
		N1	N2	N3	N4	N5	N6	N7	N8	N9	N10	N11	N12	N13	S1	S2	S3	S4	S5	S6	S7	S8	S9	S10	S11	S12	S13	S14
Parameters:																												
	Measured SEL	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9
Leq24	Total number of events	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536
	Horize distance from track to NSR	9.7	10.2	10.5	10.5	10.6	10.1	8.3	2.8	4.2	6.6	14.1	24.0	34.1	12.7	14.7	14.0	14.0	14.3	14.5	13.4	10.6	5.0	0.7	5.3	17.9	27.1	35.0
	track mPD + track head (0.2m)	7.9	8.7	9.9	11.3	12.5	13.1	13.4	13.6	14.0	14.1	13.9	13.6	13.1	8.0	8.4	9.1	10.0	11.2	12.5	13.2	13.5	13.9	14.2	14.1	13.7	13.3	12.9
	ground mPD + floor height	37.7	37.7	37.7	37.7	37.7	37.7	37.7	37.7	37.7	37.7	37.7	37.7	37.7	37.7	37.7	37.7	37.7	37.7	37.7	37.7	37.7	37.7	37.7	37.7	37.7	37.7	37.7
	Vert distance from track to NSR	29.8	29.0	27.8	26.4	25.2	24.6	24.3	24.1	23.7	23.6	23.8	24.1	24.6	29.7	29.3	28.6	27.7	26.5	25.2	24.5	24.2	23.8	23.5	23.6	24.0	24.4	24.8
	Slant distance	31.3	30.7	29.7	28.4	27.3	26.6	25.7	24.2	24.1	24.5	27.6	34.0	42.0	32	33	32	31	30	29	28	26	24	24	24	30	36	43
	View angle (α)	0.031	0.043	0.079	0.337	1.469	0.252	0.099	0.021	0.022	0.028	0.050	0.075	0.092	0.042	0.057	0.067	0.102	0.267	1.537	0.233	0.101	0.033	0.004	0.021	0.059	0.078	0.091
	View angle (α) (degree)	1.800	2.470	4.505	19.282	84.163	14.433	5.683	1.179	1.265	1.576	2.881	4.307	5.283	2.428	3.256	3.840	5.866	15.325	88.061	13.378	5.760	1.905	0.203	1.203	3.359	4.492	5.192
	View angle (Θ)	0.002	0.018	0.051	0.465	2.197	0.196	0.055	0.007	0.006	0.005	0.007	0.009	0.017	0.006	0.009	0.017	0.053	0.273	2.389	0.162	0.040	0.010	0.001	0.005	0.008	0.009	0.009
	View angle (Θ) (degree)	0.142	1.011	2.895	26.618	125.853	11.226	3.179	0.416	0.352	0.282	0.393	0.514	0.962	0.335	0.506	0.999	3.035	15.619	136.871	9.279	2.269	0.551	0.054	0.273	0.438	0.537	0.517
	Average Speed	10.0	20.0	50.0	70.0	65.0	50.0	30.0	15.0	10.0	10.0	15.0	20.0	15.0	10.0	10.0	10.0	20.0	50.0	70.0	60.0	40.0	20.0	15.0	10.0	10.0	15.0	10.0
	Corr for no. of event, 10log(N), dB(A)	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3
	Corr for distance, -10log(d/d_{ref}), dB(A)	-1.0	-0.9	-0.7	-0.6	-0.4	-0.3	-0.1	0.1	0.2	0.1	-0.4	-1.3	-2.3	-1.1	-1.2	-1.0	-0.9	-0.8	-0.6	-0.5	-0.2	0.1	0.3	0.1	-0.8	-1.6	-2.3
	Corr for view angle, 10log(piΘ/180-cos2αsinΘ)	-58.1	-46.8	-36.9	-14.4	-0.2	-20.9	-34.5	-57.1	-57.2	-56.3	-49.6	-44.9	-40.4	-51.8	-47.4	-43.0	-34.5	-18.9	-0.1	-22.5	-35.9	-51.7	-81.2	-58.8	-47.8	-44.4	-43.3
	Corr for screening/ absorption, dB(A)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, 20log(v/V_{ref}), dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0
	Corr for sound energy spread over 24 hr	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4
	Façade correctoin, dB(A)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
	Track wear correction, dB(A)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
	Leq 24hr for each train, dB(A)	-18.8	-1.3	16.6	42.2	55.9	33.1	15.2	-13.1	-16.7	-15.9	-6.2	0.1	1.1	-12.6	-8.3	-3.8	10.9	34.6	56.4	33.0	16.2	-5.2	-37.1	-18.3	-8.3	-2.2	-5.3
	Leq 24hr for all train	59.3																										
Leq0.5	Total number of events	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13
	Corr for no. of event, 10log(N), dB(A)	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1
	Corr for distance, -10log(d/dref), dB(A)	-1.0	-0.9	-0.7	-0.6	-0.4	-0.3	-0.1	0.1	0.2	0.1	-0.4	-1.3	-2.3	-1.1	-1.2	-1.0	-0.9	-0.8	-0.6	-0.5	-0.2	0.1	0.3	0.1	-0.8	-1.6	-2.3
	Corr for view angle, 10log(piΘ/180-cos2αsinΘ)	-58.1	-46.8	-36.9	-14.4	-0.2	-20.9	-34.5	-57.1	-57.2	-56.3	-49.6	-44.9	-40.4	-51.8	-47.4	-43.0	-34.5	-18.9	-0.1	-22.5	-35.9	-51.7	-81.2	-58.8	-47.8	-44.4	-43.3
	Corr for screening/ absorption, dB(A)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0
	Corr for sound energy spread over 24 hr	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6
	Façade correctoin, dB(A)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
	Track wear correction, dB(A)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
	Leq 0.5hr for each train, dB(A)	-18.1	-0.7	17.3	42.9	56.6	33.7	15.9	-12.4	-16.1	-15.2	-5.5	0.7	1.8	-11.9	-7.6	-3.1	11.6	35.3	57.1	33.6	16.9	-4.6	-36.5	-17.6	-7.6	-1.5	-4.7
	Leq 0.5hr for all train	60.0																										
Leq0.5	Total number of events	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12
	Corr for no. of event, 10log(N), dB(A)	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8
	Corr for distance, -10log(d/dref), dB(A)	-1.0	-0.9	-0.7	-0.6	-0.4	-0.3	-0.1	0.1	0.2	0.1	-0.4	-1.3	-2.3	-1.1	-1.2	-1.0	-0.9	-0.8	-0.6	-0.5	-0.2	0.1	0.3	0.1	-0.8	-1.6	-2.3
	Corr for view angle, 10log(piΘ/180-cos2αsinΘ)	-58.1	-46.8	-36.9	-14.4	-0.2	-20.9	-34.5	-57.1	-57.2	-56.3	-49.6	-44.9	-40.4	-51.8	-47.4	-43.0	-34.5	-18.9	-0.1	-22.5	-35.9	-51.7	-81.2	-58.8	-47.8	-44.4	-43.3
	Corr for screening/ absorption, dB(A)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0
	Corr for sound energy spread over 24 hr	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-

Floor 7		Segment (Northbound)													Segment (Southbound)													
		N1	N2	N3	N4	N5	N6	N7	N8	N9	N10	N11	N12	N13	S1	S2	S3	S4	S5	S6	S7	S8	S9	S10	S11	S12	S13	S14
Parameters:																												
	Measured SEL	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9
Leq24	Total number of events	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536
	Horize distance from track to NSR	9.7	10.2	10.5	10.5	10.6	10.1	8.3	2.8	4.2	6.6	14.1	24.0	34.1	12.7	14.7	14.0	14.0	14.3	14.5	13.4	10.6	5.0	0.7	5.3	17.9	27.1	35.0
	track mPD + track head (0.2m)	7.9	8.7	9.9	11.3	12.5	13.1	13.4	13.6	14.0	14.1	13.9	13.6	13.1	8.0	8.4	9.1	10.0	11.2	12.5	13.2	13.5	13.9	14.2	14.1	13.7	13.3	12.9
	ground mPD + floor height	40.8	40.8	40.8	40.8	40.8	40.8	40.8	40.8	40.8	40.8	40.8	40.8	40.8	40.8	40.8	40.8	40.8	40.8	40.8	40.8	40.8	40.8	40.8	40.8	40.8	40.8	40.8
	Vert distance from track to NSR	32.9	32.1	30.9	29.6	28.4	27.8	27.5	27.2	26.9	26.8	26.9	27.2	27.8	32.8	32.4	31.7	30.8	29.6	28.3	27.6	27.3	26.9	26.7	26.8	27.1	27.6	27.9
	Slant distance	34.3	33.7	32.6	31.4	30.3	29.5	28.7	27.3	27.2	27.5	30.4	36.3	44.0	35	36	35	34	33	32	31	29	27	27	27	32	39	45
	View angle (α)	0.031	0.043	0.079	0.337	1.469	0.252	0.099	0.021	0.022	0.028	0.050	0.075	0.092	0.042	0.057	0.067	0.102	0.267	1.537	0.233	0.101	0.033	0.004	0.021	0.059	0.078	0.091
	View angle (α) (degree)	1.800	2.470	4.505	19.282	84.163	14.433	5.683	1.179	1.265	1.576	2.881	4.307	5.283	2.428	3.256	3.840	5.866	15.325	88.061	13.378	5.760	1.905	0.203	1.203	3.359	4.492	5.192
	View angle (Θ)	0.002	0.018	0.051	0.465	2.197	0.196	0.055	0.007	0.006	0.005	0.007	0.009	0.017	0.006	0.009	0.017	0.053	0.273	2.389	0.162	0.040	0.010	0.001	0.005	0.008	0.009	0.009
	View angle (Θ) (degree)	0.142	1.011	2.895	26.618	125.853	11.226	3.179	0.416	0.352	0.282	0.393	0.514	0.962	0.335	0.506	0.999	3.035	15.619	136.871	9.279	2.269	0.551	0.054	0.273	0.438	0.537	0.517
	Average Speed	10.0	20.0	50.0	70.0	65.0	50.0	30.0	15.0	10.0	10.0	15.0	20.0	15.0	10.0	10.0	10.0	20.0	50.0	70.0	60.0	40.0	20.0	15.0	10.0	10.0	15.0	10.0
	Corr for no. of event, 10log(N), dB(A)	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3
	Corr for distance, -10log(d/d_{ref}), dB(A)	-1.4	-1.3	-1.2	-1.0	-0.8	-0.7	-0.6	-0.4	-0.4	-0.4	-0.8	-1.6	-2.5	-1.5	-1.5	-1.4	-1.3	-1.2	-1.0	-0.9	-0.7	-0.4	-0.3	-0.4	-1.1	-1.9	-2.5
	Corr for view angle, 10log(piΘ/180-cos2θsinΘ)	-58.1	-46.8	-36.9	-14.4	-0.2	-20.9	-34.5	-57.1	-57.2	-56.3	-49.6	-44.9	-40.4	-51.8	-47.4	-43.0	-34.5	-18.9	-0.1	-22.5	-35.9	-51.7	-81.2	-58.8	-47.8	-44.4	-43.3
	Corr for screening/ absorption, dB(A)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, 20log(v/V_{ref}), dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0
	Corr for sound energy spread over 24 hr	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4
	Façade correctoin, dB(A)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
	Track wear correction, dB(A)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
	Leq 24hr for each train, dB(A)	-19.2	-1.7	16.2	41.8	55.5	32.6	14.7	-13.6	-17.2	-16.4	-6.6	-0.2	0.9	-12.9	-8.7	-4.1	10.6	34.2	56.0	32.5	15.7	-5.8	-37.7	-18.8	-8.6	-2.5	-5.5
	Leq 24hr for all train	58.9																										
Leq0.5	Total number of events	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13
	Corr for no. of event, 10log(N), dB(A)	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1
	Corr for distance, -10log(d/dref), dB(A)	-1.4	-1.3	-1.2	-1.0	-0.8	-0.7	-0.6	-0.4	-0.4	-0.4	-0.8	-1.6	-2.5	-1.5	-1.5	-1.4	-1.3	-1.2	-1.0	-0.9	-0.7	-0.4	-0.3	-0.4	-1.1	-1.9	-2.5
	Corr for view angle, 10log(piΘ/180-cos2θsinΘ)	-58.1	-46.8	-36.9	-14.4	-0.2	-20.9	-34.5	-57.1	-57.2	-56.3	-49.6	-44.9	-40.4	-51.8	-47.4	-43.0	-34.5	-18.9	-0.1	-22.5	-35.9	-51.7	-81.2	-58.8	-47.8	-44.4	-43.3
	Corr for screening/ absorption, dB(A)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0
	Corr for sound energy spread over 24 hr	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6
	Façade correctoin, dB(A)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
	Track wear correction, dB(A)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
	Leq 0.5hr for each train, dB(A)	-18.5	-1.1	16.9	42.5	56.2	33.3	15.4	-13.0	-16.6	-15.7	-5.9	0.4	1.6	-12.3	-8.0	-3.5	11.2	34.9	56.7	33.2	16.4	-5.1	-37.0	-18.2	-8.0	-1.8	-4.9
	Leq 0.5hr for all train	59.6																										
Leq0.5	Total number of events	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12
	Corr for no. of event, 10log(N), dB(A)	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8
	Corr for distance, -10log(d/dref), dB(A)	-1.4	-1.3	-1.2	-1.0	-0.8	-0.7	-0.6	-0.4	-0.4	-0.4	-0.8	-1.6	-2.5	-1.5	-1.5	-1.4	-1.3	-1.2	-1.0	-0.9	-0.7	-0.4	-0.3	-0.4	-1.1	-1.9	-2.5
	Corr for view angle, 10log(piΘ/180-cos2θsinΘ)	-58.1	-46.8	-36.9	-14.4	-0.2	-20.9	-34.5	-57.1	-57.2	-56.3	-49.6	-44.9	-40.4	-51.8	-47.4	-43.0	-34.5	-18.9	-0.1	-22.5	-35.9	-51.7	-81.2	-58.8	-47.8	-44.4	-43.3
	Corr for screening/ absorption, dB(A)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0
	Corr for sound energy spread over 24 hr	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6
	Façade correctoin, dB(A)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
	Track wear correction, dB(A)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
	Leq 0.5hr for each train, dB(A)	-18.8	-1.4	16.5	42.1	55.8	32.9	15.0	-13.3	-16.9	-16.1	-6.3	0.1	1.3	-12.6	-8.3	-3.8	10.9	34.5	56.4	32.8	16.1	-5.4	-37.4	-18.5	-8.3	-2.1	-5.2
	Leq 0.5hr for all train	59.2																										
Lmax	Measured Lmax	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65
	Corr for distance, -10log(d/dref), dB(A)	-1.4	-1.3	-1.2	-1.0	-0.8	-0.7	-0.6	-0.4	-0.4	-0.4	-0.8	-1.6	-2.5	-1.5	-1.5	-1.4	-1.3	-1.2	-1.0	-0.9	-0.7	-0.4	-0.3	-0.4	-1.1	-1.9	-2.5
	Correction for screening/ absorption	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0
	Façade correctoin, dB(A)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
	Track wear correction, dB(A)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
	Lmax for each train, dB(A)	55.1	61.2	69.3	72.4	71.9	69.8	65.5	59.7	56.2	56.1	59.2	60.9	57.6	55.0	55.0	55.1	61.2	69.3	72.4	71.2	67.9	62.1	59.8	56.1	55.4	58.1	54.0
	Lmax for all train	72.4																										

Floor 8		Segment (Northbound)													Segment (Southbound)													
		N1	N2	N3	N4	N5	N6	N7	N8	N9	N10	N11	N12	N13	S1	S2	S3	S4	S5	S6	S7	S8	S9	S10	S11	S12	S13	S14
Parameters:																												
	Measured SEL	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9
Leq24	Total number of events	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536
	Horize distance from track to NSR	9.7	10.2	10.5	10.5	10.6	10.1	8.3	2.8	4.2	6.6	14.1	24.0	34.1	12.7	14.7	14.0	14.0	14.3	14.5	13.4	10.6	5.0	0.7	5.3	17.9	27.1	35.0
	track mPD + track head (0.2m)	7.9	8.7	9.9	11.3	12.5	13.1	13.4	13.6	14.0	14.1	13.9	13.6	13.1	8.0	8.4	9.1	10.0	11.2	12.5	13.2	13.5	13.9	14.2	14.1	13.7	13.3	12.9
	ground mPD + floor height	44.0	44.0	44.0	44.0	44.0	44.0	44.0	44.0	44.0	44.0	44.0	44.0	44.0	44.0	44.0	44.0	44.0	44.0	44.0	44.0	44.0	44.0	44.0	44.0	44.0	44.0	44.0
	Vert distance from track to NSR	36.1	35.3	34.1	32.7	31.5	30.9	30.6	30.4	30.0	29.9	30.1	30.4	30.9	36.0	35.6	34.9	34.0	32.8	31.5	30.8	30.5	30.1	29.8	29.9	30.3	30.7	31.1
	Slant distance	37.3	36.7	35.6	34.4	33.2	32.5	31.7	30.5	30.3	30.6	33.2	38.7	46.0	38	38	38	37	36	35	34	32	30	30	30	35	41	47
	View angle (α)	0.031	0.043	0.079	0.337	1.469	0.252	0.099	0.021	0.022	0.028	0.050	0.075	0.092	0.042	0.057	0.067	0.102	0.267	1.537	0.233	0.101	0.033	0.004	0.021	0.059	0.078	0.091
	View angle (α) (degree)	1.800	2.470	4.505	19.282	84.163	14.433	5.683	1.179	1.265	1.576	2.881	4.307	5.283	2.428	3.256	3.840	5.866	15.325	88.061	13.378	5.760	1.905	0.203	1.203	3.359	4.492	5.192
	View angle (Θ)	0.002	0.018	0.051	0.465	2.197	0.196	0.055	0.007	0.006	0.005	0.007	0.009	0.017	0.006	0.009	0.017	0.053	0.273	2.389	0.162	0.040	0.010	0.001	0.005	0.008	0.009	0.009
	View angle (Θ) (degree)	0.142	1.011	2.895	26.618	125.853	11.226	3.179	0.416	0.352	0.282	0.393	0.514	0.962	0.335	0.506	0.999	3.035	15.619	136.871	9.279	2.269	0.551	0.054	0.273	0.438	0.537	0.517
	Average Speed	10.0	20.0	50.0	70.0	65.0	50.0	30.0	15.0	10.0	10.0	15.0	20.0	15.0	10.0	10.0	10.0	20.0	50.0	70.0	60.0	40.0	20.0	15.0	10.0	10.0	15.0	10.0
	Corr for no. of event, 10log(N), dB(A)	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3
	Corr for distance, -10log(d/d_{ref}), dB(A)	-1.7	-1.7	-1.5	-1.4	-1.2	-1.1	-1.0	-0.9	-0.8	-0.9	-1.2	-1.9	-2.6	-1.8	-1.9	-1.8	-1.7	-1.6	-1.4	-1.3	-1.1	-0.9	-0.8	-0.8	-1.5	-2.1	-2.7
	Corr for view angle, 10log(piΘ/180-cos2θsinΘ)	-58.1	-46.8	-36.9	-14.4	-0.2	-20.9	-34.5	-57.1	-57.2	-56.3	-49.6	-44.9	-40.4	-51.8	-47.4	-43.0	-34.5	-18.9	-0.1	-22.5	-35.9	-51.7	-81.2	-58.8	-47.8	-44.4	-43.3
	Corr for screening/ absorption, dB(A)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, 20log(v/V_{ref}), dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0
	Corr for sound energy spread over 24 hr	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4
	Façade correctoin, dB(A)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
	Track wear correction, dB(A)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
	Leq 24hr for each train, dB(A)	-19.5	-2.1	15.8	41.4	55.1	32.2	14.3	-14.1	-17.7	-16.8	-7.0	-0.5	0.7	-13.3	-9.0	-4.5	10.2	33.9	55.7	32.1	15.3	-6.2	-38.2	-19.3	-9.0	-2.7	-5.7
	Leq 24hr for all train	58.5																										
Leq0.5	Total number of events	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13
	Corr for no. of event, 10log(N), dB(A)	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1
	Corr for distance, -10log(d/dref), dB(A)	-1.7	-1.7	-1.5	-1.4	-1.2	-1.1	-1.0	-0.9	-0.8	-0.9	-1.2	-1.9	-2.6	-1.8	-1.9	-1.8	-1.7	-1.6	-1.4	-1.3	-1.1	-0.9	-0.8	-0.8	-1.5	-2.1	-2.7
	Corr for view angle, 10log(piΘ/180-cos2θsinΘ)	-58.1	-46.8	-36.9	-14.4	-0.2	-20.9	-34.5	-57.1	-57.2	-56.3	-49.6	-44.9	-40.4	-51.8	-47.4	-43.0	-34.5	-18.9	-0.1	-22.5	-35.9	-51.7	-81.2	-58.8	-47.8	-44.4	-43.3
	Corr for screening/ absorption, dB(A)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0
	Corr for sound energy spread over 24 hr	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6
	Façade correctoin, dB(A)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
	Track wear correction, dB(A)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
	Leq 0.5hr for each train, dB(A)	-18.9	-1.4	16.5	42.1	55.8	32.9	15.0	-13.4	-17.1	-16.2	-6.3	0.2	1.4	-12.6	-8.3	-3.8	10.9	34.5	56.3	32.8	16.0	-5.6	-37.5	-18.6	-8.3	-2.0	-5.1
	Leq 0.5hr for all train	59.2																										
Leq0.5	Total number of events	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12
	Corr for no. of event, 10log(N), dB(A)	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8
	Corr for distance, -10log(d/dref), dB(A)	-1.7	-1.7	-1.5	-1.4	-1.2	-1.1	-1.0	-0.9	-0.8	-0.9	-1.2	-1.9	-2.6	-1.8	-1.9	-1.8	-1.7	-1.6	-1.4	-1.3	-1.1	-0.9	-0.8	-0.8	-1.5	-2.1	-2.7
	Corr for view angle, 10log(piΘ/180-cos2θsinΘ)	-58.1	-46.8	-36.9	-14.4	-0.2	-20.9	-34.5	-57.1	-57.2	-56.3	-49.6	-44.9	-40.4	-51.8	-47.4	-43.0	-34.5	-18.9	-0.1	-22.5	-35.9	-51.7	-81.2	-58.8	-47.8	-44.4	-43.3
	Corr for screening/ absorption, dB(A)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0
	Corr for sound energy spread over 24 hr	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6
	Façade correctoin, dB(A)	2.5	2.5	2.5	2.5

Floor 9		Segment (Northbound)													Segment (Southbound)													
		N1	N2	N3	N4	N5	N6	N7	N8	N9	N10	N11	N12	N13	S1	S2	S3	S4	S5	S6	S7	S8	S9	S10	S11	S12	S13	S14
Parameters:																												
	Measured SEL	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9
Leq24	Total number of events	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536
	Horize distance from track to NSR	9.7	10.2	10.5	10.5	10.6	10.1	8.3	2.8	4.2	6.6	14.1	24.0	34.1	12.7	14.7	14.0	14.0	14.3	14.5	13.4	10.6	5.0	0.7	5.3	17.9	27.1	35.0
	track mPD + track head (0.2m)	7.9	8.7	9.9	11.3	12.5	13.1	13.4	13.6	14.0	14.1	13.9	13.6	13.1	8.0	8.4	9.1	10.0	11.2	12.5	13.2	13.5	13.9	14.2	14.1	13.7	13.3	12.9
	ground mPD + floor height	47.1	47.1	47.1	47.1	47.1	47.1	47.1	47.1	47.1	47.1	47.1	47.1	47.1	47.1	47.1	47.1	47.1	47.1	47.1	47.1	47.1	47.1	47.1	47.1	47.1	47.1	47.1
	Vert distance from track to NSR	39.2	38.4	37.2	35.9	34.7	34.1	33.8	33.5	33.2	33.1	33.2	33.5	34.1	39.1	38.7	38.0	37.1	35.9	34.6	33.9	33.6	33.2	33.0	33.1	33.4	33.9	34.2
	Slant distance	40.4	39.7	38.7	37.4	36.2	35.5	34.8	33.6	33.4	33.7	36.1	41.2	48.2	41	41	41	40	39	38	36	35	34	33	33	38	43	49
	View angle (α)	0.031	0.043	0.079	0.337	1.469	0.252	0.099	0.021	0.022	0.028	0.050	0.075	0.092	0.042	0.057	0.067	0.102	0.267	1.537	0.233	0.101	0.033	0.004	0.021	0.059	0.078	0.091
	View angle (α) (degree)	1.800	2.470	4.505	19.282	84.163	14.433	5.683	1.179	1.265	1.576	2.881	4.307	5.283	2.428	3.256	3.840	5.866	15.325	88.061	13.378	5.760	1.905	0.203	1.203	3.359	4.492	5.192
	View angle (Θ)	0.002	0.018	0.051	0.465	2.197	0.196	0.055	0.007	0.006	0.005	0.007	0.009	0.017	0.006	0.009	0.017	0.053	0.273	2.389	0.162	0.040	0.010	0.001	0.005	0.008	0.009	0.009
	View angle (Θ) (degree)	0.142	1.011	2.895	26.618	125.853	11.226	3.179	0.416	0.352	0.282	0.393	0.514	0.962	0.335	0.506	0.999	3.035	15.619	136.871	9.279	2.269	0.551	0.054	0.273	0.438	0.537	0.517
	Average Speed	10.0	20.0	50.0	70.0	65.0	50.0	30.0	15.0	10.0	10.0	15.0	20.0	15.0	10.0	10.0	10.0	20.0	50.0	70.0	60.0	40.0	20.0	15.0	10.0	10.0	15.0	10.0
	Corr for no. of event, 10log(N), dB(A)	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3
	Corr for distance, -10log(d/d_{ref}), dB(A)	-2.1	-2.0	-1.9	-1.7	-1.6	-1.5	-1.4	-1.3	-1.3	-1.3	-1.6	-2.2	-2.8	-2.2	-2.2	-2.1	-2.0	-1.9	-1.8	-1.6	-1.5	-1.3	-1.2	-1.3	-1.8	-2.4	-2.9
	Corr for view angle, 10log($\mu\Theta$/180-cos2αsinΘ)	-58.1	-46.8	-36.9	-14.4	-0.2	-20.9	-34.5	-57.1	-57.2	-56.3	-49.6	-44.9	-40.4	-51.8	-47.4	-43.0	-34.5	-18.9	-0.1	-22.5	-35.9	-51.7	-81.2	-58.8	-47.8	-44.4	-43.3
	Corr for screening/ absorption, dB(A)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, 20log(v/V_{ref}), dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0
	Corr for sound energy spread over 24 hr	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4
	Façade correctoin, dB(A)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
	Track wear correction, dB(A)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
	Leq 24hr for each train, dB(A)	-19.9	-2.5	15.5	41.0	54.7	31.8	13.9	-14.5	-18.1	-17.3	-7.3	-0.8	0.5	-13.6	-9.3	-4.8	9.9	33.5	55.3	31.8	14.9	-6.6	-38.6	-19.7	-9.3	-3.0	-5.9
	Leq 24hr for all train	58.2																										
Leq0.5	Total number of events	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13
	Corr for no. of event, 10log(N), dB(A)	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1
	Corr for distance, -10log(d/dref), dB(A)	-2.1	-2.0	-1.9	-1.7	-1.6	-1.5	-1.4	-1.3	-1.3	-1.3	-1.6	-2.2	-2.8	-2.2	-2.2	-2.1	-2.0	-1.9	-1.8	-1.6	-1.5	-1.3	-1.2	-1.3	-1.8	-2.4	-2.9
	Corr for view angle, 10log($\mu\Theta$/180-cos2αsinΘ)	-58.1	-46.8	-36.9	-14.4	-0.2	-20.9	-34.5	-57.1	-57.2	-56.3	-49.6	-44.9	-40.4	-51.8	-47.4	-43.0	-34.5	-18.9	-0.1	-22.5	-35.9	-51.7	-81.2	-58.8	-47.8	-44.4	-43.3
	Corr for screening/ absorption, dB(A)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0
	Corr for sound energy spread over 24 hr	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6
	Façade correctoin, dB(A)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
	Track wear correction, dB(A)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
	Leq 0.5hr for each train, dB(A)	-19.2	-1.8	16.2	41.7	55.4	32.5	14.6	-13.9	-17.5	-16.6	-6.7	-0.1	1.2	-13.0	-8.6	-4.2	10.5	34.2	56.0	32.4	15.6	-6.0	-37.9	-19.0	-8.6	-2.3	-5.2
	Leq 0.5hr for all train	58.8																										
Leq0.5	Total number of events	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12
	Corr for no. of event, 10log(N), dB(A)	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8
	Corr for distance, -10log(d/dref), dB(A)	-2.1	-2.0	-1.9	-1.7	-1.6	-1.5	-1.4	-1.3	-1.3	-1.3	-1.6	-2.2	-2.8	-2.2	-2.2	-2.1	-2.0	-1.9	-1.8	-1.6	-1.5	-1.3	-1.2	-1.3	-1.8	-2.4	-2.9
	Corr for view angle, 10log($\mu\Theta$/180-cos2αsinΘ)	-58.1	-46.8	-36.9	-14.4	-0.2	-20.9	-34.5	-57.1	-57.2	-56.3	-49.6	-44.9	-40.4	-51.8	-47.4	-43.0	-34.5	-18.9	-0.1	-22.5	-35.9	-51.7	-81.2	-58.8	-47.8	-44.4	-43.3
	Corr for screening/ absorption, dB(A)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0
	Corr for sound energy spread over 24 hr	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6
	Façade correctoin, dB(A)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
	Track wear correction, dB(A)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
	Leq 0.5hr for each train, dB(A)	-19.6	-2.1	15.8	41.4	55.0	32.1	14.2	-14.2	-17.8	-16.9	-7.0	-0.5	0.9	-13.3	-9.0	-4.5	10.2	33.8	55.6	32.1	15.3	-6.3	-38.3	-19.4	-9.0	-2.6	-5.6
	Leq 0.5hr for all train	58.5																										
Lmax	Measured Lmax	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65
	Corr for distance, -10log(d/dref), dB(A)	-2.1	-2.0	-1.9	-1.7	-1.6	-1.5	-1.4	-1.3	-1.3	-1.3	-1.6	-2.2	-2.8	-2.2	-2.2	-2.1	-2.0	-1.9	-1.8	-1.6	-1.5	-1.3	-1.2	-1.3	-1.8	-2.4	-2.9
	Correction for screening/ absorption	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0
	Façade correctoin, dB(A)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
	Track wear correction, dB(A)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
	Lmax for each train, dB(A)	54.4	60.5	68.6	71.7	71.2	69.0	64.6	58.8	55.3	55.2	58.4	60.4	57.2	54.4	54.3	54.4	60.5	68.6	71.7	70.4	67.1	61.3	58.8	55.3	54.7	57.6	53.6
	Lmax for all train	71.7																										

Floor 10		Segment (Northbound)													Segment (Southbound)													
		N1	N2	N3	N4	N5	N6	N7	N8	N9	N10	N11	N12	N13	S1	S2	S3	S4	S5	S6	S7	S8	S9	S10	S11	S12	S13	S14
Parameters:																												
	Measured SEL	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9
Leq24	Total number of events	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536
	Horize distance from track to NSR	9.7	10.2	10.5	10.5	10.6	10.1	8.3	2.8	4.2	6.6	14.1	24.0	34.1	12.7	14.7	14.0	14.0	14.3	14.5	13.4	10.6	5.0	0.7	5.3	17.9	27.1	35.0
	track mPD + track head (0.2m)	7.9	8.7	9.9	11.3	12.5	13.1	13.4	13.6	14.0	14.1	13.9	13.6	13.1	8.0	8.4	9.1	10.0	11.2	12.5	13.2	13.5	13.9	14.2	14.1	13.7	13.3	12.9
	ground mPD + floor height	50.3	50.3	50.3	50.3	50.3	50.3	50.3	50.3	50.3	50.3	50.3	50.3	50.3	50.3	50.3	50.3	50.3	50.3	50.3	50.3	50.3	50.3	50.3	50.3	50.3	50.3	50.3
	Vert distance from track to NSR	42.4	41.6	40.4	39.0	37.8	37.2	36.9	36.7	36.3	36.2	36.4	36.7	37.2	42.3	41.9	41.2	40.3	39.1	37.8	37.1	36.8	36.4	36.1	36.2	36.6	37.0	37.4
	Slant distance	43.5	42.8	41.7	40.4	39.3	38.5	37.8	36.8	36.5	36.8	39.0	43.8	50.5	44	44	43	43	42	40	39	38	37	36	37	41	46	51
	View angle (α)	0.031	0.043	0.079	0.337	1.469	0.252	0.099	0.021	0.022	0.028	0.050	0.075	0.092	0.042	0.057	0.067	0.102	0.267	1.537	0.233	0.101	0.033	0.004	0.021	0.059	0.078	0.091
	View angle (α) (degree)	1.800	2.470	4.505	19.282	84.163	14.433	5.683	1.179	1.265	1.576	2.881	4.307	5.283	2.428	3.256	3.840	5.866	15.325	88.061	13.378	5.760	1.905	0.203	1.203	3.359	4.492	5.192
	View angle (Θ)	0.002	0.018	0.051	0.465	2.197	0.196	0.055	0.007	0.006	0.005	0.007	0.009	0.017	0.006	0.009	0.017	0.053	0.273	2.389	0.162	0.040	0.010	0.001	0.005	0.008	0.009	0.009
	View angle (Θ) (degree)	0.142	1.011	2.895	26.618	125.853	11.226	3.179	0.416	0.352	0.282	0.393	0.514	0.962	0.335	0.506	0.999	3.035	15.619	136.871	9.279	2.269	0.551	0.054	0.273	0.438	0.537	0.517
	Average Speed	10.0	20.0	50.0	70.0	65.0	50.0	30.0	15.0	10.0	10.0	15.0	20.0	15.0	10.0	10.0	10.0	20.0	50.0	70.0	60.0	40.0	20.0	15.0	10.0	10.0	15.0	10.0
	Corr for no. of event, 10log(N), dB(A)	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3
	Corr for distance, -10log(d/d_{ref}), dB(A)	-2.4	-2.3	-2.2	-2.1	-2.0	-1.9	-1.8	-1.7	-1.6	-1.7	-1.9	-2.4	-3.0	-2.5	-2.5	-2.4	-2.3	-2.2	-2.1	-2.0	-1.8	-1.7	-1.6	-1.7	-2.1	-2.6	-3.1
	Corr for view angle, 10log($\mu\Theta$/180-cos2αsinΘ)	-58.1	-46.8	-36.9	-14.4	-0.2	-20.9	-34.5	-57.1	-57.2	-56.3	-49.6	-44.9	-40.4	-51.8	-47.4	-43.0	-34.5	-18.9	-0.1	-22.5	-35.9	-51.7	-81.2	-58.8	-47.8	-44.4	-43.3
	Corr for screening/ absorption, dB(A)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, 20log(v/V_{ref}), dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0
	Corr for sound energy spread over 24 hr	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4
	Façade correctoin, dB(A)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
	Track wear correction, dB(A)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
	Leq 24hr for each train, dB(A)	-20.2	-2.8	15.2	40.7	54.4	31.5	13.5	-14.9	-18.5	-17.6	-7.7	-1.0	0.3	-13.9	-9.6	-5.1	9.6	33.2	55.0	31.4	14.6	-7.0	-39.0	-20.1	-9.6	-3.2	-6.1
	Leq 24hr for all train	57.8																										
Leq0.5	Total number of events	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13
	Corr for no. of event, 10log(N), dB(A)	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1
	Corr for distance, -10log(d/dref), dB(A)	-2.4	-2.3	-2.2	-2.1	-2.0	-1.9	-1.8	-1.7	-1.6	-1.7	-1.9	-2.4	-3.0	-2.5	-2.5	-2.4	-2.3	-2.2	-2.1	-2.0	-1.8	-1.7	-1.6	-1.7	-2.1	-2.6	-3.1
	Corr for view angle, 10log($\mu\Theta$/180-cos2αsinΘ)	-58.1	-46.8	-36.9	-14.4	-0.2	-20.9	-34.5	-57.1	-57.2	-56.3	-49.6	-44.9	-40.4	-51.8	-47.4	-43.0	-34.5	-18.9	-0.1	-22.5	-35.9	-51.7	-81.2	-58.8	-47.8	-44.4	-43.3
	Corr for screening/ absorption, dB(A)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0
	Corr for sound energy spread over 24 hr	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6
	Façade correctoin, dB(A)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
	Track wear correction, dB(A)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
	Leq 0.5hr for each train, dB(A)	-19.5	-2.1	15.8	41.4	55.0	32.1	14.2	-14.2	-17.9	-17.0	-7.0	-0.4	1.0	-13.3	-8.9	-4.5	10.2	33.9	55.7	32.1	15.2	-6.4	-38.3	-19.4	-8.9	-2.5	-5.4
	Leq 0.5hr for all train	58.5																										
Leq0.5	Total number of events	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12
	Corr for no. of event, 10log(N), dB(A)	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8
	Corr for distance, -10log(d/dref), dB(A)	-2.4	-2.3	-2.2	-2.1	-2.0	-1.9	-1.8	-1.7	-1.6	-1.7	-1.9	-2.4	-3.0	-2.5	-2.5	-2.4	-2.3	-2.2	-2.1	-2.0	-1.8	-1.7	-1.6	-1.7	-2.1	-2.6	-3.1
	Corr for view angle, 10log($\mu\Theta$/180-cos2αsinΘ)	-58.1	-46.8	-36.9	-14.4	-0.2	-20.9	-34.5	-57.1	-57.2	-56.3	-49.6	-44.9	-40.4	-51.8	-47.4	-43.0	-34.5	-18.9	-0.1	-22.5	-35.9	-51.7	-81.2	-58.8	-47.8	-44.4	-43.3
	Corr for screening/ absorption, dB(A)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0
	Corr for sound energy spread over 24 hr	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.

Floor 11		Segment (Northbound)													Segment (Southbound)													
		N1	N2	N3	N4	N5	N6	N7	N8	N9	N10	N11	N12	N13	S1	S2	S3	S4	S5	S6	S7	S8	S9	S10	S11	S12	S13	S14
Parameters:																												
	Measured SEL	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9
Leq24	Total number of events	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536
	Horize distance from track to NSR	9.7	10.2	10.5	10.5	10.6	10.1	8.3	2.8	4.2	6.6	14.1	24.0	34.1	12.7	14.7	14.0	14.0	14.3	14.5	13.4	10.6	5.0	0.7	5.3	17.9	27.1	35.0
	track mPD + track head (0.2m)	7.9	8.7	9.9	11.3	12.5	13.1	13.4	13.6	14.0	14.1	13.9	13.6	13.1	8.0	8.4	9.1	10.0	11.2	12.5	13.2	13.5	13.9	14.2	14.1	13.7	13.3	12.9
	ground mPD + floor height	53.4	53.4	53.4	53.4	53.4	53.4	53.4	53.4	53.4	53.4	53.4	53.4	53.4	53.4	53.4	53.4	53.4	53.4	53.4	53.4	53.4	53.4	53.4	53.4	53.4	53.4	53.4
	Vert distance from track to NSR	45.5	44.7	43.5	42.2	41.0	40.4	40.1	39.8	39.5	39.4	39.5	39.8	40.4	45.4	45.0	44.3	43.4	42.2	40.9	40.2	39.9	39.5	39.3	39.4	39.7	40.2	40.5
	Slant distance	46.5	45.9	44.7	43.4	42.3	41.6	40.9	39.9	39.7	39.9	41.9	46.5	52.8	47	47	46	46	45	43	42	41	40	39	40	44	48	54
	View angle (α)	0.031	0.043	0.079	0.337	1.469	0.252	0.099	0.021	0.022	0.028	0.050	0.075	0.092	0.042	0.057	0.067	0.102	0.267	1.537	0.233	0.101	0.033	0.004	0.021	0.059	0.078	0.091
	View angle (α) (degree)	1.800	2.470	4.505	19.282	84.163	14.433	5.683	1.179	1.265	1.576	2.881	4.307	5.283	2.428	3.256	3.840	5.866	15.325	88.061	13.378	5.760	1.905	0.203	1.203	3.359	4.492	5.192
	View angle (θ)	0.002	0.018	0.051	0.465	2.197	0.196	0.055	0.007	0.006	0.005	0.007	0.009	0.017	0.006	0.009	0.017	0.053	0.273	2.389	0.162	0.040	0.010	0.001	0.005	0.008	0.009	0.009
	View angle (θ) (degree)	0.142	1.011	2.895	26.618	125.853	11.226	3.179	0.416	0.352	0.282	0.393	0.514	0.962	0.335	0.506	0.999	3.035	15.619	136.871	9.279	2.269	0.551	0.054	0.273	0.438	0.537	0.517
	Average Speed	10.0	20.0	50.0	70.0	65.0	50.0	30.0	15.0	10.0	10.0	15.0	20.0	15.0	10.0	10.0	10.0	20.0	50.0	70.0	60.0	40.0	20.0	15.0	10.0	10.0	15.0	10.0
	Corr for no. of event, 10log(N), dB(A)	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3
	Corr for distance, -10log(d/d_{ref}), dB(A)	-2.7	-2.6	-2.5	-2.4	-2.3	-2.2	-2.1	-2.0	-2.0	-2.0	-2.2	-2.7	-3.2	-2.8	-2.8	-2.7	-2.6	-2.5	-2.4	-2.3	-2.2	-2.0	-2.0	-2.0	-2.4	-2.9	-3.3
	Corr for view angle, 10log($\mu$$\theta$/180-cos2$\alpha$sin$\theta$)	-58.1	-46.8	-36.9	-14.4	-0.2	-20.9	-34.5	-57.1	-57.2	-56.3	-49.6	-44.9	-40.4	-51.8	-47.4	-43.0	-34.5	-18.9	-0.1	-22.5	-35.9	-51.7	-81.2	-58.8	-47.8	-44.4	-43.3
	Corr for screening/ absorption, dB(A)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, 20log(v/V_{ref}), dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0
	Corr for sound energy spread over 24 hr	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4
	Façade correctoin, dB(A)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
	Track wear correction, dB(A)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
	Leq 24hr for each train, dB(A)	-20.5	-3.1	14.9	40.4	54.0	31.1	13.2	-15.3	-18.9	-18.0	-8.0	-1.3	0.1	-14.2	-9.9	-5.4	9.3	32.9	54.7	31.1	14.3	-7.4	-39.4	-20.4	-9.9	-3.4	-6.3
	Leq 24hr for all train	57.5																										
Leq0.5	Total number of events	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13
	Corr for no. of event, 10log(N), dB(A)	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1
	Corr for distance, -10log(d/dref), dB(A)	-2.7	-2.6	-2.5	-2.4	-2.3	-2.2	-2.1	-2.0	-2.0	-2.0	-2.2	-2.7	-3.2	-2.8	-2.8	-2.7	-2.6	-2.5	-2.4	-2.3	-2.2	-2.0	-2.0	-2.0	-2.4	-2.9	-3.3
	Corr for view angle, 10log($\mu$$\theta$/180-cos2$\alpha$sin$\theta$)	-58.1	-46.8	-36.9	-14.4	-0.2	-20.9	-34.5	-57.1	-57.2	-56.3	-49.6	-44.9	-40.4	-51.8	-47.4	-43.0	-34.5	-18.9	-0.1	-22.5	-35.9	-51.7	-81.2	-58.8	-47.8	-44.4	-43.3
	Corr for screening/ absorption, dB(A)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0
	Corr for sound energy spread over 24 hr	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6
	Façade correctoin, dB(A)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
	Track wear correction, dB(A)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
	Leq 0.5hr for each train, dB(A)	-19.8	-2.4	15.5	41.1	54.7	31.8	13.9	-14.6	-18.2	-17.3	-7.3	-0.6	0.8	-13.6	-9.2	-4.8	9.9	33.6	55.4	31.8	14.9	-6.7	-38.7	-19.8	-9.2	-2.8	-5.6
	Leq 0.5hr for all train	58.2																										
Leq0.5	Total number of events	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12
	Corr for no. of event, 10log(N), dB(A)	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8
	Corr for distance, -10log(d/dref), dB(A)	-2.7	-2.6	-2.5	-2.4	-2.3	-2.2	-2.1	-2.0	-2.0	-2.0	-2.2	-2.7	-3.2	-2.8	-2.8	-2.7	-2.6	-2.5	-2.4	-2.3	-2.2	-2.0	-2.0	-2.0	-2.4	-2.9	-3.3
	Corr for view angle, 10log($\mu$$\theta$/180-cos2$\alpha$sin$\theta$)	-58.1	-46.8	-36.9	-14.4	-0.2	-20.9	-34.5	-57.1	-57.2	-56.3	-49.6	-44.9	-40.4	-51.8	-47.4	-43.0	-34.5	-18.9	-0.1	-22.5	-35.9	-51.7	-81.2	-58.8	-47.8	-44.4	-43.3
	Corr for screening/ absorption, dB(A)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0
	Corr for sound energy spread over 24 hr	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6
	Façade correctoin, dB(A)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
	Track wear correction, dB(A)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
	Leq 0.5hr for each train, dB(A)	-20.2	-2.8	15.2	40.7	54.4	31.5	13.5	-15.0	-18.6	-17.7	-7.7	-1.0	0.5	-13.9	-9.6	-5.1	9.6	33.2	55.0	31.4	14.6	-7.1	-39.0	-20.1	-9.6	-3.1	-6.0
	Leq 0.5hr for all train	57.8																										
Lmax	Measured Lmax	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65
	Corr for distance, -10log(d/dref), dB(A)	-2.7	-2.6	-2.5	-2.4	-2.3	-2.2	-2.1	-2.0	-2.0	-2.0	-2.2	-2.7	-3.2	-2.8	-2.8	-2.7	-2.6	-2.5	-2.4	-2.3	-2.2	-2.0	-2.0	-2.0	-2.4	-2.9	-3.3
	Correction for screening/ absorption	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0
	Façade correctoin, dB(A)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
	Track wear correction, dB(A)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
	Lmax for each train, dB(A)	53.8	59.9	68.0	71.0	70.5	68.3	63.9	58.0	54.5	54.5	57.8	59.8	56.8	53.8	53.7	53.8	59.9	68.0	71.0	69.8	66.4	60.5	58.1	54.5	54.1	57.2	53.2
	Lmax for all train	71.0																										

Floor 12		Segment (Northbound)													Segment (Southbound)													
		N1	N2	N3	N4	N5	N6	N7	N8	N9	N10	N11	N12	N13	S1	S2	S3	S4	S5	S6	S7	S8	S9	S10	S11	S12	S13	S14
Parameters:																												
	Measured SEL	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9
Leq24	Total number of events	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536
	Horize distance from track to NSR	9.7	10.2	10.5	10.5	10.6	10.1	8.3	2.8	4.2	6.6	14.1	24.0	34.1	12.7	14.7	14.0	14.0	14.3	14.5	13.4	10.6	5.0	0.7	5.3	17.9	27.1	35.0
	track mPD + track head (0.2m)	7.9	8.7	9.9	11.3	12.5	13.1	13.4	13.6	14.0	14.1	13.9	13.6	13.1	8.0	8.4	9.1	10.0	11.2	12.5	13.2	13.5	13.9	14.2	14.1	13.7	13.3	12.9
	ground mPD + floor height	56.6	56.6	56.6	56.6	56.6	56.6	56.6	56.6	56.6	56.6	56.6	56.6	56.6	56.6	56.6	56.6	56.6	56.6	56.6	56.6	56.6	56.6	56.6	56.6	56.6	56.6	56.6
	Vert distance from track to NSR	48.7	47.9	46.7	45.3	44.1	43.5	43.2	43.0	42.6	42.5	42.7	43.0	43.5	48.6	48.2	47.5	46.6	45.4	44.1	43.4	43.1	42.7	42.4	42.5	42.9	43.3	43.7
	Slant distance	49.6	48.9	47.8	46.5	45.4	44.6	44.0	43.0	42.8	43.0	44.9	49.2	55.3	50	50	49	49	48	46	45	44	43	42	43	46	51	56
	View angle (α)	0.031	0.043	0.079	0.337	1.469	0.252	0.099	0.021	0.022	0.028	0.050	0.075	0.092	0.042	0.057	0.067	0.102	0.267	1.537	0.233	0.101	0.033	0.004	0.021	0.059	0.078	0.091
	View angle (α) (degree)	1.800	2.470	4.505	19.282	84.163	14.433	5.683	1.179	1.265	1.576	2.881	4.307	5.283	2.428	3.256	3.840	5.866	15.325	88.061	13.378	5.760	1.905	0.203	1.203	3.359	4.492	5.192
	View angle (θ)	0.002	0.018	0.051	0.465	2.197	0.196	0.055	0.007	0.006	0.005	0.007	0.009	0.017	0.006	0.009	0.017	0.053	0.273	2.389	0.162	0.040	0.010	0.001	0.005	0.008	0.009	0.009
	View angle (θ) (degree)	0.142	1.011	2.895	26.618	125.853	11.226	3.179	0.416	0.352	0.282	0.393	0.514	0.962	0.335	0.506	0.999	3.035	15.619	136.871	9.279	2.269	0.551	0.054	0.273	0.438	0.537	0.517
	Average Speed	10.0	20.0	50.0	70.0	65.0	50.0	30.0	15.0	10.0	10.0	15.0	20.0	15.0	10.0	10.0	10.0	20.0	50.0	70.0	60.0	40.0	20.0	15.0	10.0	10.0	15.0	10.0
	Corr for no. of event, 10log(N), dB(A)	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3
	Corr for distance, -10log(d/d_{ref}), dB(A)	-3.0	-2.9	-2.8	-2.7	-2.6	-2.5	-2.5	-2.4	-2.3	-2.4	-2.5	-2.9	-3.4	-3.0	-3.0	-3.0	-2.9	-2.8	-2.7	-2.6	-2.5	-2.3	-2.3	-2.3	-2.7	-3.1	-3.5
	Corr for view angle, 10log($\mu$$\theta$/180-cos2$\alpha$sin$\theta$)	-58.1	-46.8	-36.9	-14.4	-0.2	-20.9	-34.5	-57.1	-57.2	-56.3	-49.6	-44.9	-40.4	-51.8	-47.4	-43.0	-34.5	-18.9	-0.1	-22.5	-35.9	-51.7	-81.2	-58.8	-47.8	-44.4	-43.3
	Corr for screening/ absorption, dB(A)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, 20log(v/V_{ref}), dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0
	Façade correctoin, dB(A)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
	Track wear correction, dB(A)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
	Leq 24hr for each train, dB(A)	-20.8	-3.4	14.6	40.1	53.7	30.8	12.9	-15.6	-19.2	-18.3	-8.3	-1.6	-0.1	-14.5	-10.2	-5.7	9.0	32.6	54.4	30.8	13.9	-7.7	-39.7	-20.8	-10.2	-3.7	-6.5
	Leq 24hr for all train	57.2																										
Leq0.5	Total number of events	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13
	Corr for no. of event, 10log(N), dB(A)	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1
	Corr for distance, -10log(d/dref), dB(A)	-3.0	-2.9	-2.8	-2.7	-2.6	-2.5	-2.5	-2.4	-2.3	-2.4	-2.5	-2.9	-3.4	-3.0	-3.0	-3.0	-2.9	-2.8	-2.7	-2.6	-2.5	-2.3	-2.3	-2.3	-2.7	-3.1	-3.5
	Corr for view angle, 10log($\mu$$\theta$/180-cos2$\alpha$sin$\theta$)	-58.1	-46.8	-36.9	-14.4	-0.2	-20.9	-34.5	-57.1	-57.2	-56.3	-49.6	-44.9	-40.4	-51.8	-47.4	-43.0	-34.5	-18.9	-0.1	-22.5	-35.9	-51.7	-81.2	-58.8	-47.8	-44.4	-43.3
	Corr for screening/ absorption, dB(A)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0
	Corr for sound energy spread over 24 hr	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6
	Façade correctoin, dB(A)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
	Track wear correction, dB(A)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
	Leq 0.5hr for each train, dB(A)	-20.1	-2.7	15.2	40.8	54.4	31.5	13.5	-14.9	-18.6	-17.7	-7.6	-0.9	0.6	-13.8	-9.5	-5.0	9.6	33.3	55.1	31.5	14.6	-7.1	-39.0	-20.1	-9.5	-3.0	-5.8
	Leq 0.5hr for all train	57.9																										
Leq0.5	Total number of events	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12
	Corr for no. of event, 10log(N), dB(A)	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8
	Corr for distance, -10log(d/dref), dB(A)	-3.0	-2.9	-2.8	-2.7	-2.6	-2.5	-2.5	-2.4	-2.3	-2.4	-2.5	-2.9	-3.4	-3.0	-3.0	-3.0	-2.9	-2.8	-2.7	-2.6	-2.5	-2.3	-2.3	-2.3	-2.7	-3.1	-3.5
	Corr for view angle, 10log($\mu$$\theta$/180-cos2$\alpha$sin$\theta$)	-58.1	-46.8	-36.9	-14.4	-0.2	-20.9	-34.5	-57.1	-57.2	-56.3	-49.6	-44.9	-40.4	-51.8	-47.4	-43.0	-34.5	-18.9	-0.1	-22.5	-35.9	-51.7	-81.2	-58.8	-47.8	-44.4	-43.3
	Corr for screening/ absorption, dB(A)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0
	Corr for sound energy spread over 24 hr	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6
	Façade correctoin, dB(A)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2

Floor 13		Segment (Northbound)													Segment (Southbound)													
		N1	N2	N3	N4	N5	N6	N7	N8	N9	N10	N11	N12	N13	S1	S2	S3	S4	S5	S6	S7	S8	S9	S10	S11	S12	S13	S14
Parameters:																												
	Measured SEL	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9
Leq24	Total number of events	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536
	Horize distance from track to NSR	9.7	10.2	10.5	10.5	10.6	10.1	8.3	2.8	4.2	6.6	14.1	24.0	34.1	12.7	14.7	14.0	14.0	14.3	14.5	13.4	10.6	5.0	0.7	5.3	17.9	27.1	35.0
	track mPD + track head (0.2m)	7.9	8.7	9.9	11.3	12.5	13.1	13.4	13.6	14.0	14.1	13.9	13.6	13.1	8.0	8.4	9.1	10.0	11.2	12.5	13.2	13.5	13.9	14.2	14.1	13.7	13.3	12.9
	ground mPD + floor height	59.7	59.7	59.7	59.7	59.7	59.7	59.7	59.7	59.7	59.7	59.7	59.7	59.7	59.7	59.7	59.7	59.7	59.7	59.7	59.7	59.7	59.7	59.7	59.7	59.7	59.7	59.7
	Vert distance from track to NSR	51.8	51.0	49.8	48.5	47.3	46.7	46.4	46.1	45.8	45.7	45.8	46.1	46.7	51.7	51.3	50.6	49.7	48.5	47.2	46.5	46.2	45.8	45.6	45.7	46.0	46.5	46.8
	Slant distance	52.7	52.0	50.9	49.6	48.4	47.7	47.1	46.2	45.9	46.1	47.9	52.0	57.8	53	53	53	52	51	49	48	47	46	46	46	49	54	58
	View angle (α)	0.031	0.043	0.079	0.337	1.469	0.252	0.099	0.021	0.022	0.028	0.050	0.075	0.092	0.042	0.057	0.067	0.102	0.267	1.537	0.233	0.101	0.033	0.004	0.021	0.059	0.078	0.091
	View angle (α) (degree)	1.800	2.470	4.505	19.282	84.163	14.433	5.683	1.179	1.265	1.576	2.881	4.307	5.283	2.428	3.256	3.840	5.866	15.325	88.061	13.378	5.760	1.905	0.203	1.203	3.359	4.492	5.192
	View angle (Θ)	0.002	0.018	0.051	0.465	2.197	0.196	0.055	0.007	0.006	0.005	0.007	0.009	0.017	0.006	0.009	0.017	0.053	0.273	2.389	0.162	0.040	0.010	0.001	0.005	0.008	0.009	0.009
	View angle (Θ) (degree)	0.142	1.011	2.895	26.618	125.853	11.226	3.179	0.416	0.352	0.282	0.393	0.514	0.962	0.335	0.506	0.999	3.035	15.619	136.871	9.279	2.269	0.551	0.054	0.273	0.438	0.537	0.517
	Average Speed	10.0	20.0	50.0	70.0	65.0	50.0	30.0	15.0	10.0	10.0	15.0	20.0	15.0	10.0	10.0	10.0	20.0	50.0	70.0	60.0	40.0	20.0	15.0	10.0	10.0	15.0	10.0
	Corr for no. of event, 10log(N), dB(A)	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3
	Corr for distance, -10log(d/d_{ref}), dB(A)	-3.2	-3.2	-3.1	-3.0	-2.9	-2.8	-2.7	-2.7	-2.6	-2.7	-2.8	-3.2	-3.6	-3.3	-3.3	-3.2	-3.2	-3.1	-3.0	-2.9	-2.8	-2.7	-2.6	-2.6	-3.0	-3.3	-3.7
	Corr for view angle, 10log(μiΘ/180-cos2αsinΘ)	-58.1	-46.8	-36.9	-14.4	-0.2	-20.9	-34.5	-57.1	-57.2	-56.3	-49.6	-44.9	-40.4	-51.8	-47.4	-43.0	-34.5	-18.9	-0.1	-22.5	-35.9	-51.7	-81.2	-58.8	-47.8	-44.4	-43.3
	Corr for screening/ absorption, dB(A)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, 20log(v/V_{ref}), dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0
	Corr for sound energy spread over 24 hr	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4
	Façade correctoin, dB(A)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
	Track wear correction, dB(A)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
	Leq 24hr for each train, dB(A)	-21.0	-3.6	14.3	39.8	53.5	30.5	12.6	-15.9	-19.5	-18.6	-8.6	-1.8	-0.2	-14.7	-10.4	-5.9	8.7	32.4	54.1	30.6	13.7	-8.0	-40.0	-21.1	-10.4	-3.9	-6.7
	Leq 24hr for all train	56.9																										
Leq0.5	Total number of events	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13
	Corr for no. of event, 10log(N), dB(A)	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1
	Corr for distance, -10log(d/dref), dB(A)	-3.2	-3.2	-3.1	-3.0	-2.9	-2.8	-2.7	-2.7	-2.6	-2.7	-2.8	-3.2	-3.6	-3.3	-3.3	-3.2	-3.2	-3.1	-3.0	-2.9	-2.8	-2.7	-2.6	-2.6	-3.0	-3.3	-3.7
	Corr for view angle, 10log(μiΘ/180-cos2αsinΘ)	-58.1	-46.8	-36.9	-14.4	-0.2	-20.9	-34.5	-57.1	-57.2	-56.3	-49.6	-44.9	-40.4	-51.8	-47.4	-43.0	-34.5	-18.9	-0.1	-22.5	-35.9	-51.7	-81.2	-58.8	-47.8	-44.4	-43.3
	Corr for screening/ absorption, dB(A)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0
	Corr for sound energy spread over 24 hr	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6
	Façade correctoin, dB(A)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
	Track wear correction, dB(A)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
	Leq 0.5hr for each train, dB(A)	-20.4	-3.0	15.0	40.5	54.1	31.2	13.2	-15.2	-18.9	-18.0	-7.9	-1.1	0.4	-14.1	-9.8	-5.3	9.4	33.0	54.8	31.2	14.3	-7.4	-39.3	-20.4	-9.8	-3.2	-6.0
	Leq 0.5hr for all train	57.6																										
Leq0.5	Total number of events	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12
	Corr for no. of event, 10log(N), dB(A)	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8
	Corr for distance, -10log(d/dref), dB(A)	-3.2	-3.2	-3.1	-3.0	-2.9	-2.8	-2.7	-2.7	-2.6	-2.7	-2.8	-3.2	-3.6	-3.3	-3.3	-3.2	-3.2	-3.1	-3.0	-2.9	-2.8	-2.7	-2.6	-2.6	-3.0	-3.3	-3.7
	Corr for view angle, 10log(μiΘ/180-cos2αsinΘ)	-58.1	-46.8	-36.9	-14.4	-0.2	-20.9	-34.5	-57.1	-57.2	-56.3	-49.6	-44.9	-40.4	-51.8	-47.4	-43.0	-34.5	-18.9	-0.1	-22.5	-35.9	-51.7	-81.2	-58.8	-47.8	-44.4	-43.3
	Corr for screening/ absorption, dB(A)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0
	Corr for sound energy spread over 24 hr	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6
	Façade correctoin, dB(A)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
	Track wear correction, dB(A)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
	Leq 0.5hr for each train, dB(A)	-20.7	-3.3	14.6	40.1	53.8	30.9	12.9	-15.6	-19.2	-18.3	-8.3	-1.5	0.1	-14.4	-10.1	-5.6	9.0	32.7	54.4	30.9	14.0	-7.7	-39.7	-20.8	-10.1	-3.6	-6.4
	Leq 0.5hr for all train	57.3																										
Lmax	Measured Lmax	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65
	Corr for distance, -10log(d/dref), dB(A)	-3.2	-3.2	-3.1	-3.0	-2.9	-2.8	-2.7	-2.7	-2.6	-2.7	-2.8	-3.2	-3.6	-3.3	-3.3	-3.2	-3.2	-3.1	-3.0	-2.9	-2.8	-2.7	-2.6	-2.6	-3.0	-3.3	-3.7
	Correction for screening/ absorption	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0
	Façade correctoin, dB(A)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
	Track wear correction, dB(A)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
	Lmax for each train, dB(A)	53.3	59.4	67.4	70.4	69.9	67.7	63.3	57.4	53.9	53.9	57.2	59.4	56.4	53.2	53.2	53.3	59.4	67.4	70.5	69.2	65.8	59.9	57.4	53.9	53.6	56.7	52.8
	Lmax for all train	70.5																										

Floor 14		Segment (Northbound)													Segment (Southbound)													
		N1	N2	N3	N4	N5	N6	N7	N8	N9	N10	N11	N12	N13	S1	S2	S3	S4	S5	S6	S7	S8	S9	S10	S11	S12	S13	S14
Parameters:																												
	Measured SEL	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9
Leq24	Total number of events	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536
	Horize distance from track to NSR	9.7	10.2	10.5	10.5	10.6	10.1	8.3	2.8	4.2	6.6	14.1	24.0	34.1	12.7	14.7	14.0	14.0	14.3	14.5	13.4	10.6	5.0	0.7	5.3	17.9	27.1	35.0
	track mPD + track head (0.2m)	7.9	8.7	9.9	11.3	12.5	13.1	13.4	13.6	14.0	14.1	13.9	13.6	13.1	8.0	8.4	9.1	10.0	11.2	12.5	13.2	13.5	13.9	14.2	14.1	13.7	13.3	12.9
	ground mPD + floor height	62.9	62.9	62.9	62.9	62.9	62.9	62.9	62.9	62.9	62.9	62.9	62.9	62.9	62.9	62.9	62.9	62.9	62.9	62.9	62.9	62.9	62.9	62.9	62.9	62.9	62.9	62.9
	Vert distance from track to NSR	55.0	54.2	53.0	51.6	50.4	49.8	49.5	49.3	48.9	48.8	49.0	49.3	49.8	54.9	54.5	53.8	52.9	51.7	50.4	49.7	49.4	49.0	48.7	48.8	49.2	49.6	50.0
	Slant distance	55.8	55.1	54.0	52.7	51.5	50.8	50.2	49.3	49.1	49.2	50.9	54.8	60.3	56	56	56	55	54	52	51	50	49	49	49	52	57	61
	View angle (α)	0.031	0.043	0.079	0.337	1.469	0.252	0.099	0.021	0.022	0.028	0.050	0.075	0.092	0.042	0.057	0.067	0.102	0.267	1.537	0.233	0.101	0.033	0.004	0.021	0.059	0.078	0.091
	View angle (α) (degree)	1.800	2.470	4.505	19.282	84.163	14.433	5.683	1.179	1.265	1.576	2.881	4.307	5.283	2.428	3.256	3.840	5.866	15.325	88.061	13.378	5.760	1.905	0.203	1.203	3.359	4.492	5.192
	View angle (Θ)	0.002	0.018	0.051	0.465	2.197	0.196	0.055	0.007	0.006	0.005	0.007	0.009	0.017	0.006	0.009	0.017	0.053	0.273	2.389	0.162	0.040	0.010	0.001	0.005	0.008	0.009	0.009
	View angle (Θ) (degree)	0.142	1.011	2.895	26.618	125.853	11.226	3.179	0.416	0.352	0.282	0.393	0.514	0.962	0.335	0.506	0.999	3.035	15.619	136.871	9.279	2.269	0.551	0.054	0.273	0.438	0.537	0.517
	Average Speed	10.0	20.0	50.0	70.0	65.0	50.0	30.0	15.0	10.0	10.0	15.0	20.0	15.0	10.0	10.0	10.0	20.0	50.0	70.0	60.0	40.0	20.0	15.0	10.0	10.0	15.0	10.0
	Corr for no. of event, 10log(N), dB(A)	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3
	Corr for distance, -10log(d/d_{ref}), dB(A)	-3.5	-3.4	-3.3	-3.2	-3.1	-3.1	-3.0	-3.0	-2.9	-2.9	-3.1	-3.4	-3.8	-3.5	-3.5	-3.5	-3.4	-3.3	-3.2	-3.1	-3.1	-2.9	-2.9	-3.2	-3.5	-3.9	-3.9
	Corr for view angle, 10log(μiΘ/180-cos2αsinΘ)	-58.1	-46.8	-36.9	-14.4	-0.2	-20.9	-34.5	-57.1	-57.2	-56.3	-49.6	-44.9	-40.4	-51.8	-47.4	-43.0	-34.5	-18.9	-0.1	-22.5	-35.9	-51.7	-81.2	-58.8	-47.8	-44.4	-43.3
	Corr for screening/ absorption, dB(A)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, 20log(v/V_{ref}), dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0
	Corr for sound energy spread over 24 hr	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4
	Façade correctoin, dB(A)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
	Track wear correction, dB(A)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
	Leq 24hr for each train, dB(A)	-21.3	-3.9	14.0	39.6	53.2	30.3	12.3	-16.2	-19.8	-18.9	-8.8	-2.0	-0.4	-15.0	-10.7	-6.2	8.5	32.1	53.9	30.3	13.4	-8.3	-40.3	-21.4	-10.7	-4.1	-6.9
	Leq 24hr for all train	56.7																										
Leq0.5	Total number of events	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13
	Corr for no. of event, 10log(N), dB(A)	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1
	Corr for distance, -10log(d/dref), dB(A)	-3.5	-3.4	-3.3	-3.2	-3.1	-3.1	-3.0	-3.0	-2.9	-2.9	-3.1	-3.4	-3.8	-3.5	-3.5	-3.5	-3.4	-3.3	-3.2	-3.1	-3.1	-2.9	-2.9	-3.2	-3.5	-3.9	-3.9
	Corr for view angle, 10log(μiΘ/180-cos2αsinΘ)	-58.1	-46.8	-36.9	-14.4	-0.2	-20.9	-34.5	-57.1	-57.2	-56.3	-49.6	-44.9	-40.4	-51.8	-47.4	-43.0	-34.5	-18.9	-0.1	-22.5	-35.9	-51.7	-81.2	-58.8	-47.8	-44.4	-43.3
	Corr for screening/ absorption, dB(A)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0
	Corr for sound energy spread over 24 hr	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6
	Façade correctoin, dB(A)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
	Track wear correction, dB(A)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
	Leq 0.5hr for each train, dB(A)	-20.6	-3.2	14.7	40.2	53.8	30.9	13.0	-15.5	-19.2	-18.2	-8.2	-1.4	0.2	-14.3	-10.0	-5.5	9.1	32.8	54.5	31.0	14.0	-7.6	-39.6	-20.7	-10.0	-3.4	-6.2
	Leq 0.5hr for all train	57.3																										
Leq0.5	Total number of events	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12
	Corr for no. of event, 10log(N), dB(A)	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8
	Corr for distance, -10log(d/dref), dB(A)	-3.5	-3.4	-3.3	-3.2	-3.1	-3.1	-3.0	-3.0	-2.9	-2.9	-3.1	-3.4	-3.8	-3.5	-3.5	-3.5	-3.4	-3.3	-3.2	-3.1	-3.1	-2.9	-2.9	-3.2	-3.5	-3.9	-3.9
	Corr for view angle, 10log(μiΘ/180-cos2αsinΘ)	-58.1	-46.8	-36.9	-14.4	-0.2	-20.9	-34.5	-57.1	-57.2	-56.3	-49.6	-44.9	-40.4	-51.8	-47.4	-43.0	-34.5	-18.9	-0.1	-22.5	-35.9	-51.7	-81.2	-58.8	-47.8	-44.4	-43.3
	Corr for screening/ absorption, dB(A)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0
	Corr for sound energy spread over 24 hr	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-

Floor 15		Segment (Northbound)													Segment (Southbound)													
		N1	N2	N3	N4	N5	N6	N7	N8	N9	N10	N11	N12	N13	S1	S2	S3	S4	S5	S6	S7	S8	S9	S10	S11	S12	S13	S14
Parameters:																												
	Measured SEL	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9
Leq24	Total number of events	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536
	Horize distance from track to NSR	9.7	10.2	10.5	10.5	10.6	10.1	8.3	2.8	4.2	6.6	14.1	24.0	34.1	12.7	14.7	14.0	14.0	14.3	14.5	13.4	10.6	5.0	0.7	5.3	17.9	27.1	35.0
	track mPD + track head (0.2m)	7.9	8.7	9.9	11.3	12.5	13.1	13.4	13.6	14.0	14.1	13.9	13.6	13.1	8.0	8.4	9.1	10.0	11.2	12.5	13.2	13.5	13.9	14.2	14.1	13.7	13.3	12.9
	ground mPD + floor height	66.0	66.0	66.0	66.0	66.0	66.0	66.0	66.0	66.0	66.0	66.0	66.0	66.0	66.0	66.0	66.0	66.0	66.0	66.0	66.0	66.0	66.0	66.0	66.0	66.0	66.0	66.0
	Vert distance from track to NSR	58.1	57.3	56.1	54.8	53.6	53.0	52.7	52.4	52.1	52.0	52.1	52.4	53.0	58.0	57.6	56.9	56.0	54.8	53.5	52.8	52.5	52.1	51.9	52.0	52.3	52.8	53.1
	Slant distance	58.9	58.2	57.1	55.8	54.6	53.9	53.3	52.5	52.2	52.4	54.0	57.6	63.0	59	59	59	58	57	55	54	54	52	52	52	55	59	64
	View angle (α)	0.031	0.043	0.079	0.337	1.469	0.252	0.099	0.021	0.022	0.028	0.050	0.075	0.092	0.042	0.057	0.067	0.102	0.267	1.537	0.233	0.101	0.033	0.004	0.021	0.059	0.078	0.091
	View angle (α) (degree)	1.800	2.470	4.505	19.282	84.163	14.433	5.683	1.179	1.265	1.576	2.881	4.307	5.283	2.428	3.256	3.840	5.866	15.325	88.061	13.378	5.760	1.905	0.203	1.203	3.359	4.492	5.192
	View angle (Θ)	0.002	0.018	0.051	0.465	2.197	0.196	0.055	0.007	0.006	0.005	0.007	0.009	0.017	0.006	0.009	0.017	0.053	0.273	2.389	0.162	0.040	0.010	0.001	0.005	0.008	0.009	0.009
	View angle (Θ) (degree)	0.142	1.011	2.895	26.618	125.853	11.226	3.179	0.416	0.352	0.282	0.393	0.514	0.962	0.335	0.506	0.999	3.035	15.619	136.871	9.279	2.269	0.551	0.054	0.273	0.438	0.537	0.517
	Average Speed	10.0	20.0	50.0	70.0	65.0	50.0	30.0	15.0	10.0	10.0	15.0	20.0	15.0	10.0	10.0	10.0	20.0	50.0	70.0	60.0	40.0	20.0	15.0	10.0	10.0	15.0	10.0
	Corr for no. of event, 10log(N), dB(A)	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3
	Corr for distance, -10log(d/d_{ref}), dB(A)	-3.7	-3.7	-3.6	-3.5	-3.4	-3.3	-3.3	-3.2	-3.2	-3.2	-3.3	-3.6	-4.0	-3.8	-3.8	-3.7	-3.6	-3.6	-3.5	-3.4	-3.3	-3.2	-3.2	-3.2	-3.4	-3.8	-4.1
	Corr for view angle, 10log($\mu\Theta$/180-cos2αsinΘ)	-58.1	-46.8	-36.9	-14.4	-0.2	-20.9	-34.5	-57.1	-57.2	-56.3	-49.6	-44.9	-40.4	-51.8	-47.4	-43.0	-34.5	-18.9	-0.1	-22.5	-35.9	-51.7	-81.2	-58.8	-47.8	-44.4	-43.3
	Corr for screening/ absorption, dB(A)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, 20log(v/V_{ref}), dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0
	Corr for sound energy spread over 24 hr	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4
	Façade correctoin, dB(A)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
	Track wear correction, dB(A)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
	Leq 24hr for each train, dB(A)	-21.5	-4.1	13.8	39.3	52.9	30.0	12.0	-16.5	-20.1	-19.2	-9.1	-2.2	-0.6	-15.2	-10.9	-6.4	8.2	31.9	53.6	30.0	13.1	-8.6	-40.6	-21.6	-10.9	-4.3	-7.0
	Leq 24hr for all train	56.4																										
Leq0.5	Total number of events	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13
	Corr for no. of event, 10log(N), dB(A)	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1
	Corr for distance, -10log(d/dref), dB(A)	-3.7	-3.7	-3.6	-3.5	-3.4	-3.3	-3.3	-3.2	-3.2	-3.2	-3.3	-3.6	-4.0	-3.8	-3.8	-3.7	-3.6	-3.6	-3.5	-3.4	-3.3	-3.2	-3.2	-3.2	-3.4	-3.8	-4.1
	Corr for view angle, 10log($\mu\Theta$/180-cos2αsinΘ)	-58.1	-46.8	-36.9	-14.4	-0.2	-20.9	-34.5	-57.1	-57.2	-56.3	-49.6	-44.9	-40.4	-51.8	-47.4	-43.0	-34.5	-18.9	-0.1	-22.5	-35.9	-51.7	-81.2	-58.8	-47.8	-44.4	-43.3
	Corr for screening/ absorption, dB(A)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0
	Corr for sound energy spread over 24 hr	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6
	Façade correctoin, dB(A)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
	Track wear correction, dB(A)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
	Leq 0.5hr for each train, dB(A)	-20.8	-3.5	14.5	40.0	53.6	30.7	12.7	-15.8	-19.4	-18.5	-8.4	-1.6	0.0	-14.6	-10.2	-5.8	8.9	32.5	54.3	30.7	13.8	-7.9	-39.9	-21.0	-10.3	-3.7	-6.4
	Leq 0.5hr for all train	57.1																										
Leq0.5	Total number of events	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12
	Corr for no. of event, 10log(N), dB(A)	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8
	Corr for distance, -10log(d/dref), dB(A)	-3.7	-3.7	-3.6	-3.5	-3.4	-3.3	-3.3	-3.2	-3.2	-3.2	-3.3	-3.6	-4.0	-3.8	-3.8	-3.7	-3.6	-3.6	-3.5	-3.4	-3.3	-3.2	-3.2	-3.2	-3.4	-3.8	-4.1
	Corr for view angle, 10log($\mu\Theta$/180-cos2αsinΘ)	-58.1	-46.8	-36.9	-14.4	-0.2	-20.9	-34.5	-57.1	-57.2	-56.3	-49.6	-44.9	-40.4	-51.8	-47.4	-43.0	-34.5	-18.9	-0.1	-22.5	-35.9	-51.7	-81.2	-58.8	-47.8	-44.4	-43.3
	Corr for screening/ absorption, dB(A)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0
	Corr for sound energy spread over 24 hr	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6
	Façade correctoin, dB(A)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
	Track wear correction, dB(A)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
	Leq 0.5hr for each train, dB(A)	-21.2	-3.8	14.1	39.6	53.2	30.3	12.4	-16.1	-19.8	-18.9	-8.8	-1.9	-0.3	-14.9	-10.6	-6.1	8.5	32.2	53.9	30.4	13.4	-8.3	-40.3	-21.3	-10.6	-4.0	-6.7
	Leq 0.5hr for all train	56.7																										
Lmax	Measured Lmax	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65
	Corr for distance, -10log(d/dref), dB(A)	-3.7	-3.7	-3.6	-3.5	-3.4	-3.3	-3.3	-3.2	-3.2	-3.2	-3.3	-3.6	-4.0	-3.8	-3.8	-3.7	-3.6	-3.6	-3.5	-3.4	-3.3	-3.2	-3.2	-3.2	-3.4	-3.8	-4.1
	Correction for screening/ absorption	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0
	Façade correctoin, dB(A)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
	Track wear correction, dB(A)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
	Lmax for each train, dB(A)	52.8	58.9	66.9	69.9	69.4	67.2	62.8	56.8	53.3	53.3	56.7	58.9	56.0	52.8	52.8	52.8	58.9	66.9	70.0	68.7	65.3	59.3	56.9	53.3	53.1	56.3	52.5
	Lmax for all train	70.0																										

Floor 16		Segment (Northbound)													Segment (Southbound)													
		N1	N2	N3	N4	N5	N6	N7	N8	N9	N10	N11	N12	N13	S1	S2	S3	S4	S5	S6	S7	S8	S9	S10	S11	S12	S13	S14
Parameters:																												
	Measured SEL	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9
Leq24	Total number of events	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536
	Horize distance from track to NSR	9.7	10.2	10.5	10.5	10.6	10.1	8.3	2.8	4.2	6.6	14.1	24.0	34.1	12.7	14.7	14.0	14.0	14.3	14.5	13.4	10.6	5.0	0.7	5.3	17.9	27.1	35.0
	track mPD + track head (0.2m)	7.9	8.7	9.9	11.3	12.5	13.1	13.4	13.6	14.0	14.1	13.9	13.6	13.1	8.0	8.4	9.1	10.0	11.2	12.5	13.2	13.5	13.9	14.2	14.1	13.7	13.3	12.9
	ground mPD + floor height	69.2	69.2	69.2	69.2	69.2	69.2	69.2	69.2	69.2	69.2	69.2	69.2	69.2	69.2	69.2	69.2	69.2	69.2	69.2	69.2	69.2	69.2	69.2	69.2	69.2	69.2	69.2
	Vert distance from track to NSR	61.3	60.5	59.3	57.9	56.7	56.1	55.8	55.6	55.2	55.1	55.3	55.6	56.1	61.2	60.8	60.1	59.2	58.0	56.7	56.0	55.7	55.3	55.0	55.1	55.5	55.9	56.3
	Slant distance	62.0	61.3	60.2	58.8	57.7	57.0	56.4	55.6	55.4	55.5	57.0	60.5	65.6	62	63	62	61	60	58	58	57	55	55	55	58	62	66
	View angle (α)	0.031	0.043	0.079	0.337	1.469	0.252	0.099	0.021	0.022	0.028	0.050	0.075	0.092	0.042	0.057	0.067	0.102	0.267	1.537	0.233	0.101	0.033	0.004	0.021	0.059	0.078	0.091
	View angle (α) (degree)	1.800	2.470	4.505	19.282	84.163	14.433	5.683	1.179	1.265	1.576	2.881	4.307	5.283	2.428	3.256	3.840	5.866	15.325	88.061	13.378	5.760	1.905	0.203	1.203	3.359	4.492	5.192
	View angle (Θ)	0.002	0.018	0.051	0.465	2.197	0.196	0.055	0.007	0.006	0.005	0.007	0.009	0.017	0.006	0.009	0.017	0.053	0.273	2.389	0.162	0.040	0.010	0.001	0.005	0.008	0.009	0.009
	View angle (Θ) (degree)	0.142	1.011	2.895	26.618	125.853	11.226	3.179	0.416	0.352	0.282	0.393	0.514	0.962	0.335	0.506	0.999	3.035	15.619	136.871	9.279	2.269	0.551	0.054	0.273	0.438	0.537	0.517
	Average Speed	10.0	20.0	50.0	70.0	65.0	50.0	30.0	15.0	10.0	10.0	15.0	20.0	15.0	10.0	10.0	10.0	20.0	50.0	70.0	60.0	40.0	20.0	15.0	10.0	10.0	15.0	10.0
	Corr for no. of event, 10log(N), dB(A)	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3
	Corr for distance, -10log(d/d_{ref}), dB(A)	-3.9	-3.9	-3.8	-3.7	-3.6	-3.6	-3.5	-3.5	-3.5	-3.5	-3.6	-3.8	-4.2	-4.0	-4.0	-3.9	-3.9	-3.8	-3.7	-3.6	-3.6	-3.5	-3.4	-3.5	-3.7	-4.0	-4.2
	Corr for view angle, 10log($\mu\Theta$/180-cos2αsinΘ)	-58.1	-46.8	-36.9	-14.4	-0.2	-20.9	-34.5	-57.1	-57.2	-56.3	-49.6	-44.9	-40.4	-51.8	-47.4	-43.0	-34.5	-18.9	-0.1	-22.5	-35.9	-51.7	-81.2	-58.8	-47.8	-44.4	-43.3
	Corr for screening/ absorption, dB(A)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, 20log(v/V_{ref}), dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0
	Corr for sound energy spread over 24 hr	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4
	Façade correctoin, dB(A)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
	Track wear correction, dB(A)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
	Leq 24hr for each train, dB(A)	-21.7	-4.3	13.6	39.1	52.7	29.8	11.8	-16.7	-20.3	-19.4	-9.3	-2.5	-0.8	-15.4	-11.1	-6.6	8.0	31.6	53.4	29.8	12.9	-8.8	-40.8	-21.9	-11.2	-4.5	-7.2
	Leq 24hr for all train	56.2																										
Leq0.5	Total number of events	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13
	Corr for no. of event, 10log(N), dB(A)	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1
	Corr for distance, -10log(d/dref), dB(A)	-3.9	-3.9	-3.8	-3.7	-3.6	-3.6	-3.5	-3.5	-3.5	-3.5	-3.6	-3.8	-4.2	-4.0	-4.0	-3.9	-3.9	-3.8	-3.7	-3.6	-3.6	-3.5	-3.4	-3.5	-3.7	-4.0	-4.2
	Corr for view angle, 10log($\mu\Theta$/180-cos2αsinΘ)	-58.1	-46.8	-36.9	-14.4	-0.2	-20.9	-34.5	-57.1	-57.2	-56.3	-49.6	-44.9	-40.4	-51.8	-47.4	-43.0	-34.5	-18.9	-0.1	-22.5	-35.9	-51.7	-81.2	-58.8	-47.8	-44.4	-43.3
	Corr for screening/ absorption, dB(A)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0
	Corr for sound energy spread over 24 hr	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6
	Façade correctoin, dB(A)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
	Track wear correction, dB(A)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
	Leq 0.5hr for each train, dB(A)	-21.1	-3.7	14.2	39.7	53.4	30.4	12.5	-16.0	-19.7	-18.8	-8.7	-1.8	-0.1	-14.8	-10.4	-6.0	8.7	32.3	54.1	30.5	13.5	-8.2	-40.2	-21.2	-10.5	-3.9	-6.6
	Leq 0.5hr for all train	56.9																										
Leq0.5	Total number of events	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12
	Corr for no. of event, 10log(N), dB(A)	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8
	Corr for distance, -10log(d/dref), dB(A)	-3.9	-3.9	-3.8	-3.7	-3.6	-3.6	-3.5	-3.5	-3.5	-3.5	-3.6	-3.8	-4.2	-4.0	-4.0	-3.9	-3.9	-3.8	-3.7	-3.6	-3.6	-3.5	-3.4	-3.5	-3.7	-4.0	-4.2
	Corr for view angle, 10log($\mu\Theta$/180-cos2αsinΘ)	-58.1	-46.8	-36.9	-14.4	-0.2	-20.9	-34.5	-57.1	-57.2	-56.3	-49.6	-44.9	-40.4	-51.8	-47.4	-43.0	-34.5	-18.9	-0.1	-22.5	-35.9	-51.7	-81.2	-58.8	-47.8	-44.4	-43.3
	Corr for screening/ absorption, dB(A)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0
	Corr for sound energy spread over 24 hr	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-

Floor 17		Segment (Northbound)													Segment (Southbound)													
		N1	N2	N3	N4	N5	N6	N7	N8	N9	N10	N11	N12	N13	S1	S2	S3	S4	S5	S6	S7	S8	S9	S10	S11	S12	S13	S14
Parameters:																												
	Measured SEL	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9
Leq24	Total number of events	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536
	Horize distance from track to NSR	9.7	10.2	10.5	10.5	10.6	10.1	8.3	2.8	4.2	6.6	14.1	24.0	34.1	12.7	14.7	14.0	14.0	14.3	14.5	13.4	10.6	5.0	0.7	5.3	17.9	27.1	35.0
	track mPD + track head (0.2m)	7.9	8.7	9.9	11.3	12.5	13.1	13.4	13.6	14.0	14.1	13.9	13.6	13.1	8.0	8.4	9.1	10.0	11.2	12.5	13.2	13.5	13.9	14.2	14.1	13.7	13.3	12.9
	ground mPD + floor height	72.3	72.3	72.3	72.3	72.3	72.3	72.3	72.3	72.3	72.3	72.3	72.3	72.3	72.3	72.3	72.3	72.3	72.3	72.3	72.3	72.3	72.3	72.3	72.3	72.3	72.3	72.3
	Vert distance from track to NSR	64.4	63.6	62.4	61.1	59.9	59.3	59.0	58.7	58.4	58.3	58.4	58.7	59.3	64.3	63.9	63.2	62.3	61.1	59.8	59.1	58.8	58.4	58.2	58.3	58.6	59.1	59.4
	Slant distance	65.1	64.4	63.3	62.0	60.8	60.1	59.5	58.8	58.5	58.6	60.1	63.4	68.4	66	66	65	64	63	62	61	60	59	58	58	61	65	69
	View angle (α)	0.031	0.043	0.079	0.337	1.469	0.252	0.099	0.021	0.022	0.028	0.050	0.075	0.092	0.042	0.057	0.067	0.102	0.267	1.537	0.233	0.101	0.033	0.004	0.021	0.059	0.078	0.091
	View angle (α) (degree)	1.800	2.470	4.505	19.282	84.163	14.433	5.683	1.179	1.265	1.576	2.881	4.307	5.283	2.428	3.256	3.840	5.866	15.325	88.061	13.378	5.760	1.905	0.203	1.203	3.359	4.492	5.192
	View angle (Θ)	0.002	0.018	0.051	0.465	2.197	0.196	0.055	0.007	0.006	0.005	0.007	0.009	0.017	0.006	0.009	0.017	0.053	0.273	2.389	0.162	0.040	0.010	0.001	0.005	0.008	0.009	0.009
	View angle (Θ) (degree)	0.142	1.011	2.895	26.618	125.853	11.226	3.179	0.416	0.352	0.282	0.393	0.514	0.962	0.335	0.506	0.999	3.035	15.619	136.871	9.279	2.269	0.551	0.054	0.273	0.438	0.537	0.517
	Average Speed	10.0	20.0	50.0	70.0	65.0	50.0	30.0	15.0	10.0	10.0	15.0	20.0	15.0	10.0	10.0	10.0	20.0	50.0	70.0	60.0	40.0	20.0	15.0	10.0	10.0	15.0	10.0
	Corr for no. of event, 10log(N), dB(A)	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3
	Corr for distance, -10log(d/d_{ref}), dB(A)	-4.2	-4.1	-4.0	-3.9	-3.9	-3.8	-3.8	-3.7	-3.7	-3.7	-3.8	-4.0	-4.4	-4.2	-4.2	-4.1	-4.1	-4.0	-3.9	-3.8	-3.8	-3.7	-3.7	-3.7	-3.9	-4.1	-4.4
	Corr for view angle, 10log(μiΘ/180-cos2αsinΘ)	-58.1	-46.8	-36.9	-14.4	-0.2	-20.9	-34.5	-57.1	-57.2	-56.3	-49.6	-44.9	-40.4	-51.8	-47.4	-43.0	-34.5	-18.9	-0.1	-22.5	-35.9	-51.7	-81.2	-58.8	-47.8	-44.4	-43.3
	Corr for screening/ absorption, dB(A)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, 20log(v/V_{ref}), dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0
	Corr for sound energy spread over 24 hr	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4
	Façade correctoin, dB(A)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
	Track wear correction, dB(A)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
	Leq 24hr for each train, dB(A)	-21.9	-4.6	13.4	38.9	52.5	29.5	11.6	-16.9	-20.6	-19.7	-9.6	-2.7	-1.0	-15.6	-11.3	-6.9	7.8	31.4	53.2	29.6	12.6	-9.1	-41.1	-22.1	-11.4	-4.7	-7.4
	Leq 24hr for all train	56.0																										
Leq0.5	Total number of events	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13
	Corr for no. of event, 10log(N), dB(A)	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1
	Corr for distance, -10log(d/dref), dB(A)	-4.2	-4.1	-4.0	-3.9	-3.9	-3.8	-3.8	-3.7	-3.7	-3.7	-3.8	-4.0	-4.4	-4.2	-4.2	-4.1	-4.1	-4.0	-3.9	-3.8	-3.8	-3.7	-3.7	-3.7	-3.9	-4.1	-4.4
	Corr for view angle, 10log(μiΘ/180-cos2αsinΘ)	-58.1	-46.8	-36.9	-14.4	-0.2	-20.9	-34.5	-57.1	-57.2	-56.3	-49.6	-44.9	-40.4	-51.8	-47.4	-43.0	-34.5	-18.9	-0.1	-22.5	-35.9	-51.7	-81.2	-58.8	-47.8	-44.4	-43.3
	Corr for screening/ absorption, dB(A)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0
	Corr for sound energy spread over 24 hr	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6
	Façade correctoin, dB(A)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
	Track wear correction, dB(A)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
	Leq 0.5hr for each train, dB(A)	-21.3	-3.9	14.0	39.5	53.1	30.2	12.2	-16.3	-19.9	-19.0	-8.9	-2.0	-0.3	-15.0	-10.6	-6.2	8.5	32.1	53.8	30.2	13.3	-8.4	-40.4	-21.5	-10.7	-4.0	-6.7
	Leq 0.5hr for all train	56.6																										
Leq0.5	Total number of events	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12
	Corr for no. of event, 10log(N), dB(A)	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8
	Corr for distance, -10log(d/dref), dB(A)	-4.2	-4.1	-4.0	-3.9	-3.9	-3.8	-3.8	-3.7	-3.7	-3.7	-3.8	-4.0	-4.4	-4.2	-4.2	-4.1	-4.1	-4.0	-3.9	-3.8	-3.8	-3.7	-3.7	-3.7	-3.9	-4.1	-4.4
	Corr for view angle, 10log(μiΘ/180-cos2αsinΘ)	-58.1	-46.8	-36.9	-14.4	-0.2	-20.9	-34.5	-57.1	-57.2	-56.3	-49.6	-44.9	-40.4	-51.8	-47.4	-43.0	-34.5	-18.9	-0.1	-22.5	-35.9	-51.7	-81.2	-58.8	-47.8	-44.4	-43.3
	Corr for screening/ absorption, dB(A)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0
	Corr for sound energy spread over 24 hr	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6
	Façade correctoin, dB(A)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
	Track wear correction, dB(A)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
	Leq 0.5hr for each train, dB(A)	-21.6	-4.2	13.7	39.2	52.8	29.9	11.9	-16.6	-20.3	-19.4	-9.2	-2.3	-0.7	-15.3	-11.0	-6.5	8.1	31.7	53.5	29.9	13.0	-8.7	-40.8	-21.8	-11.1	-4.4	-7.1
	Leq 0.5hr for all train	56.3																										
Lmax	Measured Lmax	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65
	Corr for distance, -10log(d/dref), dB(A)	-4.2	-4.1	-4.0	-3.9	-3.9	-3.8	-3.8	-3.7	-3.7	-3.7	-3.8	-4.0	-4.4	-4.2	-4.2	-4.1	-4.1	-4.0	-3.9	-3.8	-3.8	-3.7	-3.7	-3.7	-3.9	-4.1	-4.4
	Correction for screening/ absorption	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0
	Façade correctoin, dB(A)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
	Track wear correction, dB(A)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
	Lmax for each train, dB(A)	52.4	58.4	66.5	69.5	68.9	66.7	62.3	56.3	52.8	52.8	56.2	58.5	55.7	52.3	52.3	52.4	58.5	66.5	69.5	68.2	64.8	58.8	56.4	52.8	52.6	55.9	52.1
	Lmax for all train	69.5																										

Floor 18		Segment (Northbound)													Segment (Southbound)													
		N1	N2	N3	N4	N5	N6	N7	N8	N9	N10	N11	N12	N13	S1	S2	S3	S4	S5	S6	S7	S8	S9	S10	S11	S12	S13	S14
Parameters:																												
	Measured SEL	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9
Leq24	Total number of events	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536
	Horize distance from track to NSR	9.7	10.2	10.5	10.5	10.6	10.1	8.3	2.8	4.2	6.6	14.1	24.0	34.1	12.7	14.7	14.0	14.0	14.3	14.5	13.4	10.6	5.0	0.7	5.3	17.9	27.1	35.0
	track mPD + track head (0.2m)	7.9	8.7	9.9	11.3	12.5	13.1	13.4	13.6	14.0	14.1	13.9	13.6	13.1	8.0	8.4	9.1	10.0	11.2	12.5	13.2	13.5	13.9	14.2	14.1	13.7	13.3	12.9
	ground mPD + floor height	75.5	75.5	75.5	75.5	75.5	75.5	75.5	75.5	75.5	75.5	75.5	75.5	75.5	75.5	75.5	75.5	75.5	75.5	75.5	75.5	75.5	75.5	75.5	75.5	75.5	75.5	75.5
	Vert distance from track to NSR	67.6	66.8	65.6	64.2	63.0	62.4	62.1	61.9	61.5	61.4	61.6	61.9	62.4	67.5	67.1	66.4	65.5	64.3	63.0	62.3	62.0	61.6	61.3	61.4	61.8	62.2	62.6
	Slant distance	68.2	67.5	66.4	65.1	63.9	63.2	62.7	61.9	61.6	61.8	63.1	66.3	71.1	69	69	68	67	66	65	64	63	62	61	62	64	68	72
	View angle (α)	0.031	0.043	0.079	0.337	1.469	0.252	0.099	0.021	0.022	0.028	0.050	0.075	0.092	0.042	0.057	0.067	0.102	0.267	1.537	0.233	0.101	0.033	0.004	0.021	0.059	0.078	0.091
	View angle (α) (degree)	1.800	2.470	4.505	19.282	84.163	14.433	5.683	1.179	1.265	1.576	2.881	4.307	5.283	2.428	3.256	3.840	5.866	15.325	88.061	13.378	5.760	1.905	0.203	1.203	3.359	4.492	5.192
	View angle (Θ)	0.002	0.018	0.051	0.465	2.197	0.196	0.055	0.007	0.006	0.005	0.007	0.009	0.017	0.006	0.009	0.017	0.053	0.273	2.389	0.162	0.040	0.010	0.001	0.005	0.008	0.009	0.009
	View angle (Θ) (degree)	0.142	1.011	2.895	26.618	125.853	11.226	3.179	0.416	0.352	0.282	0.393	0.514	0.962	0.335	0.506	0.999	3.035	15.619	136.871	9.279	2.269	0.551	0.054	0.273	0.438	0.537	0.517
	Average Speed	10.0	20.0	50.0	70.0	65.0	50.0	30.0	15.0	10.0	10.0	15.0	20.0	15.0	10.0	10.0	10.0	20.0	50.0	70.0	60.0	40.0	20.0	15.0	10.0	10.0	15.0	10.0
	Corr for no. of event, 10log(N), dB(A)	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3
	Corr for distance, -10log(d/d_{ref}), dB(A)	-4.4	-4.3	-4.2	-4.2	-4.1	-4.0	-4.0	-3.9	-3.9	-3.9	-4.0	-4.2	-4.5	-4.4	-4.4	-4.3	-4.3	-4.2	-4.1	-4.1	-4.0	-3.9	-3.9	-3.9	-4.1	-4.3	-4.6
	Corr for view angle, 10log(μiΘ/180-cos2αsinΘ)	-58.1	-46.8	-36.9	-14.4	-0.2	-20.9	-34.5	-57.1	-57.2	-56.3	-49.6	-44.9	-40.4	-51.8	-47.4	-43.0	-34.5	-18.9	-0.1	-22.5	-35.9	-51.7	-81.2	-58.8	-47.8	-44.4	-43.3
	Corr for screening/ absorption, dB(A)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, 20log(v/V_{ref}), dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0
	Corr for sound energy spread over 24 hr	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4
	Façade correctoin, dB(A)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
	Track wear correction, dB(A)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
	Leq 24hr for each train, dB(A)	-22.1	-4.8	13.1	38.6	52.3	29.3	11.3	-17.2	-20.8	-19.9	-9.8	-2.9	-1.1	-15.8	-11.5	-7.1	7.6	31.2	53.0	29.4	12.4	-9.3	-41.3	-22.4	-11.6	-4.9	-7.6
	Leq 24hr for all train	55.8																										
Leq0.5	Total number of events	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13
	Corr for no. of event, 10log(N), dB(A)	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1
	Corr for distance, -10log(d/dref), dB(A)	-4.4	-4.3	-4.2	-4.2	-4.1	-4.0	-4.0	-3.9	-3.9	-3.9	-4.0	-4.2	-4.5	-4.4	-4.4	-4.3	-4.3	-4.2	-4.1	-4.1	-4.0	-3.9	-3.9	-3.9	-4.1	-4.3	-4.6
	Corr for view angle, 10log(μiΘ/180-cos2αsinΘ)	-58.1	-46.8	-36.9	-14.4	-0.2	-20.9	-34.5	-57.1	-57.2	-56.3	-49.6	-44.9	-40.4	-51.8	-47.4	-43.0	-34.5	-18.9	-0.1	-22.5	-35.9	-51.7	-81.2	-58.8	-47.8	-44.4	-43.3
	Corr for screening/ absorption, dB(A)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0
	Corr for sound energy spread over 24 hr	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6
	Façade correctoin, dB(A)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
	Track wear correction, dB(A)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
	Leq 0.5hr for each train, dB(A)	-21.5	-4.1	13.8	39.3	52.9	30.0	12.0	-16.5	-20.1	-19.2	-9.1	-2.2	-0.5	-15.2	-10.8	-6.4	8.3	31.9	53.6	30.0	13.1	-8.6	-40.6	-21.7	-10.9	-4.2	-6.9
	Leq 0.5hr for all train	56.4																										
Leq0.5	Total number of events	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12
	Corr for no. of event, 10log(N), dB(A)	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8
	Corr for distance, -10log(d/dref), dB(A)	-4.4	-4.3	-4.2	-4.2	-4.1	-4.0	-4.0	-3.9	-3.9	-3.9	-4.0	-4.2	-4.5	-4.4	-4.4	-4.3	-4.3	-4.2	-4.1	-4.1	-4.0	-3.9	-3.9	-3.9	-4.1	-4.3	-4.6
	Corr for view angle, 10log(μiΘ/180-cos2αsinΘ)	-58.1	-46.8	-36.9	-14.4	-0.2	-20.9	-34.5	-57.1	-57.2	-56.3	-49.6	-44.9	-40.4	-51.8	-47.4	-43.0	-34.5	-18.9	-0.1	-22.5	-35.9	-51.7	-81.2	-58.8	-47.8	-44.4	-43.3
	Corr for screening/ absorption, dB(A)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0
	Corr for sound energy spread over 24 hr	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-

Floor 19		Segment (Northbound)													Segment (Southbound)													
		N1	N2	N3	N4	N5	N6	N7	N8	N9	N10	N11	N12	N13	S1	S2	S3	S4	S5	S6	S7	S8	S9	S10	S11	S12	S13	S14
Parameters:																												
	Measured SEL	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9
Leq24	Total number of events	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536
	Horize distance from track to NSR	9.7	10.2	10.5	10.5	10.6	10.1	8.3	2.8	4.2	6.6	14.1	24.0	34.1	12.7	14.7	14.0	14.0	14.3	14.5	13.4	10.6	5.0	0.7	5.3	17.9	27.1	35.0
	track mPD + track head (0.2m)	7.9	8.7	9.9	11.3	12.5	13.1	13.4	13.6	14.0	14.1	13.9	13.6	13.1	8.0	8.4	9.1	10.0	11.2	12.5	13.2	13.5	13.9	14.2	14.1	13.7	13.3	12.9
	ground mPD + floor height	78.6	78.6	78.6	78.6	78.6	78.6	78.6	78.6	78.6	78.6	78.6	78.6	78.6	78.6	78.6	78.6	78.6	78.6	78.6	78.6	78.6	78.6	78.6	78.6	78.6	78.6	78.6
	Vert distance from track to NSR	70.7	69.9	68.7	67.4	66.2	65.6	65.3	65.0	64.7	64.6	64.7	65.0	65.6	70.6	70.2	69.5	68.6	67.4	66.1	65.4	65.1	64.7	64.5	64.6	64.9	65.4	65.7
	Slant distance	71.4	70.6	69.5	68.2	67.0	66.3	65.8	65.1	64.8	64.9	66.2	69.3	73.9	72	72	71	70	69	68	67	66	65	64	65	67	71	74
	View angle (α)	0.031	0.043	0.079	0.337	1.469	0.252	0.099	0.021	0.022	0.028	0.050	0.075	0.092	0.042	0.057	0.067	0.102	0.267	1.537	0.233	0.101	0.033	0.004	0.021	0.059	0.078	0.091
	View angle (α) (degree)	1.800	2.470	4.505	19.282	84.163	14.433	5.683	1.179	1.265	1.576	2.881	4.307	5.283	2.428	3.256	3.840	5.866	15.325	88.061	13.378	5.760	1.905	0.203	1.203	3.359	4.492	5.192
	View angle (Θ)	0.002	0.018	0.051	0.465	2.197	0.196	0.055	0.007	0.006	0.005	0.007	0.009	0.017	0.006	0.009	0.017	0.053	0.273	2.389	0.162	0.040	0.010	0.001	0.005	0.008	0.009	0.009
	View angle (Θ) (degree)	0.142	1.011	2.895	26.618	125.853	11.226	3.179	0.416	0.352	0.282	0.393	0.514	0.962	0.335	0.506	0.999	3.035	15.619	136.871	9.279	2.269	0.551	0.054	0.273	0.438	0.537	0.517
	Average Speed	10.0	20.0	50.0	70.0	65.0	50.0	30.0	15.0	10.0	10.0	15.0	20.0	15.0	10.0	10.0	10.0	20.0	50.0	70.0	60.0	40.0	20.0	15.0	10.0	10.0	15.0	10.0
	Corr for no. of event, 10log(N), dB(A)	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3
	Corr for distance, -10log(d/d_{ref}), dB(A)	-4.6	-4.5	-4.4	-4.4	-4.3	-4.2	-4.2	-4.2	-4.1	-4.1	-4.2	-4.4	-4.7	-4.6	-4.6	-4.5	-4.5	-4.4	-4.3	-4.3	-4.2	-4.1	-4.1	-4.1	-4.3	-4.5	-4.7
	Corr for view angle, 10log(μiΘ/180-cos2αsinΘ)	-58.1	-46.8	-36.9	-14.4	-0.2	-20.9	-34.5	-57.1	-57.2	-56.3	-49.6	-44.9	-40.4	-51.8	-47.4	-43.0	-34.5	-18.9	-0.1	-22.5	-35.9	-51.7	-81.2	-58.8	-47.8	-44.4	-43.3
	Corr for screening/ absorption, dB(A)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, 20log(v/V_{ref}), dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0
	Corr for sound energy spread over 24 hr	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4
	Façade correctoin, dB(A)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
	Track wear correction, dB(A)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
	Leq 24hr for each train, dB(A)	-22.3	-5.0	12.9	38.4	52.0	29.1	11.1	-17.4	-21.0	-20.1	-10.0	-3.0	-1.3	-16.0	-11.7	-7.2	7.4	31.0	52.8	29.2	12.2	-9.5	-41.5	-22.6	-11.8	-5.1	-7.7
	Leq 24hr for all train	55.6																										
Leq0.5	Total number of events	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13
	Corr for no. of event, 10log(N), dB(A)	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1
	Corr for distance, -10log(d/dref), dB(A)	-4.6	-4.5	-4.4	-4.4	-4.3	-4.2	-4.2	-4.2	-4.1	-4.1	-4.2	-4.4	-4.7	-4.6	-4.6	-4.5	-4.5	-4.4	-4.3	-4.3	-4.2	-4.1	-4.1	-4.1	-4.3	-4.5	-4.7
	Corr for view angle, 10log(μiΘ/180-cos2αsinΘ)	-58.1	-46.8	-36.9	-14.4	-0.2	-20.9	-34.5	-57.1	-57.2	-56.3	-49.6	-44.9	-40.4	-51.8	-47.4	-43.0	-34.5	-18.9	-0.1	-22.5	-35.9	-51.7	-81.2	-58.8	-47.8	-44.4	-43.3
	Corr for screening/ absorption, dB(A)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0
	Corr for sound energy spread over 24 hr	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6
	Façade correctoin, dB(A)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
	Track wear correction, dB(A)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
	Leq 0.5hr for each train, dB(A)	-21.7	-4.3	13.6	39.1	52.7	29.8	11.8	-16.7	-20.4	-19.4	-9.3	-2.4	-0.7	-15.4	-11.0	-6.6	8.1	31.7	53.4	29.8	12.9	-8.8	-40.9	-21.9	-11.1	-4.4	-7.1
	Leq 0.5hr for all train	56.2																										
Leq0.5	Total number of events	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12
	Corr for no. of event, 10log(N), dB(A)	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8
	Corr for distance, -10log(d/dref), dB(A)	-4.6	-4.5	-4.4	-4.4	-4.3	-4.2	-4.2	-4.2	-4.1	-4.1	-4.2	-4.4	-4.7	-4.6	-4.6	-4.5	-4.5	-4.4	-4.3	-4.3	-4.2	-4.1	-4.1	-4.1	-4.3	-4.5	-4.7
	Corr for view angle, 10log(μiΘ/180-cos2αsinΘ)	-58.1	-46.8	-36.9	-14.4	-0.2	-20.9	-34.5	-57.1	-57.2	-56.3	-49.6	-44.9	-40.4	-51.8	-47.4	-43.0	-34.5	-18.9	-0.1	-22.5	-35.9	-51.7	-81.2	-58.8	-47.8	-44.4	-43.3
	Corr for screening/ absorption, dB(A)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0
	Corr for sound energy spread over 24 hr	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6
	Façade correctoin, dB(A)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
	Track wear correction, dB(A)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
	Leq 0.5hr for each train, dB(A)	-22.0	-4.6	13.3	38.7	52.4	29.4	11.4	-17.1	-20.7	-19.8	-9.7	-2.7	-1.0	-15.7	-11.4	-6.9	7.7	31.3	53.1	29.5	12.5	-9.2	-41.2	-22.3	-11.5	-4.8	-7.4
	Leq 0.5hr for all train	55.9																										
Lmax	Measured Lmax	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65
	Corr for distance, -10log(d/dref), dB(A)	-4.6	-4.5	-4.4	-4.4	-4.3	-4.2	-4.2	-4.2	-4.1	-4.1	-4.2	-4.4	-4.7	-4.6	-4.6	-4.5	-4.5	-4.4	-4.3	-4.3	-4.2	-4.1	-4.1	-4.1	-4.3	-4.5	-4.7
	Correction for screening/ absorption	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0
	Façade correctoin, dB(A)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
	Track wear correction, dB(A)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
	Lmax for each train, dB(A)	52.0	58.0	66.1	69.1	68.5	66.3	61.9	55.9	52.4	52.4	55.8	58.1	55.3	51.9	51.9	52.0	58.1	66.1	69.1	67.8	64.3	58.4	55.9	52.4	52.2	55.5	51.8
	Lmax for all train	69.1																										

Floor 20		Segment (Northbound)													Segment (Southbound)													
		N1	N2	N3	N4	N5	N6	N7	N8	N9	N10	N11	N12	N13	S1	S2	S3	S4	S5	S6	S7	S8	S9	S10	S11	S12	S13	S14
Parameters:																												
	Measured SEL	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9
Leq24	Total number of events	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536
	Horize distance from track to NSR	9.7	10.2	10.5	10.5	10.6	10.1	8.3	2.8	4.2	6.6	14.1	24.0	34.1	12.7	14.7	14.0	14.0	14.3	14.5	13.4	10.6	5.0	0.7	5.3	17.9	27.1	35.0
	track mPD + track head (0.2m)	7.9	8.7	9.9	11.3	12.5	13.1	13.4	13.6	14.0	14.1	13.9	13.6	13.1	8.0	8.4	9.1	10.0	11.2	12.5	13.2	13.5	13.9	14.2	14.1	13.7	13.3	12.9
	ground mPD + floor height	81.8	81.8	81.8	81.8	81.8	81.8	81.8	81.8	81.8	81.8	81.8	81.8	81.8	81.8	81.8	81.8	81.8	81.8	81.8	81.8	81.8	81.8	81.8	81.8	81.8	81.8	81.8
	Vert distance from track to NSR	73.9	73.1	71.9	70.5	69.3	68.7	68.4	68.2	67.8	67.7	67.9	68.2	68.7	73.8	73.4	72.7	71.8	70.6	69.3	68.6	68.3	67.9	67.6	67.7	68.1	68.5	68.9
	Slant distance	74.5	73.8	72.6	71.3	70.1	69.4	68.9	68.2	67.9	68.0	69.3	72.2	76.7	75	75	74	73	72	71	70	69	68	68	68	70	74	77
	View angle (α)	0.031	0.043	0.079	0.337	1.469	0.252	0.099	0.021	0.022	0.028	0.050	0.075	0.092	0.042	0.057	0.067	0.102	0.267	1.537	0.233	0.101	0.033	0.004	0.021	0.059	0.078	0.091
	View angle (α) (degree)	1.800	2.470	4.505	19.282	84.163	14.433	5.683	1.179	1.265	1.576	2.881	4.307	5.283	2.428	3.256	3.840	5.866	15.325	88.061	13.378	5.760	1.905	0.203	1.203	3.359	4.492	5.192
	View angle (Θ)	0.002	0.018	0.051	0.465	2.197	0.196	0.055	0.007	0.006	0.005	0.007	0.009	0.017	0.006	0.009	0.017	0.053	0.273	2.389	0.162	0.040	0.010	0.001	0.005	0.008	0.009	0.009
	View angle (Θ) (degree)	0.142	1.011	2.895	26.618	125.853	11.226	3.179	0.416	0.352	0.282	0.393	0.514	0.962	0.335	0.506	0.999	3.035	15.619	136.871	9.279	2.269	0.551	0.054	0.273	0.438	0.537	0.517
	Average Speed	10.0	20.0	50.0	70.0	65.0	50.0	30.0	15.0	10.0	10.0	15.0	20.0	15.0	10.0	10.0	10.0	20.0	50.0	70.0	60.0	40.0	20.0	15.0	10.0	10.0	15.0	10.0
	Corr for no. of event, 10log(N), dB(A)	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3
	Corr for distance, -10log(d/d_{ref}), dB(A)	-4.7	-4.7	-4.6	-4.6	-4.5	-4.4	-4.4	-4.4	-4.3	-4.3	-4.4	-4.6	-4.9	-4.8	-4.8	-4.7	-4.7	-4.6	-4.5	-4.5	-4.4	-4.3	-4.3	-4.3	-4.5	-4.7	-4.9
	Corr for view angle, 10log(μiΘ/180-cos2αsinΘ)	-58.1	-46.8	-36.9	-14.4	-0.2	-20.9	-34.5	-57.1	-57.2	-56.3	-49.6	-44.9	-40.4	-51.8	-47.4	-43.0	-34.5	-18.9	-0.1	-22.5	-35.9	-51.7	-81.2	-58.8	-47.8	-44.4	-43.3
	Corr for screening/ absorption, dB(A)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, 20log(v/V_{ref}), dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0
	Corr for sound energy spread over 24 hr	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4
	Façade correctoin, dB(A)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
	Track wear correction, dB(A)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
	Leq 24hr for each train, dB(A)	-22.5	-5.1	12.8	38.2	51.9	28.9	10.9	-17.6	-21.2	-20.3	-10.2	-3.2	-1.5	-16.2	-11.9	-7.4	7.2	30.8	52.6	29.0	12.0	-9.7	-41.7	-22.8	-12.0	-5.3	-7.9
	Leq 24hr for all train	55.4																										
Leq0.5	Total number of events	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13
	Corr for no. of event, 10log(N), dB(A)	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1
	Corr for distance, -10log(d/dref), dB(A)	-4.7	-4.7	-4.6	-4.6	-4.5	-4.4	-4.4	-4.4	-4.3	-4.3	-4.4	-4.6	-4.9	-4.8	-4.8	-4.7	-4.7	-4.6	-4.5	-4.5	-4.4	-4.3	-4.3	-4.3	-4.5	-4.7	-4.9
	Corr for view angle, 10log(μiΘ/180-cos2αsinΘ)	-58.1	-46.8	-36.9	-14.4	-0.2	-20.9	-34.5	-57.1	-57.2	-56.3	-49.6	-44.9	-40.4	-51.8	-47.4	-43.0	-34.5	-18.9	-0.1	-22.5	-35.9	-51.7	-81.2	-58.8	-47.8	-44.4	-43.3
	Corr for screening/ absorption, dB(A)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0
	Corr for sound energy spread over 24 hr	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6
	Façade correctoin, dB(A)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
	Track wear correction, dB(A)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
	Leq 0.5hr for each train, dB(A)	-21.9	-4.5	13.4	38.9	52.5	29.6	11.6	-16.9	-20.6	-19.7	-9.5	-2.6	-0.8	-15.6	-11.2	-6.8	7.9	31.5	53.2	29.6	12.7	-9.0	-41.1	-22.1	-11.3	-4.6	-7.2
	Leq 0.5hr for all train	56.0																										
Leq0.5	Total number of events	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12
	Corr for no. of event, 10log(N), dB(A)	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8
	Corr for distance, -10log(d/dref), dB(A)	-4.7	-4.7	-4.6	-4.6	-4.5	-4.4	-4.4	-4.4	-4.3	-4.3	-4.4	-4.6	-4.9	-4.8	-4.8	-4.7	-4.7	-4.6	-4.5	-4.5	-4.4	-4.3	-4.3	-4.3	-4.5	-4.7	-4.9
	Corr for view angle, 10log(μiΘ/180-cos2αsinΘ)	-58.1	-46.8	-36.9	-14.4	-0.2	-20.9	-34.5	-57.1	-57.2	-56.3	-49.6	-44.9	-40.4	-51.8	-47.4	-43.0	-34.5	-18.9	-0.1	-22.5	-35.9	-51.7	-81.2	-58.8	-47.8	-44.4	-43.3
	Corr for screening/ absorption, dB(A)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0
	Corr for sound energy spread over 24 hr	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-

Floor 21		Segment (Northbound)													Segment (Southbound)													
		N1	N2	N3	N4	N5	N6	N7	N8	N9	N10	N11	N12	N13	S1	S2	S3	S4	S5	S6	S7	S8	S9	S10	S11	S12	S13	S14
Parameters:																												
	Measured SEL	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9
Leq24	Total number of events	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536
	Horize distance from track to NSR	9.7	10.2	10.5	10.5	10.6	10.1	8.3	2.8	4.2	6.6	14.1	24.0	34.1	12.7	14.7	14.0	14.0	14.3	14.5	13.4	10.6	5.0	0.7	5.3	17.9	27.1	35.0
	track mPD + track head (0.2m)	7.9	8.7	9.9	11.3	12.5	13.1	13.4	13.6	14.0	14.1	13.9	13.6	13.1	8.0	8.4	9.1	10.0	11.2	12.5	13.2	13.5	13.9	14.2	14.1	13.7	13.3	12.9
	ground mPD + floor height	84.9	84.9	84.9	84.9	84.9	84.9	84.9	84.9	84.9	84.9	84.9	84.9	84.9	84.9	84.9	84.9	84.9	84.9	84.9	84.9	84.9	84.9	84.9	84.9	84.9	84.9	84.9
	Vert distance from track to NSR	77.0	76.2	75.0	73.7	72.5	71.9	71.6	71.3	71.0	70.9	71.0	71.3	71.9	76.9	76.5	75.8	74.9	73.7	72.4	71.7	71.4	71.0	70.8	70.9	71.2	71.7	72.0
	Slant distance	77.6	76.9	75.7	74.4	73.2	72.5	72.0	71.4	71.1	71.2	72.4	75.2	79.5	78	78	77	76	75	74	73	72	71	71	71	73	77	80
	View angle (α)	0.031	0.043	0.079	0.337	1.469	0.252	0.099	0.021	0.022	0.028	0.050	0.075	0.092	0.042	0.057	0.067	0.102	0.267	1.537	0.233	0.101	0.033	0.004	0.021	0.059	0.078	0.091
	View angle (α) (degree)	1.800	2.470	4.505	19.282	84.163	14.433	5.683	1.179	1.265	1.576	2.881	4.307	5.283	2.428	3.256	3.840	5.866	15.325	88.061	13.378	5.760	1.905	0.203	1.203	3.359	4.492	5.192
	View angle (Θ)	0.002	0.018	0.051	0.465	2.197	0.196	0.055	0.007	0.006	0.005	0.007	0.009	0.017	0.006	0.009	0.017	0.053	0.273	2.389	0.162	0.040	0.010	0.001	0.005	0.008	0.009	0.009
	View angle (Θ) (degree)	0.142	1.011	2.895	26.618	125.853	11.226	3.179	0.416	0.352	0.282	0.393	0.514	0.962	0.335	0.506	0.999	3.035	15.619	136.871	9.279	2.269	0.551	0.054	0.273	0.438	0.537	0.517
	Average Speed	10.0	20.0	50.0	70.0	65.0	50.0	30.0	15.0	10.0	10.0	15.0	20.0	15.0	10.0	10.0	10.0	20.0	50.0	70.0	60.0	40.0	20.0	15.0	10.0	10.0	15.0	10.0
	Corr for no. of event, 10log(N), dB(A)	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3
	Corr for distance, -10log(d/d_{ref}), dB(A)	-4.9	-4.9	-4.8	-4.7	-4.7	-4.6	-4.6	-4.6	-4.5	-4.5	-4.6	-4.8	-5.0	-4.9	-4.9	-4.9	-4.8	-4.8	-4.7	-4.6	-4.6	-4.5	-4.5	-4.5	-4.7	-4.9	-5.1
	Corr for view angle, 10log($\mu\Theta$/180-cos2αsinΘ)	-58.1	-46.8	-36.9	-14.4	-0.2	-20.9	-34.5	-57.1	-57.2	-56.3	-49.6	-44.9	-40.4	-51.8	-47.4	-43.0	-34.5	-18.9	-0.1	-22.5	-35.9	-51.7	-81.2	-58.8	-47.8	-44.4	-43.3
	Corr for screening/ absorption, dB(A)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, 20log(v/V_{ref}), dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0
	Corr for sound energy spread over 24 hr	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4
	Façade correctoin, dB(A)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
	Track wear correction, dB(A)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
	Leq 24hr for each train, dB(A)	-22.7	-5.3	12.6	38.1	51.7	28.7	10.7	-17.8	-21.4	-20.5	-10.4	-3.4	-1.6	-16.4	-12.1	-7.6	7.0	30.6	52.4	28.8	11.8	-9.9	-41.9	-23.0	-12.2	-5.4	-8.0
	Leq 24hr for all train	55.2																										
Leq0.5	Total number of events	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13
	Corr for no. of event, 10log(N), dB(A)	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1
	Corr for distance, -10log(d/dref), dB(A)	-4.9	-4.9	-4.8	-4.7	-4.7	-4.6	-4.6	-4.6	-4.5	-4.5	-4.6	-4.8	-5.0	-4.9	-4.9	-4.9	-4.8	-4.8	-4.7	-4.6	-4.6	-4.5	-4.5	-4.5	-4.7	-4.9	-5.1
	Corr for view angle, 10log($\mu\Theta$/180-cos2αsinΘ)	-58.1	-46.8	-36.9	-14.4	-0.2	-20.9	-34.5	-57.1	-57.2	-56.3	-49.6	-44.9	-40.4	-51.8	-47.4	-43.0	-34.5	-18.9	-0.1	-22.5	-35.9	-51.7	-81.2	-58.8	-47.8	-44.4	-43.3
	Corr for screening/ absorption, dB(A)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0
	Corr for sound energy spread over 24 hr	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6
	Façade correctoin, dB(A)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
	Track wear correction, dB(A)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
	Leq 0.5hr for each train, dB(A)	-22.0	-4.7	13.2	38.7	52.3	29.4	11.4	-17.1	-20.8	-19.8	-9.7	-2.7	-1.0	-15.7	-11.4	-7.0	7.7	31.3	53.0	29.4	12.5	-9.2	-41.3	-22.3	-11.5	-4.8	-7.4
	Leq 0.5hr for all train	55.8																										
Leq0.5	Total number of events	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12
	Corr for no. of event, 10log(N), dB(A)	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8
	Corr for distance, -10log(d/dref), dB(A)	-4.9	-4.9	-4.8	-4.7	-4.7	-4.6	-4.6	-4.6	-4.5	-4.5	-4.6	-4.8	-5.0	-4.9	-4.9	-4.9	-4.8	-4.8	-4.7	-4.6	-4.6	-4.5	-4.5	-4.5	-4.7	-4.9	-5.1
	Corr for view angle, 10log($\mu\Theta$/180-cos2αsinΘ)	-58.1	-46.8	-36.9	-14.4	-0.2	-20.9	-34.5	-57.1	-57.2	-56.3	-49.6	-44.9	-40.4	-51.8	-47.4	-43.0	-34.5	-18.9	-0.1	-22.5	-35.9	-51.7	-81.2	-58.8	-47.8	-44.4	-43.3
	Corr for screening/ absorption, dB(A)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0
	Corr for sound energy spread over 24 hr	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6
	Façade correctoin, dB(A)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
	Track wear correction, dB(A)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
	Leq 0.5hr for each train, dB(A)	-22.4	-5.0	12.9	38.4	52.0	29.0	11.0	-17.5	-21.1	-20.2	-10.1	-3.1	-1.3	-16.1	-11.7	-7.3	7.3	31.0	52.7	29.1	12.1	-9.6	-41.6	-22.7	-11.8	-5.1	-7.7
	Leq 0.5hr for all train	55.5																										
Lmax	Measured Lmax	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65
	Corr for distance, -10log(d/dref), dB(A)	-4.9	-4.9	-4.8	-4.7	-4.7	-4.6	-4.6	-4.6	-4.5	-4.5	-4.6	-4.8	-5.0	-4.9	-4.9	-4.9	-4.8	-4.8	-4.7	-4.6	-4.6	-4.5	-4.5	-4.5	-4.7	-4.9	-5.1
	Correction for screening/ absorption	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0
	Façade correctoin, dB(A)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
	Track wear correction, dB(A)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
	Lmax for each train, dB(A)	51.6	57.7	65.7	68.7	68.1	65.9	61.5	55.5	52.0	52.0	55.4	57.8	55.0	51.6	51.6	51.6	57.7	65.7	68.7	67.4	64.0	58.0	55.5	52.0	51.8	55.2	51.5
	Lmax for all train	68.7																										

Floor 22		Segment (Northbound)													Segment (Southbound)													
		N1	N2	N3	N4	N5	N6	N7	N8	N9	N10	N11	N12	N13	S1	S2	S3	S4	S5	S6	S7	S8	S9	S10	S11	S12	S13	S14
Parameters:																												
	Measured SEL	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9
Leq24	Total number of events	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536
	Horize distance from track to NSR	9.7	10.2	10.5	10.5	10.6	10.1	8.3	2.8	4.2	6.6	14.1	24.0	34.1	12.7	14.7	14.0	14.0	14.3	14.5	13.4	10.6	5.0	0.7	5.3	17.9	27.1	35.0
	track mPD + track head (0.2m)	7.9	8.7	9.9	11.3	12.5	13.1	13.4	13.6	14.0	14.1	13.9	13.6	13.1	8.0	8.4	9.1	10.0	11.2	12.5	13.2	13.5	13.9	14.2	14.1	13.7	13.3	12.9
	ground mPD + floor height	88.1	88.1	88.1	88.1	88.1	88.1	88.1	88.1	88.1	88.1	88.1	88.1	88.1	88.1	88.1	88.1	88.1	88.1	88.1	88.1	88.1	88.1	88.1	88.1	88.1	88.1	88.1
	Vert distance from track to NSR	80.2	79.4	78.2	76.8	75.6	75.0	74.7	74.5	74.1	74.0	74.2	74.5	75.0	80.1	79.7	79.0	78.1	76.9	75.6	74.9	74.6	74.2	73.9	74.0	74.4	74.8	75.2
	Slant distance	80.7	80.0	78.9	77.5	76.3	75.7	75.2	74.5	74.2	74.3	75.5	78.2	82.4	81	81	80	79	78	77	76	75	74	74	74	76	80	83
	View angle (α)	0.031	0.043	0.079	0.337	1.469	0.252	0.099	0.021	0.022	0.028	0.050	0.075	0.092	0.042	0.057	0.067	0.102	0.267	1.537	0.233	0.101	0.033	0.004	0.021	0.059	0.078	0.091
	View angle (α) (degree)	1.800	2.470	4.505	19.282	84.163	14.433	5.683	1.179	1.265	1.576	2.881	4.307	5.283	2.428	3.256	3.840	5.866	15.325	88.061	13.378	5.760	1.905	0.203	1.203	3.359	4.492	5.192
	View angle (Θ)	0.002	0.018	0.051	0.465	2.197	0.196	0.055	0.007	0.006	0.005	0.007	0.009	0.017	0.006	0.009	0.017	0.053	0.273	2.389	0.162	0.040	0.010	0.001	0.005	0.008	0.009	0.009
	View angle (Θ) (degree)	0.142	1.011	2.895	26.618	125.853	11.226	3.179	0.416	0.352	0.282	0.393	0.514	0.962	0.335	0.506	0.999	3.035	15.619	136.871	9.279	2.269	0.551	0.054	0.273	0.438	0.537	0.517
	Average Speed	10.0	20.0	50.0	70.0	65.0	50.0	30.0	15.0	10.0	10.0	15.0	20.0	15.0	10.0	10.0	10.0	20.0	50.0	70.0	60.0	40.0	20.0	15.0	10.0	10.0	15.0	10.0
	Corr for no. of event, 10log(N), dB(A)	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3
	Corr for distance, -10log(d/d_{ref}), dB(A)	-5.1	-5.1	-5.0	-4.9	-4.8	-4.8	-4.8	-4.7	-4.7	-4.7	-4.8	-5.0	-5.2	-5.1	-5.1	-5.1	-5.0	-5.0	-4.9	-4.8	-4.8	-4.7	-4.7	-4.7	-4.9	-5.0	-5.2
	Corr for view angle, 10log($\mu\Theta$/180-cos2αsinΘ)	-58.1	-46.8	-36.9	-14.4	-0.2	-20.9	-34.5	-57.1	-57.2	-56.3	-49.6	-44.9	-40.4	-51.8	-47.4	-43.0	-34.5	-18.9	-0.1	-22.5	-35.9	-51.7	-81.2	-58.8	-47.8	-44.4	-43.3
	Corr for screening/ absorption, dB(A)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, 20log(v/V_{ref}), dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0
	Corr for sound energy spread over 24 hr	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4
	Façade correctoin, dB(A)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
	Track wear correction, dB(A)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
	Leq 24hr for each train, dB(A)	-22.9	-5.5	12.4	37.9	51.5	28.5	10.6	-18.0	-21.6	-20.7	-10.6	-3.6	-1.8	-16.6	-12.2	-7.8	6.9	30.5	52.2	28.6	11.6	-10.1	-42.1	-23.2	-12.3	-5.6	-8.2
	Leq 24hr for all train	55.0																										
Leq0.5	Total number of events	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13
	Corr for no. of event, 10log(N), dB(A)	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1
	Corr for distance, -10log(d/dref), dB(A)	-5.1	-5.1	-5.0	-4.9	-4.8	-4.8	-4.8	-4.7	-4.7	-4.7	-4.8	-5.0	-5.2	-5.1	-5.1	-5.1	-5.0	-5.0	-4.9	-4.8	-4.8	-4.7	-4.7	-4.7	-4.9	-5.0	-5.2
	Corr for view angle, 10log($\mu\Theta$/180-cos2αsinΘ)	-58.1	-46.8	-36.9	-14.4	-0.2	-20.9	-34.5	-57.1	-57.2	-56.3	-49.6	-44.9	-40.4	-51.8	-47.4	-43.0	-34.5	-18.9	-0.1	-22.5	-35.9	-51.7	-81.2	-58.8	-47.8	-44.4	-43.3
	Corr for screening/ absorption, dB(A)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0
	Corr for sound energy spread over 24 hr	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6
	Façade correctoin, dB(A)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
	Track wear correction, dB(A)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
	Leq 0.5hr for each train, dB(A)	-22.2	-4.8	13.1	38.5	52.1	29.2	11.2	-17.3	-20.9	-20.0	-9.9	-2.9	-1.1	-15.9	-11.6	-7.1	7.5	31.1	52.9	29.3	12.3	-9.4	-41.4	-22.5	-11.7	-4.9	-7.5
	Leq 0.5hr for all train	55.7																										
Leq0.5	Total number of events	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12
	Corr for no. of event, 10log(N), dB(A)	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8
	Corr for distance, -10log(d/dref), dB(A)	-5.1	-5.1	-5.0	-4.9	-4.8	-4.8	-4.8	-4.7	-4.7	-4.7	-4.8	-5.0	-5.2	-5.1	-5.1	-5.1	-5.0	-5.0	-4.9	-4.8	-4.8	-4.7	-4.7	-4.7	-4.9	-5.0	-5.2
	Corr for view angle, 10log($\mu\Theta$/180-cos2αsinΘ)	-58.1	-46.8	-36.9	-14.4	-0.2	-20.9	-34.5	-57.1	-57.2	-56.3	-49.6	-44.9	-40.4	-51.8	-47.4	-43.0	-34.5	-18.9	-0.1	-22.5	-35.9	-51.7	-81.2	-58.8	-47.8	-44.4	-43.3
	Corr for screening/ absorption, dB(A)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0
	Corr for sound energy spread over 24 hr	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-

Floor 23		Segment (Northbound)													Segment (Southbound)													
		N1	N2	N3	N4	N5	N6	N7	N8	N9	N10	N11	N12	N13	S1	S2	S3	S4	S5	S6	S7	S8	S9	S10	S11	S12	S13	S14
Parameters:																												
	Measured SEL	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9
Leq24	Total number of events	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536
	Horize distance from track to NSR	9.7	10.2	10.5	10.5	10.6	10.1	8.3	2.8	4.2	6.6	14.1	24.0	34.1	12.7	14.7	14.0	14.0	14.3	14.5	13.4	10.6	5.0	0.7	5.3	17.9	27.1	35.0
	track mPD + track head (0.2m)	7.9	8.7	9.9	11.3	12.5	13.1	13.4	13.6	14.0	14.1	13.9	13.6	13.1	8.0	8.4	9.1	10.0	11.2	12.5	13.2	13.5	13.9	14.2	14.1	13.7	13.3	12.9
	ground mPD + floor height	91.2	91.2	91.2	91.2	91.2	91.2	91.2	91.2	91.2	91.2	91.2	91.2	91.2	91.2	91.2	91.2	91.2	91.2	91.2	91.2	91.2	91.2	91.2	91.2	91.2	91.2	91.2
	Vert distance from track to NSR	83.3	82.5	81.3	80.0	78.8	78.2	77.9	77.6	77.3	77.2	77.3	77.6	78.2	83.2	82.8	82.1	81.2	80.0	78.7	78.0	77.7	77.3	77.1	77.2	77.5	78.0	78.3
	Slant distance	83.9	83.1	82.0	80.6	79.5	78.8	78.3	77.7	77.4	77.4	78.6	81.2	85.3	84	84	83	82	81	80	79	78	77	77	77	80	83	86
	View angle (α)	0.031	0.043	0.079	0.337	1.469	0.252	0.099	0.021	0.022	0.028	0.050	0.075	0.092	0.042	0.057	0.067	0.102	0.267	1.537	0.233	0.101	0.033	0.004	0.021	0.059	0.078	0.091
	View angle (α) (degree)	1.800	2.470	4.505	19.282	84.163	14.433	5.683	1.179	1.265	1.576	2.881	4.307	5.283	2.428	3.256	3.840	5.866	15.325	88.061	13.378	5.760	1.905	0.203	1.203	3.359	4.492	5.192
	View angle (Θ)	0.002	0.018	0.051	0.465	2.197	0.196	0.055	0.007	0.006	0.005	0.007	0.009	0.017	0.006	0.009	0.017	0.053	0.273	2.389	0.162	0.040	0.010	0.001	0.005	0.008	0.009	0.009
	View angle (Θ) (degree)	0.142	1.011	2.895	26.618	125.853	11.226	3.179	0.416	0.352	0.282	0.393	0.514	0.962	0.335	0.506	0.999	3.035	15.619	136.871	9.279	2.269	0.551	0.054	0.273	0.438	0.537	0.517
	Average Speed	10.0	20.0	50.0	70.0	65.0	50.0	30.0	15.0	10.0	10.0	15.0	20.0	15.0	10.0	10.0	10.0	20.0	50.0	70.0	60.0	40.0	20.0	15.0	10.0	10.0	15.0	10.0
	Corr for no. of event, 10log(N), dB(A)	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3
	Corr for distance, -10log(d/d_{ref}), dB(A)	-5.3	-5.2	-5.2	-5.1	-5.0	-5.0	-5.0	-4.9	-4.9	-4.9	-5.0	-5.1	-5.3	-5.3	-5.3	-5.2	-5.2	-5.1	-5.1	-5.0	-5.0	-4.9	-4.9	-4.9	-5.0	-5.2	-5.4
	Corr for view angle, 10log($\mu\Theta$/180-cos2αsinΘ)	-58.1	-46.8	-36.9	-14.4	-0.2	-20.9	-34.5	-57.1	-57.2	-56.3	-49.6	-44.9	-40.4	-51.8	-47.4	-43.0	-34.5	-18.9	-0.1	-22.5	-35.9	-51.7	-81.2	-58.8	-47.8	-44.4	-43.3
	Corr for screening/ absorption, dB(A)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, 20log(v/V_{ref}), dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0
	Corr for sound energy spread over 24 hr	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4
	Façade correctoin, dB(A)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
	Track wear correction, dB(A)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
	Leq 24hr for each train, dB(A)	-23.0	-5.7	12.2	37.7	51.3	28.4	10.4	-18.2	-21.8	-20.9	-10.7	-3.7	-1.9	-16.7	-12.4	-7.9	6.7	30.3	52.0	28.4	11.5	-10.3	-42.3	-23.3	-12.5	-5.7	-8.3
	Leq 24hr for all train	54.8																										
Leq0.5	Total number of events	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13
	Corr for no. of event, 10log(N), dB(A)	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1
	Corr for distance, -10log(d/dref), dB(A)	-5.3	-5.2	-5.2	-5.1	-5.0	-5.0	-5.0	-4.9	-4.9	-4.9	-5.0	-5.1	-5.3	-5.3	-5.3	-5.2	-5.2	-5.1	-5.1	-5.0	-5.0	-4.9	-4.9	-4.9	-5.0	-5.2	-5.4
	Corr for view angle, 10log($\mu\Theta$/180-cos2αsinΘ)	-58.1	-46.8	-36.9	-14.4	-0.2	-20.9	-34.5	-57.1	-57.2	-56.3	-49.6	-44.9	-40.4	-51.8	-47.4	-43.0	-34.5	-18.9	-0.1	-22.5	-35.9	-51.7	-81.2	-58.8	-47.8	-44.4	-43.3
	Corr for screening/ absorption, dB(A)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0
	Corr for sound energy spread over 24 hr	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6
	Façade correctoin, dB(A)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
	Track wear correction, dB(A)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
	Leq 0.5hr for each train, dB(A)	-22.4	-5.0	12.9	38.4	52.0	29.0	11.0	-17.5	-21.1	-20.2	-10.1	-3.1	-1.3	-16.1	-11.7	-7.3	7.3	31.0	52.7	29.1	12.1	-9.6	-41.6	-22.7	-11.8	-5.1	-7.7
	Leq 0.5hr for all train	55.5																										
Leq0.5	Total number of events	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12
	Corr for no. of event, 10log(N), dB(A)	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8
	Corr for distance, -10log(d/dref), dB(A)	-5.3	-5.2	-5.2	-5.1	-5.0	-5.0	-5.0	-4.9	-4.9	-4.9	-5.0	-5.1	-5.3	-5.3	-5.3	-5.2	-5.2	-5.1	-5.1	-5.0	-5.0	-4.9	-4.9	-4.9	-5.0	-5.2	-5.4
	Corr for view angle, 10log($\mu\Theta$/180-cos2αsinΘ)	-58.1	-46.8	-36.9	-14.4	-0.2	-20.9	-34.5	-57.1	-57.2	-56.3	-49.6	-44.9	-40.4	-51.8	-47.4	-43.0	-34.5	-18.9	-0.1	-22.5	-35.9	-51.7	-81.2	-58.8	-47.8	-44.4	-43.3
	Corr for screening/ absorption, dB(A)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0
	Corr for sound energy spread over 24 hr	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6
	Façade correctoin, dB(A)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
	Track wear correction, dB(A)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
	Leq 0.5hr for each train, dB(A)	-22.7	-5.3	12.5	38.0	51.6	28.7	10.7	-17.8	-21.5	-20.6	-10.4	-3.4	-1.6	-16.4	-12.1	-7.6	7.0	30.6	52.3	28.7	11.8	-10.0	-42.0	-23.0	-12.2	-5.4	-8.0
	Leq 0.5hr for all train	55.1																										
Lmax	Measured Lmax	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65
	Corr for distance, -10log(d/dref), dB(A)	-5.3	-5.2	-5.2	-5.1	-5.0	-5.0	-5.0	-4.9	-4.9	-4.9	-5.0	-5.1	-5.3	-5.3	-5.3	-5.2	-5.2	-5.1	-5.1	-5.0	-5.0	-4.9	-4.9	-4.9	-5.0	-5.2	-5.4
	Correction for screening/ absorption	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0
	Façade correctoin, dB(A)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
	Track wear correction, dB(A)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
	Lmax for each train, dB(A)	51.3	57.3	65.3	68.3	67.8	65.5	61.1	55.1	51.6	51.6	55.1	57.4	54.7	51.2	51.3	51.3	57.4	65.4	68.4	67.1	63.6	57.6	55.2	51.6	51.5	54.9	51.2
	Lmax for all train	68.4																										

Floor 24		Segment (Northbound)													Segment (Southbound)													
		N1	N2	N3	N4	N5	N6	N7	N8	N9	N10	N11	N12	N13	S1	S2	S3	S4	S5	S6	S7	S8	S9	S10	S11	S12	S13	S14
Parameters:																												
	Measured SEL	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9
Leq24	Total number of events	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536
	Horize distance from track to NSR	9.7	10.2	10.5	10.5	10.6	10.1	8.3	2.8	4.2	6.6	14.1	24.0	34.1	12.7	14.7	14.0	14.0	14.3	14.5	13.4	10.6	5.0	0.7	5.3	17.9	27.1	35.0
	track mPD + track head (0.2m)	7.9	8.7	9.9	11.3	12.5	13.1	13.4	13.6	14.0	14.1	13.9	13.6	13.1	8.0	8.4	9.1	10.0	11.2	12.5	13.2	13.5	13.9	14.2	14.1	13.7	13.3	12.9
	ground mPD + floor height	94.4	94.4	94.4	94.4	94.4	94.4	94.4	94.4	94.4	94.4	94.4	94.4	94.4	94.4	94.4	94.4	94.4	94.4	94.4	94.4	94.4	94.4	94.4	94.4	94.4	94.4	94.4
	Vert distance from track to NSR	86.5	85.7	84.5	83.1	81.9	81.3	81.0	80.8	80.4	80.3	80.5	80.8	81.3	86.4	86.0	85.3	84.4	83.2	81.9	81.2	80.9	80.5	80.2	80.3	80.7	81.1	81.5
	Slant distance	87.0	86.3	85.1	83.8	82.6	81.9	81.4	80.8	80.5	80.6	81.7	84.2	88.2	87	87	86	86	84	83	82	82	81	80	80	83	86	89
	View angle (α)	0.031	0.043	0.079	0.337	1.469	0.252	0.099	0.021	0.022	0.028	0.050	0.075	0.092	0.042	0.057	0.067	0.102	0.267	1.537	0.233	0.101	0.033	0.004	0.021	0.059	0.078	0.091
	View angle (α) (degree)	1.800	2.470	4.505	19.282	84.163	14.433	5.683	1.179	1.265	1.576	2.881	4.307	5.283	2.428	3.256	3.840	5.866	15.325	88.061	13.378	5.760	1.905	0.203	1.203	3.359	4.492	5.192
	View angle (Θ)	0.002	0.018	0.051	0.465	2.197	0.196	0.055	0.007	0.006	0.005	0.007	0.009	0.017	0.006	0.009	0.017	0.053	0.273	2.389	0.162	0.040	0.010	0.001	0.005	0.008	0.009	0.009
	View angle (Θ) (degree)	0.142	1.011	2.895	26.618	125.853	11.226	3.179	0.416	0.352	0.282	0.393	0.514	0.962	0.335	0.506	0.999	3.035	15.619	136.871	9.279	2.269	0.551	0.054	0.273	0.438	0.537	0.517
	Average Speed	10.0	20.0	50.0	70.0	65.0	50.0	30.0	15.0	10.0	10.0	15.0	20.0	15.0	10.0	10.0	10.0	20.0	50.0	70.0	60.0	40.0	20.0	15.0	10.0	10.0	15.0	10.0
	Corr for no. of event, 10log(N), dB(A)	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3
	Corr for distance, -10log(d/d_{ref}), dB(A)	-5.4	-5.4	-5.3	-5.3	-5.2	-5.2	-5.1	-5.1	-5.1	-5.1	-5.1	-5.3	-5.5	-5.4	-5.4	-5.4	-5.3	-5.3	-5.2	-5.2	-5.1	-5.1	-5.1	-5.1	-5.2	-5.3	-5.5
	Corr for view angle, 10log($\mu\Theta$/180-cos2αsinΘ)	-58.1	-46.8	-36.9	-14.4	-0.2	-20.9	-34.5	-57.1	-57.2	-56.3	-49.6	-44.9	-40.4	-51.8	-47.4	-43.0	-34.5	-18.9	-0.1	-22.5	-35.9	-51.7	-81.2	-58.8	-47.8	-44.4	-43.3
	Corr for screening/ absorption, dB(A)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, 20log(v/V_{ref}), dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0
	Corr for sound energy spread over 24 hr	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4
	Façade correctoin, dB(A)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
	Track wear correction, dB(A)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
	Leq 24hr for each train, dB(A)	-23.2	-5.8	12.1	37.5	51.1	28.2	10.2	-18.3	-22.0	-21.0	-10.9	-3.9	-2.1	-16.9	-12.5	-8.1	6.5	30.1	51.9	28.3	11.3	-10.4	-42.5	-23.5	-12.7	-5.9	-8.5
	Leq 24hr for all train	54.7																										
Leq0.5	Total number of events	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13
	Corr for no. of event, 10log(N), dB(A)	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1
	Corr for distance, -10log(d/dref), dB(A)	-5.4	-5.4	-5.3	-5.3	-5.2	-5.2	-5.1	-5.1	-5.1	-5.1	-5.1	-5.3	-5.5	-5.4	-5.4	-5.4	-5.3	-5.3	-5.2	-5.2	-5.1	-5.1	-5.1	-5.1	-5.2	-5.3	-5.5
	Corr for view angle, 10log($\mu\Theta$/180-cos2αsinΘ)	-58.1	-46.8	-36.9	-14.4	-0.2	-20.9	-34.5	-57.1	-57.2	-56.3	-49.6	-44.9	-40.4	-51.8	-47.4	-43.0	-34.5	-18.9	-0.1	-22.5	-35.9	-51.7	-81.2	-58.8	-47.8	-44.4	-43.3
	Corr for screening/ absorption, dB(A)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0
	Corr for sound energy spread over 24 hr	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6
	Façade correctoin, dB(A)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
	Track wear correction, dB(A)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
	Leq 0.5hr for each train, dB(A)	-22.5	-5.2	12.7	38.2	51.8	28.9	10.9	-17.7	-21.3	-20.4	-10.2	-3.2	-1.4	-16.2	-11.9	-7.4	7.2	30.8	52.5	28.9	12.0	-9.8	-41.8	-22.9	-12.0	-5.2	-7.8
	Leq 0.5hr for all train	55.3																										
Leq0.5	Total number of events	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12
	Corr for no. of event, 10log(N), dB(A)	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8
	Corr for distance, -10log(d/dref), dB(A)	-5.4	-5.4	-5.3	-5.3	-5.2	-5.2	-5.1	-5.1	-5.1	-5.1	-5.1	-5.3	-5.5	-5.4	-5.4	-5.4	-5.3	-5.3	-5.2	-5.2	-5.1	-5.1	-5.1	-5.1	-5.2	-5.3	-5.5
	Corr for view angle, 10log($\mu\Theta$/180-cos2αsinΘ)	-58.1	-46.8	-36.9	-14.4	-0.2	-20.9	-34.5	-57.1	-57.2	-56.3	-49.6	-44.9	-40.4	-51.8	-47.4	-43.0	-34.5	-18.9	-0.1	-22.5	-35.9	-51.7	-81.2	-58.8	-47.8	-44.4	-43.3
	Corr for screening/ absorption, dB(A)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0
	Corr for sound energy spread over 24 hr	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-

RN2

Floor 2		Segment (Northbound)													Segment (Southbound)														
		N1	N2	N3	N4	N5	N6	N7	N8	N9	N10	N11	N12	N13	S1	S2	S3	S4	S5	S6	S7	S8	S9	S10	S11	S12	S13	S14
Parameters:																													
	Measured SEL	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9
Leq24	Total number of events	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536
	Horiz distance from track to NSR	16.1	16.7	17.0	17.1	17.4	17.6	16.9	13.3	7.9	5.9	0.6	9.2	18.2	19.1	21.3	20.5	20.5	20.9	21.4	21.3	19.8	15.8	11.4	7.5	3.4	11.6	18.7
	track mPD + track head (0.2m)	7.9	8.7	9.9	11.3	12.5	13.1	13.4	13.6	14.0	14.1	13.9	13.6	13.1	8.0	8.4	9.1	10.0	11.2	12.5	13.2	13.5	13.9	14.2	14.1	13.7	13.3	12.9
	ground mPD + floor height	25.1	25.1	25.1	25.1	25.1	25.1	25.1	25.1	25.1	25.1	25.1	25.1	25.1	25.1	25.1	25.1	25.1	25.1	25.1	25.1	25.1	25.1	25.1	25.1	25.1	25.1	25.1
	Vert distance from track to NSR	17.2	16.4	15.2	13.8	12.6	12.0	11.7	11.5	11.1	11.0	11.2	11.5	12.0	17.1	16.7	16.0	15.1	13.9	12.6	11.9	11.6	11.2	10.9	11.0	11.4	11.8	12.2
	Slant distance	23.5	23.4	22.8	21.9	21.5	21.3	20.6	17.5	13.6	12.5	11.2	14.7	21.8	26	27	26	25	25	25	24	23	19	16	13	12	17	22
	View angle (α)	0.046	0.060	0.097	0.231	0.637	1.375	0.395	0.136	0.052	0.029	0.002	0.033	0.055	0.056	0.071	0.082	0.115	0.224	0.963	0.946	0.299	0.142	0.071	0.035	0.013	0.038	0.054
	View angle (α) (degree)	2.648	3.441	5.534	13.245	36.511	78.778	22.621	7.801	3.001	1.676	0.133	1.876	3.144	3.214	4.093	4.718	6.586	12.858	55.200	54.185	17.138	8.152	4.076	1.987	0.734	2.155	3.069
	View angle (θ)	0.003	0.021	0.049	0.132	0.669	1.549	0.358	0.065	0.018	0.006	0.000	0.004	0.011	0.007	0.010	0.018	0.047	0.111	1.354	1.055	0.174	0.054	0.023	0.009	0.002	0.005	0.006
	View angle (θ) (degree)	0.186	1.214	2.807	7.580	38.314	88.727	20.490	3.738	1.038	0.355	0.021	0.254	0.637	0.392	0.553	1.034	2.683	6.358	77.587	60.430	9.976	3.106	1.326	0.527	0.109	0.289	0.338
	Average Speed	10.0	20.0	50.0	70.0	65.0	50.0	30.0	15.0	10.0	10.0	15.0	20.0	15.0	10.0	10.0	10.0	20.0	50.0	70.0	60.0	40.0	20.0	15.0	10.0	10.0	15.0	10.0
	Corr for no. of event, 10log(N), dB(A)	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3
	Corr for distance, -10log(d/d_{ref}), dB(A)	0.3	0.3	0.4	0.6	0.7	0.7	0.8	1.5	2.6	3.0	3.5	2.3	0.6	-0.1	-0.3	-0.2	-0.1	0.0	0.0	0.1	0.4	1.1	2.0	2.7	3.2	1.8	0.5
	Corr for view angle, 10log(pi*θ/180-cos2αinθ)	-53.6	-43.1	-35.3	-23.5	-8.1	-1.1	-14.5	-31.1	-45.0	-54.7	-89.0	-55.2	-46.7	-48.7	-45.1	-41.1	-34.0	-24.5	-2.7	-3.8	-20.1	-31.6	-41.3	-51.5	-67.0	-53.5	-49.7
	Corr for screening/ absorption, dB(A)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, 20log(V_{veh}/V_{ref}), dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0
	Corr for sound energy spread over 24 hr	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4
	Façade correctoin, dB(A)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
	Track wear correction, dB(A)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
	Leq 24hr for each train, dB(A)				34.3	49.1	53.9	36.2	14.3	-2.0	-11.4	-41.7	-6.6	-2.3					29.8	54.5	52.2	32.6	15.9	4.6	-8.5	-23.5	-7.8	-8.9
	Leq 24hr for all train	59.0																										
Leq0.5	Total number of events	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13
	Corr for no. of event, 10log(N), dB(A)	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1
	Corr for distance, -10log(d/dref), dB(A)	0.3	0.3	0.4	0.6	0.7	0.7	0.8	1.5	2.6	3.0	3.5	2.3	0.6	-0.1	-0.3	-0.2	-0.1	0.0	0.0	0.1	0.4	1.1	2.0	2.7	3.2	1.8	0.5
	Corr for view angle, 10log(pi*θ/180-cos2αinθ)	-53.6	-43.1	-35.3	-23.5	-8.1	-1.1	-14.5	-31.1	-45.0	-54.7	-89.0	-55.2	-46.7	-48.7	-45.1	-41.1	-34.0	-24.5	-2.7	-3.8	-20.1	-31.6	-41.3	-51.5	-67.0	-53.5	-49.7
	Corr for screening/ absorption, dB(A)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0
	Corr for sound energy spread over 24 hr	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6
	Façade correctoin, dB(A)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
	Track wear correction, dB(A)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
	Leq 0.5hr for each train, dB(A)				35.0	49.8	54.6	36.8	14.9	-1.4	-10.7	-41.0	-5.9	-1.6					30.4	55.2	52.9	33.3	16.5	5.2	-7.8	-22.8	-7.2	-8.2
	Leq 0.5hr for all train	59.6																										
Leq0.5	Total number of events	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12
	Corr for no. of event, 10log(N), dB(A)	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8
	Corr for distance, -10log(d/dref), dB(A)	0.3	0.3	0.4	0.6	0.7	0.7	0.8	1.5	2.6	3.0	3.5	2.3	0.6	-0.1	-0.3	-0.2	-0.1	0.0	0.0	0.1	0.4	1.1	2.0	2.7	3.2	1.8	0.5
	Corr for view angle, 10log(pi*θ/180-cos2αinθ)	-53.6	-43.1	-35.3	-23.5	-8.1	-1.1	-14.5	-31.1	-45.0	-54.7	-89.0	-55.2	-46.7	-48.7	-45.1	-41.1	-34.0	-24.5	-2.7	-3.8	-20.1	-31.6	-41.3	-51.5	-67.0	-53.5	-49.7
	Corr for screening/ absorption, dB(A)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0
	Corr for sound energy spread over 24 hr	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6
	Façade correctoin, dB(A)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
	Track wear correction, dB(A)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
	Leq 0.5hr for each train, dB(A)				34.6	49.4	54.2	36.5	14.6	-1.7	-11.1	-41.3	-6.3	-2.0					30.1	54.9	52.5	33.0	16.2	4.9	-8.2	-23.2	-7.5	-8.6
	Leq 0.5hr for all train	59.3																										
Lmax	Measured Lmax	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65
	Corr for distance, -10log(d/dref), dB(A)	0.3	0.3	0.4	0.6	0.7	0.7	0.8	1.5	2.6	3.0	3.5	2.3	0.6	-0.1	-0.3	-0.2	-0.1	0.0	0.0	0.1	0.4	1.1	2.0	2.7	3.2	1.8	0.5
	Correction for screening/ absorption	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0
	Façade correctoin, dB(A)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
	Track wear correction, dB(A)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
	Lmax for each train, dB(A)				74.0	73.4	71.2	66.9	61.6	59.2	59.5	63.5	64.8	60.6					70.5	73.5	72.2	68.9	63.7	62.0	59.3	59.8	61.8	57.0
	Lmax for all train	74.0																										

Floor 3		Segment (Northbound)													Segment (Southbound)														
		N1	N2	N3	N4	N5	N6	N7	N8	N9	N10	N11	N12	N13	S1	S2	S3	S4	S5	S6	S7	S8	S9	S10	S11	S12	S13	S14
Parameters:																													
	Measured SEL	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9
Leq24	Total number of events	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536
	Horiz distance from track to NSR	16.1	16.7	17.0	17.1	17.4	17.6	16.9	13.3	7.9	5.9	0.6	9.2	18.2	19.1	21.3	20.5	20.5	20.9	21.4	21.3	19.8	15.8	11.4	7.5	3.4	11.6	18.7
	track mPD + track head (0.2m)	7.9	8.7	9.9	11.3	12.5	13.1	13.4	13.6	14.0	14.1	13.9	13.6	13.1	8.0	8.4	9.1	10.0	11.2	12.5	13.2	13.5	13.9	14.2	14.1	13.7	13.3	12.9
	ground mPD + floor height	28.2	28.2	28.2	28.2	28.2	28.2	28.2	28.2	28.2	28.2	28.2	28.2	28.2	28.2	28.2	28.2	28.2	28.2	28.2	28.2	28.2	28.2	28.2	28.2	28.2	28.2	28.2
	Vert distance from track to NSR	20.3	19.5	18.3	17.0	15.8	15.2	14.9	14.6	14.3	14.2	14.3	14.6	15.2	20.2	19.8	19.1	18.2	17.0	15.7	15.0	14.7	14.3	14.1	14.2	14.5	15.0	15.3
	Slant distance	25.9	25.7	25.0	24.1	23.5	23.2	22.5	19.7	16.3	15.3	14.3	17.3	23.7	28	29	28	27	27	27	26	25	21	18	16	15	19	24
	View angle (α)	0.046	0.060	0.097	0.231	0.637	1.375	0.395	0.136	0.052	0.029	0.002	0.033	0.055	0.056	0.071	0.082	0.115	0.224	0.963	0.946	0.299	0.142	0.071	0.035	0.013	0.038	0.054
	View angle (α) (degree)	2.648	3.441	5.534	13.245	36.511	78.778	22.621	7.801	3.001	1.676	0.133	1.876	3.144	3.214	4.093	4.718	6.586	12.858	55.200	54.185	17.138	8.152	4.076	1.987	0.734	2.155	3.069
	View angle (θ)	0.003	0.021	0.049	0.132	0.669	1.549	0.358	0.065	0.018	0.006	0.000	0.004	0.011	0.007	0.010	0.018	0.047	0.111	1.354	1.055	0.174	0.054	0.023	0.009	0.002	0.005	0.006
	View angle (θ) (degree)	0.186	1.214	2.807	7.580	38.314	88.727	20.490	3.738	1.038	0.355	0.021	0.254	0.637	0.392	0.553	1.034	2.683	6.358	77.587	60.430	9.976	3.106	1.326	0.527	0.109	0.289	0.338
	Average Speed	10.0	20.0	50.0	70.0	65.0	50.0	30.0	15.0	10.0	10.0	15.0	20.0	15.0	10.0	10.0	10.0	20.0	50.0	70.0	60.0	40.0	20.0	15.0	10.0	10.0	15.0	10.0
	Corr for no. of event, 10log(N), dB(A)	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3
	Corr for distance, -10log(d/d_{ref}), dB(A)	-0.2	-0.1	0.0	0.2	0.3	0.3	0.5	1.0	1.9	2.1	2.4	1.6	0.2	-0.5	-0.7	-0.5	-0.4	-0.3	-0.3	-0.2	0.1	0.7	1.4	1.9	2.2	1.2	0.1
	Corr for view angle, 10log(pi*θ/180-cos2αinθ)	-53.6	-43.1	-35.3	-23.5	-8.1	-1.1	-14.5	-31.1	-45.0	-54.7	-89.0	-55.2	-46.7	-48.7	-45.1	-41.1	-34.0	-24.5	-2.7	-3.8	-20.1	-31.6	-41.3	-51.5	-67.0	-53.5	-49.7
	Corr for screening/ absorption, dB(A)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0
	Corr for sound energy spread over 24 hr	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4
	Façade correctoin, dB(A)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
	Track wear correction, dB(A)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
	Leq 24hr for each train, dB(A)				33.9	48.7	53.5	35.8	13.8	-2.8	-12.3	-42.7	-7.3	-2.7					29.5	54.3	51.9	32.3	15.5	4.0	-9.3	-24.5	-8.4	-9.2
	Leq 24hr for all train	58.6																										
Leq0.5	Total number of events	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13
	Corr for no. of event, 10log(N), dB(A)	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1
	Corr for distance, -10log(d/dref), dB(A)	-0.2	-0.1	0.0	0.2	0.3	0.3	0.5	1.0	1.9	2.1	2.4	1.6	0.2	-0.5	-0.7	-0.5	-0.4	-0.3	-0.3	-0.2	0.1	0.7	1.4	1.9	2.2	1.2	0.1
	Corr for view angle, 10log(pi*θ/180-cos2αinθ)	-53.6	-43.1	-35.3	-23.5	-8.1	-1.1	-14.5	-31.1	-45.0	-54.7	-89.0	-55.2	-46.7	-48.7	-45.1	-41.1	-34.0	-24.5	-2.7	-3.8	-20.1	-31.6	-41.3	-51.5	-67.0	-53.5	-49.7
	Corr for screening/ absorption, dB(A)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0
	Corr for sound energy spread over 24 hr	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6
	Façade correctoin, dB(A)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
	Track wear correction, dB(A)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
	Leq 0.5hr for each train, dB(A)				34.6	49.4	54.2	36.4	14.4	-2.1	-11.6	-42.1	-6.6	-2.0					30.1	54.9	52.6	33.0	16.1	4.6	-8.6	-23.8	-7.8	-8.6
	Leq 0.5hr for all train	59.3																										
Leq0.5	Total number of events	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12
	Corr for no. of event, 10log(N), dB(A)	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8
	Corr for distance, -10log(d/dref), dB(A)	-0.2	-0.1	0.0	0.2	0.3	0.3	0.5	1.0	1.9	2.1	2.4	1.6	0.2	-0.5	-0.7	-0.5	-0.4	-0.3	-0.3	-0.2	0.1	0.7	1.4	1.9	2.2	1.2	0.1
	Corr for view angle, 10log(pi*θ/180-cos2αinθ)	-53.6	-43.1	-35.3	-23.5	-8.1	-1.1	-14.5	-31.1	-45.0	-54.7	-89.0	-55.2	-46.7	-48.7	-45.1	-41.1	-34.0	-24.5	-2.7	-3.8	-20.1	-31.6	-41.3	-51.5	-67.0	-53.5	-49.7
	Corr for screening/ absorption, dB(A)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0
	Corr for sound energy spread over 24 hr	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6
	Façade correctoin, dB(A)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
	Track wear correction, dB(A)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0

Floor 4		Segment (Northbound)													Segment (Southbound)													
		N1	N2	N3	N4	N5	N6	N7	N8	N9	N10	N11	N12	N13	S1	S2	S3	S4	S5	S6	S7	S8	S9	S10	S11	S12	S13	S14
Parameters:																												
	Measured SEL	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9
Leq24	Total number of events	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536
	Horize distance from track to NSR	16.1	16.7	17.0	17.1	17.4	17.6	16.9	13.3	7.9	5.9	0.6	9.2	18.2	19.1	21.3	20.5	20.5	20.9	21.4	21.3	19.8	15.8	11.4	7.5	3.4	11.6	18.7
	track mPD + track head (0.2m)	7.9	8.7	9.9	11.3	12.5	13.1	13.4	13.6	14.0	14.1	13.9	13.6	13.1	8.0	8.4	9.1	10.0	11.2	12.5	13.2	13.5	13.9	14.2	14.1	13.7	13.3	12.9
	ground mPD + floor height	31.4	31.4	31.4	31.4	31.4	31.4	31.4	31.4	31.4	31.4	31.4	31.4	31.4	31.4	31.4	31.4	31.4	31.4	31.4	31.4	31.4	31.4	31.4	31.4	31.4	31.4	31.4
	Vert distance from track to NSR	23.5	22.7	21.5	20.1	18.9	18.3	18.0	17.8	17.4	17.3	17.5	17.8	18.3	23.4	23.0	22.3	21.4	20.2	18.9	18.2	17.9	17.5	17.2	17.3	17.7	18.1	18.5
	Slant distance	28.5	28.1	27.4	26.4	25.7	25.4	24.7	22.2	19.1	18.3	17.5	20.0	25.8	30	31	30	30	29	28	28	27	24	21	19	18	22	26
	View angle (α)	0.046	0.060	0.097	0.231	0.637	1.375	0.395	0.136	0.052	0.029	0.002	0.033	0.055	0.056	0.071	0.082	0.115	0.224	0.963	0.946	0.299	0.142	0.071	0.035	0.013	0.038	0.054
	View angle (α)(degree)	2.648	3.441	5.534	13.245	36.511	78.778	22.621	7.801	3.001	1.676	0.133	1.876	3.144	3.214	4.093	4.718	6.586	12.858	55.200	54.185	17.138	8.152	4.076	1.987	0.734	2.155	3.069
	View angle (θ)	0.003	0.021	0.049	0.132	0.669	1.549	0.358	0.065	0.018	0.006	0.000	0.004	0.011	0.007	0.010	0.018	0.047	0.111	1.354	1.055	0.174	0.054	0.023	0.009	0.002	0.005	0.006
	View angle (θ) (degree)	0.186	1.214	2.807	7.580	38.314	88.727	20.490	3.738	1.038	0.355	0.021	0.254	0.637	0.392	0.553	1.034	2.683	6.358	77.587	60.430	9.976	3.106	1.326	0.527	0.109	0.289	0.338
	Average Speed	10.0	20.0	50.0	70.0	65.0	50.0	30.0	15.0	10.0	10.0	15.0	20.0	15.0	10.0	10.0	10.0	20.0	50.0	70.0	60.0	40.0	20.0	15.0	10.0	10.0	15.0	10.0
	Corr for no. of event, 10log(N), dB(A)	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3
	Corr for distance, -10log(d/d_{ref}), dB(A)	-0.6	-0.5	-0.4	-0.2	-0.1	-0.1	0.1	0.5	1.2	1.4	1.6	1.0	-0.1	-0.8	-1.0	-0.8	-0.7	-0.6	-0.6	-0.5	-0.3	0.3	0.8	1.2	1.4	0.7	-0.2
	Corr for view angle, 10log(pi*θ/180-cos2α*sinθ)	-53.6	-43.1	-35.3	-23.5	-8.1	-1.1	-14.5	-31.1	-45.0	-54.7	-89.0	-55.2	-46.7	-48.7	-45.1	-41.1	-34.0	-24.5	-2.7	-3.8	-20.1	-31.6	-41.3	-51.5	-67.0	-53.5	-49.7
	Corr for screening/ absorption, dB(A)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, 20log(v/V_{ref}), dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0
	Corr for sound energy spread over 24 hr	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4
	Façade correctoin, dB(A)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
	Track wear correction, dB(A)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
	Leq 24hr for each train, dB(A)				33.5	48.3	53.2	35.4	13.2	-3.5	-13.1	-43.6	-7.9	-3.0					29.1	53.9	51.6	32.0	15.0	3.4	-10.0	-25.3	-9.0	-9.6
	Leq 24hr for all train	58.3																										
Leq0.5	Total number of events	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13
	Corr for no. of event, 10log(N), dB(A)	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1
	Corr for distance, -10log(d/dref), dB(A)	-0.6	-0.5	-0.4	-0.2	-0.1	-0.1	0.1	0.5	1.2	1.4	1.6	1.0	-0.1	-0.8	-1.0	-0.8	-0.7	-0.6	-0.6	-0.5	-0.3	0.3	0.8	1.2	1.4	0.7	-0.2
	Corr for view angle, 10log(pi*θ/180-cos2α*sinθ)	-53.6	-43.1	-35.3	-23.5	-8.1	-1.1	-14.5	-31.1	-45.0	-54.7	-89.0	-55.2	-46.7	-48.7	-45.1	-41.1	-34.0	-24.5	-2.7	-3.8	-20.1	-31.6	-41.3	-51.5	-67.0	-53.5	-49.7
	Corr for screening/ absorption, dB(A)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0
	Corr for sound energy spread over 24 hr	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6
	Façade correctoin, dB(A)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
	Track wear correction, dB(A)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
	Leq 0.5hr for each train, dB(A)				34.2	49.0	53.8	36.0	13.9	-2.8	-12.4	-42.9	-7.3	-2.4					29.8	54.6	52.3	32.7	15.7	4.1	-9.3	-24.6	-8.3	-8.9
	Leq 0.5hr for all train	59.0																										
Leq0.5	Total number of events	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12
	Corr for no. of event, 10log(N), dB(A)	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8
	Corr for distance, -10log(d/dref), dB(A)	-0.6	-0.5	-0.4	-0.2	-0.1	-0.1	0.1	0.5	1.2	1.4	1.6	1.0	-0.1	-0.8	-1.0	-0.8	-0.7	-0.6	-0.6	-0.5	-0.3	0.3	0.8	1.2	1.4	0.7	-0.2
	Corr for view angle, 10log(pi*θ/180-cos2α*sinθ)	-53.6	-43.1	-35.3	-23.5	-8.1	-1.1	-14.5	-31.1	-45.0	-54.7	-89.0	-55.2	-46.7	-48.7	-45.1	-41.1	-34.0	-24.5	-2.7	-3.8	-20.1	-31.6	-41.3	-51.5	-67.0	-53.5	-49.7
	Corr for screening/ absorption, dB(A)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0
	Corr for sound energy spread over 24 hr	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6
	Façade correctoin, dB(A)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
	Track wear correction, dB(A)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
	Leq 0.5hr for each train, dB(A)				33.8	48.6	53.5	35.7	13.6	-3.2	-12.7	-43.3	-7.6	-2.7					29.4	54.3	51.9	32.3	15.3	3.7	-9.7	-25.0	-8.7	-9.3
	Leq 0.5hr for all train	58.6																										
Lmax	Measured Lmax	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65
	Corr for distance, -10log(d/dref), dB(A)	-0.6	-0.5	-0.4	-0.2	-0.1	-0.1	0.1	0.5	1.2	1.4	1.6	1.0	-0.1	-0.8	-1.0	-0.8	-0.7	-0.6	-0.6	-0.5	-0.3	0.3	0.8	1.2	1.4	0.7	-0.2
	Correction for screening/ absorption	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0
	Façade correctoin, dB(A)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
	Track wear correction, dB(A)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
	Lmax for each train, dB(A)				73.2	72.7	70.4	66.1	60.6	57.7	57.9	61.6	63.5	59.9					69.9	72.9	71.6	68.3	62.8	60.9	57.7	58.0	60.7	56.3
	Lmax for all train	73.2																										

Floor 5		Segment (Northbound)													Segment (Southbound)													
		N1	N2	N3	N4	N5	N6	N7	N8	N9	N10	N11	N12	N13	S1	S2	S3	S4	S5	S6	S7	S8	S9	S10	S11	S12	S13	S14
Parameters:																												
	Measured SEL	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9
Leq24	Total number of events	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536
	Horize distance from track to NSR	16.1	16.7	17.0	17.1	17.4	17.6	16.9	13.3	7.9	5.9	0.6	9.2	18.2	19.1	21.3	20.5	20.5	20.9	21.4	21.3	19.8	15.8	11.4	7.5	3.4	11.6	18.7
	track mPD + track head (0.2m)	7.9	8.7	9.9	11.3	12.5	13.1	13.4	13.6	14.0	14.1	13.9	13.6	13.1	8.0	8.4	9.1	10.0	11.2	12.5	13.2	13.5	13.9	14.2	14.1	13.7	13.3	12.9
	ground mPD + floor height	34.5	34.5	34.5	34.5	34.5	34.5	34.5	34.5	34.5	34.5	34.5	34.5	34.5	34.5	34.5	34.5	34.5	34.5	34.5	34.5	34.5	34.5	34.5	34.5	34.5	34.5	34.5
	Vert distance from track to NSR	26.6	25.8	24.6	23.3	22.1	21.5	21.2	20.9	20.6	20.5	20.6	20.9	21.5	26.5	26.1	25.4	24.5	23.3	22.0	21.3	21.0	20.6	20.4	20.5	20.8	21.3	21.6
	Slant distance	31.1	30.7	29.9	28.8	28.1	27.8	27.1	24.8	22.0	21.3	20.6	22.8	28.1	33	34	33	32	31	31	30	29	26	23	22	21	24	29
	View angle (α)	0.046	0.060	0.097	0.231	0.637	1.375	0.395	0.136	0.052	0.029	0.002	0.033	0.055	0.056	0.071	0.082	0.115	0.224	0.963	0.946	0.299	0.142	0.071	0.035	0.013	0.038	0.054
	View angle (α)(degree)	2.648	3.441	5.534	13.245	36.511	78.778	22.621	7.801	3.001	1.676	0.133	1.876	3.144	3.214	4.093	4.718	6.586	12.858	55.200	54.185	17.138	8.152	4.076	1.987	0.734	2.155	3.069
	View angle (θ)	0.003	0.021	0.049	0.132	0.669	1.549	0.358	0.065	0.018	0.006	0.000	0.004	0.011	0.007	0.010	0.018	0.047	0.111	1.354	1.055	0.174	0.054	0.023	0.009	0.002	0.005	0.006
	View angle (θ) (degree)	0.186	1.214	2.807	7.580	38.314	88.727	20.490	3.738	1.038	0.355	0.021	0.254	0.637	0.392	0.553	1.034	2.683	6.358	77.587	60.430	9.976	3.106	1.326	0.527	0.109	0.289	0.338
	Average Speed	10.0	20.0	50.0	70.0	65.0	50.0	30.0	15.0	10.0	10.0	15.0	20.0	15.0	10.0	10.0	10.0	20.0	50.0	70.0	60.0	40.0	20.0	15.0	10.0	10.0	15.0	10.0
	Corr for no. of event, 10log(N), dB(A)	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3
	Corr for distance, -10log(d/d_{ref}), dB(A)	-0.9	-0.9	-0.8	-0.6	-0.5	-0.5	-0.3	0.0	0.6	0.7	0.8	0.4	-0.5	-1.2	-1.3	-1.2	-1.1	-1.0	-0.9	-0.8	-0.6	-0.2	0.3	0.6	0.7	0.1	-0.6
	Corr for view angle, 10log(pi*θ/180-cos2α*sinθ)	-53.6	-43.1	-35.3	-23.5	-8.1	-1.1	-14.5	-31.1	-45.0	-54.7	-89.0	-55.2	-46.7	-48.7	-45.1	-41.1	-34.0	-24.5	-2.7	-3.8	-20.1	-31.6	-41.3	-51.5	-67.0	-53.5	-49.7
	Corr for screening/ absorption, dB(A)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0
	Corr for sound energy spread over 24 hr	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4
	Façade correctoin, dB(A)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
	Track wear correction, dB(A)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
	Leq 24hr for each train, dB(A)				33.1	47.9	52.8	35.0	12.8	-4.1	-13.7	-44.3	-8.5	-3.4					28.8	53.6	51.3	31.6	14.6	2.9	-10.6	-26.0	-9.5	-10.0
	Leq 24hr for all train	58.0																										
Leq0.5	Total number of events	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13
	Corr for no. of event, 10log(N), dB(A)	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1
	Corr for distance, -10log(d/dref), dB(A)	-0.9	-0.9	-0.8	-0.6	-0.5	-0.5	-0.3	0.0	0.6	0.7	0.8	0.4	-0.5	-1.2	-1.3	-1.2	-1.1	-1.0	-0.9	-0.8	-0.6	-0.2	0.3	0.6	0.7	0.1	-0.6
	Corr for view angle, 10log(pi*θ/180-cos2α*sinθ)	-53.6	-43.1	-35.3	-23.5	-8.1	-1.1	-14.5	-31.1	-45.0	-54.7	-89.0	-55.2	-46.7	-48.7	-45.1	-41.1	-34.0	-24.5	-2.7	-3.8	-20.1	-31.6	-41.3	-51.5	-67.0	-53.5	-49.7
	Corr for screening/ absorption, dB(A)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0
	Corr for sound energy spread over 24 hr	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6
	Façade correctoin, dB(A)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
	Track wear correction, dB(A)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
	Leq 0.5hr for each train, dB(A)				33.8	48.6	53.4	35.6	13.4	-3.5	-13.1	-43.7	-7.8	-2.7					29.5	54.3	52.0	32.3	15.3	3.5	-10.0	-25.3	-8.8	-9.3
	Leq 0.5hr for all train	58.6																										
Leq0.5	Total number of events	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12
	Corr for no. of event, 10log(N), dB(A)	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8
	Corr for distance, -10log(d/dref), dB(A)	-0.9	-0.9	-0.8	-0.6	-0.5	-0.5	-0.3	0.0	0.6	0.7	0.8	0.4	-0.5	-1.2	-1.3	-1.2	-1.1	-1.0	-0.9	-0.8	-0.6	-0.2	0.3	0.6	0.7	0.1	-0.6
	Corr for view angle, 10log(pi*θ/180-cos2α*sinθ)	-53.6	-43.1	-35.3	-23.5	-8.1	-1.1	-14.5	-31.1	-45.0	-54.7	-89.0	-55.2	-46.7	-48.7	-45.1	-41.1	-34.0	-24.5	-2.7	-3.8	-20.1	-31.6	-41.3	-51.5	-67.0	-53.5	-49.7
	Corr for screening/ absorption, dB(A)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0
	Corr for sound energy spread over 24 hr	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6
	Façade correctoin, dB(A)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
	Track wear correction, dB(A)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0

Floor 6		Segment (Northbound)													Segment (Southbound)													
		N1	N2	N3	N4	N5	N6	N7	N8	N9	N10	N11	N12	N13	S1	S2	S3	S4	S5	S6	S7	S8	S9	S10	S11	S12	S13	S14
Parameters:																												
	Measured SEL	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9
Leq24	Total number of events	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536
	Horize distance from track to NSR	16.1	16.7	17.0	17.1	17.4	17.6	16.9	13.3	7.9	5.9	0.6	9.2	18.2	19.1	21.3	20.5	20.5	20.9	21.4	21.3	19.8	15.8	11.4	7.5	3.4	11.6	18.7
	track mPD + track head (0.2m)	7.9	8.7	9.9	11.3	12.5	13.1	13.4	13.6	14.0	14.1	13.9	13.6	13.1	8.0	8.4	9.1	10.0	11.2	12.5	13.2	13.5	13.9	14.2	14.1	13.7	13.3	12.9
	ground mPD + floor height	37.7	37.7	37.7	37.7	37.7	37.7	37.7	37.7	37.7	37.7	37.7	37.7	37.7	37.7	37.7	37.7	37.7	37.7	37.7	37.7	37.7	37.7	37.7	37.7	37.7	37.7	37.7
	Vert distance from track to NSR	29.8	29.0	27.8	26.4	25.2	24.6	24.3	24.1	23.7	23.6	23.8	24.1	24.6	29.7	29.3	28.6	27.7	26.5	25.2	24.5	24.2	23.8	23.5	23.6	24.0	24.4	24.8
	Slant distance	33.8	33.4	32.6	31.4	30.6	30.3	29.6	27.5	25.0	24.3	23.8	25.8	30.6	35	36	35	34	34	33	32	31	29	26	25	24	27	31
	View angle (α)	0.046	0.060	0.097	0.231	0.637	1.375	0.395	0.136	0.052	0.029	0.002	0.033	0.055	0.056	0.071	0.082	0.115	0.224	0.963	0.946	0.299	0.142	0.071	0.035	0.013	0.038	0.054
	View angle (α)(degree)	2.648	3.441	5.534	13.245	36.511	78.778	22.621	7.801	3.001	1.676	0.133	1.876	3.144	3.214	4.093	4.718	6.586	12.858	55.200	54.185	17.138	8.152	4.076	1.987	0.734	2.155	3.069
	View angle (Θ)	0.003	0.021	0.049	0.132	0.669	1.549	0.358	0.065	0.018	0.006	0.000	0.004	0.011	0.007	0.010	0.018	0.047	0.111	1.354	1.055	0.174	0.054	0.023	0.009	0.002	0.005	0.006
	View angle (Θ) (degree)	0.186	1.214	2.807	7.580	38.314	88.727	20.490	3.738	1.038	0.355	0.021	0.254	0.637	0.392	0.553	1.034	2.683	6.358	77.587	60.430	9.976	3.106	1.326	0.527	0.109	0.289	0.338
	Average Speed	10.0	20.0	50.0	70.0	65.0	50.0	30.0	15.0	10.0	10.0	15.0	20.0	15.0	10.0	10.0	10.0	20.0	50.0	70.0	60.0	40.0	20.0	15.0	10.0	10.0	15.0	10.0
	Corr for no. of event, 10log(N), dB(A)	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3
	Corr for distance, -10log(d/d_{ref}), dB(A)	-1.3	-1.3	-1.1	-1.0	-0.9	-0.8	-0.7	-0.4	0.0	0.1	0.2	-0.1	-0.9	-1.5	-1.6	-1.5	-1.4	-1.3	-1.2	-1.1	-1.0	-0.6	-0.2	0.0	0.1	-0.3	-0.9
	Corr for view angle, 10log(pi*Θ/180-cos2αsinΘ)	-53.6	-43.1	-35.3	-23.5	-8.1	-1.1	-14.5	-31.1	-45.0	-54.7	-89.0	-55.2	-46.7	-48.7	-45.1	-41.1	-34.0	-24.5	-2.7	-3.8	-20.1	-31.6	-41.3	-51.5	-67.0	-53.5	-49.7
	Corr for screening/ absorption, dB(A)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, 20log(v/V_{ref}), dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0
	Corr for sound energy spread over 24 hr	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4
	Façade correctoin, dB(A)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
	Track wear correction, dB(A)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
	Leq 24hr for each train, dB(A)				32.8	47.6	52.4	34.6	12.3	-4.7	-14.3	-44.9	-9.0	-3.8					28.5	53.3	51.0	31.3	14.2	2.4	-11.2	-26.6	-10.0	-10.3
	Leq 24hr for all train	57.6																										
Leq0.5	Total number of events	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13
	Corr for no. of event, 10log(N), dB(A)	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1
	Corr for distance, -10log(d/dref), dB(A)	-1.3	-1.3	-1.1	-1.0	-0.9	-0.8	-0.7	-0.4	0.0	0.1	0.2	-0.1	-0.9	-1.5	-1.6	-1.5	-1.4	-1.3	-1.2	-1.1	-1.0	-0.6	-0.2	0.0	0.1	-0.3	-0.9
	Corr for view angle, 10log(pi*Θ/180-cos2αsinΘ)	-53.6	-43.1	-35.3	-23.5	-8.1	-1.1	-14.5	-31.1	-45.0	-54.7	-89.0	-55.2	-46.7	-48.7	-45.1	-41.1	-34.0	-24.5	-2.7	-3.8	-20.1	-31.6	-41.3	-51.5	-67.0	-53.5	-49.7
	Corr for screening/ absorption, dB(A)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0
	Corr for sound energy spread over 24 hr	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6
	Façade correctoin, dB(A)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
	Track wear correction, dB(A)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
	Leq 0.5hr for each train, dB(A)				33.4	48.2	53.1	35.2	13.0	-4.0	-13.6	-44.3	-8.4	-3.1					29.1	54.0	51.6	32.0	14.9	3.0	-10.5	-25.9	-9.3	-9.7
	Leq 0.5hr for all train	58.3																										
Leq0.5	Total number of events	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12
	Corr for no. of event, 10log(N), dB(A)	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8
	Corr for distance, -10log(d/dref), dB(A)	-1.3	-1.3	-1.1	-1.0	-0.9	-0.8	-0.7	-0.4	0.0	0.1	0.2	-0.1	-0.9	-1.5	-1.6	-1.5	-1.4	-1.3	-1.2	-1.1	-1.0	-0.6	-0.2	0.0	0.1	-0.3	-0.9
	Corr for view angle, 10log(pi*Θ/180-cos2αsinΘ)	-53.6	-43.1	-35.3	-23.5	-8.1	-1.1	-14.5	-31.1	-45.0	-54.7	-89.0	-55.2	-46.7	-48.7	-45.1	-41.1	-34.0	-24.5	-2.7	-3.8	-20.1	-31.6	-41.3	-51.5	-67.0	-53.5	-49.7
	Corr for screening/ absorption, dB(A)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0
	Corr for sound energy spread over 24 hr	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6
	Façade correctoin, dB(A)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
	Track wear correction, dB(A)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
	Leq 0.5hr for each train, dB(A)				33.1	47.9	52.7	34.9	12.6	-4.4	-14.0	-44.6	-8.7	-3.5					28.8	53.6	51.3	31.6	14.5	2.7	-10.9	-26.3	-9.6	-10.0
	Leq 0.5hr for all train	57.9																										
Lmax	Measured Lmax	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65
	Corr for distance, -10log(d/dref), dB(A)	-1.3	-1.3	-1.1	-1.0	-0.9	-0.8	-0.7	-0.4	0.0	0.1	0.2	-0.1	-0.9	-1.5	-1.6	-1.5	-1.4	-1.3	-1.2	-1.1	-1.0	-0.6	-0.2	0.0	0.1	-0.3	-0.9
	Correction for screening/ absorption	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0
	Façade correctoin, dB(A)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
	Track wear correction, dB(A)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
	Lmax for each train, dB(A)				72.4	71.9	69.7	65.3	59.6	56.5	56.6	60.3	62.4	59.2					69.2	72.2	71.0	67.6	62.0	59.9	56.6	56.7	59.7	55.6
	Lmax for all train	72.4																										

Floor 7		Segment (Northbound)													Segment (Southbound)													
		N1	N2	N3	N4	N5	N6	N7	N8	N9	N10	N11	N12	N13	S1	S2	S3	S4	S5	S6	S7	S8	S9	S10	S11	S12	S13	S14
Parameters:																												
	Measured SEL	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9
Leq24	Total number of events	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536
	Horize distance from track to NSR	16.1	16.7	17.0	17.1	17.4	17.6	16.9	13.3	7.9	5.9	0.6	9.2	18.2	19.1	21.3	20.5	20.5	20.9	21.4	21.3	19.8	15.8	11.4	7.5	3.4	11.6	18.7
	track mPD + track head (0.2m)	7.9	8.7	9.9	11.3	12.5	13.1	13.4	13.6	14.0	14.1	13.9	13.6	13.1	8.0	8.4	9.1	10.0	11.2	12.5	13.2	13.5	13.9	14.2	14.1	13.7	13.3	12.9
	ground mPD + floor height	40.8	40.8	40.8	40.8	40.8	40.8	40.8	40.8	40.8	40.8	40.8	40.8	40.8	40.8	40.8	40.8	40.8	40.8	40.8	40.8	40.8	40.8	40.8	40.8	40.8	40.8	40.8
	Vert distance from track to NSR	32.9	32.1	30.9	29.6	28.4	27.8	27.5	27.2	26.9	26.8	26.9	27.2	27.8	32.8	32.4	31.7	30.8	29.6	28.3	27.6	27.3	26.9	26.7	26.8	27.1	27.6	27.9
	Slant distance	36.6	36.2	35.3	34.1	33.3	32.9	32.2	30.3	28.0	27.4	26.9	28.7	33.2	38	39	38	37	36	35	35	34	31	29	28	27	30	34
	View angle (α)	0.046	0.060	0.097	0.231	0.637	1.375	0.395	0.136	0.052	0.029	0.002	0.033	0.055	0.056	0.071	0.082	0.115	0.224	0.963	0.946	0.299	0.142	0.071	0.035	0.013	0.038	0.054
	View angle (α)(degree)	2.648	3.441	5.534	13.245	36.511	78.778	22.621	7.801	3.001	1.676	0.133	1.876	3.144	3.214	4.093	4.718	6.586	12.858	55.200	54.185	17.138	8.152	4.076	1.987	0.734	2.155	3.069
	View angle (Θ)	0.003	0.021	0.049	0.132	0.669	1.549	0.358	0.065	0.018	0.006	0.000	0.004	0.011	0.007	0.010	0.018	0.047	0.111	1.354	1.055	0.174	0.054	0.023	0.009	0.002	0.005	0.006
	View angle (Θ) (degree)	0.186	1.214	2.807	7.580	38.314	88.727	20.490	3.738	1.038	0.355	0.021	0.254	0.637	0.392	0.553	1.034	2.683	6.358	77.587	60.430	9.976	3.106	1.326	0.527	0.109	0.289	0.338
	Average Speed	10.0	20.0	50.0	70.0	65.0	50.0	30.0	15.0	10.0	10.0	15.0	20.0	15.0	10.0	10.0	10.0	20.0	50.0	70.0	60.0	40.0	20.0	15.0	10.0	10.0	15.0	10.0
	Corr for no. of event, 10log(N), dB(A)	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3
	Corr for distance, -10log(d/d_{ref}), dB(A)	-1.7	-1.6	-1.5	-1.4	-1.2	-1.2	-1.1	-0.8	-0.5	-0.4	-0.3	-0.6	-1.2	-1.8	-1.9	-1.8	-1.7	-1.6	-1.5	-1.4	-1.3	-1.0	-0.6	-0.5	-0.4	-0.8	-1.3
	Corr for view angle, 10log(pi*Θ/180-cos2αsinΘ)	-53.6	-43.1	-35.3	-23.5	-8.1	-1.1	-14.5	-31.1	-45.0	-54.7	-89.0	-55.2	-46.7	-48.7	-45.1	-41.1	-34.0	-24.5	-2.7	-3.8	-20.1	-31.6	-41.3	-51.5	-67.0	-53.5	-49.7
	Corr for screening/ absorption, dB(A)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, 20log(v/V_{ref}), dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0
	Corr for sound energy spread over 24 hr	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4
	Façade correctoin, dB(A)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
	Track wear correction, dB(A)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
	Leq 24hr for each train, dB(A)				32.4	47.2	52.0	34.2	11.9	-5.2	-14.8	-45.5	-9.5	-4.1					28.2	53.0	50.7	31.0	13.8	1.9	-11.7	-27.1	-10.4	-10.7
	Leq 24hr for all train	57.3																										
Leq0.5	Total number of events	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13
	Corr for no. of event, 10log(N), dB(A)	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1
	Corr for distance, -10log(d/dref), dB(A)	-1.7	-1.6	-1.5	-1.4	-1.2	-1.2	-1.1	-0.8	-0.5	-0.4	-0.3	-0.6	-1.2	-1.8	-1.9	-1.8	-1.7	-1.6	-1.5	-1.4	-1.3	-1.0	-0.6	-0.5	-0.4	-0.8	-1.3
	Corr for view angle, 10log(pi*Θ/180-cos2αsinΘ)	-53.6	-43.1	-35.3	-23.5	-8.1	-1.1	-14.5	-31.1	-45.0	-54.7	-89.0	-55.2	-46.7	-48.7	-45.1	-41.1	-34.0	-24.5	-2.7	-3.8	-20.1	-31.6	-41.3	-51.5	-67.0	-53.5	-49.7
	Corr for screening/ absorption, dB(A)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0
	Corr for sound energy spread over 24 hr	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6
	Façade correctoin, dB(A)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
	Track wear correction, dB(A)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
	Leq 0.5hr for each train, dB(A)				33.1	47.9	52.7	34.9	12.6	-4.5	-14.1	-44.8	-8.8	-3.5					28.8	53.6	51.3	31.6	14.5	2.6	-11.0	-26.4	-9.7	-10.0
	Leq 0.5hr for all train	57.9																										
Leq0.5	Total number of events	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12
	Corr for no. of event, 10log(N), dB(A)	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8
	Corr for distance, -10log(d/dref), dB(A)	-1.7	-1.6	-1.5	-1.4	-1.2	-1.2	-1.1	-0.8	-0.5	-0.4	-0.3	-0.6	-1.2	-1.8	-1.9	-1.8	-1.7	-1.6	-1.5	-1.4	-1.3	-1.0	-0.6	-0.5	-0.4	-0.8	-1.3
	Corr for view angle, 10log(pi*Θ/180-cos2αsinΘ)	-53.6	-43.1	-35.3	-23.5	-8.1	-1.1	-14.5	-31.1	-45.0	-54.7	-89.0	-55.2	-46.7	-48.7	-45.1	-41.1	-34.0	-24.5	-2.7	-3.8	-20.1	-31.6	-41.3	-51.5	-67.0	-53.5	-49.7
	Corr for screening/ absorption, dB(A)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0
	Corr for sound energy spread over 24 hr	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6
	Façade correctoin, dB(A)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
	Track wear correction, dB(A)	3.0	3.0	3.0	3.0	3.0	3.0	3.0

Floor 8		Segment (Northbound)													Segment (Southbound)													
		N1	N2	N3	N4	N5	N6	N7	N8	N9	N10	N11	N12	N13	S1	S2	S3	S4	S5	S6	S7	S8	S9	S10	S11	S12	S13	S14
Parameters:																												
	Measured SEL	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9
Leq24	Total number of events	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536
	Horize distance from track to NSR	16.1	16.7	17.0	17.1	17.4	17.6	16.9	13.3	7.9	5.9	0.6	9.2	18.2	19.1	21.3	20.5	20.5	20.9	21.4	21.3	19.8	15.8	11.4	7.5	3.4	11.6	18.7
	track mPD + track head (0.2m)	7.9	8.7	9.9	11.3	12.5	13.1	13.4	13.6	14.0	14.1	13.9	13.6	13.1	8.0	8.4	9.1	10.0	11.2	12.5	13.2	13.5	13.9	14.2	14.1	13.7	13.3	12.9
	ground mPD + floor height	44.0	44.0	44.0	44.0	44.0	44.0	44.0	44.0	44.0	44.0	44.0	44.0	44.0	44.0	44.0	44.0	44.0	44.0	44.0	44.0	44.0	44.0	44.0	44.0	44.0	44.0	44.0
	Vert distance from track to NSR	36.1	35.3	34.1	32.7	31.5	30.9	30.6	30.4	30.0	29.9	30.1	30.4	30.9	36.0	35.6	34.9	34.0	32.8	31.5	30.8	30.5	30.1	29.8	29.9	30.3	30.7	31.1
	Slant distance	39.5	39.0	38.1	36.9	36.0	35.6	35.0	33.1	31.0	30.5	30.1	31.7	35.9	41	41	40	40	39	38	37	36	34	32	31	30	33	36
	View angle (α)	0.046	0.060	0.097	0.231	0.637	1.375	0.395	0.136	0.052	0.029	0.002	0.033	0.055	0.056	0.071	0.082	0.115	0.224	0.963	0.946	0.299	0.142	0.071	0.035	0.013	0.038	0.054
	View angle (α)(degree)	2.648	3.441	5.534	13.245	36.511	78.778	22.621	7.801	3.001	1.676	0.133	1.876	3.144	3.214	4.093	4.718	6.586	12.858	55.200	54.185	17.138	8.152	4.076	1.987	0.734	2.155	3.069
	View angle (Θ)	0.003	0.021	0.049	0.132	0.669	1.549	0.358	0.065	0.018	0.006	0.000	0.004	0.011	0.007	0.010	0.018	0.047	0.111	1.354	1.055	0.174	0.054	0.023	0.009	0.002	0.005	0.006
	View angle (Θ) (degree)	0.186	1.214	2.807	7.580	38.314	88.727	20.490	3.738	1.038	0.355	0.021	0.254	0.637	0.392	0.553	1.034	2.683	6.358	77.587	60.430	9.976	3.106	1.326	0.527	0.109	0.289	0.338
	Average Speed	10.0	20.0	50.0	70.0	65.0	50.0	30.0	15.0	10.0	10.0	15.0	20.0	15.0	10.0	10.0	10.0	20.0	50.0	70.0	60.0	40.0	20.0	15.0	10.0	10.0	15.0	10.0
	Corr for no. of event, 10log(N), dB(A)	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3
	Corr for distance, -10log(d/d_{ref}), dB(A)	-2.0	-1.9	-1.8	-1.7	-1.6	-1.5	-1.5	-1.2	-0.9	-0.9	-0.8	-1.0	-1.6	-2.1	-2.2	-2.1	-2.0	-1.9	-1.8	-1.8	-1.6	-1.3	-1.1	-0.9	-0.9	-1.2	-1.6
	Corr for view angle, 10log(pi*θ/180-cos2αsinθ)	-53.6	-43.1	-35.3	-23.5	-8.1	-1.1	-14.5	-31.1	-45.0	-54.7	-89.0	-55.2	-46.7	-48.7	-45.1	-41.1	-34.0	-24.5	-2.7	-3.8	-20.1	-31.6	-41.3	-51.5	-67.0	-53.5	-49.7
	Corr for screening/ absorption, dB(A)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, 20log(v/V_{ref}), dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0
	Corr for sound energy spread over 24 hr	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4
	Façade correctoin, dB(A)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
	Track wear correction, dB(A)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
	Leq 24hr for each train, dB(A)				32.1	46.9	51.7	33.9	11.5	-5.6	-15.3	-46.0	-9.9	-4.5					27.9	52.7	50.4	30.6	13.4	1.5	-12.1	-27.6	-10.8	-11.0
	Leq 24hr for all train	57.0																										
Leq0.5	Total number of events	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13
	Corr for no. of event, 10log(N), dB(A)	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1
	Corr for distance, -10log(d/dref), dB(A)	-2.0	-1.9	-1.8	-1.7	-1.6	-1.5	-1.5	-1.2	-0.9	-0.9	-0.8	-1.0	-1.6	-2.1	-2.2	-2.1	-2.0	-1.9	-1.8	-1.8	-1.6	-1.3	-1.1	-0.9	-0.9	-1.2	-1.6
	Corr for view angle, 10log(pi*θ/180-cos2αsinθ)	-53.6	-43.1	-35.3	-23.5	-8.1	-1.1	-14.5	-31.1	-45.0	-54.7	-89.0	-55.2	-46.7	-48.7	-45.1	-41.1	-34.0	-24.5	-2.7	-3.8	-20.1	-31.6	-41.3	-51.5	-67.0	-53.5	-49.7
	Corr for screening/ absorption, dB(A)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0
	Corr for sound energy spread over 24 hr	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6
	Façade correctoin, dB(A)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
	Track wear correction, dB(A)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
	Leq 0.5hr for each train, dB(A)				32.7	47.5	52.4	34.5	12.2	-4.9	-14.6	-45.3	-9.3	-3.8					28.5	53.3	51.0	31.3	14.1	2.2	-11.5	-26.9	-10.1	-10.3
	Leq 0.5hr for all train	57.6																										
Leq0.5	Total number of events	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12
	Corr for no. of event, 10log(N), dB(A)	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8
	Corr for distance, -10log(d/dref), dB(A)	-2.0	-1.9	-1.8	-1.7	-1.6	-1.5	-1.5	-1.2	-0.9	-0.9	-0.8	-1.0	-1.6	-2.1	-2.2	-2.1	-2.0	-1.9	-1.8	-1.8	-1.6	-1.3	-1.1	-0.9	-0.9	-1.2	-1.6
	Corr for view angle, 10log(pi*θ/180-cos2αsinθ)	-53.6	-43.1	-35.3	-23.5	-8.1	-1.1	-14.5	-31.1	-45.0	-54.7	-89.0	-55.2	-46.7	-48.7	-45.1	-41.1	-34.0	-24.5	-2.7	-3.8	-20.1	-31.6	-41.3	-51.5	-67.0	-53.5	-49.7
	Corr for screening/ absorption, dB(A)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0
	Corr for sound energy spread over 24 hr	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6
	Façade correctoin, dB(A)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
	Track wear correction, dB(A)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
	Leq 0.5hr for each train, dB(A)				32.4	47.2	52.0	34.2	11.8	-5.3	-15.0	-45.6	-9.6	-4.2					28.2	53.0	50.7	31.0	13.8	1.8	-11.8	-27.3	-10.5	-10.7
	Leq 0.5hr for all train	57.3																										
Lmax	Measured Lmax	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65
	Corr for distance, -10log(d/dref), dB(A)	-2.0	-1.9	-1.8	-1.7	-1.6	-1.5	-1.5	-1.2	-0.9	-0.9	-0.8	-1.0	-1.6	-2.1	-2.2	-2.1	-2.0	-1.9	-1.8	-1.8	-1.6	-1.3	-1.1	-0.9	-0.9	-1.2	-1.6
	Correction for screening/ absorption	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0
	Façade correctoin, dB(A)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
	Track wear correction, dB(A)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
	Lmax for each train, dB(A)				71.7	71.2	69.0	64.6	58.8	55.6	55.7	59.2	61.5	58.5					68.6	71.6	70.3	66.9	61.2	59.0	55.6	55.7	58.9	54.9
	Lmax for all train	71.7																										

Floor 9		Segment (Northbound)													Segment (Southbound)													
		N1	N2	N3	N4	N5	N6	N7	N8	N9	N10	N11	N12	N13	S1	S2	S3	S4	S5	S6	S7	S8	S9	S10	S11	S12	S13	S14
Parameters:																												
	Measured SEL	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9
Leq24	Total number of events	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536
	Horize distance from track to NSR	16.1	16.7	17.0	17.1	17.4	17.6	16.9	13.3	7.9	5.9	0.6	9.2	18.2	19.1	21.3	20.5	20.5	20.9	21.4	21.3	19.8	15.8	11.4	7.5	3.4	11.6	18.7
	track mPD + track head (0.2m)	7.9	8.7	9.9	11.3	12.5	13.1	13.4	13.6	14.0	14.1	13.9	13.6	13.1	8.0	8.4	9.1	10.0	11.2	12.5	13.2	13.5	13.9	14.2	14.1	13.7	13.3	12.9
	ground mPD + floor height	47.1	47.1	47.1	47.1	47.1	47.1	47.1	47.1	47.1	47.1	47.1	47.1	47.1	47.1	47.1	47.1	47.1	47.1	47.1	47.1	47.1	47.1	47.1	47.1	47.1	47.1	47.1
	Vert distance from track to NSR	39.2	38.4	37.2	35.9	34.7	34.1	33.8	33.5	33.2	33.1	33.2	33.5	34.1	39.1	38.7	38.0	37.1	35.9	34.6	33.9	33.6	33.2	33.0	33.1	33.4	33.9	34.2
	Slant distance	42.4	41.9	40.9	39.7	38.8	38.3	37.8	36.0	34.1	33.6	33.2	34.7	38.6	43	44	43	42	42	41	40	39	37	35	34	34	36	39
	View angle (α)	0.046	0.060	0.097	0.231	0.637	1.375	0.395	0.136	0.052	0.029	0.002	0.033	0.055	0.056	0.071	0.082	0.115	0.224	0.963	0.946	0.299	0.142	0.071	0.035	0.013	0.038	0.054
	View angle (α)(degree)	2.648	3.441	5.534	13.245	36.511	78.778	22.621	7.801	3.001	1.676	0.133	1.876	3.144	3.214	4.093	4.718	6.586	12.858	55.200	54.185	17.138	8.152	4.076	1.987	0.734	2.155	3.069
	View angle (Θ)	0.003	0.021	0.049	0.132	0.669	1.549	0.358	0.065	0.018	0.006	0.000	0.004	0.011	0.007	0.010	0.018	0.047	0.111	1.354	1.055	0.174	0.054	0.023	0.009	0.002	0.005	0.006
	View angle (Θ) (degree)	0.186	1.214	2.807	7.580	38.314	88.727	20.490	3.738	1.038	0.355	0.021	0.254	0.637	0.392	0.553	1.034	2.683	6.358	77.587	60.430	9.976	3.106	1.326	0.527	0.109	0.289	0.338
	Average Speed	10.0	20.0	50.0	70.0	65.0	50.0	30.0	15.0	10.0	10.0	15.0	20.0	15.0	10.0	10.0	10.0	20.0	50.0	70.0	60.0	40.0	20.0	15.0	10.0	10.0	15.0	10.0
	Corr for no. of event, 10log(N), dB(A)	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3
	Corr for distance, -10log(d/d_{ref}), dB(A)	-2.3	-2.2	-2.1	-2.0	-1.9	-1.9	-1.8	-1.6	-1.3	-1.3	-1.2	-1.4	-1.9	-2.4	-2.5	-2.4	-2.3	-2.2	-2.1	-2.0	-1.9	-1.7	-1.4	-1.3	-1.3	-1.6	-1.9
	Corr for view angle, 10log(pi*θ/180-cos2αsinθ)	-53.6	-43.1	-35.3	-23.5	-8.1	-1.1	-14.5	-31.1	-45.0	-54.7	-89.0	-55.2	-46.7	-48.7	-45.1	-41.1	-34.0	-24.5	-2.7	-3.8	-20.1	-31.6	-41.3	-51.5	-67.0	-53.5	-49.7
	Corr for screening/ absorption, dB(A)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0
	Corr for sound energy spread over 24 hr	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4
	Façade correctoin, dB(A)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
	Track wear correction, dB(A)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
	Leq 24hr for each train, dB(A)				31.7	46.5	51.4	33.5	11.1	-6.0	-15.7	-46.4	-10.3	-4.8					27.6	52.4	50.1	30.3	13.1	1.1	-12.5	-28.0	-11.2	-11.3
	Leq 24hr for all train	56.7																										
Leq0.5	Total number of events	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13
	Corr for no. of event, 10log(N), dB(A)	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1
	Corr for distance, -10log(d/dref), dB(A)	-2.3	-2.2	-2.1	-2.0	-1.9	-1.9	-1.8	-1.6	-1.3	-1.3	-1.2	-1.4	-1.9	-2.4	-2.5	-2.4	-2.3	-2.2	-2.1	-2.0	-1.9	-1.7	-1.4	-1.3	-1.3	-1.6	-1.9
	Corr for view angle, 10log(pi*θ/180-cos2αsinθ)	-53.6	-43.1	-35.3	-23.5	-8.1	-1.1	-14.5	-31.1	-45.0	-54.7	-89.0	-55.2	-46.7	-48.7	-45.1	-41.1	-34.0	-24.5	-2.7	-3.8	-20.1	-31.6	-41.3	-51.5	-67.0	-53.5	-49.7
	Corr for screening/ absorption, dB(A)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0
	Corr for sound energy spread over 24 hr	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6
	Façade correctoin, dB(A)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
	Track wear correction, dB(A)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
	Leq 0.5hr for each train, dB(A)				32.4	47.2	52.0	34.2	11.8	-5.4	-15.0	-45.7	-9.7	-4.1					28.2	53.1	50.7	31.0	13.8	1.8	-11.9	-27.3	-10.5	-10.7
	Leq 0.5hr for all train	57.3																										
Leq0.5	Total number of events	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12
	Corr for no. of event, 10log(N), dB(A)	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8
	Corr for distance, -10log(d/dref), dB(A)	-2.3	-2.2	-2.1	-2.0	-1.9	-1.9	-1.8	-1.6	-1.3	-1.3	-1.2	-1.4	-1.9	-2.4	-2.5	-2.4	-2.3	-2.2	-2.1	-2.0	-1.9	-1.7	-1.4	-1.3	-1.3	-1.6	-1.9
	Corr for view angle, 10log(pi*θ/180-cos2αsinθ)	-53.6	-43.1	-35.3	-23.5	-8.1	-1.1	-14.5	-31.1	-45.0	-54.7	-89.0	-55.2	-46.7	-48.7	-45.1	-41.1	-34.0	-24.5	-2.7	-3.8	-20.1	-31.6	-41.3	-51.5	-67.0	-53.5	-49.7
	Corr for screening/ absorption, dB(A)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0
	Corr for sound energy spread over 24 hr	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6
	Façade correctoin, dB(A)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
	Track wear correction, dB(A)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.

Floor		Segment (Northbound)													Segment (Southbound)													
10		N1	N2	N3	N4	N5	N6	N7	N8	N9	N10	N11	N12	N13	S1	S2	S3	S4	S5	S6	S7	S8	S9	S10	S11	S12	S13	S14
Parameters:																												
	Measured SEL	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9
Leq24	Total number of events	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536
	Horize distance from track to NSR	16.1	16.7	17.0	17.1	17.4	17.6	16.9	13.3	7.9	5.9	0.6	9.2	18.2	19.1	21.3	20.5	20.5	20.9	21.4	21.3	19.8	15.8	11.4	7.5	3.4	11.6	18.7
	track mPD + track head (0.2m)	7.9	8.7	9.9	11.3	12.5	13.1	13.4	13.6	14.0	14.1	13.9	13.6	13.1	8.0	8.4	9.1	10.0	11.2	12.5	13.2	13.5	13.9	14.2	14.1	13.7	13.3	12.9
	ground mPD + floor height	50.3	50.3	50.3	50.3	50.3	50.3	50.3	50.3	50.3	50.3	50.3	50.3	50.3	50.3	50.3	50.3	50.3	50.3	50.3	50.3	50.3	50.3	50.3	50.3	50.3	50.3	50.3
	Vert distance from track to NSR	42.4	41.6	40.4	39.0	37.8	37.2	36.9	36.7	36.3	36.2	36.4	36.7	37.2	42.3	41.9	41.2	40.3	39.1	37.8	37.1	36.8	36.4	36.1	36.2	36.6	37.0	37.4
	Slant distance	45.3	44.8	43.8	42.6	41.6	41.2	40.6	39.0	37.1	36.7	36.4	37.8	41.4	46	47	46	45	44	43	43	42	40	38	37	37	39	42
	View angle (α)	0.046	0.060	0.097	0.231	0.637	1.375	0.395	0.136	0.052	0.029	0.002	0.033	0.055	0.056	0.071	0.082	0.115	0.224	0.963	0.946	0.299	0.142	0.071	0.035	0.013	0.038	0.054
	View angle (α) (degree)	2.648	3.441	5.534	13.245	36.511	78.778	22.621	7.801	3.001	1.676	0.133	1.876	3.144	3.214	4.093	4.718	6.586	12.858	55.200	54.185	17.138	8.152	4.076	1.987	0.734	2.155	3.069
	View angle (θ)	0.003	0.021	0.049	0.132	0.669	1.549	0.358	0.065	0.018	0.006	0.000	0.004	0.011	0.007	0.010	0.018	0.047	0.111	1.354	1.055	0.174	0.054	0.023	0.009	0.002	0.005	0.006
	View angle (θ) (degree)	0.186	1.214	2.807	7.580	38.314	88.727	20.490	3.738	1.038	0.355	0.021	0.254	0.637	0.392	0.553	1.034	2.683	6.358	77.587	60.430	9.976	3.106	1.326	0.527	0.109	0.289	0.338
	Average Speed	10.0	20.0	50.0	70.0	65.0	50.0	30.0	15.0	10.0	10.0	15.0	20.0	15.0	10.0	10.0	10.0	20.0	50.0	70.0	60.0	40.0	20.0	15.0	10.0	10.0	15.0	10.0
	Corr for no. of event, 10log(N), dB(A)	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3
	Corr for distance, -10log(d/d_{ref}), dB(A)	-2.6	-2.5	-2.4	-2.3	-2.2	-2.2	-2.1	-1.9	-1.7	-1.7	-1.6	-1.8	-2.2	-2.7	-2.7	-2.6	-2.6	-2.5	-2.4	-2.3	-2.2	-2.0	-1.8	-1.7	-1.7	-1.9	-2.2
	Corr for view angle, 10log(pi*θ/180-cos2αsinθ)	-53.6	-43.1	-35.3	-23.5	-8.1	-1.1	-14.5	-31.1	-45.0	-54.7	-89.0	-55.2	-46.7	-48.7	-45.1	-41.1	-34.0	-24.5	-2.7	-3.8	-20.1	-31.6	-41.3	-51.5	-67.0	-53.5	-49.7
	Corr for screening/ absorption, dB(A)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, 20log(v/V_{ref}), dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0
	Corr for sound energy spread over 24 hr	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4
	Façade correctoin, dB(A)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
	Track wear correction, dB(A)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
	Leq 24hr for each train, dB(A)				31.4	46.2	51.1	33.2	10.8	-6.4	-16.1	-46.8	-10.7	-5.1					27.3	52.1	49.8	30.0	12.8	0.8	-12.9	-28.4	-11.5	-11.6
	Leq 24hr for all train	56.4																										
Leq0.5	Total number of events	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13
	Corr for no. of event, 10log(N), dB(A)	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1
	Corr for distance, -10log(d/dref), dB(A)	-2.6	-2.5	-2.4	-2.3	-2.2	-2.2	-2.1	-1.9	-1.7	-1.7	-1.6	-1.8	-2.2	-2.7	-2.7	-2.6	-2.6	-2.5	-2.4	-2.3	-2.2	-2.0	-1.8	-1.7	-1.7	-1.9	-2.2
	Corr for view angle, 10log(pi*θ/180-cos2αsinθ)	-53.6	-43.1	-35.3	-23.5	-8.1	-1.1	-14.5	-31.1	-45.0	-54.7	-89.0	-55.2	-46.7	-48.7	-45.1	-41.1	-34.0	-24.5	-2.7	-3.8	-20.1	-31.6	-41.3	-51.5	-67.0	-53.5	-49.7
	Corr for screening/ absorption, dB(A)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0
	Corr for sound energy spread over 24 hr	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6
	Façade correctoin, dB(A)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
	Track wear correction, dB(A)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
	Leq 0.5hr for each train, dB(A)				32.1	46.9	51.7	33.9	11.5	-5.7	-15.4	-46.1	-10.0	-4.4					28.0	52.8	50.4	30.7	13.4	1.4	-12.3	-27.7	-10.9	-11.0
	Leq 0.5hr for all train	57.0																										
Leq0.5	Total number of events	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12
	Corr for no. of event, 10log(N), dB(A)	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8
	Corr for distance, -10log(d/dref), dB(A)	-2.6	-2.5	-2.4	-2.3	-2.2	-2.2	-2.1	-1.9	-1.7	-1.7	-1.6	-1.8	-2.2	-2.7	-2.7	-2.6	-2.6	-2.5	-2.4	-2.3	-2.2	-2.0	-1.8	-1.7	-1.7	-1.9	-2.2
	Corr for view angle, 10log(pi*θ/180-cos2αsinθ)	-53.6	-43.1	-35.3	-23.5	-8.1	-1.1	-14.5	-31.1	-45.0	-54.7	-89.0	-55.2	-46.7	-48.7	-45.1	-41.1	-34.0	-24.5	-2.7	-3.8	-20.1	-31.6	-41.3	-51.5	-67.0	-53.5	-49.7
	Corr for screening/ absorption, dB(A)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0
	Corr for sound energy spread over 24 hr	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6
	Façade correctoin, dB(A)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
	Track wear correction, dB(A)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
	Leq 0.5hr for each train, dB(A)				31.7	46.6	51.4	33.5	11.1	-6.1	-15.8	-46.5	-10.4	-4.8					27.6	52.4	50.1	30.4	13.1	1.1	-12.6	-28.1	-11.2	-11.3
	Leq 0.5hr for all train	56.7																										
Lmax	Measured Lmax	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65
	Corr for distance, -10log(d/dref), dB(A)	-2.6	-2.5	-2.4	-2.3	-2.2	-2.2	-2.1	-1.9	-1.7	-1.7	-1.6	-1.8	-2.2	-2.7	-2.7	-2.6	-2.6	-2.5	-2.4	-2.3	-2.2	-2.0	-1.8	-1.7	-1.7	-1.9	-2.2
	Correction for screening/ absorption	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0
	Façade correctoin, dB(A)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
	Track wear correction, dB(A)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
	Lmax for each train, dB(A)				71.1	70.6	68.3	64.0	58.1	54.8	54.9	58.4	60.7	57.8					68.0	71.0	69.8	66.3	60.5	58.2	54.8	54.9	58.1	54.3
	Lmax for all train	71.1																										
Floor		Segment (Northbound)													Segment (Southbound)													
11		N1	N2	N3	N4	N5	N6	N7	N8	N9	N10	N11	N12	N13	S1	S2	S3	S4	S5	S6	S7	S8	S9	S10	S11	S12	S13	S14
Parameters:																												
	Measured SEL	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9
Leq24	Total number of events	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536
	Horize distance from track to NSR	16.1	16.7	17.0	17.1	17.4	17.6	16.9	13.3	7.9	5.9	0.6	9.2	18.2	19.1	21.3	20.5	20.5	20.9	21.4	21.3	19.8	15.8	11.4	7.5	3.4	11.6	18.7
	track mPD + track head (0.2m)	7.9	8.7	9.9	11.3	12.5	13.1	13.4	13.6	14.0	14.1	13.9	13.6	13.1	8.0	8.4	9.1	10.0	11.2	12.5	13.2	13.5	13.9	14.2	14.1	13.7	13.3	12.9
	ground mPD + floor height	53.4	53.4	53.4	53.4	53.4	53.4	53.4	53.4	53.4	53.4	53.4	53.4	53.4	53.4	53.4	53.4	53.4	53.4	53.4	53.4	53.4	53.4	53.4	53.4	53.4	53.4	53.4
	Vert distance from track to NSR	45.5	44.7	43.5	42.2	41.0	40.4	40.1	39.8	39.5	39.4	39.5	39.8	40.4	45.4	45.0	44.3	43.4	42.2	40.9	40.2	39.9	39.5	39.3	39.4	39.7	40.2	40.5
	Slant distance	48.3	47.7	46.7	45.5	44.5	44.0	43.5	42.0	40.2	39.8	39.5	40.9	44.3	49	50	49	48	47	46	45	45	43	41	40	40	42	45
	View angle (α)	0.046	0.060	0.097	0.231	0.637	1.375	0.395	0.136	0.052	0.029	0.002	0.033	0.055	0.056	0.071	0.082	0.115	0.224	0.963	0.946	0.299	0.142	0.071	0.035	0.013	0.038	0.054
	View angle (α) (degree)	2.648	3.441	5.534	13.245	36.511	78.778	22.621	7.801	3.001	1.676	0.133	1.876	3.144	3.214	4.093	4.718	6.586	12.858	55.200	54.185	17.138	8.152	4.076	1.987	0.734	2.155	3.069
	View angle (θ)	0.003	0.021	0.049	0.132	0.669	1.549	0.358	0.065	0.018	0.006	0.000	0.004	0.011	0.007	0.010	0.018	0.047	0.111	1.354	1.055	0.174	0.054	0.023	0.009	0.002	0.005	0.006
	View angle (θ) (degree)	0.186	1.214	2.807	7.580	38.314	88.727	20.490	3.738	1.038	0.355	0.021	0.254	0.637	0.392	0.553	1.034	2.683	6.358	77.587	60.430	9.976	3.106	1.326	0.527	0.109	0.289	0.338
	Average Speed	10.0	20.0	50.0	70.0	65.0	50.0	30.0	15.0	10.0	10.0	15.0	20.0	15.0	10.0	10.0	10.0	20.0	50.0	70.0	60.0	40.0	20.0	15.0	10.0	10.0	15.0	10.0
	Corr for no. of event, 10log(N), dB(A)	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3
	Corr for distance, -10log(d/d_{ref}), dB(A)	-2.9	-2.8	-2.7	-2.6	-2.5	-2.5	-2.4	-2.2	-2.1	-2.0	-2.0	-2.1	-2.5	-2.9	-3.0	-2.9	-2.8	-2.7	-2.7	-2.6	-2.5	-2.3	-2.1	-2.0	-2.0	-2.2	-2.5
	Corr for view angle, 10log(pi*θ/180-cos2αsinθ)	-53.6	-43.1	-35.3	-23.5	-8.1	-1.1	-14.5	-31.1	-45.0	-54.7	-89.0	-55.2	-46.7	-48.7	-45.1	-41.1	-34.0	-24.5	-2.7	-3.8	-20.1	-31.6	-41.3	-51.5	-67.0	-53.5	-49.7
	Corr for screening/ absorption, dB(A)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, 20log(v/V_{ref}), dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0
	Corr for sound energy spread over 24 hr	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4
	Façade correctoin, dB(A)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
	Track wear correction, dB(A)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
	Leq 24hr for each train, dB(A)				31.2	46.0	50.8	32.9	10.5	-6.7	-16.4	-47.1	-11.0	-5.4					27.0	51.8	49.5	29.8	12.5	0.4	-13.3	-28.7	-11.9	-11.9
	Leq 24hr for all train	56.1																										
Leq0.5	Total number of events	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13
	Corr for no. of event, 10log(N), dB(A)	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1
	Corr for distance, -10log(d/dref), dB(A)	-2.9	-2.8	-2.7	-2.6	-2.5	-2.5	-2.4	-2.2	-2.1	-2.0	-2.0	-2.1	-2.5	-2.9	-3.0	-2.9	-2.8	-2.7	-2.7	-2.6	-2.5	-2.3	-2.1	-2.0	-2.0	-2.2	-2.5
	Corr for view angle, 10log(pi*θ/180-cos2αsinθ)	-53.6	-43.1	-35.3	-23.5	-8.1	-1.1	-14.5	-31.1	-45.0	-54.7	-89.0	-55.2	-46.7	-48.7	-45.1	-41.1	-34.0	-24.5	-2.7	-3.8	-20.1	-31.6	-41.3	-51.5	-67.0	-53.5	-49.7
	Corr for screening/ absorption, dB(A)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0
	Corr for sound energy spread over 24 hr	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6
	Façade correctoin, dB(A)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
	Track wear correction, dB(A)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
	Leq 0.5hr for each train, dB(A)				31.8	46.6	51.4	33.6	11.1	-6.1	-15.8	-46.5	-10.4	-4.7					27.7	52.5	50.2	30.4	13.1	1.1	-12.6	-28.1	-11.2	-11.2
	Leq 0.5hr for all train	56.7																										
Leq0.5	Total number of events	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12
	Corr for no. of event, 10log(N), dB(A)	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8
	Corr for distance, -10log(d/dref), dB(A)	-2.9	-2.8	-2.7	-2.6	-2.5	-2.5	-2.4	-2.2	-2.1	-2.0	-2.0	-2.1	-2.5	-2.9	-3.0	-2.9	-2.8	-2.7	-2.7	-2.6	-2.5	-2.3	-2.1	-2.0	-2.0	-2.2	-2.5
	Corr for view angle, 10log(pi*θ/180-cos2αsinθ)	-53.6	-43.1	-35.3	-23.5	-8.1	-1.1	-14.5	-31.1	-45.0	-54.7	-89.0	-55.2	-46.7	-48.7	-45.1	-41.1	-34.0	-24.5	-2.7	-3.8	-20.1	-31.6	-41.3	-51.5	-67.0	-53.5	-49.7
	Corr for screening/ absorption, dB(A)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0
	Corr for sound energy spread over 24 hr	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6
	Façade correctoin, dB(A)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
	Track wear correction, dB(A)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0

Floor		Segment (Northbound)													Segment (Southbound)													
12		N1	N2	N3	N4	N5	N6	N7	N8	N9	N10	N11	N12	N13	S1	S2	S3	S4	S5	S6	S7	S8	S9	S10	S11	S12	S13	S14
Parameters:																												
	Measured SEL	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9
Leq24	Total number of events	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536
	Horize distance from track to NSR	16.1	16.7	17.0	17.1	17.4	17.6	16.9	13.3	7.9	5.9	0.6	9.2	18.2	19.1	21.3	20.5	20.5	20.9	21.4	21.3	19.8	15.8	11.4	7.5	3.4	11.6	18.7
	track mPD + track head (0.2m)	7.9	8.7	9.9	11.3	12.5	13.1	13.4	13.6	14.0	14.1	13.9	13.6	13.1	8.0	8.4	9.1	10.0	11.2	12.5	13.2	13.5	13.9	14.2	14.1	13.7	13.3	12.9
	ground mPD + floor height	56.6	56.6	56.6	56.6	56.6	56.6	56.6	56.6	56.6	56.6	56.6	56.6	56.6	56.6	56.6	56.6	56.6	56.6	56.6	56.6	56.6	56.6	56.6	56.6	56.6	56.6	56.6
	Vert distance from track to NSR	48.7	47.9	46.7	45.3	44.1	43.5	43.2	43.0	42.6	42.5	42.7	43.0	43.5	48.6	48.2	47.5	46.6	45.4	44.1	43.4	43.1	42.7	42.4	42.5	42.9	43.3	43.7
	Slant distance	51.3	50.7	49.7	48.4	47.4	46.9	46.4	45.0	43.3	42.9	42.7	43.9	47.2	52	53	52	51	50	49	48	47	45	44	43	43	45	47
	View angle (α)	0.046	0.060	0.097	0.231	0.637	1.375	0.395	0.136	0.052	0.029	0.002	0.033	0.055	0.056	0.071	0.082	0.115	0.224	0.963	0.946	0.299	0.142	0.071	0.035	0.013	0.038	0.054
	View angle (α)(degree)	2.648	3.441	5.534	13.245	36.511	78.778	22.621	7.801	3.001	1.676	0.133	1.876	3.144	3.214	4.093	4.718	6.586	12.858	55.200	54.185	17.138	8.152	4.076	1.987	0.734	2.155	3.069
	View angle (θ)	0.003	0.021	0.049	0.132	0.669	1.549	0.358	0.065	0.018	0.006	0.000	0.004	0.011	0.007	0.010	0.018	0.047	0.111	1.354	1.055	0.174	0.054	0.023	0.009	0.002	0.005	0.006
	View angle (θ) (degree)	0.186	1.214	2.807	7.580	38.314	88.727	20.490	3.738	1.038	0.355	0.021	0.254	0.637	0.392	0.553	1.034	2.683	6.358	77.587	60.430	9.976	3.106	1.326	0.527	0.109	0.289	0.338
	Average Speed	10.0	20.0	50.0	70.0	65.0	50.0	30.0	15.0	10.0	10.0	15.0	20.0	15.0	10.0	10.0	10.0	20.0	50.0	70.0	60.0	40.0	20.0	15.0	10.0	10.0	15.0	10.0
	Corr for no. of event, 10log(N), dB(A)	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3
	Corr for distance, -10log(d/d_{ref}), dB(A)	-3.1	-3.1	-3.0	-2.9	-2.8	-2.7	-2.7	-2.5	-2.4	-2.3	-2.3	-2.4	-2.8	-3.2	-3.2	-3.2	-3.1	-3.0	-2.9	-2.9	-2.8	-2.6	-2.4	-2.4	-2.4	-2.5	-2.8
	Corr for view angle, 10log[(pi*θ/180-cos2αsinθ)	-53.6	-43.1	-35.3	-23.5	-8.1	-1.1	-14.5	-31.1	-45.0	-54.7	-89.0	-55.2	-46.7	-48.7	-45.1	-41.1	-34.0	-24.5	-2.7	-3.8	-20.1	-31.6	-41.3	-51.5	-67.0	-53.5	-49.7
	Corr for screening/ absorption, dB(A)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, 20log(V_{ref}/V_{train}), dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0
	Corr for sound energy spread over 24 hr	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4
	Façade correctoin, dB(A)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
	Track wear correction, dB(A)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
	Leq 24hr for each train, dB(A)				30.9	45.7	50.5	32.6	10.2	-7.1	-16.8	-47.5	-11.3	-5.7					26.8	51.6	49.3	29.5	12.2	0.1	-13.6	-29.1	-12.2	-12.2
	Leq 24hr for all train	55.8																										
Leq0.5	Total number of events	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13
	Corr for no. of event, 10log(N), dB(A)	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1
	Corr for distance, -10log(d/dref), dB(A)	-3.1	-3.1	-3.0	-2.9	-2.8	-2.7	-2.7	-2.5	-2.4	-2.3	-2.3	-2.4	-2.8	-3.2	-3.2	-3.2	-3.1	-3.0	-2.9	-2.9	-2.8	-2.6	-2.4	-2.4	-2.4	-2.5	-2.8
	Corr for view angle, 10log[(pi*θ/180-cos2αsinθ)	-53.6	-43.1	-35.3	-23.5	-8.1	-1.1	-14.5	-31.1	-45.0	-54.7	-89.0	-55.2	-46.7	-48.7	-45.1	-41.1	-34.0	-24.5	-2.7	-3.8	-20.1	-31.6	-41.3	-51.5	-67.0	-53.5	-49.7
	Corr for screening/ absorption, dB(A)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0
	Corr for sound energy spread over 24 hr	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6
	Façade correctoin, dB(A)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
	Track wear correction, dB(A)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
	Leq 0.5hr for each train, dB(A)				31.5	46.3	51.1	33.3	10.8	-6.4	-16.1	-46.8	-10.7	-5.0					27.4	52.2	49.9	30.1	12.8	0.8	-12.9	-28.4	-11.5	-11.5
	Leq 0.5hr for all train	56.5																										
Leq0.5	Total number of events	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12
	Corr for no. of event, 10log(N), dB(A)	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8
	Corr for distance, -10log(d/dref), dB(A)	-3.1	-3.1	-3.0	-2.9	-2.8	-2.7	-2.7	-2.5	-2.4	-2.3	-2.3	-2.4	-2.8	-3.2	-3.2	-3.2	-3.1	-3.0	-2.9	-2.9	-2.8	-2.6	-2.4	-2.4	-2.4	-2.5	-2.8
	Corr for view angle, 10log[(pi*θ/180-cos2αsinθ)	-53.6	-43.1	-35.3	-23.5	-8.1	-1.1	-14.5	-31.1	-45.0	-54.7	-89.0	-55.2	-46.7	-48.7	-45.1	-41.1	-34.0	-24.5	-2.7	-3.8	-20.1	-31.6	-41.3	-51.5	-67.0	-53.5	-49.7
	Corr for screening/ absorption, dB(A)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0
	Corr for sound energy spread over 24 hr	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6
	Façade correctoin, dB(A)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
	Track wear correction, dB(A)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
	Leq 0.5hr for each train, dB(A)				31.2	46.0	50.8	32.9	10.5	-6.7	-16.4	-47.2	-11.0	-5.3					27.1	51.9	49.6	29.8	12.5	0.4	-13.3	-28.8	-11.8	-11.9
	Leq 0.5hr for all train	56.1																										
Lmax	Measured Lmax	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65
	Corr for distance, -10log(d/dref), dB(A)	-3.1	-3.1	-3.0	-2.9	-2.8	-2.7	-2.7	-2.5	-2.4	-2.3	-2.3	-2.4	-2.8	-3.2	-3.2	-3.2	-3.1	-3.0	-2.9	-2.9	-2.8	-2.6	-2.4	-2.4	-2.4	-2.5	-2.8
	Correction for screening/ absorption	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0
	Façade correctoin, dB(A)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
	Track wear correction, dB(A)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
	Lmax for each train, dB(A)				70.6	70.0	67.8	63.4	57.5	54.1	54.2	57.7	60.1	57.3					67.5	70.5	69.2	65.8	59.9	57.6	54.1	54.2	57.5	53.7
	Lmax for all train	70.6																										

Floor		Segment (Northbound)													Segment (Southbound)													
13		N1	N2	N3	N4	N5	N6	N7	N8	N9	N10	N11	N12	N13	S1	S2	S3	S4	S5	S6	S7	S8	S9	S10	S11	S12	S13	S14
Parameters:																												
	Measured SEL	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9
Leq24	Total number of events	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536
	Horize distance from track to NSR	16.1	16.7	17.0	17.1	17.4	17.6	16.9	13.3	7.9	5.9	0.6	9.2	18.2	19.1	21.3	20.5	20.5	20.9	21.4	21.3	19.8	15.8	11.4	7.5	3.4	11.6	18.7
	track mPD + track head (0.2m)	7.9	8.7	9.9	11.3	12.5	13.1	13.4	13.6	14.0	14.1	13.9	13.6	13.1	8.0	8.4	9.1	10.0	11.2	12.5	13.2	13.5	13.9	14.2	14.1	13.7	13.3	12.9
	ground mPD + floor height	59.7	59.7	59.7	59.7	59.7	59.7	59.7	59.7	59.7	59.7	59.7	59.7	59.7	59.7	59.7	59.7	59.7	59.7	59.7	59.7	59.7	59.7	59.7	59.7	59.7	59.7	59.7
	Vert distance from track to NSR	51.8	51.0	49.8	48.5	47.3	46.7	46.4	46.1	45.8	45.7	45.8	46.1	46.7	51.7	51.3	50.6	49.7	48.5	47.2	46.5	46.2	45.8	45.6	45.7	46.0	46.5	46.8
	Slant distance	54.3	53.7	52.6	51.4	50.3	49.9	49.3	48.0	46.4	46.0	45.8	47.0	50.1	55	56	55	54	53	52	51	50	48	47	46	46	48	50
	View angle (α)	0.046	0.060	0.097	0.231	0.637	1.375	0.395	0.136	0.052	0.029	0.002	0.033	0.055	0.056	0.071	0.082	0.115	0.224	0.963	0.946	0.299	0.142	0.071	0.035	0.013	0.038	0.054
	View angle (α)(degree)	2.648	3.441	5.534	13.245	36.511	78.778	22.621	7.801	3.001	1.676	0.133	1.876	3.144	3.214	4.093	4.718	6.586	12.858	55.200	54.185	17.138	8.152	4.076	1.987	0.734	2.155	3.069
	View angle (θ)	0.003	0.021	0.049	0.132	0.669	1.549	0.358	0.065	0.018	0.006	0.000	0.004	0.011	0.007	0.010	0.018	0.047	0.111	1.354	1.055	0.174	0.054	0.023	0.009	0.002	0.005	0.006
	View angle (θ) (degree)	0.186	1.214	2.807	7.580	38.314	88.727	20.490	3.738	1.038	0.355	0.021	0.254	0.637	0.392	0.553	1.034	2.683	6.358	77.587	60.430	9.976	3.106	1.326	0.527	0.109	0.289	0.338
	Average Speed	10.0	20.0	50.0	70.0	65.0	50.0	30.0	15.0	10.0	10.0	15.0	20.0	15.0	10.0	10.0	10.0	20.0	50.0	70.0	60.0	40.0	20.0	15.0	10.0	10.0	15.0	10.0
	Corr for no. of event, 10log(N), dB(A)	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3
	Corr for distance, -10log(d/d_{ref}), dB(A)	-3.4	-3.3	-3.2	-3.1	-3.0	-3.0	-2.8	-2.7	-2.7	-2.6	-2.6	-2.7	-3.0	-3.4	-3.5	-3.4	-3.3	-3.2	-3.2	-3.1	-3.0	-2.9	-2.7	-2.7	-2.7	-2.8	-3.0
	Corr for view angle, 10log[(pi*θ/180-cos2αsinθ)	-53.6	-43.1	-35.3	-23.5	-8.1	-1.1	-14.5	-31.1	-45.0	-54.7	-89.0	-55.2	-46.7	-48.7	-45.1	-41.1	-34.0	-24.5	-2.7	-3.8	-20.1	-31.6	-41.3	-51.5	-67.0	-53.5	-49.7
	Corr for screening/ absorption, dB(A)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, 20log(V_{ref}/V_{train}), dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0
	Corr for sound energy spread over 24 hr	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4
	Façade correctoin, dB(A)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
	Track wear correction, dB(A)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
	Leq 24hr for each train, dB(A)				30.6	45.4	50.2	32.4	9.9	-7.4	-17.1	-47.8	-11.6	-5.9					26.5	51.3	49.0	29.2	11.9	-0.2	-13.9	-29.4	-12.4	-12.4
	Leq 24hr for all train	55.6																										
Leq0.5	Total number of events	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13
	Corr for no. of event, 10log(N), dB(A)	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1
	Corr for distance, -10log(d/dref), dB(A)	-3.4	-3.3	-3.2	-3.1	-3.0	-3.0	-3.0	-2.8	-2.7	-2.7	-2.6	-2.7	-3.0	-3.4	-3.5	-3.4	-3.3	-3.2	-3.2	-3.1	-3.0	-2.9	-2.7	-2.7	-2.7	-2.8	-3.0
	Corr for view angle, 10log[(pi*θ/180-cos2αsinθ)	-53.6	-43.1	-35.3	-23.5	-8.1	-1.1	-14.5	-31.1	-45.0	-54.7	-89.0	-55.2	-46.7	-48.7	-45.1	-41.1	-34.0	-24.5	-2.7	-3.8	-20.1	-31.6	-41.3	-51.5	-67.0	-53.5	-49.7
	Corr for screening/ absorption, dB(A)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0
	Corr for sound energy spread over 24 hr	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6
	Façade correctoin, dB(A)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
	Track wear correction, dB(A)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
	Leq 0.5hr for each train, dB(A)				31.3	46.1	50.9	33.0	10.6	-6.7	-16.4	-47.1	-11.0	-5.3					27.2	52.0	49.7	29.9	12.6	0.5	-13.2	-28.7	-11.8	-11.8
	Leq 0.5hr for all train	56.2																										
Leq0.5	Total number of events	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12
	Corr for no. of event, 10log(N), dB(A)	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8
	Corr for distance, -10log(d/dref), dB(A)	-3.4	-3.3	-3.2	-3.1	-3.0	-3.0	-3.0	-2.8	-2.7	-2.7	-2.6	-2.7	-3.0	-3.4	-3.5	-3.4	-3.3	-3.2	-3.2	-3.1	-3.0	-2.9	-2.7	-2.7	-2.7	-2.8	-3.0
	Corr for view angle, 10log[(pi*θ/180-cos2αsinθ)	-53.6	-43.1	-35.3	-23.5	-8.1	-1.1	-14.5	-31.1	-45.0	-54.7	-89.0	-55.2	-46.7	-48.7	-45.1	-41.1	-34.0	-24.5	-2.7	-3.8	-20.1	-31.6	-41.3	-51.5	-67.0	-53.5	-49.7
	Corr for screening/ absorption, dB(A)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0
	Corr for sound energy spread over 24 hr	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6
	Façade correctoin, dB(A)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
	Track wear correction, dB(A)	3.0	3.0	3.0	3.0	3.0	3.0	3.0

Floor		Segment (Northbound)													Segment (Southbound)													
14		N1	N2	N3	N4	N5	N6	N7	N8	N9	N10	N11	N12	N13	S1	S2	S3	S4	S5	S6	S7	S8	S9	S10	S11	S12	S13	S14
Parameters:																												
	Measured SEL	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9
Leq24	Total number of events	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536
	Horize distance from track to NSR	16.1	16.7	17.0	17.1	17.4	17.6	16.9	13.3	7.9	5.9	0.6	9.2	18.2	19.1	21.3	20.5	20.5	20.9	21.4	21.3	19.8	15.8	11.4	7.5	3.4	11.6	18.7
	track mPD + track head (0.2m)	7.9	8.7	9.9	11.3	12.5	13.1	13.4	13.6	14.0	14.1	13.9	13.6	13.1	8.0	8.4	9.1	10.0	11.2	12.5	13.2	13.5	13.9	14.2	14.1	13.7	13.3	12.9
	ground mPD + floor height	62.9	62.9	62.9	62.9	62.9	62.9	62.9	62.9	62.9	62.9	62.9	62.9	62.9	62.9	62.9	62.9	62.9	62.9	62.9	62.9	62.9	62.9	62.9	62.9	62.9	62.9	62.9
	Vert distance from track to NSR	55.0	54.2	53.0	51.6	50.4	49.8	49.5	49.3	48.9	48.8	49.0	49.3	49.8	54.9	54.5	53.8	52.9	51.7	50.4	49.7	49.4	49.0	48.7	48.8	49.2	49.6	50.0
	Slant distance	57.3	56.7	55.6	54.3	53.3	52.8	52.3	51.0	49.5	49.2	49.0	50.1	53.0	58	58	58	57	56	55	54	53	51	50	49	49	51	53
	View angle (α)	0.046	0.060	0.097	0.231	0.637	1.375	0.395	0.136	0.052	0.029	0.002	0.033	0.055	0.056	0.071	0.082	0.115	0.224	0.963	0.946	0.299	0.142	0.071	0.035	0.013	0.038	0.054
	View angle (α)(degree)	2.648	3.441	5.534	13.245	36.511	78.778	22.621	7.801	3.001	1.676	0.133	1.876	3.144	3.214	4.093	4.718	6.586	12.858	55.200	54.185	17.138	8.152	4.076	1.987	0.734	2.155	3.069
	View angle (θ)	0.003	0.021	0.049	0.132	0.669	1.549	0.358	0.065	0.018	0.006	0.000	0.004	0.011	0.007	0.010	0.018	0.047	0.111	1.354	1.055	0.174	0.054	0.023	0.009	0.002	0.005	0.006
	View angle (θ) (degree)	0.186	1.214	2.807	7.580	38.314	88.727	20.490	3.738	1.038	0.355	0.021	0.254	0.637	0.392	0.553	1.034	2.683	6.358	77.587	60.430	9.976	3.106	1.326	0.527	0.109	0.289	0.338
	Average Speed	10.0	20.0	50.0	70.0	65.0	50.0	30.0	15.0	10.0	10.0	15.0	20.0	15.0	10.0	10.0	10.0	20.0	50.0	70.0	60.0	40.0	20.0	15.0	10.0	10.0	15.0	10.0
	Corr for no. of event, 10log(N), dB(A)	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3
	Corr for distance, -10log(d/d_{ref}), dB(A)	-3.6	-3.6	-3.5	-3.4	-3.3	-3.2	-3.2	-3.1	-3.0	-2.9	-2.9	-3.0	-3.3	-3.7	-3.7	-3.6	-3.6	-3.5	-3.4	-3.3	-3.3	-3.1	-3.0	-3.0	-2.9	-3.1	-3.3
	Corr for view angle, 10log[(π-θ)/180-cos2αsinθ]	-53.6	-43.1	-35.3	-23.5	-8.1	-1.1	-14.5	-31.1	-45.0	-54.7	-89.0	-55.2	-46.7	-48.7	-45.1	-41.1	-34.0	-24.5	-2.7	-3.8	-20.1	-31.6	-41.3	-51.5	-67.0	-53.5	-49.7
	Corr for screening/ absorption, dB(A)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, 20log(V_{train}/V_{ref}), dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0
	Corr for sound energy spread over 24 hr	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4
	Façade correctoin, dB(A)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
	Track wear correction, dB(A)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
	Leq 24hr for each train, dB(A)				30.4	45.2	50.0	32.1	9.6	-7.6	-17.3	-48.1	-11.9	-6.2					26.3	51.1	48.8	29.0	11.6	-0.4	-14.2	-29.7	-12.7	-12.7
	Leq 24hr for all train	55.3																										
Leq0.5	Total number of events	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13
	Corr for no. of event, 10log(N), dB(A)	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1
	Corr for distance, -10log(d/dref), dB(A)	-3.6	-3.6	-3.5	-3.4	-3.3	-3.2	-3.2	-3.1	-3.0	-2.9	-2.9	-3.0	-3.3	-3.7	-3.7	-3.6	-3.6	-3.5	-3.4	-3.3	-3.3	-3.1	-3.0	-3.0	-2.9	-3.1	-3.3
	Corr for view angle, 10log[(π-θ)/180-cos2αsinθ]	-53.6	-43.1	-35.3	-23.5	-8.1	-1.1	-14.5	-31.1	-45.0	-54.7	-89.0	-55.2	-46.7	-48.7	-45.1	-41.1	-34.0	-24.5	-2.7	-3.8	-20.1	-31.6	-41.3	-51.5	-67.0	-53.5	-49.7
	Corr for screening/ absorption, dB(A)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0
	Corr for sound energy spread over 24 hr	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6
	Façade correctoin, dB(A)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
	Track wear correction, dB(A)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
	Leq 0.5hr for each train, dB(A)				31.0	45.8	50.6	32.8	10.3	-7.0	-16.7	-47.4	-11.2	-5.5					27.0	51.8	49.4	29.6	12.3	0.2	-13.5	-29.0	-12.0	-12.0
	Leq 0.5hr for all train	56.0																										
Leq0.5	Total number of events	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12
	Corr for no. of event, 10log(N), dB(A)	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8
	Corr for distance, -10log(d/dref), dB(A)	-3.6	-3.6	-3.5	-3.4	-3.3	-3.2	-3.2	-3.1	-3.0	-2.9	-2.9	-3.0	-3.3	-3.7	-3.7	-3.6	-3.6	-3.5	-3.4	-3.3	-3.3	-3.1	-3.0	-3.0	-2.9	-3.1	-3.3
	Corr for view angle, 10log[(π-θ)/180-cos2αsinθ]	-53.6	-43.1	-35.3	-23.5	-8.1	-1.1	-14.5	-31.1	-45.0	-54.7	-89.0	-55.2	-46.7	-48.7	-45.1	-41.1	-34.0	-24.5	-2.7	-3.8	-20.1	-31.6	-41.3	-51.5	-67.0	-53.5	-49.7
	Corr for screening/ absorption, dB(A)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0
	Corr for sound energy spread over 24 hr	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6
	Façade correctoin, dB(A)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
	Track wear correction, dB(A)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
	Leq 0.5hr for each train, dB(A)				30.7	45.5	50.3	32.4	9.9	-7.3	-17.0	-47.8	-11.6	-5.8					26.6	51.4	49.1	29.3	11.9	-0.1	-13.9	-29.4	-12.4	-12.4
	Leq 0.5hr for all train	55.6																										
Lmax	Measured Lmax	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65
	Corr for distance, -10log(d/dref), dB(A)	-3.6	-3.6	-3.5	-3.4	-3.3	-3.2	-3.2	-3.1	-3.0	-2.9	-2.9	-3.0	-3.3	-3.7	-3.7	-3.6	-3.6	-3.5	-3.4	-3.3	-3.3	-3.1	-3.0	-3.0	-2.9	-3.1	-3.3
	Correction for screening/ absorption	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0
	Façade correctoin, dB(A)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
	Track wear correction, dB(A)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
	Lmax for each train, dB(A)				70.0	69.5	67.3	62.9	56.9	53.6	53.6	57.1	59.5	56.8					67.0	70.0	68.7	65.3	59.4	57.0	53.6	53.6	57.0	53.2
	Lmax for all train	70.0																										

Floor		Segment (Northbound)													Segment (Southbound)													
15		N1	N2	N3	N4	N5	N6	N7	N8	N9	N10	N11	N12	N13	S1	S2	S3	S4	S5	S6	S7	S8	S9	S10	S11	S12	S13	S14
Parameters:																												
	Measured SEL	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9
Leq24	Total number of events	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536
	Horize distance from track to NSR	16.1	16.7	17.0	17.1	17.4	17.6	16.9	13.3	7.9	5.9	0.6	9.2	18.2	19.1	21.3	20.5	20.5	20.9	21.4	21.3	19.8	15.8	11.4	7.5	3.4	11.6	18.7
	track mPD + track head (0.2m)	7.9	8.7	9.9	11.3	12.5	13.1	13.4	13.6	14.0	14.1	13.9	13.6	13.1	8.0	8.4	9.1	10.0	11.2	12.5	13.2	13.5	13.9	14.2	14.1	13.7	13.3	12.9
	ground mPD + floor height	66.0	66.0	66.0	66.0	66.0	66.0	66.0	66.0	66.0	66.0	66.0	66.0	66.0	66.0	66.0	66.0	66.0	66.0	66.0	66.0	66.0	66.0	66.0	66.0	66.0	66.0	66.0
	Vert distance from track to NSR	58.1	57.3	56.1	54.8	53.6	53.0	52.7	52.4	52.1	52.0	52.1	52.4	53.0	58.0	57.6	56.9	56.0	54.8	53.5	52.8	52.5	52.1	51.9	52.0	52.3	52.8	53.1
	Slant distance	60.3	59.7	58.6	57.3	56.3	55.8	55.3	54.1	52.6	52.3	52.1	53.2	56.0	61	61	60	60	59	58	57	56	54	53	52	52	54	56
	View angle (α)	0.046	0.060	0.097	0.231	0.637	1.375	0.395	0.136	0.052	0.029	0.002	0.033	0.055	0.056	0.071	0.082	0.115	0.224	0.963	0.946	0.299	0.142	0.071	0.035	0.013	0.038	0.054
	View angle (α)(degree)	2.648	3.441	5.534	13.245	36.511	78.778	22.621	7.801	3.001	1.676	0.133	1.876	3.144	3.214	4.093	4.718	6.586	12.858	55.200	54.185	17.138	8.152	4.076	1.987	0.734	2.155	3.069
	View angle (θ)	0.003	0.021	0.049	0.132	0.669	1.549	0.358	0.065	0.018	0.006	0.000	0.004	0.011	0.007	0.010	0.018	0.047	0.111	1.354	1.055	0.174	0.054	0.023	0.009	0.002	0.005	0.006
	View angle (θ) (degree)	0.186	1.214	2.807	7.580	38.314	88.727	20.490	3.738	1.038	0.355	0.021	0.254	0.637	0.392	0.553	1.034	2.683	6.358	77.587	60.430	9.976	3.106	1.326	0.527	0.109	0.289	0.338
	Average Speed	10.0	20.0	50.0	70.0	65.0	50.0	30.0	15.0	10.0	10.0	15.0	20.0	15.0	10.0	10.0	10.0	20.0	50.0	70.0	60.0	40.0	20.0	15.0	10.0	10.0	15.0	10.0
	Corr for no. of event, 10log(N), dB(A)	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3
	Corr for distance, -10log(d/d_{ref}), dB(A)	-3.8	-3.8	-3.7	-3.6	-3.5	-3.5	-3.4	-3.3	-3.2	-3.2	-3.2	-3.3	-3.5	-3.9	-3.9	-3.8	-3.8	-3.7	-3.6	-3.6	-3.5	-3.4	-3.3	-3.2	-3.2	-3.3	-3.5
	Corr for view angle, 10log[(π-θ)/180-cos2αsinθ]	-53.6	-43.1	-35.3	-23.5	-8.1	-1.1	-14.5	-31.1	-45.0	-54.7	-89.0	-55.2	-46.7	-48.7	-45.1	-41.1	-34.0	-24.5	-2.7	-3.8	-20.1	-31.6	-41.3	-51.5	-67.0	-53.5	-49.7
	Corr for screening/ absorption, dB(A)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, 20log(V_{train}/V_{ref}), dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0
	Corr for sound energy spread over 24 hr	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4
	Façade correctoin, dB(A)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
	Track wear correction, dB(A)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
	Leq 24hr for each train, dB(A)				30.1	44.9	49.7	31.9	9.4	-7.9	-17.6	-48.3	-12.2	-6.4					26.1	50.9	48.5	28.8	11.4	-0.7	-14.4	-29.9	-13.0	-12.9
	Leq 24hr for all train	55.1																										
Leq0.5	Total number of events	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13
	Corr for no. of event, 10log(N), dB(A)	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1
	Corr for distance, -10log(d/dref), dB(A)	-3.8	-3.8	-3.7	-3.6	-3.5	-3.5	-3.4	-3.3	-3.2	-3.2	-3.2	-3.3	-3.5	-3.9	-3.9	-3.8	-3.8	-3.7	-3.6	-3.6	-3.5	-3.4	-3.3	-3.2	-3.2	-3.3	-3.5
	Corr for view angle, 10log[(π-θ)/180-cos2αsinθ]	-53.6	-43.1	-35.3	-23.5	-8.1	-1.1	-14.5	-31.1	-45.0	-54.7	-89.0	-55.2	-46.7	-48.7	-45.1	-41.1	-34.0	-24.5	-2.7	-3.8	-20.1	-31.6	-41.3	-51.5	-67.0	-53.5	-49.7
	Corr for screening/ absorption, dB(A)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0
	Corr for sound energy spread over 24 hr	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6
	Façade correctoin, dB(A)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
	Track wear correction, dB(A)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
	Leq 0.5hr for each train, dB(A)				30.8	45.6	50.4	32.5	10.0	-7.2	-17.0	-47.7	-11.5	-5.7					26.7	51.5	49.2	29.4	12.0	0.0	-13.8	-29.3	-12.3	-12.3
	Leq 0.5hr for all train	55.8																										
Leq0.5	Total number of events	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12
	Corr for no. of event, 10log(N), dB(A)	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8
	Corr for distance, -10log(d/dref), dB(A)	-3.8	-3.8	-3.7	-3.6	-3.5	-3.5	-3.4	-3.3	-3.2	-3.2	-3.2	-3.3	-3.5	-3.9	-3.9	-3.8	-3.8	-3.7	-3.6	-3.6	-3.5	-3.4	-3.3	-3.2	-3.2	-3.3	-3.5
	Corr for view angle, 10log[(π-θ)/180-cos2αsinθ]	-53.6	-43.1	-35.3	-23.5	-8.1	-1.1	-14.5	-31.1	-45.0	-54.7	-89.0	-55.2	-46.7	-48.7	-45.1	-41.1	-34.0	-24.5	-2.7	-3.8	-20.1	-31.6	-41.3	-51.5	-67.0	-53.5	-49.7
	Corr for screening/ absorption, dB(A)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0
	Corr for sound energy spread over 24 hr	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6
	Façade correctoin, dB(A)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
	Track wear correction, dB(A)	3.0	3.0	3.0	3.0	3.0	3.0	3.0

Floor 16		Segment (Northbound)													Segment (Southbound)													
		N1	N2	N3	N4	N5	N6	N7	N8	N9	N10	N11	N12	N13	S1	S2	S3	S4	S5	S6	S7	S8	S9	S10	S11	S12	S13	S14
Parameters:																												
	Measured SEL	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9
Leq24	Total number of events	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536
	Horize distance from track to NSR	16.1	16.7	17.0	17.1	17.4	17.6	16.9	13.3	7.9	5.9	0.6	9.2	18.2	19.1	21.3	20.5	20.5	20.9	21.4	21.3	19.8	15.8	11.4	7.5	3.4	11.6	18.7
	track mPD + track head (0.2m)	7.9	8.7	9.9	11.3	12.5	13.1	13.4	13.6	14.0	14.1	13.9	13.6	13.1	8.0	8.4	9.1	10.0	11.2	12.5	13.2	13.5	13.9	14.2	14.1	13.7	13.3	12.9
	ground mPD + floor height	69.2	69.2	69.2	69.2	69.2	69.2	69.2	69.2	69.2	69.2	69.2	69.2	69.2	69.2	69.2	69.2	69.2	69.2	69.2	69.2	69.2	69.2	69.2	69.2	69.2	69.2	69.2
	Vert distance from track to NSR	61.3	60.5	59.3	57.9	56.7	56.1	55.8	55.6	55.2	55.1	55.3	55.6	56.1	61.2	60.8	60.1	59.2	58.0	56.7	56.0	55.7	55.3	55.0	55.1	55.5	55.9	56.3
	Slant distance	63.3	62.7	61.6	60.4	59.3	58.8	58.3	57.1	55.8	55.4	55.3	56.3	59.0	64	64	63	63	62	61	60	59	57	56	56	56	57	59
	View angle (α)	0.046	0.060	0.097	0.231	0.637	1.375	0.395	0.136	0.052	0.029	0.002	0.033	0.055	0.056	0.071	0.082	0.115	0.224	0.963	0.946	0.299	0.142	0.071	0.035	0.013	0.038	0.054
	View angle (α)(degree)	2.648	3.441	5.534	13.245	36.511	78.778	22.621	7.801	3.001	1.676	0.133	1.876	3.144	3.214	4.093	4.718	6.586	12.858	55.200	54.185	17.138	8.152	4.076	1.987	0.734	2.155	3.069
	View angle (θ)	0.003	0.021	0.049	0.132	0.669	1.549	0.358	0.065	0.018	0.006	0.000	0.004	0.011	0.007	0.010	0.018	0.047	0.111	1.354	1.055	0.174	0.054	0.023	0.009	0.002	0.005	0.006
	View angle (θ) (degree)	0.186	1.214	2.807	7.580	38.314	88.727	20.490	3.738	1.038	0.355	0.021	0.254	0.637	0.392	0.553	1.034	2.683	6.358	77.587	60.430	9.976	3.106	1.326	0.527	0.109	0.289	0.338
	Average Speed	10.0	20.0	50.0	70.0	65.0	50.0	30.0	15.0	10.0	10.0	15.0	20.0	15.0	10.0	10.0	10.0	20.0	50.0	70.0	60.0	40.0	20.0	15.0	10.0	10.0	15.0	10.0
	Corr for no. of event, 10log(N), dB(A)	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3
	Corr for distance, -10log(d/d_{ref}), dB(A)	-4.0	-4.0	-3.9	-3.8	-3.8	-3.7	-3.7	-3.6	-3.5	-3.5	-3.4	-3.5	-3.7	-4.1	-4.1	-4.0	-4.0	-3.9	-3.8	-3.8	-3.7	-3.6	-3.5	-3.5	-3.5	-3.6	-3.7
	Corr for view angle, 10log(μrθ/180-cos2αsinθ)	-53.6	-43.1	-35.3	-23.5	-8.1	-1.1	-14.5	-31.1	-45.0	-54.7	-89.0	-55.2	-46.7	-48.7	-45.1	-41.1	-34.0	-24.5	-2.7	-3.8	-20.1	-31.6	-41.3	-51.5	-67.0	-53.5	-49.7
	Corr for screening/ absorption, dB(A)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, 20log(v/V_{ref}), dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0
	Corr for sound energy spread over 24 hr	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4
	Façade correctoin, dB(A)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
	Track wear correction, dB(A)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
	Leq 24hr for each train, dB(A)				29.9	44.7	49.5	31.6	9.1	-8.2	-17.9	-48.6	-12.4	-6.6					25.9	50.7	48.3	28.5	11.2	-1.0	-14.7	-30.2	-13.2	-13.1
	Leq 24hr for all train	54.9																										
Leq0.5	Total number of events	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13
	Corr for no. of event, 10log(N), dB(A)	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1
	Corr for distance, -10log(d/dref), dB(A)	-4.0	-4.0	-3.9	-3.8	-3.8	-3.7	-3.7	-3.6	-3.5	-3.5	-3.4	-3.5	-3.7	-4.1	-4.1	-4.0	-4.0	-3.9	-3.8	-3.8	-3.7	-3.6	-3.5	-3.5	-3.5	-3.6	-3.7
	Corr for view angle, 10log(μrθ/180-cos2αsinθ)	-53.6	-43.1	-35.3	-23.5	-8.1	-1.1	-14.5	-31.1	-45.0	-54.7	-89.0	-55.2	-46.7	-48.7	-45.1	-41.1	-34.0	-24.5	-2.7	-3.8	-20.1	-31.6	-41.3	-51.5	-67.0	-53.5	-49.7
	Corr for screening/ absorption, dB(A)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0
	Corr for sound energy spread over 24 hr	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6
	Façade correctoin, dB(A)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
	Track wear correction, dB(A)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
	Leq 0.5hr for each train, dB(A)				30.6	45.4	50.2	32.3	9.8	-7.5	-17.2	-47.9	-11.8	-6.0					26.5	51.3	49.0	29.2	11.8	-0.3	-14.0	-29.5	-12.5	-12.5
	Leq 0.5hr for all train	55.5																										
Leq0.5	Total number of events	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12
	Corr for no. of event, 10log(N), dB(A)	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8
	Corr for distance, -10log(d/dref), dB(A)	-4.0	-4.0	-3.9	-3.8	-3.8	-3.7	-3.7	-3.6	-3.5	-3.5	-3.4	-3.5	-3.7	-4.1	-4.1	-4.0	-4.0	-3.9	-3.8	-3.8	-3.7	-3.6	-3.5	-3.5	-3.5	-3.6	-3.7
	Corr for view angle, 10log(μrθ/180-cos2αsinθ)	-53.6	-43.1	-35.3	-23.5	-8.1	-1.1	-14.5	-31.1	-45.0	-54.7	-89.0	-55.2	-46.7	-48.7	-45.1	-41.1	-34.0	-24.5	-2.7	-3.8	-20.1	-31.6	-41.3	-51.5	-67.0	-53.5	-49.7
	Corr for screening/ absorption, dB(A)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0
	Corr for sound energy spread over 24 hr	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6
	Façade correctoin, dB(A)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
	Track wear correction, dB(A)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
	Leq 0.5hr for each train, dB(A)				30.2	45.0	49.8	31.9	9.4	-7.8	-17.6	-48.3	-12.1	-6.3					26.2	51.0	48.6	28.8	11.5	-0.6	-14.4	-29.9	-12.9	-12.8
	Leq 0.5hr for all train	55.2																										
Lmax	Measured Lmax	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65
	Corr for distance, -10log(d/dref), dB(A)	-4.0	-4.0	-3.9	-3.8	-3.8	-3.7	-3.7	-3.6	-3.5	-3.5	-3.4	-3.5	-3.7	-4.1	-4.1	-4.0	-4.0	-3.9	-3.8	-3.8	-3.7	-3.6	-3.5	-3.5	-3.5	-3.6	-3.7
	Correction for screening/ absorption	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0
	Façade correctoin, dB(A)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
	Track wear correction, dB(A)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
	Lmax for each train, dB(A)				69.6	69.0	66.8	62.4	56.5	53.0	53.1	56.6	59.0	56.3					66.6	69.6	68.3	64.8	58.9	56.5	53.0	53.1	56.5	52.8
	Lmax for all train	69.6																										

Floor 17		Segment (Northbound)													Segment (Southbound)													
		N1	N2	N3	N4	N5	N6	N7	N8	N9	N10	N11	N12	N13	S1	S2	S3	S4	S5	S6	S7	S8	S9	S10	S11	S12	S13	S14
Parameters:																												
	Measured SEL	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9
Leq24	Total number of events	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536
	Horize distance from track to NSR	16.1	16.7	17.0	17.1	17.4	17.6	16.9	13.3	7.9	5.9	0.6	9.2	18.2	19.1	21.3	20.5	20.5	20.9	21.4	21.3	19.8	15.8	11.4	7.5	3.4	11.6	18.7
	track mPD + track head (0.2m)	7.9	8.7	9.9	11.3	12.5	13.1	13.4	13.6	14.0	14.1	13.9	13.6	13.1	8.0	8.4	9.1	10.0	11.2	12.5	13.2	13.5	13.9	14.2	14.1	13.7	13.3	12.9
	ground mPD + floor height	72.3	72.3	72.3	72.3	72.3	72.3	72.3	72.3	72.3	72.3	72.3	72.3	72.3	72.3	72.3	72.3	72.3	72.3	72.3	72.3	72.3	72.3	72.3	72.3	72.3	72.3	72.3
	Vert distance from track to NSR	64.4	63.6	62.4	61.1	59.9	59.3	59.0	58.7	58.4	58.3	58.4	58.7	59.3	64.3	63.9	63.2	62.3	61.1	59.8	59.1	58.8	58.4	58.2	58.3	58.6	59.1	59.4
	Slant distance	66.4	65.8	64.7	63.4	62.3	61.8	61.3	60.2	58.9	58.5	58.4	59.4	62.0	67	67	66	66	65	63	63	62	61	59	59	59	60	62
	View angle (α)	0.046	0.060	0.097	0.231	0.637	1.375	0.395	0.136	0.052	0.029	0.002	0.033	0.055	0.056	0.071	0.082	0.115	0.224	0.963	0.946	0.299	0.142	0.071	0.035	0.013	0.038	0.054
	View angle (α)(degree)	2.648	3.441	5.534	13.245	36.511	78.778	22.621	7.801	3.001	1.676	0.133	1.876	3.144	3.214	4.093	4.718	6.586	12.858	55.200	54.185	17.138	8.152	4.076	1.987	0.734	2.155	3.069
	View angle (θ)	0.003	0.021	0.049	0.132	0.669	1.549	0.358	0.065	0.018	0.006	0.000	0.004	0.011	0.007	0.010	0.018	0.047	0.111	1.354	1.055	0.174	0.054	0.023	0.009	0.002	0.005	0.006
	View angle (θ) (degree)	0.186	1.214	2.807	7.580	38.314	88.727	20.490	3.738	1.038	0.355	0.021	0.254	0.637	0.392	0.553	1.034	2.683	6.358	77.587	60.430	9.976	3.106	1.326	0.527	0.109	0.289	0.338
	Average Speed	10.0	20.0	50.0	70.0	65.0	50.0	30.0	15.0	10.0	10.0	15.0	20.0	15.0	10.0	10.0	10.0	20.0	50.0	70.0	60.0	40.0	20.0	15.0	10.0	10.0	15.0	10.0
	Corr for no. of event, 10log(N), dB(A)	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3
	Corr for distance, -10log(d/d_{ref}), dB(A)	-4.2	-4.2	-4.1	-4.0	-4.0	-3.9	-3.9	-3.8	-3.7	-3.7	-3.7	-3.8	-3.9	-4.3	-4.3	-4.2	-4.2	-4.1	-4.0	-4.0	-3.9	-3.8	-3.7	-3.7	-3.7	-3.8	-4.0
	Corr for view angle, 10log(μrθ/180-cos2αsinθ)	-53.6	-43.1	-35.3	-23.5	-8.1	-1.1	-14.5	-31.1	-45.0	-54.7	-89.0	-55.2	-46.7	-48.7	-45.1	-41.1	-34.0	-24.5	-2.7	-3.8	-20.1	-31.6	-41.3	-51.5	-67.0	-53.5	-49.7
	Corr for screening/ absorption, dB(A)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0
	Corr for sound energy spread over 24 hr	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4
	Façade correctoin, dB(A)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
	Track wear correction, dB(A)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
	Leq 24hr for each train, dB(A)				29.7	44.5	49.3	31.4	8.9	-8.4	-18.1	-48.8	-12.6	-6.8					25.7	50.5	48.1	28.3	10.9	-1.2	-14.9	-30.4	-13.4	-13.4
	Leq 24hr for all train	54.7																										
Leq0.5	Total number of events	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13
	Corr for no. of event, 10log(N), dB(A)	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1
	Corr for distance, -10log(d/dref), dB(A)	-4.2	-4.2	-4.1	-4.0	-4.0	-3.9	-3.9	-3.8	-3.7	-3.7	-3.7	-3.8	-3.9	-4.3	-4.3	-4.2	-4.2	-4.1	-4.0	-4.0	-3.9	-3.8	-3.7	-3.7	-3.7	-3.8	-4.0
	Corr for view angle, 10log(μrθ/180-cos2αsinθ)	-53.6	-43.1	-35.3	-23.5	-8.1	-1.1	-14.5	-31.1	-45.0	-54.7	-89.0	-55.2	-46.7	-48.7	-45.1	-41.1	-34.0	-24.5	-2.7	-3.8	-20.1	-31.6	-41.3	-51.5	-67.0	-53.5	-49.7
	Corr for screening/ absorption, dB(A)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0
	Corr for sound energy spread over 24 hr	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6
	Façade correctoin, dB(A)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
	Track wear correction, dB(A)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
	Leq 0.5hr for each train, dB(A)				30.4	45.1	50.0	32.1	9.6	-7.7	-17.4	-48.2	-12.0	-6.2					26.3	51.1	48.8	29.0	11.6	-0.5	-14.3	-29.8	-12.8	-12.7
	Leq 0.5hr for all train	55.3																										
Leq0.5	Total number of events	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12
	Corr for no. of event, 10log(N), dB(A)	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8
	Corr for distance, -10log(d/dref), dB(A)	-4.2	-4.2	-4.1	-4.0	-4.0	-3.9	-3.9	-3.8	-3.7	-3.7	-3.7	-3.8	-3.9	-4.3	-4.3	-4.2	-4.2	-4.1	-4.0	-4.0	-3.9	-3.8	-3.7	-3.7	-3.7	-3.8	-4.0
	Corr for view angle, 10log(μrθ/180-cos2αsinθ)	-53.6	-43.1	-35.3	-23.5	-8.1	-1.1	-14.5	-31.1	-45.0	-54.7	-89.0	-55.2	-46.7	-48.7	-45.1	-41.1	-34.0	-24.5	-2.7	-3.8	-20.1	-31.6	-41.3	-51.5	-67.0	-53.5	-49.7
	Corr for screening/ absorption, dB(A)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0
	Corr for sound energy spread over 24 hr	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6
	Façade correctoin, dB(A)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
	Track wear correction, dB(A)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0

Floor 18		Segment (Northbound)													Segment (Southbound)													
		N1	N2	N3	N4	N5	N6	N7	N8	N9	N10	N11	N12	N13	S1	S2	S3	S4	S5	S6	S7	S8	S9	S10	S11	S12	S13	S14
Parameters:																												
	Measured SEL	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9
Leq24	Total number of events	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536
	Horize distance from track to NSR	16.1	16.7	17.0	17.1	17.4	17.6	16.9	13.3	7.9	5.9	0.6	9.2	18.2	19.1	21.3	20.5	20.5	20.9	21.4	21.3	19.8	15.8	11.4	7.5	3.4	11.6	18.7
	track mPD + track head (0.2m)	7.9	8.7	9.9	11.3	12.5	13.1	13.4	13.6	14.0	14.1	13.9	13.6	13.1	8.0	8.4	9.1	10.0	11.2	12.5	13.2	13.5	13.9	14.2	14.1	13.7	13.3	12.9
	ground mPD + floor height	75.5	75.5	75.5	75.5	75.5	75.5	75.5	75.5	75.5	75.5	75.5	75.5	75.5	75.5	75.5	75.5	75.5	75.5	75.5	75.5	75.5	75.5	75.5	75.5	75.5	75.5	75.5
	Vert distance from track to NSR	67.6	66.8	65.6	64.2	63.0	62.4	62.1	61.9	61.5	61.4	61.6	61.9	62.4	67.5	67.1	66.4	65.5	64.3	63.0	62.3	62.0	61.6	61.3	61.4	61.8	62.2	62.6
	Slant distance	69.5	68.8	67.7	66.4	65.4	64.8	64.4	63.3	62.0	61.7	61.6	62.5	65.0	70	70	69	69	68	66	66	65	64	62	62	62	63	65
	View angle (α)	0.046	0.060	0.097	0.231	0.637	1.375	0.395	0.136	0.052	0.029	0.002	0.033	0.055	0.056	0.071	0.082	0.115	0.224	0.963	0.946	0.299	0.142	0.071	0.035	0.013	0.038	0.054
	View angle (α)(degree)	2.648	3.441	5.534	13.245	36.511	78.778	22.621	7.801	3.001	1.676	0.133	1.876	3.144	3.214	4.093	4.718	6.586	12.858	55.200	54.185	17.138	8.152	4.076	1.987	0.734	2.155	3.069
	View angle (θ)	0.003	0.021	0.049	0.132	0.669	1.549	0.358	0.065	0.018	0.006	0.000	0.004	0.011	0.007	0.010	0.018	0.047	0.111	1.354	1.055	0.174	0.054	0.023	0.009	0.002	0.005	0.006
	View angle (θ) (degree)	0.186	1.214	2.807	7.580	38.314	88.727	20.490	3.738	1.038	0.355	0.021	0.254	0.637	0.392	0.553	1.034	2.683	6.358	77.587	60.430	9.976	3.106	1.326	0.527	0.109	0.289	0.338
	Average Speed	10.0	20.0	50.0	70.0	65.0	50.0	30.0	15.0	10.0	10.0	15.0	20.0	15.0	10.0	10.0	10.0	20.0	50.0	70.0	60.0	40.0	20.0	15.0	10.0	10.0	15.0	10.0
	Corr for no. of event, 10log(N), dB(A)	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3
	Corr for distance, -10log(d/d_{ref}), dB(A)	-4.4	-4.4	-4.3	-4.2	-4.2	-4.1	-4.1	-4.0	-3.9	-3.9	-3.9	-4.0	-4.2	-4.5	-4.5	-4.4	-4.4	-4.3	-4.2	-4.2	-4.2	-4.1	-4.0	-3.9	-3.9	-4.0	-4.2
	Corr for view angle, 10log(pi*θ/180-cos2αsinθ)	-53.6	-43.1	-35.3	-23.5	-8.1	-1.1	-14.5	-31.1	-45.0	-54.7	-89.0	-55.2	-46.7	-48.7	-45.1	-41.1	-34.0	-24.5	-2.7	-3.8	-20.1	-31.6	-41.3	-51.5	-67.0	-53.5	-49.7
	Corr for screening/ absorption, dB(A)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, 20log(v/V_{ref}), dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0
	Corr for sound energy spread over 24 hr	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4
	Façade correctoin, dB(A)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
	Track wear correction, dB(A)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
	Leq 24hr for each train, dB(A)				29.5	44.3	49.1	31.2	8.7	-8.6	-18.3	-49.1	-12.9	-7.0					25.5	50.3	47.9	28.1	10.7	-1.4	-15.1	-30.7	-13.7	-13.6
	Leq 24hr for all train	54.5																										
Leq0.5	Total number of events	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13
	Corr for no. of event, 10log(N), dB(A)	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1
	Corr for distance, -10log(d/dref), dB(A)	-4.4	-4.4	-4.3	-4.2	-4.2	-4.1	-4.1	-4.0	-3.9	-3.9	-3.9	-4.0	-4.2	-4.5	-4.5	-4.4	-4.4	-4.3	-4.2	-4.2	-4.2	-4.1	-4.0	-3.9	-3.9	-4.0	-4.2
	Corr for view angle, 10log(pi*θ/180-cos2αsinθ)	-53.6	-43.1	-35.3	-23.5	-8.1	-1.1	-14.5	-31.1	-45.0	-54.7	-89.0	-55.2	-46.7	-48.7	-45.1	-41.1	-34.0	-24.5	-2.7	-3.8	-20.1	-31.6	-41.3	-51.5	-67.0	-53.5	-49.7
	Corr for screening/ absorption, dB(A)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0
	Corr for sound energy spread over 24 hr	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6
	Façade correctoin, dB(A)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
	Track wear correction, dB(A)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
	Leq 0.5hr for each train, dB(A)				30.2	44.9	49.7	31.9	9.4	-8.0	-17.7	-48.4	-12.2	-6.4					26.1	50.9	48.6	28.8	11.4	-0.7	-14.5	-30.0	-13.0	-12.9
	Leq 0.5hr for all train	55.1																										
Leq0.5	Total number of events	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12
	Corr for no. of event, 10log(N), dB(A)	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8
	Corr for distance, -10log(d/dref), dB(A)	-4.4	-4.4	-4.3	-4.2	-4.2	-4.1	-4.1	-4.0	-3.9	-3.9	-3.9	-4.0	-4.2	-4.5	-4.5	-4.4	-4.4	-4.3	-4.2	-4.2	-4.2	-4.1	-4.0	-3.9	-3.9	-4.0	-4.2
	Corr for view angle, 10log(pi*θ/180-cos2αsinθ)	-53.6	-43.1	-35.3	-23.5	-8.1	-1.1	-14.5	-31.1	-45.0	-54.7	-89.0	-55.2	-46.7	-48.7	-45.1	-41.1	-34.0	-24.5	-2.7	-3.8	-20.1	-31.6	-41.3	-51.5	-67.0	-53.5	-49.7
	Corr for screening/ absorption, dB(A)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0
	Corr for sound energy spread over 24 hr	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6
	Façade correctoin, dB(A)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
	Track wear correction, dB(A)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
	Leq 0.5hr for each train, dB(A)				29.8	44.6	49.4	31.5	9.0	-8.3	-18.0	-48.8	-12.6	-6.7					25.8	50.6	48.2	28.4	11.0	-1.1	-14.8	-30.3	-13.3	-13.2
	Leq 0.5hr for all train	54.8																										
Lmax	Measured Lmax	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65
	Corr for distance, -10log(d/dref), dB(A)	-4.4	-4.4	-4.3	-4.2	-4.2	-4.1	-4.1	-4.0	-3.9	-3.9	-3.9	-4.0	-4.2	-4.5	-4.5	-4.4	-4.4	-4.3	-4.2	-4.2	-4.2	-4.1	-4.0	-3.9	-3.9	-4.0	-4.2
	Correction for screening/ absorption	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0
	Façade correctoin, dB(A)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
	Track wear correction, dB(A)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
	Lmax for each train, dB(A)				69.2	68.6	66.4	62.0	56.0	52.6	52.6	56.1	58.6	55.9					66.2	69.2	67.9	64.4	58.5	56.1	52.6	52.6	56.0	52.4
	Lmax for all train	69.2																										

Floor 19		Segment (Northbound)													Segment (Southbound)													
		N1	N2	N3	N4	N5	N6	N7	N8	N9	N10	N11	N12	N13	S1	S2	S3	S4	S5	S6	S7	S8	S9	S10	S11	S12	S13	S14
Parameters:																												
	Measured SEL	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9
Leq24	Total number of events	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536
	Horize distance from track to NSR	16.1	16.7	17.0	17.1	17.4	17.6	16.9	13.3	7.9	5.9	0.6	9.2	18.2	19.1	21.3	20.5	20.5	20.9	21.4	21.3	19.8	15.8	11.4	7.5	3.4	11.6	18.7
	track mPD + track head (0.2m)	7.9	8.7	9.9	11.3	12.5	13.1	13.4	13.6	14.0	14.1	13.9	13.6	13.1	8.0	8.4	9.1	10.0	11.2	12.5	13.2	13.5	13.9	14.2	14.1	13.7	13.3	12.9
	ground mPD + floor height	78.6	78.6	78.6	78.6	78.6	78.6	78.6	78.6	78.6	78.6	78.6	78.6	78.6	78.6	78.6	78.6	78.6	78.6	78.6	78.6	78.6	78.6	78.6	78.6	78.6	78.6	78.6
	Vert distance from track to NSR	70.7	69.9	68.7	67.4	66.2	65.6	65.3	65.0	64.7	64.6	64.7	65.0	65.6	70.6	70.2	69.5	68.6	67.4	66.1	65.4	65.1	64.7	64.5	64.6	64.9	65.4	65.7
	Slant distance	72.5	71.9	70.8	69.5	68.4	67.9	67.4	66.3	65.1	64.8	64.7	65.6	68.0	73	73	72	72	71	69	69	68	67	65	65	65	66	68
	View angle (α)	0.046	0.060	0.097	0.231	0.637	1.375	0.395	0.136	0.052	0.029	0.002	0.033	0.055	0.056	0.071	0.082	0.115	0.224	0.963	0.946	0.299	0.142	0.071	0.035	0.013	0.038	0.054
	View angle (α)(degree)	2.648	3.441	5.534	13.245	36.511	78.778	22.621	7.801	3.001	1.676	0.133	1.876	3.144	3.214	4.093	4.718	6.586	12.858	55.200	54.185	17.138	8.152	4.076	1.987	0.734	2.155	3.069
	View angle (θ)	0.003	0.021	0.049	0.132	0.669	1.549	0.358	0.065	0.018	0.006	0.000	0.004	0.011	0.007	0.010	0.018	0.047	0.111	1.354	1.055	0.174	0.054	0.023	0.009	0.002	0.005	0.006
	View angle (θ) (degree)	0.186	1.214	2.807	7.580	38.314	88.727	20.490	3.738	1.038	0.355	0.021	0.254	0.637	0.392	0.553	1.034	2.683	6.358	77.587	60.430	9.976	3.106	1.326	0.527	0.109	0.289	0.338
	Average Speed	10.0	20.0	50.0	70.0	65.0	50.0	30.0	15.0	10.0	10.0	15.0	20.0	15.0	10.0	10.0	10.0	20.0	50.0	70.0	60.0	40.0	20.0	15.0	10.0	10.0	15.0	10.0
	Corr for no. of event, 10log(N), dB(A)	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3
	Corr for distance, -10log(d/d_{ref}), dB(A)	-4.6	-4.6	-4.5	-4.4	-4.4	-4.3	-4.3	-4.2	-4.2	-4.1	-4.1	-4.2	-4.3	-4.7	-4.7	-4.6	-4.6	-4.5	-4.4	-4.4	-4.3	-4.3	-4.2	-4.1	-4.1	-4.2	-4.4
	Corr for view angle, 10log(pi*θ/180-cos2αsinθ)	-53.6	-43.1	-35.3	-23.5	-8.1	-1.1	-14.5	-31.1	-45.0	-54.7	-89.0	-55.2	-46.7	-48.7	-45.1	-41.1	-34.0	-24.5	-2.7	-3.8	-20.1	-31.6	-41.3	-51.5	-67.0	-53.5	-49.7
	Corr for screening/ absorption, dB(A)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, 20log(v/V_{ref}), dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0
	Corr for sound energy spread over 24 hr	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4
	Façade correctoin, dB(A)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
	Track wear correction, dB(A)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
	Leq 24hr for each train, dB(A)				29.3	44.1	48.9	31.0	8.5	-8.8	-18.6	-49.3	-13.1	-7.2					25.3	50.1	47.7	27.9	10.5	-1.6	-15.4	-30.9	-13.9	-13.8
	Leq 24hr for all train	54.3																										
Leq0.5	Total number of events	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13
	Corr for no. of event, 10log(N), dB(A)	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1
	Corr for distance, -10log(d/dref), dB(A)	-4.6	-4.6	-4.5	-4.4	-4.4	-4.3	-4.3	-4.2	-4.2	-4.1	-4.1	-4.2	-4.3	-4.7	-4.7	-4.6	-4.6	-4.5	-4.4	-4.4	-4.3	-4.3	-4.2	-4.1	-4.1	-4.2	-4.4
	Corr for view angle, 10log(pi*θ/180-cos2αsinθ)	-53.6	-43.1	-35.3	-23.5	-8.1	-1.1	-14.5	-31.1	-45.0	-54.7	-89.0	-55.2	-46.7	-48.7	-45.1	-41.1	-34.0	-24.5	-2.7	-3.8	-20.1	-31.6	-41.3	-51.5	-67.0	-53.5	-49.7
	Corr for screening/ absorption, dB(A)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0
	Corr for sound energy spread over 24 hr	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6
	Façade correctoin, dB(A)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
	Track wear correction, dB(A)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
	Leq 0.5hr for each train, dB(A)				30.0	44.7	49.5	31.7	9.1	-8.2	-17.9	-48.6	-12.4	-6.6					25.9	50.7	48.4	28.6	11.2	-1.0	-14.7	-30.2	-13.2	-13.1
	Leq 0.5hr for all train	54.9																										
Leq0.5	Total number of events	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12
	Corr for no. of event, 10log(N), dB(A)	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8
	Corr for distance, -10log(d/dref), dB(A)	-4.6	-4.6	-4.5	-4.4	-4.4	-4.3	-4.3	-4.2	-4.2	-4.1	-4.1	-4.2	-4.3	-4.7	-4.7	-4.6	-4.6	-4.5	-4.4	-4.4	-4.3	-4.3	-4.2	-4.1	-4.1	-4.2	-4.4
	Corr for view angle, 10log(pi*θ/180-cos2αsinθ)	-53.6	-43.1	-35.3	-23.5	-8.1	-1.1	-14.5	-31.1	-45.0	-54.7	-89.0	-55.2	-46.7	-48.7	-45.1	-41.1	-34.0	-24.5	-2.7	-3.8	-20.1	-31.6	-41.3	-51.5	-67.0	-53.5	-49.7
	Corr for screening/ absorption, dB(A)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0
	Corr for sound energy spread over 24 hr	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6
	Façade correctoin, dB(A)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
	Track wear correction, dB(A)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0

Floor		Segment (Northbound)													Segment (Southbound)													
20		N1	N2	N3	N4	N5	N6	N7	N8	N9	N10	N11	N12	N13	S1	S2	S3	S4	S5	S6	S7	S8	S9	S10	S11	S12	S13	S14
Parameters:																												
	Measured SEL	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9
Leq24	Total number of events	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536
	Horize distance from track to NSR	16.1	16.7	17.0	17.1	17.4	17.6	16.9	13.3	7.9	5.9	0.6	9.2	18.2	19.1	21.3	20.5	20.5	20.9	21.4	21.3	19.8	15.8	11.4	7.5	3.4	11.6	18.7
	track mPD + track head (0.2m)	7.9	8.7	9.9	11.3	12.5	13.1	13.4	13.6	14.0	14.1	13.9	13.6	13.1	8.0	8.4	9.1	10.0	11.2	12.5	13.2	13.5	13.9	14.2	14.1	13.7	13.3	12.9
	ground mPD + floor height	81.8	81.8	81.8	81.8	81.8	81.8	81.8	81.8	81.8	81.8	81.8	81.8	81.8	81.8	81.8	81.8	81.8	81.8	81.8	81.8	81.8	81.8	81.8	81.8	81.8	81.8	81.8
	Vert distance from track to NSR	73.9	73.1	71.9	70.5	69.3	68.7	68.4	68.2	67.8	67.7	67.9	68.2	68.7	73.8	73.4	72.7	71.8	70.6	69.3	68.6	68.3	67.9	67.6	67.7	68.1	68.5	68.9
	Slant distance	75.6	74.9	73.8	72.5	71.4	70.9	70.5	69.4	68.3	68.0	67.9	68.8	71.1	76	76	75	75	74	72	72	71	70	69	68	68	69	71
	View angle (α)	0.046	0.060	0.097	0.231	0.637	1.375	0.395	0.136	0.052	0.029	0.002	0.033	0.055	0.056	0.071	0.082	0.115	0.224	0.963	0.946	0.299	0.142	0.071	0.035	0.013	0.038	0.054
	View angle (α)(degree)	2.648	3.441	5.534	13.245	36.511	78.778	22.621	7.801	3.001	1.676	0.133	1.876	3.144	3.214	4.093	4.718	6.586	12.858	55.200	54.185	17.138	8.152	4.076	1.987	0.734	2.155	3.069
	View angle (Θ)	0.003	0.021	0.049	0.132	0.669	1.549	0.358	0.065	0.018	0.006	0.000	0.004	0.011	0.007	0.010	0.018	0.047	0.111	1.354	1.055	0.174	0.054	0.023	0.009	0.002	0.005	0.006
	View angle (Θ) (degree)	0.186	1.214	2.807	7.580	38.314	88.727	20.490	3.738	1.038	0.355	0.021	0.254	0.637	0.392	0.553	1.034	2.683	6.358	77.587	60.430	9.976	3.106	1.326	0.527	0.109	0.289	0.338
	Average Speed	10.0	20.0	50.0	70.0	65.0	50.0	30.0	15.0	10.0	10.0	15.0	20.0	15.0	10.0	10.0	10.0	20.0	50.0	70.0	60.0	40.0	20.0	15.0	10.0	10.0	15.0	10.0
	Corr for no. of event, 10log(N), dB(A)	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3
	Corr for distance, -10log(d/d_{ref}), dB(A)	-4.8	-4.8	-4.7	-4.6	-4.6	-4.5	-4.5	-4.4	-4.4	-4.3	-4.3	-4.4	-4.5	-4.8	-4.9	-4.8	-4.8	-4.7	-4.6	-4.6	-4.5	-4.5	-4.4	-4.4	-4.4	-4.4	-4.6
	Corr for view angle, 10log(pi*θ/180-cos2αsinθ)	-53.6	-43.1	-35.3	-23.5	-8.1	-1.1	-14.5	-31.1	-45.0	-54.7	-89.0	-55.2	-46.7	-48.7	-45.1	-41.1	-34.0	-24.5	-2.7	-3.8	-20.1	-31.6	-41.3	-51.5	-67.0	-53.5	-49.7
	Corr for screening/ absorption, dB(A)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, 20log(v/V_{ref}), dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0
	Corr for sound energy spread over 24 hr	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4
	Façade correctoin, dB(A)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
	Track wear correction, dB(A)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
	Leq 24hr for each train, dB(A)				29.1	43.9	48.7	30.8	8.3	-9.0	-18.8	-49.5	-13.3	-7.4					25.1	49.9	47.5	27.7	10.3	-1.8	-15.6	-31.1	-14.1	-13.9
	Leq 24hr for all train	54.1																										
Leq0.5	Total number of events	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13
	Corr for no. of event, 10log(N), dB(A)	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1
	Corr for distance, -10log(d/dref), dB(A)	-4.8	-4.8	-4.7	-4.6	-4.6	-4.5	-4.5	-4.4	-4.4	-4.3	-4.3	-4.4	-4.5	-4.8	-4.9	-4.8	-4.8	-4.7	-4.6	-4.6	-4.5	-4.5	-4.4	-4.4	-4.4	-4.4	-4.6
	Corr for view angle, 10log(pi*θ/180-cos2αsinθ)	-53.6	-43.1	-35.3	-23.5	-8.1	-1.1	-14.5	-31.1	-45.0	-54.7	-89.0	-55.2	-46.7	-48.7	-45.1	-41.1	-34.0	-24.5	-2.7	-3.8	-20.1	-31.6	-41.3	-51.5	-67.0	-53.5	-49.7
	Corr for screening/ absorption, dB(A)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0
	Corr for sound energy spread over 24 hr	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6
	Façade correctoin, dB(A)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
	Track wear correction, dB(A)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
	Leq 0.5hr for each train, dB(A)				29.8	44.6	49.4	31.5	8.9	-8.4	-18.1	-48.8	-12.6	-6.8					25.8	50.5	48.2	28.4	11.0	-1.2	-14.9	-30.4	-13.4	-13.3
	Leq 0.5hr for all train	54.7																										
Leq0.5	Total number of events	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12
	Corr for no. of event, 10log(N), dB(A)	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8
	Corr for distance, -10log(d/dref), dB(A)	-4.8	-4.8	-4.7	-4.6	-4.6	-4.5	-4.5	-4.4	-4.4	-4.3	-4.3	-4.4	-4.5	-4.8	-4.9	-4.8	-4.8	-4.7	-4.6	-4.6	-4.5	-4.5	-4.4	-4.4	-4.4	-4.4	-4.6
	Corr for view angle, 10log(pi*θ/180-cos2αsinθ)	-53.6	-43.1	-35.3	-23.5	-8.1	-1.1	-14.5	-31.1	-45.0	-54.7	-89.0	-55.2	-46.7	-48.7	-45.1	-41.1	-34.0	-24.5	-2.7	-3.8	-20.1	-31.6	-41.3	-51.5	-67.0	-53.5	-49.7
	Corr for screening/ absorption, dB(A)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0
	Corr for sound energy spread over 24 hr	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6
	Façade correctoin, dB(A)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
	Track wear correction, dB(A)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
	Leq 0.5hr for each train, dB(A)				29.4	44.2	49.0	31.1	8.6	-8.7	-18.4	-49.2	-13.0	-7.1					25.4	50.2	47.8	28.0	10.6	-1.5	-15.3	-30.8	-13.7	-13.6
	Leq 0.5hr for all train	54.4																										
Lmax	Measured Lmax	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65
	Corr for distance, -10log(d/dref), dB(A)	-4.8	-4.8	-4.7	-4.6	-4.6	-4.5	-4.5	-4.4	-4.4	-4.3	-4.3	-4.4	-4.5	-4.8	-4.9	-4.8	-4.8	-4.7	-4.6	-4.6	-4.5	-4.5	-4.4	-4.4	-4.4	-4.4	-4.6
	Correction for screening/ absorption	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0
	Façade correctoin, dB(A)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
	Track wear correction, dB(A)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
	Lmax for each train, dB(A)				68.8	68.2	66.0	61.6	55.6	52.2	52.2	55.7	58.1	55.5					65.8	68.8	67.5	64.0	58.1	55.7	52.2	52.2	55.6	52.0
	Lmax for all train	68.8																										

Floor		Segment (Northbound)													Segment (Southbound)													
21		N1	N2	N3	N4	N5	N6	N7	N8	N9	N10	N11	N12	N13	S1	S2	S3	S4	S5	S6	S7	S8	S9	S10	S11	S12	S13	S14
Parameters:																												
	Measured SEL	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9
Leq24	Total number of events	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536
	Horize distance from track to NSR	16.1	16.7	17.0	17.1	17.4	17.6	16.9	13.3	7.9	5.9	0.6	9.2	18.2	19.1	21.3	20.5	20.5	20.9	21.4	21.3	19.8	15.8	11.4	7.5	3.4	11.6	18.7
	track mPD + track head (0.2m)	7.9	8.7	9.9	11.3	12.5	13.1	13.4	13.6	14.0	14.1	13.9	13.6	13.1	8.0	8.4	9.1	10.0	11.2	12.5	13.2	13.5	13.9	14.2	14.1	13.7	13.3	12.9
	ground mPD + floor height	84.9	84.9	84.9	84.9	84.9	84.9	84.9	84.9	84.9	84.9	84.9	84.9	84.9	84.9	84.9	84.9	84.9	84.9	84.9	84.9	84.9	84.9	84.9	84.9	84.9	84.9	84.9
	Vert distance from track to NSR	77.0	76.2	75.0	73.7	72.5	71.9	71.6	71.3	71.0	70.9	71.0	71.3	71.9	76.9	76.5	75.8	74.9	73.7	72.4	71.7	71.4	71.0	70.8	70.9	71.2	71.7	72.0
	Slant distance	78.7	78.0	76.9	75.6	74.5	74.0	73.5	72.5	71.4	71.1	71.0	71.9	74.1	79	79	79	78	77	75	75	74	73	72	71	71	73	74
	View angle (α)	0.046	0.060	0.097	0.231	0.637	1.375	0.395	0.136	0.052	0.029	0.002	0.033	0.055	0.056	0.071	0.082	0.115	0.224	0.963	0.946	0.299	0.142	0.071	0.035	0.013	0.038	0.054
	View angle (α)(degree)	2.648	3.441	5.534	13.245	36.511	78.778	22.621	7.801	3.001	1.676	0.133	1.876	3.144	3.214	4.093	4.718	6.586	12.858	55.200	54.185	17.138	8.152	4.076	1.987	0.734	2.155	3.069
	View angle (Θ)	0.003	0.021	0.049	0.132	0.669	1.549	0.358	0.065	0.018	0.006	0.000	0.004	0.011	0.007	0.010	0.018	0.047	0.111	1.354	1.055	0.174	0.054	0.023	0.009	0.002	0.005	0.006
	View angle (Θ) (degree)	0.186	1.214	2.807	7.580	38.314	88.727	20.490	3.738	1.038	0.355	0.021	0.254	0.637	0.392	0.553	1.034	2.683	6.358	77.587	60.430	9.976	3.106	1.326	0.527	0.109	0.289	0.338
	Average Speed	10.0	20.0	50.0	70.0	65.0	50.0	30.0	15.0	10.0	10.0	15.0	20.0	15.0	10.0	10.0	10.0	20.0	50.0	70.0	60.0	40.0	20.0	15.0	10.0	10.0	15.0	10.0
	Corr for no. of event, 10log(N), dB(A)	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3
	Corr for distance, -10log(d/d_{ref}), dB(A)	-5.0	-4.9	-4.9	-4.8	-4.7	-4.7	-4.7	-4.6	-4.6	-4.5	-4.5	-4.6	-4.7	-5.0	-5.0	-5.0	-4.9	-4.9	-4.8	-4.8	-4.7	-4.6	-4.6	-4.5	-4.6	-4.6	-4.7
	Corr for view angle, 10log(pi*θ/180-cos2αsinθ)	-53.6	-43.1	-35.3	-23.5	-8.1	-1.1	-14.5	-31.1	-45.0	-54.7	-89.0	-55.2	-46.7	-48.7	-45.1	-41.1	-34.0	-24.5	-2.7	-3.8	-20.1	-31.6	-41.3	-51.5	-67.0	-53.5	-49.7
	Corr for screening/ absorption, dB(A)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, 20log(v/V_{ref}), dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0
	Corr for sound energy spread over 24 hr	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4
	Façade correctoin, dB(A)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
	Track wear correction, dB(A)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
	Leq 24hr for each train, dB(A)				28.9	43.7	48.5	30.6	8.1	-9.2	-19.0	-49.7	-13.5	-7.6					24.9	49.7	47.4	27.5	10.1	-2.0	-15.8	-31.3	-14.2	-14.1
	Leq 24hr for all train	53.9																										
Leq0.5	Total number of events	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13
	Corr for no. of event, 10log(N), dB(A)	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1
	Corr for distance, -10log(d/dref), dB(A)	-5.0	-4.9	-4.9	-4.8	-4.7	-4.7	-4.7	-4.6	-4.6	-4.5	-4.5	-4.6	-4.7	-5.0	-5.0	-5.0	-4.9	-4.9	-4.8	-4.8	-4.7	-4.6	-4.6	-4.5	-4.6	-4.6	-4.7
	Corr for view angle, 10log(pi*θ/180-cos2αsinθ)	-53.6	-43.1	-35.3	-23.5	-8.1	-1.1	-14.5	-31.1	-45.0	-54.7	-89.0	-55.2	-46.7	-48.7	-45.1	-41.1	-34.0	-24.5	-2.7	-3.8	-20.1	-31.6	-41.3	-51.5	-67.0	-53.5	-49.7
	Corr for screening/ absorption, dB(A)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0
	Corr for sound energy spread over 24 hr	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6
	Façade correctoin, dB(A)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
	Track wear correction, dB(A)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
	Leq 0.5hr for each train, dB(A)				29.6	44.4	49.2	31.3	8.8	-8.6	-18.3	-49.0	-12.8	-7.0					25.6	50.4	48.0	28.2	10.8	-1.3	-15.1	-30.6	-13.6	-13.5
	Leq 0.5hr for all train	54.6																										
Leq0.5	Total number of events	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12
	Corr for no. of event, 10log(N), dB(A)	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8
	Corr for distance, -10log(d/dref), dB(A)	-5.0	-4.9	-4.9	-4.8	-4.7	-4.7	-4.7	-4.6	-4.6	-4.5	-4.5	-4.6	-4.7	-5.0	-5.0	-5.0	-4.9	-4.9	-4.8	-4.8	-4.7	-4.6	-4.6	-4.5	-4.6	-4.6	-4.7
	Corr for view angle, 10log(pi*θ/180-cos2αsinθ)	-53.6	-43.1	-35.3	-23.5	-8.1	-1.1	-14.5	-31.1	-45.0	-54.7	-89.0	-55.2	-46.7	-48.7	-45.1	-41.1	-34.0	-24.5	-2.7	-3.8	-20.1	-31.6	-41.3	-51.5	-67.0	-53.5	-49.7
	Corr for screening/ absorption, dB(A)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0
	Corr for sound energy spread over 24 hr	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6
	Façade correctoin, dB(A)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
	Track wear correction, dB(A)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0

Floor 22		Segment (Northbound)													Segment (Southbound)													
		N1	N2	N3	N4	N5	N6	N7	N8	N9	N10	N11	N12	N13	S1	S2	S3	S4	S5	S6	S7	S8	S9	S10	S11	S12	S13	S14
Parameters:																												
	Measured SEL	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9
Leq24	Total number of events	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536
	Horize distance from track to NSR	16.1	16.7	17.0	17.1	17.4	17.6	16.9	13.3	7.9	5.9	0.6	9.2	18.2	19.1	21.3	20.5	20.5	20.9	21.4	21.3	19.8	15.8	11.4	7.5	3.4	11.6	18.7
	track mPD + track head (0.2m)	7.9	8.7	9.9	11.3	12.5	13.1	13.4	13.6	14.0	14.1	13.9	13.6	13.1	8.0	8.4	9.1	10.0	11.2	12.5	13.2	13.5	13.9	14.2	14.1	13.7	13.3	12.9
	ground mPD + floor height	88.1	88.1	88.1	88.1	88.1	88.1	88.1	88.1	88.1	88.1	88.1	88.1	88.1	88.1	88.1	88.1	88.1	88.1	88.1	88.1	88.1	88.1	88.1	88.1	88.1	88.1	88.1
	Vert distance from track to NSR	80.2	79.4	78.2	76.8	75.6	75.0	74.7	74.5	74.1	74.0	74.2	74.5	75.0	80.1	79.7	79.0	78.1	76.9	75.6	74.9	74.6	74.2	73.9	74.0	74.4	74.8	75.2
	Slant distance	81.8	81.1	80.0	78.7	77.6	77.0	76.6	75.6	74.5	74.2	74.2	75.0	77.2	82	82	82	81	80	79	78	77	76	75	74	74	76	77
	View angle (α)	0.046	0.060	0.097	0.231	0.637	1.375	0.395	0.136	0.052	0.029	0.002	0.033	0.055	0.056	0.071	0.082	0.115	0.224	0.963	0.946	0.299	0.142	0.071	0.035	0.013	0.038	0.054
	View angle (α)(degree)	2.648	3.441	5.534	13.245	36.511	78.778	22.621	7.801	3.001	1.676	0.133	1.876	3.144	3.214	4.093	4.718	6.586	12.858	55.200	54.185	17.138	8.152	4.076	1.987	0.734	2.155	3.069
	View angle (θ)	0.003	0.021	0.049	0.132	0.669	1.549	0.358	0.065	0.018	0.006	0.000	0.004	0.011	0.007	0.010	0.018	0.047	0.111	1.354	1.055	0.174	0.054	0.023	0.009	0.002	0.005	0.006
	View angle (θ) (degree)	0.186	1.214	2.807	7.580	38.314	88.727	20.490	3.738	1.038	0.355	0.021	0.254	0.637	0.392	0.553	1.034	2.683	6.358	77.587	60.430	9.976	3.106	1.326	0.527	0.109	0.289	0.338
	Average Speed	10.0	20.0	50.0	70.0	65.0	50.0	30.0	15.0	10.0	10.0	15.0	20.0	15.0	10.0	10.0	10.0	20.0	50.0	70.0	60.0	40.0	20.0	15.0	10.0	10.0	15.0	10.0
	Corr for no. of event, 10log(N), dB(A)	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3
	Corr for distance, -10log(d/d_{ref}), dB(A)	-5.1	-5.1	-5.1	-5.0	-4.9	-4.9	-4.9	-4.8	-4.7	-4.7	-4.7	-4.8	-4.9	-5.2	-5.2	-5.1	-5.1	-5.0	-5.0	-4.9	-4.9	-4.8	-4.8	-4.7	-4.7	-4.8	-4.9
	Corr for view angle, 10log[(pi*θ/180-cos2αsinθ)	-53.6	-43.1	-35.3	-23.5	-8.1	-1.1	-14.5	-31.1	-45.0	-54.7	-89.0	-55.2	-46.7	-48.7	-45.1	-41.1	-34.0	-24.5	-2.7	-3.8	-20.1	-31.6	-41.3	-51.5	-67.0	-53.5	-49.7
	Corr for screening/ absorption, dB(A)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, 20log(V_{train}/V_{ref}), dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0
	Corr for sound energy spread over 24 hr	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4
	Façade correctoin, dB(A)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
	Track wear correction, dB(A)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
	Leq 24hr for each train, dB(A)				28.8	43.5	48.3	30.5	7.9	-9.4	-19.1	-49.9	-13.7	-7.8					24.8	49.5	47.2	27.4	10.0	-2.2	-15.9	-31.5	-14.4	-14.3
	Leq 24hr for all train	53.7																										
Leq0.5	Total number of events	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13
	Corr for no. of event, 10log(N), dB(A)	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1
	Corr for distance, -10log(d/dref), dB(A)	-5.1	-5.1	-5.1	-5.0	-4.9	-4.9	-4.9	-4.8	-4.7	-4.7	-4.7	-4.8	-4.9	-5.2	-5.2	-5.1	-5.1	-5.0	-5.0	-4.9	-4.9	-4.8	-4.8	-4.7	-4.7	-4.8	-4.9
	Corr for view angle, 10log[(pi*θ/180-cos2αsinθ)	-53.6	-43.1	-35.3	-23.5	-8.1	-1.1	-14.5	-31.1	-45.0	-54.7	-89.0	-55.2	-46.7	-48.7	-45.1	-41.1	-34.0	-24.5	-2.7	-3.8	-20.1	-31.6	-41.3	-51.5	-67.0	-53.5	-49.7
	Corr for screening/ absorption, dB(A)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0
	Corr for sound energy spread over 24 hr	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6
	Façade correctoin, dB(A)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
	Track wear correction, dB(A)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
	Leq 0.5hr for each train, dB(A)				29.4	44.2	49.0	31.1	8.6	-8.8	-18.5	-49.2	-13.0	-7.1					25.4	50.2	47.8	28.0	10.6	-1.5	-15.3	-30.8	-13.8	-13.6
	Leq 0.5hr for all train	54.4																										
Leq0.5	Total number of events	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12
	Corr for no. of event, 10log(N), dB(A)	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8
	Corr for distance, -10log(d/dref), dB(A)	-5.1	-5.1	-5.1	-5.0	-4.9	-4.9	-4.9	-4.8	-4.7	-4.7	-4.7	-4.8	-4.9	-5.2	-5.2	-5.1	-5.1	-5.0	-5.0	-4.9	-4.9	-4.8	-4.8	-4.7	-4.7	-4.8	-4.9
	Corr for view angle, 10log[(pi*θ/180-cos2αsinθ)	-53.6	-43.1	-35.3	-23.5	-8.1	-1.1	-14.5	-31.1	-45.0	-54.7	-89.0	-55.2	-46.7	-48.7	-45.1	-41.1	-34.0	-24.5	-2.7	-3.8	-20.1	-31.6	-41.3	-51.5	-67.0	-53.5	-49.7
	Corr for screening/ absorption, dB(A)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0
	Corr for sound energy spread over 24 hr	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6
	Façade correctoin, dB(A)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
	Track wear correction, dB(A)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
	Leq 0.5hr for each train, dB(A)				29.1	43.8	48.6	30.8	8.2	-9.1	-18.8	-49.6	-13.3	-7.5					25.1	49.8	47.5	27.7	10.3	-1.9	-15.6	-31.1	-14.1	-14.0
	Leq 0.5hr for all train	54.0																										
Lmax	Measured Lmax	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65
	Corr for distance, -10log(d/dref), dB(A)	-5.1	-5.1	-5.1	-5.0	-4.9	-4.9	-4.9	-4.8	-4.7	-4.7	-4.7	-4.8	-4.9	-5.2	-5.2	-5.1	-5.1	-5.0	-5.0	-4.9	-4.9	-4.8	-4.8	-4.7	-4.7	-4.8	-4.9
	Correction for screening/ absorption	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0
	Façade correctoin, dB(A)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
	Track wear correction, dB(A)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
	Lmax for each train, dB(A)				68.4	67.9	65.6	61.2	55.2	51.8	51.8	55.3	57.8	55.1					65.5	68.5	67.2	63.7	57.7	55.3	51.8	51.8	55.2	51.6
	Lmax for all train	68.5																										

Floor 23		Segment (Northbound)													Segment (Southbound)													
		N1	N2	N3	N4	N5	N6	N7	N8	N9	N10	N11	N12	N13	S1	S2	S3	S4	S5	S6	S7	S8	S9	S10	S11	S12	S13	S14
Parameters:																												
	Measured SEL	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9
Leq24	Total number of events	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536
	Horize distance from track to NSR	16.1	16.7	17.0	17.1	17.4	17.6	16.9	13.3	7.9	5.9	0.6	9.2	18.2	19.1	21.3	20.5	20.5	20.9	21.4	21.3	19.8	15.8	11.4	7.5	3.4	11.6	18.7
	track mPD + track head (0.2m)	7.9	8.7	9.9	11.3	12.5	13.1	13.4	13.6	14.0	14.1	13.9	13.6	13.1	8.0	8.4	9.1	10.0	11.2	12.5	13.2	13.5	13.9	14.2	14.1	13.7	13.3	12.9
	ground mPD + floor height	91.2	91.2	91.2	91.2	91.2	91.2	91.2	91.2	91.2	91.2	91.2	91.2	91.2	91.2	91.2	91.2	91.2	91.2	91.2	91.2	91.2	91.2	91.2	91.2	91.2	91.2	91.2
	Vert distance from track to NSR	83.3	82.5	81.3	80.0	78.8	78.2	77.9	77.6	77.3	77.2	77.3	77.6	78.2	83.2	82.8	82.1	81.2	80.0	78.7	78.0	77.7	77.3	77.1	77.2	77.5	78.0	78.3
	Slant distance	84.8	84.2	83.1	81.8	80.6	80.1	79.7	78.7	77.7	77.4	77.3	78.1	80.2	85	86	85	84	83	82	81	80	79	78	78	78	79	81
	View angle (α)	0.046	0.060	0.097	0.231	0.637	1.375	0.395	0.136	0.052	0.029	0.002	0.033	0.055	0.056	0.071	0.082	0.115	0.224	0.963	0.946	0.299	0.142	0.071	0.035	0.013	0.038	0.054
	View angle (α)(degree)	2.648	3.441	5.534	13.245	36.511	78.778	22.621	7.801	3.001	1.676	0.133	1.876	3.144	3.214	4.093	4.718	6.586	12.858	55.200	54.185	17.138	8.152	4.076	1.987	0.734	2.155	3.069
	View angle (θ)	0.003	0.021	0.049	0.132	0.669	1.549	0.358	0.065	0.018	0.006	0.000	0.004	0.011	0.007	0.010	0.018	0.047	0.111	1.354	1.055	0.174	0.054	0.023	0.009	0.002	0.005	0.006
	View angle (θ) (degree)	0.186	1.214	2.807	7.580	38.314	88.727	20.490	3.738	1.038	0.355	0.021	0.254	0.637	0.392	0.553	1.034	2.683	6.358	77.587	60.430	9.976	3.106	1.326	0.527	0.109	0.289	0.338
	Average Speed	10.0	20.0	50.0	70.0	65.0	50.0	30.0	15.0	10.0	10.0	15.0	20.0	15.0	10.0	10.0	10.0	20.0	50.0	70.0	60.0	40.0	20.0	15.0	10.0	10.0	15.0	10.0
	Corr for no. of event, 10log(N), dB(A)	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3
	Corr for distance, -10log(d/d_{ref}), dB(A)	-5.3	-5.3	-5.2	-5.1	-5.1	-5.1	-5.0	-5.0	-4.9	-4.9	-4.9	-4.9	-5.1	-5.3	-5.3	-5.3	-5.3	-5.2	-5.1	-5.1	-5.1	-5.0	-4.9	-4.9	-4.9	-5.0	-5.1
	Corr for view angle, 10log[(pi*θ/180-cos2αsinθ)	-53.6	-43.1	-35.3	-23.5	-8.1	-1.1	-14.5	-31.1	-45.0	-54.7	-89.0	-55.2	-46.7	-48.7	-45.1	-41.1	-34.0	-24.5	-2.7	-3.8	-20.1	-31.6	-41.3	-51.5	-67.0	-53.5	-49.7
	Corr for screening/ absorption, dB(A)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0
	Corr for sound energy spread over 24 hr	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4
	Façade correctoin, dB(A)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
	Track wear correction, dB(A)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
	Leq 24hr for each train, dB(A)				28.6	43.4	48.2	30.3	7.7	-9.6	-19.3	-50.1	-13.8	-8.0					24.6	49.4	47.0	27.2	9.8	-2.4	-16.1	-31.6	-14.6	-14.5
	Leq 24hr for all train	53.6																										
Leq0.5	Total number of events	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13
	Corr for no. of event, 10log(N), dB(A)	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1
	Corr for distance, -10log(d/dref), dB(A)	-5.3	-5.3	-5.2	-5.1	-5.1	-5.1	-5.0	-5.0	-4.9	-4.9	-4.9	-4.9	-5.1	-5.3	-5.3	-5.3	-5.3	-5.2	-5.1	-5.1	-5.1	-5.0	-4.9	-4.9	-4.9	-5.0	-5.1
	Corr for view angle, 10log[(pi*θ/180-cos2αsinθ)	-53.6	-43.1	-35.3	-23.5	-8.1	-1.1	-14.5	-31.1	-45.0	-54.7	-89.0	-55.2	-46.7	-48.7	-45.1	-41.1	-34.0	-24.5	-2.7	-3.8	-20.1	-31.6	-41.3	-51.5	-67.0	-53.5	-49.7
	Corr for screening/ absorption, dB(A)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0
	Corr for sound energy spread over 24 hr	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6
	Façade correctoin, dB(A)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
	Track wear correction, dB(A)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
	Leq 0.5hr for each train, dB(A)				29.3	44.0	48.8	30.9	8.4	-8.9	-18.7	-49.4	-13.2	-7.3					25.2	50.0	47.7	27.9	10.4	-1.7	-15.5	-31.0	-13.9	-13.8
	Leq 0.5hr for all train	54.2																										
Leq0.5	Total number of events	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12
	Corr for no. of event, 10log(N), dB(A)	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8
	Corr for distance, -10log(d/dref), dB(A)	-5.3	-5.3	-5.2	-5.1	-5.1	-5.1	-5.0	-5.0	-4.9	-4.9	-4.9	-4.9	-5.1	-5.3	-5.3	-5.3	-5.3	-5.2	-5.1	-5.1	-5.1	-5.0	-4.9	-4.9	-4.9	-5.0	-5.1
	Corr for view angle, 10log[(pi*θ/180-cos2αsinθ)	-53.6	-43.1	-35.3	-23.5	-8.1	-1.1	-14.5	-31.1	-45.0	-54.7	-89.0	-55.2	-46.7	-48.7	-45.1	-41.1	-34.0	-24.5	-2.7	-3.8	-20.1	-31.6	-41.3	-51.5	-67.0	-53.5	-49.7
	Corr for screening/ absorption, dB(A)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0
	Corr for sound energy spread over 24 hr	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6
	Façade correctoin, dB(A)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
	Track wear correction, dB(A)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3

Floor		Segment (Northbound)													Segment (Southbound)													
24		N1	N2	N3	N4	N5	N6	N7	N8	N9	N10	N11	N12	N13	S1	S2	S3	S4	S5	S6	S7	S8	S9	S10	S11	S12	S13	S14
Parameters:																												
	Measured SEL	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9
Leq24	Total number of events	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536
	Horize distance from track to NSR	16.1	16.7	17.0	17.1	17.4	17.6	16.9	13.3	7.9	5.9	0.6	9.2	18.2	19.1	21.3	20.5	20.5	20.9	21.4	21.3	19.8	15.8	11.4	7.5	3.4	11.6	18.7
	track mPD + track head (0.2m)	7.9	8.7	9.9	11.3	12.5	13.1	13.4	13.6	14.0	14.1	13.9	13.6	13.1	8.0	8.4	9.1	10.0	11.2	12.5	13.2	13.5	13.9	14.2	14.1	13.7	13.3	12.9
	ground mPD + floor height	94.4	94.4	94.4	94.4	94.4	94.4	94.4	94.4	94.4	94.4	94.4	94.4	94.4	94.4	94.4	94.4	94.4	94.4	94.4	94.4	94.4	94.4	94.4	94.4	94.4	94.4	94.4
	Vert distance from track to NSR	86.5	85.7	84.5	83.1	81.9	81.3	81.0	80.8	80.4	80.3	80.5	80.8	81.3	86.4	86.0	85.3	84.4	83.2	81.9	81.2	80.9	80.5	80.2	80.3	80.7	81.1	81.5
	Slant distance	87.9	87.3	86.1	84.8	83.7	83.2	82.7	81.8	80.8	80.5	80.5	81.3	83.3	88	89	88	87	86	85	84	83	82	81	81	81	82	84
	View angle (α)	0.046	0.060	0.097	0.231	0.637	1.375	0.395	0.136	0.052	0.029	0.002	0.033	0.055	0.056	0.071	0.082	0.115	0.224	0.963	0.946	0.299	0.142	0.071	0.035	0.013	0.038	0.054
	View angle (α) (degree)	2.648	3.441	5.534	13.245	36.511	78.778	22.621	7.801	3.001	1.676	0.133	1.876	3.144	3.214	4.093	4.718	6.586	12.858	55.200	54.185	17.138	8.152	4.076	1.987	0.734	2.155	3.069
	View angle (θ)	0.003	0.021	0.049	0.132	0.669	1.549	0.358	0.065	0.018	0.006	0.000	0.004	0.011	0.007	0.010	0.018	0.047	0.111	1.354	1.055	0.174	0.054	0.023	0.009	0.002	0.005	0.006
	View angle (θ) (degree)	0.186	1.214	2.807	7.580	38.314	88.727	20.490	3.738	1.038	0.355	0.021	0.254	0.637	0.392	0.553	1.034	2.683	6.358	77.587	60.430	9.976	3.106	1.326	0.527	0.109	0.289	0.338
	Average Speed	10.0	20.0	50.0	70.0	65.0	50.0	30.0	15.0	10.0	10.0	15.0	20.0	15.0	10.0	10.0	10.0	20.0	50.0	70.0	60.0	40.0	20.0	15.0	10.0	10.0	15.0	10.0
	Corr for no. of event, 10log(N), dB(A)	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3
	Corr for distance, -10log(d/d_{ref}), dB(A)	-5.5	-5.4	-5.4	-5.3	-5.2	-5.2	-5.2	-5.1	-5.1	-5.1	-5.1	-5.1	-5.2	-5.5	-5.5	-5.4	-5.4	-5.4	-5.3	-5.3	-5.2	-5.2	-5.1	-5.1	-5.1	-5.2	-5.2
	Corr for view angle, 10Log[ρ+θ/180-cos2αsinθ]	-53.6	-43.1	-35.3	-23.5	-8.1	-1.1	-14.5	-31.1	-45.0	-54.7	-89.0	-55.2	-46.7	-48.7	-45.1	-41.1	-34.0	-24.5	-2.7	-3.8	-20.1	-31.6	-41.3	-51.5	-67.0	-53.5	-49.7
	Corr for screening/ absorption, dB(A)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, 20log(v/V_{ref}), dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0
	Corr for sound energy spread over 24 hr	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4
	Façade correctoin, dB(A)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
	Track wear correction, dB(A)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
	Leq 24hr for each train, dB(A)				28.4	43.2	48.0	30.1	7.6	-9.8	-19.5	-50.2	-14.0	-8.1					24.4	49.2	46.9	27.0	9.6	-2.5	-16.3	-31.8	-14.8	-14.6
	Leq 24hr for all train	53.4																										
Leq0.5	Total number of events	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13
	Corr for no. of event, 10log(N), dB(A)	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1
	Corr for distance, -10log(d/dref), dB(A)	-5.5	-5.4	-5.4	-5.3	-5.2	-5.2	-5.2	-5.1	-5.1	-5.1	-5.1	-5.1	-5.2	-5.5	-5.5	-5.4	-5.4	-5.4	-5.3	-5.3	-5.2	-5.2	-5.1	-5.1	-5.1	-5.2	-5.2
	Corr for view angle, 10Log[ρ+θ/180-cos2αsinθ]	-53.6	-43.1	-35.3	-23.5	-8.1	-1.1	-14.5	-31.1	-45.0	-54.7	-89.0	-55.2	-46.7	-48.7	-45.1	-41.1	-34.0	-24.5	-2.7	-3.8	-20.1	-31.6	-41.3	-51.5	-67.0	-53.5	-49.7
	Corr for screening/ absorption, dB(A)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0
	Corr for sound energy spread over 24 hr	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6
	Façade correctoin, dB(A)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
	Track wear correction, dB(A)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
	Leq 0.5hr for each train, dB(A)				29.1	43.9	48.7	30.8	8.2	-9.1	-18.8	-49.6	-13.3	-7.5					25.1	49.9	47.5	27.7	10.3	-1.9	-15.6	-31.2	-14.1	-14.0
	Leq 0.5hr for all train	54.1																										
Leq0.5	Total number of events	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12
	Corr for no. of event, 10log(N), dB(A)	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8
	Corr for distance, -10log(d/dref), dB(A)	-5.5	-5.4	-5.4	-5.3	-5.2	-5.2	-5.2	-5.1	-5.1	-5.1	-5.1	-5.1	-5.2	-5.5	-5.5	-5.4	-5.4	-5.4	-5.3	-5.3	-5.2	-5.2	-5.1	-5.1	-5.1	-5.2	-5.2
	Corr for view angle, 10Log[ρ+θ/180-cos2αsinθ]	-53.6	-43.1	-35.3	-23.5	-8.1	-1.1	-14.5	-31.1	-45.0	-54.7	-89.0	-55.2	-46.7	-48.7	-45.1	-41.1	-34.0	-24.5	-2.7	-3.8	-20.1	-31.6	-41.3	-51.5	-67.0	-53.5	-49.7
	Corr for screening/ absorption, dB(A)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0
	Corr for sound energy spread over 24 hr	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6
	Façade correctoin, dB(A)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
	Track wear correction, dB(A)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
	Leq 0.5hr for each train, dB(A)				28.8	43.5	48.3	30.4	7.9	-9.5	-19.2	-49.9	-13.7	-7.8					24.7	49.5	47.2	27.4	9.9	-2.2	-16.0	-31.5	-14.5	-14.3
	Leq 0.5hr for all train	53.7																										
Lmax	Measured Lmax	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65
	Corr for distance, -10log(d/dref), dB(A)	-5.5	-5.4	-5.4	-5.3	-5.2	-5.2	-5.2	-5.1	-5.1	-5.1	-5.1	-5.1	-5.2	-5.5	-5.5	-5.4	-5.4	-5.4	-5.3	-5.3	-5.2	-5.2	-5.1	-5.1	-5.1	-5.2	-5.2
	Correction for screening/ absorption	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0
	Façade correctoin, dB(A)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
	Track wear correction, dB(A)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
	Lmax for each train, dB(A)				68.1	67.5	65.3	60.9	54.9	51.4	51.4	55.0	57.4	54.8					65.1	68.1	66.8	63.3	57.4	54.9	51.4	51.4	54.9	51.3
	Lmax for all train	68.1																										

RN3

Floor 2		Segment (Northbound)													Segment (Southbound)													
		N1	N2	N3	N4	N5	N6	N7	N8	N9	N10	N11	N12	N13	S1	S2	S3	S4	S5	S6	S7	S8	S9	S10	S11	S12	S13	S14
Parameters:																												
	Measured SEL	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9
Leq24	Total number of events	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536
	Horizontal distance from track to NSR	21.2	21.8	22.2	22.2	22.6	23.2	22.9	20.0	15.2	13.4	7.3	0.8	9.4	24.1	26.5	25.7	25.7	26.1	26.6	27.0	26.0	22.7	18.7	15.1	4.8	3.0	9.8
	track mPD + track head (0.2m)	7.9	8.7	9.9	11.3	12.5	13.1	13.4	13.6	14.0	14.1	13.9	13.6	13.1	8.0	8.4	9.1	10.0	11.2	12.5	13.2	13.5	13.9	14.2	14.1	13.7	13.3	12.9
	ground mPD + floor height	25.1	25.1	25.1	25.1	25.1	25.1	25.1	25.1	25.1	25.1	25.1	25.1	25.1	25.1	25.1	25.1	25.1	25.1	25.1	25.1	25.1	25.1	25.1	25.1	25.1	25.1	25.1
	Vertical distance from track to NSR	17.2	16.4	15.2	13.8	12.6	12.0	11.7	11.5	11.1	11.0	11.2	11.5	12.0	17.1	16.7	16.0	15.1	13.9	12.6	11.9	11.6	11.2	10.9	11.0	11.4	11.8	12.2
	Slant distance	27.3	27.3	26.9	26.2	25.9	26.1	25.7	23.0	18.8	17.3	13.3	11.5	15.3	29.6	31.3	30.2	29.8	29.5	29.4	29.5	28.4	25.3	21.6	18.7	12.3	12.2	15.6
	View angle (α)	0.058	0.074	0.115	0.254	0.499	1.349	0.741	0.241	0.112	0.072	0.032	0.003	0.030	0.068	0.084	0.097	0.132	0.248	0.689	1.361	0.494	0.234	0.129	0.075	0.019	0.010	0.029
	View angle (α) (degree)	3.335	4.249	6.579	14.550	28.573	77.304	42.437	13.833	6.416	4.103	1.839	0.182	1.702	3.888	4.831	5.543	7.536	14.225	39.503	77.962	28.301	13.414	7.373	4.294	1.089	0.577	1.668
	View angle (θ)	0.004	0.025	0.054	0.096	0.382	1.278	0.772	0.132	0.043	0.016	0.005	0.000	0.006	0.008	0.011	0.020	0.049	0.078	0.792	1.335	0.334	0.100	0.046	0.021	0.003	0.001	0.003
	View angle (θ) (degree)	0.224	1.420	3.073	5.525	21.881	73.199	44.223	7.573	2.437	0.934	0.308	0.026	0.360	0.453	0.619	1.142	2.824	4.462	45.355	76.499	19.137	5.747	2.615	1.217	0.171	0.081	0.192
	Average Speed	10.0	20.0	50.0	70.0	65.0	50.0	30.0	15.0	10.0	10.0	15.0	20.0	15.0	10.0	10.0	10.0	20.0	50.0	70.0	60.0	40.0	20.0	15.0	10.0	10.0	15.0	10.0
	Corr for no. of event, 10log(N), dB(A)	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3
	Corr for distance, -10log(d/d_{ref}), dB(A)	-0.4	-0.4	-0.3	-0.2	-0.2	-0.2	-0.1	0.4	1.2	1.6	2.7	3.4	2.1	-0.7	-1.0	-0.8	-0.8	-0.7	-0.7	-0.7	-0.6	0.0	0.6	1.3	3.1	3.1	2.1
	Corr for view angle, 10log(π-θ/180-cos2αsinθ)	-50.8	-40.6	-33.4	-24.1	-12.5	-1.7	-6.5	-23.1	-34.7	-42.8	-54.5	-85.4	-54.5	-46.4	-43.1	-39.3	-32.7	-25.2	-6.8	-1.5	-13.1	-24.6	-33.2	-41.2	-61.7	-70.4	-57.5
	Corr for screening/ absorption, dB(A)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, 20log(V_r/V_{ref}), dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0
	Corr for sound energy spread over 24 hr	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4
	Façade correctoin, dB(A)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
	Track wear correction, dB(A)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
	Leq 24hr for each train, dB(A)				32.9	44.0	52.4	43.2	21.1	6.9	-0.8	-8.0	-35.7	-8.6					28.3	49.7	53.6	38.7	21.7	11.3	0.4	-18.3	-23.5	-15.1
	Leq 24hr for all train	57.4																										
Leq0.5	Total number of events	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13
	Corr for no. of event, 10log(N), dB(A)	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1
	Corr for distance, -10log(d/dref), dB(A)	-0.4	-0.4	-0.3	-0.2	-0.2	-0.2	-0.1	0.4	1.2	1.6	2.7	3.4	2.1	-0.7	-1.0	-0.8	-0.8	-0.7	-0.7	-0.7	-0.6	0.0	0.6	1.3	3.1	3.1	2.1
	Corr for view angle, 10log(π-θ/180-cos2αsinθ)	-50.8	-40.6	-33.4	-24.1	-12.5	-1.7	-6.5	-23.1	-34.7	-42.8	-54.5	-85.4	-54.5	-46.4	-43.1	-39.3	-32.7	-25.2	-6.8	-1.5	-13.1	-24.6	-33.2	-41.2	-61.7	-70.4	-57.5
	Corr for screening/ absorption, dB(A)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0
	Corr for sound energy spread over 24 hr	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6
	Façade correctoin, dB(A)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
	Track wear correction, dB(A)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
	Leq 0.5hr for each train, dB(A)				33.6	44.6	53.1	43.9	21.7	7.5	-0.2	-7.3	-35.0	-7.9					29.0	50.3	54.3	39.3	22.3	11.9	1.0	-17.6	-22.8	-14.4
	Leq 0.5hr for all train	58.1																										
Leq0.5	Total number of events	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12
	Corr for no. of event, 10log(N), dB(A)	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8
	Corr for distance, -10log(d/dref), dB(A)	-0.4	-0.4	-0.3	-0.2	-0.2	-0.2	-0.1	0.4	1.2	1.6	2.7	3.4	2.1	-0.7	-1.0	-0.8	-0.8	-0.7	-0.7	-0.7	-0.6	0.0	0.6	1.3	3.1	3.1	2.1
	Corr for view angle, 10log(π-θ/180-cos2αsinθ)	-50.8	-40.6	-33.4	-24.1	-12.5	-1.7	-6.5	-23.1	-34.7	-42.8	-54.5	-85.4	-54.5	-46.4	-43.1	-39.3	-32.7	-25.2	-6.8	-1.5	-13.1	-24.6	-33.2	-41.2	-61.7	-70.4	-57.5
	Corr for screening/ absorption, dB(A)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0
	Corr for sound energy spread over 24 hr	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6
	Façade correctoin, dB(A)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
	Track wear correction, dB(A)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
	Leq 0.5hr for each train, dB(A)				33.2	44.3	52.7	43.6	21.4	7.2	-0.5	-7.7	-35.4	-8.2					28.6	50.0	53.9	39.0	22.0	11.6	0.7	-18.0	-23.2	-14.8
	Leq 0.5hr for all train	57.7																										
Lmax	Measured Lmax	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65
	Corr for distance, -10log(d/dref), dB(A)	-0.4	-0.4	-0.3	-0.2	-0.2	-0.2	-0.1	0.4	1.2	1.6	2.7	3.4	2.1	-0.7	-1.0	-0.8	-0.8	-0.7	-0.7	-0.7	-0.6	0.0	0.6	1.3	3.1	3.1	2.1
	Correction for screening/ absorption	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0
	Façade correctoin, dB(A)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
	Track wear correction, dB(A)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
	Lmax for each train, dB(A)				73.2	72.6	70.3	65.9	60.4	57.8	58.1	62.8	65.9	62.2					69.8	72.7	71.4	68.0	62.5	60.7	57.8	59.6	63.2	58.6
	Lmax for all train	73.2																										

Floor 3		Segment (Northbound)													Segment (Southbound)													
		N1	N2	N3	N4	N5	N6	N7	N8	N9	N10	N11	N12	N13	S1	S2	S3	S4	S5	S6	S7	S8	S9	S10	S11	S12	S13	S14
Parameters:																												
	Measured SEL	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9
Leq24	Total number of events	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536
	Horizontal distance from track to NSR	16.8	17.4	17.7	17.8	18.0	18.2	17.4	13.5	7.9	5.9	0.7	9.5	18.7	19.8	22.0	21.2	21.2	21.6	22.0	21.8	20.1	16.0	11.4	7.4	3.7	12.0	19.2
	track mPD + track head (0.2m)	7.9	8.7	9.9	11.3	12.5	13.1	13.4	13.6	14.0	14.1	13.9	13.6	13.1	8.0	8.4	9.1	10.0	11.2	12.5	13.2	13.5	13.9	14.2	14.1	13.7	13.3	12.9
	ground mPD + floor height	28.2	28.2	28.2	28.2	28.2	28.2	28.2	28.2	28.2	28.2	28.2	28.2	28.2	28.2	28.2	28.2	28.2	28.2	28.2	28.2	28.2	28.2	28.2	28.2	28.2	28.2	28.2
	Vertical distance from track to NSR	20.3	19.5	18.3	17.0	15.8	15.2	14.9	14.6	14.3	14.2	14.3	14.6	15.2	20.2	19.8	19.1	18.2	17.0	15.7	15.0	14.7	14.3	14.1	14.2	14.5	15.0	15.3
	Slant distance	26.4	26.1	25.5	24.5	23.9	23.7	22.8	19.9	16.3	15.3	14.3	17.4	24.0	28.3	29.6	28.5	28.0	27.5	27.0	26.5	24.9	21.5	18.1	16.0	15.0	19.2	24.6
	View angle (α)	0.058	0.074	0.115	0.254	0.499	1.349	0.741	0.241	0.112	0.072	0.032	0.003	0.030	0.068	0.084	0.097	0.132	0.248	0.689	1.361	0.494	0.234	0.129	0.075	0.019	0.010	0.029
	View angle (α) (degree)	3.335	4.249	6.579	14.550	28.573	77.304	42.437	13.833	6.416	4.103	1.839	0.182	1.702	3.888	4.831	5.543	7.536	14.225	39.503	77.962	28.301	13.414	7.373	4.294	1.089	0.577	1.668
	View angle (θ)	0.004	0.025	0.054	0.096	0.382	1.278	0.772	0.132	0.043	0.016	0.005	0.000	0.006	0.008	0.011	0.020	0.049	0.078	0.792	1.335	0.334	0.100	0.046	0.021	0.003	0.001	0.003
	View angle (θ) (degree)	0.224	1.420	3.073	5.525	21.881	73.199	44.223	7.573	2.437	0.934	0.308	0.026	0.360	0.453	0.619	1.142	2.824	4.462	45.355	76.499	19.137	5.747	2.615	1.217	0.171	0.081	0.192
	Average Speed	10.0	20.0	50.0	70.0	65.0	50.0	30.0	15.0	10.0	10.0	15.0	20.0	15.0	10.0	10.0	10.0	20.0	50.0	70.0	60.0	40.0	20.0	15.0	10.0	10.0	15.0	10.0
	Corr for no. of event, 10log(N), dB(A)	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3
	Corr for distance, -10log(d/d_{ref}), dB(A)	-0.2	-0.2	-0.1	0.1	0.2	0.2	0.4	1.0	1.9	2.1	2.4	1.6	0.2	-0.5	-0.7	-0.6	-0.5	-0.4	-0.3	-0.3	0.0	0.7	1.4	1.9	2.2	1.1	0.1
	Corr for view angle, 10log(π-θ/180-cos2αsinθ)	-50.8	-40.6	-33.4	-24.1	-12.5	-1.7	-6.5	-23.1	-34.7	-42.8	-54.5	-85.4	-54.5	-46.4	-43.1	-39.3	-32.7	-25.2	-6.8	-1.5	-13.1	-24.6	-33.2	-41.2	-61.7	-70.4	-57.5
	Corr for screening/ absorption, dB(A)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, 20log(V_r/V_{ref}), dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0
	Corr for sound energy spread over 24 hr	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4
	Façade correctoin, dB(A)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
	Track wear correction, dB(A)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
	Leq 24hr for each train, dB(A)				33.2	44.3	52.8	43.8	21.7	7.5	-0.3	-8.3	-37.5	-10.5					28.7	50.0	54.1	39.2	22.4	12.1	1.1	-19.1	-25.4	-17.1
	Leq 24hr for all train	57.9																										
Leq0.5	Total number of events	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13
	Corr for no. of event, 10log(N), dB(A)	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1
	Corr for distance, -10log(d/dref), dB(A)	-0.2	-0.2	-0.1	0.1	0.2	0.2	0.4	1.0	1.9	2.1	2.4	1.6	0.2	-0.5	-0.7	-0.6	-0.5	-0.4	-0.3	-0.3	0.0	0.7	1.4	1.9	2.2	1.1	0.1
	Corr for view angle, 10log(π-θ/180-cos2αsinθ)	-50.8	-40.6	-33.4	-24.1	-12.5	-1.7	-6.5	-23.1	-34.7	-42.8	-54.5	-85.4	-54.5	-46.4	-43.1	-39.3	-32.7	-25.2	-6.8	-1.5	-13.1	-24.6	-33.2	-41.2	-61.7	-70.4	-57.5
	Corr for screening/ absorption, dB(A)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0
	Corr for sound energy spread over 24 hr	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6
	Façade correctoin, dB(A)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
	Track wear correction, dB(A)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
	Leq 0.5hr for each train, dB(A)				33.9	45.0	53.5	44.4	22.4	8.1	0.3	-7.6	-36.9	-9.9					29.3	50.7	54.8	39.9	23.1	12.7	1.7	-18.5	-24.8	-16.4
	Leq 0.5hr for all train	58.5																										
Leq0.5	Total number of events	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12
	Corr for no. of event, 10log(N), dB(A)	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8
	Corr for distance, -10log(d/dref), dB(A)	-0.2	-0.2	-0.1	0.1	0.2	0.2	0.4	1.0	1.9	2.1	2.4	1.6	0.2	-0.5	-0.7	-0.6	-0.5	-0.4	-0.3	-0.3	0.0	0.7	1.4	1.9	2.2	1.1	0.1
	Corr for view angle, 10log(π-θ/180-cos2αsinθ)	-50.8	-40.6	-33.4	-24.1	-12.5	-1.7	-6.5	-23.1	-34.7	-42.8	-54.5	-85.4	-54.5	-46.4	-43.1	-39.3	-32.7	-25.2	-6.8	-1.5	-13.1	-24.6	-33.2	-41.2	-61.7	-70.4	-57.5
	Corr for screening/ absorption, dB(A)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0
	Corr for sound energy spread over 24 hr	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6
	Façade correctoin, dB(A)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
	Track wear corre

Floor 4		Segment (Northbound)													Segment (Southbound)													
		N1	N2	N3	N4	N5	N6	N7	N8	N9	N10	N11	N12	N13	S1	S2	S3	S4	S5	S6	S7	S8	S9	S10	S11	S12	S13	S14
Parameters:																												
	Measured SEL	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9
Leq24	Total number of events	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536
	Horize distance from track to NSR	21.2	21.8	22.2	22.2	22.6	23.2	22.9	20.0	15.2	13.4	7.3	0.8	9.4	24.1	26.5	25.7	25.7	26.1	26.6	27.0	26.0	22.7	18.7	15.1	4.8	3.0	9.8
	track mPD + track head (0.2m)	7.9	8.7	9.9	11.3	12.5	13.1	13.4	13.6	14.0	14.1	13.9	13.6	13.1	8.0	8.4	9.1	10.0	11.2	12.5	13.2	13.5	13.9	14.2	14.1	13.7	13.3	12.9
	ground mPD + floor height	31.4	31.4	31.4	31.4	31.4	31.4	31.4	31.4	31.4	31.4	31.4	31.4	31.4	31.4	31.4	31.4	31.4	31.4	31.4	31.4	31.4	31.4	31.4	31.4	31.4	31.4	31.4
	Vert distance from track to NSR	23.5	22.7	21.5	20.1	18.9	18.3	18.0	17.8	17.4	17.3	17.5	17.8	18.3	23.4	23.0	22.3	21.4	20.2	18.9	18.2	17.9	17.5	17.2	17.3	17.7	18.1	18.5
	Slant distance	31.6	31.4	30.8	30.0	29.5	29.5	29.1	26.7	23.1	21.9	18.9	17.8	20.6	33.6	35.1	34.0	33.4	32.9	32.6	32.5	31.5	28.6	25.4	23.0	18.3	18.3	20.9
	View angle (α)	0.058	0.074	0.115	0.254	0.499	1.349	0.741	0.241	0.112	0.072	0.032	0.003	0.030	0.068	0.084	0.097	0.132	0.248	0.689	1.361	0.494	0.234	0.129	0.075	0.019	0.010	0.029
	View angle (α) (degree)	3.335	4.249	6.579	14.550	28.573	77.304	42.437	13.833	6.416	4.103	1.839	0.182	1.702	3.888	4.831	5.543	7.536	14.225	39.503	77.962	28.301	13.414	7.373	4.294	1.089	0.577	1.668
	View angle (θ)	0.004	0.025	0.054	0.096	0.382	1.278	0.772	0.132	0.043	0.016	0.005	0.000	0.006	0.008	0.011	0.020	0.049	0.078	0.792	1.335	0.334	0.100	0.046	0.021	0.003	0.001	0.003
	View angle (θ) (degree)	0.224	1.420	3.073	5.525	21.881	73.199	44.223	7.573	2.437	0.934	0.308	0.026	0.360	0.453	0.619	1.142	2.824	4.462	45.355	76.499	19.137	5.747	2.615	1.217	0.171	0.081	0.192
	Average Speed	10.0	20.0	50.0	70.0	65.0	50.0	30.0	15.0	10.0	10.0	15.0	20.0	15.0	10.0	10.0	10.0	20.0	50.0	70.0	60.0	40.0	20.0	15.0	10.0	10.0	15.0	10.0
	Corr for no. of event, 10log(N), dB(A)	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3
	Corr for distance, -10log(d/d_{ref}), dB(A)	-1.0	-1.0	-0.9	-0.8	-0.7	-0.7	-0.7	-0.3	0.3	0.6	1.2	1.5	0.8	-1.3	-1.5	-1.3	-1.3	-1.2	-1.2	-1.1	-1.0	-0.6	-0.1	0.4	1.4	1.3	0.8
	Corr for view angle, 10log(pi*θ/180-cos2αsinθ)	-50.8	-40.6	-33.4	-24.1	-12.5	-1.7	-6.5	-23.1	-34.7	-42.8	-54.5	-85.4	-54.5	-46.4	-43.1	-39.3	-32.7	-25.2	-6.8	-1.5	-13.1	-24.6	-33.2	-41.2	-61.7	-70.4	-57.5
	Corr for screening/ absorption, dB(A)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, 20log(V_{ref}/V_{train}), dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0
	Corr for sound energy spread over 24 hr	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4
	Façade correctoin, dB(A)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
	Track wear correction, dB(A)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
	Leq 24hr for each train, dB(A)				32.3	43.4	51.9	42.7	20.4	6.0	-1.9	-9.5	-37.6	-9.9					27.9	49.2	53.2	38.2	21.1	10.6	-0.5	-20.0	-25.2	-16.4
	Leq 24hr for all train	57.0																										
Leq0.5	Total number of events	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13
	Corr for no. of event, 10log(N), dB(A)	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1
	Corr for distance, -10log(d/dref), dB(A)	-1.0	-1.0	-0.9	-0.8	-0.7	-0.7	-0.7	-0.3	0.3	0.6	1.2	1.5	0.8	-1.3	-1.5	-1.3	-1.3	-1.2	-1.2	-1.1	-1.0	-0.6	-0.1	0.4	1.4	1.3	0.8
	Corr for view angle, 10log(pi*θ/180-cos2αsinθ)	-50.8	-40.6	-33.4	-24.1	-12.5	-1.7	-6.5	-23.1	-34.7	-42.8	-54.5	-85.4	-54.5	-46.4	-43.1	-39.3	-32.7	-25.2	-6.8	-1.5	-13.1	-24.6	-33.2	-41.2	-61.7	-70.4	-57.5
	Corr for screening/ absorption, dB(A)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0
	Corr for sound energy spread over 24 hr	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6
	Façade correctoin, dB(A)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
	Track wear correction, dB(A)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
	Leq 0.5hr for each train, dB(A)				33.0	44.1	52.5	43.4	21.1	6.6	-1.2	-8.8	-36.9	-9.2					28.5	49.9	53.9	38.9	21.8	11.2	0.1	-19.3	-24.6	-15.7
	Leq 0.5hr for all train	57.6																										
Leq0.5	Total number of events	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12
	Corr for no. of event, 10log(N), dB(A)	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8
	Corr for distance, -10log(d/dref), dB(A)	-1.0	-1.0	-0.9	-0.8	-0.7	-0.7	-0.7	-0.3	0.3	0.6	1.2	1.5	0.8	-1.3	-1.5	-1.3	-1.3	-1.2	-1.2	-1.1	-1.0	-0.6	-0.1	0.4	1.4	1.3	0.8
	Corr for view angle, 10log(pi*θ/180-cos2αsinθ)	-50.8	-40.6	-33.4	-24.1	-12.5	-1.7	-6.5	-23.1	-34.7	-42.8	-54.5	-85.4	-54.5	-46.4	-43.1	-39.3	-32.7	-25.2	-6.8	-1.5	-13.1	-24.6	-33.2	-41.2	-61.7	-70.4	-57.5
	Corr for screening/ absorption, dB(A)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0
	Corr for sound energy spread over 24 hr	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6
	Façade correctoin, dB(A)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
	Track wear correction, dB(A)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
	Leq 0.5hr for each train, dB(A)				32.6	43.7	52.2	43.0	20.8	6.3	-1.5	-9.2	-37.3	-9.5					28.2	49.5	53.5	38.5	21.5	10.9	-0.2	-19.7	-24.9	-16.1
	Leq 0.5hr for all train	57.3																										
Lmax	Measured Lmax	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65
	Corr for distance, -10log(d/dref), dB(A)	-1.0	-1.0	-0.9	-0.8	-0.7	-0.7	-0.7	-0.3	0.3	0.6	1.2	1.5	0.8	-1.3	-1.5	-1.3	-1.3	-1.2	-1.2	-1.1	-1.0	-0.6	-0.1	0.4	1.4	1.3	0.8
	Correction for screening/ absorption	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0
	Façade correctoin, dB(A)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
	Track wear correction, dB(A)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
	Lmax for each train, dB(A)				72.6	72.1	69.8	65.4	59.8	56.9	57.1	61.3	64.0	60.9					69.3	72.3	70.9	67.6	62.0	60.0	56.9	57.9	61.4	57.3
	Lmax for all train	72.6																										

Floor 5		Segment (Northbound)													Segment (Southbound)													
		N1	N2	N3	N4	N5	N6	N7	N8	N9	N10	N11	N12	N13	S1	S2	S3	S4	S5	S6	S7	S8	S9	S10	S11	S12	S13	S14
Parameters:																												
	Measured SEL	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9
Leq24	Total number of events	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536
	Horize distance from track to NSR	21.2	21.8	22.2	22.2	22.6	23.2	22.9	20.0	15.2	13.4	7.3	0.8	9.4	24.1	26.5	25.7	25.7	26.1	26.6	27.0	26.0	22.7	18.7	15.1	4.8	3.0	9.8
	track mPD + track head (0.2m)	7.9	8.7	9.9	11.3	12.5	13.1	13.4	13.6	14.0	14.1	13.9	13.6	13.1	8.0	8.4	9.1	10.0	11.2	12.5	13.2	13.5	13.9	14.2	14.1	13.7	13.3	12.9
	ground mPD + floor height	34.5	34.5	34.5	34.5	34.5	34.5	34.5	34.5	34.5	34.5	34.5	34.5	34.5	34.5	34.5	34.5	34.5	34.5	34.5	34.5	34.5	34.5	34.5	34.5	34.5	34.5	34.5
	Vert distance from track to NSR	26.6	25.8	24.6	23.3	22.1	21.5	21.2	20.9	20.6	20.5	20.6	20.9	21.5	26.5	26.1	25.4	24.5	23.3	22.0	21.3	21.0	20.6	20.4	20.5	20.8	21.3	21.6
	Slant distance	34.0	33.8	33.1	32.2	31.6	31.6	31.2	28.9	25.6	24.4	21.9	20.9	23.4	35.8	37.2	36.1	35.5	35.0	34.5	34.4	33.4	30.6	27.6	25.4	21.4	21.5	23.7
	View angle (α)	0.058	0.074	0.115	0.254	0.499	1.349	0.741	0.241	0.112	0.072	0.032	0.003	0.030	0.068	0.084	0.097	0.132	0.248	0.689	1.361	0.494	0.234	0.129	0.075	0.019	0.010	0.029
	View angle (α) (degree)	3.335	4.249	6.579	14.550	28.573	77.304	42.437	13.833	6.416	4.103	1.839	0.182	1.702	3.888	4.831	5.543	7.536	14.225	39.503	77.962	28.301	13.414	7.373	4.294	1.089	0.577	1.668
	View angle (θ)	0.004	0.025	0.054	0.096	0.382	1.278	0.772	0.132	0.043	0.016	0.005	0.000	0.006	0.008	0.011	0.020	0.049	0.078	0.792	1.335	0.334	0.100	0.046	0.021	0.003	0.001	0.003
	View angle (θ) (degree)	0.224	1.420	3.073	5.525	21.881	73.199	44.223	7.573	2.437	0.934	0.308	0.026	0.360	0.453	0.619	1.142	2.824	4.462	45.355	76.499	19.137	5.747	2.615	1.217	0.171	0.081	0.192
	Average Speed	10.0	20.0	50.0	70.0	65.0	50.0	30.0	15.0	10.0	10.0	15.0	20.0	15.0	10.0	10.0	10.0	20.0	50.0	70.0	60.0	40.0	20.0	15.0	10.0	10.0	15.0	10.0
	Corr for no. of event, 10log(N), dB(A)	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3
	Corr for distance, -10log(d/d_{ref}), dB(A)	-1.3	-1.3	-1.2	-1.1	-1.0	-1.0	-1.0	-0.6	-0.1	0.1	0.6	0.8	0.3	-1.6	-1.7	-1.6	-1.5	-1.5	-1.4	-1.4	-1.3	-0.9	-0.4	-0.1	0.7	0.7	0.2
	Corr for view angle, 10log(pi*θ/180-cos2αsinθ)	-50.8	-40.6	-33.4	-24.1	-12.5	-1.7	-6.5	-23.1	-34.7	-42.8	-54.5	-85.4	-54.5	-46.4	-43.1	-39.3	-32.7	-25.2	-6.8	-1.5	-13.1	-24.6	-33.2	-41.2	-61.7	-70.4	-57.5
	Corr for screening/ absorption, dB(A)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0
	Corr for sound energy spread over 24 hr	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4
	Façade correctoin, dB(A)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
	Track wear correction, dB(A)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
	Leq 24hr for each train, dB(A)				32.0	43.1	51.6	42.4	20.1	5.5	-2.3	-10.1	-38.3	-10.4					27.6	49.0	53.0	38.0	20.8	10.2	-1.0	-20.7	-25.9	-16.9
	Leq 24hr for all train	56.7																										
Leq0.5	Total number of events	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13
	Corr for no. of event, 10log(N), dB(A)	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1
	Corr for distance, -10log(d/dref), dB(A)	-1.3	-1.3	-1.2	-1.1	-1.0	-1.0	-1.0	-0.6	-0.1	0.1	0.6	0.8	0.3	-1.6	-1.7	-1.6	-1.5	-1.5	-1.4	-1.4	-1.3	-0.9	-0.4	-0.1	0.7	0.7	0.2
	Corr for view angle, 10log(pi*θ/180-cos2αsinθ)	-50.8	-40.6	-33.4	-24.1	-12.5	-1.7	-6.5	-23.1	-34.7	-42.8	-54.5	-85.4	-54.5	-46.4	-43.1	-39.3	-32.7	-25.2	-6.8	-1.5	-13.1	-24.6	-33.2	-41.2	-61.7	-70.4	-57.5
	Corr for screening/ absorption, dB(A)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0
	Corr for sound energy spread over 24 hr	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6
	Façade correctoin, dB(A)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
	Track wear correction, dB(A)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
	Leq 0.5hr for each train, dB(A)				32.7	43.8	52.2	43.1	20.8	6.2	-1.7	-9.5	-37.7	-9.8					28.3	49.6	53.6	38.6	21.5	10.9	-0.3	-20.0	-25.3	-16.3
	Leq 0.5hr for all train	57.4																										
Leq0.5	Total number of events	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12
	Corr for no. of event, 10log(N), dB(A)	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8
	Corr for distance, -10log(d/dref), dB(A)	-1.3	-1.3	-1.2	-1.1	-1.0	-1.0	-1.0	-0.6	-0.1	0.1	0.6	0.8	0.3	-1.6	-1.7	-1.6	-1.5	-1.5	-1.4	-1.4	-1.3	-0.9	-0.4	-0.1	0.7	0.7	0.2
	Corr for view angle, 10log(pi*θ/180-cos2αsinθ)	-50.8	-40.6	-33.4	-24.1	-12.5	-1.7	-6.5	-23.1	-34.7	-42.8	-54.5	-85.4	-54.5	-46.4	-43.1	-39.3	-32.7	-25.2	-6.8	-1.5	-13.1	-24.6	-33.2	-41.2	-61.7	-70.4	-57.5
	Corr for screening/ absorption, dB(A)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0
	Corr for sound energy spread over 24 hr	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6
	Façade correctoin, dB(A)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
	Track wear correction, dB(A)	3.0	3.0

Floor 6		Segment (Northbound)													Segment (Southbound)														
		N1	N2	N3	N4	N5	N6	N7	N8	N9	N10	N11	N12	N13	S1	S2	S3	S4	S5	S6	S7	S8	S9	S10	S11	S12	S13	S14
Parameters:																													
	Measured SEL	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9
Leq24	Total number of events	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536
	Horize distance from track to NSR	21.2	21.8	22.2	22.2	22.6	23.2	22.9	20.0	15.2	13.4	7.3	0.8	9.4	24.1	26.5	25.7	25.7	26.1	26.6	27.0	26.0	22.7	18.7	15.1	4.8	3.0	9.8
	track mPD + track head (0.2m)	7.9	8.7	9.9	11.3	12.5	13.1	13.4	13.6	14.0	14.1	13.9	13.6	13.1	8.0	8.4	9.1	10.0	11.2	12.5	13.2	13.5	13.9	14.2	14.1	13.7	13.3	12.9
	ground mPD + floor height	37.7	37.7	37.7	37.7	37.7	37.7	37.7	37.7	37.7	37.7	37.7	37.7	37.7	37.7	37.7	37.7	37.7	37.7	37.7	37.7	37.7	37.7	37.7	37.7	37.7	37.7	37.7
	Vert distance from track to NSR	29.8	29.0	27.8	26.4	25.2	24.6	24.3	24.1	23.7	23.6	23.8	24.1	24.6	29.7	29.3	28.6	27.7	26.5	25.2	24.5	24.2	23.8	23.5	23.6	24.0	24.4	24.8
	Slant distance	36.6	36.2	35.5	34.5	33.9	33.8	33.4	31.3	28.2	27.1	24.9	24.1	26.4	38.2	39.5	38.4	37.7	37.1	36.6	36.4	35.5	32.8	30.0	28.0	24.4	24.6	26.6
	View angle (α)	0.058	0.074	0.115	0.254	0.499	1.349	0.741	0.241	0.112	0.072	0.032	0.003	0.030	0.068	0.084	0.097	0.132	0.248	0.689	1.361	0.494	0.234	0.129	0.075	0.019	0.010	0.029
	View angle (α)(degree)	3.335	4.249	6.579	14.550	28.573	77.304	42.437	13.833	6.416	4.103	1.839	0.182	1.702	3.888	4.831	5.543	7.536	14.225	39.503	77.962	28.301	13.414	7.373	4.294	1.089	0.577	1.668
	View angle (θ)	0.004	0.025	0.054	0.096	0.382	1.278	0.772	0.132	0.043	0.016	0.005	0.000	0.006	0.008	0.011	0.020	0.049	0.078	0.792	1.335	0.334	0.100	0.046	0.021	0.003	0.001	0.003
	View angle (θ) (degree)	0.224	1.420	3.073	5.525	21.881	73.199	44.223	7.573	2.437	0.934	0.308	0.026	0.360	0.453	0.619	1.142	2.824	4.462	45.355	76.499	19.137	5.747	2.615	1.217	0.171	0.081	0.192
	Average Speed	10.0	20.0	50.0	70.0	65.0	50.0	30.0	15.0	10.0	10.0	15.0	20.0	15.0	10.0	10.0	10.0	20.0	50.0	70.0	60.0	40.0	20.0	15.0	10.0	10.0	15.0	10.0
	Corr for no. of event, 10log(N), dB(A)	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3
	Corr for distance, -10log(d/d_{ref}), dB(A)	-1.6	-1.6	-1.5	-1.4	-1.3	-1.3	-1.3	-1.0	-0.5	-0.4	0.0	0.2	-0.2	-1.8	-2.0	-1.9	-1.8	-1.7	-1.7	-1.6	-1.5	-1.2	-0.8	-0.5	0.1	0.1	-0.3
	Corr for view angle, 10log(pi*θ/180-cos2αsinθ)	-50.8	-40.6	-33.4	-24.1	-12.5	-1.7	-6.5	-23.1	-34.7	-42.8	-54.5	-85.4	-54.5	-46.4	-43.1	-39.3	-32.7	-25.2	-6.8	-1.5	-13.1	-24.6	-33.2	-41.2	-61.7	-70.4	-57.5
	Corr for screening/ absorption, dB(A)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, 20log(V_{ref}/V_{train}), dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0
	Corr for sound energy spread over 24 hr	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4
	Façade correctoin, dB(A)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
	Track wear correction, dB(A)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
	Leq 24hr for each train, dB(A)				31.7	42.8	51.3	42.1	19.8	5.1	-2.8	-10.7	-38.9	-10.9					27.3	48.7	52.7	37.7	20.5	9.9	-1.4	-21.2	-26.5	-17.4
	Leq 24hr for all train	56.4																										
Leq0.5	Total number of events	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13
	Corr for no. of event, 10log(N), dB(A)	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1
	Corr for distance, -10log(d/dref), dB(A)	-1.6	-1.6	-1.5	-1.4	-1.3	-1.3	-1.3	-1.0	-0.5	-0.4	0.0	0.2	-0.2	-1.8	-2.0	-1.9	-1.8	-1.7	-1.7	-1.6	-1.5	-1.2	-0.8	-0.5	0.1	0.1	-0.3
	Corr for view angle, 10log(pi*θ/180-cos2αsinθ)	-50.8	-40.6	-33.4	-24.1	-12.5	-1.7	-6.5	-23.1	-34.7	-42.8	-54.5	-85.4	-54.5	-46.4	-43.1	-39.3	-32.7	-25.2	-6.8	-1.5	-13.1	-24.6	-33.2	-41.2	-61.7	-70.4	-57.5
	Corr for screening/ absorption, dB(A)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0
	Corr for sound energy spread over 24 hr	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6
	Façade correctoin, dB(A)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
	Track wear correction, dB(A)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
	Leq 0.5hr for each train, dB(A)				32.4	43.5	52.0	42.8	20.4	5.8	-2.1	-10.0	-38.3	-10.3					28.0	49.4	53.4	38.4	21.2	10.5	-0.7	-20.6	-25.9	-16.8
	Leq 0.5hr for all train	57.1																										
Leq0.5	Total number of events	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12
	Corr for no. of event, 10log(N), dB(A)	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8
	Corr for distance, -10log(d/dref), dB(A)	-1.6	-1.6	-1.5	-1.4	-1.3	-1.3	-1.3	-1.0	-0.5	-0.4	0.0	0.2	-0.2	-1.8	-2.0	-1.9	-1.8	-1.7	-1.7	-1.6	-1.5	-1.2	-0.8	-0.5	0.1	0.1	-0.3
	Corr for view angle, 10log(pi*θ/180-cos2αsinθ)	-50.8	-40.6	-33.4	-24.1	-12.5	-1.7	-6.5	-23.1	-34.7	-42.8	-54.5	-85.4	-54.5	-46.4	-43.1	-39.3	-32.7	-25.2	-6.8	-1.5	-13.1	-24.6	-33.2	-41.2	-61.7	-70.4	-57.5
	Corr for screening/ absorption, dB(A)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0
	Corr for sound energy spread over 24 hr	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6
	Façade correctoin, dB(A)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
	Track wear correction, dB(A)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
	Leq 0.5hr for each train, dB(A)				32.0	43.1	51.6	42.4	20.1	5.4	-2.5	-10.4	-38.6	-10.6					27.7	49.0	53.0	38.0	20.9	10.2	-1.1	-20.9	-26.2	-17.1
	Leq 0.5hr for all train	56.7																										
Lmax	Measured Lmax	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65
	Corr for distance, -10log(d/dref), dB(A)	-1.6	-1.6	-1.5	-1.4	-1.3	-1.3	-1.3	-1.0	-0.5	-0.4	0.0	0.2	-0.2	-1.8	-2.0	-1.9	-1.8	-1.7	-1.7	-1.6	-1.5	-1.2	-0.8	-0.5	0.1	0.1	-0.3
	Correction for screening/ absorption	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0
	Façade correctoin, dB(A)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
	Track wear correction, dB(A)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
	Lmax for each train, dB(A)				72.0	71.5	69.2	64.8	59.1	56.0	56.2	60.1	62.7	59.8					68.8	71.8	70.4	67.0	61.4	59.2	56.0	56.6	60.1	56.3
	Lmax for all train	72.0																										

Floor 7		Segment (Northbound)													Segment (Southbound)														
		N1	N2	N3	N4	N5	N6	N7	N8	N9	N10	N11	N12	N13	S1	S2	S3	S4	S5	S6	S7	S8	S9	S10	S11	S12	S13	S14
Parameters:																													
	Measured SEL	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9
Leq24	Total number of events	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536
	Horize distance from track to NSR	21.2	21.8	22.2	22.2	22.6	23.2	22.9	20.0	15.2	13.4	7.3	0.8	9.4	24.1	26.5	25.7	25.7	26.1	26.6	27.0	26.0	22.7	18.7	15.1	4.8	3.0	9.8
	track mPD + track head (0.2m)	7.9	8.7	9.9	11.3	12.5	13.1	13.4	13.6	14.0	14.1	13.9	13.6	13.1	8.0	8.4	9.1	10.0	11.2	12.5	13.2	13.5	13.9	14.2	14.1	13.7	13.3	12.9
	ground mPD + floor height	40.8	40.8	40.8	40.8	40.8	40.8	40.8	40.8	40.8	40.8	40.8	40.8	40.8	40.8	40.8	40.8	40.8	40.8	40.8	40.8	40.8	40.8	40.8	40.8	40.8	40.8	40.8
	Vert distance from track to NSR	32.9	32.1	30.9	29.6	28.4	27.8	27.5	27.2	26.9	26.8	26.9	27.2	27.8	32.8	32.4	31.7	30.8	29.6	28.3	27.6	27.3	26.9	26.7	26.8	27.1	27.6	27.9
	Slant distance	39.2	38.8	38.0	37.0	36.3	36.2	35.7	33.7	30.9	29.9	27.9	27.2	29.3	40.7	41.9	40.8	40.1	39.4	38.9	38.6	37.7	35.2	32.6	30.7	27.5	27.7	29.6
	View angle (α)	0.058	0.074	0.115	0.254	0.499	1.349	0.741	0.241	0.112	0.072	0.032	0.003	0.030	0.068	0.084	0.097	0.132	0.248	0.689	1.361	0.494	0.234	0.129	0.075	0.019	0.010	0.029
	View angle (α)(degree)	3.335	4.249	6.579	14.550	28.573	77.304	42.437	13.833	6.416	4.103	1.839	0.182	1.702	3.888	4.831	5.543	7.536	14.225	39.503	77.962	28.301	13.414	7.373	4.294	1.089	0.577	1.668
	View angle (θ)	0.004	0.025	0.054	0.096	0.382	1.278	0.772	0.132	0.043	0.016	0.005	0.000	0.006	0.008	0.011	0.020	0.049	0.078	0.792	1.335	0.334	0.100	0.046	0.021	0.003	0.001	0.003
	View angle (θ) (degree)	0.224	1.420	3.073	5.525	21.881	73.199	44.223	7.573	2.437	0.934	0.308	0.026	0.360	0.453	0.619	1.142	2.824	4.462	45.355	76.499	19.137	5.747	2.615	1.217	0.171	0.081	0.192
	Average Speed	10.0	20.0	50.0	70.0	65.0	50.0	30.0	15.0	10.0	10.0	15.0	20.0	15.0	10.0	10.0	10.0	20.0	50.0	70.0	60.0	40.0	20.0	15.0	10.0	10.0	15.0	10.0
	Corr for no. of event, 10log(N), dB(A)	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3
	Corr for distance, -10log(d/d_{ref}), dB(A)	-1.9	-1.9	-1.8	-1.7	-1.6	-1.6	-1.6	-1.3	-0.9	-0.8	-0.5	-0.4	-0.7	-2.1	-2.2	-2.1	-2.1	-2.0	-1.9	-1.9	-1.8	-1.5	-1.1	-0.9	-0.4	-0.4	-0.7
	Corr for view angle, 10log(pi*θ/180-cos2αsinθ)	-50.8	-40.6	-33.4	-24.1	-12.5	-1.7	-6.5	-23.1	-34.7	-42.8	-54.5	-85.4	-54.5	-46.4	-43.1	-39.3	-32.7	-25.2	-6.8	-1.5	-13.1	-24.6	-33.2	-41.2	-61.7	-70.4	-57.5
	Corr for screening/ absorption, dB(A)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, 20log(V_{ref}/V_{train}), dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0
	Corr for sound energy spread over 24 hr	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4
	Façade correctoin, dB(A)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
	Track wear correction, dB(A)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
	Leq 24hr for each train, dB(A)				31.4	42.5	51.0	41.8	19.4	4.7	-3.2	-11.2	-39.5	-11.4					27.1	48.5	52.5	37.4	20.2	9.5	-1.8	-21.8	-27.0	-17.9
	Leq 24hr for all train	56.2																										
Leq0.5	Total number of events	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13
	Corr for no. of event, 10log(N), dB(A)	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1
	Corr for distance, -10log(d/dref), dB(A)	-1.9	-1.9	-1.8	-1.7	-1.6	-1.6	-1.6	-1.3	-0.9	-0.8	-0.5	-0.4	-0.7	-2.1	-2.2	-2.1	-2.1	-2.0	-1.9	-1.9	-1.8	-1.5	-1.1	-0.9	-0.4	-0.4	-0.7
	Corr for view angle, 10log(pi*θ/180-cos2αsinθ)	-50.8	-40.6	-33.4	-24.1	-12.5	-1.7	-6.5	-23.1	-34.7	-42.8	-54.5	-85.4	-54.5	-46.4	-43.1	-39.3	-32.7	-25.2	-6.8	-1.5	-13.1	-24.6	-33.2	-41.2	-61.7	-70.4	-57.5
	Corr for screening/ absorption, dB(A)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0
	Corr for sound energy spread over 24 hr	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6
	Façade correctoin, dB(A)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
	Track wear correction, dB(A)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
	Leq 0.5hr for each train, dB(A)				32.1	43.2	51.7	42.5	20.1	5.4	-2.6	-10.5	-38.8	-10.7					27.7	49.1	53.1	38.1	20.9	10.2	-1.1	-21.1	-26.4	-17.2
	Leq 0.5hr for all train	56.8																										
Leq0.5	Total number of events	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12
	Corr for no. of event, 10log(N), dB(A)	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8
	Corr for distance, -10log(d/dref), dB(A)	-1.9	-1.9	-1.8	-1.7	-1.6	-1.6	-1.6	-1.3	-0.9	-0.8	-0.5	-0.4	-0.7	-2.1	-2.2	-2.1	-2.1	-2.0	-1.9	-1.9	-1.8	-1.5	-1.1	-0.9	-0.4	-0.4	-0.7
	Corr for view angle, 10log(pi*θ/180-cos2αsinθ)	-50.8	-40.6	-33.4	-24.1	-12.5	-1.7	-6.5	-23.1	-34.7	-42.8	-54.5	-85.4	-54.5	-46.4	-43.1	-39.3	-32.7	-25.2	-6.8	-1.5	-13.1	-24.6	-33.2	-41.2	-61.7	-70.4	-57.5
	Corr for screening/ absorption, dB(A)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0
	Corr for sound energy spread over 24 hr	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6
	Façade correctoin, dB(A)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5

Floor 8		Segment (Northbound)													Segment (Southbound)													
		N1	N2	N3	N4	N5	N6	N7	N8	N9	N10	N11	N12	N13	S1	S2	S3	S4	S5	S6	S7	S8	S9	S10	S11	S12	S13	S14
Parameters:																												
	Measured SEL	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9
Leq24	Total number of events	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536
	Horize distance from track to NSR	21.2	21.8	22.2	22.2	22.6	23.2	22.9	20.0	15.2	13.4	7.3	0.8	9.4	24.1	26.5	25.7	25.7	26.1	26.6	27.0	26.0	22.7	18.7	15.1	4.8	3.0	9.8
	track mPD + track head (0.2m)	7.9	8.7	9.9	11.3	12.5	13.1	13.4	13.6	14.0	14.1	13.9	13.6	13.1	8.0	8.4	9.1	10.0	11.2	12.5	13.2	13.5	13.9	14.2	14.1	13.7	13.3	12.9
	ground mPD + floor height	44.0	44.0	44.0	44.0	44.0	44.0	44.0	44.0	44.0	44.0	44.0	44.0	44.0	44.0	44.0	44.0	44.0	44.0	44.0	44.0	44.0	44.0	44.0	44.0	44.0	44.0	44.0
	Vert distance from track to NSR	36.1	35.3	34.1	32.7	31.5	30.9	30.6	30.4	30.0	29.9	30.1	30.4	30.9	36.0	35.6	34.9	34.0	32.8	31.5	30.8	30.5	30.1	29.8	29.9	30.3	30.7	31.1
	Slant distance	41.8	41.4	40.6	39.5	38.8	38.6	38.2	36.3	33.6	32.8	30.9	30.4	32.3	43.3	44.4	43.3	42.6	41.9	41.2	40.9	40.0	37.6	35.2	33.5	30.6	30.8	32.5
	View angle (α)	0.058	0.074	0.115	0.254	0.499	1.349	0.741	0.241	0.112	0.072	0.032	0.003	0.030	0.068	0.084	0.097	0.132	0.248	0.689	1.361	0.494	0.234	0.129	0.075	0.019	0.010	0.029
	View angle (α) (degree)	3.335	4.249	6.579	14.550	28.573	77.304	42.437	13.833	6.416	4.103	1.839	0.182	1.702	3.888	4.831	5.543	7.536	14.225	39.503	77.962	28.301	13.414	7.373	4.294	1.089	0.577	1.668
	View angle (Θ)	0.004	0.025	0.054	0.096	0.382	1.278	0.772	0.132	0.043	0.016	0.005	0.000	0.006	0.008	0.011	0.020	0.049	0.078	0.792	1.335	0.334	0.100	0.046	0.021	0.003	0.001	0.003
	View angle (Θ) (degree)	0.224	1.420	3.073	5.525	21.881	73.199	44.223	7.573	2.437	0.934	0.308	0.026	0.360	0.453	0.619	1.142	2.824	4.462	45.355	76.499	19.137	5.747	2.615	1.217	0.171	0.081	0.192
	Average Speed	10.0	20.0	50.0	70.0	65.0	50.0	30.0	15.0	10.0	10.0	15.0	20.0	15.0	10.0	10.0	10.0	20.0	50.0	70.0	60.0	40.0	20.0	15.0	10.0	10.0	15.0	10.0
	Corr for no. of event, 10log(N), dB(A)	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3
	Corr for distance, -10log(d/d_{ref}), dB(A)	-2.2	-2.2	-2.1	-2.0	-1.9	-1.9	-1.8	-1.6	-1.3	-1.2	-0.9	-0.8	-1.1	-2.4	-2.5	-2.4	-2.3	-2.2	-2.2	-2.1	-2.0	-1.8	-1.5	-1.3	-0.9	-0.9	-1.1
	Corr for view angle, 10log(pi*θ/180-cos2αsinθ)	-50.8	-40.6	-33.4	-24.1	-12.5	-1.7	-6.5	-23.1	-34.7	-42.8	-54.5	-85.4	-54.5	-46.4	-43.1	-39.3	-32.7	-25.2	-6.8	-1.5	-13.1	-24.6	-33.2	-41.2	-61.7	-70.4	-57.5
	Corr for screening/ absorption, dB(A)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, 20log(v/V_{ref}), dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0
	Corr for sound energy spread over 24 hr	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4
	Façade correctoin, dB(A)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
	Track wear correction, dB(A)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
	Leq 24hr for each train, dB(A)				31.1	42.2	50.7	41.5	19.1	4.3	-3.6	-11.6	-39.9	-11.8					26.8	48.2	52.2	37.2	19.9	9.2	-2.2	-22.2	-27.5	-18.3
	Leq 24hr for all train	55.9																										
Leq0.5	Total number of events	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13
	Corr for no. of event, 10log(N), dB(A)	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1
	Corr for distance, -10log(d/dref), dB(A)	-2.2	-2.2	-2.1	-2.0	-1.9	-1.9	-1.8	-1.6	-1.3	-1.2	-0.9	-0.8	-1.1	-2.4	-2.5	-2.4	-2.3	-2.2	-2.2	-2.1	-2.0	-1.8	-1.5	-1.3	-0.9	-0.9	-1.1
	Corr for view angle, 10log(pi*θ/180-cos2αsinθ)	-50.8	-40.6	-33.4	-24.1	-12.5	-1.7	-6.5	-23.1	-34.7	-42.8	-54.5	-85.4	-54.5	-46.4	-43.1	-39.3	-32.7	-25.2	-6.8	-1.5	-13.1	-24.6	-33.2	-41.2	-61.7	-70.4	-57.5
	Corr for screening/ absorption, dB(A)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0
	Corr for sound energy spread over 24 hr	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6
	Façade correctoin, dB(A)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
	Track wear correction, dB(A)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
	Leq 0.5hr for each train, dB(A)				31.8	42.9	51.4	42.2	19.8	5.0	-3.0	-11.0	-39.3	-11.1					27.5	48.9	52.9	37.8	20.6	9.8	-1.5	-21.6	-26.8	-17.6
	Leq 0.5hr for all train	56.6																										
Leq0.5	Total number of events	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12
	Corr for no. of event, 10log(N), dB(A)	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8
	Corr for distance, -10log(d/dref), dB(A)	-2.2	-2.2	-2.1	-2.0	-1.9	-1.9	-1.8	-1.6	-1.3	-1.2	-0.9	-0.8	-1.1	-2.4	-2.5	-2.4	-2.3	-2.2	-2.2	-2.1	-2.0	-1.8	-1.5	-1.3	-0.9	-0.9	-1.1
	Corr for view angle, 10log(pi*θ/180-cos2αsinθ)	-50.8	-40.6	-33.4	-24.1	-12.5	-1.7	-6.5	-23.1	-34.7	-42.8	-54.5	-85.4	-54.5	-46.4	-43.1	-39.3	-32.7	-25.2	-6.8	-1.5	-13.1	-24.6	-33.2	-41.2	-61.7	-70.4	-57.5
	Corr for screening/ absorption, dB(A)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0
	Corr for sound energy spread over 24 hr	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6
	Façade correctoin, dB(A)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
	Track wear correction, dB(A)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
	Leq 0.5hr for each train, dB(A)				31.4	42.5	51.0	41.8	19.4	4.7	-3.3	-11.3	-39.6	-11.5					27.1	48.5	52.5	37.5	20.3	9.5	-1.9	-21.9	-27.2	-18.0
	Leq 0.5hr for all train	56.2																										
Lmax	Measured Lmax	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65
	Corr for distance, -10log(d/dref), dB(A)	-2.2	-2.2	-2.1	-2.0	-1.9	-1.9	-1.8	-1.6	-1.3	-1.2	-0.9	-0.8	-1.1	-2.4	-2.5	-2.4	-2.3	-2.2	-2.2	-2.1	-2.0	-1.8	-1.5	-1.3	-0.9	-0.9	-1.1
	Correction for screening/ absorption	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0
	Façade correctoin, dB(A)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
	Track wear correction, dB(A)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
	Lmax for each train, dB(A)				71.4	70.9	68.6	64.2	58.4	55.2	55.3	59.1	61.7	58.9					68.3	71.3	69.9	66.5	60.8	58.6	55.2	55.6	59.1	55.4
	Lmax for all train	71.4																										

Floor 9		Segment (Northbound)													Segment (Southbound)													
		N1	N2	N3	N4	N5	N6	N7	N8	N9	N10	N11	N12	N13	S1	S2	S3	S4	S5	S6	S7	S8	S9	S10	S11	S12	S13	S14
Parameters:																												
	Measured SEL	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9
Leq24	Total number of events	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536
	Horize distance from track to NSR	21.2	21.8	22.2	22.2	22.6	23.2	22.9	20.0	15.2	13.4	7.3	0.8	9.4	24.1	26.5	25.7	25.7	26.1	26.6	27.0	26.0	22.7	18.7	15.1	4.8	3.0	9.8
	track mPD + track head (0.2m)	7.9	8.7	9.9	11.3	12.5	13.1	13.4	13.6	14.0	14.1	13.9	13.6	13.1	8.0	8.4	9.1	10.0	11.2	12.5	13.2	13.5	13.9	14.2	14.1	13.7	13.3	12.9
	ground mPD + floor height	47.1	47.1	47.1	47.1	47.1	47.1	47.1	47.1	47.1	47.1	47.1	47.1	47.1	47.1	47.1	47.1	47.1	47.1	47.1	47.1	47.1	47.1	47.1	47.1	47.1	47.1	47.1
	Vert distance from track to NSR	39.2	38.4	37.2	35.9	34.7	34.1	33.8	33.5	33.2	33.1	33.2	33.5	34.1	39.1	38.7	38.0	37.1	35.9	34.6	33.9	33.6	33.2	33.0	33.1	33.4	33.9	34.2
	Slant distance	44.6	44.2	43.3	42.2	41.4	41.2	40.8	39.0	36.5	35.7	34.0	33.5	35.3	46.0	46.9	45.8	45.1	44.4	43.7	43.4	42.5	40.2	37.9	36.3	33.7	34.0	35.6
	View angle (α)	0.058	0.074	0.115	0.254	0.499	1.349	0.741	0.241	0.112	0.072	0.032	0.003	0.030	0.068	0.084	0.097	0.132	0.248	0.689	1.361	0.494	0.234	0.129	0.075	0.019	0.010	0.029
	View angle (α) (degree)	3.335	4.249	6.579	14.550	28.573	77.304	42.437	13.833	6.416	4.103	1.839	0.182	1.702	3.888	4.831	5.543	7.536	14.225	39.503	77.962	28.301	13.414	7.373	4.294	1.089	0.577	1.668
	View angle (Θ)	0.004	0.025	0.054	0.096	0.382	1.278	0.772	0.132	0.043	0.016	0.005	0.000	0.006	0.008	0.011	0.020	0.049	0.078	0.792	1.335	0.334	0.100	0.046	0.021	0.003	0.001	0.003
	View angle (Θ) (degree)	0.224	1.420	3.073	5.525	21.881	73.199	44.223	7.573	2.437	0.934	0.308	0.026	0.360	0.453	0.619	1.142	2.824	4.462	45.355	76.499	19.137	5.747	2.615	1.217	0.171	0.081	0.192
	Average Speed	10.0	20.0	50.0	70.0	65.0	50.0	30.0	15.0	10.0	10.0	15.0	20.0	15.0	10.0	10.0	10.0	20.0	50.0	70.0	60.0	40.0	20.0	15.0	10.0	10.0	15.0	10.0
	Corr for no. of event, 10log(N), dB(A)	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3
	Corr for distance, -10log(d/d_{ref}), dB(A)	-2.5	-2.5	-2.4	-2.3	-2.2	-2.2	-2.1	-1.9	-1.6	-1.5	-1.3	-1.3	-1.5	-2.6	-2.7	-2.6	-2.6	-2.5	-2.4	-2.4	-2.3	-2.1	-1.8	-1.6	-1.3	-1.3	-1.5
	Corr for view angle, 10log(pi*θ/180-cos2αsinθ)	-50.8	-40.6	-33.4	-24.1	-12.5	-1.7	-6.5	-23.1	-34.7	-42.8	-54.5	-85.4	-54.5	-46.4	-43.1	-39.3	-32.7	-25.2	-6.8	-1.5	-13.1	-24.6	-33.2	-41.2	-61.7	-70.4	-57.5
	Corr for screening/ absorption, dB(A)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, 20log(v/V_{ref}), dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0
	Corr for sound energy spread over 24 hr	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4
	Façade correctoin, dB(A)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
	Track wear correction, dB(A)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
	Leq 24hr for each train, dB(A)				30.8	41.9	50.4	41.2	18.8	4.0	-4.0	-12.0	-40.4	-12.2					26.6	48.0	52.0	36.9	19.7	8.8	-2.5	-22.6	-27.9	-18.7
	Leq 24hr for all train	55.6																										
Leq0.5	Total number of events	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13
	Corr for no. of event, 10log(N), dB(A)	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1
	Corr for distance, -10log(d/dref), dB(A)	-2.5	-2.5	-2.4	-2.3	-2.2	-2.2	-2.1	-1.9	-1.6	-1.5	-1.3	-1.3	-1.5	-2.6	-2.7	-2.6	-2.6	-2.5	-2.4	-2.4	-2.3	-2.1	-1.8	-1.6	-1.3	-1.3	-1.5
	Corr for view angle, 10log(pi*θ/180-cos2αsinθ)	-50.8	-40.6	-33.4	-24.1	-12.5	-1.7	-6.5	-23.1	-34.7	-42.8	-54.5	-85.4	-54.5	-46.4	-43.1	-39.3	-32.7	-25.2	-6.8	-1.5	-13.1	-24.6	-33.2	-41.2	-61.7	-70.4	-57.5
	Corr for screening/ absorption, dB(A)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0
	Corr for sound energy spread over 24 hr	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6
	Façade correctoin, dB(A)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
	Track wear correction, dB(A)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
	Leq 0.5hr for each train, dB(A)				31.5	42.6	51.1	41.9	19.5	4.6	-3.3	-11.4	-39.7	-11.5					27.2	48.6	52.6	37.6	20.3	9.5	-1.9	-22.0	-27.3	-18.0
	Leq 0.5hr for all train	56.3																										
Leq0.5	Total number of events	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12
	Corr for no. of event, 10log(N), dB(A)	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8
	Corr for distance, -10log(d/dref), dB(A)	-2.5	-2.5	-2.4	-2.3	-2.2	-2.2	-2.1	-1.9	-1.6	-1.5	-1.3	-1.3	-1.5	-2.6	-2.7	-2.6	-2.6	-2.5	-2.4	-2.4	-2.3	-2.1	-1.8	-1.6	-1.3	-1.3	-1.5
	Corr for view angle, 10log(pi*θ/180-cos2αsinθ)	-50.8	-40.6	-33.4	-24.1	-12.5	-1.7	-6.5	-23.1	-34.7	-42.8	-54.5	-85.4	-54.5	-46.4	-43.1	-39.3	-32.7	-25.2	-6.8	-1.5	-13.1	-24.6	-33.2	-41.2	-61.7	-70.4	-57.5
	Corr for screening/ absorption, dB(A)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0
	Corr for sound energy spread over 24 hr	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6
	Façade correctoin, dB(A)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
	Track wear correction, dB(A

Floor		Segment (Northbound)													Segment (Southbound)													
10		N1	N2	N3	N4	N5	N6	N7	N8	N9	N10	N11	N12	N13	S1	S2	S3	S4	S5	S6	S7	S8	S9	S10	S11	S12	S13	S14
Parameters:																												
	Measured SEL	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9
Leq24	Total number of events	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536
	Horize distance from track to NSR	21.2	21.8	22.2	22.2	22.6	23.2	22.9	20.0	15.2	13.4	7.3	0.8	9.4	24.1	26.5	25.7	25.7	26.1	26.6	27.0	26.0	22.7	18.7	15.1	4.8	3.0	9.8
	track mPD + track head (0.2m)	7.9	8.7	9.9	11.3	12.5	13.1	13.4	13.6	14.0	14.1	13.9	13.6	13.1	8.0	8.4	9.1	10.0	11.2	12.5	13.2	13.5	13.9	14.2	14.1	13.7	13.3	12.9
	ground mPD + floor height	50.3	50.3	50.3	50.3	50.3	50.3	50.3	50.3	50.3	50.3	50.3	50.3	50.3	50.3	50.3	50.3	50.3	50.3	50.3	50.3	50.3	50.3	50.3	50.3	50.3	50.3	50.3
	Vert distance from track to NSR	42.4	41.6	40.4	39.0	37.8	37.2	36.9	36.7	36.3	36.2	36.4	36.7	37.2	42.3	41.9	41.2	40.3	39.1	37.8	37.1	36.8	36.4	36.1	36.2	36.6	37.0	37.4
	Slant distance	47.4	46.9	46.0	44.9	44.1	43.8	43.4	41.7	39.4	38.6	37.1	36.7	38.4	48.7	49.5	48.5	47.8	47.0	46.2	45.9	45.0	42.8	40.7	39.2	36.9	37.1	38.6
	View angle (α)	0.058	0.074	0.115	0.254	0.499	1.349	0.741	0.241	0.112	0.072	0.032	0.003	0.030	0.068	0.084	0.097	0.132	0.248	0.689	1.361	0.494	0.234	0.129	0.075	0.019	0.010	0.029
	View angle (α)(degree)	3.335	4.249	6.579	14.550	28.573	77.304	42.437	13.833	6.416	4.103	1.839	0.182	1.702	3.888	4.831	5.543	7.536	14.225	39.503	77.962	28.301	13.414	7.373	4.294	1.089	0.577	1.668
	View angle (Θ)	0.004	0.025	0.054	0.096	0.382	1.278	0.772	0.132	0.043	0.016	0.005	0.000	0.006	0.008	0.011	0.020	0.049	0.078	0.792	1.335	0.334	0.100	0.046	0.021	0.003	0.001	0.003
	View angle (Θ) (degree)	0.224	1.420	3.073	5.525	21.881	73.199	44.223	7.573	2.437	0.934	0.308	0.026	0.360	0.453	0.619	1.142	2.824	4.462	45.355	76.499	19.137	5.747	2.615	1.217	0.171	0.081	0.192
	Average Speed	10.0	20.0	50.0	70.0	65.0	50.0	30.0	15.0	10.0	10.0	15.0	20.0	15.0	10.0	10.0	10.0	20.0	50.0	70.0	60.0	40.0	20.0	15.0	10.0	10.0	15.0	10.0
	Corr for no. of event, 10log(N), dB(A)	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3
	Corr for distance, -10log(d/d_{ref}), dB(A)	-2.8	-2.7	-2.7	-2.5	-2.5	-2.4	-2.4	-2.2	-2.0	-1.9	-1.7	-1.7	-1.9	-2.9	-3.0	-2.9	-2.8	-2.7	-2.7	-2.6	-2.6	-2.3	-2.1	-2.0	-1.7	-1.7	-1.9
	Corr for view angle, 10log(pi*θ/180-cos2αsinθ)	-50.8	-40.6	-33.4	-24.1	-12.5	-1.7	-6.5	-23.1	-34.7	-42.8	-54.5	-85.4	-54.5	-46.4	-43.1	-39.3	-32.7	-25.2	-6.8	-1.5	-13.1	-24.6	-33.2	-41.2	-61.7	-70.4	-57.5
	Corr for screening/ absorption, dB(A)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, 20log(v/V_{ref}), dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0
	Corr for sound energy spread over 24 hr	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4
	Façade correctoin, dB(A)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
	Track wear correction, dB(A)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
	Leq 24hr for each train, dB(A)				30.6	41.7	50.2	41.0	18.5	3.7	-4.3	-12.4	-40.8	-12.6					26.3	47.7	51.7	36.7	19.4	8.5	-2.8	-23.0	-28.3	-19.0
	Leq 24hr for all train	55.4																										
Leq0.5	Total number of events	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13
	Corr for no. of event, 10log(N), dB(A)	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1
	Corr for distance, -10log(d/dref), dB(A)	-2.8	-2.7	-2.7	-2.5	-2.5	-2.4	-2.4	-2.2	-2.0	-1.9	-1.7	-1.7	-1.9	-2.9	-3.0	-2.9	-2.8	-2.7	-2.7	-2.6	-2.6	-2.3	-2.1	-2.0	-1.7	-1.7	-1.9
	Corr for view angle, 10log(pi*θ/180-cos2αsinθ)	-50.8	-40.6	-33.4	-24.1	-12.5	-1.7	-6.5	-23.1	-34.7	-42.8	-54.5	-85.4	-54.5	-46.4	-43.1	-39.3	-32.7	-25.2	-6.8	-1.5	-13.1	-24.6	-33.2	-41.2	-61.7	-70.4	-57.5
	Corr for screening/ absorption, dB(A)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0
	Corr for sound energy spread over 24 hr	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6
	Façade correctoin, dB(A)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
	Track wear correction, dB(A)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
	Leq 0.5hr for each train, dB(A)				31.2	42.3	50.8	41.6	19.2	4.3	-3.7	-11.8	-40.1	-11.9					27.0	48.4	52.4	37.3	20.0	9.2	-2.2	-22.4	-27.6	-18.4
	Leq 0.5hr for all train	56.0																										
Leq0.5	Total number of events	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12
	Corr for no. of event, 10log(N), dB(A)	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8
	Corr for distance, -10log(d/dref), dB(A)	-2.8	-2.7	-2.7	-2.5	-2.5	-2.4	-2.4	-2.2	-2.0	-1.9	-1.7	-1.7	-1.9	-2.9	-3.0	-2.9	-2.8	-2.7	-2.7	-2.6	-2.6	-2.3	-2.1	-2.0	-1.7	-1.7	-1.9
	Corr for view angle, 10log(pi*θ/180-cos2αsinθ)	-50.8	-40.6	-33.4	-24.1	-12.5	-1.7	-6.5	-23.1	-34.7	-42.8	-54.5	-85.4	-54.5	-46.4	-43.1	-39.3	-32.7	-25.2	-6.8	-1.5	-13.1	-24.6	-33.2	-41.2	-61.7	-70.4	-57.5
	Corr for screening/ absorption, dB(A)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0
	Corr for sound energy spread over 24 hr	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6
	Façade correctoin, dB(A)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
	Track wear correction, dB(A)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
	Leq 0.5hr for each train, dB(A)				30.9	42.0	50.5	41.3	18.8	4.0	-4.0	-12.1	-40.4	-12.2					26.6	48.0	52.0	37.0	19.7	8.9	-2.5	-22.7	-28.0	-18.7
	Leq 0.5hr for all train	55.7																										
Lmax	Measured Lmax	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65
	Corr for distance, -10log(d/dref), dB(A)	-2.8	-2.7	-2.7	-2.5	-2.5	-2.4	-2.4	-2.2	-2.0	-1.9	-1.7	-1.7	-1.9	-2.9	-3.0	-2.9	-2.8	-2.7	-2.7	-2.6	-2.6	-2.3	-2.1	-2.0	-1.7	-1.7	-1.9
	Correction for screening/ absorption	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0
	Façade correctoin, dB(A)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
	Track wear correction, dB(A)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
	Lmax for each train, dB(A)				70.9	70.3	68.1	63.7	57.8	54.6	54.6	58.3	60.9	58.2					67.8	70.8	69.4	66.0	60.2	57.9	54.6	54.8	58.3	54.6
	Lmax for all train	70.9																										

Floor		Segment (Northbound)													Segment (Southbound)													
11		N1	N2	N3	N4	N5	N6	N7	N8	N9	N10	N11	N12	N13	S1	S2	S3	S4	S5	S6	S7	S8	S9	S10	S11	S12	S13	S14
Parameters:																												
	Measured SEL	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9
Leq24	Total number of events	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536
	Horize distance from track to NSR	21.2	21.8	22.2	22.2	22.6	23.2	22.9	20.0	15.2	13.4	7.3	0.8	9.4	24.1	26.5	25.7	25.7	26.1	26.6	27.0	26.0	22.7	18.7	15.1	4.8	3.0	9.8
	track mPD + track head (0.2m)	7.9	8.7	9.9	11.3	12.5	13.1	13.4	13.6	14.0	14.1	13.9	13.6	13.1	8.0	8.4	9.1	10.0	11.2	12.5	13.2	13.5	13.9	14.2	14.1	13.7	13.3	12.9
	ground mPD + floor height	53.4	53.4	53.4	53.4	53.4	53.4	53.4	53.4	53.4	53.4	53.4	53.4	53.4	53.4	53.4	53.4	53.4	53.4	53.4	53.4	53.4	53.4	53.4	53.4	53.4	53.4	53.4
	Vert distance from track to NSR	45.5	44.7	43.5	42.2	41.0	40.4	40.1	39.8	39.5	39.4	39.5	39.8	40.4	45.4	45.0	44.3	43.4	42.2	40.9	40.2	39.9	39.5	39.3	39.4	39.7	40.2	40.5
	Slant distance	50.2	49.7	48.8	47.6	46.8	46.5	46.1	44.5	42.3	41.6	40.2	39.8	41.4	51.4	52.2	51.2	50.4	49.6	48.8	48.4	47.6	45.5	43.5	42.2	40.0	40.3	41.7
	View angle (α)	0.058	0.074	0.115	0.254	0.499	1.349	0.741	0.241	0.112	0.072	0.032	0.003	0.030	0.068	0.084	0.097	0.132	0.248	0.689	1.361	0.494	0.234	0.129	0.075	0.019	0.010	0.029
	View angle (α)(degree)	3.335	4.249	6.579	14.550	28.573	77.304	42.437	13.833	6.416	4.103	1.839	0.182	1.702	3.888	4.831	5.543	7.536	14.225	39.503	77.962	28.301	13.414	7.373	4.294	1.089	0.577	1.668
	View angle (Θ)	0.004	0.025	0.054	0.096	0.382	1.278	0.772	0.132	0.043	0.016	0.005	0.000	0.006	0.008	0.011	0.020	0.049	0.078	0.792	1.335	0.334	0.100	0.046	0.021	0.003	0.001	0.003
	View angle (Θ) (degree)	0.224	1.420	3.073	5.525	21.881	73.199	44.223	7.573	2.437	0.934	0.308	0.026	0.360	0.453	0.619	1.142	2.824	4.462	45.355	76.499	19.137	5.747	2.615	1.217	0.171	0.081	0.192
	Average Speed	10.0	20.0	50.0	70.0	65.0	50.0	30.0	15.0	10.0	10.0	15.0	20.0	15.0	10.0	10.0	10.0	20.0	50.0	70.0	60.0	40.0	20.0	15.0	10.0	10.0	15.0	10.0
	Corr for no. of event, 10log(N), dB(A)	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3
	Corr for distance, -10log(d/d_{ref}), dB(A)	-3.0	-3.0	-2.9	-2.8	-2.7	-2.7	-2.7	-2.5	-2.3	-2.2	-2.1	-2.0	-2.2	-3.1	-3.2	-3.1	-3.0	-3.0	-2.9	-2.9	-2.8	-2.6	-2.4	-2.3	-2.0	-2.1	-2.2
	Corr for view angle, 10log(pi*θ/180-cos2αsinθ)	-50.8	-40.6	-33.4	-24.1	-12.5	-1.7	-6.5	-23.1	-34.7	-42.8	-54.5	-85.4	-54.5	-46.4	-43.1	-39.3	-32.7	-25.2	-6.8	-1.5	-13.1	-24.6	-33.2	-41.2	-61.7	-70.4	-57.5
	Corr for screening/ absorption, dB(A)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, 20log(v/V_{ref}), dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0
	Corr for sound energy spread over 24 hr	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4
	Façade correctoin, dB(A)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
	Track wear correction, dB(A)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
	Leq 24hr for each train, dB(A)				30.3	41.4	49.9	40.7	18.2	3.3	-4.7	-12.8	-41.1	-12.9					26.1	47.5	51.5	36.4	19.1	8.2	-3.2	-23.4	-28.7	-19.4
	Leq 24hr for all train	55.1																										
Leq0.5	Total number of events	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13
	Corr for no. of event, 10log(N), dB(A)	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1
	Corr for distance, -10log(d/dref), dB(A)	-3.0	-3.0	-2.9	-2.8	-2.7	-2.7	-2.7	-2.5	-2.3	-2.2	-2.1	-2.0	-2.2	-3.1	-3.2	-3.1	-3.0	-3.0	-2.9	-2.9	-2.8	-2.6	-2.4	-2.3	-2.0	-2.1	-2.2
	Corr for view angle, 10log(pi*θ/180-cos2αsinθ)	-50.8	-40.6	-33.4	-24.1	-12.5	-1.7	-6.5	-23.1	-34.7	-42.8	-54.5	-85.4	-54.5	-46.4	-43.1	-39.3	-32.7	-25.2	-6.8	-1.5	-13.1	-24.6	-33.2	-41.2	-61.7	-70.4	-57.5
	Corr for screening/ absorption, dB(A)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0
	Corr for sound energy spread over 24 hr	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6
	Façade correctoin, dB(A)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
	Track wear correction, dB(A)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
	Leq 0.5hr for each train, dB(A)				31.0	42.1	50.6	41.4	18.9	4.0	-4.0	-12.1	-40.4	-12.2					26.7	48.1	52.1	37.1	19.8	8.9	-2.5	-22.7	-28.0	-18.7
	Leq 0.5hr for all train	55.8																										
Leq0.5	Total number of events	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12
	Corr for no. of event, 10log(N), dB(A)	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8
	Corr for distance, -10log(d/dref), dB(A)	-3.0	-3.0	-2.9	-2.8	-2.7	-2.7	-2.7	-2.5	-2.3	-2.2	-2.1	-2.0	-2.2	-3.1	-3.2	-3.1	-3.0	-3.0	-2.9	-2.9	-2.8	-2.6	-2.4	-2.3	-2.0	-2.1	-2.2
	Corr for view angle, 10log(pi*θ/180-cos2αsinθ)	-50.8	-40.6	-33.4	-24.1	-12.5	-1.7	-6.5	-23.1	-34.7	-42.8	-54.5	-85.4	-54.5	-46.4	-43.1	-39.3	-32.7	-25.2	-6.8	-1.5	-13.1	-24.6	-33.2	-41.2	-61.7	-70.4	-57.5
	Corr for screening/ absorption, dB(A)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0
	Corr for sound energy spread over 24 hr	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6
	Façade correctoin, dB(A)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
	Track wear correction, dB(A

Floor		Segment (Northbound)													Segment (Southbound)														
12		N1	N2	N3	N4	N5	N6	N7	N8	N9	N10	N11	N12	N13	S1	S2	S3	S4	S5	S6	S7	S8	S9	S10	S11	S12	S13	S14
Parameters:																													
	Measured SEL	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9
Leq24	Total number of events	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536
	Horize distance from track to NSR	21.2	21.8	22.2	22.2	22.6	23.2	22.9	20.0	15.2	13.4	7.3	0.8	9.4	24.1	26.5	25.7	25.7	26.1	26.6	27.0	26.0	22.7	18.7	15.1	4.8	3.0	9.8
	track mPD + track head (0.2m)	7.9	8.7	9.9	11.3	12.5	13.1	13.4	13.6	14.0	14.1	13.9	13.6	13.1	8.0	8.4	9.1	10.0	11.2	12.5	13.2	13.5	13.9	14.2	14.1	13.7	13.3	12.9
	ground mPD + floor height	56.6	56.6	56.6	56.6	56.6	56.6	56.6	56.6	56.6	56.6	56.6	56.6	56.6	56.6	56.6	56.6	56.6	56.6	56.6	56.6	56.6	56.6	56.6	56.6	56.6	56.6	56.6
	Vert distance from track to NSR	48.7	47.9	46.7	45.3	44.1	43.5	43.2	43.0	42.6	42.5	42.7	43.0	43.5	48.6	48.2	47.5	46.6	45.4	44.1	43.4	43.1	42.7	42.4	42.5	42.9	43.3	43.7
	Slant distance	53.1	52.6	51.7	50.5	49.6	49.3	48.9	47.4	45.2	44.6	43.3	43.0	44.5	54.2	55.0	53.9	53.2	52.3	51.5	51.1	50.3	48.3	46.3	45.1	43.1	43.4	44.7
	View angle (α)	0.058	0.074	0.115	0.254	0.499	1.349	0.741	0.241	0.112	0.072	0.032	0.003	0.030	0.068	0.084	0.097	0.132	0.248	0.689	1.361	0.494	0.234	0.129	0.075	0.019	0.010	0.029
	View angle (α)(degree)	3.335	4.249	6.579	14.550	28.573	77.304	42.437	13.833	6.416	4.103	1.839	0.182	1.702	3.888	4.831	5.543	7.536	14.225	39.503	77.962	28.301	13.414	7.373	4.294	1.089	0.577	1.668
	View angle (Θ)	0.004	0.025	0.054	0.096	0.382	1.278	0.772	0.132	0.043	0.016	0.005	0.000	0.006	0.008	0.011	0.020	0.049	0.078	0.792	1.335	0.334	0.100	0.046	0.021	0.003	0.001	0.003
	View angle (Θ) (degree)	0.224	1.420	3.073	5.525	21.881	73.199	44.223	7.573	2.437	0.934	0.308	0.026	0.360	0.453	0.619	1.142	2.824	4.462	45.355	76.499	19.137	5.747	2.615	1.217	0.171	0.081	0.192
	Average Speed	10.0	20.0	50.0	70.0	65.0	50.0	30.0	15.0	10.0	10.0	15.0	20.0	15.0	10.0	10.0	10.0	20.0	50.0	70.0	60.0	40.0	20.0	15.0	10.0	10.0	15.0	10.0
	Corr for no. of event, 10log(N), dB(A)	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3
	Corr for distance, -10log(d/d_{ref}), dB(A)	-3.3	-3.2	-3.2	-3.0	-3.0	-2.9	-2.9	-2.8	-2.6	-2.5	-2.4	-2.4	-2.5	-3.4	-3.4	-3.3	-3.3	-3.2	-3.1	-3.1	-3.0	-2.9	-2.7	-2.6	-2.4	-2.4	-2.5
	Corr for view angle, 10log[pi*θ/180-cos2αsinθ]	-50.8	-40.6	-33.4	-24.1	-12.5	-1.7	-6.5	-23.1	-34.7	-42.8	-54.5	-85.4	-54.5	-46.4	-43.1	-39.3	-32.7	-25.2	-6.8	-1.5	-13.1	-24.6	-33.2	-41.2	-61.7	-70.4	-57.5
	Corr for screening/ absorption, dB(A)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, 20log(V_{veh}/V_{ref}), dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0
	Corr for sound energy spread over 24 hr	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4
	Façade correctoin, dB(A)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
	Track wear correction, dB(A)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
	Leq 24hr for each train, dB(A)				30.1	41.1	49.7	40.5	18.0	3.1	-5.0	-13.1	-41.4	-13.2					25.9	47.2	51.2	36.2	18.9	8.0	-3.5	-23.7	-29.0	-19.7
	Leq 24hr for all train	54.9																										
Leq0.5	Total number of events	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13
	Corr for no. of event, 10log(N), dB(A)	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1
	Corr for distance, -10log(d/dref), dB(A)	-3.3	-3.2	-3.2	-3.0	-3.0	-2.9	-2.9	-2.8	-2.6	-2.5	-2.4	-2.4	-2.5	-3.4	-3.4	-3.3	-3.3	-3.2	-3.1	-3.1	-3.0	-2.9	-2.7	-2.6	-2.4	-2.4	-2.5
	Corr for view angle, 10log[pi*θ/180-cos2αsinθ]	-50.8	-40.6	-33.4	-24.1	-12.5	-1.7	-6.5	-23.1	-34.7	-42.8	-54.5	-85.4	-54.5	-46.4	-43.1	-39.3	-32.7	-25.2	-6.8	-1.5	-13.1	-24.6	-33.2	-41.2	-61.7	-70.4	-57.5
	Corr for screening/ absorption, dB(A)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0
	Corr for sound energy spread over 24 hr	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6
	Façade correctoin, dB(A)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
	Track wear correction, dB(A)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
	Leq 0.5hr for each train, dB(A)				30.7	41.8	50.3	41.1	18.6	3.7	-4.3	-12.4	-40.8	-12.5					26.5	47.9	51.9	36.8	19.5	8.6	-2.8	-23.0	-28.3	-19.0
	Leq 0.5hr for all train	55.6																										
Leq0.5	Total number of events	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12
	Corr for no. of event, 10log(N), dB(A)	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8
	Corr for distance, -10log(d/dref), dB(A)	-3.3	-3.2	-3.2	-3.0	-3.0	-2.9	-2.9	-2.8	-2.6	-2.5	-2.4	-2.4	-2.5	-3.4	-3.4	-3.3	-3.3	-3.2	-3.1	-3.1	-3.0	-2.9	-2.7	-2.6	-2.4	-2.4	-2.5
	Corr for view angle, 10log[pi*θ/180-cos2αsinθ]	-50.8	-40.6	-33.4	-24.1	-12.5	-1.7	-6.5	-23.1	-34.7	-42.8	-54.5	-85.4	-54.5	-46.4	-43.1	-39.3	-32.7	-25.2	-6.8	-1.5	-13.1	-24.6	-33.2	-41.2	-61.7	-70.4	-57.5
	Corr for screening/ absorption, dB(A)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0
	Corr for sound energy spread over 24 hr	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6
	Façade correctoin, dB(A)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
	Track wear correction, dB(A)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
	Leq 0.5hr for each train, dB(A)				30.4	41.5	50.0	40.8	18.3	3.4	-4.6	-12.8	-41.1	-12.9					26.2	47.6	51.6	36.5	19.2	8.3	-3.1	-23.4	-28.7	-19.4
	Leq 0.5hr for all train	55.2																										
Lmax	Measured Lmax	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65
	Corr for distance, -10log(d/dref), dB(A)	-3.3	-3.2	-3.2	-3.0	-3.0	-2.9	-2.9	-2.8	-2.6	-2.5	-2.4	-2.4	-2.5	-3.4	-3.4	-3.3	-3.3	-3.2	-3.1	-3.1	-3.0	-2.9	-2.7	-2.6	-2.4	-2.4	-2.5
	Correction for screening/ absorption	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0
	Façade correctoin, dB(A)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
	Track wear correction, dB(A)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
	Lmax for each train, dB(A)				70.4	69.8	67.6	63.1	57.3	53.9	54.0	57.7	60.2	57.5					67.3	70.3	69.0	65.5	59.7	57.4	54.0	54.2	57.6	54.0
	Lmax for all train	70.4																										

Floor		Segment (Northbound)													Segment (Southbound)														
13		N1	N2	N3	N4	N5	N6	N7	N8	N9	N10	N11	N12	N13	S1	S2	S3	S4	S5	S6	S7	S8	S9	S10	S11	S12	S13	S14
Parameters:																													
	Measured SEL	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9
Leq24	Total number of events	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536
	Horize distance from track to NSR	21.2	21.8	22.2	22.2	22.6	23.2	22.9	20.0	15.2	13.4	7.3	0.8	9.4	24.1	26.5	25.7	25.7	26.1	26.6	27.0	26.0	22.7	18.7	15.1	4.8	3.0	9.8
	track mPD + track head (0.2m)	7.9	8.7	9.9	11.3	12.5	13.1	13.4	13.6	14.0	14.1	13.9	13.6	13.1	8.0	8.4	9.1	10.0	11.2	12.5	13.2	13.5	13.9	14.2	14.1	13.7	13.3	12.9
	ground mPD + floor height	59.7	59.7	59.7	59.7	59.7	59.7	59.7	59.7	59.7	59.7	59.7	59.7	59.7	59.7	59.7	59.7	59.7	59.7	59.7	59.7	59.7	59.7	59.7	59.7	59.7	59.7	59.7
	Vert distance from track to NSR	51.8	51.0	49.8	48.5	47.3	46.7	46.4	46.1	45.8	45.7	45.8	46.1	46.7	51.7	51.3	50.6	49.7	48.5	47.2	46.5	46.2	45.8	45.6	45.7	46.0	46.5	46.8
	Slant distance	56.0	55.5	54.5	53.3	52.4	52.1	51.7	50.2	48.2	47.6	46.4	46.1	47.6	57.1	57.8	56.7	55.9	55.1	54.2	53.8	53.0	51.1	49.2	48.1	46.3	46.5	47.8
	View angle (α)	0.058	0.074	0.115	0.254	0.499	1.349	0.741	0.241	0.112	0.072	0.032	0.003	0.030	0.068	0.084	0.097	0.132	0.248	0.689	1.361	0.494	0.234	0.129	0.075	0.019	0.010	0.029
	View angle (α)(degree)	3.335	4.249	6.579	14.550	28.573	77.304	42.437	13.833	6.416	4.103	1.839	0.182	1.702	3.888	4.831	5.543	7.536	14.225	39.503	77.962	28.301	13.414	7.373	4.294	1.089	0.577	1.668
	View angle (Θ)	0.004	0.025	0.054	0.096	0.382	1.278	0.772	0.132	0.043	0.016	0.005	0.000	0.006	0.008	0.011	0.020	0.049	0.078	0.792	1.335	0.334	0.100	0.046	0.021	0.003	0.001	0.003
	View angle (Θ) (degree)	0.224	1.420	3.073	5.525	21.881	73.199	44.223	7.573	2.437	0.934	0.308	0.026	0.360	0.453	0.619	1.142	2.824	4.462	45.355	76.499	19.137	5.747	2.615	1.217	0.171	0.081	0.192
	Average Speed	10.0	20.0	50.0	70.0	65.0	50.0	30.0	15.0	10.0	10.0	15.0	20.0	15.0	10.0	10.0	10.0	20.0	50.0	70.0	60.0	40.0	20.0	15.0	10.0	10.0	15.0	10.0
	Corr for no. of event, 10log(N), dB(A)	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3
	Corr for distance, -10log(d/d_{ref}), dB(A)	-3.5	-3.5	-3.4	-3.3	-3.2	-3.2	-3.2	-3.0	-2.9	-2.8	-2.7	-2.7	-2.8	-3.6	-3.6	-3.6	-3.5	-3.4	-3.4	-3.3	-3.3	-3.1	-2.9	-2.8	-2.7	-2.7	-2.8
	Corr for view angle, 10log[pi*θ/180-cos2αsinθ]	-50.8	-40.6	-33.4	-24.1	-12.5	-1.7	-6.5	-23.1	-34.7	-42.8	-54.5	-85.4	-54.5	-46.4	-43.1	-39.3	-32.7	-25.2	-6.8	-1.5	-13.1	-24.6	-33.2	-41.2	-61.7	-70.4	-57.5
	Corr for screening/ absorption, dB(A)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, 20log(V_{veh}/V_{ref}), dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0
	Corr for sound energy spread over 24 hr	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4
	Façade correctoin, dB(A)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
	Track wear correction, dB(A)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
	Leq 24hr for each train, dB(A)				29.8	40.9	49.4	40.2	17.7	2.8	-5.2	-13.4	-41.7	-13.5					25.6	47.0	51.0	36.0	18.6	7.7	-3.7	-24.0	-29.3	-20.0
	Leq 24hr for all train	54.7																										
Leq0.5	Total number of events	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13
	Corr for no. of event, 10log(N), dB(A)	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1
	Corr for distance, -10log(d/dref), dB(A)	-3.5	-3.5	-3.4	-3.3	-3.2	-3.2	-3.2	-3.0	-2.9	-2.8	-2.7	-2.7	-2.8	-3.6	-3.6	-3.6	-3.5	-3.4	-3.4	-3.3	-3.3	-3.1	-2.9	-2.8	-2.7	-2.7	-2.8
	Corr for view angle, 10log[pi*θ/180-cos2αsinθ]	-50.8	-40.6	-33.4	-24.1	-12.5	-1.7	-6.5	-23.1	-34.7	-42.8	-54.5	-85.4	-54.5	-46.4	-43.1	-39.3	-32.7	-25.2	-6.8	-1.5	-13.1	-24.6	-33.2	-41.2	-61.7	-70.4	-57.5
	Corr for screening/ absorption, dB(A)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0
	Corr for sound energy spread over 24 hr	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6
	Façade correctoin, dB(A)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
	Track wear correction, dB(A)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
	Leq 0.5hr for each train, dB(A)				30.5	41.6	50.1	40.9	18.4	3.4	-4.6	-12.7	-41.1	-12.8					26.3	47.7	51.7	36.6	19.3	8.4	-3.1	-23.4	-28.6	-19.3
	Leq 0.5hr for all train	55.3																										
Leq0.5	Total number of events	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12
	Corr for no. of event, 10log(N), dB(A)	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8
	Corr for distance, -10log(d/dref), dB(A)	-3.5	-3.5	-3.4	-3.3	-3.2	-3.2	-3.2	-3.0	-2.9	-2.8	-2.7	-2.7	-2.8	-3.6	-3.6	-3.6	-3.5	-3.4	-3.4	-3.3	-3.3	-3.1	-2.9	-2.8	-2.7	-2.7	-2.8
	Corr for view angle, 10log[pi*θ/180-cos2αsinθ]	-50.8	-40.6	-33.4	-24.1	-12.5	-1.7	-6.5	-23.1	-34.7	-42.8	-54.5	-85.4	-54.5	-46.4	-43.1	-39.3	-32.7	-25.2	-6.8	-1.5	-13.1	-24.6	-33.2	-41.2	-61.7	-70.4	-57.5
	Corr for screening/ absorption, dB(A)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0
	Corr for sound energy spread over 24 hr	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6
	Façade correctoin, dB(A)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5

Floor		Segment (Northbound)													Segment (Southbound)														
14		N1	N2	N3	N4	N5	N6	N7	N8	N9	N10	N11	N12	N13	S1	S2	S3	S4	S5	S6	S7	S8	S9	S10	S11	S12	S13	S14
Parameters:																													
	Measured SEL	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9
Leq24	Total number of events	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536
	Horize distance from track to NSR	21.2	21.8	22.2	22.2	22.6	23.2	22.9	20.0	15.2	13.4	7.3	0.8	9.4	24.1	26.5	25.7	25.7	26.1	26.6	27.0	26.0	22.7	18.7	15.1	4.8	3.0	9.8
	track mPD + track head (0.2m)	7.9	8.7	9.9	11.3	12.5	13.1	13.4	13.6	14.0	14.1	13.9	13.6	13.1	8.0	8.4	9.1	10.0	11.2	12.5	13.2	13.5	13.9	14.2	14.1	13.7	13.3	12.9
	ground mPD + floor height	62.9	62.9	62.9	62.9	62.9	62.9	62.9	62.9	62.9	62.9	62.9	62.9	62.9	62.9	62.9	62.9	62.9	62.9	62.9	62.9	62.9	62.9	62.9	62.9	62.9	62.9	62.9
	Vert distance from track to NSR	55.0	54.2	53.0	51.6	50.4	49.8	49.5	49.3	48.9	48.8	49.0	49.3	49.8	54.9	54.5	53.8	52.9	51.7	50.4	49.7	49.4	49.0	48.7	48.8	49.2	49.6	50.0
	Slant distance	58.9	58.4	57.4	56.2	55.2	54.9	54.5	53.1	51.2	50.6	49.5	49.3	50.7	59.9	60.6	59.6	58.8	57.9	57.0	56.5	55.8	53.9	52.2	51.1	49.4	49.7	50.9
	View angle (α)	0.058	0.074	0.115	0.254	0.499	1.349	0.741	0.241	0.112	0.072	0.032	0.003	0.030	0.068	0.084	0.097	0.132	0.248	0.689	1.361	0.494	0.234	0.129	0.075	0.019	0.010	0.029
	View angle (α) (degree)	3.335	4.249	6.579	14.550	28.573	77.304	42.437	13.833	6.416	4.103	1.839	0.182	1.702	3.888	4.831	5.543	7.536	14.225	39.503	77.962	28.301	13.414	7.373	4.294	1.089	0.577	1.668
	View angle (Θ)	0.004	0.025	0.054	0.096	0.382	1.278	0.772	0.132	0.043	0.016	0.005	0.000	0.006	0.008	0.011	0.020	0.049	0.078	0.792	1.335	0.334	0.100	0.046	0.021	0.003	0.001	0.003
	View angle (Θ) (degree)	0.224	1.420	3.073	5.525	21.881	73.199	44.223	7.573	2.437	0.934	0.308	0.026	0.360	0.453	0.619	1.142	2.824	4.462	45.355	76.499	19.137	5.747	2.615	1.217	0.171	0.081	0.192
	Average Speed	10.0	20.0	50.0	70.0	65.0	50.0	30.0	15.0	10.0	10.0	15.0	20.0	15.0	10.0	10.0	10.0	20.0	50.0	70.0	60.0	40.0	20.0	15.0	10.0	10.0	15.0	10.0
	Corr for no. of event, 10log(N), dB(A)	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3
	Corr for distance, -10log(d/d_{ref}), dB(A)	-3.7	-3.7	-3.6	-3.5	-3.4	-3.4	-3.4	-3.3	-3.1	-3.1	-3.0	-2.9	-3.1	-3.8	-3.8	-3.8	-3.7	-3.6	-3.6	-3.5	-3.5	-3.3	-3.2	-3.1	-3.0	-3.0	-3.1
	Corr for view angle, 10log(pi*θ/180-cos2αsinθ)	-50.8	-40.6	-33.4	-24.1	-12.5	-1.7	-6.5	-23.1	-34.7	-42.8	-54.5	-85.4	-54.5	-46.4	-43.1	-39.3	-32.7	-25.2	-6.8	-1.5	-13.1	-24.6	-33.2	-41.2	-61.7	-70.4	-57.5
	Corr for screening/ absorption, dB(A)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, 20log(v/V_{ref}), dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0
	Corr for sound energy spread over 24 hr	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4
	Façade correctoin, dB(A)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
	Track wear correction, dB(A)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
	Leq 24hr for each train, dB(A)				29.6	40.7	49.2	40.0	17.5	2.5	-5.5	-13.7	-42.0	-13.8					25.4	46.8	50.8	35.7	18.4	7.5	-4.0	-24.3	-29.6	-20.2
	Leq 24hr for all train	54.4																										
Leq0.5	Total number of events	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13
	Corr for no. of event, 10log(N), dB(A)	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1
	Corr for distance, -10log(d/dref), dB(A)	-3.7	-3.7	-3.6	-3.5	-3.4	-3.4	-3.4	-3.3	-3.1	-3.1	-3.0	-2.9	-3.1	-3.8	-3.8	-3.8	-3.7	-3.6	-3.6	-3.5	-3.5	-3.3	-3.2	-3.1	-3.0	-3.0	-3.1
	Corr for view angle, 10log(pi*θ/180-cos2αsinθ)	-50.8	-40.6	-33.4	-24.1	-12.5	-1.7	-6.5	-23.1	-34.7	-42.8	-54.5	-85.4	-54.5	-46.4	-43.1	-39.3	-32.7	-25.2	-6.8	-1.5	-13.1	-24.6	-33.2	-41.2	-61.7	-70.4	-57.5
	Corr for screening/ absorption, dB(A)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0
	Corr for sound energy spread over 24 hr	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6
	Façade correctoin, dB(A)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
	Track wear correction, dB(A)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
	Leq 0.5hr for each train, dB(A)				30.3	41.3	49.8	40.6	18.1	3.2	-4.8	-13.0	-41.4	-13.1					26.1	47.5	51.5	36.4	19.0	8.1	-3.3	-23.6	-28.9	-19.6
	Leq 0.5hr for all train	55.1																										
Leq0.5	Total number of events	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12
	Corr for no. of event, 10log(N), dB(A)	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8
	Corr for distance, -10log(d/dref), dB(A)	-3.7	-3.7	-3.6	-3.5	-3.4	-3.4	-3.4	-3.3	-3.1	-3.1	-3.0	-2.9	-3.1	-3.8	-3.8	-3.8	-3.7	-3.6	-3.6	-3.5	-3.5	-3.3	-3.2	-3.1	-3.0	-3.0	-3.1
	Corr for view angle, 10log(pi*θ/180-cos2αsinθ)	-50.8	-40.6	-33.4	-24.1	-12.5	-1.7	-6.5	-23.1	-34.7	-42.8	-54.5	-85.4	-54.5	-46.4	-43.1	-39.3	-32.7	-25.2	-6.8	-1.5	-13.1	-24.6	-33.2	-41.2	-61.7	-70.4	-57.5
	Corr for screening/ absorption, dB(A)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0
	Corr for sound energy spread over 24 hr	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6
	Façade correctoin, dB(A)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
	Track wear correction, dB(A)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
	Leq 0.5hr for each train, dB(A)				29.9	41.0	49.5	40.3	17.8	2.8	-5.2	-13.4	-41.7	-13.5					25.7	47.1	51.1	36.0	18.7	7.8	-3.7	-24.0	-29.3	-19.9
	Leq 0.5hr for all train	54.8																										
Lmax	Measured Lmax	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65
	Corr for distance, -10log(d/dref), dB(A)	-3.7	-3.7	-3.6	-3.5	-3.4	-3.4	-3.4	-3.3	-3.1	-3.1	-3.0	-2.9	-3.1	-3.8	-3.8	-3.8	-3.7	-3.6	-3.6	-3.5	-3.5	-3.3	-3.2	-3.1	-3.0	-3.0	-3.1
	Correction for screening/ absorption	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0
	Façade correctoin, dB(A)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
	Track wear correction, dB(A)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
	Lmax for each train, dB(A)				69.9	69.3	67.1	62.7	56.8	53.4	53.5	57.1	59.6	57.0					66.9	69.8	68.5	65.1	59.2	56.8	53.4	53.6	57.1	53.4
	Lmax for all train	69.9																										

Floor		Segment (Northbound)													Segment (Southbound)														
15		N1	N2	N3	N4	N5	N6	N7	N8	N9	N10	N11	N12	N13	S1	S2	S3	S4	S5	S6	S7	S8	S9	S10	S11	S12	S13	S14
Parameters:																													
	Measured SEL	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9
Leq24	Total number of events	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536
	Horize distance from track to NSR	21.2	21.8	22.2	22.2	22.6	23.2	22.9	20.0	15.2	13.4	7.3	0.8	9.4	24.1	26.5	25.7	25.7	26.1	26.6	27.0	26.0	22.7	18.7	15.1	4.8	3.0	9.8
	track mPD + track head (0.2m)	7.9	8.7	9.9	11.3	12.5	13.1	13.4	13.6	14.0	14.1	13.9	13.6	13.1	8.0	8.4	9.1	10.0	11.2	12.5	13.2	13.5	13.9	14.2	14.1	13.7	13.3	12.9
	ground mPD + floor height	66.0	66.0	66.0	66.0	66.0	66.0	66.0	66.0	66.0	66.0	66.0	66.0	66.0	66.0	66.0	66.0	66.0	66.0	66.0	66.0	66.0	66.0	66.0	66.0	66.0	66.0	66.0
	Vert distance from track to NSR	58.1	57.3	56.1	54.8	53.6	53.0	52.7	52.4	52.1	52.0	52.1	52.4	53.0	58.0	57.6	56.9	56.0	54.8	53.5	52.8	52.5	52.1	51.9	52.0	52.3	52.8	53.1
	Slant distance	61.9	61.3	60.3	59.1	58.1	57.8	57.4	56.1	54.2	53.6	52.6	52.4	53.8	62.8	63.4	62.4	61.6	60.7	59.8	59.3	58.6	56.8	55.1	54.1	52.5	52.8	54.0
	View angle (α)	0.058	0.074	0.115	0.254	0.499	1.349	0.741	0.241	0.112	0.072	0.032	0.003	0.030	0.068	0.084	0.097	0.132	0.248	0.689	1.361	0.494	0.234	0.129	0.075	0.019	0.010	0.029
	View angle (α) (degree)	3.335	4.249	6.579	14.550	28.573	77.304	42.437	13.833	6.416	4.103	1.839	0.182	1.702	3.888	4.831	5.543	7.536	14.225	39.503	77.962	28.301	13.414	7.373	4.294	1.089	0.577	1.668
	View angle (Θ)	0.004	0.025	0.054	0.096	0.382	1.278	0.772	0.132	0.043	0.016	0.005	0.000	0.006	0.008	0.011	0.020	0.049	0.078	0.792	1.335	0.334	0.100	0.046	0.021	0.003	0.001	0.003
	View angle (Θ) (degree)	0.224	1.420	3.073	5.525	21.881	73.199	44.223	7.573	2.437	0.934	0.308	0.026	0.360	0.453	0.619	1.142	2.824	4.462	45.355	76.499	19.137	5.747	2.615	1.217	0.171	0.081	0.192
	Average Speed	10.0	20.0	50.0	70.0	65.0	50.0	30.0	15.0	10.0	10.0	15.0	20.0	15.0	10.0	10.0	10.0	20.0	50.0	70.0	60.0	40.0	20.0	15.0	10.0	10.0	15.0	10.0
	Corr for no. of event, 10log(N), dB(A)	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3
	Corr for distance, -10log(d/d_{ref}), dB(A)	-3.9	-3.9	-3.8	-3.7	-3.7	-3.6	-3.6	-3.5	-3.4	-3.3	-3.2	-3.2	-3.3	-4.0	-4.0	-4.0	-3.9	-3.9	-3.8	-3.8	-3.7	-3.6	-3.4	-3.4	-3.2	-3.2	-3.3
	Corr for view angle, 10log(pi*θ/180-cos2αsinθ)	-50.8	-40.6	-33.4	-24.1	-12.5	-1.7	-6.5	-23.1	-34.7	-42.8	-54.5	-85.4	-54.5	-46.4	-43.1	-39.3	-32.7	-25.2	-6.8	-1.5	-13.1	-24.6	-33.2	-41.2	-61.7	-70.4	-57.5
	Corr for screening/ absorption, dB(A)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, 20log(v/V_{ref}), dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0
	Corr for sound energy spread over 24 hr	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4
	Façade correctoin, dB(A)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
	Track wear correction, dB(A)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
	Leq 24hr for each train, dB(A)				29.4	40.5	49.0	39.8	17.2	2.3	-5.8	-13.9	-42.3	-14.0					25.2	46.6	50.6	35.5	18.2	7.2	-4.2	-24.6	-29.8	-20.5
	Leq 24hr for all train	54.2																										
Leq0.5	Total number of events	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13
	Corr for no. of event, 10log(N), dB(A)	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1
	Corr for distance, -10log(d/dref), dB(A)	-3.9	-3.9	-3.8	-3.7	-3.7	-3.6	-3.6	-3.5	-3.4	-3.3	-3.2	-3.2	-3.3	-4.0	-4.0	-4.0	-3.9	-3.9	-3.8	-3.8	-3.7	-3.6	-3.4	-3.4	-3.2	-3.2	-3.3
	Corr for view angle, 10log(pi*θ/180-cos2αsinθ)	-50.8	-40.6	-33.4	-24.1	-12.5	-1.7	-6.5	-23.1	-34.7	-42.8	-54.5	-85.4	-54.5	-46.4	-43.1	-39.3	-32.7	-25.2	-6.8	-1.5	-13.1	-24.6	-33.2	-41.2	-61.7	-70.4	-57.5
	Corr for screening/ absorption, dB(A)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0
	Corr for sound energy spread over 24 hr	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6
	Façade correctoin, dB(A)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
	Track wear correction, dB(A)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
	Leq 0.5hr for each train, dB(A)				30.0	41.1	49.6	40.4	17.9	2.9	-5.1	-13.3	-41.6	-13.4					25.9	47.3	51.3	36.2	18.8	7.9	-3.6	-23.9	-29.2	-19.8
	Leq 0.5hr for all train	54.9																										
Leq0.5	Total number of events	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12
	Corr for no. of event, 10log(N), dB(A)	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8
	Corr for distance, -10log(d/dref), dB(A)	-3.9	-3.9	-3.8	-3.7	-3.7	-3.6	-3.6	-3.5	-3.4	-3.3	-3.2	-3.2	-3.3	-4.0	-4.0	-4.0	-3.9	-3.9	-3.8	-3.8	-3.7	-3.6	-3.4	-3.4	-3.2	-3.2	-3.3
	Corr for view angle, 10log(pi*θ/180-cos2αsinθ)	-50.8	-40.6	-33.4	-24.1	-12.5	-1.7	-6.5	-23.1	-34.7	-42.8	-54.5	-85.4	-54.5	-46.4	-43.1	-39.3	-32.7	-25.2	-6.8	-1.5	-13.1	-24.6	-33.2	-41.2	-61.7	-70.4	-57.5
	Corr for screening/ absorption, dB(A)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0
	Corr for sound energy spread over 24 hr	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6
	Façade correctoin, dB(A)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
	Track w

Floor		Segment (Northbound)													Segment (Southbound)														
16		N1	N2	N3	N4	N5	N6	N7	N8	N9	N10	N11	N12	N13	S1	S2	S3	S4	S5	S6	S7	S8	S9	S10	S11	S12	S13	S14
Parameters:																													
	Measured SEL	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9
Leq24	Total number of events	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536
	Horize distance from track to NSR	21.2	21.8	22.2	22.2	22.6	23.2	22.9	20.0	15.2	13.4	7.3	0.8	9.4	24.1	26.5	25.7	25.7	26.1	26.6	27.0	26.0	22.7	18.7	15.1	4.8	3.0	9.8	
	track mPD + track head (0.2m)	7.9	8.7	9.9	11.3	12.5	13.1	13.4	13.6	14.0	14.1	13.9	13.6	13.1	8.0	8.4	9.1	10.0	11.2	12.5	13.2	13.5	13.9	14.2	14.1	13.7	13.3	12.9	
	ground mPD + floor height	69.2	69.2	69.2	69.2	69.2	69.2	69.2	69.2	69.2	69.2	69.2	69.2	69.2	69.2	69.2	69.2	69.2	69.2	69.2	69.2	69.2	69.2	69.2	69.2	69.2	69.2	69.2	69.2
	Vert distance from track to NSR	61.3	60.5	59.3	57.9	56.7	56.1	55.8	55.6	55.2	55.1	55.3	55.6	56.1	61.2	60.8	60.1	59.2	58.0	56.7	56.0	55.7	55.3	55.0	55.1	55.5	55.9	56.3	
	Slant distance	64.8	64.3	63.3	62.0	61.0	60.7	60.3	59.0	57.3	56.7	55.7	55.6	56.9	65.7	66.3	65.3	64.5	63.5	62.6	62.1	61.4	59.7	58.1	57.1	55.7	56.0	57.1	
	View angle (α)	0.058	0.074	0.115	0.254	0.499	1.349	0.741	0.241	0.112	0.072	0.032	0.003	0.030	0.068	0.084	0.097	0.132	0.248	0.689	1.361	0.494	0.234	0.129	0.075	0.019	0.010	0.029	
	View angle (α) (degree)	3.335	4.249	6.579	14.550	28.573	77.304	42.437	13.833	6.416	4.103	1.839	0.182	1.702	3.888	4.831	5.543	7.536	14.225	39.503	77.962	28.301	13.414	7.373	4.294	1.089	0.577	1.668	
	View angle (Θ)	0.004	0.025	0.054	0.096	0.382	1.278	0.772	0.132	0.043	0.016	0.005	0.000	0.006	0.008	0.011	0.020	0.049	0.078	0.792	1.335	0.334	0.100	0.046	0.021	0.003	0.001	0.003	
	View angle (Θ) (degree)	0.224	1.420	3.073	5.525	21.881	73.199	44.223	7.573	2.437	0.934	0.308	0.026	0.360	0.453	0.619	1.142	2.824	4.462	45.355	76.499	19.137	5.747	2.615	1.217	0.171	0.081	0.192	
	Average Speed	10.0	20.0	50.0	70.0	65.0	50.0	30.0	15.0	10.0	10.0	15.0	20.0	15.0	10.0	10.0	10.0	20.0	50.0	70.0	60.0	40.0	20.0	15.0	10.0	10.0	15.0	10.0	
	Corr for no. of event, 10log(N), dB(A)	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	
	Corr for distance, -10log(d/d_{ref}), dB(A)	-4.1	-4.1	-4.0	-3.9	-3.9	-3.9	-3.8	-3.7	-3.6	-3.6	-3.5	-3.5	-3.6	-4.2	-4.2	-4.2	-4.1	-4.1	-4.0	-4.0	-3.9	-3.8	-3.7	-3.6	-3.5	-3.5	-3.6	
	Corr for view angle, 10log(pi*θ/180-cos2αsinθ)	-50.8	-40.6	-33.4	-24.1	-12.5	-1.7	-6.5	-23.1	-34.7	-42.8	-54.5	-85.4	-54.5	-46.4	-43.1	-39.3	-32.7	-25.2	-6.8	-1.5	-13.1	-24.6	-33.2	-41.2	-61.7	-70.4	-57.5	
	Corr for screening/ absorption, dB(A)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	Corr for Speed, 20log(v/V_{ref}), dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0	
	Corr for sound energy spread over 24 hr	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	
	Façade correctoin, dB(A)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	
	Track wear correction, dB(A)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	
	Leq 24hr for each train, dB(A)				29.2	40.2	48.7	39.5	17.0	2.0	-6.0	-14.2	-42.6	-14.3					25.0	46.4	50.4	35.3	17.9	7.0	-4.5	-24.8	-30.1	-20.7	
	Leq 24hr for all train	54.0																											
Leq0.5	Total number of events	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	
	Corr for no. of event, 10log(N), dB(A)	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	
	Corr for distance, -10log(d/dref), dB(A)	-4.1	-4.1	-4.0	-3.9	-3.9	-3.9	-3.8	-3.7	-3.6	-3.6	-3.5	-3.5	-3.6	-4.2	-4.2	-4.2	-4.1	-4.1	-4.0	-4.0	-3.9	-3.8	-3.7	-3.6	-3.5	-3.5	-3.6	
	Corr for view angle, 10log(pi*θ/180-cos2αsinθ)	-50.8	-40.6	-33.4	-24.1	-12.5	-1.7	-6.5	-23.1	-34.7	-42.8	-54.5	-85.4	-54.5	-46.4	-43.1	-39.3	-32.7	-25.2	-6.8	-1.5	-13.1	-24.6	-33.2	-41.2	-61.7	-70.4	-57.5	
	Corr for screening/ absorption, dB(A)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	Corr for Speed, dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0	
	Corr for sound energy spread over 24 hr	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	
	Façade correctoin, dB(A)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	
	Track wear correction, dB(A)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	
	Leq 0.5hr for each train, dB(A)				29.8	40.9	49.4	40.2	17.7	2.7	-5.3	-13.5	-41.9	-13.6					25.7	47.1	51.1	36.0	18.6	7.6	-3.8	-24.2	-29.4	-20.1	
	Leq 0.5hr for all train	54.7																											
Leq0.5	Total number of events	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	
	Corr for no. of event, 10log(N), dB(A)	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	
	Corr for distance, -10log(d/dref), dB(A)	-4.1	-4.1	-4.0	-3.9	-3.9	-3.9	-3.8	-3.7	-3.6	-3.6	-3.5	-3.5	-3.6	-4.2	-4.2	-4.2	-4.1	-4.1	-4.0	-4.0	-3.9	-3.8	-3.7	-3.6	-3.5	-3.5	-3.6	
	Corr for view angle, 10log(pi*θ/180-cos2αsinθ)	-50.8	-40.6	-33.4	-24.1	-12.5	-1.7	-6.5	-23.1	-34.7	-42.8	-54.5	-85.4	-54.5	-46.4	-43.1	-39.3	-32.7	-25.2	-6.8	-1.5	-13.1	-24.6	-33.2	-41.2	-61.7	-70.4	-57.5	
	Corr for screening/ absorption, dB(A)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	Corr for Speed, dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0	
	Corr for sound energy spread over 24 hr	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	
	Façade correctoin, dB(A)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	
	Track wear correction, dB(A)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	
	Leq 0.5hr for each train, dB(A)				29.5	40.6	49.1	39.9	17.3	2.3	-5.7	-13.9	-42.2	-14.0					25.3	46.7	50.7	35.6	18.3	7.3	-4.2	-24.5	-29.8	-20.4	
	Leq 0.5hr for all train	54.3																											
Lmax	Measured Lmax	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	
	Corr for distance, -10log(d/dref), dB(A)	-4.1	-4.1	-4.0	-3.9	-3.9	-3.9	-3.8	-3.7	-3.6	-3.6	-3.5	-3.5	-3.6	-4.2	-4.2	-4.2	-4.1	-4.1	-4.0	-4.0	-3.9	-3.8	-3.7	-3.6	-3.5	-3.5	-3.6	
	Correction for screening/ absorption	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	Corr for Speed, dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0	
	Façade correctoin, dB(A)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	
	Track wear correction, dB(A)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	
	Lmax for each train, dB(A)				69.5	68.9	66.6	62.2	56.3	52.9	53.0	56.6	59.1	56.5					66.4	69.4	68.1	64.7	58.8	56.4	52.9	53.0	56.5	52.9	
	Lmax for all train	69.5																											

Floor		Segment (Northbound)													Segment (Southbound)														
17		N1	N2	N3	N4	N5	N6	N7	N8	N9	N10	N11	N12	N13	S1	S2	S3	S4	S5	S6	S7	S8	S9	S10	S11	S12	S13	S14
Parameters:																													
	Measured SEL	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9
Leq24	Total number of events	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536
	Horize distance from track to NSR	21.2	21.8	22.2	22.2	22.6	23.2	22.9	20.0	15.2	13.4	7.3	0.8	9.4	24.1	26.5	25.7	25.7	26.1	26.6	27.0	26.0	22.7	18.7	15.1	4.8	3.0	9.8	
	track mPD + track head (0.2m)	7.9	8.7	9.9	11.3	12.5	13.1	13.4	13.6	14.0	14.1	13.9	13.6	13.1	8.0	8.4	9.1	10.0	11.2	12.5	13.2	13.5	13.9	14.2	14.1	13.7	13.3	12.9	
	ground mPD + floor height	72.3	72.3	72.3	72.3	72.3	72.3	72.3	72.3	72.3	72.3	72.3	72.3	72.3	72.3	72.3	72.3	72.3	72.3	72.3	72.3	72.3	72.3	72.3	72.3	72.3	72.3	72.3	72.3
	Vert distance from track to NSR	64.4	63.6	62.4	61.1	59.9	59.3	59.0	58.7	58.4	58.3	58.4	58.7	59.3	64.3	63.9	63.2	62.3	61.1	59.8	59.1	58.8	58.4	58.2	58.3	58.6	59.1	59.4	
	Slant distance	67.8	67.2	66.2	65.0	64.0	63.6	63.2	62.0	60.3	59.8	58.9	58.7	60.0	68.7	69.2	68.2	67.4	66.4	65.5	65.0	64.3	62.6	61.1	60.2	58.8	59.1	60.2	
	View angle (α)	0.058	0.074	0.115	0.254	0.499	1.349	0.741	0.241	0.112	0.072	0.032	0.003	0.030	0.068	0.084	0.097	0.132	0.248	0.689	1.361	0.494	0.234	0.129	0.075	0.019	0.010	0.029	
	View angle (α) (degree)	3.335	4.249	6.579	14.550	28.573	77.304	42.437	13.833	6.416	4.103	1.839	0.182	1.702	3.888	4.831	5.543	7.536	14.225	39.503	77.962	28.301	13.414	7.373	4.294	1.089	0.577	1.668	
	View angle (Θ)	0.004	0.025	0.054	0.096	0.382	1.278	0.772	0.132	0.043	0.016	0.005	0.000	0.006	0.008	0.011	0.020	0.049	0.078	0.792	1.335	0.334	0.100	0.046	0.021	0.003	0.001	0.003	
	View angle (Θ) (degree)	0.224	1.420	3.073	5.525	21.881	73.199	44.223	7.573	2.437	0.934	0.308	0.026	0.360	0.453	0.619	1.142	2.824	4.462	45.355	76.499	19.137	5.747	2.615	1.217	0.171	0.081	0.192	
	Average Speed	10.0	20.0	50.0	70.0	65.0	50.0	30.0	15.0	10.0	10.0	15.0	20.0	15.0	10.0	10.0	10.0	20.0	50.0	70.0	60.0	40.0	20.0	15.0	10.0	10.0	15.0	10.0	
	Corr for no. of event, 10log(N), dB(A)	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	
	Corr for distance, -10log(d/d_{ref}), dB(A)	-4.3	-4.3	-4.2	-4.1	-4.1	-4.1	-4.0	-3.9	-3.8	-3.8	-3.7	-3.7	-3.8	-4.4	-4.4	-4.4	-4.3	-4.2	-4.2	-4.1	-4.1	-4.0	-3.9	-3.8	-3.7	-3.7	-3.8	
	Corr for view angle, 10log(pi*θ/180-cos2αsinθ)	-50.8	-40.6	-33.4	-24.1	-12.5	-1.7	-6.5	-23.1	-34.7	-42.8	-54.5	-85.4	-54.5	-46.4	-43.1	-39.3	-32.7	-25.2	-6.8	-1.5	-13.1	-24.6	-33.2	-41.2	-61.7	-70.4	-57.5	
	Corr for screening/ absorption, dB(A)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	Corr for Speed, 20log(v/V_{ref}), dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0	
	Corr for sound energy spread over 24 hr	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	
	Façade correctoin, dB(A)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	
	Track wear correction, dB(A)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	
	Leq 24hr for each train, dB(A)				29.0	40.0	48.5	39.3	16.8	1.8	-6.2	-14.4	-42.8	-14.5					24.8	46.2	50.2	35.1	17.7	6.8	-4.7	-25.1	-30.3	-21.0	
	Leq 24hr for all train	53.8																											
Leq0.5	Total number of events	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	
	Corr for no. of event, 10log(N), dB(A)	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	
	Corr for distance, -10log(d/dref), dB(A)	-4.3	-4.3	-4.2	-4.1	-4.1	-4.1	-4.0	-3.9	-3.8	-3.8	-3.7	-3.7	-3.8	-4.4	-4.4	-4.4	-4.3	-4.2	-4.2	-4.1	-4.1	-4.0	-3.9	-3.8	-3.7	-3.7	-3.8	
	Corr for view angle, 10log(pi*θ/180-cos2αsinθ)	-50.8	-40.6	-33.4	-24.1	-12.5	-1.7	-6.5	-23.1	-34.7	-42.8	-54.5	-85.4	-54.5	-46.4	-43.1	-39.3	-32.7	-25.2	-6.8	-1.5	-13.1	-24.6	-33.2	-41.2	-61.7	-70.4	-57.5	
	Corr for screening/ absorption, dB(A)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	Corr for Speed, dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0	
	Corr for sound energy spread over 24 hr	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	
	Façade correctoin, dB(A)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	
	Track wear correction, dB(A)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	
	Leq 0.5hr for each train, dB(A)				29.6	40.7	49.2	40.0	17.4	2.5	-5.6	-13.8	-42.1	-13.8					25.5	46.9	50.9	35.8	18.4	7.4	-4.0	-24.4	-29.7	-20.3	
	Leq 0.5hr for all train	54.5																											
Leq0.5	Total number of events	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	
	Corr for no. of event, 10log(N), dB(A)	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	
	Corr for distance, -10log(d/dref), dB(A)	-4.3	-4.3	-4.2	-4.1	-4.1	-4.1	-4.0	-3.9	-3.8	-3.8	-3.7	-3.7	-3.8	-4.4	-4.4	-4.4	-4.3	-4.2	-4.2	-4.1	-4.1	-4.0	-3.9	-3.8	-3.7	-3.7	-3.8	
	Corr for view angle, 10log(pi*θ/180-cos2αsinθ)	-50.8	-40.6	-33.4	-24.1	-12.5	-1.7	-6.5	-23.1	-34.7	-42.8	-54.5	-85.4	-54.5	-46.4	-43.1	-39.3	-32.7	-25.2	-6.8	-1.5	-13.1	-24.6	-33.2	-41.2	-61.7	-70.4	-57.5	
	Corr for screening/ absorption, dB(A)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	Corr for Speed, dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0	
	Corr for sound energy spread over 24 hr	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	
	Façade correctoin, dB(A)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2

Floor 20		Segment (Northbound)													Segment (Southbound)														
		N1	N2	N3	N4	N5	N6	N7	N8	N9	N10	N11	N12	N13	S1	S2	S3	S4	S5	S6	S7	S8	S9	S10	S11	S12	S13	S14
Parameters:																													
	Measured SEL	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9
Leq24	Total number of events	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536
	Horize distance from track to NSR	21.2	21.8	22.2	22.2	22.6	23.2	22.9	20.0	15.2	13.4	7.3	0.8	9.4	24.1	26.5	25.7	25.7	26.1	26.6	27.0	26.0	22.7	18.7	15.1	4.8	3.0	9.8	
	track mPD + track head (0.2m)	7.9	8.7	9.9	11.3	12.5	13.1	13.4	13.6	14.0	14.1	13.9	13.6	13.1	8.0	8.4	9.1	10.0	11.2	12.5	13.2	13.5	13.9	14.2	14.1	13.7	13.3	12.9	
	ground mPD + floor height	81.8	81.8	81.8	81.8	81.8	81.8	81.8	81.8	81.8	81.8	81.8	81.8	81.8	81.8	81.8	81.8	81.8	81.8	81.8	81.8	81.8	81.8	81.8	81.8	81.8	81.8	81.8	81.8
	Vert distance from track to NSR	73.9	73.1	71.9	70.5	69.3	68.7	68.4	68.2	67.8	67.7	67.9	68.2	68.7	73.8	73.4	72.7	71.8	70.6	69.3	68.6	68.3	67.9	67.6	67.7	68.1	68.5	68.9	
	Slant distance	76.8	76.2	75.2	73.9	72.9	72.5	72.1	71.0	69.5	69.0	68.2	68.2	69.3	77.6	78.0	77.0	76.2	75.2	74.2	73.7	73.0	71.5	70.1	69.4	68.2	68.6	69.5	
	View angle (α)	0.058	0.074	0.115	0.254	0.499	1.349	0.741	0.241	0.112	0.072	0.032	0.003	0.030	0.068	0.084	0.097	0.132	0.248	0.689	1.361	0.494	0.234	0.129	0.075	0.019	0.010	0.029	
	View angle (α)(degree)	3.335	4.249	6.579	14.550	28.573	77.304	42.437	13.833	6.416	4.103	1.839	0.182	1.702	3.888	4.831	5.543	7.536	14.225	39.503	77.962	28.301	13.414	7.373	4.294	1.089	0.577	1.668	
	View angle (Θ)	0.004	0.025	0.054	0.096	0.382	1.278	0.772	0.132	0.043	0.016	0.005	0.000	0.006	0.008	0.011	0.020	0.049	0.078	0.792	1.335	0.334	0.100	0.046	0.021	0.003	0.001	0.003	
	View angle (Θ) (degree)	0.224	1.420	3.073	5.525	21.881	73.199	44.223	7.573	2.437	0.934	0.308	0.026	0.360	0.453	0.619	1.142	2.824	4.462	45.355	76.499	19.137	5.747	2.615	1.217	0.171	0.081	0.192	
	Average Speed	10.0	20.0	50.0	70.0	65.0	50.0	30.0	15.0	10.0	10.0	15.0	20.0	15.0	10.0	10.0	10.0	20.0	50.0	70.0	60.0	40.0	20.0	15.0	10.0	10.0	15.0	10.0	
	Corr for no. of event, 10log(N), dB(A)	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	
	Corr for distance, -10log(d/d_{ref}), dB(A)	-4.9	-4.8	-4.8	-4.7	-4.6	-4.6	-4.6	-4.5	-4.4	-4.4	-4.4	-4.4	-4.4	-4.9	-4.9	-4.9	-4.8	-4.8	-4.7	-4.7	-4.7	-4.6	-4.5	-4.4	-4.4	-4.4	-4.4	
	Corr for view angle, 10log(pr0/180-cos2αinΘ)	-50.8	-40.6	-33.4	-24.1	-12.5	-1.7	-6.5	-23.1	-34.7	-42.8	-54.5	-85.4	-54.5	-46.4	-43.1	-39.3	-32.7	-25.2	-6.8	-1.5	-13.1	-24.6	-33.2	-41.2	-61.7	-70.4	-57.5	
	Corr for screening/ absorption, dB(A)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	Corr for Speed, 20log(v/V_{ref}), dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0	
	Corr for sound energy spread over 24 hr	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	
	Façade correctoin, dB(A)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	
	Track wear correction, dB(A)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	
	Leq 24hr for each train, dB(A)				28.4	39.5	48.0	38.8	16.2	1.2	-6.9	-15.1	-43.4	-15.1					24.3	45.7	49.7	34.6	17.2	6.2	-5.3	-25.7	-31.0	-21.6	
	Leq 24hr for all train	53.3																											
Leq0.5	Total number of events	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	
	Corr for no. of event, 10log(N), dB(A)	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	
	Corr for distance, -10log(d/dref), dB(A)	-4.9	-4.8	-4.8	-4.7	-4.6	-4.6	-4.6	-4.5	-4.4	-4.4	-4.4	-4.4	-4.4	-4.9	-4.9	-4.9	-4.8	-4.8	-4.7	-4.7	-4.7	-4.6	-4.5	-4.4	-4.4	-4.4	-4.4	
	Corr for view angle, 10log(pr0/180-cos2αinΘ)	-50.8	-40.6	-33.4	-24.1	-12.5	-1.7	-6.5	-23.1	-34.7	-42.8	-54.5	-85.4	-54.5	-46.4	-43.1	-39.3	-32.7	-25.2	-6.8	-1.5	-13.1	-24.6	-33.2	-41.2	-61.7	-70.4	-57.5	
	Corr for screening/ absorption, dB(A)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	Corr for Speed, dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0	
	Corr for sound energy spread over 24 hr	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	
	Façade correctoin, dB(A)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	
	Track wear correction, dB(A)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	
	Leq 0.5hr for each train, dB(A)				29.1	40.1	48.6	39.4	16.9	1.8	-6.2	-14.4	-42.8	-14.5					24.9	46.3	50.3	35.2	17.8	6.8	-4.7	-25.0	-30.3	-20.9	
	Leq 0.5hr for all train	53.9																											
Leq0.5	Total number of events	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	
	Corr for no. of event, 10log(N), dB(A)	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	
	Corr for distance, -10log(d/dref), dB(A)	-4.9	-4.8	-4.8	-4.7	-4.6	-4.6	-4.6	-4.5	-4.4	-4.4	-4.4	-4.4	-4.4	-4.9	-4.9	-4.9	-4.8	-4.8	-4.7	-4.7	-4.7	-4.6	-4.5	-4.4	-4.4	-4.4	-4.4	
	Corr for view angle, 10log(pr0/180-cos2αinΘ)	-50.8	-40.6	-33.4	-24.1	-12.5	-1.7	-6.5	-23.1	-34.7	-42.8	-54.5	-85.4	-54.5	-46.4	-43.1	-39.3	-32.7	-25.2	-6.8	-1.5	-13.1	-24.6	-33.2	-41.2	-61.7	-70.4	-57.5	
	Corr for screening/ absorption, dB(A)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	Corr for Speed, dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0	
	Corr for sound energy spread over 24 hr	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	
	Façade correctoin, dB(A)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	
	Track wear correction, dB(A)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	
	Leq 0.5hr for each train, dB(A)				28.7	39.8	48.3	39.1	16.5	1.5	-6.5	-14.8	-43.1	-14.8					24.6	46.0	50.0	34.9	17.5	6.5	-5.0	-25.4	-30.7	-21.3	
	Leq 0.5hr for all train	53.6																											
Lmax	Measured Lmax	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	
	Corr for distance, -10log(d/dref), dB(A)	-4.9	-4.8	-4.8	-4.7	-4.6	-4.6	-4.6	-4.5	-4.4	-4.4	-4.4	-4.4	-4.4	-4.9	-4.9	-4.9	-4.8	-4.8	-4.7	-4.7	-4.7	-4.6	-4.5	-4.4	-4.4	-4.4	-4.4	
	Correction for screening/ absorption	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	Corr for Speed, dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0	
	Façade correctoin, dB(A)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	
	Track wear correction, dB(A)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	
	Lmax for each train, dB(A)				68.7	68.1	65.9	61.5	55.5	52.1	52.1	55.7	58.2	55.6					65.7	68.7	67.4	63.9	58.0	55.6	52.1	52.2	55.7	52.1	
	Lmax for all train	68.7																											

Floor 21		Segment (Northbound)													Segment (Southbound)														
		N1	N2	N3	N4	N5	N6	N7	N8	N9	N10	N11	N12	N13	S1	S2	S3	S4	S5	S6	S7	S8	S9	S10	S11	S12	S13	S14
Parameters:																													
	Measured SEL	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9
Leq24	Total number of events	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536
	Horize distance from track to NSR	21.2	21.8	22.2	22.2	22.6	23.2	22.9	20.0	15.2	13.4	7.3	0.8	9.4	24.1	26.5	25.7	25.7	26.1	26.6	27.0	26.0	22.7	18.7	15.1	4.8	3.0	9.8	
	track mPD + track head (0.2m)	7.9	8.7	9.9	11.3	12.5	13.1	13.4	13.6	14.0	14.1	13.9	13.6	13.1	8.0	8.4	9.1	10.0	11.2	12.5	13.2	13.5	13.9	14.2	14.1	13.7	13.3	12.9	
	ground mPD + floor height	84.9	84.9	84.9	84.9	84.9	84.9	84.9	84.9	84.9	84.9	84.9	84.9	84.9	84.9	84.9	84.9	84.9	84.9	84.9	84.9	84.9	84.9	84.9	84.9	84.9	84.9	84.9	84.9
	Vert distance from track to NSR	77.0	76.2	75.0	73.7	72.5	71.9	71.6	71.3	71.0	70.9	71.0	71.3	71.9	76.9	76.5	75.8	74.9	73.7	72.4	71.7	71.4	71.0	70.8	70.9	71.2	71.7	72.0	
	Slant distance	79.9	79.3	78.2	76.9	75.9	75.5	75.1	74.0	72.6	72.1	71.4	71.3	72.5	80.6	81.0	80.0	79.2	78.2	77.1	76.6	76.0	74.5	73.2	72.4	71.4	71.7	72.7	
	View angle (α)	0.058	0.074	0.115	0.254	0.499	1.349	0.741	0.241	0.112	0.072	0.032	0.003	0.030	0.068	0.084	0.097	0.132	0.248	0.689	1.361	0.494	0.234	0.129	0.075	0.019	0.010	0.029	
	View angle (α)(degree)	3.335	4.249	6.579	14.550	28.573	77.304	42.437	13.833	6.416	4.103	1.839	0.182	1.702	3.888	4.831	5.543	7.536	14.225	39.503	77.962	28.301	13.414	7.373	4.294	1.089	0.577	1.668	
	View angle (Θ)	0.004	0.025	0.054	0.096	0.382	1.278	0.772	0.132	0.043	0.016	0.005	0.000	0.006	0.008	0.011	0.020	0.049	0.078	0.792	1.335	0.334	0.100	0.046	0.021	0.003	0.001	0.003	
	View angle (Θ) (degree)	0.224	1.420	3.073	5.525	21.881	73.199	44.223	7.573	2.437	0.934	0.308	0.026	0.360	0.453	0.619	1.142	2.824	4.462	45.355	76.499	19.137	5.747	2.615	1.217	0.171	0.081	0.192	
	Average Speed	10.0	20.0	50.0	70.0	65.0	50.0	30.0	15.0	10.0	10.0	15.0	20.0	15.0	10.0	10.0	10.0	20.0	50.0	70.0	60.0	40.0	20.0	15.0	10.0	10.0	15.0	10.0	
	Corr for no. of event, 10log(N), dB(A)	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	
	Corr for distance, -10log(d/d_{ref}), dB(A)	-5.0	-5.0	-5.0	-4.9	-4.8	-4.8	-4.8	-4.7	-4.6	-4.6	-4.6	-4.6	-4.6	-5.1	-5.1	-5.1	-5.0	-5.0	-4.9	-4.9	-4.8	-4.7	-4.7	-4.6	-4.6	-4.6	-4.6	
	Corr for view angle, 10log(pr0/180-cos2αinΘ)	-50.8	-40.6	-33.4	-24.1	-12.5	-1.7	-6.5	-23.1	-34.7	-42.8	-54.5	-85.4	-54.5	-46.4	-43.1	-39.3	-32.7	-25.2	-6.8	-1.5	-13.1	-24.6	-33.2	-41.2	-61.7	-70.4	-57.5	
	Corr for screening/ absorption, dB(A)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	Corr for Speed, dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0	
	Corr for sound energy spread over 24 hr	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	
	Façade correctoin, dB(A)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	
	Track wear correction, dB(A)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	
	Leq 24hr for each train, dB(A)				28.2	39.3	47.8	38.6	16.0	1.0	-7.0	-15.3	-43.6	-15.3					24.1	45.5	49.5	34.4	17.0	6.0	-5.5	-25.9	-31.2	-21.8	
	Leq 24hr for all train	53.1																											
Leq0.5	Total number of events	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	
	Corr for no. of event, 10log(N), dB(A)	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	
	Corr for distance, -10log(d/dref), dB(A)	-5.0	-5.0	-5.0	-4.9	-4.8	-4.8	-4.8	-4.7	-4.6	-4.6	-4.6	-4.6	-4.6	-5.1	-5.1	-5.1	-5.0	-5.0	-4.9	-4.9	-4.8	-4.7	-4.7	-4.6	-4.6	-4.6	-4.6	
	Corr for view angle, 10log(pr0/180-cos2αinΘ)	-50.8	-40.6	-33.4	-24.1	-12.5	-1.7	-6.5	-23.1	-34.7	-42.8	-54.5	-85.4	-54.5	-46.4	-43.1	-39.3	-32.7	-25.2	-6.8	-1.5	-13.1	-24.6	-33.2	-41.2	-61.7	-70.4	-57.5	
	Corr for screening/ absorption, dB(A)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	Corr for Speed, dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0	
	Corr for sound energy spread over 24 hr	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	
	Façade correctoin, dB(A)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	
	Track wear correction, dB(A)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	
	Leq 0.5hr for each train, dB(A)				28.9	40.0	48.5	39.2	16.7	1.7	-6.4	-14.6	-43.0	-14.7					24.8	46.2	50.1	35.1	17.6	6.6	-4.9	-25.2	-30.5	-21.1	
	Leq 0.5hr for all train	53.8																											
Leq0.5	Total number of events	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	
	Corr for no. of event, 10log(N), dB(A)	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	
	Corr for distance, -10log(d/dref), dB(A)	-5.0	-5.0	-5.0	-4.9	-4.8	-4.8	-4.8	-4.7	-4.6	-4.6	-4.6	-4.6	-4.6	-5.1	-5.1	-5.1	-5.0	-5.0	-4.9	-4.9	-4.8	-4.7	-4.7	-4.6	-4.6	-4.6	-4.6	
	Corr for view angle, 10log(pr0/180-cos2αinΘ)	-50.8	-40.6	-33.4	-24.1	-12.5	-1.7	-6.5	-23.1	-34.7	-42.8	-54.5	-85.4	-54.5	-46.4	-43.1	-39.3	-32.7	-25.2	-6.8	-1.5	-13.1	-24.6	-33.2	-41.2	-61.7	-70.4	-57.5	
	Corr for screening/ absorption, dB(A)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	Corr for Speed, dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0	
	Corr for sound energy spread over 24 hr	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	
	Façade correctoin, dB(A)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5

Floor		Segment (Northbound)													Segment (Southbound)													
18		N1	N2	N3	N4	N5	N6	N7	N8	N9	N10	N11	N12	N13	S1	S2	S3	S4	S5	S6	S7	S8	S9	S10	S11	S12	S13	S14
Parameters:																												
	Measured SEL	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9
Leq24	Total number of events	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536
	Horize distance from track to NSR	21.2	21.8	22.2	22.2	22.6	23.2	22.9	20.0	15.2	13.4	7.3	0.8	9.4	24.1	26.5	25.7	25.7	26.1	26.6	27.0	26.0	22.7	18.7	15.1	4.8	3.0	9.8
	track mPD + track head (0.2m)	7.9	8.7	9.9	11.3	12.5	13.1	13.4	13.6	14.0	14.1	13.9	13.6	13.1	8.0	8.4	9.1	10.0	11.2	12.5	13.2	13.5	13.9	14.2	14.1	13.7	13.3	12.9
	ground mPD + floor height	75.5	75.5	75.5	75.5	75.5	75.5	75.5	75.5	75.5	75.5	75.5	75.5	75.5	75.5	75.5	75.5	75.5	75.5	75.5	75.5	75.5	75.5	75.5	75.5	75.5	75.5	75.5
	Vert distance from track to NSR	67.6	66.8	65.6	64.2	63.0	62.4	62.1	61.9	61.5	61.4	61.6	61.9	62.4	67.5	67.1	66.4	65.5	64.3	63.0	62.3	62.0	61.6	61.3	61.4	61.8	62.2	62.6
	Slant distance	70.8	70.2	69.2	67.9	66.9	66.6	66.2	65.0	63.3	62.8	62.0	61.9	63.1	71.6	72.1	71.1	70.3	69.3	68.4	67.9	67.2	65.6	64.1	63.2	61.9	62.3	63.3
	View angle (α)	0.058	0.074	0.115	0.254	0.499	1.349	0.741	0.241	0.112	0.072	0.032	0.003	0.030	0.068	0.084	0.097	0.132	0.248	0.689	1.361	0.494	0.234	0.129	0.075	0.019	0.010	0.029
	View angle (α) (degree)	3.335	4.249	6.579	14.550	28.573	77.304	42.437	13.833	6.416	4.103	1.839	0.182	1.702	3.888	4.831	5.543	7.536	14.225	39.503	77.962	28.301	13.414	7.373	4.294	1.089	0.577	1.668
	View angle (θ)	0.004	0.025	0.054	0.096	0.382	1.278	0.772	0.132	0.043	0.016	0.005	0.000	0.006	0.008	0.011	0.020	0.049	0.078	0.792	1.335	0.334	0.100	0.046	0.021	0.003	0.001	0.003
	View angle (θ) (degree)	0.224	1.420	3.073	5.525	21.881	73.199	44.223	7.573	2.437	0.934	0.308	0.026	0.360	0.453	0.619	1.142	2.824	4.462	45.355	76.499	19.137	5.747	2.615	1.217	0.171	0.081	0.192
	Average Speed	10.0	20.0	50.0	70.0	65.0	50.0	30.0	15.0	10.0	10.0	15.0	20.0	15.0	10.0	10.0	10.0	20.0	50.0	70.0	60.0	40.0	20.0	15.0	10.0	10.0	15.0	10.0
	Corr for no. of event, 10log(N), dB(A)	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3
	Corr for distance, -10log(d/d_{ref}), dB(A)	-4.5	-4.5	-4.4	-4.3	-4.3	-4.3	-4.2	-4.1	-4.0	-4.0	-3.9	-3.9	-4.0	-4.6	-4.6	-4.5	-4.5	-4.4	-4.4	-4.3	-4.3	-4.2	-4.1	-4.0	-3.9	-4.0	-4.0
	Corr for view angle, 10log(μπθ/180-cos2αsinθ)	-50.8	-40.6	-33.4	-24.1	-12.5	-1.7	-6.5	-23.1	-34.7	-42.8	-54.5	-85.4	-54.5	-46.4	-43.1	-39.3	-32.7	-25.2	-6.8	-1.5	-13.1	-24.6	-33.2	-41.2	-61.7	-70.4	-57.5
	Corr for screening/ absorption, dB(A)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, 20log(v/V_{ref}), dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0
	Corr for sound energy spread over 24 hr	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4
	Façade correctoin, dB(A)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
	Track wear correction, dB(A)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
	Leq 24hr for each train, dB(A)				28.8	39.8	48.3	39.1	16.6	1.6	-6.4	-14.7	-43.0	-14.7					24.6	46.0	50.0	34.9	17.5	6.6	-4.9	-25.3	-30.6	-21.2
	Leq 24hr for all train	53.6																										
Leq0.5	Total number of events	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13
	Corr for no. of event, 10log(N), dB(A)	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1
	Corr for distance, -10log(d/dref), dB(A)	-4.5	-4.5	-4.4	-4.3	-4.3	-4.3	-4.2	-4.1	-4.0	-4.0	-3.9	-3.9	-4.0	-4.6	-4.6	-4.5	-4.5	-4.4	-4.4	-4.3	-4.3	-4.2	-4.1	-4.0	-3.9	-4.0	-4.0
	Corr for view angle, 10log(μπθ/180-cos2αsinθ)	-50.8	-40.6	-33.4	-24.1	-12.5	-1.7	-6.5	-23.1	-34.7	-42.8	-54.5	-85.4	-54.5	-46.4	-43.1	-39.3	-32.7	-25.2	-6.8	-1.5	-13.1	-24.6	-33.2	-41.2	-61.7	-70.4	-57.5
	Corr for screening/ absorption, dB(A)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0
	Corr for sound energy spread over 24 hr	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6
	Façade correctoin, dB(A)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
	Track wear correction, dB(A)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
	Leq 0.5hr for each train, dB(A)				29.4	40.5	49.0	39.8	17.2	2.2	-5.8	-14.0	-42.4	-14.1					25.3	46.7	50.7	35.6	18.2	7.2	-4.3	-24.6	-29.9	-20.5
	Leq 0.5hr for all train	54.3																										
Leq0.5	Total number of events	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12
	Corr for no. of event, 10log(N), dB(A)	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8
	Corr for distance, -10log(d/dref), dB(A)	-4.5	-4.5	-4.4	-4.3	-4.3	-4.3	-4.2	-4.1	-4.0	-4.0	-3.9	-3.9	-4.0	-4.6	-4.6	-4.5	-4.5	-4.4	-4.4	-4.3	-4.3	-4.2	-4.1	-4.0	-3.9	-4.0	-4.0
	Corr for view angle, 10log(μπθ/180-cos2αsinθ)	-50.8	-40.6	-33.4	-24.1	-12.5	-1.7	-6.5	-23.1	-34.7	-42.8	-54.5	-85.4	-54.5	-46.4	-43.1	-39.3	-32.7	-25.2	-6.8	-1.5	-13.1	-24.6	-33.2	-41.2	-61.7	-70.4	-57.5
	Corr for screening/ absorption, dB(A)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0
	Corr for sound energy spread over 24 hr	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6
	Façade correctoin, dB(A)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
	Track wear correction, dB(A)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
	Leq 0.5hr for each train, dB(A)				29.1	40.2	48.7	39.4	16.9	1.9	-6.1	-14.3	-42.7	-14.4					24.9	46.3	50.3	35.2	17.9	6.9	-4.6	-25.0	-30.2	-20.9
	Leq 0.5hr for all train	53.9																										
Lmax	Measured Lmax	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65
	Corr for distance, -10log(d/dref), dB(A)	-4.5	-4.5	-4.4	-4.3	-4.3	-4.3	-4.2	-4.1	-4.0	-4.0	-3.9	-3.9	-4.0	-4.6	-4.6	-4.5	-4.5	-4.4	-4.4	-4.3	-4.3	-4.2	-4.1	-4.0	-3.9	-4.0	-4.0
	Correction for screening/ absorption	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0
	Façade correctoin, dB(A)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
	Track wear correction, dB(A)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
	Lmax for each train, dB(A)				69.1	68.5	66.2	61.8	55.9	52.5	52.5	56.1	58.6	56.0					66.1	69.1	67.7	64.3	58.4	56.0	52.5	52.6	56.1	52.5
	Lmax for all train	69.1																										

Floor		Segment (Northbound)													Segment (Southbound)													
19		N1	N2	N3	N4	N5	N6	N7	N8	N9	N10	N11	N12	N13	S1	S2	S3	S4	S5	S6	S7	S8	S9	S10	S11	S12	S13	S14
Parameters:																												
	Measured SEL	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9
Leq24	Total number of events	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536
	Horize distance from track to NSR	21.2	21.8	22.2	22.2	22.6	23.2	22.9	20.0	15.2	13.4	7.3	0.8	9.4	24.1	26.5	25.7	25.7	26.1	26.6	27.0	26.0	22.7	18.7	15.1	4.8	3.0	9.8
	track mPD + track head (0.2m)	7.9	8.7	9.9	11.3	12.5	13.1	13.4	13.6	14.0	14.1	13.9	13.6	13.1	8.0	8.4	9.1	10.0	11.2	12.5	13.2	13.5	13.9	14.2	14.1	13.7	13.3	12.9
	ground mPD + floor height	78.6	78.6	78.6	78.6	78.6	78.6	78.6	78.6	78.6	78.6	78.6	78.6	78.6	78.6	78.6	78.6	78.6	78.6	78.6	78.6	78.6	78.6	78.6	78.6	78.6	78.6	78.6
	Vert distance from track to NSR	70.7	69.9	68.7	67.4	66.2	65.6	65.3	65.0	64.7	64.6	64.7	65.0	65.6	70.6	70.2	69.5	68.6	67.4	66.1	65.4	65.1	64.7	64.5	64.6	64.9	65.4	65.7
	Slant distance	73.8	73.2	72.2	70.9	69.9	69.5	69.2	68.0	66.4	65.9	65.1	65.0	66.2	74.6	75.0	74.1	73.3	72.3	71.3	70.8	70.1	68.6	67.1	66.3	65.1	65.4	66.4
	View angle (α)	0.058	0.074	0.115	0.254	0.499	1.349	0.741	0.241	0.112	0.072	0.032	0.003	0.030	0.068	0.084	0.097	0.132	0.248	0.689	1.361	0.494	0.234	0.129	0.075	0.019	0.010	0.029
	View angle (α) (degree)	3.335	4.249	6.579	14.550	28.573	77.304	42.437	13.833	6.416	4.103	1.839	0.182	1.702	3.888	4.831	5.543	7.536	14.225	39.503	77.962	28.301	13.414	7.373	4.294	1.089	0.577	1.668
	View angle (θ)	0.004	0.025	0.054	0.096	0.382	1.278	0.772	0.132	0.043	0.016	0.005	0.000	0.006	0.008	0.011	0.020	0.049	0.078	0.792	1.335	0.334	0.100	0.046	0.021	0.003	0.001	0.003
	View angle (θ) (degree)	0.224	1.420	3.073	5.525	21.881	73.199	44.223	7.573	2.437	0.934	0.308	0.026	0.360	0.453	0.619	1.142	2.824	4.462	45.355	76.499	19.137	5.747	2.615	1.217	0.171	0.081	0.192
	Average Speed	10.0	20.0	50.0	70.0	65.0	50.0	30.0	15.0	10.0	10.0	15.0	20.0	15.0	10.0	10.0	10.0	20.0	50.0	70.0	60.0	40.0	20.0	15.0	10.0	10.0	15.0	10.0
	Corr for no. of event, 10log(N), dB(A)	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3
	Corr for distance, -10log(d/d_{ref}), dB(A)	-4.7	-4.7	-4.6	-4.5	-4.5	-4.4	-4.4	-4.3	-4.2	-4.2	-4.2	-4.2	-4.2	-4.7	-4.8	-4.7	-4.7	-4.6	-4.5	-4.5	-4.5	-4.4	-4.3	-4.2	-4.2	-4.2	-4.2
	Corr for view angle, 10log(μπθ/180-cos2αsinθ)	-50.8	-40.6	-33.4	-24.1	-12.5	-1.7	-6.5	-23.1	-34.7	-42.8	-54.5	-85.4	-54.5	-46.4	-43.1	-39.3	-32.7	-25.2	-6.8	-1.5	-13.1	-24.6	-33.2	-41.2	-61.7	-70.4	-57.5
	Corr for screening/ absorption, dB(A)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, 20log(v/V_{ref}), dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0
	Corr for sound energy spread over 24 hr	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4
	Façade correctoin, dB(A)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
	Track wear correction, dB(A)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
	Leq 24hr for each train, dB(A)				28.6	39.7	48.2	38.9	16.4	1.4	-6.7	-14.9	-43.2	-14.9					24.4	45.8	49.8	34.7	17.3	6.4	-5.1	-25.5	-30.8	-21.4
	Leq 24hr for all train	53.4																										
Leq0.5	Total number of events	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13
	Corr for no. of event, 10log(N), dB(A)	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1
	Corr for distance, -10log(d/dref), dB(A)	-4.7	-4.7	-4.6	-4.5	-4.5	-4.4	-4.4	-4.3	-4.2	-4.2	-4.2	-4.2	-4.2	-4.7	-4.8	-4.7	-4.7	-4.6	-4.5	-4.5	-4.5	-4.4	-4.3	-4.2	-4.2	-4.2	-4.2
	Corr for view angle, 10log(μπθ/180-cos2αsinθ)	-50.8	-40.6	-33.4	-24.1	-12.5	-1.7	-6.5	-23.1	-34.7	-42.8	-54.5	-85.4	-54.5	-46.4	-43.1	-39.3	-32.7	-25.2	-6.8	-1.5	-13.1	-24.6	-33.2	-41.2	-61.7	-70.4	-57.5
	Corr for screening/ absorption, dB(A)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0
	Corr for sound energy spread over 24 hr	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6
	Façade correctoin, dB(A)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
	Track wear correction, dB(A)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
	Leq 0.5hr for each train, dB(A)				29.2	40.3	48.8	39.6	17.0	2.0	-6.0	-14.2	-42.6	-14.3					25.1	46.5	50.5	35.4	18.0	7.0	-4.5	-24.8	-30.1	-20.7
	Leq 0.5hr for all train	54.1																										
Leq0.5	Total number of events	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12
	Corr for no. of event, 10log(N), dB(A)	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8
	Corr for distance, -10log(d/dref), dB(A)	-4.7	-4.7	-4.6	-4.5	-4.5	-4.4	-4.4	-4.3	-4.2	-4.2	-4.2	-4.2	-4.2	-4.7	-4.8	-4.7	-4.7	-4.6	-4.5	-4.5	-4.5	-4.4	-4.3	-4.2	-4.2	-4.2	-4.2
	Corr for view angle, 10log(μπθ/180-cos2αsinθ)	-50.8	-40.6	-33.4	-24.1	-12.5	-1.7	-6.5	-23.1	-34.7	-42.8	-54.5	-85.4	-54.5	-46.4	-43.1	-39.3	-32.7	-25.2	-6.8	-1.5	-13.1	-24.6	-33.2	-41.2	-61.7	-70.4	-57.5
	Corr for screening/ absorption, dB(A)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0
	Corr for sound energy spread over 24 hr	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6
	Façade correctoin, dB(A)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
	Track wear correction, dB(A)	3.0	3

Floor		Segment (Northbound)													Segment (Southbound)														
20		N1	N2	N3	N4	N5	N6	N7	N8	N9	N10	N11	N12	N13	S1	S2	S3	S4	S5	S6	S7	S8	S9	S10	S11	S12	S13	S14
Parameters:																													
	Measured SEL	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9
Leq24	Total number of events	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536
	Horize distance from track to NSR	21.2	21.8	22.2	22.2	22.6	23.2	22.9	20.0	15.2	13.4	7.3	0.8	9.4	24.1	26.5	25.7	25.7	26.1	26.6	27.0	26.0	22.7	18.7	15.1	4.8	3.0	9.8
	track mPD + track head (0.2m)	7.9	8.7	9.9	11.3	12.5	13.1	13.4	13.6	14.0	14.1	13.9	13.6	13.1	8.0	8.4	9.1	10.0	11.2	12.5	13.2	13.5	13.9	14.2	14.1	13.7	13.3	12.9
	ground mPD + floor height	81.8	81.8	81.8	81.8	81.8	81.8	81.8	81.8	81.8	81.8	81.8	81.8	81.8	81.8	81.8	81.8	81.8	81.8	81.8	81.8	81.8	81.8	81.8	81.8	81.8	81.8	81.8
	Vert distance from track to NSR	73.9	73.1	71.9	70.5	69.3	68.7	68.4	68.2	67.8	67.7	67.9	68.2	68.7	73.8	73.4	72.7	71.8	70.6	69.3	68.6	68.3	67.9	67.6	67.7	68.1	68.5	68.9
	Slant distance	76.8	76.2	75.2	73.9	72.9	72.5	72.1	71.0	69.5	69.0	68.2	68.2	69.3	77.6	78.0	77.0	76.2	75.2	74.2	73.7	73.0	71.5	70.1	69.4	68.2	68.6	69.5
	View angle (α)	0.058	0.074	0.115	0.254	0.499	1.349	0.741	0.241	0.112	0.072	0.032	0.003	0.030	0.068	0.084	0.097	0.132	0.248	0.689	1.361	0.494	0.234	0.129	0.075	0.019	0.010	0.029
	View angle (α)(degree)	3.335	4.249	6.579	14.550	28.573	77.304	42.437	13.833	6.416	4.103	1.839	0.182	1.702	3.888	4.831	5.543	7.536	14.225	39.503	77.962	28.301	13.414	7.373	4.294	1.089	0.577	1.668
	View angle (θ)	0.004	0.025	0.054	0.096	0.382	1.278	0.772	0.132	0.043	0.016	0.005	0.000	0.006	0.008	0.011	0.020	0.049	0.078	0.792	1.335	0.334	0.100	0.046	0.021	0.003	0.001	0.003
	View angle (θ) (degree)	0.224	1.420	3.073	5.525	21.881	73.199	44.223	7.573	2.437	0.934	0.308	0.026	0.360	0.453	0.619	1.142	2.824	4.462	45.355	76.499	19.137	5.747	2.615	1.217	0.171	0.081	0.192
	Average Speed	10.0	20.0	50.0	70.0	65.0	50.0	30.0	15.0	10.0	10.0	15.0	20.0	15.0	10.0	10.0	10.0	20.0	50.0	70.0	60.0	40.0	20.0	15.0	10.0	10.0	15.0	10.0
	Corr for no. of event, 10log(N), dB(A)	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3
	Corr for distance, -10log(d/d_{ref}), dB(A)	-4.9	-4.8	-4.8	-4.7	-4.6	-4.6	-4.6	-4.5	-4.4	-4.4	-4.4	-4.4	-4.4	-4.9	-4.9	-4.9	-4.8	-4.8	-4.7	-4.7	-4.7	-4.6	-4.5	-4.4	-4.4	-4.4	-4.4
	Corr for view angle, 10log(pi*θ/180-cos2αsinθ)	-50.8	-40.6	-33.4	-24.1	-12.5	-1.7	-6.5	-23.1	-34.7	-42.8	-54.5	-85.4	-54.5	-46.4	-43.1	-39.3	-32.7	-25.2	-6.8	-1.5	-13.1	-24.6	-33.2	-41.2	-61.7	-70.4	-57.5
	Corr for screening/ absorption, dB(A)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, 20log(v/V_{ref}), dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0
	Corr for sound energy spread over 24 hr	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4
	Façade correctoin, dB(A)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
	Track wear correction, dB(A)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
	Leq 24hr for each train, dB(A)				28.4	39.5	48.0	38.8	16.2	1.2	-6.9	-15.1	-43.4	-15.1					24.3	45.7	49.7	34.6	17.2	6.2	-5.3	-25.7	-31.0	-21.6
	Leq 24hr for all train	53.3																										
Leq0.5	Total number of events	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13
	Corr for no. of event, 10log(N), dB(A)	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1
	Corr for distance, -10log(d/dref), dB(A)	-4.9	-4.8	-4.8	-4.7	-4.6	-4.6	-4.6	-4.5	-4.4	-4.4	-4.4	-4.4	-4.4	-4.9	-4.9	-4.9	-4.8	-4.8	-4.7	-4.7	-4.7	-4.6	-4.5	-4.4	-4.4	-4.4	-4.4
	Corr for view angle, 10log(pi*θ/180-cos2αsinθ)	-50.8	-40.6	-33.4	-24.1	-12.5	-1.7	-6.5	-23.1	-34.7	-42.8	-54.5	-85.4	-54.5	-46.4	-43.1	-39.3	-32.7	-25.2	-6.8	-1.5	-13.1	-24.6	-33.2	-41.2	-61.7	-70.4	-57.5
	Corr for screening/ absorption, dB(A)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0
	Corr for sound energy spread over 24 hr	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6
	Façade correctoin, dB(A)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
	Track wear correction, dB(A)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
	Leq 0.5hr for each train, dB(A)				29.1	40.1	48.6	39.4	16.9	1.8	-6.2	-14.4	-42.8	-14.5					24.9	46.3	50.3	35.2	17.8	6.8	-4.7	-25.0	-30.3	-20.9
	Leq 0.5hr for all train	53.9																										
Leq0.5	Total number of events	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12
	Corr for no. of event, 10log(N), dB(A)	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8
	Corr for distance, -10log(d/dref), dB(A)	-4.9	-4.8	-4.8	-4.7	-4.6	-4.6	-4.6	-4.5	-4.4	-4.4	-4.4	-4.4	-4.4	-4.9	-4.9	-4.9	-4.8	-4.8	-4.7	-4.7	-4.7	-4.6	-4.5	-4.4	-4.4	-4.4	-4.4
	Corr for view angle, 10log(pi*θ/180-cos2αsinθ)	-50.8	-40.6	-33.4	-24.1	-12.5	-1.7	-6.5	-23.1	-34.7	-42.8	-54.5	-85.4	-54.5	-46.4	-43.1	-39.3	-32.7	-25.2	-6.8	-1.5	-13.1	-24.6	-33.2	-41.2	-61.7	-70.4	-57.5
	Corr for screening/ absorption, dB(A)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0
	Corr for sound energy spread over 24 hr	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6
	Façade correctoin, dB(A)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
	Track wear correction, dB(A)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
	Leq 0.5hr for each train, dB(A)				28.7	39.8	48.3	39.1	16.5	1.5	-6.5	-14.8	-43.1	-14.8					24.6	46.0	50.0	34.9	17.5	6.5	-5.0	-25.4	-30.7	-21.3
	Leq 0.5hr for all train	53.6																										
Lmax	Measured Lmax	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65
	Corr for distance, -10log(d/dref), dB(A)	-4.9	-4.8	-4.8	-4.7	-4.6	-4.6	-4.6	-4.5	-4.4	-4.4	-4.4	-4.4	-4.4	-4.9	-4.9	-4.9	-4.8	-4.8	-4.7	-4.7	-4.7	-4.6	-4.5	-4.4	-4.4	-4.4	-4.4
	Correction for screening/ absorption	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0
	Façade correctoin, dB(A)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
	Track wear correction, dB(A)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
	Lmax for each train, dB(A)				68.7	68.1	65.9	61.5	55.5	52.1	52.1	55.7	58.2	55.6					65.7	68.7	67.4	63.9	58.0	55.6	52.1	52.2	55.7	52.1
	Lmax for all train	68.7																										

Floor		Segment (Northbound)													Segment (Southbound)														
21		N1	N2	N3	N4	N5	N6	N7	N8	N9	N10	N11	N12	N13	S1	S2	S3	S4	S5	S6	S7	S8	S9	S10	S11	S12	S13	S14
Parameters:																													
	Measured SEL	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9
Leq24	Total number of events	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536
	Horize distance from track to NSR	21.2	21.8	22.2	22.2	22.6	23.2	22.9	20.0	15.2	13.4	7.3	0.8	9.4	24.1	26.5	25.7	25.7	26.1	26.6	27.0	26.0	22.7	18.7	15.1	4.8	3.0	9.8
	track mPD + track head (0.2m)	7.9	8.7	9.9	11.3	12.5	13.1	13.4	13.6	14.0	14.1	13.9	13.6	13.1	8.0	8.4	9.1	10.0	11.2	12.5	13.2	13.5	13.9	14.2	14.1	13.7	13.3	12.9
	ground mPD + floor height	84.9	84.9	84.9	84.9	84.9	84.9	84.9	84.9	84.9	84.9	84.9	84.9	84.9	84.9	84.9	84.9	84.9	84.9	84.9	84.9	84.9	84.9	84.9	84.9	84.9	84.9	84.9
	Vert distance from track to NSR	77.0	76.2	75.0	73.7	72.5	71.9	71.6	71.3	71.0	70.9	71.0	71.3	71.9	76.9	76.5	75.8	74.9	73.7	72.4	71.7	71.4	71.0	70.8	70.9	71.2	71.7	72.0
	Slant distance	79.9	79.3	78.2	76.9	75.9	75.5	75.1	74.0	72.6	72.1	71.4	71.3	72.5	80.6	81.0	80.0	79.2	78.2	77.1	76.6	76.0	74.5	73.2	72.4	71.4	71.7	72.7
	View angle (α)	0.058	0.074	0.115	0.254	0.499	1.349	0.741	0.241	0.112	0.072	0.032	0.003	0.030	0.068	0.084	0.097	0.132	0.248	0.689	1.361	0.494	0.234	0.129	0.075	0.019	0.010	0.029
	View angle (α)(degree)	3.335	4.249	6.579	14.550	28.573	77.304	42.437	13.833	6.416	4.103	1.839	0.182	1.702	3.888	4.831	5.543	7.536	14.225	39.503	77.962	28.301	13.414	7.373	4.294	1.089	0.577	1.668
	View angle (θ)	0.004	0.025	0.054	0.096	0.382	1.278	0.772	0.132	0.043	0.016	0.005	0.000	0.006	0.008	0.011	0.020	0.049	0.078	0.792	1.335	0.334	0.100	0.046	0.021	0.003	0.001	0.003
	View angle (θ) (degree)	0.224	1.420	3.073	5.525	21.881	73.199	44.223	7.573	2.437	0.934	0.308	0.026	0.360	0.453	0.619	1.142	2.824	4.462	45.355	76.499	19.137	5.747	2.615	1.217	0.171	0.081	0.192
	Average Speed	10.0	20.0	50.0	70.0	65.0	50.0	30.0	15.0	10.0	10.0	15.0	20.0	15.0	10.0	10.0	10.0	20.0	50.0	70.0	60.0	40.0	20.0	15.0	10.0	10.0	15.0	10.0
	Corr for no. of event, 10log(N), dB(A)	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3
	Corr for distance, -10log(d/d_{ref}), dB(A)	-5.0	-5.0	-5.0	-4.9	-4.8	-4.8	-4.8	-4.7	-4.6	-4.6	-4.6	-4.6	-4.6	-5.1	-5.1	-5.1	-5.0	-5.0	-4.9	-4.9	-4.8	-4.7	-4.7	-4.6	-4.6	-4.6	-4.6
	Corr for view angle, 10log(pi*θ/180-cos2αsinθ)	-50.8	-40.6	-33.4	-24.1	-12.5	-1.7	-6.5	-23.1	-34.7	-42.8	-54.5	-85.4	-54.5	-46.4	-43.1	-39.3	-32.7	-25.2	-6.8	-1.5	-13.1	-24.6	-33.2	-41.2	-61.7	-70.4	-57.5
	Corr for screening/ absorption, dB(A)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, 20log(v/V_{ref}), dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0
	Corr for sound energy spread over 24 hr	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4
	Façade correctoin, dB(A)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
	Track wear correction, dB(A)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
	Leq 24hr for each train, dB(A)				28.2	39.3	47.8	38.6	16.0	1.0	-7.0	-15.3	-43.6	-15.3					24.1	45.5	49.5	34.4	17.0	6.0	-5.5	-25.9	-31.2	-21.8
	Leq 24hr for all train	53.1																										
Leq0.5	Total number of events	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13
	Corr for no. of event, 10log(N), dB(A)	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1
	Corr for distance, -10log(d/dref), dB(A)	-5.0	-5.0	-5.0	-4.9	-4.8	-4.8	-4.8	-4.7	-4.6	-4.6	-4.6	-4.6	-4.6	-5.1	-5.1	-5.1	-5.0	-5.0	-4.9	-4.9	-4.8	-4.7	-4.7	-4.6	-4.6	-4.6	-4.6
	Corr for view angle, 10log(pi*θ/180-cos2αsinθ)	-50.8	-40.6	-33.4	-24.1	-12.5	-1.7	-6.5	-23.1	-34.7	-42.8	-54.5	-85.4	-54.5	-46.4	-43.1	-39.3	-32.7	-25.2	-6.8	-1.5	-13.1	-24.6	-33.2	-41.2	-61.7	-70.4	-57.5
	Corr for screening/ absorption, dB(A)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0
	Corr for sound energy spread over 24 hr	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6
	Façade correctoin, dB(A)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
	Track wear correction, dB(A)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
	Leq 0.5hr for each train, dB(A)				28.9	40.0	48.5	39.2	16.7	1.7	-6.4	-14.6	-43.0	-14.7					24.8	46.2	50.1	35.1	17.6	6.6	-4.9	-25.2	-30.5	-21.1
	Leq 0.5hr for all train	53.8																										
Leq0.5	Total number of events	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12
	Corr for no. of event, 10log(N), dB(A)	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8
	Corr for distance, -10log(d/dref), dB(A)	-5.0	-5.0	-5.0	-4.9	-4.8	-4.8	-4.8	-4.7	-4.6	-4.6	-4.6	-4.6	-4.6	-5.1	-5.1	-5.1	-5.0	-5.0	-4.9	-4.9	-4.8	-4.7	-4.7	-4.6	-4.6	-4.6	-4.6
	Corr for view angle, 10log(pi*θ/180-cos2αsinθ)	-50.8	-40.6	-33.4	-24.1	-12.5	-1.7	-6.5	-23.1	-34.7	-42.8	-54.5	-85.4	-54.5	-46.4	-43.1	-39.3	-32.7	-25.2	-6.8	-1.5	-13.1	-24.6	-33.2	-41.2	-61.7	-70.4	-57.5
	Corr for screening/ absorption, dB(A)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0
	Corr for sound energy spread over 24 hr	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6
	Façade correctoin, dB(A)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
	Track wear correction,

Floor		Segment (Northbound)													Segment (Southbound)													
22		N1	N2	N3	N4	N5	N6	N7	N8	N9	N10	N11	N12	N13	S1	S2	S3	S4	S5	S6	S7	S8	S9	S10	S11	S12	S13	S14
Parameters:																												
	Measured SEL	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9
Leq24	Total number of events	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536
	Horize distance from track to NSR	21.2	21.8	22.2	22.2	22.6	23.2	22.9	20.0	15.2	13.4	7.3	0.8	9.4	24.1	26.5	25.7	25.7	26.1	26.6	27.0	26.0	22.7	18.7	15.1	4.8	3.0	9.8
	track mPD + track head (0.2m)	7.9	8.7	9.9	11.3	12.5	13.1	13.4	13.6	14.0	14.1	13.9	13.6	13.1	8.0	8.4	9.1	10.0	11.2	12.5	13.2	13.5	13.9	14.2	14.1	13.7	13.3	12.9
	ground mPD + floor height	88.1	88.1	88.1	88.1	88.1	88.1	88.1	88.1	88.1	88.1	88.1	88.1	88.1	88.1	88.1	88.1	88.1	88.1	88.1	88.1	88.1	88.1	88.1	88.1	88.1	88.1	88.1
	Vert distance from track to NSR	80.2	79.4	78.2	76.8	75.6	75.0	74.7	74.5	74.1	74.0	74.2	74.5	75.0	80.1	79.7	79.0	78.1	76.9	75.6	74.9	74.6	74.2	73.9	74.0	74.4	74.8	75.2
	Slant distance	82.9	82.3	81.2	80.0	78.9	78.5	78.1	77.1	75.6	75.2	74.5	74.5	75.6	83.6	84.0	83.0	82.2	81.2	80.1	79.6	78.9	77.5	76.2	75.5	74.5	74.9	75.8
	View angle (α)	0.058	0.074	0.115	0.254	0.499	1.349	0.741	0.241	0.112	0.072	0.032	0.003	0.030	0.068	0.084	0.097	0.132	0.248	0.689	1.361	0.494	0.234	0.129	0.075	0.019	0.010	0.029
	View angle (α)(degree)	3.335	4.249	6.579	14.550	28.573	77.304	42.437	13.833	6.416	4.103	1.839	0.182	1.702	3.888	4.831	5.543	7.536	14.225	39.503	77.962	28.301	13.414	7.373	4.294	1.089	0.577	1.668
	View angle (θ)	0.004	0.025	0.054	0.096	0.382	1.278	0.772	0.132	0.043	0.016	0.005	0.000	0.006	0.008	0.011	0.020	0.049	0.078	0.792	1.335	0.334	0.100	0.046	0.021	0.003	0.001	0.003
	View angle (θ) (degree)	0.224	1.420	3.073	5.525	21.881	73.199	44.223	7.573	2.437	0.934	0.308	0.026	0.360	0.453	0.619	1.142	2.824	4.462	45.355	76.499	19.137	5.747	2.615	1.217	0.171	0.081	0.192
	Average Speed	10.0	20.0	50.0	70.0	65.0	50.0	30.0	15.0	10.0	10.0	15.0	20.0	15.0	10.0	10.0	10.0	20.0	50.0	70.0	60.0	40.0	20.0	15.0	10.0	10.0	15.0	10.0
	Corr for no. of event, 10log(N), dB(A)	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3
	Corr for distance, -10log(d/d_{ref}), dB(A)	-5.2	-5.2	-5.1	-5.0	-5.0	-5.0	-4.9	-4.9	-4.8	-4.8	-4.7	-4.7	-4.8	-5.2	-5.3	-5.2	-5.2	-5.1	-5.1	-5.0	-5.0	-4.9	-4.8	-4.8	-4.7	-4.8	-4.8
	Corr for view angle, 10log(μπθ/180-cos2αsinθ)	-50.8	-40.6	-33.4	-24.1	-12.5	-1.7	-6.5	-23.1	-34.7	-42.8	-54.5	-85.4	-54.5	-46.4	-43.1	-39.3	-32.7	-25.2	-6.8	-1.5	-13.1	-24.6	-33.2	-41.2	-61.7	-70.4	-57.5
	Corr for screening/ absorption, dB(A)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, 20log(v/V_{ref}), dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0
	Corr for sound energy spread over 24 hr	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4
	Façade correctoin, dB(A)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
	Track wear correction, dB(A)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
	Leq 24hr for each train, dB(A)				28.1	39.1	47.6	38.4	15.8	0.8	-7.2	-15.5	-43.8	-15.5					23.9	45.3	49.3	34.2	16.8	5.8	-5.7	-26.1	-31.4	-22.0
	Leq 24hr for all train	52.9																										
Leq0.5	Total number of events	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13
	Corr for no. of event, 10log(N), dB(A)	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1
	Corr for distance, -10log(d/dref), dB(A)	-5.2	-5.2	-5.1	-5.0	-5.0	-5.0	-4.9	-4.9	-4.8	-4.8	-4.7	-4.7	-4.8	-5.2	-5.3	-5.2	-5.2	-5.1	-5.1	-5.0	-5.0	-4.9	-4.8	-4.8	-4.7	-4.8	-4.8
	Corr for view angle, 10log(μπθ/180-cos2αsinθ)	-50.8	-40.6	-33.4	-24.1	-12.5	-1.7	-6.5	-23.1	-34.7	-42.8	-54.5	-85.4	-54.5	-46.4	-43.1	-39.3	-32.7	-25.2	-6.8	-1.5	-13.1	-24.6	-33.2	-41.2	-61.7	-70.4	-57.5
	Corr for screening/ absorption, dB(A)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0
	Corr for sound energy spread over 24 hr	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6
	Façade correctoin, dB(A)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
	Track wear correction, dB(A)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
	Leq 0.5hr for each train, dB(A)				28.7	39.8	48.3	39.1	16.5	1.5	-6.6	-14.8	-43.2	-14.8					24.6	46.0	50.0	34.9	17.5	6.5	-5.0	-25.4	-30.7	-21.3
	Leq 0.5hr for all train	53.6																										
Leq0.5	Total number of events	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12
	Corr for no. of event, 10log(N), dB(A)	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8
	Corr for distance, -10log(d/dref), dB(A)	-5.2	-5.2	-5.1	-5.0	-5.0	-5.0	-4.9	-4.9	-4.8	-4.8	-4.7	-4.7	-4.8	-5.2	-5.3	-5.2	-5.2	-5.1	-5.1	-5.0	-5.0	-4.9	-4.8	-4.8	-4.7	-4.8	-4.8
	Corr for view angle, 10log(μπθ/180-cos2αsinθ)	-50.8	-40.6	-33.4	-24.1	-12.5	-1.7	-6.5	-23.1	-34.7	-42.8	-54.5	-85.4	-54.5	-46.4	-43.1	-39.3	-32.7	-25.2	-6.8	-1.5	-13.1	-24.6	-33.2	-41.2	-61.7	-70.4	-57.5
	Corr for screening/ absorption, dB(A)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0
	Corr for sound energy spread over 24 hr	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6
	Façade correctoin, dB(A)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
	Track wear correction, dB(A)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
	Leq 0.5hr for each train, dB(A)				28.4	39.4	47.9	38.7	16.1	1.1	-6.9	-15.1	-43.5	-15.2					24.3	45.6	49.6	34.5	17.1	6.1	-5.4	-25.8	-31.0	-21.7
	Leq 0.5hr for all train	53.2																										
Lmax	Measured Lmax	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65
	Corr for distance, -10log(d/dref), dB(A)	-5.2	-5.2	-5.1	-5.0	-5.0	-5.0	-4.9	-4.9	-4.8	-4.8	-4.7	-4.7	-4.8	-5.2	-5.3	-5.2	-5.2	-5.1	-5.1	-5.0	-5.0	-4.9	-4.8	-4.8	-4.7	-4.8	-4.8
	Correction for screening/ absorption	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0
	Façade correctoin, dB(A)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
	Track wear correction, dB(A)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
	Lmax for each train, dB(A)				68.4	67.8	65.5	61.1	55.2	51.7	51.7	55.3	57.8	55.2					65.4	68.4	67.1	63.6	57.6	55.2	51.7	51.8	55.3	51.7
	Lmax for all train	68.4																										

Floor		Segment (Northbound)													Segment (Southbound)													
23		N1	N2	N3	N4	N5	N6	N7	N8	N9	N10	N11	N12	N13	S1	S2	S3	S4	S5	S6	S7	S8	S9	S10	S11	S12	S13	S14
Parameters:																												
	Measured SEL	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9
Leq24	Total number of events	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536
	Horize distance from track to NSR	21.2	21.8	22.2	22.2	22.6	23.2	22.9	20.0	15.2	13.4	7.3	0.8	9.4	24.1	26.5	25.7	25.7	26.1	26.6	27.0	26.0	22.7	18.7	15.1	4.8	3.0	9.8
	track mPD + track head (0.2m)	7.9	8.7	9.9	11.3	12.5	13.1	13.4	13.6	14.0	14.1	13.9	13.6	13.1	8.0	8.4	9.1	10.0	11.2	12.5	13.2	13.5	13.9	14.2	14.1	13.7	13.3	12.9
	ground mPD + floor height	91.2	91.2	91.2	91.2	91.2	91.2	91.2	91.2	91.2	91.2	91.2	91.2	91.2	91.2	91.2	91.2	91.2	91.2	91.2	91.2	91.2	91.2	91.2	91.2	91.2	91.2	91.2
	Vert distance from track to NSR	83.3	82.5	81.3	80.0	78.8	78.2	77.9	77.6	77.3	77.2	77.3	77.6	78.2	83.2	82.8	82.1	81.2	80.0	78.7	78.0	77.7	77.3	77.1	77.2	77.5	78.0	78.3
	Slant distance	86.0	85.3	84.3	83.0	81.9	81.5	81.1	80.1	78.7	78.3	77.6	77.6	78.7	86.6	86.9	86.0	85.2	84.1	83.1	82.5	81.9	80.6	79.3	78.6	77.6	78.0	78.9
	View angle (α)	0.058	0.074	0.115	0.254	0.499	1.349	0.741	0.241	0.112	0.072	0.032	0.003	0.030	0.068	0.084	0.097	0.132	0.248	0.689	1.361	0.494	0.234	0.129	0.075	0.019	0.010	0.029
	View angle (α)(degree)	3.335	4.249	6.579	14.550	28.573	77.304	42.437	13.833	6.416	4.103	1.839	0.182	1.702	3.888	4.831	5.543	7.536	14.225	39.503	77.962	28.301	13.414	7.373	4.294	1.089	0.577	1.668
	View angle (θ)	0.004	0.025	0.054	0.096	0.382	1.278	0.772	0.132	0.043	0.016	0.005	0.000	0.006	0.008	0.011	0.020	0.049	0.078	0.792	1.335	0.334	0.100	0.046	0.021	0.003	0.001	0.003
	View angle (θ) (degree)	0.224	1.420	3.073	5.525	21.881	73.199	44.223	7.573	2.437	0.934	0.308	0.026	0.360	0.453	0.619	1.142	2.824	4.462	45.355	76.499	19.137	5.747	2.615	1.217	0.171	0.081	0.192
	Average Speed	10.0	20.0	50.0	70.0	65.0	50.0	30.0	15.0	10.0	10.0	15.0	20.0	15.0	10.0	10.0	10.0	20.0	50.0	70.0	60.0	40.0	20.0	15.0	10.0	10.0	15.0	10.0
	Corr for no. of event, 10log(N), dB(A)	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3
	Corr for distance, -10log(d/d_{ref}), dB(A)	-5.4	-5.3	-5.3	-5.2	-5.2	-5.1	-5.1	-5.1	-5.0	-5.0	-4.9	-4.9	-5.0	-5.4	-5.4	-5.4	-5.3	-5.3	-5.2	-5.2	-5.2	-5.1	-5.0	-5.0	-4.9	-4.9	-5.0
	Corr for view angle, 10log(μπθ/180-cos2αsinθ)	-50.8	-40.6	-33.4	-24.1	-12.5	-1.7	-6.5	-23.1	-34.7	-42.8	-54.5	-85.4	-54.5	-46.4	-43.1	-39.3	-32.7	-25.2	-6.8	-1.5	-13.1	-24.6	-33.2	-41.2	-61.7	-70.4	-57.5
	Corr for screening/ absorption, dB(A)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, 20log(v/V_{ref}), dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0
	Corr for sound energy spread over 24 hr	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4
	Façade correctoin, dB(A)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
	Track wear correction, dB(A)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
	Leq 24hr for each train, dB(A)				27.9	39.0	47.5	38.3	15.7	0.6	-7.4	-15.6	-44.0	-15.7					23.8	45.2	49.2	34.1	16.6	5.6	-5.9	-26.3	-31.5	-22.1
	Leq 24hr for all train	52.8																										
Leq0.5	Total number of events	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13
	Corr for no. of event, 10log(N), dB(A)	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1
	Corr for distance, -10log(d/dref), dB(A)	-5.4	-5.3	-5.3	-5.2	-5.2	-5.1	-5.1	-5.1	-5.0	-5.0	-4.9	-4.9	-5.0	-5.4	-5.4	-5.4	-5.3	-5.3	-5.2	-5.2	-5.2	-5.1	-5.0	-5.0	-4.9	-4.9	-5.0
	Corr for view angle, 10log(μπθ/180-cos2αsinθ)	-50.8	-40.6	-33.4	-24.1	-12.5	-1.7	-6.5	-23.1	-34.7	-42.8	-54.5	-85.4	-54.5	-46.4	-43.1	-39.3	-32.7	-25.2	-6.8	-1.5	-13.1	-24.6	-33.2	-41.2	-61.7	-70.4	-57.5
	Corr for screening/ absorption, dB(A)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0
	Corr for sound energy spread over 24 hr	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6
	Façade correctoin, dB(A)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
	Track wear correction, dB(A)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
	Leq 0.5hr for each train, dB(A)				28.6	39.6	48.1	38.9	16.3	1.3	-6.7	-15.0	-43.3	-15.0					24.4	45.8	49.8	34.7	17.3	6.3	-5.2	-25.6	-30.9	-21.5
					718.7	9167.8	64999.6	7784.9	42.9	1.4	0.2	0.0	0.0	0.0					278.5	38268.8	95906.8	2966.7	53.8	4.3	0.3	0.0	0.0	0.0
	Leq 0.5hr for all train	53.4																										
Leq0.5	Total number of events	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12
	Corr for no. of event, 10log(N), dB(A)	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8
	Corr for distance, -10log(d/dref), dB(A)	-5.4	-5.3	-5.3	-5.2	-5.2	-5.1	-5.1	-5.1	-5.0	-5.0	-4.9	-4.9	-5.0	-5.4	-5.4	-5.4	-5.3	-5.3	-5.2	-5.2	-5.2	-5.1	-5.0	-5.0	-4.9	-4.9	-5.0
	Corr for view angle, 10log(μπθ/180-cos2αsinθ)	-50.8	-40.6	-33.4	-24.1	-12.5	-1.7	-6.5	-23.1	-34.7	-42.8	-54.5	-85.4	-54.5	-46.4	-43.1	-39.3	-32.7	-25.2	-6.8	-1.5	-13.1	-24.6	-33.2	-41.2	-61.7	-70.4	-57.5
	Corr for screening/ absorption, dB(A)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0
	Corr for sound energy spread over 24 hr	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6
	Façade correctoin, dB(A)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5

Floor		Segment (Northbound)													Segment (Southbound)													
24		N1	N2	N3	N4	N5	N6	N7	N8	N9	N10	N11	N12	N13	S1	S2	S3	S4	S5	S6	S7	S8	S9	S10	S11	S12	S13	S14
Parameters:																												
	Measured SEL	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9
Leq24	Total number of events	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536
	Horize distance from track to NSR	21.2	21.8	22.2	22.2	22.6	23.2	22.9	20.0	15.2	13.4	7.3	0.8	9.4	24.1	26.5	25.7	25.7	26.1	26.6	27.0	26.0	22.7	18.7	15.1	4.8	3.0	9.8
	track mPD + track head (0.2m)	7.9	8.7	9.9	11.3	12.5	13.1	13.4	13.6	14.0	14.1	13.9	13.6	13.1	8.0	8.4	9.1	10.0	11.2	12.5	13.2	13.5	13.9	14.2	14.1	13.7	13.3	12.9
	ground mPD + floor height	94.4	94.4	94.4	94.4	94.4	94.4	94.4	94.4	94.4	94.4	94.4	94.4	94.4	94.4	94.4	94.4	94.4	94.4	94.4	94.4	94.4	94.4	94.4	94.4	94.4	94.4	94.4
	Vert distance from track to NSR	86.5	85.7	84.5	83.1	81.9	81.3	81.0	80.8	80.4	80.3	80.5	80.8	81.3	86.4	86.0	85.3	84.4	83.2	81.9	81.2	80.9	80.5	80.2	80.3	80.7	81.1	81.5
	Slant distance	89.0	88.4	87.3	86.0	85.0	84.5	84.2	83.2	81.8	81.4	80.8	80.8	81.8	89.7	89.9	89.0	88.2	87.1	86.1	85.5	84.9	83.6	82.4	81.7	80.8	81.2	82.0
	View angle (α)	0.058	0.074	0.115	0.254	0.499	1.349	0.741	0.241	0.112	0.072	0.032	0.003	0.030	0.068	0.084	0.097	0.132	0.248	0.689	1.361	0.494	0.234	0.129	0.075	0.019	0.010	0.029
	View angle (α)(degree)	3.335	4.249	6.579	14.550	28.573	77.304	42.437	13.833	6.416	4.103	1.839	0.182	1.702	3.888	4.831	5.543	7.536	14.225	39.503	77.962	28.301	13.414	7.373	4.294	1.089	0.577	1.668
	View angle (θ)	0.004	0.025	0.054	0.096	0.382	1.278	0.772	0.132	0.043	0.016	0.005	0.000	0.006	0.008	0.011	0.020	0.049	0.078	0.792	1.335	0.334	0.100	0.046	0.021	0.003	0.001	0.003
	View angle (θ) (degree)	0.224	1.420	3.073	5.525	21.881	73.199	44.223	7.573	2.437	0.934	0.308	0.026	0.360	0.453	0.619	1.142	2.824	4.462	45.355	76.499	19.137	5.747	2.615	1.217	0.171	0.081	0.192
	Average Speed	10.0	20.0	50.0	70.0	65.0	50.0	30.0	15.0	10.0	10.0	15.0	20.0	15.0	10.0	10.0	10.0	20.0	50.0	70.0	60.0	40.0	20.0	15.0	10.0	10.0	15.0	10.0
	Corr for no. of event, 10log(N), dB(A)	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3
	Corr for distance, -10log(d/d_{ref}), dB(A)	-5.5	-5.5	-5.4	-5.4	-5.3	-5.3	-5.3	-5.2	-5.1	-5.1	-5.1	-5.1	-5.2	-5.5	-5.6	-5.5	-5.5	-5.4	-5.4	-5.3	-5.3	-5.2	-5.2	-5.1	-5.1	-5.1	-5.2
	Corr for view angle, 10log(pi*θ/180-cos2αsinθ)	-50.8	-40.6	-33.4	-24.1	-12.5	-1.7	-6.5	-23.1	-34.7	-42.8	-54.5	-85.4	-54.5	-46.4	-43.1	-39.3	-32.7	-25.2	-6.8	-1.5	-13.1	-24.6	-33.2	-41.2	-61.7	-70.4	-57.5
	Corr for screening/ absorption, dB(A)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, 20log(v/V_{ref}), dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0
	Corr for sound energy spread over 24 hr	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4
	Façade correctoin, dB(A)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
	Track wear correction, dB(A)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
	Leq 24hr for each train, dB(A)				27.7	38.8	47.3	38.1	15.5	0.5	-7.6	-15.8	-44.2	-15.8					23.6	45.0	49.0	33.9	16.5	5.5	-6.0	-26.4	-31.7	-22.3
	Leq 24hr for all train	52.6																										
Leq0.5	Total number of events	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13
	Corr for no. of event, 10log(N), dB(A)	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1
	Corr for distance, -10log(d/dref), dB(A)	-5.5	-5.5	-5.4	-5.4	-5.3	-5.3	-5.3	-5.2	-5.1	-5.1	-5.1	-5.1	-5.2	-5.5	-5.6	-5.5	-5.5	-5.4	-5.4	-5.3	-5.3	-5.2	-5.2	-5.1	-5.1	-5.1	-5.2
	Corr for view angle, 10log(pi*θ/180-cos2αsinθ)	-50.8	-40.6	-33.4	-24.1	-12.5	-1.7	-6.5	-23.1	-34.7	-42.8	-54.5	-85.4	-54.5	-46.4	-43.1	-39.3	-32.7	-25.2	-6.8	-1.5	-13.1	-24.6	-33.2	-41.2	-61.7	-70.4	-57.5
	Corr for screening/ absorption, dB(A)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0
	Corr for sound energy spread over 24 hr	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6
	Façade correctoin, dB(A)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
	Track wear correction, dB(A)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
	Leq 0.5hr for each train, dB(A)				28.4	39.5	48.0	38.8	16.2	1.1	-6.9	-15.1	-43.5	-15.2					24.3	45.7	49.7	34.6	17.1	6.1	-5.4	-25.8	-31.0	-21.7
	Leq 0.5hr for all train	53.3																										
Leq0.5	Total number of events	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12
	Corr for no. of event, 10log(N), dB(A)	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8
	Corr for distance, -10log(d/dref), dB(A)	-5.5	-5.5	-5.4	-5.4	-5.3	-5.3	-5.3	-5.2	-5.1	-5.1	-5.1	-5.1	-5.2	-5.5	-5.6	-5.5	-5.5	-5.4	-5.4	-5.3	-5.3	-5.2	-5.2	-5.1	-5.1	-5.1	-5.2
	Corr for view angle, 10log(pi*θ/180-cos2αsinθ)	-50.8	-40.6	-33.4	-24.1	-12.5	-1.7	-6.5	-23.1	-34.7	-42.8	-54.5	-85.4	-54.5	-46.4	-43.1	-39.3	-32.7	-25.2	-6.8	-1.5	-13.1	-24.6	-33.2	-41.2	-61.7	-70.4	-57.5
	Corr for screening/ absorption, dB(A)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0
	Corr for sound energy spread over 24 hr	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6
	Façade correctoin, dB(A)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
	Track wear correction, dB(A)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
	Leq 0.5hr for each train, dB(A)				28.1	39.1	47.6	38.4	15.8	0.8	-7.3	-15.5	-43.9	-15.5					23.9	45.3	49.3	34.2	16.8	5.8	-5.7	-26.1	-31.4	-22.0
					640.0	8160.6	57853.1	6927.7	38.2	1.2	0.2	0.0	0.0	0.0					248.2	34098.1	85442.1	2641.9	47.8	3.8	0.3	0.0	0.0	0.0
	Leq 0.5hr for all train	52.9																										
Lmax	Measured Lmax	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65
	Corr for distance, -10log(d/dref), dB(A)	-5.5	-5.5	-5.4	-5.4	-5.3	-5.3	-5.3	-5.2	-5.1	-5.1	-5.1	-5.1	-5.2	-5.5	-5.6	-5.5	-5.5	-5.4	-5.4	-5.3	-5.3	-5.2	-5.2	-5.1	-5.1	-5.1	-5.2
	Correction for screening/ absorption	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0
	Façade correctoin, dB(A)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
	Track wear correction, dB(A)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
	Lmax for each train, dB(A)				68.1	67.5	65.2	60.8	54.8	51.4	51.4	54.9	57.4	54.9					65.1	68.1	66.7	63.3	57.3	54.9	51.4	51.4	54.9	51.4
	Lmax for all train	68.1																										

RN4

Floor 2		Segment (Northbound)													Segment (Southbound)														
		N1	N2	N3	N4	N5	N6	N7	N8	N9	N10	N11	N12	N13	S1	S2	S3	S4	S5	S6	S7	S8	S9	S10	S11	S12	S13	S14
Parameters:																												
	Measured SEL	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9
Leq24	Total number of events	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536
	Horiz distance from track to NSR	29.7	30.3	30.7	30.7	31.3	32.4	32.8	31.0	27.3	25.7	20.4	13.0	5.1	32.5	35.1	34.1	34.2	34.6	35.4	36.5	36.2	34.0	30.8	27.7	18.5	11.3	5.0
	track mPD + track head (0.2m)	7.9	8.7	9.9	11.3	12.5	13.1	13.4	13.6	14.0	14.1	13.9	13.6	13.1	8.0	8.4	9.1	10.0	11.2	12.5	13.2	13.5	13.9	14.2	14.1	13.7	13.3	12.9
	ground mPD + floor height	25.1	25.1	25.1	25.1	25.1	25.1	25.1	25.1	25.1	25.1	25.1	25.1	25.1	25.1	25.1	25.1	25.1	25.1	25.1	25.1	25.1	25.1	25.1	25.1	25.1	25.1	25.1
	Vert distance from track to NSR	17.2	16.4	15.2	13.8	12.6	12.0	11.7	11.5	11.1	11.0	11.2	11.5	12.0	17.1	16.7	16.0	15.1	13.9	12.6	11.9	11.6	11.2	10.9	11.0	11.4	11.8	12.2
	Slant distance	34.3	34.4	34.2	33.7	33.7	34.5	34.8	33.1	29.5	28.0	23.2	17.3	13.0	36.7	38.8	37.7	37.4	37.3	37.5	38.3	38.0	35.8	32.7	29.8	21.7	16.4	13.1
	View angle (α)	0.076	0.094	0.139	0.291	0.422	0.842	1.357	0.511	0.243	0.158	0.099	0.053	0.017	0.085	0.103	0.117	0.154	0.287	0.514	1.259	0.980	0.453	0.252	0.155	0.080	0.042	0.016
	View angle (α) (degree)	4.347	5.405	7.963	16.679	24.191	48.238	77.762	29.302	13.922	9.027	5.693	3.048	0.984	4.878	5.899	6.707	8.801	16.436	29.465	72.153	56.130	25.982	14.443	8.902	4.585	2.388	0.922
	View angle (θ)	0.005	0.029	0.057	0.031	0.220	0.578	1.253	0.344	0.108	0.041	0.018	0.008	0.004	0.009	0.012	0.022	0.051	0.016	0.426	1.008	0.733	0.234	0.104	0.049	0.014	0.006	0.002
	View angle (θ) (degree)	0.272	1.661	3.288	1.792	12.593	33.120	71.783	19.725	6.209	2.326	1.057	0.475	0.225	0.529	0.697	1.257	2.912	0.919	24.400	57.763	41.983	13.422	5.936	2.821	0.790	0.363	0.114
	Average Speed	10.0	20.0	50.0	70.0	65.0	50.0	30.0	15.0	10.0	10.0	15.0	20.0	15.0	10.0	10.0	10.0	20.0	50.0	70.0	60.0	40.0	20.0	15.0	10.0	10.0	15.0	10.0
	Corr for no. of event, 10log(N), dB(A)	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3
	Corr for distance, -10log(d/d_{ref}), dB(A)	-1.4	-1.4	-1.4	-1.3	-1.3	-1.4	-1.4	-1.2	-0.7	-0.5	0.3	1.6	2.8	-1.7	-1.9	-1.8	-1.7	-1.7	-1.8	-1.9	-1.8	-1.6	-1.2	-0.8	0.6	1.8	2.8
	Corr for view angle, 10log(μθ/180-cos2αinθ)	-47.6	-37.9	-31.5	-27.9	-16.3	-6.9	-1.7	-12.7	-24.0	-32.0	-39.4	-48.3	-61.3	-43.7	-40.9	-37.2	-31.2	-30.9	-11.7	-2.7	-5.1	-15.4	-23.8	-31.2	-42.5	-51.6	-64.9
	Corr for screening/ absorption, dB(A)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, 20log(V_r/V_{ref}), dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0
	Corr for sound energy spread over 24 hr	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4
	Façade correctoin, dB(A)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
	Track wear correction, dB(A)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
	Leq 24hr for each train, dB(A)				28.0	39.0	46.0	46.7	29.9										21.7	43.7	51.3	45.5	29.4					
	Leq 24hr for all train	54.6																										
Leq0.5	Total number of events	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13
	Corr for no. of event, 10log(N), dB(A)	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1
	Corr for distance, -10log(d/dref), dB(A)	-1.4	-1.4	-1.4	-1.3	-1.3	-1.4	-1.4	-1.2	-0.7	-0.5	0.3	1.6	2.8	-1.7	-1.9	-1.8	-1.7	-1.7	-1.8	-1.9	-1.8	-1.6	-1.2	-0.8	0.6	1.8	2.8
	Corr for view angle, 10log(μθ/180-cos2αinθ)	-47.6	-37.9	-31.5	-27.9	-16.3	-6.9	-1.7	-12.7	-24.0	-32.0	-39.4	-48.3	-61.3	-43.7	-40.9	-37.2	-31.2	-30.9	-11.7	-2.7	-5.1	-15.4	-23.8	-31.2	-42.5	-51.6	-64.9
	Corr for screening/ absorption, dB(A)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0
	Corr for sound energy spread over 24 hr	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6
	Façade correctoin, dB(A)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
	Track wear correction, dB(A)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
	Leq 0.5hr for each train, dB(A)				28.7	39.7	46.6	47.3	30.5										22.3	44.4	52.0	46.1	30.0					
	Leq 0.5hr for all train	55.3																										
Leq0.5	Total number of events	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12
	Corr for no. of event, 10log(N), dB(A)	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8
	Corr for distance, -10log(d/dref), dB(A)	-1.4	-1.4	-1.4	-1.3	-1.3	-1.4	-1.4	-1.2	-0.7	-0.5	0.3	1.6	2.8	-1.7	-1.9	-1.8	-1.7	-1.7	-1.8	-1.9	-1.8	-1.6	-1.2	-0.8	0.6	1.8	2.8
	Corr for view angle, 10log(μθ/180-cos2αinθ)	-47.6	-37.9	-31.5	-27.9	-16.3	-6.9	-1.7	-12.7	-24.0	-32.0	-39.4	-48.3	-61.3	-43.7	-40.9	-37.2	-31.2	-30.9	-11.7	-2.7	-5.1	-15.4	-23.8	-31.2	-42.5	-51.6	-64.9
	Corr for screening/ absorption, dB(A)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0
	Corr for sound energy spread over 24 hr	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6
	Façade correctoin, dB(A)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
	Track wear correction, dB(A)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
	Leq 0.5hr for each train, dB(A)				28.4	39.3	46.3	47.0	30.2	16.0	8.2	5.1	0.0	-14.4					22.0	44.0	51.6	45.8	29.7					
					684.9	8579.9	42295.9	50004.6	1046.9										157.2	25364.2	145371.8	37910.7	931.9					
	Leq 0.5hr for all train	54.9																										
Lmax	Measured Lmax	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65
	Corr for distance, -10log(d/dref), dB(A)	-1.4	-1.4	-1.4	-1.3	-1.3	-1.4	-1.4	-1.2	-0.7	-0.5	0.3	1.6	2.8	-1.7	-1.9	-1.8	-1.7	-1.7	-1.8	-1.9	-1.8	-1.6	-1.2	-0.8	0.6	1.8	2.8
	Correction for screening/ absorption	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0
	Façade correctoin, dB(A)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
	Track wear correction, dB(A)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
	Lmax for each train, dB(A)				72.1	71.5	69.1	64.6	58.8										68.8	71.7	70.2	66.7	61.0					
	Lmax for all train	72.1																										

Floor 3		Segment (Northbound)													Segment (Southbound)														
		N1	N2	N3	N4	N5	N6	N7	N8	N9	N10	N11	N12	N13	S1	S2	S3	S4	S5	S6	S7	S8	S9	S10	S11	S12	S13	S14
Parameters:																												
	Measured SEL	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9
Leq24	Total number of events	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536
	Horiz distance from track to NSR	29.7	30.3	30.7	30.7	31.3	32.4	32.8	31.0	27.3	25.7	20.4	13.0	5.1	32.5	35.1	34.1	34.2	34.6	35.4	36.5	36.2	34.0	30.8	27.7	18.5	11.3	5.0
	track mPD + track head (0.2m)	7.9	8.7	9.9	11.3	12.5	13.1	13.4	13.6	14.0	14.1	13.9	13.6	13.1	8.0	8.4	9.1	10.0	11.2	12.5	13.2	13.5	13.9	14.2	14.1	13.7	13.3	12.9
	ground mPD + floor height	28.2	28.2	28.2	28.2	28.2	28.2	28.2	28.2	28.2	28.2	28.2	28.2	28.2	28.2	28.2	28.2	28.2	28.2	28.2	28.2	28.2	28.2	28.2	28.2	28.2	28.2	28.2
	Vert distance from track to NSR	20.3	19.5	18.3	17.0	15.8	15.2	14.9	14.6	14.3	14.2	14.3	14.6	15.2	20.2	19.8	19.1	18.2	17.0	15.7	15.0	14.7	14.3	14.1	14.2	14.5	15.0	15.3
	Slant distance	35.9	36.0	35.7	35.1	35.0	35.7	36.0	34.3	30.8	29.4	24.9	19.5	16.0	38.3	40.3	39.1	38.7	38.6	38.7	39.4	39.1	36.9	33.9	31.1	23.5	18.8	16.1
	View angle (α)	0.076	0.094	0.139	0.291	0.422	0.842	1.357	0.511	0.243	0.158	0.099	0.053	0.017	0.085	0.103	0.117	0.154	0.287	0.514	1.259	0.980	0.453	0.252	0.155	0.080	0.042	0.016
	View angle (α) (degree)	4.347	5.405	7.963	16.679	24.191	48.238	77.762	29.302	13.922	9.027	5.693	3.048	0.984	4.878	5.899	6.707	8.801	16.436	29.465	72.153	56.130	25.982	14.443	8.902	4.585	2.388	0.922
	View angle (θ)	0.005	0.029	0.057	0.031	0.220	0.578	1.253	0.344	0.108	0.041	0.018	0.008	0.004	0.009	0.012	0.022	0.051	0.016	0.426	1.008	0.733	0.234	0.104	0.049	0.014	0.006	0.002
	View angle (θ) (degree)	0.272	1.661	3.288	1.792	12.593	33.120	71.783	19.725	6.209	2.326	1.057	0.475	0.225	0.529	0.697	1.257	2.912	0.919	24.400	57.763	41.983	13.422	5.936	2.821	0.790	0.363	0.114
	Average Speed	10.0	20.0	50.0	70.0	65.0	50.0	30.0	15.0	10.0	10.0	15.0	20.0	15.0	10.0	10.0	10.0	20.0	50.0	70.0	60.0	40.0	20.0	15.0	10.0	10.0	15.0	10.0
	Corr for no. of event, 10log(N), dB(A)	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3
	Corr for distance, -10log(d/d_{ref}), dB(A)	-1.6	-1.6	-1.5	-1.5	-1.5	-1.6	-1.6	-1.4	-0.9	-0.7	0.0	1.1	1.9	-1.9	-2.1	-1.9	-1.9	-1.9	-1.9	-2.0	-1.9	-1.7	-1.3	-1.0	0.3	1.2	1.9
	Corr for view angle, 10log(μθ/180-cos2αinθ)	-47.6	-37.9	-31.5	-27.9	-16.3	-6.9	-1.7	-12.7	-24.0	-32.0	-39.4	-48.3	-61.3	-43.7	-40.9	-37.2	-31.2	-30.9	-11.7	-2.7	-5.1	-15.4	-23.8	-31.2	-42.5	-51.6	-64.9
	Corr for screening/ absorption, dB(A)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0
	Corr for sound energy spread over 24 hr	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4
	Façade correctoin, dB(A)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
	Track wear correction, dB(A)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
	Leq 24hr for each train, dB(A)				27.9	38.9	45.8	46.5	29.7	15.5	7.6	4.5	-0.9	-15.6					21.5	43.6	51.2	45.4	29.2	18.7	8.1	-1.9	-6.5	-22.6
	Leq 24hr for all train	54.5																										
Leq0.5	Total number of events	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13
	Corr for no. of event, 10log(N), dB(A)	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1
	Corr for distance, -10log(d/dref), dB(A)	-1.6	-1.6	-1.5	-1.5	-1.5	-1.6	-1.6	-1.4	-0.9	-0.7	0.0	1.1	1.9	-1.9	-2.1	-1.9	-1.9	-1.9	-1.9	-2.0	-1.9	-1.7	-1.3	-1.0	0.3	1.2	1.9
	Corr for view angle, 10log(μθ/180-cos2αinθ)	-47.6	-37.9	-31.5	-27.9	-16.3	-6.9	-1.7	-12.7	-24.0	-32.0	-39.4	-48.3	-61.3	-43.7	-40.9	-37.2	-31.2	-30.9	-11.7	-2.7	-5.1	-15.4	-23.8	-31.2	-42.5	-51.6	-64.9
	Corr for screening/ absorption, dB(A)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0
	Corr for sound energy spread over 24 hr	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6
	Façade correctoin, dB(A)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
	Track wear correction, dB(A)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
	Leq 0.5hr for each train, dB(A)				28.5	39.5	46.5	47.2	30.4	16.1	8.3	5.1	-0.2	-14.9					22.2	44.3	51.9	46.0	29.9	19.3	8.8	-1.3	-5.8	-22.0
	Leq 0.5hr for all train	55.2																										
Leq0.5	Total number of events	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12
	Corr for no. of event, 10log(N), dB(A)	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8
	Corr for distance, -10log(d/dref), dB(A)	-1.6	-1.6	-1.5	-1.5	-1.5	-1.6	-1.6	-1.4	-0.9	-0.7	0.0	1.1	1.9	-1.9	-2.1	-1.9	-1.9	-1.9	-1.9	-2.0	-1.9	-1.7	-1.3	-1.0	0.3	1.2	1.9
	Corr for view angle, 10log(μθ/180-cos2αinθ)	-47.6	-37.9	-31.5	-27.9	-16.3	-6.9	-1.7	-12.7	-24.0	-32.0	-39.4	-48.3	-61.3	-43.7	-40.9	-37.2	-31.2	-30.9	-11.7	-2.7	-5.1	-15.4	-23.8	-31.2	-42.5	-51.6	-64.9
	Corr for screening/ absorption, dB(A)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0
	Corr for sound energy spread over 24 hr	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6
	Façade correctoin, dB(A)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
	Track wear correction, dB(A)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0

Floor 4		Segment (Northbound)													Segment (Southbound)													
		N1	N2	N3	N4	N5	N6	N7	N8	N9	N10	N11	N12	N13	S1	S2	S3	S4	S5	S6	S7	S8	S9	S10	S11	S12	S13	S14
Parameters:																												
	Measured SEL	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9
Leq24	Total number of events	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536
	Horize distance from track to NSR	29.7	30.3	30.7	30.7	31.3	32.4	32.8	31.0	27.3	25.7	20.4	13.0	5.1	32.5	35.1	34.1	34.2	34.6	35.4	36.5	36.2	34.0	30.8	27.7	18.5	11.3	5.0
	track mPD + track head (0.2m)	7.9	8.7	9.9	11.3	12.5	13.1	13.4	13.6	14.0	14.1	13.9	13.6	13.1	8.0	8.4	9.1	10.0	11.2	12.5	13.2	13.5	13.9	14.2	14.1	13.7	13.3	12.9
	ground mPD + floor height	31.4	31.4	31.4	31.4	31.4	31.4	31.4	31.4	31.4	31.4	31.4	31.4	31.4	31.4	31.4	31.4	31.4	31.4	31.4	31.4	31.4	31.4	31.4	31.4	31.4	31.4	31.4
	Vert distance from track to NSR	23.5	22.7	21.5	20.1	18.9	18.3	18.0	17.8	17.4	17.3	17.5	17.8	18.3	23.4	23.0	22.3	21.4	20.2	18.9	18.2	17.9	17.5	17.2	17.3	17.7	18.1	18.5
	Slant distance	37.8	37.8	37.4	36.7	36.5	37.2	37.4	35.7	32.4	31.0	26.8	22.0	19.0	40.0	41.9	40.8	40.3	40.1	40.1	40.7	40.4	38.2	35.3	32.7	25.5	21.4	19.1
	View angle (α)	0.076	0.094	0.139	0.291	0.422	0.842	1.357	0.511	0.243	0.158	0.099	0.053	0.017	0.085	0.103	0.117	0.154	0.287	0.514	1.259	0.980	0.453	0.252	0.155	0.080	0.042	0.016
	View angle (α) (degree)	4.347	5.405	7.963	16.679	24.191	48.238	77.762	29.302	13.922	9.027	5.693	3.048	0.984	4.878	5.899	6.707	8.801	16.436	29.465	72.153	56.130	25.982	14.443	8.902	4.585	2.388	0.922
	View angle (θ)	0.005	0.029	0.057	0.031	0.220	0.578	1.253	0.344	0.108	0.041	0.018	0.008	0.004	0.009	0.012	0.022	0.051	0.016	0.426	1.008	0.733	0.234	0.104	0.049	0.014	0.006	0.002
	View angle (θ) (degree)	0.272	1.661	3.288	1.792	12.593	33.120	71.783	19.725	6.209	2.326	1.057	0.475	0.225	0.529	0.697	1.257	2.912	0.919	24.400	57.763	41.983	13.422	5.936	2.821	0.790	0.363	0.114
	Average Speed	10.0	20.0	50.0	70.0	65.0	50.0	30.0	15.0	10.0	10.0	15.0	20.0	15.0	10.0	10.0	10.0	20.0	50.0	70.0	60.0	40.0	20.0	15.0	10.0	10.0	15.0	10.0
	Corr for no. of event, 10log(N), dB(A)	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3
	Corr for distance, -10log(d/d_{ref}), dB(A)	-1.8	-1.8	-1.8	-1.7	-1.6	-1.7	-1.7	-1.6	-1.1	-0.9	-0.3	0.6	1.2	-2.0	-2.2	-2.1	-2.1	-2.0	-2.0	-2.1	-2.1	-1.8	-1.5	-1.2	-0.1	0.7	1.2
	Corr for view angle, 10log(pi*θ/180-cos2αsinθ)	-47.6	-37.9	-31.5	-27.9	-16.3	-6.9	-1.7	-12.7	-24.0	-32.0	-39.4	-48.3	-61.3	-43.7	-40.9	-37.2	-31.2	-30.9	-11.7	-2.7	-5.1	-15.4	-23.8	-31.2	-42.5	-51.6	-64.9
	Corr for screening/ absorption, dB(A)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, 20log(V_{veh}/V_{ref}), dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0
	Corr for sound energy spread over 24 hr	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4
	Façade correctoin, dB(A)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
	Track wear correction, dB(A)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
	Leq 24hr for each train, dB(A)				27.7	38.7	45.6	46.4	29.5	15.2	7.4	4.1	-1.4	-16.3					21.3	43.4	51.0	45.2	29.1	18.5	7.9	-2.3	-7.0	-23.4
	Leq 24hr for all train	54.4																										
Leq0.5	Total number of events	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13
	Corr for no. of event, 10log(N), dB(A)	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1
	Corr for distance, -10log(d/dref), dB(A)	-1.8	-1.8	-1.8	-1.7	-1.6	-1.7	-1.7	-1.6	-1.1	-0.9	-0.3	0.6	1.2	-2.0	-2.2	-2.1	-2.1	-2.0	-2.0	-2.1	-2.1	-1.8	-1.5	-1.2	-0.1	0.7	1.2
	Corr for view angle, 10log(pi*θ/180-cos2αsinθ)	-47.6	-37.9	-31.5	-27.9	-16.3	-6.9	-1.7	-12.7	-24.0	-32.0	-39.4	-48.3	-61.3	-43.7	-40.9	-37.2	-31.2	-30.9	-11.7	-2.7	-5.1	-15.4	-23.8	-31.2	-42.5	-51.6	-64.9
	Corr for screening/ absorption, dB(A)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0
	Corr for sound energy spread over 24 hr	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6
	Façade correctoin, dB(A)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
	Track wear correction, dB(A)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
	Leq 0.5hr for each train, dB(A)				28.3	39.3	46.3	47.0	30.2	15.9	8.1	4.8	-0.7	-15.6					22.0	44.1	51.7	45.9	29.8	19.2	8.6	-1.6	-6.4	-22.7
	Leq 0.5hr for all train	55.0																										
Leq0.5	Total number of events	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12
	Corr for no. of event, 10log(N), dB(A)	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8
	Corr for distance, -10log(d/dref), dB(A)	-1.8	-1.8	-1.8	-1.7	-1.6	-1.7	-1.7	-1.6	-1.1	-0.9	-0.3	0.6	1.2	-2.0	-2.2	-2.1	-2.1	-2.0	-2.0	-2.1	-2.1	-1.8	-1.5	-1.2	-0.1	0.7	1.2
	Corr for view angle, 10log(pi*θ/180-cos2αsinθ)	-47.6	-37.9	-31.5	-27.9	-16.3	-6.9	-1.7	-12.7	-24.0	-32.0	-39.4	-48.3	-61.3	-43.7	-40.9	-37.2	-31.2	-30.9	-11.7	-2.7	-5.1	-15.4	-23.8	-31.2	-42.5	-51.6	-64.9
	Corr for screening/ absorption, dB(A)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0
	Corr for sound energy spread over 24 hr	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6
	Façade correctoin, dB(A)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
	Track wear correction, dB(A)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
	Leq 0.5hr for each train, dB(A)				28.0	39.0	45.9	46.7	29.9	15.6	7.7	4.5	-1.1	-16.0					21.7	43.8	51.4	45.5	29.4	18.8	8.2	-2.0	-6.7	-23.1
	Leq 0.5hr for all train	54.7																										
Lmax	Measured Lmax	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65
	Corr for distance, -10log(d/dref), dB(A)	-1.8	-1.8	-1.8	-1.7	-1.6	-1.7	-1.7	-1.6	-1.1	-0.9	-0.3	0.6	1.2	-2.0	-2.2	-2.1	-2.1	-2.0	-2.0	-2.1	-2.1	-1.8	-1.5	-1.2	-0.1	0.7	1.2
	Correction for screening/ absorption	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0
	Façade correctoin, dB(A)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
	Track wear correction, dB(A)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
	Lmax for each train, dB(A)				71.8	71.1	68.8	64.3	58.5	55.4	55.6	59.7	63.1	61.2					68.5	71.4	70.0	66.5	60.7	58.5	55.4	56.4	60.7	57.7
	Lmax for all train	71.8																										

Floor 5		Segment (Northbound)													Segment (Southbound)													
		N1	N2	N3	N4	N5	N6	N7	N8	N9	N10	N11	N12	N13	S1	S2	S3	S4	S5	S6	S7	S8	S9	S10	S11	S12	S13	S14
Parameters:																												
	Measured SEL	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9
Leq24	Total number of events	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536
	Horize distance from track to NSR	29.7	30.3	30.7	30.7	31.3	32.4	32.8	31.0	27.3	25.7	20.4	13.0	5.1	32.5	35.1	34.1	34.2	34.6	35.4	36.5	36.2	34.0	30.8	27.7	18.5	11.3	5.0
	track mPD + track head (0.2m)	7.9	8.7	9.9	11.3	12.5	13.1	13.4	13.6	14.0	14.1	13.9	13.6	13.1	8.0	8.4	9.1	10.0	11.2	12.5	13.2	13.5	13.9	14.2	14.1	13.7	13.3	12.9
	ground mPD + floor height	34.5	34.5	34.5	34.5	34.5	34.5	34.5	34.5	34.5	34.5	34.5	34.5	34.5	34.5	34.5	34.5	34.5	34.5	34.5	34.5	34.5	34.5	34.5	34.5	34.5	34.5	34.5
	Vert distance from track to NSR	26.6	25.8	24.6	23.3	22.1	21.5	21.2	20.9	20.6	20.5	20.6	20.9	21.5	26.5	26.1	25.4	24.5	23.3	22.0	21.3	21.0	20.6	20.4	20.5	20.8	21.3	21.6
	Slant distance	39.8	39.8	39.3	38.5	38.3	38.8	39.0	37.4	34.2	32.9	29.0	24.6	22.0	42.0	43.7	42.6	42.1	41.7	41.6	42.2	41.9	39.7	36.9	34.4	27.8	24.1	22.2
	View angle (α)	0.076	0.094	0.139	0.291	0.422	0.842	1.357	0.511	0.243	0.158	0.099	0.053	0.017	0.085	0.103	0.117	0.154	0.287	0.514	1.259	0.980	0.453	0.252	0.155	0.080	0.042	0.016
	View angle (α) (degree)	4.347	5.405	7.963	16.679	24.191	48.238	77.762	29.302	13.922	9.027	5.693	3.048	0.984	4.878	5.899	6.707	8.801	16.436	29.465	72.153	56.130	25.982	14.443	8.902	4.585	2.388	0.922
	View angle (θ)	0.005	0.029	0.057	0.031	0.220	0.578	1.253	0.344	0.108	0.041	0.018	0.008	0.004	0.009	0.012	0.022	0.051	0.016	0.426	1.008	0.733	0.234	0.104	0.049	0.014	0.006	0.002
	View angle (θ) (degree)	0.272	1.661	3.288	1.792	12.593	33.120	71.783	19.725	6.209	2.326	1.057	0.475	0.225	0.529	0.697	1.257	2.912	0.919	24.400	57.763	41.983	13.422	5.936	2.821	0.790	0.363	0.114
	Average Speed	10.0	20.0	50.0	70.0	65.0	50.0	30.0	15.0	10.0	10.0	15.0	20.0	15.0	10.0	10.0	10.0	20.0	50.0	70.0	60.0	40.0	20.0	15.0	10.0	10.0	15.0	10.0
	Corr for no. of event, 10log(N), dB(A)	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3
	Corr for distance, -10log(d/d_{ref}), dB(A)	-2.0	-2.0	-2.0	-1.9	-1.8	-1.9	-1.9	-1.7	-1.4	-1.2	-0.6	0.1	0.5	-2.2	-2.4	-2.3	-2.3	-2.2	-2.2	-2.3	-2.2	-2.0	-1.7	-1.4	-0.5	0.2	0.5
	Corr for view angle, 10log(pi*θ/180-cos2αsinθ)	-47.6	-37.9	-31.5	-27.9	-16.3	-6.9	-1.7	-12.7	-24.0	-32.0	-39.4	-48.3	-61.3	-43.7	-40.9	-37.2	-31.2	-30.9	-11.7	-2.7	-5.1	-15.4	-23.8	-31.2	-42.5	-51.6	-64.9
	Corr for screening/ absorption, dB(A)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0
	Corr for sound energy spread over 24 hr	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4
	Façade correctoin, dB(A)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
	Track wear correction, dB(A)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
	Leq 24hr for each train, dB(A)				27.5	38.5	45.4	46.2	29.4	15.0	7.2	3.8	-1.9	-17.0					21.2	43.3	50.9	45.1	28.9	18.3	7.7	-2.7	-7.6	-24.0
	Leq 24hr for all train	54.2																										
Leq0.5	Total number of events	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13
	Corr for no. of event, 10log(N), dB(A)	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1
	Corr for distance, -10log(d/dref), dB(A)	-2.0	-2.0	-2.0	-1.9	-1.8	-1.9	-1.9	-1.7	-1.4	-1.2	-0.6	0.1	0.5	-2.2	-2.4	-2.3	-2.3	-2.2	-2.2	-2.3	-2.2	-2.0	-1.7	-1.4	-0.5	0.2	0.5
	Corr for view angle, 10log(pi*θ/180-cos2αsinθ)	-47.6	-37.9	-31.5	-27.9	-16.3	-6.9	-1.7	-12.7	-24.0	-32.0	-39.4	-48.3	-61.3	-43.7	-40.9	-37.2	-31.2	-30.9	-11.7	-2.7	-5.1	-15.4	-23.8	-31.2	-42.5	-51.6	-64.9
	Corr for screening/ absorption, dB(A)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0
	Corr for sound energy spread over 24 hr	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6
	Façade correctoin, dB(A)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
	Track wear correction, dB(A)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
	Leq 0.5hr for each train, dB(A)				28.1	39.1	46.1	46.8	30.0	15.7	7.8	4.5	-1.2	-16.3					21.8	43.9	51.6	45.7	29.6	19.0	8.3	-2.0	-6.9	-23.4
	Leq 0.5hr for all train	54.8																										
Leq0.5	Total number of events	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12
	Corr for no. of event, 10log(N), dB(A)	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8
	Corr for distance, -10log(d/dref), dB(A)	-2.0	-2.0	-2.0	-1.9	-1.8	-1.9	-1.9	-1.7	-1.4	-1.2	-0.6	0.1	0.5	-2.2	-2.4	-2.3	-2.3	-2.2	-2.2	-2.3	-2.2	-2.0	-1.7	-1.4	-0.5	0.2	0.5
	Corr for view angle, 10log(pi*θ/180-cos2αsinθ)	-47.6	-37.9	-31.5	-27.9	-16.3	-6.9	-1.7	-12.7	-24.0	-32.0	-39.4	-48.3	-61.3	-43.7	-40.9	-37.2	-31.2	-30.9	-11.7	-2.7	-5.1	-15.4	-23.8	-31.2	-42.5	-51.6	-64.9
	Corr for screening/ absorption, dB(A)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0
	Corr for sound energy spread over 24 hr	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6
	Façade correctoin, dB(A)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
	Track wear correction, dB(A)	3.0	3.0

Floor 6		Segment (Northbound)													Segment (Southbound)													
		N1	N2	N3	N4	N5	N6	N7	N8	N9	N10	N11	N12	N13	S1	S2	S3	S4	S5	S6	S7	S8	S9	S10	S11	S12	S13	S14
Parameters:																												
	Measured SEL	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9
Leq24	Total number of events	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536
	Horize distance from track to NSR	29.7	30.3	30.7	30.7	31.3	32.4	32.8	31.0	27.3	25.7	20.4	13.0	5.1	32.5	35.1	34.1	34.2	34.6	35.4	36.5	36.2	34.0	30.8	27.7	18.5	11.3	5.0
	track mPD + track head (0.2m)	7.9	8.7	9.9	11.3	12.5	13.1	13.4	13.6	14.0	14.1	13.9	13.6	13.1	8.0	8.4	9.1	10.0	11.2	12.5	13.2	13.5	13.9	14.2	14.1	13.7	13.3	12.9
	ground mPD + floor height	37.7	37.7	37.7	37.7	37.7	37.7	37.7	37.7	37.7	37.7	37.7	37.7	37.7	37.7	37.7	37.7	37.7	37.7	37.7	37.7	37.7	37.7	37.7	37.7	37.7	37.7	37.7
	Vert distance from track to NSR	29.8	29.0	27.8	26.4	25.2	24.6	24.3	24.1	23.7	23.6	23.8	24.1	24.6	29.7	29.3	28.6	27.7	26.5	25.2	24.5	24.2	23.8	23.5	23.6	24.0	24.4	24.8
	Slant distance	42.0	41.9	41.4	40.5	40.2	40.7	40.8	39.2	36.1	34.9	31.3	27.3	25.1	44.0	45.7	44.5	44.0	43.6	43.4	43.9	43.5	41.5	38.7	36.4	30.2	26.9	25.3
	View angle (α)	0.076	0.094	0.139	0.291	0.422	0.842	1.357	0.511	0.243	0.158	0.099	0.053	0.017	0.085	0.103	0.117	0.154	0.287	0.514	1.259	0.980	0.453	0.252	0.155	0.080	0.042	0.016
	View angle (α)(degree)	4.347	5.405	7.963	16.679	24.191	48.238	77.762	29.302	13.922	9.027	5.693	3.048	0.984	4.878	5.899	6.707	8.801	16.436	29.465	72.153	56.130	25.982	14.443	8.902	4.585	2.388	0.922
	View angle (Θ)	0.005	0.029	0.057	0.031	0.220	0.578	1.253	0.344	0.108	0.041	0.018	0.008	0.004	0.009	0.012	0.022	0.051	0.016	0.426	1.008	0.733	0.234	0.104	0.049	0.014	0.006	0.002
	View angle (Θ) (degree)	0.272	1.661	3.288	1.792	12.593	33.120	71.783	19.725	6.209	2.326	1.057	0.475	0.225	0.529	0.697	1.257	2.912	0.919	24.400	57.763	41.983	13.422	5.936	2.821	0.790	0.363	0.114
	Average Speed	10.0	20.0	50.0	70.0	65.0	50.0	30.0	15.0	10.0	10.0	15.0	20.0	15.0	10.0	10.0	10.0	20.0	50.0	70.0	60.0	40.0	20.0	15.0	10.0	10.0	15.0	10.0
	Corr for no. of event, 10log(N), dB(A)	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3
	Corr for distance, -10log(d/d_{ref}), dB(A)	-2.3	-2.2	-2.2	-2.1	-2.1	-2.1	-2.1	-2.0	-1.6	-1.4	-1.0	-0.4	0.0	-2.5	-2.6	-2.5	-2.5	-2.4	-2.4	-2.4	-2.4	-2.2	-1.9	-1.6	-0.8	-0.3	0.0
	Corr for view angle, 10log(pi*θ/180-cos2αsinθ)	-47.6	-37.9	-31.5	-27.9	-16.3	-6.9	-1.7	-12.7	-24.0	-32.0	-39.4	-48.3	-61.3	-43.7	-40.9	-37.2	-31.2	-30.9	-11.7	-2.7	-5.1	-15.4	-23.8	-31.2	-42.5	-51.6	-64.9
	Corr for screening/ absorption, dB(A)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, 20log(v/V_{ref}), dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0
	Corr for sound energy spread over 24 hr	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4
	Façade correctoin, dB(A)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
	Track wear correction, dB(A)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
	Leq 24hr for each train, dB(A)				27.2	38.3	45.2	46.0	29.1	14.8	6.9	3.5	-2.3	-17.5					21.0	43.1	50.7	44.9	28.7	18.1	7.4	-3.0	-8.0	-24.6
	Leq 24hr for all train	54.0																										
Leq0.5	Total number of events	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13
	Corr for no. of event, 10log(N), dB(A)	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1
	Corr for distance, -10log(d/dref), dB(A)	-2.3	-2.2	-2.2	-2.1	-2.1	-2.1	-2.1	-2.0	-1.6	-1.4	-1.0	-0.4	0.0	-2.5	-2.6	-2.5	-2.5	-2.4	-2.4	-2.4	-2.4	-2.2	-1.9	-1.6	-0.8	-0.3	0.0
	Corr for view angle, 10log(pi*θ/180-cos2αsinθ)	-47.6	-37.9	-31.5	-27.9	-16.3	-6.9	-1.7	-12.7	-24.0	-32.0	-39.4	-48.3	-61.3	-43.7	-40.9	-37.2	-31.2	-30.9	-11.7	-2.7	-5.1	-15.4	-23.8	-31.2	-42.5	-51.6	-64.9
	Corr for screening/ absorption, dB(A)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0
	Corr for sound energy spread over 24 hr	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6
	Façade correctoin, dB(A)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
	Track wear correction, dB(A)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
	Leq 0.5hr for each train, dB(A)				27.9	38.9	45.9	46.6	29.8	15.4	7.6	4.1	-1.7	-16.9					21.6	43.8	51.4	45.5	29.4	18.7	8.1	-2.4	-7.4	-23.9
	Leq 0.5hr for all train	54.7																										
Leq0.5	Total number of events	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12
	Corr for no. of event, 10log(N), dB(A)	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8
	Corr for distance, -10log(d/dref), dB(A)	-2.3	-2.2	-2.2	-2.1	-2.1	-2.1	-2.1	-2.0	-1.6	-1.4	-1.0	-0.4	0.0	-2.5	-2.6	-2.5	-2.5	-2.4	-2.4	-2.4	-2.4	-2.2	-1.9	-1.6	-0.8	-0.3	0.0
	Corr for view angle, 10log(pi*θ/180-cos2αsinθ)	-47.6	-37.9	-31.5	-27.9	-16.3	-6.9	-1.7	-12.7	-24.0	-32.0	-39.4	-48.3	-61.3	-43.7	-40.9	-37.2	-31.2	-30.9	-11.7	-2.7	-5.1	-15.4	-23.8	-31.2	-42.5	-51.6	-64.9
	Corr for screening/ absorption, dB(A)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0
	Corr for sound energy spread over 24 hr	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6
	Façade correctoin, dB(A)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
	Track wear correction, dB(A)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
	Leq 0.5hr for each train, dB(A)				27.6	38.6	45.6	46.3	29.5	15.1	7.2	3.8	-2.0	-17.2					21.3	43.4	51.0	45.2	29.1	18.4	7.8	-2.7	-7.7	-24.3
	Leq 0.5hr for all train	54.3																										
Lmax	Measured Lmax	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65
	Corr for distance, -10log(d/dref), dB(A)	-2.3	-2.2	-2.2	-2.1	-2.1	-2.1	-2.1	-2.0	-1.6	-1.4	-1.0	-0.4	0.0	-2.5	-2.6	-2.5	-2.5	-2.4	-2.4	-2.4	-2.4	-2.2	-1.9	-1.6	-0.8	-0.3	0.0
	Correction for screening/ absorption	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0
	Façade correctoin, dB(A)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
	Track wear correction, dB(A)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
	Lmax for each train, dB(A)				71.3	70.7	68.4	63.9	58.1	54.9	55.1	59.1	62.2	60.0					68.1	71.0	69.6	66.2	60.3	58.1	54.9	55.7	59.7	56.5
	Lmax for all train	71.3																										

Floor 7		Segment (Northbound)													Segment (Southbound)													
		N1	N2	N3	N4	N5	N6	N7	N8	N9	N10	N11	N12	N13	S1	S2	S3	S4	S5	S6	S7	S8	S9	S10	S11	S12	S13	S14
Parameters:																												
	Measured SEL	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9
Leq24	Total number of events	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536
	Horize distance from track to NSR	29.7	30.3	30.7	30.7	31.3	32.4	32.8	31.0	27.3	25.7	20.4	13.0	5.1	32.5	35.1	34.1	34.2	34.6	35.4	36.5	36.2	34.0	30.8	27.7	18.5	11.3	5.0
	track mPD + track head (0.2m)	7.9	8.7	9.9	11.3	12.5	13.1	13.4	13.6	14.0	14.1	13.9	13.6	13.1	8.0	8.4	9.1	10.0	11.2	12.5	13.2	13.5	13.9	14.2	14.1	13.7	13.3	12.9
	ground mPD + floor height	40.8	40.8	40.8	40.8	40.8	40.8	40.8	40.8	40.8	40.8	40.8	40.8	40.8	40.8	40.8	40.8	40.8	40.8	40.8	40.8	40.8	40.8	40.8	40.8	40.8	40.8	40.8
	Vert distance from track to NSR	32.9	32.1	30.9	29.6	28.4	27.8	27.5	27.2	26.9	26.8	26.9	27.2	27.8	32.8	32.4	31.7	30.8	29.6	28.3	27.6	27.3	26.9	26.7	26.8	27.1	27.6	27.9
	Slant distance	44.3	44.1	43.5	42.6	42.2	42.6	42.8	41.3	38.3	37.1	33.7	30.1	28.2	46.2	47.8	46.6	46.0	45.5	45.3	45.7	45.3	43.3	40.7	38.5	32.8	29.8	28.3
	View angle (α)	0.076	0.094	0.139	0.291	0.422	0.842	1.357	0.511	0.243	0.158	0.099	0.053	0.017	0.085	0.103	0.117	0.154	0.287	0.514	1.259	0.980	0.453	0.252	0.155	0.080	0.042	0.016
	View angle (α)(degree)	4.347	5.405	7.963	16.679	24.191	48.238	77.762	29.302	13.922	9.027	5.693	3.048	0.984	4.878	5.899	6.707	8.801	16.436	29.465	72.153	56.130	25.982	14.443	8.902	4.585	2.388	0.922
	View angle (Θ)	0.005	0.029	0.057	0.031	0.220	0.578	1.253	0.344	0.108	0.041	0.018	0.008	0.004	0.009	0.012	0.022	0.051	0.016	0.426	1.008	0.733	0.234	0.104	0.049	0.014	0.006	0.002
	View angle (Θ) (degree)	0.272	1.661	3.288	1.792	12.593	33.120	71.783	19.725	6.209	2.326	1.057	0.475	0.225	0.529	0.697	1.257	2.912	0.919	24.400	57.763	41.983	13.422	5.936	2.821	0.790	0.363	0.114
	Average Speed	10.0	20.0	50.0	70.0	65.0	50.0	30.0	15.0	10.0	10.0	15.0	20.0	15.0	10.0	10.0	10.0	20.0	50.0	70.0	60.0	40.0	20.0	15.0	10.0	10.0	15.0	10.0
	Corr for no. of event, 10log(N), dB(A)	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3
	Corr for distance, -10log(d/d_{ref}), dB(A)	-2.5	-2.5	-2.4	-2.3	-2.3	-2.3	-2.3	-2.2	-1.9	-1.7	-1.3	-0.8	-0.5	-2.7	-2.8	-2.7	-2.6	-2.6	-2.6	-2.6	-2.6	-2.4	-2.1	-1.9	-1.2	-0.8	-0.5
	Corr for view angle, 10log(pi*θ/180-cos2αsinθ)	-47.6	-37.9	-31.5	-27.9	-16.3	-6.9	-1.7	-12.7	-24.0	-32.0	-39.4	-48.3	-61.3	-43.7	-40.9	-37.2	-31.2	-30.9	-11.7	-2.7	-5.1	-15.4	-23.8	-31.2	-42.5	-51.6	-64.9
	Corr for screening/ absorption, dB(A)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, 20log(v/V_{ref}), dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0
	Corr for sound energy spread over 24 hr	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4
	Façade correctoin, dB(A)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
	Track wear correction, dB(A)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
	Leq 24hr for each train, dB(A)				27.0	38.0	45.0	45.8	28.9	14.5	6.6	3.1	-2.8	-18.0					20.8	42.9	50.5	44.7	28.5	17.9	7.2	-3.4	-8.5	-25.1
	Leq 24hr for all train	53.8																										
Leq0.5	Total number of events	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13
	Corr for no. of event, 10log(N), dB(A)	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1
	Corr for distance, -10log(d/dref), dB(A)	-2.5	-2.5	-2.4	-2.3	-2.3	-2.3	-2.3	-2.2	-1.9	-1.7	-1.3	-0.8	-0.5	-2.7	-2.8	-2.7	-2.6	-2.6	-2.6	-2.6	-2.6	-2.4	-2.1	-1.9	-1.2	-0.8	-0.5
	Corr for view angle, 10log(pi*θ/180-cos2αsinθ)	-47.6	-37.9	-31.5	-27.9	-16.3	-6.9	-1.7	-12.7	-24.0	-32.0	-39.4	-48.3	-61.3	-43.7	-40.9	-37.2	-31.2	-30.9	-11.7	-2.7	-5.1	-15.4	-23.8	-31.2	-42.5	-51.6	-64.9
	Corr for screening/ absorption, dB(A)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0
	Corr for sound energy spread over 24 hr	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6
	Façade correctoin, dB(A)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
	Track wear correction, dB(A)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
	Leq 0.5hr for each train, dB(A)				27.3	38.4	45.3	46.1	29.2	14.8	6.9	3.5	-2.5	-17.7					21.1	43.2	50.9	45.0	28.9	18.2	7.5	-3.1	-8.2	-24.8
	Leq 0.5hr for all train	54.1																										
Leq0.5	Total number of events	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12
	Corr for no. of event, 10log(N), dB(A)	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8
	Corr for distance, -10log(d/dref), dB(A)	-2.5	-2.5	-2.4	-2.3	-2.3	-2.3	-2.3	-2.2	-1.9	-1.7	-1.3	-0.8	-0.5	-2.7	-2.8	-2.7	-2.6	-2.6	-2.6	-2.6	-2.6	-2.4	-2.1	-1.9	-1.2	-0.8	-0.5
	Corr for view angle, 10log(pi*θ/180-cos2αsinθ)	-47.6	-37.9	-31.5	-27.9	-16.3	-6.9	-1.7	-12.7	-24.0	-32.0	-39.4	-48.3	-61.3	-43.7	-40.9	-37.2	-31.2	-30.9	-11.7	-2.7	-5.1	-15.4	-23.8	-31.2	-42.5	-51.6	-64.9
	Corr for screening/ absorption, dB(A)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0
	Corr for sound energy spread over 24 hr	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6
	Façade correctoin, dB(A)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
	Track wear correction, dB(A

Floor 8		Segment (Northbound)													Segment (Southbound)													
		N1	N2	N3	N4	N5	N6	N7	N8	N9	N10	N11	N12	N13	S1	S2	S3	S4	S5	S6	S7	S8	S9	S10	S11	S12	S13	S14
Parameters:																												
	Measured SEL	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9
Leq24	Total number of events	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536
	Horize distance from track to NSR	29.7	30.3	30.7	30.7	31.3	32.4	32.8	31.0	27.3	25.7	20.4	13.0	5.1	32.5	35.1	34.1	34.2	34.6	35.4	36.5	36.2	34.0	30.8	27.7	18.5	11.3	5.0
	track mPD + track head (0.2m)	7.9	8.7	9.9	11.3	12.5	13.1	13.4	13.6	14.0	14.1	13.9	13.6	13.1	8.0	8.4	9.1	10.0	11.2	12.5	13.2	13.5	13.9	14.2	14.1	13.7	13.3	12.9
	ground mPD + floor height	44.0	44.0	44.0	44.0	44.0	44.0	44.0	44.0	44.0	44.0	44.0	44.0	44.0	44.0	44.0	44.0	44.0	44.0	44.0	44.0	44.0	44.0	44.0	44.0	44.0	44.0	44.0
	Vert distance from track to NSR	36.1	35.3	34.1	32.7	31.5	30.9	30.6	30.4	30.0	29.9	30.1	30.4	30.9	36.0	35.6	34.9	34.0	32.8	31.5	30.8	30.5	30.1	29.8	29.9	30.3	30.7	31.1
	Slant distance	46.7	46.5	45.8	44.9	44.4	44.8	44.8	43.4	40.6	39.4	36.3	33.0	31.3	48.5	50.0	48.8	48.2	47.7	47.3	47.7	47.3	45.4	42.9	40.8	35.4	32.7	31.5
	View angle (α)	0.076	0.094	0.139	0.291	0.422	0.842	1.357	0.511	0.243	0.158	0.099	0.053	0.017	0.085	0.103	0.117	0.154	0.287	0.514	1.259	0.980	0.453	0.252	0.155	0.080	0.042	0.016
	View angle (α) (degree)	4.347	5.405	7.963	16.679	24.191	48.238	77.762	29.302	13.922	9.027	5.693	3.048	0.984	4.878	5.899	6.707	8.801	16.436	29.465	72.153	56.130	25.982	14.443	8.902	4.585	2.388	0.922
	View angle (θ)	0.005	0.029	0.057	0.031	0.220	0.578	1.253	0.344	0.108	0.041	0.018	0.008	0.004	0.009	0.012	0.022	0.051	0.016	0.426	1.008	0.733	0.234	0.104	0.049	0.014	0.006	0.002
	View angle (θ) (degree)	0.272	1.661	3.288	1.792	12.593	33.120	71.783	19.725	6.209	2.326	1.057	0.475	0.225	0.529	0.697	1.257	2.912	0.919	24.400	57.763	41.983	13.422	5.936	2.821	0.790	0.363	0.114
	Average Speed	10.0	20.0	50.0	70.0	65.0	50.0	30.0	15.0	10.0	10.0	15.0	20.0	15.0	10.0	10.0	10.0	20.0	50.0	70.0	60.0	40.0	20.0	15.0	10.0	10.0	15.0	10.0
	Corr for no. of event, 10log(N), dB(A)	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3
	Corr for distance, -10log(d/d_{ref}), dB(A)	-2.7	-2.7	-2.6	-2.5	-2.5	-2.5	-2.5	-2.4	-2.1	-2.0	-1.6	-1.2	-1.0	-2.9	-3.0	-2.9	-2.8	-2.8	-2.8	-2.8	-2.8	-2.6	-2.3	-2.1	-1.5	-1.2	-1.0
	Corr for view angle, 10log(pi*θ/180-cos2αsinθ)	-47.6	-37.9	-31.5	-27.9	-16.3	-6.9	-1.7	-12.7	-24.0	-32.0	-39.4	-48.3	-61.3	-43.7	-40.9	-37.2	-31.2	-30.9	-11.7	-2.7	-5.1	-15.4	-23.8	-31.2	-42.5	-51.6	-64.9
	Corr for screening/ absorption, dB(A)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, 20log(V_{veh}/V_{ref}), dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0
	Corr for sound energy spread over 24 hr	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4
	Façade correctoin, dB(A)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
	Track wear correction, dB(A)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
	Leq 24hr for each train, dB(A)				26.8	37.8	44.8	45.6	28.7	14.3	6.4	2.8	-3.2	-18.5					20.6	42.7	50.4	44.5	28.3	17.7	6.9	-3.7	-8.9	-25.6
	Leq 24hr for all train	53.6																										
Leq0.5	Total number of events	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13
	Corr for no. of event, 10log(N), dB(A)	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1
	Corr for distance, -10log(d/dref), dB(A)	-2.7	-2.7	-2.6	-2.5	-2.5	-2.5	-2.5	-2.4	-2.1	-2.0	-1.6	-1.2	-1.0	-2.9	-3.0	-2.9	-2.8	-2.8	-2.8	-2.8	-2.8	-2.6	-2.3	-2.1	-1.5	-1.2	-1.0
	Corr for view angle, 10log(pi*θ/180-cos2αsinθ)	-47.6	-37.9	-31.5	-27.9	-16.3	-6.9	-1.7	-12.7	-24.0	-32.0	-39.4	-48.3	-61.3	-43.7	-40.9	-37.2	-31.2	-30.9	-11.7	-2.7	-5.1	-15.4	-23.8	-31.2	-42.5	-51.6	-64.9
	Corr for screening/ absorption, dB(A)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0
	Corr for sound energy spread over 24 hr	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6
	Façade correctoin, dB(A)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
	Track wear correction, dB(A)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
	Leq 0.5hr for each train, dB(A)				27.5	38.5	45.5	46.2	29.4	14.9	7.0	3.5	-2.5	-17.8					21.2	43.4	51.0	45.2	29.0	18.3	7.6	-3.1	-8.2	-24.9
	Leq 0.5hr for all train	54.3																										
Leq0.5	Total number of events	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12
	Corr for no. of event, 10log(N), dB(A)	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8
	Corr for distance, -10log(d/dref), dB(A)	-2.7	-2.7	-2.6	-2.5	-2.5	-2.5	-2.5	-2.4	-2.1	-2.0	-1.6	-1.2	-1.0	-2.9	-3.0	-2.9	-2.8	-2.8	-2.8	-2.8	-2.8	-2.6	-2.3	-2.1	-1.5	-1.2	-1.0
	Corr for view angle, 10log(pi*θ/180-cos2αsinθ)	-47.6	-37.9	-31.5	-27.9	-16.3	-6.9	-1.7	-12.7	-24.0	-32.0	-39.4	-48.3	-61.3	-43.7	-40.9	-37.2	-31.2	-30.9	-11.7	-2.7	-5.1	-15.4	-23.8	-31.2	-42.5	-51.6	-64.9
	Corr for screening/ absorption, dB(A)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0
	Corr for sound energy spread over 24 hr	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6
	Façade correctoin, dB(A)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
	Track wear correction, dB(A)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
	Leq 0.5hr for each train, dB(A)				27.1	38.1	45.1	45.9	29.0	14.6	6.7	3.1	-2.8	-18.2					20.9	43.0	50.7	44.8	28.7	18.0	7.3	-3.4	-8.6	-25.2
	Leq 0.5hr for all train	53.9																										
Lmax	Measured Lmax	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65
	Corr for distance, -10log(d/dref), dB(A)	-2.7	-2.7	-2.6	-2.5	-2.5	-2.5	-2.5	-2.4	-2.1	-2.0	-1.6	-1.2	-1.0	-2.9	-3.0	-2.9	-2.8	-2.8	-2.8	-2.8	-2.8	-2.6	-2.3	-2.1	-1.5	-1.2	-1.0
	Correction for screening/ absorption	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0
	Façade correctoin, dB(A)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
	Track wear correction, dB(A)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
	Lmax for each train, dB(A)				70.9	70.3	68.0	63.5	57.6	54.4	54.5	58.4	61.3	59.1					67.7	70.7	69.3	65.8	60.0	57.7	54.4	55.0	58.9	55.5
	Lmax for all train	70.9																										

Floor 9		Segment (Northbound)													Segment (Southbound)													
		N1	N2	N3	N4	N5	N6	N7	N8	N9	N10	N11	N12	N13	S1	S2	S3	S4	S5	S6	S7	S8	S9	S10	S11	S12	S13	S14
Parameters:																												
	Measured SEL	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9
Leq24	Total number of events	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536
	Horize distance from track to NSR	29.7	30.3	30.7	30.7	31.3	32.4	32.8	31.0	27.3	25.7	20.4	13.0	5.1	32.5	35.1	34.1	34.2	34.6	35.4	36.5	36.2	34.0	30.8	27.7	18.5	11.3	5.0
	track mPD + track head (0.2m)	7.9	8.7	9.9	11.3	12.5	13.1	13.4	13.6	14.0	14.1	13.9	13.6	13.1	8.0	8.4	9.1	10.0	11.2	12.5	13.2	13.5	13.9	14.2	14.1	13.7	13.3	12.9
	ground mPD + floor height	47.1	47.1	47.1	47.1	47.1	47.1	47.1	47.1	47.1	47.1	47.1	47.1	47.1	47.1	47.1	47.1	47.1	47.1	47.1	47.1	47.1	47.1	47.1	47.1	47.1	47.1	47.1
	Vert distance from track to NSR	39.2	38.4	37.2	35.9	34.7	34.1	33.8	33.5	33.2	33.1	33.2	33.5	34.1	39.1	38.7	38.0	37.1	35.9	34.6	33.9	33.6	33.2	33.0	33.1	33.4	33.9	34.2
	Slant distance	49.2	48.9	48.2	47.2	46.7	47.0	47.0	45.7	42.9	41.9	39.0	35.9	34.4	50.9	52.2	51.1	50.4	49.9	49.5	49.8	49.4	47.5	45.1	43.1	38.2	35.7	34.6
	View angle (α)	0.076	0.094	0.139	0.291	0.422	0.842	1.357	0.511	0.243	0.158	0.099	0.053	0.017	0.085	0.103	0.117	0.154	0.287	0.514	1.259	0.980	0.453	0.252	0.155	0.080	0.042	0.016
	View angle (α) (degree)	4.347	5.405	7.963	16.679	24.191	48.238	77.762	29.302	13.922	9.027	5.693	3.048	0.984	4.878	5.899	6.707	8.801	16.436	29.465	72.153	56.130	25.982	14.443	8.902	4.585	2.388	0.922
	View angle (θ)	0.005	0.029	0.057	0.031	0.220	0.578	1.253	0.344	0.108	0.041	0.018	0.008	0.004	0.009	0.012	0.022	0.051	0.016	0.426	1.008	0.733	0.234	0.104	0.049	0.014	0.006	0.002
	View angle (θ) (degree)	0.272	1.661	3.288	1.792	12.593	33.120	71.783	19.725	6.209	2.326	1.057	0.475	0.225	0.529	0.697	1.257	2.912	0.919	24.400	57.763	41.983	13.422	5.936	2.821	0.790	0.363	0.114
	Average Speed	10.0	20.0	50.0	70.0	65.0	50.0	30.0	15.0	10.0	10.0	15.0	20.0	15.0	10.0	10.0	10.0	20.0	50.0	70.0	60.0	40.0	20.0	15.0	10.0	10.0	15.0	10.0
	Corr for no. of event, 10log(N), dB(A)	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3
	Corr for distance, -10log(d/d_{ref}), dB(A)	-2.9	-2.9	-2.9	-2.8	-2.7	-2.7	-2.7	-2.6	-2.3	-2.2	-1.9	-1.6	-1.4	-3.1	-3.2	-3.1	-3.0	-3.0	-3.0	-3.0	-3.0	-2.8	-2.6	-2.4	-1.8	-1.5	-1.4
	Corr for view angle, 10log(pi*θ/180-cos2αsinθ)	-47.6	-37.9	-31.5	-27.9	-16.3	-6.9	-1.7	-12.7	-24.0	-32.0	-39.4	-48.3	-61.3	-43.7	-40.9	-37.2	-31.2	-30.9	-11.7	-2.7	-5.1	-15.4	-23.8	-31.2	-42.5	-51.6	-64.9
	Corr for screening/ absorption, dB(A)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0
	Corr for sound energy spread over 24 hr	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4
	Façade correctoin, dB(A)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
	Track wear correction, dB(A)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
	Leq 24hr for each train, dB(A)				26.6	37.6	44.6	45.4	28.5	14.0	6.1	2.5	-3.5	-18.9					20.4	42.5	50.2	44.3	28.1	17.4	6.7	-4.1	-9.3	-26.0
	Leq 24hr for all train	53.4																										
Leq0.5	Total number of events	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13
	Corr for no. of event, 10log(N), dB(A)	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1
	Corr for distance, -10log(d/dref), dB(A)	-2.9	-2.9	-2.9	-2.8	-2.7	-2.7	-2.7	-2.6	-2.3	-2.2	-1.9	-1.6	-1.4	-3.1	-3.2	-3.1	-3.0	-3.0	-3.0	-3.0	-3.0	-2.8	-2.6	-2.4	-1.8	-1.5	-1.4
	Corr for view angle, 10log(pi*θ/180-cos2αsinθ)	-47.6	-37.9	-31.5	-27.9	-16.3	-6.9	-1.7	-12.7	-24.0	-32.0	-39.4	-48.3	-61.3	-43.7	-40.9	-37.2	-31.2	-30.9	-11.7	-2.7	-5.1	-15.4	-23.8	-31.2	-42.5	-51.6	-64.9
	Corr for screening/ absorption, dB(A)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0
	Corr for sound energy spread over 24 hr	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6
	Façade correctoin, dB(A)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
	Track wear correction, dB(A)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
	Leq 0.5hr for each train, dB(A)				26.9	37.9	44.9	45.7	28.8	14.3	6.4	2.8	-3.2	-18.6					20.7	42.8	50.5	44.6	28.5	17.7	7.0	-3.7	-9.0	-25.7
	Leq 0.5hr for all train	53.7																										
Lmax	Measured Lmax	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65
	Corr for distance, -10log(d/dref), dB(A)	-2.9	-2.9	-2.9	-2.8	-2.7	-2.7	-2.7	-2.6	-2.3	-2.2	-1.9	-1.6	-1.4	-3.1	-3.2	-3.1	-3.0	-3.0	-3.0	-3.0	-3.0	-2.8	-2.6	-2.4	-1.8	-1.5	-1.4
	Correction for screening/ absorption	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0
	Façade correctoin, dB(A)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
	Track wear correction, dB(A)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
	Lmax for each train, dB(A)				70.7	70.1	67.8	63.3	57.4	54.2	54.3	58.1	61.0	58.7					67.5	70.5	69.1	65.6	59.8	57.5	54.2	54.7	58.5	55.1
	Lmax for all train	70.7																										

D01 ENVIRONMENTAL ASSESSMENT
Section 12A Rezoning Application – Request for Amendment to the Approved Ping Shan Outline Zoning Plan No. S/YL-PS/20 from "Village Type Development" Zone and "Comprehensive Development Area" Zone to "Residential (Group B)2" Zone at Various Lots in D.D. 121 and D.D. 122 and Adjoining Government Land, Ping Shan, Yuen Long, N.T.
Prepared for On Billion International Ltd

SMEC Internal Ref. 7076914 | D01/01
21 November

Floor		Segment (Northbound)													Segment (Southbound)														
10		N1	N2	N3	N4	N5	N6	N7	N8	N9	N10	N11	N12	N13	S1	S2	S3	S4	S5	S6	S7	S8	S9	S10	S11	S12	S13	S14
Parameters:																													
	Measured SEL	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9
Leq24	Total number of events	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536
	Horiz distance from track to NSR	29.7	30.3	30.7	30.7	31.3	32.4	32.8	31.0	27.3	25.7	20.4	13.0	5.1	32.5	35.1	34.1	34.2	34.6	35.4	36.5	36.2	34.0	30.8	27.7	18.5	11.3	5.0
	track mPD + track head (0.2m)	7.9	8.7	9.9	11.3	12.5	13.1	13.4	13.6	14.0	14.1	13.9	13.6	13.1	8.0	8.4	9.1	10.0	11.2	12.5	13.2	13.5	13.9	14.2	14.1	13.7	13.3	12.9
	ground mPD + floor height	50.3	50.3	50.3	50.3	50.3	50.3	50.3	50.3	50.3	50.3	50.3	50.3	50.3	50.3	50.3	50.3	50.3	50.3	50.3	50.3	50.3	50.3	50.3	50.3	50.3	50.3	50.3
	Vert distance from track to NSR	42.4	41.6	40.4	39.0	37.8	37.2	36.9	36.7	36.3	36.2	36.4	36.7	37.2	42.3	41.9	41.2	40.3	39.1	37.8	37.1	36.8	36.4	36.1	36.2	36.6	37.0	37.4
	Slant distance	51.7	51.4	50.7	49.7	49.1	49.3	49.4	48.0	45.4	44.4	41.7	38.9	37.5	53.3	54.6	53.5	52.8	52.2	51.7	52.0	51.6	49.8	47.5	45.6	40.9	38.7	37.7
	View angle (α)	0.076	0.094	0.139	0.291	0.422	0.842	1.357	0.511	0.243	0.158	0.099	0.053	0.017	0.085	0.103	0.117	0.154	0.287	0.514	1.259	0.980	0.453	0.252	0.155	0.080	0.042	0.016
	View angle (α) (degree)	4.347	5.405	7.963	16.679	24.191	48.238	77.762	29.302	13.922	9.027	5.693	3.048	0.984	4.878	5.899	6.707	8.801	16.436	29.465	72.153	56.130	25.982	14.443	8.902	4.585	2.388	0.922
	View angle (θ)	0.005	0.029	0.057	0.031	0.220	0.578	1.253	0.344	0.108	0.041	0.018	0.008	0.004	0.009	0.012	0.022	0.051	0.016	0.426	1.008	0.733	0.234	0.104	0.049	0.014	0.006	0.002
	View angle (θ) (degree)	0.272	1.661	3.288	1.792	12.593	33.120	71.783	19.725	6.209	2.326	1.057	0.475	0.225	0.529	0.697	1.257	2.912	0.919	24.400	57.763	41.983	13.422	5.936	2.821	0.790	0.363	0.114
	Average Speed	10.0	20.0	50.0	70.0	65.0	50.0	30.0	15.0	10.0	10.0	15.0	20.0	15.0	10.0	10.0	10.0	20.0	50.0	70.0	60.0	40.0	20.0	15.0	10.0	10.0	15.0	10.0
	Corr for no. of event, 10log(N), dB(A)	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3
	Corr for distance, -10log(d/d_{ref}), dB(A)	-3.2	-3.1	-3.1	-3.0	-2.9	-3.0	-3.0	-2.8	-2.6	-2.5	-2.2	-1.9	-1.8	-3.3	-3.4	-3.3	-3.2	-3.2	-3.2	-3.2	-3.1	-3.0	-2.8	-2.6	-2.1	-1.9	-1.8
	Corr for view angle, 10log[μ×θ/180×cos2αsinθ]	-47.6	-37.9	-31.5	-27.9	-16.3	-6.9	-1.7	-12.7	-24.0	-32.0	-39.4	-48.3	-61.3	-43.7	-40.9	-37.2	-31.2	-30.9	-11.7	-2.7	-5.1	-15.4	-23.8	-31.2	-42.5	-51.6	-64.9
	Corr for screening/ absorption, dB(A)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, 20log(V_r/V_{ref}), dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0
	Corr for sound energy spread over 24 hr	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4
	Façade correctoin, dB(A)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
	Track wear correction, dB(A)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
	Leq 24hr for each train, dB(A)	-10.5	5.3	19.7	26.4	37.4	44.4	45.2	28.3	13.8	5.8	2.2	-3.9	-19.3	-6.7	-4.0	-0.2	11.9	20.2	42.3	50.0	44.1	27.9	17.2	6.5	-4.4	-9.6	-26.3
	Leq 24hr for all train	53.2																										
Leq0.5	Total number of events	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13
	Corr for no. of event, 10log(N), dB(A)	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1
	Corr for distance, -10log(d/dref), dB(A)	-3.2	-3.1	-3.1	-3.0	-2.9	-3.0	-3.0	-2.8	-2.6	-2.5	-2.2	-1.9	-1.8	-3.3	-3.4	-3.3	-3.2	-3.2	-3.2	-3.2	-3.1	-3.0	-2.8	-2.6	-2.1	-1.9	-1.8
	Corr for view angle, 10log[μ×θ/180×cos2αsinθ]	-47.6	-37.9	-31.5	-27.9	-16.3	-6.9	-1.7	-12.7	-24.0	-32.0	-39.4	-48.3	-61.3	-43.7	-40.9	-37.2	-31.2	-30.9	-11.7	-2.7	-5.1	-15.4	-23.8	-31.2	-42.5	-51.6	-64.9
	Corr for screening/ absorption, dB(A)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0
	Corr for sound energy spread over 24 hr	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6
	Façade correctoin, dB(A)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
	Track wear correction, dB(A)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
	Leq 0.5hr for each train, dB(A)	-9.8	6.0	20.4	27.0	38.1	45.1	45.8	28.9	14.4	6.5	2.9	-3.2	-18.6	-6.1	-3.3	0.5	12.5	20.9	43.0	50.6	44.8	28.6	17.9	7.1	-3.7	-9.0	-25.7
	Leq 0.5hr for all train	53.9																										
Leq0.5	Total number of events	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12
	Corr for no. of event, 10log(N), dB(A)	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8
	Corr for distance, -10log(d/dref), dB(A)	-3.2	-3.1	-3.1	-3.0	-2.9	-3.0	-3.0	-2.8	-2.6	-2.5	-2.2	-1.9	-1.8	-3.3	-3.4	-3.3	-3.2	-3.2	-3.2	-3.2	-3.1	-3.0	-2.8	-2.6	-2.1	-1.9	-1.8
	Corr for view angle, 10log[μ×θ/180×cos2αsinθ]	-47.6	-37.9	-31.5	-27.9	-16.3	-6.9	-1.7	-12.7	-24.0	-32.0	-39.4	-48.3	-61.3	-43.7	-40.9	-37.2	-31.2	-30.9	-11.7	-2.7	-5.1	-15.4	-23.8	-31.2	-42.5	-51.6	-64.9
	Corr for screening/ absorption, dB(A)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0
	Corr for sound energy spread over 24 hr	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6
	Façade correctoin, dB(A)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
	Track wear correction, dB(A)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
	Leq 0.5hr for each train, dB(A)	-10.2	5.7	20.0	26.7	37.7	44.7	45.5	28.6	14.1	6.2	2.5	-3.6	-19.0	-6.4	-3.7	0.1	12.2	20.5	42.6	50.3	44.5	28.3	17.5	6.8	-4.0	-9.3	-26.0
	Leq 0.5hr for all train	53.6																										
Lmax	Measured Lmax	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65
	Corr for distance, -10log(d/dref), dB(A)	-3.2	-3.1	-3.1	-3.0	-2.9	-3.0	-3.0	-2.8	-2.6	-2.5	-2.2	-1.9	-1.8	-3.3	-3.4	-3.3	-3.2	-3.2	-3.2	-3.2	-3.1	-3.0	-2.8	-2.6	-2.1	-1.9	-1.8
	Correction for screening/ absorption	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0
	Façade correctoin, dB(A)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
	Track wear correction, dB(A)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
	Lmax for each train, dB(A)	53.4	59.4	67.4	70.4	69.9	67.5	63.1	57.2	53.9	54.0	57.8	60.6	58.3	53.2	53.1	53.2	59.3	67.3	70.3	68.9	65.4	59.6	57.3	53.9	54.4	58.1	54.7
	Lmax for all train	70.4																										

Floor		Segment (Northbound)													Segment (Southbound)														
11		N1	N2	N3	N4	N5	N6	N7	N8	N9	N10	N11	N12	N13	S1	S2	S3	S4	S5	S6	S7	S8	S9	S10	S11	S12	S13	S14
Parameters:																													
	Measured SEL	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9
Leq24	Total number of events	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536
	Horiz distance from track to NSR	29.7	30.3	30.7	30.7	31.3	32.4	32.8	31.0	27.3	25.7	20.4	13.0	5.1	32.5	35.1	34.1	34.2	34.6	35.4	36.5	36.2	34.0	30.8	27.7	18.5	11.3	5.0
	track mPD + track head (0.2m)	7.9	8.7	9.9	11.3	12.5	13.1	13.4	13.6	14.0	14.1	13.9	13.6	13.1	8.0	8.4	9.1	10.0	11.2	12.5	13.2	13.5	13.9	14.2	14.1	13.7	13.3	12.9
	ground mPD + floor height	53.4	53.4	53.4	53.4	53.4	53.4	53.4	53.4	53.4	53.4	53.4	53.4	53.4	53.4	53.4	53.4	53.4	53.4	53.4	53.4	53.4	53.4	53.4	53.4	53.4	53.4	53.4
	Vert distance from track to NSR	45.5	44.7	43.5	42.2	41.0	40.4	40.1	39.8	39.5	39.4	39.5	39.8	40.4	45.4	45.0	44.3	43.4	42.2	40.9	40.2	39.9	39.5	39.3	39.4	39.7	40.2	40.5
	Slant distance	54.3	54.0	53.2	52.2	51.5	51.7	51.8	50.5	48.0	47.0	44.4	41.9	40.7	55.8	57.1	55.9	55.2	54.6	54.1	54.3	53.9	52.1	49.9	48.1	43.8	41.7	40.8
	View angle (α)	0.076	0.094	0.139	0.291	0.422	0.842	1.357	0.511	0.243	0.158	0.099	0.053	0.017	0.085	0.103	0.117	0.154	0.287	0.514	1.259	0.980	0.453	0.252	0.155	0.080	0.042	0.016
	View angle (α) (degree)	4.347	5.405	7.963	16.679	24.191	48.238	77.762	29.302	13.922	9.027	5.693	3.048	0.984	4.878	5.899	6.707	8.801	16.436	29.465	72.153	56.130	25.982	14.443	8.902	4.585	2.388	0.922
	View angle (θ)	0.005	0.029	0.057	0.031	0.220	0.578	1.253	0.344	0.108	0.041	0.018	0.008	0.004	0.009	0.012	0.022	0.051	0.016	0.426	1.008	0.733	0.234	0.104	0.049	0.014	0.006	0.002
	View angle (θ) (degree)	0.272	1.661	3.288	1.792	12.593	33.120	71.783	19.725	6.209	2.326	1.057	0.475	0.225	0.529	0.697	1.257	2.912	0.919	24.400	57.763	41.983	13.422	5.936	2.821	0.790	0.363	0.114
	Average Speed	10.0	20.0	50.0	70.0	65.0	50.0	30.0	15.0	10.0	10.0	15.0	20.0	15.0	10.0	10.0	10.0	20.0	50.0	70.0	60.0	40.0	20.0	15.0	10.0	10.0	15.0	10.0
	Corr for no. of event, 10log(N), dB(A)	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3
	Corr for distance, -10log(d/d_{ref}), dB(A)	-3.4	-3.3	-3.3	-3.2	-3.1	-3.2	-3.2	-3.0	-2.8	-2.7	-2.5	-2.2	-2.1	-3.5	-3.6	-3.5	-3.4	-3.4	-3.3	-3.4	-3.3	-3.2	-3.0	-2.8	-2.4	-2.2	-2.1
	Corr for view angle, 10log[μ×θ/180×cos2αsinθ]	-47.6	-37.9	-31.5	-27.9	-16.3	-6.9	-1.7	-12.7	-24.0	-32.0	-39.4	-48.3	-61.3	-43.7	-40.9	-37.2	-31.2	-30.9	-11.7	-2.7	-5.1	-15.4	-23.8	-31.2	-42.5	-51.6	-64.9
	Corr for screening/ absorption, dB(A)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0
	Corr for sound energy spread over 24 hr	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4
	Façade correctoin, dB(A)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
	Track wear correction, dB(A)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
	Leq 24hr for each train, dB(A)	-10.7	5.1	19.5	26.1	37.2	44.2	45.0	28.1	13.5	5.6	2.0	-4.2	-19.6	-6.9	-4.2	-0.4	11.7	20.0	42.1	49.8	44.0	27.7	17.0	6.2	-4.7	-10.0	-26.7
	Leq 24hr for all train	53.0																										
Leq0.5	Total number of events	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13
	Corr for no. of event, 10log(N), dB(A)	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1
	Corr for distance, -10log(d/dref), dB(A)	-3.4	-3.3	-3.3	-3.2	-3.1	-3.2	-3.2	-3.0	-2.8	-2.7	-2.5	-2.2	-2.1	-3.5	-3.6	-3.5	-3.4	-3.4	-3.3	-3.4	-3.3	-3.2	-3.0	-2.8	-2.4	-2.2	-2.1
	Corr for view angle, 10log[μ×θ/180×cos2αsinθ]	-47.6	-37.9	-31.5	-27.9	-16.3	-6.9	-1.7	-12.7	-24.0	-32.0	-39.4	-48.3	-61.3	-43.7	-40.9	-37.2	-31.2	-30.9	-11.7	-2.7	-5.1	-15.4	-23.8	-31.2	-42.5	-51.6	-64.9
	Corr for screening/ absorption, dB(A)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0
	Corr for sound energy spread over 24 hr	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6
	Façade correctoin, dB(A)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
	Track wear correction, dB(A)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
	Leq 0.5hr for each train, dB(A)	-10.0	5.8	20.2	26.8	37.8	44.9	45.6	28.7	14.2	6.3	2.6	-3.5	-19.0	-6.3	-3.5	0.3	12.4	20.7	42.8	50.5	44.6	28.4	17.7	6.9	-4.0	-9.3	-26.0
	Leq 0.5hr for all train	53.7																										
Leq0.5	Total number of events	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12
	Corr for no. of event, 10log(N), dB(A)	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8
	Corr for distance, -10log(d/dref), dB(A)	-3.4	-3.3	-3.3	-3.2	-3.1	-3.2	-3.2	-3.0	-2.8	-2.7	-2.5	-2.2	-2.1	-3.5	-3.6	-3.5	-3.4	-3.4	-3.3	-3.4	-3.3	-3.2	-3.0	-2.8	-2.4	-2.2	-2.1
	Corr for view angle, 10log[μ×θ/180×cos2αsinθ]	-47.6	-37.9	-31.5	-27.9	-16.3	-6.9	-1.7	-12.7	-24.0	-32.0	-39.4	-48.3	-61.3	-43.7	-40.9	-37.2	-31.2	-30.9	-11.7	-2.7	-5.1	-15.4	-23.8	-31.2	-42.5	-51.6	-64.9
	Corr for screening/ absorption, dB(A)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0
	Corr for sound energy spread over 24 hr	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-

Floor		Segment (Northbound)													Segment (Southbound)														
12		N1	N2	N3	N4	N5	N6	N7	N8	N9	N10	N11	N12	N13	S1	S2	S3	S4	S5	S6	S7	S8	S9	S10	S11	S12	S13	S14
Parameters:																													
	Measured SEL	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9
Leq24	Total number of events	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536
	Horiz distance from track to NSR	29.7	30.3	30.7	30.7	31.3	32.4	32.8	31.0	27.3	25.7	20.4	13.0	5.1	32.5	35.1	34.1	34.2	34.6	35.4	36.5	36.2	34.0	30.8	27.7	18.5	11.3	5.0
	track mPD + track head (0.2m)	7.9	8.7	9.9	11.3	12.5	13.1	13.4	13.6	14.0	14.1	13.9	13.6	13.1	8.0	8.4	9.1	10.0	11.2	12.5	13.2	13.5	13.9	14.2	14.1	13.7	13.3	12.9
	ground mPD + floor height	56.6	56.6	56.6	56.6	56.6	56.6	56.6	56.6	56.6	56.6	56.6	56.6	56.6	56.6	56.6	56.6	56.6	56.6	56.6	56.6	56.6	56.6	56.6	56.6	56.6	56.6	56.6
	Vert distance from track to NSR	48.7	47.9	46.7	45.3	44.1	43.5	43.2	43.0	42.6	42.5	42.7	43.0	43.5	48.6	48.2	47.5	46.6	45.4	44.1	43.4	43.1	42.7	42.4	42.5	42.9	43.3	43.7
	Slant distance	57.0	56.6	55.8	54.7	54.1	54.2	54.2	53.0	50.6	49.7	47.3	44.9	43.8	58.4	59.6	58.5	57.8	57.1	56.5	56.6	56.3	54.5	52.4	50.7	46.7	44.8	43.9
	View angle (α)	0.076	0.094	0.139	0.291	0.422	0.842	1.357	0.511	0.243	0.158	0.099	0.053	0.017	0.085	0.103	0.117	0.154	0.287	0.514	1.259	0.980	0.453	0.252	0.155	0.080	0.042	0.016
	View angle (α) (degree)	4.347	5.405	7.963	16.679	24.191	48.238	77.762	29.302	13.922	9.027	5.693	3.048	0.984	4.878	5.899	6.707	8.801	16.436	29.465	72.153	56.130	25.982	14.443	8.902	4.585	2.388	0.922
	View angle (Θ)	0.005	0.029	0.057	0.031	0.220	0.578	1.253	0.344	0.108	0.041	0.018	0.008	0.004	0.009	0.012	0.022	0.051	0.016	0.426	1.008	0.733	0.234	0.104	0.049	0.014	0.006	0.002
	View angle (Θ) (degree)	0.272	1.661	3.288	1.792	12.593	33.120	71.783	19.725	6.209	2.326	1.057	0.475	0.225	0.529	0.697	1.257	2.912	0.919	24.400	57.763	41.983	13.422	5.936	2.821	0.790	0.363	0.114
	Average Speed	10.0	20.0	50.0	70.0	65.0	50.0	30.0	15.0	10.0	10.0	15.0	20.0	15.0	10.0	10.0	10.0	20.0	50.0	70.0	60.0	40.0	20.0	15.0	10.0	10.0	15.0	10.0
	Corr for no. of event, 10log(N), dB(A)	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3
	Corr for distance, -10log(d/d_{ref}), dB(A)	-3.6	-3.6	-3.5	-3.4	-3.3	-3.4	-3.4	-3.3	-3.1	-3.0	-2.8	-2.5	-2.4	-3.7	-3.8	-3.7	-3.6	-3.6	-3.5	-3.6	-3.5	-3.4	-3.2	-3.1	-2.7	-2.5	-2.4
	Corr for view angle, 10log[μ×θ/180×cos2αcosΘ]	-47.6	-37.9	-31.5	-27.9	-16.3	-6.9	-1.7	-12.7	-24.0	-32.0	-39.4	-48.3	-61.3	-43.7	-40.9	-37.2	-31.2	-30.9	-11.7	-2.7	-5.1	-15.4	-23.8	-31.2	-42.5	-51.6	-64.9
	Corr for screening/ absorption, dB(A)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, 20log(v_r/V_{ref}), dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0
	Corr for sound energy spread over 24 hr	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4
	Façade correctoin, dB(A)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
	Track wear correction, dB(A)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
	Leq 24hr for each train, dB(A)	-10.9	4.9	19.3	25.9	37.0	44.0	44.8	27.8	13.3	5.4	1.7	-4.5	-19.9	-7.1	-4.4	-0.6	11.5	19.8	42.0	49.6	43.8	27.5	16.8	6.0	-4.9	-10.3	-27.0
	Leq 24hr for all train	52.9																										
Leq0.5	Total number of events	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13
	Corr for no. of event, 10log(N), dB(A)	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1
	Corr for distance, -10log(d/dref), dB(A)	-3.6	-3.6	-3.5	-3.4	-3.3	-3.4	-3.4	-3.3	-3.1	-3.0	-2.8	-2.5	-2.4	-3.7	-3.8	-3.7	-3.6	-3.6	-3.5	-3.6	-3.5	-3.4	-3.2	-3.1	-2.7	-2.5	-2.4
	Corr for view angle, 10log[μ×θ/180×cos2αcosΘ]	-47.6	-37.9	-31.5	-27.9	-16.3	-6.9	-1.7	-12.7	-24.0	-32.0	-39.4	-48.3	-61.3	-43.7	-40.9	-37.2	-31.2	-30.9	-11.7	-2.7	-5.1	-15.4	-23.8	-31.2	-42.5	-51.6	-64.9
	Corr for screening/ absorption, dB(A)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0
	Corr for sound energy spread over 24 hr	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6
	Façade correctoin, dB(A)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
	Track wear correction, dB(A)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
	Leq 0.5hr for each train, dB(A)	-10.2	5.6	20.0	26.6	37.6	44.7	45.4	28.5	14.0	6.0	2.3	-3.8	-19.3	-6.4	-3.7	0.1	12.2	20.5	42.6	50.3	44.4	28.2	17.4	6.7	-4.3	-9.6	-26.3
	Leq 0.5hr for all train	53.5																										
Leq0.5	Total number of events	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12
	Corr for no. of event, 10log(N), dB(A)	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8
	Corr for distance, -10log(d/dref), dB(A)	-3.6	-3.6	-3.5	-3.4	-3.3	-3.4	-3.4	-3.3	-3.1	-3.0	-2.8	-2.5	-2.4	-3.7	-3.8	-3.7	-3.6	-3.6	-3.5	-3.6	-3.5	-3.4	-3.2	-3.1	-2.7	-2.5	-2.4
	Corr for view angle, 10log[μ×θ/180×cos2αcosΘ]	-47.6	-37.9	-31.5	-27.9	-16.3	-6.9	-1.7	-12.7	-24.0	-32.0	-39.4	-48.3	-61.3	-43.7	-40.9	-37.2	-31.2	-30.9	-11.7	-2.7	-5.1	-15.4	-23.8	-31.2	-42.5	-51.6	-64.9
	Corr for screening/ absorption, dB(A)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0
	Corr for sound energy spread over 24 hr	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6
	Façade correctoin, dB(A)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
	Track wear correction, dB(A)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
	Leq 0.5hr for each train, dB(A)	-10.6	5.2	19.6	26.2	37.3	44.3	45.1	28.2	13.6	5.7	2.0	-4.2	-19.6	-6.8	-4.0	-0.3	11.8	20.1	42.3	49.9	44.1	27.9	17.1	6.3	-4.6	-9.9	-26.7
	Leq 0.5hr for all train	53.2																										
Lmax	Measured Lmax	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65
	Corr for distance, -10log(d/dref), dB(A)	-3.6	-3.6	-3.5	-3.4	-3.3	-3.4	-3.4	-3.3	-3.1	-3.0	-2.8	-2.5	-2.4	-3.7	-3.8	-3.7	-3.6	-3.6	-3.5	-3.6	-3.5	-3.4	-3.2	-3.1	-2.7	-2.5	-2.4
	Correction for screening/ absorption	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0
	Façade correctoin, dB(A)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
	Track wear correction, dB(A)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
	Lmax for each train, dB(A)	52.9	59.0	67.0	70.0	69.4	67.1	62.7	56.8	53.5	53.5	57.3	60.0	57.6	52.8	52.7	52.8	58.9	66.9	69.9	68.5	65.0	59.2	56.8	53.4	53.8	57.5	54.1
	Lmax for all train	70.0																										

Floor		Segment (Northbound)													Segment (Southbound)														
13		N1	N2	N3	N4	N5	N6	N7	N8	N9	N10	N11	N12	N13	S1	S2	S3	S4	S5	S6	S7	S8	S9	S10	S11	S12	S13	S14
Parameters:																													
	Measured SEL	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9
Leq24	Total number of events	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536
	Horiz distance from track to NSR	29.7	30.3	30.7	30.7	31.3	32.4	32.8	31.0	27.3	25.7	20.4	13.0	5.1	32.5	35.1	34.1	34.2	34.6	35.4	36.5	36.2	34.0	30.8	27.7	18.5	11.3	5.0
	track mPD + track head (0.2m)	7.9	8.7	9.9	11.3	12.5	13.1	13.4	13.6	14.0	14.1	13.9	13.6	13.1	8.0	8.4	9.1	10.0	11.2	12.5	13.2	13.5	13.9	14.2	14.1	13.7	13.3	12.9
	ground mPD + floor height	59.7	59.7	59.7	59.7	59.7	59.7	59.7	59.7	59.7	59.7	59.7	59.7	59.7	59.7	59.7	59.7	59.7	59.7	59.7	59.7	59.7	59.7	59.7	59.7	59.7	59.7	59.7
	Vert distance from track to NSR	51.8	51.0	49.8	48.5	47.3	46.7	46.4	46.1	45.8	45.7	45.8	46.1	46.7	51.7	51.3	50.6	49.7	48.5	47.2	46.5	46.2	45.8	45.6	45.7	46.0	46.5	46.8
	Slant distance	59.7	59.3	58.5	57.4	56.7	56.8	56.8	55.6	53.3	52.4	50.1	47.9	46.9	61.1	62.2	61.0	60.3	59.6	59.0	59.1	58.7	57.0	55.0	53.4	49.6	47.8	47.1
	View angle (α)	0.076	0.094	0.139	0.291	0.422	0.842	1.357	0.511	0.243	0.158	0.099	0.053	0.017	0.085	0.103	0.117	0.154	0.287	0.514	1.259	0.980	0.453	0.252	0.155	0.080	0.042	0.016
	View angle (α) (degree)	4.347	5.405	7.963	16.679	24.191	48.238	77.762	29.302	13.922	9.027	5.693	3.048	0.984	4.878	5.899	6.707	8.801	16.436	29.465	72.153	56.130	25.982	14.443	8.902	4.585	2.388	0.922
	View angle (Θ)	0.005	0.029	0.057	0.031	0.220	0.578	1.253	0.344	0.108	0.041	0.018	0.008	0.004	0.009	0.012	0.022	0.051	0.016	0.426	1.008	0.733	0.234	0.104	0.049	0.014	0.006	0.002
	View angle (Θ) (degree)	0.272	1.661	3.288	1.792	12.593	33.120	71.783	19.725	6.209	2.326	1.057	0.475	0.225	0.529	0.697	1.257	2.912	0.919	24.400	57.763	41.983	13.422	5.936	2.821	0.790	0.363	0.114
	Average Speed	10.0	20.0	50.0	70.0	65.0	50.0	30.0	15.0	10.0	10.0	15.0	20.0	15.0	10.0	10.0	10.0	20.0	50.0	70.0	60.0	40.0	20.0	15.0	10.0	10.0	15.0	10.0
	Corr for no. of event, 10log(N), dB(A)	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3
	Corr for distance, -10log(d/d_{ref}), dB(A)	-3.8	-3.8	-3.7	-3.6	-3.6	-3.6	-3.6	-3.5	-3.3	-3.2	-3.0	-2.8	-2.7	-3.9	-4.0	-3.9	-3.8	-3.8	-3.7	-3.7	-3.7	-3.6	-3.4	-3.3	-3.0	-2.8	-2.7
	Corr for view angle, 10log[μ×θ/180×cos2αcosΘ]	-47.6	-37.9	-31.5	-27.9	-16.3	-6.9	-1.7	-12.7	-24.0	-32.0	-39.4	-48.3	-61.3	-43.7	-40.9	-37.2	-31.2	-30.9	-11.7	-2.7	-5.1	-15.4	-23.8	-31.2	-42.5	-51.6	-64.9
	Corr for screening/ absorption, dB(A)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0
	Corr for sound energy spread over 24 hr	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4
	Façade correctoin, dB(A)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
	Track wear correction, dB(A)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
	Leq 24hr for each train, dB(A)	-11.1	4.7	19.1	25.7	36.8	43.8	44.6	27.6	13.1	5.1	1.4	-4.8	-20.2	-7.3	-4.5	-0.8	11.3	19.6	41.8	49.4	43.6	27.4	16.6	5.8	-5.2	-10.5	-27.3
	Leq 24hr for all train	52.7																										
Leq0.5	Total number of events	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13
	Corr for no. of event, 10log(N), dB(A)	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1
	Corr for distance, -10log(d/dref), dB(A)	-3.8	-3.8	-3.7	-3.6	-3.6	-3.6	-3.6	-3.5	-3.3	-3.2	-3.0	-2.8	-2.7	-3.9	-4.0	-3.9	-3.8	-3.8	-3.7	-3.7	-3.7	-3.6	-3.4	-3.3	-3.0	-2.8	-2.7
	Corr for view angle, 10log[μ×θ/180×cos2αcosΘ]	-47.6	-37.9	-31.5	-27.9	-16.3	-6.9	-1.7	-12.7	-24.0	-32.0	-39.4	-48.3	-61.3	-43.7	-40.9	-37.2	-31.2	-30.9	-11.7	-2.7	-5.1	-15.4	-23.8	-31.2	-42.5	-51.6	-64.9
	Corr for screening/ absorption, dB(A)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0
	Corr for sound energy spread over 24 hr	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6
	Façade correctoin, dB(A)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
	Track wear correction, dB(A)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
	Leq 0.5hr for each train, dB(A)	-10.4	5.4	19.8	26.4	37.4	44.5	45.2	28.3	13.7	5.8	2.1	-4.1	-19.6	-6.6	-3.9	-0.1	12.0	20.3	42.4	50.1	44.2	28.0	17.2	6.4	-4.5	-9.9	-26.6
	Leq 0.5hr for all train	53.3																										
Leq0.5	Total number of events	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12
	Corr for no. of event, 10log(N), dB(A)	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8
	Corr for distance, -10log(d/dref), dB(A)	-3.8	-3.8	-3.7	-3.6	-3.6	-3.6	-3.6	-3.5	-3.3	-3.2	-3.0	-2.8	-2.7	-3.9	-4.0	-3.9	-3.8	-3.8	-3.7	-3.7	-3.7	-3.6	-3.4	-3.3	-3.0	-2.8	-2.7
	Corr for view angle, 10log[μ×θ/180×cos2αcosΘ]	-47.6	-37.9	-31.5	-27.9	-16.3	-6.9	-1.7	-12.7	-24.0	-32.0	-39.4	-48.3	-61.3	-43.7	-40.9	-37.2	-31.2	-30.9	-11.7	-2.7	-5.1	-15.4	-23.8	-31.2	-42.5	-51.6	-64.9
	Corr for screening/ absorption, dB(A)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0
	Corr for sound energy spread over 24 hr	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.

Floor		Segment (Northbound)													Segment (Southbound)														
14		N1	N2	N3	N4	N5	N6	N7	N8	N9	N10	N11	N12	N13	S1	S2	S3	S4	S5	S6	S7	S8	S9	S10	S11	S12	S13	S14
Parameters:																													
	Measured SEL	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9
Leq24	Total number of events	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536
	Horiz distance from track to NSR	29.7	30.3	30.7	30.7	31.3	32.4	32.8	31.0	27.3	25.7	20.4	13.0	5.1	32.5	35.1	34.1	34.2	34.6	35.4	36.5	36.2	34.0	30.8	27.7	18.5	11.3	5.0
	track mPD + track head (0.2m)	7.9	8.7	9.9	11.3	12.5	13.1	13.4	13.6	14.0	14.1	13.9	13.6	13.1	8.0	8.4	9.1	10.0	11.2	12.5	13.2	13.5	13.9	14.2	14.1	13.7	13.3	12.9
	ground mPD + floor height	62.9	62.9	62.9	62.9	62.9	62.9	62.9	62.9	62.9	62.9	62.9	62.9	62.9	62.9	62.9	62.9	62.9	62.9	62.9	62.9	62.9	62.9	62.9	62.9	62.9	62.9	62.9
	Vert distance from track to NSR	55.0	54.2	53.0	51.6	50.4	49.8	49.5	49.3	48.9	48.8	49.0	49.3	49.8	54.9	54.5	53.8	52.9	51.7	50.4	49.7	49.4	49.0	48.7	48.8	49.2	49.6	50.0
	Slant distance	62.4	62.0	61.2	60.1	59.3	59.4	59.4	58.2	56.0	55.2	53.0	50.9	50.1	63.8	64.8	63.7	62.9	62.2	61.5	61.6	61.2	59.6	57.6	56.1	52.5	50.9	50.2
	View angle (α)	0.076	0.094	0.139	0.291	0.422	0.842	1.357	0.511	0.243	0.158	0.099	0.053	0.017	0.085	0.103	0.117	0.154	0.287	0.514	1.259	0.980	0.453	0.252	0.155	0.080	0.042	0.016
	View angle (α) (degree)	4.347	5.405	7.963	16.679	24.191	48.238	77.762	29.302	13.922	9.027	5.693	3.048	0.984	4.878	5.899	6.707	8.801	16.436	29.465	72.153	56.130	25.982	14.443	8.902	4.585	2.388	0.922
	View angle (θ)	0.005	0.029	0.057	0.031	0.220	0.578	1.253	0.344	0.108	0.041	0.018	0.008	0.004	0.009	0.012	0.022	0.051	0.016	0.426	1.008	0.733	0.234	0.104	0.049	0.014	0.006	0.002
	View angle (θ) (degree)	0.272	1.661	3.288	1.792	12.593	33.120	71.783	19.725	6.209	2.326	1.057	0.475	0.225	0.529	0.697	1.257	2.912	0.919	24.400	57.763	41.983	13.422	5.936	2.821	0.790	0.363	0.114
	Average Speed	10.0	20.0	50.0	70.0	65.0	50.0	30.0	15.0	10.0	10.0	15.0	20.0	15.0	10.0	10.0	10.0	20.0	50.0	70.0	60.0	40.0	20.0	15.0	10.0	10.0	15.0	10.0
	Corr for no. of event, 10log(N), dB(A)	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3
	Corr for distance, -10log(d/d_{ref}), dB(A)	-4.0	-3.9	-3.9	-3.8	-3.8	-3.8	-3.8	-3.7	-3.5	-3.4	-3.3	-3.1	-3.0	-4.1	-4.1	-4.1	-4.0	-4.0	-3.9	-3.9	-3.9	-3.8	-3.6	-3.5	-3.2	-3.1	-3.0
	Corr for view angle, 10log[μ(θ/180·cos2αinθ)	-47.6	-37.9	-31.5	-27.9	-16.3	-6.9	-1.7	-12.7	-24.0	-32.0	-39.4	-48.3	-61.3	-43.7	-40.9	-37.2	-31.2	-30.9	-11.7	-2.7	-5.1	-15.4	-23.8	-31.2	-42.5	-51.6	-64.9
	Corr for screening/ absorption, dB(A)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, 20log(V_{veh}), dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0
	Corr for sound energy spread over 24 hr	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4
	Façade correctoin, dB(A)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
	Track wear correction, dB(A)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
	Leq 24hr for each train, dB(A)	-11.3	4.5	18.9	25.5	36.6	43.6	44.4	27.4	12.9	4.9	1.2	-5.0	-20.5	-7.5	-4.7	-1.0	11.1	19.4	41.6	49.3	43.4	27.2	16.4	5.6	-5.4	-10.8	-27.6
	Leq 24hr for all train	52.5																										
Leq0.5	Total number of events	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13
	Corr for no. of event, 10log(N), dB(A)	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1
	Corr for distance, -10log(d/dref), dB(A)	-4.0	-3.9	-3.9	-3.8	-3.8	-3.8	-3.8	-3.7	-3.5	-3.4	-3.3	-3.1	-3.0	-4.1	-4.1	-4.1	-4.0	-4.0	-3.9	-3.9	-3.9	-3.8	-3.6	-3.5	-3.2	-3.1	-3.0
	Corr for view angle, 10log[μ(θ/180·cos2αinθ)	-47.6	-37.9	-31.5	-27.9	-16.3	-6.9	-1.7	-12.7	-24.0	-32.0	-39.4	-48.3	-61.3	-43.7	-40.9	-37.2	-31.2	-30.9	-11.7	-2.7	-5.1	-15.4	-23.8	-31.2	-42.5	-51.6	-64.9
	Corr for screening/ absorption, dB(A)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0
	Corr for sound energy spread over 24 hr	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6
	Façade correctoin, dB(A)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
	Track wear correction, dB(A)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
	Leq 0.5hr for each train, dB(A)	-10.6	5.2	19.6	26.2	37.2	44.3	45.0	28.1	13.5	5.6	1.8	-4.4	-19.9	-6.8	-4.1	-0.3	11.8	20.1	42.2	49.9	44.1	27.8	17.0	6.2	-4.8	-10.2	-26.9
	Leq 0.5hr for all train	53.1																										
Leq0.5	Total number of events	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12
	Corr for no. of event, 10log(N), dB(A)	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8
	Corr for distance, -10log(d/dref), dB(A)	-4.0	-3.9	-3.9	-3.8	-3.8	-3.8	-3.8	-3.7	-3.5	-3.4	-3.3	-3.1	-3.0	-4.1	-4.1	-4.1	-4.0	-4.0	-3.9	-3.9	-3.9	-3.8	-3.6	-3.5	-3.2	-3.1	-3.0
	Corr for view angle, 10log[μ(θ/180·cos2αinθ)	-47.6	-37.9	-31.5	-27.9	-16.3	-6.9	-1.7	-12.7	-24.0	-32.0	-39.4	-48.3	-61.3	-43.7	-40.9	-37.2	-31.2	-30.9	-11.7	-2.7	-5.1	-15.4	-23.8	-31.2	-42.5	-51.6	-64.9
	Corr for screening/ absorption, dB(A)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0
	Corr for sound energy spread over 24 hr	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6
	Façade correctoin, dB(A)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
	Track wear correction, dB(A)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
	Leq 0.5hr for each train, dB(A)	-11.0	4.8	19.2	25.8	36.9	43.9	44.7	27.7	13.2	5.2	1.5	-4.7	-20.2	-7.2	-4.4	-0.7	11.4	19.7	41.9	49.6	43.7	27.5	16.7	5.9	-5.1	-10.5	-27.3
	Leq 0.5hr for all train	52.8																										
Lmax	Measured Lmax	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65
	Corr for distance, -10log(d/dref), dB(A)	-4.0	-3.9	-3.9	-3.8	-3.8	-3.8	-3.8	-3.7	-3.5	-3.4	-3.3	-3.1	-3.0	-4.1	-4.1	-4.1	-4.0	-4.0	-3.9	-3.9	-3.9	-3.8	-3.6	-3.5	-3.2	-3.1	-3.0
	Correction for screening/ absorption	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0
	Façade correctoin, dB(A)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
	Track wear correction, dB(A)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
	Lmax for each train, dB(A)	52.5	58.6	66.6	69.6	69.0	66.7	62.3	56.4	53.0	53.1	56.8	59.5	57.0	52.5	52.4	52.5	58.5	66.5	69.5	68.2	64.7	58.8	56.4	53.0	53.3	57.0	53.5
	Lmax for all train	69.6																										

Floor		Segment (Northbound)													Segment (Southbound)														
15		N1	N2	N3	N4	N5	N6	N7	N8	N9	N10	N11	N12	N13	S1	S2	S3	S4	S5	S6	S7	S8	S9	S10	S11	S12	S13	S14
Parameters:																													
	Measured SEL	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9
Leq24	Total number of events	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536
	Horiz distance from track to NSR	29.7	30.3	30.7	30.7	31.3	32.4	32.8	31.0	27.3	25.7	20.4	13.0	5.1	32.5	35.1	34.1	34.2	34.6	35.4	36.5	36.2	34.0	30.8	27.7	18.5	11.3	5.0
	track mPD + track head (0.2m)	7.9	8.7	9.9	11.3	12.5	13.1	13.4	13.6	14.0	14.1	13.9	13.6	13.1	8.0	8.4	9.1	10.0	11.2	12.5	13.2	13.5	13.9	14.2	14.1	13.7	13.3	12.9
	ground mPD + floor height	66.0	66.0	66.0	66.0	66.0	66.0	66.0	66.0	66.0	66.0	66.0	66.0	66.0	66.0	66.0	66.0	66.0	66.0	66.0	66.0	66.0	66.0	66.0	66.0	66.0	66.0	66.0
	Vert distance from track to NSR	58.1	57.3	56.1	54.8	53.6	53.0	52.7	52.4	52.1	52.0	52.1	52.4	53.0	58.0	57.6	56.9	56.0	54.8	53.5	52.8	52.5	52.1	51.9	52.0	52.3	52.8	53.1
	Slant distance	65.2	64.8	63.9	62.8	62.0	62.1	62.0	60.9	58.8	58.0	55.9	54.0	53.2	66.5	67.4	66.4	65.6	64.8	64.1	64.2	63.8	62.2	60.3	58.9	55.5	54.0	53.3
	View angle (α)	0.076	0.094	0.139	0.291	0.422	0.842	1.357	0.511	0.243	0.158	0.099	0.053	0.017	0.085	0.103	0.117	0.154	0.287	0.514	1.259	0.980	0.453	0.252	0.155	0.080	0.042	0.016
	View angle (α) (degree)	4.347	5.405	7.963	16.679	24.191	48.238	77.762	29.302	13.922	9.027	5.693	3.048	0.984	4.878	5.899	6.707	8.801	16.436	29.465	72.153	56.130	25.982	14.443	8.902	4.585	2.388	0.922
	View angle (θ)	0.005	0.029	0.057	0.031	0.220	0.578	1.253	0.344	0.108	0.041	0.018	0.008	0.004	0.009	0.012	0.022	0.051	0.016	0.426	1.008	0.733	0.234	0.104	0.049	0.014	0.006	0.002
	View angle (θ) (degree)	0.272	1.661	3.288	1.792	12.593	33.120	71.783	19.725	6.209	2.326	1.057	0.475	0.225	0.529	0.697	1.257	2.912	0.919	24.400	57.763	41.983	13.422	5.936	2.821	0.790	0.363	0.114
	Average Speed	10.0	20.0	50.0	70.0	65.0	50.0	30.0	15.0	10.0	10.0	15.0	20.0	15.0	10.0	10.0	10.0	20.0	50.0	70.0	60.0	40.0	20.0	15.0	10.0	10.0	15.0	10.0
	Corr for no. of event, 10log(N), dB(A)	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3
	Corr for distance, -10log(d/d_{ref}), dB(A)	-4.2	-4.1	-4.1	-4.0	-3.9	-3.9	-3.9	-3.9	-3.7	-3.7	-3.5	-3.3	-3.3	-4.2	-4.3	-4.2	-4.2	-4.1	-4.1	-4.1	-4.1	-4.0	-3.8	-3.7	-3.5	-3.3	-3.3
	Corr for view angle, 10log[μ(θ/180·cos2αinθ)	-47.6	-37.9	-31.5	-27.9	-16.3	-6.9	-1.7	-12.7	-24.0	-32.0	-39.4	-48.3	-61.3	-43.7	-40.9	-37.2	-31.2	-30.9	-11.7	-2.7	-5.1	-15.4	-23.8	-31.2	-42.5	-51.6	-64.9
	Corr for screening/ absorption, dB(A)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, 20log(V_{veh}), dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0
	Corr for sound energy spread over 24 hr	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4
	Façade correctoin, dB(A)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
	Track wear correction, dB(A)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
	Leq 24hr for each train, dB(A)	-11.5	4.3	18.7	25.3	36.4	43.4	44.2	27.2	12.7	4.7	1.0	-5.3	-20.8	-7.7	-4.9	-1.1	10.9	19.3	41.4	49.1	43.2	27.0	16.2	5.4	-5.7	-11.1	-27.8
	Leq 24hr for all train	52.3																										
Leq0.5	Total number of events	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13
	Corr for no. of event, 10log(N), dB(A)	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1
	Corr for distance, -10log(d/dref), dB(A)	-4.2	-4.1	-4.1	-4.0	-3.9	-3.9	-3.9	-3.9	-3.7	-3.7	-3.5	-3.3	-3.3	-4.2	-4.3	-4.2	-4.2	-4.1	-4.1	-4.1	-4.1	-4.0	-3.8	-3.7	-3.5	-3.3	-3.3
	Corr for view angle, 10log[μ(θ/180·cos2αinθ)	-47.6	-37.9	-31.5	-27.9	-16.3	-6.9	-1.7	-12.7	-24.0	-32.0	-39.4	-48.3	-61.3	-43.7	-40.9	-37.2	-31.2	-30.9	-11.7	-2.7	-5.1	-15.4	-23.8	-31.2	-42.5	-51.6	-64.9
	Corr for screening/ absorption, dB(A)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0
	Corr for sound energy spread over 24 hr	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6
	Façade correctoin, dB(A)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
	Track wear correction, dB(A)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
	Leq 0.5hr for each train, dB(A)	-10.8	5.0	19.4	26.0	37.0	44.1	44.8	27.9	13.3	5.4	1.6	-4.6	-20.1	-7.0	-4.2	-0.5	11.6	19.9	42.1	49.7	43.9	27.6	16.8	6.0	-5.0	-10.4	-27.2
	Leq 0.5hr for all train	53.0																										
Leq0.5	Total number of events	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12
	Corr for no. of event, 10log(N), dB(A)	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8
	Corr for distance, -10log(d/dref), dB(A)	-4.2	-4.1	-4.1	-4.0	-3.9	-3.9	-3.9	-3.9	-3.7	-3.7	-3.5	-3.3	-3.3	-4.2	-4.3	-4.2	-4.2	-4.1	-4.1	-4.1	-4.1	-4.0	-3.8	-3.7	-3.5	-3.3	-3.3
	Corr for view angle, 10log[μ(θ/180·cos2αinθ)	-47.6	-37.9	-31.5	-27.9	-16.3	-6.9	-1.7	-12.7	-24.0	-32.0	-39.4	-48.3	-61.3	-43.7	-40.9	-37.2	-31.2	-30.9	-11.7	-2.7	-5.1	-15.4	-23.8	-31.2	-42.5	-51.6	-64.9
	Corr for screening/ absorption, dB(A)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0
	Corr for sound energy spread over 24 hr	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-

Floor		Segment (Northbound)													Segment (Southbound)													
16		N1	N2	N3	N4	N5	N6	N7	N8	N9	N10	N11	N12	N13	S1	S2	S3	S4	S5	S6	S7	S8	S9	S10	S11	S12	S13	S14
Parameters:																												
	Measured SEL	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9
Leq24	Total number of events	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536
	Horize distance from track to NSR	29.7	30.3	30.7	30.7	31.3	32.4	32.8	31.0	27.3	25.7	20.4	13.0	5.1	32.5	35.1	34.1	34.2	34.6	35.4	36.5	36.2	34.0	30.8	27.7	18.5	11.3	5.0
	track mPD + track head (0.2m)	7.9	8.7	9.9	11.3	12.5	13.1	13.4	13.6	14.0	14.1	13.9	13.6	13.1	8.0	8.4	9.1	10.0	11.2	12.5	13.2	13.5	13.9	14.2	14.1	13.7	13.3	12.9
	ground mPD + floor height	69.2	69.2	69.2	69.2	69.2	69.2	69.2	69.2	69.2	69.2	69.2	69.2	69.2	69.2	69.2	69.2	69.2	69.2	69.2	69.2	69.2	69.2	69.2	69.2	69.2	69.2	69.2
	Vert distance from track to NSR	61.3	60.5	59.3	57.9	56.7	56.1	55.8	55.6	55.2	55.1	55.3	55.6	56.1	61.2	60.8	60.1	59.2	58.0	56.7	56.0	55.7	55.3	55.0	55.1	55.5	55.9	56.3
	Slant distance	68.1	67.6	66.7	65.6	64.8	64.8	64.7	63.6	61.6	60.8	58.9	57.0	56.3	69.3	70.2	69.1	68.3	67.5	66.8	66.8	66.4	64.9	63.0	61.7	58.4	57.0	56.5
	View angle (α)	0.076	0.094	0.139	0.291	0.422	0.842	1.357	0.511	0.243	0.158	0.099	0.053	0.017	0.085	0.103	0.117	0.154	0.287	0.514	1.259	0.980	0.453	0.252	0.155	0.080	0.042	0.016
	View angle (α) (degree)	4.347	5.405	7.963	16.679	24.191	48.238	77.762	29.302	13.922	9.027	5.693	3.048	0.984	4.878	5.899	6.707	8.801	16.436	29.465	72.153	56.130	25.982	14.443	8.902	4.585	2.388	0.922
	View angle (θ)	0.005	0.029	0.057	0.031	0.220	0.578	1.253	0.344	0.108	0.041	0.018	0.008	0.004	0.009	0.012	0.022	0.051	0.016	0.426	1.008	0.733	0.234	0.104	0.049	0.014	0.006	0.002
	View angle (θ) (degree)	0.272	1.661	3.288	1.792	12.593	33.120	71.783	19.725	6.209	2.326	1.057	0.475	0.225	0.529	0.697	1.257	2.912	0.919	24.400	57.763	41.983	13.422	5.936	2.821	0.790	0.363	0.114
	Average Speed	10.0	20.0	50.0	70.0	65.0	50.0	30.0	15.0	10.0	10.0	15.0	20.0	15.0	10.0	10.0	10.0	20.0	50.0	70.0	60.0	40.0	20.0	15.0	10.0	10.0	15.0	10.0
	Corr for no. of event, 10log(N), dB(A)	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3
	Corr for distance, -10log(d/d_{ref}), dB(A)	-4.3	-4.3	-4.3	-4.2	-4.1	-4.1	-4.1	-4.1	-3.9	-3.9	-3.7	-3.6	-3.5	-4.4	-4.5	-4.4	-4.4	-4.3	-4.3	-4.3	-4.2	-4.1	-4.0	-3.9	-3.7	-3.6	-3.5
	Corr for view angle, 10log[μ×θ/180×cos2αsinθ]	-47.6	-37.9	-31.5	-27.9	-16.3	-6.9	-1.7	-12.7	-24.0	-32.0	-39.4	-48.3	-61.3	-43.7	-40.9	-37.2	-31.2	-30.9	-11.7	-2.7	-5.1	-15.4	-23.8	-31.2	-42.5	-51.6	-64.9
	Corr for screening/ absorption, dB(A)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, 20log(V_t/V_{ref}), dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0
	Corr for sound energy spread over 24 hr	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4
	Façade correctoin, dB(A)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
	Track wear correction, dB(A)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
	Leq 24hr for each train, dB(A)	-11.7	4.2	18.5	25.2	36.2	43.2	44.0	27.0	12.4	4.5	0.7	-5.5	-21.0	-7.8	-5.1	-1.3	10.8	19.1	41.2	48.9	43.1	26.8	16.0	5.2	-5.9	-11.3	-28.1
	Leq 24hr for all train	52.1																										
Leq0.5	Total number of events	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13
	Corr for no. of event, 10log(N), dB(A)	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1
	Corr for distance, -10log(d/dref), dB(A)	-4.3	-4.3	-4.3	-4.2	-4.1	-4.1	-4.1	-4.1	-3.9	-3.9	-3.7	-3.6	-3.5	-4.4	-4.5	-4.4	-4.4	-4.3	-4.3	-4.3	-4.2	-4.1	-4.0	-3.9	-3.7	-3.6	-3.5
	Corr for view angle, 10log[μ×θ/180×cos2αsinθ]	-47.6	-37.9	-31.5	-27.9	-16.3	-6.9	-1.7	-12.7	-24.0	-32.0	-39.4	-48.3	-61.3	-43.7	-40.9	-37.2	-31.2	-30.9	-11.7	-2.7	-5.1	-15.4	-23.8	-31.2	-42.5	-51.6	-64.9
	Corr for screening/ absorption, dB(A)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0
	Corr for sound energy spread over 24 hr	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6
	Façade correctoin, dB(A)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
	Track wear correction, dB(A)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
	Leq 0.5hr for each train, dB(A)	-11.0	4.8	19.2	25.8	36.8	43.9	44.6	27.7	13.1	5.1	1.4	-4.9	-20.4	-7.2	-4.4	-0.7	11.4	19.7	41.9	49.6	43.7	27.5	16.6	5.8	-5.2	-10.7	-27.4
	Leq 0.5hr for all train	52.8																										
Leq0.5	Total number of events	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12
	Corr for no. of event, 10log(N), dB(A)	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8
	Corr for distance, -10log(d/dref), dB(A)	-4.3	-4.3	-4.3	-4.2	-4.1	-4.1	-4.1	-4.1	-3.9	-3.9	-3.7	-3.6	-3.5	-4.4	-4.5	-4.4	-4.4	-4.3	-4.3	-4.3	-4.2	-4.1	-4.0	-3.9	-3.7	-3.6	-3.5
	Corr for view angle, 10log[μ×θ/180×cos2αsinθ]	-47.6	-37.9	-31.5	-27.9	-16.3	-6.9	-1.7	-12.7	-24.0	-32.0	-39.4	-48.3	-61.3	-43.7	-40.9	-37.2	-31.2	-30.9	-11.7	-2.7	-5.1	-15.4	-23.8	-31.2	-42.5	-51.6	-64.9
	Corr for screening/ absorption, dB(A)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0
	Corr for sound energy spread over 24 hr	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6
	Façade correctoin, dB(A)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
	Track wear correction, dB(A)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
	Leq 0.5hr for each train, dB(A)	-11.4	4.5	18.8	25.5	36.5	43.5	44.3	27.4	12.8	4.8	1.0	-5.2	-20.7	-7.5	-4.7	-1.0	11.1	19.4	41.5	49.2	43.4	27.1	16.3	5.5	-5.6	-11.0	-27.8
	Leq 0.5hr for all train	52.4																										
Lmax	Measured Lmax	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65
	Corr for distance, -10log(d/dref), dB(A)	-4.3	-4.3	-4.3	-4.2	-4.1	-4.1	-4.1	-4.1	-3.9	-3.9	-3.7	-3.6	-3.5	-4.4	-4.5	-4.4	-4.4	-4.3	-4.3	-4.3	-4.2	-4.1	-4.0	-3.9	-3.7	-3.6	-3.5
	Correction for screening/ absorption	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0
	Façade correctoin, dB(A)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
	Track wear correction, dB(A)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
	Lmax for each train, dB(A)	52.2	58.2	66.2	69.2	68.6	66.4	61.9	56.0	52.6	52.7	56.3	59.0	56.5	52.1	52.0	52.1	58.2	66.2	69.2	67.8	64.3	58.4	56.0	52.6	52.8	56.5	53.0
	Lmax for all train	69.2																										

Floor		Segment (Northbound)													Segment (Southbound)													
17		N1	N2	N3	N4	N5	N6	N7	N8	N9	N10	N11	N12	N13	S1	S2	S3	S4	S5	S6	S7	S8	S9	S10	S11	S12	S13	S14
Parameters:																												
	Measured SEL	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9
Leq24	Total number of events	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536
	Horize distance from track to NSR	29.7	30.3	30.7	30.7	31.3	32.4	32.8	31.0	27.3	25.7	20.4	13.0	5.1	32.5	35.1	34.1	34.2	34.6	35.4	36.5	36.2	34.0	30.8	27.7	18.5	11.3	5.0
	track mPD + track head (0.2m)	7.9	8.7	9.9	11.3	12.5	13.1	13.4	13.6	14.0	14.1	13.9	13.6	13.1	8.0	8.4	9.1	10.0	11.2	12.5	13.2	13.5	13.9	14.2	14.1	13.7	13.3	12.9
	ground mPD + floor height	72.3	72.3	72.3	72.3	72.3	72.3	72.3	72.3	72.3	72.3	72.3	72.3	72.3	72.3	72.3	72.3	72.3	72.3	72.3	72.3	72.3	72.3	72.3	72.3	72.3	72.3	72.3
	Vert distance from track to NSR	64.4	63.6	62.4	61.1	59.9	59.3	59.0	58.7	58.4	58.3	58.4	58.7	59.3	64.3	63.9	63.2	62.3	61.1	59.8	59.1	58.8	58.4	58.2	58.3	58.6	59.1	59.4
	Slant distance	70.9	70.4	69.5	68.4	67.5	67.5	67.4	66.4	64.4	63.7	61.9	60.1	59.5	72.1	72.9	71.8	71.1	70.2	69.5	69.4	69.1	67.6	65.8	64.5	61.4	60.1	59.6
	View angle (α)	0.076	0.094	0.139	0.291	0.422	0.842	1.357	0.511	0.243	0.158	0.099	0.053	0.017	0.085	0.103	0.117	0.154	0.287	0.514	1.259	0.980	0.453	0.252	0.155	0.080	0.042	0.016
	View angle (α) (degree)	4.347	5.405	7.963	16.679	24.191	48.238	77.762	29.302	13.922	9.027	5.693	3.048	0.984	4.878	5.899	6.707	8.801	16.436	29.465	72.153	56.130	25.982	14.443	8.902	4.585	2.388	0.922
	View angle (θ)	0.005	0.029	0.057	0.031	0.220	0.578	1.253	0.344	0.108	0.041	0.018	0.008	0.004	0.009	0.012	0.022	0.051	0.016	0.426	1.008	0.733	0.234	0.104	0.049	0.014	0.006	0.002
	View angle (θ) (degree)	0.272	1.661	3.288	1.792	12.593	33.120	71.783	19.725	6.209	2.326	1.057	0.475	0.225	0.529	0.697	1.257	2.912	0.919	24.400	57.763	41.983	13.422	5.936	2.821	0.790	0.363	0.114
	Average Speed	10.0	20.0	50.0	70.0	65.0	50.0	30.0	15.0	10.0	10.0	15.0	20.0	15.0	10.0	10.0	10.0	20.0	50.0	70.0	60.0	40.0	20.0	15.0	10.0	10.0	15.0	10.0
	Corr for no. of event, 10log(N), dB(A)	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3
	Corr for distance, -10log(d/d_{ref}), dB(A)	-4.5	-4.5	-4.4	-4.4	-4.3	-4.3	-4.3	-4.2	-4.1	-4.1	-3.9	-3.8	-3.8	-4.6	-4.6	-4.6	-4.5	-4.5	-4.4	-4.4	-4.4	-4.3	-4.2	-4.1	-3.9	-3.8	-3.8
	Corr for view angle, 10log[μ×θ/180×cos2αsinθ]	-47.6	-37.9	-31.5	-27.9	-16.3	-6.9	-1.7	-12.7	-24.0	-32.0	-39.4	-48.3	-61.3	-43.7	-40.9	-37.2	-31.2	-30.9	-11.7	-2.7	-5.1	-15.4	-23.8	-31.2	-42.5	-51.6	-64.9
	Corr for screening/ absorption, dB(A)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0
	Corr for sound energy spread over 24 hr	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4
	Façade correctoin, dB(A)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
	Track wear correction, dB(A)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
	Leq 24hr for each train, dB(A)	-11.9	4.0	18.3	25.0	36.0	43.0	43.8	26.9	12.3	4.3	0.5	-5.8	-21.3	-8.0	-5.2	-1.5	10.6	18.9	41.1	48.7	42.9	26.6	15.8	5.0	-6.1	-11.5	-28.3
	Leq 24hr for all train	51.9																										
Leq0.5	Total number of events	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13
	Corr for no. of event, 10log(N), dB(A)	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1
	Corr for distance, -10log(d/dref), dB(A)	-4.5	-4.5	-4.4	-4.4	-4.3	-4.3	-4.3	-4.2	-4.1	-4.1	-3.9	-3.8	-3.8	-4.6	-4.6	-4.6	-4.5	-4.5	-4.4	-4.4	-4.4	-4.3	-4.2	-4.1	-3.9	-3.8	-3.8
	Corr for view angle, 10log[μ×θ/180×cos2αsinθ]	-47.6	-37.9	-31.5	-27.9	-16.3	-6.9	-1.7	-12.7	-24.0	-32.0	-39.4	-48.3	-61.3	-43.7	-40.9	-37.2	-31.2	-30.9	-11.7	-2.7	-5.1	-15.4	-23.8	-31.2	-42.5	-51.6	-64.9
	Corr for screening/ absorption, dB(A)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0
	Corr for sound energy spread over 24 hr	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6
	Façade correctoin, dB(A)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
	Track wear correction, dB(A)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
	Leq 0.5hr for each train, dB(A)	-11.2	4.6	19.0	25.6	36.7	43.7	44.5	27.5	12.9	4.9	1.2	-5.1	-20.6	-7.4	-4.6	-0.8	11.3	19.6	41.7	49.4	43.5	27.3	16.4	5.6	-5.5	-10.9	-27.7
	Leq 0.5hr for all train	52.6																										
Leq0.5	Total number of events	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12
	Corr for no. of event, 10log(N), dB(A)	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8
	Corr for distance, -10log(d/dref), dB(A)	-4.5	-4.5	-4.4	-4.4	-4.3	-4.3	-4.3	-4.2	-4.1	-4.1	-3.9	-3.8	-3.8	-4.6	-4.6	-4.6	-4.5	-4.5	-4.4	-4.4	-4.4	-4.3	-4.2	-4.1	-3.9	-3.8	-3.8
	Corr for view angle, 10log[μ×θ/180×cos2αsinθ]	-47.6	-37.9	-31.5	-27.9	-16.3	-6.9	-1.7	-12.7	-24.0	-32.0	-39.4	-48.3	-61.3	-43.7	-40.9	-37.2	-31.2	-30.9	-11.7	-2.7	-5.1	-15.4	-23.8	-31.2	-42.5	-51.6	-64.9
	Corr for screening/ absorption, dB(A)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0
	Corr for sound energy spread over 24 hr	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6

Floor 18		Segment (Northbound)													Segment (Southbound)														
		N1	N2	N3	N4	N5	N6	N7	N8	N9	N10	N11	N12	N13	S1	S2	S3	S4	S5	S6	S7	S8	S9	S10	S11	S12	S13	S14
Parameters:																													
	Measured SEL	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9
Leq24	Total number of events	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536
	Horiz distance from track to NSR	29.7	30.3	30.7	30.7	31.3	32.4	32.8	31.0	27.3	25.7	20.4	13.0	5.1	32.5	35.1	34.1	34.2	34.6	35.4	36.5	36.2	34.0	30.8	27.7	18.5	11.3	5.0
	track mPD + track head (0.2m)	7.9	8.7	9.9	11.3	12.5	13.1	13.4	13.6	14.0	14.1	13.9	13.6	13.1	8.0	8.4	9.1	10.0	11.2	12.5	13.2	13.5	13.9	14.2	14.1	13.7	13.3	12.9
	ground mPD + floor height	75.5	75.5	75.5	75.5	75.5	75.5	75.5	75.5	75.5	75.5	75.5	75.5	75.5	75.5	75.5	75.5	75.5	75.5	75.5	75.5	75.5	75.5	75.5	75.5	75.5	75.5	75.5
	Vert distance from track to NSR	67.6	66.8	65.6	64.2	63.0	62.4	62.1	61.9	61.5	61.4	61.6	61.9	62.4	67.5	67.1	66.4	65.5	64.3	63.0	62.3	62.0	61.6	61.3	61.4	61.8	62.2	62.6
	Slant distance	73.8	73.3	72.4	71.2	70.3	70.3	70.2	69.2	67.3	66.6	64.8	63.2	62.6	74.9	75.7	74.6	73.8	73.0	72.2	72.1	71.8	70.3	68.6	67.4	64.4	63.2	62.8
	View angle (α)	0.076	0.094	0.139	0.291	0.422	0.842	1.357	0.511	0.243	0.158	0.099	0.053	0.017	0.085	0.103	0.117	0.154	0.287	0.514	1.259	0.980	0.453	0.252	0.155	0.080	0.042	0.016
	View angle (α) (degree)	4.347	5.405	7.963	16.679	24.191	48.238	77.762	29.302	13.922	9.027	5.693	3.048	0.984	4.878	5.899	6.707	8.801	16.436	29.465	72.153	56.130	25.982	14.443	8.902	4.585	2.388	0.922
	View angle (θ)	0.005	0.029	0.057	0.031	0.220	0.578	1.253	0.344	0.108	0.041	0.018	0.008	0.004	0.009	0.012	0.022	0.051	0.016	0.426	1.008	0.733	0.234	0.104	0.049	0.014	0.006	0.002
	View angle (θ) (degree)	0.272	1.661	3.288	1.792	12.593	33.120	71.783	19.725	6.209	2.326	1.057	0.475	0.225	0.529	0.697	1.257	2.912	0.919	24.400	57.763	41.983	13.422	5.936	2.821	0.790	0.363	0.114
	Average Speed	10.0	20.0	50.0	70.0	65.0	50.0	30.0	15.0	10.0	10.0	15.0	20.0	15.0	10.0	10.0	10.0	20.0	50.0	70.0	60.0	40.0	20.0	15.0	10.0	10.0	15.0	10.0
	Corr for no. of event, 10log(N), dB(A)	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3
	Corr for distance, -10log(d/d_{ref}), dB(A)	-4.7	-4.7	-4.6	-4.5	-4.5	-4.5	-4.5	-4.4	-4.3	-4.3	-4.1	-4.0	-4.0	-4.8	-4.8	-4.7	-4.7	-4.7	-4.6	-4.6	-4.6	-4.5	-4.4	-4.3	-4.1	-4.0	-4.0
	Corr for view angle, 10log[μ×θ/180×cos2α×sinθ]	-47.6	-37.9	-31.5	-27.9	-16.3	-6.9	-1.7	-12.7	-24.0	-32.0	-39.4	-48.3	-61.3	-43.7	-40.9	-37.2	-31.2	-30.9	-11.7	-2.7	-5.1	-15.4	-23.8	-31.2	-42.5	-51.6	-64.9
	Corr for screening/ absorption, dB(A)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, 20log(V_r/V_{ref}), dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0
	Corr for sound energy spread over 24 hr	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4
	Façade correctoin, dB(A)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
	Track wear correction, dB(A)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
	Leq 24hr for each train, dB(A)	-12.0	3.8	18.2	24.8	35.8	42.9	43.6	26.7	12.1	4.1	0.3	-6.0	-21.5	-8.2	-5.4	-1.7	10.4	18.7	40.9	48.6	42.7	26.4	15.6	4.8	-6.3	-11.8	-28.6
	Leq 24hr for all train	51.8																										
Leq0.5	Total number of events	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13
	Corr for no. of event, 10log(N), dB(A)	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1
	Corr for distance, -10log(d/dref), dB(A)	-4.7	-4.7	-4.6	-4.5	-4.5	-4.5	-4.5	-4.4	-4.3	-4.3	-4.1	-4.0	-4.0	-4.8	-4.8	-4.7	-4.7	-4.7	-4.6	-4.6	-4.6	-4.5	-4.4	-4.3	-4.1	-4.0	-4.0
	Corr for view angle, 10log[μ×θ/180×cos2α×sinθ]	-47.6	-37.9	-31.5	-27.9	-16.3	-6.9	-1.7	-12.7	-24.0	-32.0	-39.4	-48.3	-61.3	-43.7	-40.9	-37.2	-31.2	-30.9	-11.7	-2.7	-5.1	-15.4	-23.8	-31.2	-42.5	-51.6	-64.9
	Corr for screening/ absorption, dB(A)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0
	Corr for sound energy spread over 24 hr	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6
	Façade correctoin, dB(A)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
	Track wear correction, dB(A)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
	Leq 0.5hr for each train, dB(A)	-11.4	4.5	18.8	25.5	36.5	43.5	44.3	27.3	12.7	4.8	1.0	-5.3	-20.8	-7.5	-4.7	-1.0	11.1	19.4	41.5	49.2	43.4	27.1	16.3	5.4	-5.7	-11.1	-27.9
	Leq 0.5hr for all train	52.4																										
Leq0.5	Total number of events	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12
	Corr for no. of event, 10log(N), dB(A)	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8
	Corr for distance, -10log(d/dref), dB(A)	-4.7	-4.7	-4.6	-4.5	-4.5	-4.5	-4.5	-4.4	-4.3	-4.3	-4.1	-4.0	-4.0	-4.8	-4.8	-4.7	-4.7	-4.7	-4.6	-4.6	-4.6	-4.5	-4.4	-4.3	-4.1	-4.0	-4.0
	Corr for view angle, 10log[μ×θ/180×cos2α×sinθ]	-47.6	-37.9	-31.5	-27.9	-16.3	-6.9	-1.7	-12.7	-24.0	-32.0	-39.4	-48.3	-61.3	-43.7	-40.9	-37.2	-31.2	-30.9	-11.7	-2.7	-5.1	-15.4	-23.8	-31.2	-42.5	-51.6	-64.9
	Corr for screening/ absorption, dB(A)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0
	Corr for sound energy spread over 24 hr	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6
	Façade correctoin, dB(A)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
	Track wear correction, dB(A)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
	Leq 0.5hr for each train, dB(A)	-11.7	4.1	18.5	25.1	36.1	43.2	43.9	27.0	12.4	4.4	0.6	-5.7	-21.2	-7.9	-5.1	-1.3	10.7	19.0	41.2	48.9	43.0	26.8	15.9	5.1	-6.0	-11.4	-28.2
	Leq 0.5hr for all train	52.1																										
Lmax	Measured Lmax	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65
	Corr for distance, -10log(d/dref), dB(A)	-4.7	-4.7	-4.6	-4.5	-4.5	-4.5	-4.5	-4.4	-4.3	-4.3	-4.1	-4.0	-4.0	-4.8	-4.8	-4.7	-4.7	-4.7	-4.6	-4.6	-4.6	-4.5	-4.4	-4.3	-4.1	-4.0	-4.0
	Correction for screening/ absorption	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0
	Façade correctoin, dB(A)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
	Track wear correction, dB(A)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
	Lmax for each train, dB(A)	51.8	57.9	65.9	68.9	68.3	66.0	61.6	55.6	52.2	52.3	55.9	58.5	56.1	51.8	51.7	51.8	57.8	65.8	68.8	67.5	64.0	58.1	55.7	52.2	52.4	56.0	52.5
	Lmax for all train	68.9																										

Floor 19		Segment (Northbound)													Segment (Southbound)														
		N1	N2	N3	N4	N5	N6	N7	N8	N9	N10	N11	N12	N13	S1	S2	S3	S4	S5	S6	S7	S8	S9	S10	S11	S12	S13	S14
Parameters:																													
	Measured SEL	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9
Leq24	Total number of events	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536
	Horiz distance from track to NSR	29.7	30.3	30.7	30.7	31.3	32.4	32.8	31.0	27.3	25.7	20.4	13.0	5.1	32.5	35.1	34.1	34.2	34.6	35.4	36.5	36.2	34.0	30.8	27.7	18.5	11.3	5.0
	track mPD + track head (0.2m)	7.9	8.7	9.9	11.3	12.5	13.1	13.4	13.6	14.0	14.1	13.9	13.6	13.1	8.0	8.4	9.1	10.0	11.2	12.5	13.2	13.5	13.9	14.2	14.1	13.7	13.3	12.9
	ground mPD + floor height	78.6	78.6	78.6	78.6	78.6	78.6	78.6	78.6	78.6	78.6	78.6	78.6	78.6	78.6	78.6	78.6	78.6	78.6	78.6	78.6	78.6	78.6	78.6	78.6	78.6	78.6	78.6
	Vert distance from track to NSR	70.7	69.9	68.7	67.4	66.2	65.6	65.3	65.0	64.7	64.6	64.7	65.0	65.6	70.6	70.2	69.5	68.6	67.4	66.1	65.4	65.1	64.7	64.5	64.6	64.9	65.4	65.7
	Slant distance	76.7	76.2	75.2	74.0	73.2	73.1	73.0	72.0	70.2	69.5	67.8	66.3	65.7	77.7	78.5	77.4	76.6	75.8	75.0	74.9	74.5	73.1	71.4	70.3	67.5	66.3	65.9
	View angle (α)	0.076	0.094	0.139	0.291	0.422	0.842	1.357	0.511	0.243	0.158	0.099	0.053	0.017	0.085	0.103	0.117	0.154	0.287	0.514	1.259	0.980	0.453	0.252	0.155	0.080	0.042	0.016
	View angle (α) (degree)	4.347	5.405	7.963	16.679	24.191	48.238	77.762	29.302	13.922	9.027	5.693	3.048	0.984	4.878	5.899	6.707	8.801	16.436	29.465	72.153	56.130	25.982	14.443	8.902	4.585	2.388	0.922
	View angle (θ)	0.005	0.029	0.057	0.031	0.220	0.578	1.253	0.344	0.108	0.041	0.018	0.008	0.004	0.009	0.012	0.022	0.051	0.016	0.426	1.008	0.733	0.234	0.104	0.049	0.014	0.006	0.002
	View angle (θ) (degree)	0.272	1.661	3.288	1.792	12.593	33.120	71.783	19.725	6.209	2.326	1.057	0.475	0.225	0.529	0.697	1.257	2.912	0.919	24.400	57.763	41.983	13.422	5.936	2.821	0.790	0.363	0.114
	Average Speed	10.0	20.0	50.0	70.0	65.0	50.0	30.0	15.0	10.0	10.0	15.0	20.0	15.0	10.0	10.0	10.0	20.0	50.0	70.0	60.0	40.0	20.0	15.0	10.0	10.0	15.0	10.0
	Corr for no. of event, 10log(N), dB(A)	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3
	Corr for distance, -10log(d/d_{ref}), dB(A)	-4.9	-4.8	-4.8	-4.7	-4.7	-4.7	-4.7	-4.6	-4.5	-4.4	-4.3	-4.2	-4.2	-4.9	-5.0	-4.9	-4.9	-4.8	-4.8	-4.8	-4.7	-4.7	-4.6	-4.5	-4.3	-4.2	-4.2
	Corr for view angle, 10log[μ×θ/180×cos2α×sinθ]	-47.6	-37.9	-31.5	-27.9	-16.3	-6.9	-1.7	-12.7	-24.0	-32.0	-39.4	-48.3	-61.3	-43.7	-40.9	-37.2	-31.2	-30.9	-11.7	-2.7	-5.1	-15.4	-23.8	-31.2	-42.5	-51.6	-64.9
	Corr for screening/ absorption, dB(A)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0
	Corr for sound energy spread over 24 hr	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4
	Façade correctoin, dB(A)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
	Track wear correction, dB(A)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
	Leq 24hr for each train, dB(A)	-12.2	3.6	18.0	24.6	35.7	42.7	43.5	26.5	11.9	3.9	0.1	-6.2	-21.7	-8.3	-5.5	-1.8	10.3	18.6	40.7	48.4	42.6	26.3	15.4	4.6	-6.5	-12.0	-28.8
	Leq 24hr for all train	51.6																										
Leq0.5	Total number of events	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13
	Corr for no. of event, 10log(N), dB(A)	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1
	Corr for distance, -10log(d/dref), dB(A)	-4.9	-4.8	-4.8	-4.7	-4.7	-4.7	-4.7	-4.6	-4.5	-4.4	-4.3	-4.2	-4.2	-4.9	-5.0	-4.9	-4.9	-4.8	-4.8	-4.8	-4.7	-4.7	-4.6	-4.5	-4.3	-4.2	-4.2
	Corr for view angle, 10log[μ×θ/180×cos2α×sinθ]	-47.6	-37.9	-31.5	-27.9	-16.3	-6.9	-1.7	-12.7	-24.0	-32.0	-39.4	-48.3	-61.3	-43.7	-40.9	-37.2	-31.2	-30.9	-11.7	-2.7	-5.1	-15.4	-23.8	-31.2	-42.5	-51.6	-64.9
	Corr for screening/ absorption, dB(A)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0
	Corr for sound energy spread over 24 hr	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6
	Façade correctoin, dB(A)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
	Track wear correction, dB(A)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
	Leq 0.5hr for each train, dB(A)	-11.5	4.3	18.7	25.3	36.3	43.4	44.1	27.2	12.5	4.6	0.8	-5.5	-21.0	-7.7	-4.9	-1.2	10.9	19.2	41.4	49.1	43.2	26.9	16.1	5.2	-5.9	-11.3	-28.1
	Leq 0.5hr for all train	52.3																										
Leq0.5	Total number of events	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12
	Corr for no. of event, 10log(N), dB(A)	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8
	Corr for distance, -10log(d/dref), dB(A)	-4.9	-4.8	-4.8	-4.7	-4.7	-4.7	-4.7	-4.6	-4.5	-4.4	-4.3	-4.2	-4.2	-4.9	-5.0	-4.9	-4.9	-4.8	-4.8	-4.8	-4.7	-4.7	-4.6	-4.5	-4.3	-4.2	-4.2
	Corr for view angle, 10log[μ×θ/180×cos2α×sinθ]	-47.6	-37.9	-31.5	-27.9	-16.3	-6.9	-1.7	-12.7	-24.0	-32.0	-39.4	-48.3	-61.3	-43.7	-40.9	-37.2	-31.2	-30.9	-11.7	-2.7	-5.1	-15.4	-23.8	-31.2	-42.5	-51.6	-64.9
	Corr for screening/ absorption, dB(A)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0
	Corr for sound energy spread over 24 hr	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-

Floor		Segment (Northbound)													Segment (Southbound)														
20		N1	N2	N3	N4	N5	N6	N7	N8	N9	N10	N11	N12	N13	S1	S2	S3	S4	S5	S6	S7	S8	S9	S10	S11	S12	S13	S14
Parameters:																													
	Measured SEL	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9
Leq24	Total number of events	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536
	Horiz distance from track to NSR	29.7	30.3	30.7	30.7	31.3	32.4	32.8	31.0	27.3	25.7	20.4	13.0	5.1	32.5	35.1	34.1	34.2	34.6	35.4	36.5	36.2	34.0	30.8	27.7	18.5	11.3	5.0
	track mPD + track head (0.2m)	7.9	8.7	9.9	11.3	12.5	13.1	13.4	13.6	14.0	14.1	13.9	13.6	13.1	8.0	8.4	9.1	10.0	11.2	12.5	13.2	13.5	13.9	14.2	14.1	13.7	13.3	12.9
	ground mPD + floor height	81.8	81.8	81.8	81.8	81.8	81.8	81.8	81.8	81.8	81.8	81.8	81.8	81.8	81.8	81.8	81.8	81.8	81.8	81.8	81.8	81.8	81.8	81.8	81.8	81.8	81.8	81.8
	Vert distance from track to NSR	73.9	73.1	71.9	70.5	69.3	68.7	68.4	68.2	67.8	67.7	67.9	68.2	68.7	73.8	73.4	72.7	71.8	70.6	69.3	68.6	68.3	67.9	67.6	67.7	68.1	68.5	68.9
	Slant distance	79.6	79.1	78.1	76.9	76.0	75.9	75.8	74.9	73.1	72.4	70.8	69.4	68.9	80.6	81.3	80.3	79.5	78.6	77.8	77.6	77.3	75.9	74.3	73.2	70.5	69.4	69.0
	View angle (α)	0.076	0.094	0.139	0.291	0.422	0.842	1.357	0.511	0.243	0.158	0.099	0.053	0.017	0.085	0.103	0.117	0.154	0.287	0.514	1.259	0.980	0.453	0.252	0.155	0.080	0.042	0.016
	View angle (α) (degree)	4.347	5.405	7.963	16.679	24.191	48.238	77.762	29.302	13.922	9.027	5.693	3.048	0.984	4.878	5.899	6.707	8.801	16.436	29.465	72.153	56.130	25.982	14.443	8.902	4.585	2.388	0.922
	View angle (θ)	0.005	0.029	0.057	0.031	0.220	0.578	1.253	0.344	0.108	0.041	0.018	0.008	0.004	0.009	0.012	0.022	0.051	0.016	0.426	1.008	0.733	0.234	0.104	0.049	0.014	0.006	0.002
	View angle (θ) (degree)	0.272	1.661	3.288	1.792	12.593	33.120	71.783	19.725	6.209	2.326	1.057	0.475	0.225	0.529	0.697	1.257	2.912	0.919	24.400	57.763	41.983	13.422	5.936	2.821	0.790	0.363	0.114
	Average Speed	10.0	20.0	50.0	70.0	65.0	50.0	30.0	15.0	10.0	10.0	15.0	20.0	15.0	10.0	10.0	10.0	20.0	50.0	70.0	60.0	40.0	20.0	15.0	10.0	10.0	15.0	10.0
	Corr for no. of event, 10log(N), dB(A)	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3
	Corr for distance, -10log(d/d_{ref}), dB(A)	-5.0	-5.0	-4.9	-4.9	-4.8	-4.8	-4.8	-4.8	-4.7	-4.6	-4.5	-4.4	-4.4	-5.1	-5.1	-5.1	-5.0	-5.0	-4.9	-4.9	-4.9	-4.8	-4.7	-4.7	-4.5	-4.4	-4.4
	Corr for view angle, 10log(μ=θ/180·cos2αinθ)	-47.6	-37.9	-31.5	-27.9	-16.3	-6.9	-1.7	-12.7	-24.0	-32.0	-39.4	-48.3	-61.3	-43.7	-40.9	-37.2	-31.2	-30.9	-11.7	-2.7	-5.1	-15.4	-23.8	-31.2	-42.5	-51.6	-64.9
	Corr for screening/ absorption, dB(A)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, 20log(v/V_{ref}), dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0
	Corr for sound energy spread over 24 hr	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4
	Façade correctoin, dB(A)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
	Track wear correction, dB(A)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
	Leq 24hr for each train, dB(A)	-12.4	3.5	17.8	24.5	35.5	42.5	43.3	26.3	11.7	3.7	-0.1	-6.4	-21.9	-8.5	-5.7	-2.0	10.1	18.4	40.6	48.2	42.4	26.1	15.3	4.4	-6.7	-12.2	-29.0
	Leq 24hr for all train	51.4																										
Leq0.5	Total number of events	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13
	Corr for no. of event, 10log(N), dB(A)	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1
	Corr for distance, -10log(d/dref), dB(A)	-5.0	-5.0	-4.9	-4.9	-4.8	-4.8	-4.8	-4.8	-4.7	-4.6	-4.5	-4.4	-4.4	-5.1	-5.1	-5.1	-5.0	-5.0	-4.9	-4.9	-4.9	-4.8	-4.7	-4.7	-4.5	-4.4	-4.4
	Corr for view angle, 10log(μ=θ/180·cos2αinθ)	-47.6	-37.9	-31.5	-27.9	-16.3	-6.9	-1.7	-12.7	-24.0	-32.0	-39.4	-48.3	-61.3	-43.7	-40.9	-37.2	-31.2	-30.9	-11.7	-2.7	-5.1	-15.4	-23.8	-31.2	-42.5	-51.6	-64.9
	Corr for screening/ absorption, dB(A)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0
	Corr for sound energy spread over 24 hr	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6
	Façade correctoin, dB(A)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
	Track wear correction, dB(A)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
	Leq 0.5hr for each train, dB(A)	-11.7	4.1	18.5	25.1	36.2	43.2	44.0	27.0	12.4	4.4	0.6	-5.7	-21.2	-7.8	-5.0	-1.3	10.8	19.1	41.2	48.9	43.1	26.8	15.9	5.1	-6.1	-11.5	-28.3
	Leq 0.5hr for all train	52.1																										
Leq0.5	Total number of events	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12
	Corr for no. of event, 10log(N), dB(A)	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8
	Corr for distance, -10log(d/dref), dB(A)	-5.0	-5.0	-4.9	-4.9	-4.8	-4.8	-4.8	-4.8	-4.7	-4.6	-4.5	-4.4	-4.4	-5.1	-5.1	-5.1	-5.0	-5.0	-4.9	-4.9	-4.9	-4.8	-4.7	-4.7	-4.5	-4.4	-4.4
	Corr for view angle, 10log(μ=θ/180·cos2αinθ)	-47.6	-37.9	-31.5	-27.9	-16.3	-6.9	-1.7	-12.7	-24.0	-32.0	-39.4	-48.3	-61.3	-43.7	-40.9	-37.2	-31.2	-30.9	-11.7	-2.7	-5.1	-15.4	-23.8	-31.2	-42.5	-51.6	-64.9
	Corr for screening/ absorption, dB(A)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0
	Corr for sound energy spread over 24 hr	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6
	Façade correctoin, dB(A)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
	Track wear correction, dB(A)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
	Leq 0.5hr for each train, dB(A)	-12.0	3.8	18.1	24.8	35.8	42.8	43.6	26.6	12.0	4.0	0.2	-6.1	-21.6	-8.2	-5.4	-1.7	10.4	18.7	40.9	48.6	42.7	26.4	15.6	4.7	-6.4	-11.9	-28.7
	Leq 0.5hr for all train	51.8																										
Lmax	Measured Lmax	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65
	Corr for distance, -10log(d/dref), dB(A)	-5.0	-5.0	-4.9	-4.9	-4.8	-4.8	-4.8	-4.8	-4.7	-4.6	-4.5	-4.4	-4.4	-5.1	-5.1	-5.1	-5.0	-5.0	-4.9	-4.9	-4.9	-4.8	-4.7	-4.7	-4.5	-4.4	-4.4
	Correction for screening/ absorption	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0
	Façade correctoin, dB(A)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
	Track wear correction, dB(A)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
	Lmax for each train, dB(A)	51.5	57.5	65.6	68.5	67.9	65.7	61.2	55.3	51.9	51.9	55.5	58.1	55.6	51.4	51.4	51.5	57.5	65.5	68.5	67.2	63.7	57.7	55.3	51.9	52.0	55.6	52.1
	Lmax for all train	68.5																										

Floor		Segment (Northbound)													Segment (Southbound)														
21		N1	N2	N3	N4	N5	N6	N7	N8	N9	N10	N11	N12	N13	S1	S2	S3	S4	S5	S6	S7	S8	S9	S10	S11	S12	S13	S14
Parameters:																													
	Measured SEL	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9
Leq24	Total number of events	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536
	Horiz distance from track to NSR	29.7	30.3	30.7	30.7	31.3	32.4	32.8	31.0	27.3	25.7	20.4	13.0	5.1	32.5	35.1	34.1	34.2	34.6	35.4	36.5	36.2	34.0	30.8	27.7	18.5	11.3	5.0
	track mPD + track head (0.2m)	7.9	8.7	9.9	11.3	12.5	13.1	13.4	13.6	14.0	14.1	13.9	13.6	13.1	8.0	8.4	9.1	10.0	11.2	12.5	13.2	13.5	13.9	14.2	14.1	13.7	13.3	12.9
	ground mPD + floor height	84.9	84.9	84.9	84.9	84.9	84.9	84.9	84.9	84.9	84.9	84.9	84.9	84.9	84.9	84.9	84.9	84.9	84.9	84.9	84.9	84.9	84.9	84.9	84.9	84.9	84.9	84.9
	Vert distance from track to NSR	77.0	76.2	75.0	73.7	72.5	71.9	71.6	71.3	71.0	70.9	71.0	71.3	71.9	76.9	76.5	75.8	74.9	73.7	72.4	71.7	71.4	71.0	70.8	70.9	71.2	71.7	72.0
	Slant distance	82.5	82.0	81.0	79.8	78.9	78.8	78.7	77.8	76.0	75.4	73.9	72.5	72.0	83.5	84.2	83.1	82.3	81.4	80.6	80.4	80.1	78.7	77.2	76.1	73.6	72.5	72.2
	View angle (α)	0.076	0.094	0.139	0.291	0.422	0.842	1.357	0.511	0.243	0.158	0.099	0.053	0.017	0.085	0.103	0.117	0.154	0.287	0.514	1.259	0.980	0.453	0.252	0.155	0.080	0.042	0.016
	View angle (α) (degree)	4.347	5.405	7.963	16.679	24.191	48.238	77.762	29.302	13.922	9.027	5.693	3.048	0.984	4.878	5.899	6.707	8.801	16.436	29.465	72.153	56.130	25.982	14.443	8.902	4.585	2.388	0.922
	View angle (θ)	0.005	0.029	0.057	0.031	0.220	0.578	1.253	0.344	0.108	0.041	0.018	0.008	0.004	0.009	0.012	0.022	0.051	0.016	0.426	1.008	0.733	0.234	0.104	0.049	0.014	0.006	0.002
	View angle (θ) (degree)	0.272	1.661	3.288	1.792	12.593	33.120	71.783	19.725	6.209	2.326	1.057	0.475	0.225	0.529	0.697	1.257	2.912	0.919	24.400	57.763	41.983	13.422	5.936	2.821	0.790	0.363	0.114
	Average Speed	10.0	20.0	50.0	70.0	65.0	50.0	30.0	15.0	10.0	10.0	15.0	20.0	15.0	10.0	10.0	10.0	20.0	50.0	70.0	60.0	40.0	20.0	15.0	10.0	10.0	15.0	10.0
	Corr for no. of event, 10log(N), dB(A)	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3
	Corr for distance, -10log(d/d_{ref}), dB(A)	-5.2	-5.2	-5.1	-5.0	-5.0	-5.0	-5.0	-4.9	-4.8	-4.8	-4.7	-4.6	-4.6	-5.2	-5.3	-5.2	-5.2	-5.1	-5.1	-5.1	-5.1	-5.0	-4.9	-4.8	-4.7	-4.6	-4.6
	Corr for view angle, 10log(μ=θ/180·cos2αinθ)	-47.6	-37.9	-31.5	-27.9	-16.3	-6.9	-1.7	-12.7	-24.0	-32.0	-39.4	-48.3	-61.3	-43.7	-40.9	-37.2	-31.2	-30.9	-11.7	-2.7	-5.1	-15.4	-23.8	-31.2	-42.5	-51.6	-64.9
	Corr for screening/ absorption, dB(A)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0
	Corr for sound energy spread over 24 hr	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4
	Façade correctoin, dB(A)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
	Track wear correction, dB(A)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
	Leq 24hr for each train, dB(A)	-12.5	3.3	17.7	24.3	35.3	42.4	43.1	26.2	11.5	3.6	-0.3	-6.6	-22.1	-8.7	-5.9	-2.1	10.0	18.3	40.4	48.1	42.2	26.0	15.1	4.2	-6.9	-12.4	-29.2
	Leq 24hr for all train	51.3																										
Leq0.5	Total number of events	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13
	Corr for no. of event, 10log(N), dB(A)	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1
	Corr for distance, -10log(d/dref), dB(A)	-5.2	-5.2	-5.1	-5.0	-5.0	-5.0	-5.0	-4.9	-4.8	-4.8	-4.7	-4.6	-4.6	-5.2	-5.3	-5.2	-5.2	-5.1	-5.1	-5.1	-5.1	-5.0	-4.9	-4.8	-4.7	-4.6	-4.6
	Corr for view angle, 10log(μ=θ/180·cos2αinθ)	-47.6	-37.9	-31.5	-27.9	-16.3	-6.9	-1.7	-12.7	-24.0	-32.0	-39.4	-48.3	-61.3	-43.7	-40.9	-37.2	-31.2	-30.9	-11.7	-2.7	-5.1	-15.4	-23.8	-31.2	-42.5	-51.6	-64.9
	Corr for screening/ absorption, dB(A)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0
	Corr for sound energy spread over 24 hr	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6
	Façade correctoin, dB(A)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
	Track wear correction, dB(A)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
	Leq 0.5hr for each train, dB(A)	-11.8	4.0	18.3	25.0	36.0	43.0	43.8	26.8	12.2	4.2	0.4	-5.9	-21.4	-8.0	-5.2	-1.5	10.6	18.9	41.1	48.8	42.9	26.6	15.8	4.9	-6.2	-11.7	-28.5
	Leq 0.5hr for all train	52.0																										
Leq0.5	Total number of events	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12
	Corr for no. of event, 10log(N), dB(A)	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8
	Corr for distance, -10log(d/dref), dB(A)	-5.2	-5.2	-5.1	-5.0	-5.0	-5.0	-5.0	-4.9	-4.8	-4.8	-4.7	-4.6	-4.6	-5.2	-5.3	-5.2	-5.2	-5.1	-5.1	-5.1	-5.1	-5.0	-4.9	-4.8	-4.7	-4.6	-4.6
	Corr for view angle, 10log(μ=θ/180·cos2αinθ)	-47.6	-37.9	-31.5	-27.9	-16.3	-6.9	-1.7	-12.7	-24.0	-32.0	-39.4	-48.3	-61.3	-43.7	-40.9	-37.2	-31.2	-30.9	-11.7	-2.7	-5.1	-15.4	-23.8	-31.2	-42.5	-51.6	-64.9
	Corr for screening/ absorption, dB(A)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0
	Corr for sound energy spread over 24 hr	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6

Floor 22		Segment (Northbound)													Segment (Southbound)													
		N1	N2	N3	N4	N5	N6	N7	N8	N9	N10	N11	N12	N13	S1	S2	S3	S4	S5	S6	S7	S8	S9	S10	S11	S12	S13	S14
Parameters:																												
	Measured SEL	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9
Leq24	Total number of events	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536
	Horiz distance from track to NSR	29.7	30.3	30.7	30.7	31.3	32.4	32.8	31.0	27.3	25.7	20.4	13.0	5.1	32.5	35.1	34.1	34.2	34.6	35.4	36.5	36.2	34.0	30.8	27.7	18.5	11.3	5.0
	track mPD + track head (0.2m)	7.9	8.7	9.9	11.3	12.5	13.1	13.4	13.6	14.0	14.1	13.9	13.6	13.1	8.0	8.4	9.1	10.0	11.2	12.5	13.2	13.5	13.9	14.2	14.1	13.7	13.3	12.9
	ground mPD + floor height	88.1	88.1	88.1	88.1	88.1	88.1	88.1	88.1	88.1	88.1	88.1	88.1	88.1	88.1	88.1	88.1	88.1	88.1	88.1	88.1	88.1	88.1	88.1	88.1	88.1	88.1	88.1
	Vert distance from track to NSR	80.2	79.4	78.2	76.8	75.6	75.0	74.7	74.5	74.1	74.0	74.2	74.5	75.0	80.1	79.7	79.0	78.1	76.9	75.6	74.9	74.6	74.2	73.9	74.0	74.4	74.8	75.2
	Slant distance	85.5	84.9	84.0	82.7	81.8	81.7	81.6	80.7	79.0	78.3	76.9	75.6	75.2	86.4	87.0	86.0	85.2	84.3	83.4	83.3	82.9	81.6	80.1	79.0	76.6	75.7	75.3
	View angle (α)	0.076	0.094	0.139	0.291	0.422	0.842	1.357	0.511	0.243	0.158	0.099	0.053	0.017	0.085	0.103	0.117	0.154	0.287	0.514	1.259	0.980	0.453	0.252	0.155	0.080	0.042	0.016
	View angle (α) (degree)	4.347	5.405	7.963	16.679	24.191	48.238	77.762	29.302	13.922	9.027	5.693	3.048	0.984	4.878	5.899	6.707	8.801	16.436	29.465	72.153	56.130	25.982	14.443	8.902	4.585	2.388	0.922
	View angle (θ)	0.005	0.029	0.057	0.031	0.220	0.578	1.253	0.344	0.108	0.041	0.018	0.008	0.004	0.009	0.012	0.022	0.051	0.016	0.426	1.008	0.733	0.234	0.104	0.049	0.014	0.006	0.002
	View angle (θ) (degree)	0.272	1.661	3.288	1.792	12.593	33.120	71.783	19.725	6.209	2.326	1.057	0.475	0.225	0.529	0.697	1.257	2.912	0.919	24.400	57.763	41.983	13.422	5.936	2.821	0.790	0.363	0.114
	Average Speed	10.0	20.0	50.0	70.0	65.0	50.0	30.0	15.0	10.0	10.0	15.0	20.0	15.0	10.0	10.0	10.0	20.0	50.0	70.0	60.0	40.0	20.0	15.0	10.0	10.0	15.0	10.0
	Corr for no. of event, 10log(N), dB(A)	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3
	Corr for distance, -10log(d/d_{ref}), dB(A)	-5.3	-5.3	-5.3	-5.2	-5.1	-5.1	-5.1	-5.1	-5.0	-5.0	-4.9	-4.8	-4.8	-5.4	-5.4	-5.4	-5.3	-5.3	-5.2	-5.2	-5.2	-5.1	-5.1	-5.0	-4.9	-4.8	-4.8
	Corr for view angle, 10log(μ×θ/180×cos2αsinθ)	-47.6	-37.9	-31.5	-27.9	-16.3	-6.9	-1.7	-12.7	-24.0	-32.0	-39.4	-48.3	-61.3	-43.7	-40.9	-37.2	-31.2	-30.9	-11.7	-2.7	-5.1	-15.4	-23.8	-31.2	-42.5	-51.6	-64.9
	Corr for screening/ absorption, dB(A)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, 20log(v/V_{ref}), dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0
	Corr for sound energy spread over 24 hr	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4
	Façade correctoin, dB(A)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
	Track wear correction, dB(A)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
	Leq 24hr for each train, dB(A)	-12.7	3.2	17.5	24.1	35.2	42.2	43.0	26.0	11.4	3.4	-0.4	-6.8	-22.3	-8.8	-6.0	-2.3	9.8	18.1	40.3	47.9	42.1	25.8	14.9	4.1	-7.1	-12.5	-29.3
	Leq 24hr for all train	51.1																										
Leq0.5	Total number of events	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13
	Corr for no. of event, 10log(N), dB(A)	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1
	Corr for distance, -10log(d/dref), dB(A)	-5.3	-5.3	-5.3	-5.2	-5.1	-5.1	-5.1	-5.1	-5.0	-5.0	-4.9	-4.8	-4.8	-5.4	-5.4	-5.4	-5.3	-5.3	-5.2	-5.2	-5.2	-5.1	-5.1	-5.0	-4.9	-4.8	-4.8
	Corr for view angle, 10log(μ×θ/180×cos2αsinθ)	-47.6	-37.9	-31.5	-27.9	-16.3	-6.9	-1.7	-12.7	-24.0	-32.0	-39.4	-48.3	-61.3	-43.7	-40.9	-37.2	-31.2	-30.9	-11.7	-2.7	-5.1	-15.4	-23.8	-31.2	-42.5	-51.6	-64.9
	Corr for screening/ absorption, dB(A)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0
	Corr for sound energy spread over 24 hr	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6
	Façade correctoin, dB(A)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
	Track wear correction, dB(A)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
	Leq 0.5hr for each train, dB(A)	-12.0	3.8	18.2	24.8	35.8	42.9	43.6	26.7	12.0	4.0	0.2	-6.1	-21.6	-8.1	-5.3	-1.6	10.5	18.8	40.9	48.6	42.7	26.5	15.6	4.7	-6.4	-11.9	-28.7
	Leq 0.5hr for all train	51.8																										
Leq0.5	Total number of events	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12
	Corr for no. of event, 10log(N), dB(A)	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8
	Corr for distance, -10log(d/dref), dB(A)	-5.3	-5.3	-5.3	-5.2	-5.1	-5.1	-5.1	-5.1	-5.0	-5.0	-4.9	-4.8	-4.8	-5.4	-5.4	-5.4	-5.3	-5.3	-5.2	-5.2	-5.2	-5.1	-5.1	-5.0	-4.9	-4.8	-4.8
	Corr for view angle, 10log(μ×θ/180×cos2αsinθ)	-47.6	-37.9	-31.5	-27.9	-16.3	-6.9	-1.7	-12.7	-24.0	-32.0	-39.4	-48.3	-61.3	-43.7	-40.9	-37.2	-31.2	-30.9	-11.7	-2.7	-5.1	-15.4	-23.8	-31.2	-42.5	-51.6	-64.9
	Corr for screening/ absorption, dB(A)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0
	Corr for sound energy spread over 24 hr	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6
	Façade correctoin, dB(A)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
	Track wear correction, dB(A)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
	Leq 0.5hr for each train, dB(A)	-12.3	3.5	17.8	24.5	35.5	42.5	43.3	26.3	11.7	3.7	-0.1	-6.4	-22.0	-8.5	-5.7	-2.0	10.1	18.4	40.6	48.3	42.4	26.1	15.2	4.4	-6.8	-12.2	-29.0
	Leq 0.5hr for all train	51.5																										
Lmax	Measured Lmax	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65
	Corr for distance, -10log(d/dref), dB(A)	-5.3	-5.3	-5.3	-5.2	-5.1	-5.1	-5.1	-5.1	-5.0	-5.0	-4.9	-4.8	-4.8	-5.4	-5.4	-5.4	-5.3	-5.3	-5.2	-5.2	-5.2	-5.1	-5.1	-5.0	-4.9	-4.8	-4.8
	Correction for screening/ absorption	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0
	Façade correctoin, dB(A)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
	Track wear correction, dB(A)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
	Lmax for each train, dB(A)	51.2	57.2	65.2	68.2	67.6	65.4	60.9	55.0	51.5	51.6	55.2	57.7	55.3	51.1	51.1	51.2	57.2	65.2	68.2	66.9	63.4	57.4	55.0	51.5	51.7	55.2	51.7
	Lmax for all train	68.2																										

Floor 23		Segment (Northbound)													Segment (Southbound)													
		N1	N2	N3	N4	N5	N6	N7	N8	N9	N10	N11	N12	N13	S1	S2	S3	S4	S5	S6	S7	S8	S9	S10	S11	S12	S13	S14
Parameters:																												
	Measured SEL	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9
Leq24	Total number of events	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536
	Horiz distance from track to NSR	29.7	30.3	30.7	30.7	31.3	32.4	32.8	31.0	27.3	25.7	20.4	13.0	5.1	32.5	35.1	34.1	34.2	34.6	35.4	36.5	36.2	34.0	30.8	27.7	18.5	11.3	5.0
	track mPD + track head (0.2m)	7.9	8.7	9.9	11.3	12.5	13.1	13.4	13.6	14.0	14.1	13.9	13.6	13.1	8.0	8.4	9.1	10.0	11.2	12.5	13.2	13.5	13.9	14.2	14.1	13.7	13.3	12.9
	ground mPD + floor height	91.2	91.2	91.2	91.2	91.2	91.2	91.2	91.2	91.2	91.2	91.2	91.2	91.2	91.2	91.2	91.2	91.2	91.2	91.2	91.2	91.2	91.2	91.2	91.2	91.2	91.2	91.2
	Vert distance from track to NSR	83.3	82.5	81.3	80.0	78.8	78.2	77.9	77.6	77.3	77.2	77.3	77.6	78.2	83.2	82.8	82.1	81.2	80.0	78.7	78.0	77.7	77.3	77.1	77.2	77.5	78.0	78.3
	Slant distance	88.4	87.9	86.9	85.7	84.7	84.6	84.5	83.6	81.9	81.3	79.9	78.7	78.3	89.3	89.9	88.9	88.1	87.2	86.3	86.1	85.7	84.4	83.0	82.0	79.7	78.8	78.5
	View angle (α)	0.076	0.094	0.139	0.291	0.422	0.842	1.357	0.511	0.243	0.158	0.099	0.053	0.017	0.085	0.103	0.117	0.154	0.287	0.514	1.259	0.980	0.453	0.252	0.155	0.080	0.042	0.016
	View angle (α) (degree)	4.347	5.405	7.963	16.679	24.191	48.238	77.762	29.302	13.922	9.027	5.693	3.048	0.984	4.878	5.899	6.707	8.801	16.436	29.465	72.153	56.130	25.982	14.443	8.902	4.585	2.388	0.922
	View angle (θ)	0.005	0.029	0.057	0.031	0.220	0.578	1.253	0.344	0.108	0.041	0.018	0.008	0.004	0.009	0.012	0.022	0.051	0.016	0.426	1.008	0.733	0.234	0.104	0.049	0.014	0.006	0.002
	View angle (θ) (degree)	0.272	1.661	3.288	1.792	12.593	33.120	71.783	19.725	6.209	2.326	1.057	0.475	0.225	0.529	0.697	1.257	2.912	0.919	24.400	57.763	41.983	13.422	5.936	2.821	0.790	0.363	0.114
	Average Speed	10.0	20.0	50.0	70.0	65.0	50.0	30.0	15.0	10.0	10.0	15.0	20.0	15.0	10.0	10.0	10.0	20.0	50.0	70.0	60.0	40.0	20.0	15.0	10.0	10.0	15.0	10.0
	Corr for no. of event, 10log(N), dB(A)	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3
	Corr for distance, -10log(d/d_{ref}), dB(A)	-5.5	-5.5	-5.4	-5.3	-5.3	-5.3	-5.3	-5.2	-5.2	-5.1	-5.0	-5.0	-5.0	-5.5	-5.6	-5.5	-5.5	-5.4	-5.4	-5.4	-5.4	-5.3	-5.2	-5.2	-5.0	-5.0	-5.0
	Corr for view angle, 10log(μ×θ/180×cos2αsinθ)	-47.6	-37.9	-31.5	-27.9	-16.3	-6.9	-1.7	-12.7	-24.0	-32.0	-39.4	-48.3	-61.3	-43.7	-40.9	-37.2	-31.2	-30.9	-11.7	-2.7	-5.1	-15.4	-23.8	-31.2	-42.5	-51.6	-64.9
	Corr for screening/ absorption, dB(A)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0
	Corr for sound energy spread over 24 hr	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4
	Façade correctoin, dB(A)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
	Track wear correction, dB(A)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
	Leq 24hr for each train, dB(A)	-12.8	3.0	17.4	24.0	35.0	42.1	42.8	25.9	11.2	3.2	-0.6	-6.9	-22.5	-9.0	-6.1	-2.4	9.7	18.0	40.1	47.8	41.9	25.6	14.8	3.9	-7.3	-12.7	-29.5
	Leq 24hr for all train	51.0																										
Leq0.5	Total number of events	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13
	Corr for no. of event, 10log(N), dB(A)	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1
	Corr for distance, -10log(d/dref), dB(A)	-5.5	-5.5	-5.4	-5.3	-5.3	-5.3	-5.3	-5.2	-5.2	-5.1	-5.0	-5.0	-5.0	-5.5	-5.6	-5.5	-5.5	-5.4	-5.4	-5.4	-5.4	-5.3	-5.2	-5.2	-5.0	-5.0	-5.0
	Corr for view angle, 10log(μ×θ/180×cos2αsinθ)	-47.6	-37.9	-31.5	-27.9	-16.3	-6.9	-1.7	-12.7	-24.0	-32.0	-39.4	-48.3	-61.3	-43.7	-40.9	-37.2	-31.2	-30.9	-11.7	-2.7	-5.1	-15.4	-23.8	-31.2	-42.5	-51.6	-64.9
	Corr for screening/ absorption, dB(A)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0
	Corr for sound energy spread over 24 hr	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6
	Façade correctoin, dB(A)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
	Track wear correction, dB(A)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
	Leq 0.5hr for each train, dB(A)	-12.1	3.7	18.0	24.7	35.7	42.7	43.5	26.5	11.9	3.9	0.1	-6.3	-21.8	-8.3	-5.5	-1.8	10.3	18.6	40.8	48.5	42.6	26.3	15.4	4.6	-6.6	-12.1	-28.9
	Leq 0.5hr for all train	51.7																										
Leq0.5	Total number of events	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12
	Corr for no. of event, 10log(N), dB(A)	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8
	Corr for distance, -10log(d/dref), dB(A)	-5.5	-5.5	-5.4	-5.3	-5.3	-5.3	-5.3	-5.2	-5.2	-5.1	-5.0	-5.0	-5.0	-5.5	-5.6	-5.5	-5.5	-5.4	-5.4	-5.4	-5.4	-5.3	-5.2	-5.2	-5.0	-5.0	-5.0
	Corr for view angle, 10log(μ×θ/180×cos2αsinθ)	-47.6	-37.9	-31.5	-27.9	-16.3	-6.9	-1.7	-12.7	-24.0	-32.0	-39.4	-48.3	-61.3	-43.7	-40.9	-37.2	-31.2	-30.9	-11.7	-2.7	-5.1	-15.4	-23.8	-31.2	-42.5	-51.6	-64.9
	Corr for screening/ absorption, dB(A)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0
	Corr for sound energy spread over 24 hr	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6

RN5

Floor 1		Segment (Northbound)													Segment (Southbound)														
		N1	N2	N3	N4	N5	N6	N7	N8	N9	N10	N11	N12	N13	S1	S2	S3	S4	S5	S6	S7	S8	S9	S10	S11	S12	S13	S14
Parameters:																												
	Measured SEL	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9
Leq24	Total number of events	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536
	Horize distance from track to NSR	41.8	42.3	42.6	42.6	42.8	42.4	40.9	35.7	28.9	26.6	19.2	9.4	0.6	44.8	46.8	46.1	46.1	46.4	46.7	45.8	43.2	37.9	32.4	27.9	15.5	6.3	1.5
	track mPD + track head (0.2m)	7.9	8.7	9.9	11.3	12.5	13.1	13.4	13.6	14.0	14.1	13.9	13.6	13.1	8.0	8.4	9.1	10.0	11.2	12.5	13.2	13.5	13.9	14.2	14.1	13.7	13.3	12.9
	ground mPD + floor height	21.9	21.9	21.9	21.9	21.9	21.9	21.9	21.9	21.9	21.9	21.9	21.9	21.9	21.9	21.9	21.9	21.9	21.9	21.9	21.9	21.9	21.9	21.9	21.9	21.9	21.9	21.9
	Vert distance from track to NSR	14.0	13.2	12.0	10.7	9.5	8.9	8.6	8.3	8.0	7.9	8.0	8.3	8.9	13.9	13.5	12.8	11.9	10.7	9.4	8.7	8.4	8.0	7.8	7.9	8.2	8.7	9.0
	Slant distance	44.1	44.3	44.2	43.9	43.8	43.3	41.7	36.7	30.0	27.7	20.8	12.6	8.9	46.9	48.7	47.8	47.6	47.6	47.6	46.6	44.0	38.8	33.3	29.0	17.5	10.7	9.1
	View angle (α)	0.130	0.170	0.286	0.695	1.411	0.900	0.491	0.267	0.156	0.113	0.069	0.030	0.002	0.143	0.173	0.208	0.303	0.599	1.310	0.740	0.417	0.258	0.166	0.111	0.051	0.018	0.004
	View angle (α) (degree)	7.457	9.712	16.396	39.847	80.861	51.584	28.128	15.300	8.934	6.466	3.965	1.709	0.099	8.219	9.899	11.903	17.357	34.337	75.073	42.378	23.879	14.776	9.517	6.357	2.926	1.049	0.230
	View angle (Θ)	0.010	0.066	0.165	0.653	0.475	0.506	0.259	0.094	0.044	0.020	0.010	0.004	0.000	0.019	0.025	0.050	0.140	0.449	0.662	0.423	0.158	0.074	0.044	0.025	0.007	0.002	0.000
	View angle (Θ) (degree)	0.565	3.760	9.441	37.421	27.206	28.968	14.847	5.396	2.513	1.168	0.548	0.206	0.018	1.086	1.459	2.888	8.000	25.698	37.925	24.252	9.058	4.259	2.539	1.454	0.386	0.126	0.023
	Average Speed	10.0	20.0	50.0	70.0	65.0	50.0	30.0	15.0	10.0	10.0	15.0	20.0	15.0	10.0	10.0	10.0	20.0	50.0	70.0	60.0	40.0	20.0	15.0	10.0	10.0	15.0	10.0
	Corr for no. of event, 10log(N), dB(A)	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3
	Corr for distance, -10log(d/d_{ref}), dB(A)	-2.5	-2.5	-2.5	-2.4	-2.4	-2.4	-2.2	-1.7	-0.8	-0.5	0.8	3.0	4.5	-2.7	-2.9	-2.8	-2.8	-2.8	-2.8	-2.7	-2.5	-1.9	-1.2	-0.6	1.5	3.7	4.4
	Corr for view angle, 10log(πθ/180-cos2αsinθ)	-39.8	-29.2	-20.7	-7.6	-5.4	-7.1	-14.3	-23.8	-31.7	-37.9	-45.4	-56.9	-92.2	-36.1	-33.2	-28.7	-21.0	-10.4	-4.2	-9.1	-17.8	-25.1	-31.1	-37.0	-49.5	-63.3	-83.9
	Corr for screening/ absorption, dB(A)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, 20log(v/V_{ref}), dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0
	Corr for sound energy spread over 24 hr	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4
	Façade correctoin, dB(A)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
	Track wear correction, dB(A)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
	Leq 24hr for each train, dB(A)					48.7	44.8													50.2	44.0							
	Leq 24hr for all train	53.7																										
Leq0.5 Day/Evening	Total number of events	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13
	Corr for no. of event, 10log(N), dB(A)	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1
	Corr for distance, -10log(d/dref), dB(A)	-2.5	-2.5	-2.5	-2.4	-2.4	-2.4	-2.2	-1.7	-0.8	-0.5	0.8	3.0	4.5	-2.7	-2.9	-2.8	-2.8	-2.8	-2.8	-2.7	-2.5	-1.9	-1.2	-0.6	1.5	3.7	4.4
	Corr for view angle, 10log(πθ/180-cos2αsinθ)	-39.8	-29.2	-20.7	-7.6	-5.4	-7.1	-14.3	-23.8	-31.7	-37.9	-45.4	-56.9	-92.2	-36.1	-33.2	-28.7	-21.0	-10.4	-4.2	-9.1	-17.8	-25.1	-31.1	-37.0	-49.5	-63.3	-83.9
	Corr for screening/ absorption, dB(A)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0
	Corr for sound energy spread over 24 hr	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6
	Façade correctoin, dB(A)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
	Track wear correction, dB(A)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
	Leq 0.5hr for each train, dB(A)					49.4	45.5													50.9	44.7							
	Leq 0.5hr for all train	54.4																										
Leq0.5 Night	Total number of events	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12
	Corr for no. of event, 10log(N), dB(A)	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8
	Corr for distance, -10log(d/dref), dB(A)	-2.5	-2.5	-2.5	-2.4	-2.4	-2.4	-2.2	-1.7	-0.8	-0.5	0.8	3.0	4.5	-2.7	-2.9	-2.8	-2.8	-2.8	-2.8	-2.7	-2.5	-1.9	-1.2	-0.6	1.5	3.7	4.4
	Corr for view angle, 10log(πθ/180-cos2αsinθ)	-39.8	-29.2	-20.7	-7.6	-5.4	-7.1	-14.3	-23.8	-31.7	-37.9	-45.4	-56.9	-92.2	-36.1	-33.2	-28.7	-21.0	-10.4	-4.2	-9.1	-17.8	-25.1	-31.1	-37.0	-49.5	-63.3	-83.9
	Corr for screening/ absorption, dB(A)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0
	Corr for sound energy spread over 24 hr	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6
	Façade correctoin, dB(A)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
	Track wear correction, dB(A)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
	Leq 0.5hr for each train, dB(A)					49.0	45.1													50.5	44.3							
	Leq 0.5hr for all train	54.0																										
Lmax	Measured Lmax	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65
	Corr for distance, -10log(d/dref), dB(A)	-2.5	-2.5	-2.5	-2.4	-2.4	-2.4	-2.2	-1.7	-0.8	-0.5	0.8	3.0	4.5	-2.7	-2.9	-2.8	-2.8	-2.8	-2.8	-2.7	-2.5	-1.9	-1.2	-0.6	1.5	3.7	4.4
	Correction for screening/ absorption	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0
	Façade correctoin, dB(A)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
	Track wear correction, dB(A)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
	Lmax for each train, dB(A)					70.3	68.1													70.6	69.4							
	Lmax for all train	70.6																										

Floor 2		Segment (Northbound)													Segment (Southbound)														
		N1	N2	N3	N4	N5	N6	N7	N8	N9	N10	N11	N12	N13	S1	S2	S3	S4	S5	S6	S7	S8	S9	S10	S11	S12	S13	S14
Parameters:																												
	Measured SEL	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9
Leq24	Total number of events	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536
	Horize distance from track to NSR	41.8	42.3	42.6	42.6	42.8	42.4	40.9	35.7	28.9	26.6	19.2	9.4	0.6	44.8	46.8	46.1	46.1	46.4	46.7	45.8	43.2	37.9	32.4	27.9	15.5	6.3	1.5
	track mPD + track head (0.2m)	7.9	8.7	9.9	11.3	12.5	13.1	13.4	13.6	14.0	14.1	13.9	13.6	13.1	8.0	8.4	9.1	10.0	11.2	12.5	13.2	13.5	13.9	14.2	14.1	13.7	13.3	12.9
	ground mPD + floor height	25.1	25.1	25.1	25.1	25.1	25.1	25.1	25.1	25.1	25.1	25.1	25.1	25.1	25.1	25.1	25.1	25.1	25.1	25.1	25.1	25.1	25.1	25.1	25.1	25.1	25.1	25.1
	Vert distance from track to NSR	17.2	16.4	15.2	13.8	12.6	12.0	11.7	11.5	11.1	11.0	11.2	11.5	12.0	17.1	16.7	16.0	15.1	13.9	12.6	11.9	11.6	11.2	10.9	11.0	11.4	11.8	12.2
	Slant distance	45.2	45.3	45.2	44.8	44.6	44.0	42.5	37.5	31.0	28.8	22.2	14.8	12.0	47.9	49.7	48.8	48.5	48.4	48.3	47.3	44.7	39.5	34.2	30.0	19.2	13.4	12.2
	View angle (α)	0.130	0.170	0.286	0.695	1.411	0.900	0.491	0.267	0.156	0.113	0.069	0.030	0.002	0.143	0.173	0.208	0.303	0.599	1.310	0.740	0.417	0.258	0.166	0.111	0.051	0.018	0.004
	View angle (α) (degree)	7.457	9.712	16.396	39.847	80.861	51.584	28.128	15.300	8.934	6.466	3.965	1.709	0.099	8.219	9.899	11.903	17.357	34.337	75.073	42.378	23.879	14.776	9.517	6.357	2.926	1.049	0.230
	View angle (Θ)	0.010	0.066	0.165	0.653	0.475	0.506	0.259	0.094	0.044	0.020	0.010	0.004	0.000	0.019	0.025	0.050	0.140	0.449	0.662	0.423	0.158	0.074	0.044	0.025	0.007	0.002	0.000
	View angle (Θ) (degree)	0.565	3.760	9.441	37.421	27.206	28.968	14.847	5.396	2.513	1.168	0.548	0.206	0.018	1.086	1.459	2.888	8.000	25.698	37.925	24.252	9.058	4.259	2.539	1.454	0.386	0.126	0.023
	Average Speed	10.0	20.0	50.0	70.0	65.0	50.0	30.0	15.0	10.0	10.0	15.0	20.0	15.0	10.0	10.0	10.0	20.0	50.0	70.0	60.0	40.0	20.0	15.0	10.0	10.0	15.0	10.0
	Corr for no. of event, 10log(N), dB(A)	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3
	Corr for distance, -10log(d/d_{ref}), dB(A)	-2.6	-2.6	-2.6	-2.5	-2.5	-2.5	-2.3	-1.8	-0.9	-0.6	0.5	2.3	3.2	-2.8	-3.0	-2.9	-2.9	-2.9	-2.9	-2.8	-2.5	-2.0	-1.4	-0.8	1.2	2.7	3.1
	Corr for view angle, 10log(πθ/180-cos2αsinθ)	-39.8	-29.2	-20.7	-7.6	-5.4	-7.1	-14.3	-23.8	-31.7	-37.9	-45.4	-56.9	-92.2	-36.1	-33.2	-28.7	-21.0	-10.4	-4.2	-9.1	-17.8	-25.1	-31.1	-37.0	-49.5	-63.3	-83.9
	Corr for screening/ absorption, dB(A)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0
	Corr for sound energy spread over 24 hr	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4
	Façade correctoin, dB(A)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
	Track wear correction, dB(A)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
	Leq 24hr for each train, dB(A)					48.6	44.7													50.1	44.0							
	Leq 24hr for all train	53.6																										
Leq0.5 Day/Evening	Total number of events	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13
	Corr for no. of event, 10log(N), dB(A)	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1
	Corr for distance, -10log(d/dref), dB(A)	-2.6	-2.6	-2.6	-2.5	-2.5	-2.5	-2.3	-1.8	-0.9	-0.6	0.5	2.3	3.2	-2.8	-3.0	-2.9	-2.9	-2.9	-2.9	-2.8	-2.5	-2.0	-1.4	-0.8	1.2	2.7	3.1
	Corr for view angle, 10log(πθ/180-cos2αsinθ)	-39.8	-29.2	-20.7	-7.6	-5.4	-7.1	-14.3	-23.8	-31.7	-37.9	-45.4	-56.9	-92.2	-36.1	-33.2	-28.7	-21.0	-10.4	-4.2	-9.1	-17.8	-25.1	-31.1	-37.0	-49.5	-63.3	-83.9
	Corr for screening/ absorption, dB(A)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0
	Corr for sound energy spread over 24 hr	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6
	Façade correctoin, dB(A)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
	Track wear correction, dB(A)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
	Leq 0.5hr for each train, dB(A)					49.3	45.4													50.8	44.6							
	Leq 0.5hr for all train	54.3																										
Leq0.5 Night	Total number of events	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12
	Corr for no. of event, 10log(N), dB(A)	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8
	Corr for distance, -10log(d/dref), dB(A)	-2.6	-2.6	-2.6	-2.5	-2.5	-2.5	-2.3	-1.8	-0.9	-0.6	0.5	2.3	3.2	-2.8	-3.0	-2.9	-2.9	-2.9	-2.9	-2.8	-2.5	-2.0	-1.4	-0.8	1.2	2.7	3.1
	Corr for view angle, 10log(πθ/180-cos2αsinθ)	-39.8	-29.2	-20.7	-7.6	-5.4	-7.1	-14.3	-23.8	-31.7	-37.9	-45.4	-56.9	-92.2	-36.1	-33.2	-28.7	-21.0	-10.4	-4.2	-9.1	-17.8	-25.1	-31.1	-37.0	-49.5	-63.3	-83.9
	Corr for screening/ absorption, dB(A)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0
	Corr for sound energy spread over 24 hr	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6
	Façade correctoin, dB(A)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
	Track wear correction, dB(A)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
	Leq 0.5hr for each train, dB(A)					49.0	45.0													50.4	44.3							
	Leq 0.5hr for all train	53.9																										
Lmax	Measured Lmax	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65
	Corr for distance, -10log(d/dref), dB(A)	-2.6	-2.6	-2.6	-2.5	-2.5	-2.5	-2.3	-1.8	-0.

Floor 3		Segment (Northbound)													Segment (Southbound)													
		N1	N2	N3	N4	N5	N6	N7	N8	N9	N10	N11	N12	N13	S1	S2	S3	S4	S5	S6	S7	S8	S9	S10	S11	S12	S13	S14
Parameters:																												
	Measured SEL	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9
Leq24	Total number of events	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536
	Horize distance from track to NSR	41.8	42.3	42.6	42.6	42.8	42.4	40.9	35.7	28.9	26.6	19.2	9.4	0.6	44.8	46.8	46.1	46.1	46.4	46.7	45.8	43.2	37.9	32.4	27.9	15.5	6.3	1.5
	track mPD + track head (0.2m)	7.9	8.7	9.9	11.3	12.5	13.1	13.4	13.6	14.0	14.1	13.9	13.6	13.1	8.0	8.4	9.1	10.0	11.2	12.5	13.2	13.5	13.9	14.2	14.1	13.7	13.3	12.9
	ground mPD + floor height	28.2	28.2	28.2	28.2	28.2	28.2	28.2	28.2	28.2	28.2	28.2	28.2	28.2	28.2	28.2	28.2	28.2	28.2	28.2	28.2	28.2	28.2	28.2	28.2	28.2	28.2	28.2
	Vert distance from track to NSR	20.3	19.5	18.3	17.0	15.8	15.2	14.9	14.6	14.3	14.2	14.3	14.6	15.2	20.2	19.8	19.1	18.2	17.0	15.7	15.0	14.7	14.3	14.1	14.2	14.5	15.0	15.3
	Slant distance	46.5	46.6	46.3	45.9	45.6	45.0	43.5	38.6	32.3	30.1	23.9	17.4	15.2	49.1	50.8	49.9	49.6	49.4	49.2	48.2	45.7	40.5	35.3	31.3	21.2	16.2	15.4
	View angle (α)	0.130	0.170	0.286	0.695	1.411	0.900	0.491	0.267	0.156	0.113	0.069	0.030	0.002	0.143	0.173	0.208	0.303	0.599	1.310	0.740	0.417	0.258	0.166	0.111	0.051	0.018	0.004
	View angle (α) (degree)	7.457	9.712	16.396	39.847	80.861	51.584	28.128	15.300	8.934	6.466	3.965	1.709	0.099	8.219	9.899	11.903	17.357	34.337	75.073	42.378	23.879	14.776	9.517	6.357	2.926	1.049	0.230
	View angle (θ)	0.010	0.066	0.165	0.653	0.475	0.506	0.259	0.094	0.044	0.020	0.010	0.004	0.000	0.019	0.025	0.050	0.140	0.449	0.662	0.423	0.158	0.074	0.044	0.025	0.007	0.002	0.000
	View angle (θ) (degree)	0.565	3.760	9.441	37.421	27.206	28.968	14.847	5.396	2.513	1.168	0.548	0.206	0.018	1.086	1.459	2.888	8.000	25.698	37.925	24.252	9.058	4.259	2.539	1.454	0.386	0.126	0.023
	Average Speed	10.0	20.0	50.0	70.0	65.0	50.0	30.0	15.0	10.0	10.0	15.0	20.0	15.0	10.0	10.0	10.0	20.0	50.0	70.0	60.0	40.0	20.0	15.0	10.0	10.0	15.0	10.0
	Corr for no. of event, 10log(N), dB(A)	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3
	Corr for distance, -10log(d/d_{ref}), dB(A)	-2.7	-2.7	-2.7	-2.6	-2.6	-2.6	-2.4	-1.9	-1.1	-0.8	0.2	1.6	2.2	-2.9	-3.1	-3.0	-3.0	-3.0	-2.9	-2.8	-2.6	-2.1	-1.5	-1.0	0.7	1.9	2.1
	Corr for view angle, 10log(πθ/180-cos2αsinθ)	-39.8	-29.2	-20.7	-7.6	-5.4	-7.1	-14.3	-23.8	-31.7	-37.9	-45.4	-56.9	-92.2	-36.1	-33.2	-28.7	-21.0	-10.4	-4.2	-9.1	-17.8	-25.1	-31.1	-37.0	-49.5	-63.3	-83.9
	Corr for screening/ absorption, dB(A)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, 20log(v/V_{ref}), dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0
	Corr for sound energy spread over 24 hr	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4
	Façade correctoin, dB(A)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
	Track wear correction, dB(A)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
	Leq 24hr for each train, dB(A)					48.5	44.6													50.0	43.9							
	Leq 24hr for all train	53.5																										
Leq0.5 Day/Evening	Total number of events	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13
	Corr for no. of event, 10log(N), dB(A)	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1
	Corr for distance, -10log(d/dref), dB(A)	-2.7	-2.7	-2.7	-2.6	-2.6	-2.6	-2.4	-1.9	-1.1	-0.8	0.2	1.6	2.2	-2.9	-3.1	-3.0	-3.0	-3.0	-2.9	-2.8	-2.6	-2.1	-1.5	-1.0	0.7	1.9	2.1
	Corr for view angle, 10log(πθ/180-cos2αsinθ)	-39.8	-29.2	-20.7	-7.6	-5.4	-7.1	-14.3	-23.8	-31.7	-37.9	-45.4	-56.9	-92.2	-36.1	-33.2	-28.7	-21.0	-10.4	-4.2	-9.1	-17.8	-25.1	-31.1	-37.0	-49.5	-63.3	-83.9
	Corr for screening/ absorption, dB(A)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0
	Corr for sound energy spread over 24 hr	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6
	Façade correctoin, dB(A)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
	Track wear correction, dB(A)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
	Leq 0.5hr for each train, dB(A)					49.2	45.3													50.7	44.6							
	Leq 0.5hr for all train	54.2																										
Leq0.5 Night	Total number of events	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12
	Corr for no. of event, 10log(N), dB(A)	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8
	Corr for distance, -10log(d/dref), dB(A)	-2.7	-2.7	-2.7	-2.6	-2.6	-2.6	-2.4	-1.9	-1.1	-0.8	0.2	1.6	2.2	-2.9	-3.1	-3.0	-3.0	-3.0	-2.9	-2.8	-2.6	-2.1	-1.5	-1.0	0.7	1.9	2.1
	Corr for view angle, 10log(πθ/180-cos2αsinθ)	-39.8	-29.2	-20.7	-7.6	-5.4	-7.1	-14.3	-23.8	-31.7	-37.9	-45.4	-56.9	-92.2	-36.1	-33.2	-28.7	-21.0	-10.4	-4.2	-9.1	-17.8	-25.1	-31.1	-37.0	-49.5	-63.3	-83.9
	Corr for screening/ absorption, dB(A)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0
	Corr for sound energy spread over 24 hr	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6
	Façade correctoin, dB(A)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
	Track wear correction, dB(A)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
	Leq 0.5hr for each train, dB(A)					48.9	44.9													50.4	44.2							
	Leq 0.5hr for all train	53.9																										
Lmax	Measured Lmax	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65
	Corr for distance, -10log(d/dref), dB(A)	-2.7	-2.7	-2.7	-2.6	-2.6	-2.6	-2.4	-1.9	-1.1	-0.8	0.2	1.6	2.2	-2.9	-3.1	-3.0	-3.0	-3.0	-2.9	-2.8	-2.6	-2.1	-1.5	-1.0	0.7	1.9	2.1
	Correction for screening/ absorption	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0
	Façade correctoin, dB(A)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
	Track wear correction, dB(A)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
	Lmax for each train, dB(A)					70.2	67.9													70.5	69.2							
	Lmax for all train	70.5																										

Floor 4		Segment (Northbound)													Segment (Southbound)													
		N1	N2	N3	N4	N5	N6	N7	N8	N9	N10	N11	N12	N13	S1	S2	S3	S4	S5	S6	S7	S8	S9	S10	S11	S12	S13	S14
Parameters:																												
	Measured SEL	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9
Leq24	Total number of events	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536
	Horize distance from track to NSR	41.8	42.3	42.6	42.6	42.8	42.4	40.9	35.7	28.9	26.6	19.2	9.4	0.6	44.8	46.8	46.1	46.1	46.4	46.7	45.8	43.2	37.9	32.4	27.9	15.5	6.3	1.5
	track mPD + track head (0.2m)	7.9	8.7	9.9	11.3	12.5	13.1	13.4	13.6	14.0	14.1	13.9	13.6	13.1	8.0	8.4	9.1	10.0	11.2	12.5	13.2	13.5	13.9	14.2	14.1	13.7	13.3	12.9
	ground mPD + floor height	31.4	31.4	31.4	31.4	31.4	31.4	31.4	31.4	31.4	31.4	31.4	31.4	31.4	31.4	31.4	31.4	31.4	31.4	31.4	31.4	31.4	31.4	31.4	31.4	31.4	31.4	31.4
	Vert distance from track to NSR	23.5	22.7	21.5	20.1	18.9	18.3	18.0	17.8	17.4	17.3	17.5	17.8	18.3	23.4	23.0	22.3	21.4	20.2	18.9	18.2	17.9	17.5	17.2	17.3	17.7	18.1	18.5
	Slant distance	47.9	48.0	47.7	47.1	46.8	46.2	44.6	39.9	33.8	31.7	25.9	20.1	18.3	50.5	52.1	51.2	50.8	50.6	50.3	49.2	46.8	41.8	36.7	32.8	23.5	19.2	18.5
	View angle (α)	0.130	0.170	0.286	0.695	1.411	0.900	0.491	0.267	0.156	0.113	0.069	0.030	0.002	0.143	0.173	0.208	0.303	0.599	1.310	0.740	0.417	0.258	0.166	0.111	0.051	0.018	0.004
	View angle (α) (degree)	7.457	9.712	16.396	39.847	80.861	51.584	28.128	15.300	8.934	6.466	3.965	1.709	0.099	8.219	9.899	11.903	17.357	34.337	75.073	42.378	23.879	14.776	9.517	6.357	2.926	1.049	0.230
	View angle (θ)	0.010	0.066	0.165	0.653	0.475	0.506	0.259	0.094	0.044	0.020	0.010	0.004	0.000	0.019	0.025	0.050	0.140	0.449	0.662	0.423	0.158	0.074	0.044	0.025	0.007	0.002	0.000
	View angle (θ) (degree)	0.565	3.760	9.441	37.421	27.206	28.968	14.847	5.396	2.513	1.168	0.548	0.206	0.018	1.086	1.459	2.888	8.000	25.698	37.925	24.252	9.058	4.259	2.539	1.454	0.386	0.126	0.023
	Average Speed	10.0	20.0	50.0	70.0	65.0	50.0	30.0	15.0	10.0	10.0	15.0	20.0	15.0	10.0	10.0	10.0	20.0	50.0	70.0	60.0	40.0	20.0	15.0	10.0	10.0	15.0	10.0
	Corr for no. of event, 10log(N), dB(A)	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3
	Corr for distance, -10log(d/d_{ref}), dB(A)	-2.8	-2.8	-2.8	-2.8	-2.7	-2.7	-2.5	-2.0	-1.3	-1.0	-0.2	0.9	1.4	-3.1	-3.2	-3.1	-3.1	-3.1	-3.0	-2.9	-2.7	-2.2	-1.7	-1.2	0.3	1.2	1.3
	Corr for view angle, 10log(πθ/180-cos2αsinθ)	-39.8	-29.2	-20.7	-7.6	-5.4	-7.1	-14.3	-23.8	-31.7	-37.9	-45.4	-56.9	-92.2	-36.1	-33.2	-28.7	-21.0	-10.4	-4.2	-9.1	-17.8	-25.1	-31.1	-37.0	-49.5	-63.3	-83.9
	Corr for screening/ absorption, dB(A)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, 20log(v/V_{ref}), dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0
	Corr for sound energy spread over 24 hr	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4
	Façade correctoin, dB(A)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
	Track wear correction, dB(A)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
	Leq 24hr for each train, dB(A)					48.4	44.5													50.0	43.8							
	Leq 24hr for all train	53.4																										
Leq0.5	Total number of events	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13
	Corr for no. of event, 10log(N), dB(A)	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1
	Corr for distance, -10log(d/dref), dB(A)	-2.8	-2.8	-2.8	-2.8	-2.7	-2.7	-2.5	-2.0	-1.3	-1.0	-0.2	0.9	1.4	-3.1	-3.2	-3.1	-3.1	-3.1	-3.0	-2.9	-2.7	-2.2	-1.7	-1.2	0.3	1.2	1.3
	Corr for view angle, 10log(πθ/180-cos2αsinθ)	-39.8	-29.2	-20.7	-7.6	-5.4	-7.1	-14.3	-23.8	-31.7	-37.9	-45.4	-56.9	-92.2	-36.1	-33.2	-28.7	-21.0	-10.4	-4.2	-9.1	-17.8	-25.1	-31.1	-37.0	-49.5	-63.3	-83.9
	Corr for screening/ absorption, dB(A)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0
	Corr for sound energy spread over 24 hr	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6
	Façade correctoin, dB(A)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
	Track wear correction, dB(A)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
	Leq 0.5hr for each train, dB(A)					49.1	45.2													50.6	44.5							
	Leq 0.5hr for all train	54.1																										
Leq0.5	Total number of events	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12
	Corr for no. of event, 10log(N), dB(A)	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8
	Corr for distance, -10log(d/dref), dB(A)	-2.8	-2.8	-2.8	-2.8	-2.7	-2.7	-2.5	-2.0	-1.3	-1.0	-0.2	0.9	1.4	-3.1	-3.2	-3.1	-3.1	-3.1	-3.0	-2.9	-2.7	-2.2	-1.7	-1.2	0.3	1.2	1.3
	Corr for view angle, 10log(πθ/180-cos2αsinθ)	-39.8	-29.2	-20.7	-7.6	-5.4	-7.1	-14.3	-23.8	-31.7	-37.9	-45.4	-56.9	-92.2	-36.1	-33.2	-28.7	-21.0	-10.4	-4.2	-9.1	-17.8	-25.1	-31.1	-37.0	-49.5	-63.3	-83.9
	Corr for screening/ absorption, dB(A)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0
	Corr for sound energy spread over 24 hr	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6
	Façade correctoin, dB(A)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
	Track wear correction, dB(A)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
	Leq 0.5hr for each train, dB(A)					48.8	44.8													50.3	44.1							
	Leq 0.5hr for all train	53.8																										
Lmax	Measured Lmax	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65
	Corr for distance, -10log(d/dref), dB(A)	-2.8	-2.8	-2.8	-2.8	-2.7	-2.7	-2.5	-2.0	-1.3	-1.0

Floor 5		Segment (Northbound)													Segment (Southbound)													
		N1	N2	N3	N4	N5	N6	N7	N8	N9	N10	N11	N12	N13	S1	S2	S3	S4	S5	S6	S7	S8	S9	S10	S11	S12	S13	S14
Parameters:																												
	Measured SEL	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9
Leq24	Total number of events	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536
	Horize distance from track to NSR	41.8	42.3	42.6	42.6	42.8	42.4	40.9	35.7	28.9	26.6	19.2	9.4	0.6	44.8	46.8	46.1	46.1	46.4	46.7	45.8	43.2	37.9	32.4	27.9	15.5	6.3	1.5
	track mPD + track head (0.2m)	7.9	8.7	9.9	11.3	12.5	13.1	13.4	13.6	14.0	14.1	13.9	13.6	13.1	8.0	8.4	9.1	10.0	11.2	12.5	13.2	13.5	13.9	14.2	14.1	13.7	13.3	12.9
	ground mPD + floor height	34.5	34.5	34.5	34.5	34.5	34.5	34.5	34.5	34.5	34.5	34.5	34.5	34.5	34.5	34.5	34.5	34.5	34.5	34.5	34.5	34.5	34.5	34.5	34.5	34.5	34.5	34.5
	Vert distance from track to NSR	26.6	25.8	24.6	23.3	22.1	21.5	21.2	20.9	20.6	20.5	20.6	20.9	21.5	26.5	26.1	25.4	24.5	23.3	22.0	21.3	21.0	20.6	20.4	20.5	20.8	21.3	21.6
	Slant distance	49.5	49.5	49.2	48.5	48.1	47.5	46.0	41.4	35.5	33.5	28.1	22.9	21.5	52.0	53.6	52.6	52.2	51.9	51.6	50.5	48.1	43.2	38.3	34.6	25.9	22.2	21.7
	View angle (α)	0.130	0.170	0.286	0.695	1.411	0.900	0.491	0.267	0.156	0.113	0.069	0.030	0.002	0.143	0.173	0.208	0.303	0.599	1.310	0.740	0.417	0.258	0.166	0.111	0.051	0.018	0.004
	View angle (α) (degree)	7.457	9.712	16.396	39.847	80.861	51.584	28.128	15.300	8.934	6.466	3.965	1.709	0.099	8.219	9.899	11.903	17.357	34.337	75.073	42.378	23.879	14.776	9.517	6.357	2.926	1.049	0.230
	View angle (θ)	0.010	0.066	0.165	0.653	0.475	0.506	0.259	0.094	0.044	0.020	0.010	0.004	0.000	0.019	0.025	0.050	0.140	0.449	0.662	0.423	0.158	0.074	0.044	0.025	0.007	0.002	0.000
	View angle (θ) (degree)	0.565	3.760	9.441	37.421	27.206	28.968	14.847	5.396	2.513	1.168	0.548	0.206	0.018	1.086	1.459	2.888	8.000	25.698	37.925	24.252	9.058	4.259	2.539	1.454	0.386	0.126	0.023
	Average Speed	10.0	20.0	50.0	70.0	65.0	50.0	30.0	15.0	10.0	10.0	15.0	20.0	15.0	10.0	10.0	10.0	20.0	50.0	70.0	60.0	40.0	20.0	15.0	10.0	10.0	15.0	10.0
	Corr for no. of event, 10log(N), dB(A)	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3
	Corr for distance, -10log(d/d_{ref}), dB(A)	-3.0	-3.0	-2.9	-2.9	-2.8	-2.8	-2.6	-2.2	-1.5	-1.3	-0.5	0.4	0.7	-3.2	-3.3	-3.2	-3.2	-3.2	-3.1	-3.1	-2.8	-2.4	-1.9	-1.4	-0.2	0.5	0.6
	Corr for view angle, 10log(piθ/180-cos2αsinθ)	-39.8	-29.2	-20.7	-7.6	-5.4	-7.1	-14.3	-23.8	-31.7	-37.9	-45.4	-56.9	-92.2	-36.1	-33.2	-28.7	-21.0	-10.4	-4.2	-9.1	-17.8	-25.1	-31.1	-37.0	-49.5	-63.3	-83.9
	Corr for screening/ absorption, dB(A)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, 20log(v/V_{ref}), dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0
	Corr for sound energy spread over 24 hr	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4
	Façade correctoin, dB(A)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
	Track wear correction, dB(A)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
	Leq 24hr for each train, dB(A)					48.3	44.4													49.8	43.7							
	Leq 24hr for all train	53.3																										
Leq0.5	Total number of events	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13
	Corr for no. of event, 10log(N), dB(A)	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1
	Corr for distance, -10log(d/dref), dB(A)	-3.0	-3.0	-2.9	-2.9	-2.8	-2.8	-2.6	-2.2	-1.5	-1.3	-0.5	0.4	0.7	-3.2	-3.3	-3.2	-3.2	-3.2	-3.1	-3.1	-2.8	-2.4	-1.9	-1.4	-0.2	0.5	0.6
	Corr for view angle, 10log(piθ/180-cos2αsinθ)	-39.8	-29.2	-20.7	-7.6	-5.4	-7.1	-14.3	-23.8	-31.7	-37.9	-45.4	-56.9	-92.2	-36.1	-33.2	-28.7	-21.0	-10.4	-4.2	-9.1	-17.8	-25.1	-31.1	-37.0	-49.5	-63.3	-83.9
	Corr for screening/ absorption, dB(A)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0
	Corr for sound energy spread over 24 hr	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6
	Façade correctoin, dB(A)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
	Track wear correction, dB(A)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
	Leq 0.5hr for each train, dB(A)					49.0	45.1													50.5	44.3							
	Leq 0.5hr for all train	54.0																										
Leq0.5	Total number of events	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12
	Corr for no. of event, 10log(N), dB(A)	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8
	Corr for distance, -10log(d/dref), dB(A)	-3.0	-3.0	-2.9	-2.9	-2.8	-2.8	-2.6	-2.2	-1.5	-1.3	-0.5	0.4	0.7	-3.2	-3.3	-3.2	-3.2	-3.2	-3.1	-3.1	-2.8	-2.4	-1.9	-1.4	-0.2	0.5	0.6
	Corr for view angle, 10log(piθ/180-cos2αsinθ)	-39.8	-29.2	-20.7	-7.6	-5.4	-7.1	-14.3	-23.8	-31.7	-37.9	-45.4	-56.9	-92.2	-36.1	-33.2	-28.7	-21.0	-10.4	-4.2	-9.1	-17.8	-25.1	-31.1	-37.0	-49.5	-63.3	-83.9
	Corr for screening/ absorption, dB(A)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0
	Corr for sound energy spread over 24 hr	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6
	Façade correctoin, dB(A)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
	Track wear correction, dB(A)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
	Leq 0.5hr for each train, dB(A)					48.6	44.7													50.2	44.0							
	Leq 0.5hr for all train	53.6																										
Lmax	Measured Lmax	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65
	Corr for distance, -10log(d/dref), dB(A)	-3.0	-3.0	-2.9	-2.9	-2.8	-2.8	-2.6	-2.2	-1.5	-1.3	-0.5	0.4	0.7	-3.2	-3.3	-3.2	-3.2	-3.2	-3.1	-3.1	-2.8	-2.4	-1.9	-1.4	-0.2	0.5	0.6
	Correction for screening/ absorption	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0
	Façade correctoin, dB(A)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
	Track wear correction, dB(A)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
	Lmax for each train, dB(A)					69.9	67.7													70.3	69.0							
	Lmax for all train	70.3																										

Floor 6		Segment (Northbound)													Segment (Southbound)													
		N1	N2	N3	N4	N5	N6	N7	N8	N9	N10	N11	N12	N13	S1	S2	S3	S4	S5	S6	S7	S8	S9	S10	S11	S12	S13	S14
Parameters:																												
	Measured SEL	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9
Leq24	Total number of events	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536
	Horize distance from track to NSR	41.8	42.3	42.6	42.6	42.8	42.4	40.9	35.7	28.9	26.6	19.2	9.4	0.6	44.8	46.8	46.1	46.1	46.4	46.7	45.8	43.2	37.9	32.4	27.9	15.5	6.3	1.5
	track mPD + track head (0.2m)	7.9	8.7	9.9	11.3	12.5	13.1	13.4	13.6	14.0	14.1	13.9	13.6	13.1	8.0	8.4	9.1	10.0	11.2	12.5	13.2	13.5	13.9	14.2	14.1	13.7	13.3	12.9
	ground mPD + floor height	37.7	37.7	37.7	37.7	37.7	37.7	37.7	37.7	37.7	37.7	37.7	37.7	37.7	37.7	37.7	37.7	37.7	37.7	37.7	37.7	37.7	37.7	37.7	37.7	37.7	37.7	37.7
	Vert distance from track to NSR	29.8	29.0	27.8	26.4	25.2	24.6	24.3	24.1	23.7	23.6	23.8	24.1	24.6	29.7	29.3	28.6	27.7	26.5	25.2	24.5	24.2	23.8	23.5	23.6	24.0	24.4	24.8
	Slant distance	51.3	51.2	50.8	50.1	49.6	49.0	47.5	43.0	37.4	35.6	30.5	25.8	24.6	53.7	55.2	54.2	53.8	53.4	53.0	51.9	49.5	44.8	40.0	36.5	28.5	25.2	24.8
	View angle (α)	0.130	0.170	0.286	0.695	1.411	0.900	0.491	0.267	0.156	0.113	0.069	0.030	0.002	0.143	0.173	0.208	0.303	0.599	1.310	0.740	0.417	0.258	0.166	0.111	0.051	0.018	0.004
	View angle (α) (degree)	7.457	9.712	16.396	39.847	80.861	51.584	28.128	15.300	8.934	6.466	3.965	1.709	0.099	8.219	9.899	11.903	17.357	34.337	75.073	42.378	23.879	14.776	9.517	6.357	2.926	1.049	0.230
	View angle (θ)	0.010	0.066	0.165	0.653	0.475	0.506	0.259	0.094	0.044	0.020	0.010	0.004	0.000	0.019	0.025	0.050	0.140	0.449	0.662	0.423	0.158	0.074	0.044	0.025	0.007	0.002	0.000
	View angle (θ) (degree)	0.565	3.760	9.441	37.421	27.206	28.968	14.847	5.396	2.513	1.168	0.548	0.206	0.018	1.086	1.459	2.888	8.000	25.698	37.925	24.252	9.058	4.259	2.539	1.454	0.386	0.126	0.023
	Average Speed	10.0	20.0	50.0	70.0	65.0	50.0	30.0	15.0	10.0	10.0	15.0	20.0	15.0	10.0	10.0	10.0	20.0	50.0	70.0	60.0	40.0	20.0	15.0	10.0	10.0	15.0	10.0
	Corr for no. of event, 10log(N), dB(A)	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3
	Corr for distance, -10log(d/d_{ref}), dB(A)	-3.1	-3.1	-3.1	-3.0	-3.0	-2.9	-2.8	-2.4	-1.8	-1.5	-0.9	-0.1	0.1	-3.3	-3.4	-3.4	-3.3	-3.3	-3.3	-3.2	-3.0	-2.5	-2.0	-1.6	-0.6	0.0	0.0
	Corr for view angle, 10log(piθ/180-cos2αsinθ)	-39.8	-29.2	-20.7	-7.6	-5.4	-7.1	-14.3	-23.8	-31.7	-37.9	-45.4	-56.9	-92.2	-36.1	-33.2	-28.7	-21.0	-10.4	-4.2	-9.1	-17.8	-25.1	-31.1	-37.0	-49.5	-63.3	-83.9
	Corr for screening/ absorption, dB(A)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, 20log(v/V_{ref}), dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0
	Corr for sound energy spread over 24 hr	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4
	Façade correctoin, dB(A)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
	Track wear correction, dB(A)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
	Leq 24hr for each train, dB(A)					48.2	44.3													49.7	43.6							
	Leq 24hr for all train	53.2																										
Leq0.5	Total number of events	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13
	Corr for no. of event, 10log(N), dB(A)	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1
	Corr for distance, -10log(d/dref), dB(A)	-3.1	-3.1	-3.1	-3.0	-3.0	-2.9	-2.8	-2.4	-1.8	-1.5	-0.9	-0.1	0.1	-3.3	-3.4	-3.4	-3.3	-3.3	-3.3	-3.2	-3.0	-2.5	-2.0	-1.6	-0.6	0.0	0.0
	Corr for view angle, 10log(piθ/180-cos2αsinθ)	-39.8	-29.2	-20.7	-7.6	-5.4	-7.1	-14.3	-23.8	-31.7	-37.9	-45.4	-56.9	-92.2	-36.1	-33.2	-28.7	-21.0	-10.4	-4.2	-9.1	-17.8	-25.1	-31.1	-37.0	-49.5	-63.3	-83.9
	Corr for screening/ absorption, dB(A)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0
	Corr for sound energy spread over 24 hr	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6
	Façade correctoin, dB(A)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
	Track wear correction, dB(A)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
	Leq 0.5hr for each train, dB(A)					48.8	44.9													50.4	44.2							
	Leq 0.5hr for all train	53.9																										
Leq0.5	Total number of events	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12
	Corr for no. of event, 10log(N), dB(A)	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8
	Corr for distance, -10log(d/dref), dB(A)	-3.1	-3.1	-3.1	-3.0	-3.0	-2.9	-2.8	-2.4	-1.8	-1.5	-0.9	-0.1	0.1	-3.3	-3.4	-3.4	-3.3	-3.3	-3.3	-3.2	-3.0	-2.5	-2.0	-1.6	-0.6	0.0	0.0
	Corr for view angle, 10log(piθ/180-cos2αsinθ)	-39.8	-29.2	-20.7	-7.6	-5.4	-7.1	-14.3	-23.8	-31.7	-37.9	-45.4	-56.9	-92.2	-36.1	-33.2	-28.7	-21.0	-10.4	-4.2	-9.1	-17.8	-25.1	-31.1	-37.0	-49.5	-63.3	-83.9
	Corr for screening/ absorption, dB(A)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0
	Corr for sound energy spread over 24 hr	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6
	Façade correctoin, dB(A)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
	Track wear correction, dB(A)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
	Leq 0.5hr for each train, dB(A)					48.5	44.6													50.0	43.9							
	Leq 0.5hr for all train	53.5																										
Lmax	Measured Lmax	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65

Floor 7		Segment (Northbound)													Segment (Southbound)													
		N1	N2	N3	N4	N5	N6	N7	N8	N9	N10	N11	N12	N13	S1	S2	S3	S4	S5	S6	S7	S8	S9	S10	S11	S12	S13	S14
Parameters:																												
	Measured SEL	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9
Leq24	Total number of events	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536
	Horize distance from track to NSR	41.8	42.3	42.6	42.6	42.8	42.4	40.9	35.7	28.9	26.6	19.2	9.4	0.6	44.8	46.8	46.1	46.1	46.4	46.7	45.8	43.2	37.9	32.4	27.9	15.5	6.3	1.5
	track mPD + track head (0.2m)	7.9	8.7	9.9	11.3	12.5	13.1	13.4	13.6	14.0	14.1	13.9	13.6	13.1	8.0	8.4	9.1	10.0	11.2	12.5	13.2	13.5	13.9	14.2	14.1	13.7	13.3	12.9
	ground mPD + floor height	40.8	40.8	40.8	40.8	40.8	40.8	40.8	40.8	40.8	40.8	40.8	40.8	40.8	40.8	40.8	40.8	40.8	40.8	40.8	40.8	40.8	40.8	40.8	40.8	40.8	40.8	40.8
	Vert distance from track to NSR	32.9	32.1	30.9	29.6	28.4	27.8	27.5	27.2	26.9	26.8	26.9	27.2	27.8	32.8	32.4	31.7	30.8	29.6	28.3	27.6	27.3	26.9	26.7	26.8	27.1	27.6	27.9
	Slant distance	53.2	53.1	52.6	51.9	51.3	50.7	49.2	44.9	39.5	37.7	33.0	28.8	27.8	55.5	56.9	55.9	55.5	55.0	54.6	53.4	51.1	46.5	42.0	38.6	31.2	28.3	27.9
	View angle (α)	0.130	0.170	0.286	0.695	1.411	0.900	0.491	0.267	0.156	0.113	0.069	0.030	0.002	0.143	0.173	0.208	0.303	0.599	1.310	0.740	0.417	0.258	0.166	0.111	0.051	0.018	0.004
	View angle (α) (degree)	7.457	9.712	16.396	39.847	80.861	51.584	28.128	15.300	8.934	6.466	3.965	1.709	0.099	8.219	9.899	11.903	17.357	34.337	75.073	42.378	23.879	14.776	9.517	6.357	2.926	1.049	0.230
	View angle (θ)	0.010	0.066	0.165	0.653	0.475	0.506	0.259	0.094	0.044	0.020	0.010	0.004	0.000	0.019	0.025	0.050	0.140	0.449	0.662	0.423	0.158	0.074	0.044	0.025	0.007	0.002	0.000
	View angle (θ) (degree)	0.565	3.760	9.441	37.421	27.206	28.968	14.847	5.396	2.513	1.168	0.548	0.206	0.018	1.086	1.459	2.888	8.000	25.698	37.925	24.252	9.058	4.259	2.539	1.454	0.386	0.126	0.023
	Average Speed	10.0	20.0	50.0	70.0	65.0	50.0	30.0	15.0	10.0	10.0	15.0	20.0	15.0	10.0	10.0	10.0	20.0	50.0	70.0	60.0	40.0	20.0	15.0	10.0	10.0	15.0	10.0
	Corr for no. of event, 10log(N), dB(A)	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3
	Corr for distance, -10log(d/d_{ref}), dB(A)	-3.3	-3.3	-3.2	-3.2	-3.1	-3.1	-2.9	-2.5	-2.0	-1.8	-1.2	-0.6	-0.5	-3.5	-3.6	-3.5	-3.5	-3.4	-3.4	-3.3	-3.1	-2.7	-2.3	-1.9	-1.0	-0.5	-0.5
	Corr for view angle, 10log($\mu\theta$/180-cos2αsinθ)	-39.8	-29.2	-20.7	-7.6	-5.4	-7.1	-14.3	-23.8	-31.7	-37.9	-45.4	-56.9	-92.2	-36.1	-33.2	-28.7	-21.0	-10.4	-4.2	-9.1	-17.8	-25.1	-31.1	-37.0	-49.5	-63.3	-83.9
	Corr for screening/ absorption, dB(A)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, 20log(v/V_{ref}), dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0
	Corr for sound energy spread over 24 hr	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4
	Façade correctoin, dB(A)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
	Track wear correction, dB(A)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
	Leq 24hr for each train, dB(A)					48.0	44.1													49.6	43.4							
	Leq 24hr for all train	53.1																										
Leq0.5	Total number of events	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13
	Corr for no. of event, 10log(N), dB(A)	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1
	Corr for distance, -10log(d/dref), dB(A)	-3.3	-3.3	-3.2	-3.2	-3.1	-3.1	-2.9	-2.5	-2.0	-1.8	-1.2	-0.6	-0.5	-3.5	-3.6	-3.5	-3.5	-3.4	-3.4	-3.3	-3.1	-2.7	-2.3	-1.9	-1.0	-0.5	-0.5
	Corr for view angle, 10log($\mu\theta$/180-cos2αsinθ)	-39.8	-29.2	-20.7	-7.6	-5.4	-7.1	-14.3	-23.8	-31.7	-37.9	-45.4	-56.9	-92.2	-36.1	-33.2	-28.7	-21.0	-10.4	-4.2	-9.1	-17.8	-25.1	-31.1	-37.0	-49.5	-63.3	-83.9
	Corr for screening/ absorption, dB(A)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0
	Corr for sound energy spread over 24 hr	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6
	Façade correctoin, dB(A)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
	Track wear correction, dB(A)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
	Leq 0.5hr for each train, dB(A)					48.7	44.8													50.3	44.1							
	Leq 0.5hr for all train	53.7																										
Leq0.5	Total number of events	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12
	Corr for no. of event, 10log(N), dB(A)	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8
	Corr for distance, -10log(d/dref), dB(A)	-3.3	-3.3	-3.2	-3.2	-3.1	-3.1	-2.9	-2.5	-2.0	-1.8	-1.2	-0.6	-0.5	-3.5	-3.6	-3.5	-3.5	-3.4	-3.4	-3.3	-3.1	-2.7	-2.3	-1.9	-1.0	-0.5	-0.5
	Corr for view angle, 10log($\mu\theta$/180-cos2αsinθ)	-39.8	-29.2	-20.7	-7.6	-5.4	-7.1	-14.3	-23.8	-31.7	-37.9	-45.4	-56.9	-92.2	-36.1	-33.2	-28.7	-21.0	-10.4	-4.2	-9.1	-17.8	-25.1	-31.1	-37.0	-49.5	-63.3	-83.9
	Corr for screening/ absorption, dB(A)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0
	Corr for sound energy spread over 24 hr	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6
	Façade correctoin, dB(A)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
	Track wear correction, dB(A)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
	Leq 0.5hr for each train, dB(A)					48.3	44.4													49.9	43.8							
	Leq 0.5hr for all train	53.4																										
Lmax	Measured Lmax	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65
	Corr for distance, -10log(d/dref), dB(A)	-3.3	-3.3	-3.2	-3.2	-3.1	-3.1	-2.9	-2.5	-2.0	-1.8	-1.2	-0.6	-0.5	-3.5	-3.6	-3.5	-3.5	-3.4	-3.4	-3.3	-3.1	-2.7	-2.3	-1.9	-1.0	-0.5	-0.5
	Correction for screening/ absorption	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0
	Façade correctoin, dB(A)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
	Track wear correction, dB(A)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
	Lmax for each train, dB(A)					69.7	67.4													70.0	68.8							
	Lmax for all train	70.0																										

Floor 8		Segment (Northbound)													Segment (Southbound)													
		N1	N2	N3	N4	N5	N6	N7	N8	N9	N10	N11	N12	N13	S1	S2	S3	S4	S5	S6	S7	S8	S9	S10	S11	S12	S13	S14
Parameters:																												
	Measured SEL	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9
Leq24	Total number of events	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536
	Horize distance from track to NSR	41.8	42.3	42.6	42.6	42.8	42.4	40.9	35.7	28.9	26.6	19.2	9.4	0.6	44.8	46.8	46.1	46.1	46.4	46.7	45.8	43.2	37.9	32.4	27.9	15.5	6.3	1.5
	track mPD + track head (0.2m)	7.9	8.7	9.9	11.3	12.5	13.1	13.4	13.6	14.0	14.1	13.9	13.6	13.1	8.0	8.4	9.1	10.0	11.2	12.5	13.2	13.5	13.9	14.2	14.1	13.7	13.3	12.9
	ground mPD + floor height	44.0	44.0	44.0	44.0	44.0	44.0	44.0	44.0	44.0	44.0	44.0	44.0	44.0	44.0	44.0	44.0	44.0	44.0	44.0	44.0	44.0	44.0	44.0	44.0	44.0	44.0	44.0
	Vert distance from track to NSR	36.1	35.3	34.1	32.7	31.5	30.9	30.6	30.4	30.0	29.9	30.1	30.4	30.9	36.0	35.6	34.9	34.0	32.8	31.5	30.8	30.5	30.1	29.8	29.9	30.3	30.7	31.1
	Slant distance	55.2	55.0	54.5	53.7	53.1	52.4	51.0	46.9	41.7	40.0	35.7	31.8	30.9	57.4	58.8	57.8	57.3	56.8	56.3	55.1	52.9	48.4	44.0	40.9	34.0	31.3	31.1
	View angle (α)	0.130	0.170	0.286	0.695	1.411	0.900	0.491	0.267	0.156	0.113	0.069	0.030	0.002	0.143	0.173	0.208	0.303	0.599	1.310	0.740	0.417	0.258	0.166	0.111	0.051	0.018	0.004
	View angle (α) (degree)	7.457	9.712	16.396	39.847	80.861	51.584	28.128	15.300	8.934	6.466	3.965	1.709	0.099	8.219	9.899	11.903	17.357	34.337	75.073	42.378	23.879	14.776	9.517	6.357	2.926	1.049	0.230
	View angle (θ)	0.010	0.066	0.165	0.653	0.475	0.506	0.259	0.094	0.044	0.020	0.010	0.004	0.000	0.019	0.025	0.050	0.140	0.449	0.662	0.423	0.158	0.074	0.044	0.025	0.007	0.002	0.000
	View angle (θ) (degree)	0.565	3.760	9.441	37.421	27.206	28.968	14.847	5.396	2.513	1.168	0.548	0.206	0.018	1.086	1.459	2.888	8.000	25.698	37.925	24.252	9.058	4.259	2.539	1.454	0.386	0.126	0.023
	Average Speed	10.0	20.0	50.0	70.0	65.0	50.0	30.0	15.0	10.0	10.0	15.0	20.0	15.0	10.0	10.0	10.0	20.0	50.0	70.0	60.0	40.0	20.0	15.0	10.0	10.0	15.0	10.0
	Corr for no. of event, 10log(N), dB(A)	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3
	Corr for distance, -10log(d/d_{ref}), dB(A)	-3.4	-3.4	-3.4	-3.3	-3.3	-3.2	-3.1	-2.7	-2.2	-2.0	-1.5	-1.0	-0.9	-3.6	-3.7	-3.6	-3.6	-3.6	-3.5	-3.4	-3.3	-2.9	-2.5	-2.1	-1.3	-1.0	-0.9
	Corr for view angle, 10log($\mu\theta$/180-cos2αsinθ)	-39.8	-29.2	-20.7	-7.6	-5.4	-7.1	-14.3	-23.8	-31.7	-37.9	-45.4	-56.9	-92.2	-36.1	-33.2	-28.7	-21.0	-10.4	-4.2	-9.1	-17.8	-25.1	-31.1	-37.0	-49.5	-63.3	-83.9
	Corr for screening/ absorption, dB(A)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, 20log(v/V_{ref}), dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0
	Corr for sound energy spread over 24 hr	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4
	Façade correctoin, dB(A)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
	Track wear correction, dB(A)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
	Leq 24hr for each train, dB(A)					47.9	44.0												40.4	49.5								
	Leq 24hr for all train	52.7																										
Leq0.5	Total number of events	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13
	Corr for no. of event, 10log(N), dB(A)	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1
	Corr for distance, -10log(d/dref), dB(A)	-3.4	-3.4	-3.4	-3.3	-3.3	-3.2	-3.1	-2.7	-2.2	-2.0	-1.5	-1.0	-0.9	-3.6	-3.7	-3.6	-3.6	-3.6	-3.5	-3.4	-3.3	-2.9	-2.5	-2.1	-1.3	-1.0	-0.9
	Corr for view angle, 10log($\mu\theta$/180-cos2αsinθ)	-39.8	-29.2	-20.7	-7.6	-5.4	-7.1	-14.3	-23.8	-31.7	-37.9	-45.4	-56.9	-92.2	-36.1	-33.2	-28.7	-21.0	-10.4	-4.2	-9.1	-17.8	-25.1	-31.1	-37.0	-49.5	-63.3	-83.9
	Corr for screening/ absorption, dB(A)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0
	Corr for sound energy spread over 24 hr	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6
	Façade correctoin, dB(A)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
	Track wear correction, dB(A)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
	Leq 0.5hr for each train, dB(A)					48.5	44.6												41.0	50.1								
	Leq 0.5hr for all train	53.3																										
Leq0.5	Total number of events	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12
	Corr for no. of event, 10log(N), dB(A)	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8
	Corr for distance, -10log(d/dref), dB(A)	-3.4	-3.4	-3.4	-3.3	-3.3	-3.2	-3.1	-2.7	-2.2	-2.0	-1.5	-1.0	-0.9	-3.6	-3.7	-3.6	-3.6	-3.6	-3.5	-3.4	-3.3	-2.9	-2.5	-2.1	-1.3	-1.0	-0.9
	Corr for view angle, 10log($\mu\theta$/180-cos2αsinθ)	-39.8	-29.2	-20.7	-7.6	-5.4	-7.1	-14.3	-23.8	-31.7	-37.9	-45.4	-56.9	-92.2	-36.1	-33.2	-28.7	-21.0	-10.4	-4.2	-9.1	-17.8	-25.1	-31.1	-37.0	-49.5	-63.3	-83.9
	Corr for screening/ absorption, dB(A)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0
	Corr for sound energy spread over 24 hr	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6
	Façade correctoin, dB(A)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
	Track wear correction, dB(A)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
	Leq 0.5hr for each train, dB(A)					48.2	44.3												40.7	49.8								
	Leq 0.5hr for all train	53.0																										
Lmax	Measured Lmax	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65

Floor 9		Segment (Northbound)													Segment (Southbound)													
		N1	N2	N3	N4	N5	N6	N7	N8	N9	N10	N11	N12	N13	S1	S2	S3	S4	S5	S6	S7	S8	S9	S10	S11	S12	S13	S14
Parameters:																												
	Measured SEL	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9
Leq24	Total number of events	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536
	Horize distance from track to NSR	41.8	42.3	42.6	42.6	42.8	42.4	40.9	35.7	28.9	26.6	19.2	9.4	0.6	44.8	46.8	46.1	46.1	46.4	46.7	45.8	43.2	37.9	32.4	27.9	15.5	6.3	1.5
	track mPD + track head (0.2m)	7.9	8.7	9.9	11.3	12.5	13.1	13.4	13.6	14.0	14.1	13.9	13.6	13.1	8.0	8.4	9.1	10.0	11.2	12.5	13.2	13.5	13.9	14.2	14.1	13.7	13.3	12.9
	ground mPD + floor height	47.1	47.1	47.1	47.1	47.1	47.1	47.1	47.1	47.1	47.1	47.1	47.1	47.1	47.1	47.1	47.1	47.1	47.1	47.1	47.1	47.1	47.1	47.1	47.1	47.1	47.1	47.1
	Vert distance from track to NSR	39.2	38.4	37.2	35.9	34.7	34.1	33.8	33.5	33.2	33.1	33.2	33.5	34.1	39.1	38.7	38.0	37.1	35.9	34.6	33.9	33.6	33.2	33.0	33.1	33.4	33.9	34.2
	Slant distance	57.3	57.1	56.5	55.7	55.0	54.4	53.0	49.0	44.0	42.4	38.3	34.8	34.1	59.4	60.7	59.7	59.2	58.7	58.1	57.0	54.7	50.4	46.2	43.2	36.8	34.4	34.2
	View angle (α)	0.130	0.170	0.286	0.695	1.411	0.900	0.491	0.267	0.156	0.113	0.069	0.030	0.002	0.143	0.173	0.208	0.303	0.599	1.310	0.740	0.417	0.258	0.166	0.111	0.051	0.018	0.004
	View angle (α) (degree)	7.457	9.712	16.396	39.847	80.861	51.584	28.128	15.300	8.934	6.466	3.965	1.709	0.099	8.219	9.899	11.903	17.357	34.337	75.073	42.378	23.879	14.776	9.517	6.357	2.926	1.049	0.230
	View angle (θ)	0.010	0.066	0.165	0.653	0.475	0.506	0.259	0.094	0.044	0.020	0.010	0.004	0.000	0.019	0.025	0.050	0.140	0.449	0.662	0.423	0.158	0.074	0.044	0.025	0.007	0.002	0.000
	View angle (θ) (degree)	0.565	3.760	9.441	37.421	27.206	28.968	14.847	5.396	2.513	1.168	0.548	0.206	0.018	1.086	1.459	2.888	8.000	25.698	37.925	24.252	9.058	4.259	2.539	1.454	0.386	0.126	0.023
	Average Speed	10.0	20.0	50.0	70.0	65.0	50.0	30.0	15.0	10.0	10.0	15.0	20.0	15.0	10.0	10.0	10.0	20.0	50.0	70.0	60.0	40.0	20.0	15.0	10.0	10.0	15.0	10.0
	Corr for no. of event, 10log(N), dB(A)	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3
	Corr for distance, -10log(d/d_{ref}), dB(A)	-3.6	-3.6	-3.5	-3.5	-3.4	-3.4	-3.3	-2.9	-2.5	-2.3	-1.9	-1.4	-1.3	-3.8	-3.9	-3.8	-3.7	-3.7	-3.7	-3.6	-3.4	-3.0	-2.7	-2.4	-1.7	-1.4	-1.4
	Corr for view angle, 10log($\mu\theta$/180-cos2αsinθ)	-39.8	-29.2	-20.7	-7.6	-5.4	-7.1	-14.3	-23.8	-31.7	-37.9	-45.4	-56.9	-92.2	-36.1	-33.2	-28.7	-21.0	-10.4	-4.2	-9.1	-17.8	-25.1	-31.1	-37.0	-49.5	-63.3	-83.9
	Corr for screening/ absorption, dB(A)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, 20log(v/V_{ref}), dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0
	Corr for sound energy spread over 24 hr	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4
	Façade correctoin, dB(A)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
	Track wear correction, dB(A)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
	Leq 24hr for each train, dB(A)					47.7	43.8												40.2	49.3								
	Leq 24hr for all train	52.5																										
Leq0.5	Total number of events	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13
	Corr for no. of event, 10log(N), dB(A)	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1
	Corr for distance, -10log(d/d_{ref}), dB(A)	-3.6	-3.6	-3.5	-3.5	-3.4	-3.4	-3.3	-2.9	-2.5	-2.3	-1.9	-1.4	-1.3	-3.8	-3.9	-3.8	-3.7	-3.7	-3.7	-3.6	-3.4	-3.0	-2.7	-2.4	-1.7	-1.4	-1.4
	Corr for view angle, 10log($\mu\theta$/180-cos2αsinθ)	-39.8	-29.2	-20.7	-7.6	-5.4	-7.1	-14.3	-23.8	-31.7	-37.9	-45.4	-56.9	-92.2	-36.1	-33.2	-28.7	-21.0	-10.4	-4.2	-9.1	-17.8	-25.1	-31.1	-37.0	-49.5	-63.3	-83.9
	Corr for screening/ absorption, dB(A)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0
	Corr for sound energy spread over 24 hr	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6
	Façade correctoin, dB(A)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
	Track wear correction, dB(A)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
	Leq 0.5hr for each train, dB(A)					48.4	44.5												40.9	50.0								
	Leq 0.5hr for all train	53.2																										
Leq0.5	Total number of events	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12
	Corr for no. of event, 10log(N), dB(A)	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8
	Corr for distance, -10log(d/d_{ref}), dB(A)	-3.6	-3.6	-3.5	-3.5	-3.4	-3.4	-3.3	-2.9	-2.5	-2.3	-1.9	-1.4	-1.3	-3.8	-3.9	-3.8	-3.7	-3.7	-3.7	-3.6	-3.4	-3.0	-2.7	-2.4	-1.7	-1.4	-1.4
	Corr for view angle, 10log($\mu\theta$/180-cos2αsinθ)	-39.8	-29.2	-20.7	-7.6	-5.4	-7.1	-14.3	-23.8	-31.7	-37.9	-45.4	-56.9	-92.2	-36.1	-33.2	-28.7	-21.0	-10.4	-4.2	-9.1	-17.8	-25.1	-31.1	-37.0	-49.5	-63.3	-83.9
	Corr for screening/ absorption, dB(A)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0
	Corr for sound energy spread over 24 hr	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6
	Façade correctoin, dB(A)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
	Track wear correction, dB(A)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
	Leq 0.5hr for each train, dB(A)					48.0	44.1												40.5	49.6								
	Leq 0.5hr for all train	52.9																										
Lmax	Measured Lmax	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65
	Corr for distance, -10log(d/d_{ref}), dB(A)	-3.6	-3.6	-3.5	-3.5	-3.4	-3.4	-3.3	-2.9	-2.5	-2.3	-1.9	-1.4	-1.3	-3.8	-3.9	-3.8	-3.7	-3.7	-3.7	-3.6	-3.4	-3.0	-2.7	-2.4	-1.7	-1.4	-1.4
	Correction for screening/ absorption	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0
	Façade correctoin, dB(A)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
	Track wear correction, dB(A)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
	Lmax for each train, dB(A)					69.4	67.1												66.8	69.8								
	Lmax for all train	69.8																										

Floor 10		Segment (Northbound)													Segment (Southbound)													
		N1	N2	N3	N4	N5	N6	N7	N8	N9	N10	N11	N12	N13	S1	S2	S3	S4	S5	S6	S7	S8	S9	S10	S11	S12	S13	S14
Parameters:																												
	Measured SEL	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9
Leq24	Total number of events	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536
	Horize distance from track to NSR	41.8	42.3	42.6	42.6	42.8	42.4	40.9	35.7	28.9	26.6	19.2	9.4	0.6	44.8	46.8	46.1	46.1	46.4	46.7	45.8	43.2	37.9	32.4	27.9	15.5	6.3	1.5
	track mPD + track head (0.2m)	7.9	8.7	9.9	11.3	12.5	13.1	13.4	13.6	14.0	14.1	13.9	13.6	13.1	8.0	8.4	9.1	10.0	11.2	12.5	13.2	13.5	13.9	14.2	14.1	13.7	13.3	12.9
	ground mPD + floor height	50.3	50.3	50.3	50.3	50.3	50.3	50.3	50.3	50.3	50.3	50.3	50.3	50.3	50.3	50.3	50.3	50.3	50.3	50.3	50.3	50.3	50.3	50.3	50.3	50.3	50.3	50.3
	Vert distance from track to NSR	42.4	41.6	40.4	39.0	37.8	37.2	36.9	36.7	36.3	36.2	36.4	36.7	37.2	42.3	41.9	41.2	40.3	39.1	37.8	37.1	36.8	36.4	36.1	36.2	36.6	37.0	37.4
	Slant distance	59.5	59.3	58.7	57.8	57.1	56.4	55.0	51.2	46.4	44.9	41.1	37.8	37.2	61.6	62.8	61.8	61.2	60.6	60.0	58.9	56.7	52.5	48.5	45.7	39.7	37.5	37.4
	View angle (α)	0.130	0.170	0.286	0.695	1.411	0.900	0.491	0.267	0.156	0.113	0.069	0.030	0.002	0.143	0.173	0.208	0.303	0.599	1.310	0.740	0.417	0.258	0.166	0.111	0.051	0.018	0.004
	View angle (α) (degree)	7.457	9.712	16.396	39.847	80.861	51.584	28.128	15.300	8.934	6.466	3.965	1.709	0.099	8.219	9.899	11.903	17.357	34.337	75.073	42.378	23.879	14.776	9.517	6.357	2.926	1.049	0.230
	View angle (θ)	0.010	0.066	0.165	0.653	0.475	0.506	0.259	0.094	0.044	0.020	0.010	0.004	0.000	0.019	0.025	0.050	0.140	0.449	0.662	0.423	0.158	0.074	0.044	0.025	0.007	0.002	0.000
	View angle (θ) (degree)	0.565	3.760	9.441	37.421	27.206	28.968	14.847	5.396	2.513	1.168	0.548	0.206	0.018	1.086	1.459	2.888	8.000	25.698	37.925	24.252	9.058	4.259	2.539	1.454	0.386	0.126	0.023
	Average Speed	10.0	20.0	50.0	70.0	65.0	50.0	30.0	15.0	10.0	10.0	15.0	20.0	15.0	10.0	10.0	10.0	20.0	50.0	70.0	60.0	40.0	20.0	15.0	10.0	10.0	15.0	10.0
	Corr for no. of event, 10log(N), dB(A)	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3
	Corr for distance, -10log(d/d_{ref}), dB(A)	-3.8	-3.7	-3.7	-3.6	-3.6	-3.5	-3.4	-3.1	-2.7	-2.5	-2.2	-1.8	-1.7	-3.9	-4.0	-3.9	-3.9	-3.8	-3.8	-3.7	-3.6	-3.2	-2.9	-2.6	-2.0	-1.8	-1.7
	Corr for view angle, 10log($\mu\theta$/180-cos2αsinθ)	-39.8	-29.2	-20.7	-7.6	-5.4	-7.1	-14.3	-23.8	-31.7	-37.9	-45.4	-56.9	-92.2	-36.1	-33.2	-28.7	-21.0	-10.4	-4.2	-9.1	-17.8	-25.1	-31.1	-37.0	-49.5	-63.3	-83.9
	Corr for screening/ absorption, dB(A)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, 20log(v/V_{ref}), dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0
	Corr for sound energy spread over 24 hr	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4
	Façade correctoin, dB(A)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
	Track wear correction, dB(A)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
	Leq 24hr for each train, dB(A)					47.6	43.7												40.1	49.2								
	Leq 24hr for all train	52.4																										
Leq0.5	Total number of events	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13
	Corr for no. of event, 10log(N), dB(A)	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1
	Corr for distance, -10log(d/d_{ref}), dB(A)	-3.8	-3.7	-3.7	-3.6	-3.6	-3.5	-3.4	-3.1	-2.7	-2.5	-2.2	-1.8	-1.7	-3.9	-4.0	-3.9	-3.9	-3.8	-3.8	-3.7	-3.6	-3.2	-2.9	-2.6	-2.0	-1.8	-1.7
	Corr for view angle, 10log($\mu\theta$/180-cos2αsinθ)	-39.8	-29.2	-20.7	-7.6	-5.4	-7.1	-14.3	-23.8	-31.7	-37.9	-45.4	-56.9	-92.2	-36.1	-33.2	-28.7	-21.0	-10.4	-4.2	-9.1	-17.8	-25.1	-31.1	-37.0	-49.5	-63.3	-83.9
	Corr for screening/ absorption, dB(A)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0
	Corr for sound energy spread over 24 hr	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6
	Façade correctoin, dB(A)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
	Track wear correction, dB(A)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
	Leq 0.5hr for each train, dB(A)					48.2	44.3												40.7	49.8								
	Leq 0.5hr for all train	53.1																										
Leq0.5	Total number of events	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12
	Corr for no. of event, 10log(N), dB(A)	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8
	Corr for distance, -10log(d/d_{ref}), dB(A)	-3.8	-3.7	-3.7	-3.6	-3.6	-3.5	-3.4	-3.1	-2.7	-2.5	-2.2	-1.8	-1.7	-3.9	-4.0	-3.9	-3.9	-3.8	-3.8	-3.7	-3.6	-3.2	-2.9	-2.6	-2.0	-1.8	-1.7
	Corr for view angle, 10log($\mu\theta$/180-cos2αsinθ)	-39.8	-29.2	-20.7	-7.6	-5.4	-7.1	-14.3	-23.8	-31.7	-37.9	-45.4	-56.9	-92.2	-36.1	-33.2	-28.7	-21.0	-10.4	-4.2	-9.1	-17.8	-25.1	-31.1	-37.0	-49.5	-63.3	-83.9
	Corr for screening/ absorption, dB(A)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0
	Corr for sound energy spread over 24 hr	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6
	Façade correctoin, dB(A)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
	Track wear correction, dB(A)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
	Leq 0.5hr for each train, dB(A)					47.9	44.0												40.4	49.5								
	Leq 0.5hr for all train	52.7																										
Lmax	Measured Lmax	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65

Floor 11		Segment (Northbound)													Segment (Southbound)													
		N1	N2	N3	N4	N5	N6	N7	N8	N9	N10	N11	N12	N13	S1	S2	S3	S4	S5	S6	S7	S8	S9	S10	S11	S12	S13	S14
Parameters:																												
	Measured SEL	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9
Leq24	Total number of events	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536
	Horize distance from track to NSR	41.8	42.3	42.6	42.6	42.8	42.4	40.9	35.7	28.9	26.6	19.2	9.4	0.6	44.8	46.8	46.1	46.1	46.4	46.7	45.8	43.2	37.9	32.4	27.9	15.5	6.3	1.5
	track mPD + track head (0.2m)	7.9	8.7	9.9	11.3	12.5	13.1	13.4	13.6	14.0	14.1	13.9	13.6	13.1	8.0	8.4	9.1	10.0	11.2	12.5	13.2	13.5	13.9	14.2	14.1	13.7	13.3	12.9
	ground mPD + floor height	53.4	53.4	53.4	53.4	53.4	53.4	53.4	53.4	53.4	53.4	53.4	53.4	53.4	53.4	53.4	53.4	53.4	53.4	53.4	53.4	53.4	53.4	53.4	53.4	53.4	53.4	53.4
	Vert distance from track to NSR	45.5	44.7	43.5	42.2	41.0	40.4	40.1	39.8	39.5	39.4	39.5	39.8	40.4	45.4	45.0	44.3	43.4	42.2	40.9	40.2	39.9	39.5	39.3	39.4	39.7	40.2	40.5
	Slant distance	61.8	61.5	60.9	59.9	59.2	58.5	57.2	53.5	48.9	47.5	43.9	40.9	40.4	63.8	64.9	63.9	63.3	62.7	62.1	60.9	58.8	54.8	50.9	48.2	42.6	40.6	40.5
	View angle (α)	0.130	0.170	0.286	0.695	1.411	0.900	0.491	0.267	0.156	0.113	0.069	0.030	0.002	0.143	0.173	0.208	0.303	0.599	1.310	0.740	0.417	0.258	0.166	0.111	0.051	0.018	0.004
	View angle (α) (degree)	7.457	9.712	16.396	39.847	80.861	51.584	28.128	15.300	8.934	6.466	3.965	1.709	0.099	8.219	9.899	11.903	17.357	34.337	75.073	42.378	23.879	14.776	9.517	6.357	2.926	1.049	0.230
	View angle (θ)	0.010	0.066	0.165	0.653	0.475	0.506	0.259	0.094	0.044	0.020	0.010	0.004	0.000	0.019	0.025	0.050	0.140	0.449	0.662	0.423	0.158	0.074	0.044	0.025	0.007	0.002	0.000
	View angle (θ) (degree)	0.565	3.760	9.441	37.421	27.206	28.968	14.847	5.396	2.513	1.168	0.548	0.206	0.018	1.086	1.459	2.888	8.000	25.698	37.925	24.252	9.058	4.259	2.539	1.454	0.386	0.126	0.023
	Average Speed	10.0	20.0	50.0	70.0	65.0	50.0	30.0	15.0	10.0	10.0	15.0	20.0	15.0	10.0	10.0	10.0	20.0	50.0	70.0	60.0	40.0	20.0	15.0	10.0	10.0	15.0	10.0
	Corr for no. of event, 10log(N), dB(A)	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3
	Corr for distance, -10log(d/d_{ref}), dB(A)	-3.9	-3.9	-3.9	-3.8	-3.7	-3.7	-3.6	-3.3	-2.9	-2.8	-2.4	-2.1	-2.1	-4.1	-4.1	-4.1	-4.0	-4.0	-3.9	-3.9	-3.7	-3.4	-3.1	-2.9	-2.3	-2.1	-2.1
	Corr for view angle, 10log($\mu\theta$/180-cos2αsinθ)	-39.8	-29.2	-20.7	-7.6	-5.4	-7.1	-14.3	-23.8	-31.7	-37.9	-45.4	-56.9	-92.2	-36.1	-33.2	-28.7	-21.0	-10.4	-4.2	-9.1	-17.8	-25.1	-31.1	-37.0	-49.5	-63.3	-83.9
	Corr for screening/ absorption, dB(A)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, 20log(v/V_{ref}), dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0
	Corr for sound energy spread over 24 hr	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4
	Façade correctoin, dB(A)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
	Track wear correction, dB(A)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
	Leq 24hr for each train, dB(A)					47.4	43.5												39.9	49.0								
	Leq 24hr for all train	52.2																										
Leq0.5	Total number of events	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13
	Corr for no. of event, 10log(N), dB(A)	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1
	Corr for distance, -10log(d/d_{ref}), dB(A)	-3.9	-3.9	-3.9	-3.8	-3.7	-3.7	-3.6	-3.3	-2.9	-2.8	-2.4	-2.1	-2.1	-4.1	-4.1	-4.1	-4.0	-4.0	-3.9	-3.9	-3.7	-3.4	-3.1	-2.9	-2.3	-2.1	-2.1
	Corr for view angle, 10log($\mu\theta$/180-cos2αsinθ)	-39.8	-29.2	-20.7	-7.6	-5.4	-7.1	-14.3	-23.8	-31.7	-37.9	-45.4	-56.9	-92.2	-36.1	-33.2	-28.7	-21.0	-10.4	-4.2	-9.1	-17.8	-25.1	-31.1	-37.0	-49.5	-63.3	-83.9
	Corr for screening/ absorption, dB(A)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0
	Corr for sound energy spread over 24 hr	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6
	Façade correctoin, dB(A)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
	Track wear correction, dB(A)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
	Leq 0.5hr for each train, dB(A)					48.1	44.2												40.6	49.7								
	Leq 0.5hr for all train	52.9																										
Leq0.5	Total number of events	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12
	Corr for no. of event, 10log(N), dB(A)	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8
	Corr for distance, -10log(d/d_{ref}), dB(A)	-3.9	-3.9	-3.9	-3.8	-3.7	-3.7	-3.6	-3.3	-2.9	-2.8	-2.4	-2.1	-2.1	-4.1	-4.1	-4.1	-4.0	-4.0	-3.9	-3.9	-3.7	-3.4	-3.1	-2.9	-2.3	-2.1	-2.1
	Corr for view angle, 10log($\mu\theta$/180-cos2αsinθ)	-39.8	-29.2	-20.7	-7.6	-5.4	-7.1	-14.3	-23.8	-31.7	-37.9	-45.4	-56.9	-92.2	-36.1	-33.2	-28.7	-21.0	-10.4	-4.2	-9.1	-17.8	-25.1	-31.1	-37.0	-49.5	-63.3	-83.9
	Corr for screening/ absorption, dB(A)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0
	Corr for sound energy spread over 24 hr	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6
	Façade correctoin, dB(A)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
	Track wear correction, dB(A)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
	Leq 0.5hr for each train, dB(A)					47.7	43.8												40.2	49.4								
	Leq 0.5hr for all train	52.6																										
Lmax	Measured Lmax	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65
	Corr for distance, -10log(d/d_{ref}), dB(A)	-3.9	-3.9	-3.9	-3.8	-3.7	-3.7	-3.6	-3.3	-2.9	-2.8	-2.4	-2.1	-2.1	-4.1	-4.1	-4.1	-4.0	-4.0	-3.9	-3.9	-3.7	-3.4	-3.1	-2.9	-2.3	-2.1	-2.1
	Correction for screening/ absorption	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0
	Façade correctoin, dB(A)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
	Track wear correction, dB(A)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
	Lmax for each train, dB(A)					69.0	66.8												66.5	69.5								
	Lmax for all train	69.5																										

Floor 12		Segment (Northbound)													Segment (Southbound)													
		N1	N2	N3	N4	N5	N6	N7	N8	N9	N10	N11	N12	N13	S1	S2	S3	S4	S5	S6	S7	S8	S9	S10	S11	S12	S13	S14
Parameters:																												
	Measured SEL	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9
Leq24	Total number of events	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536
	Horize distance from track to NSR	41.8	42.3	42.6	42.6	42.8	42.4	40.9	35.7	28.9	26.6	19.2	9.4	0.6	44.8	46.8	46.1	46.1	46.4	46.7	45.8	43.2	37.9	32.4	27.9	15.5	6.3	1.5
	track mPD + track head (0.2m)	7.9	8.7	9.9	11.3	12.5	13.1	13.4	13.6	14.0	14.1	13.9	13.6	13.1	8.0	8.4	9.1	10.0	11.2	12.5	13.2	13.5	13.9	14.2	14.1	13.7	13.3	12.9
	ground mPD + floor height	56.6	56.6	56.6	56.6	56.6	56.6	56.6	56.6	56.6	56.6	56.6	56.6	56.6	56.6	56.6	56.6	56.6	56.6	56.6	56.6	56.6	56.6	56.6	56.6	56.6	56.6	56.6
	Vert distance from track to NSR	48.7	47.9	46.7	45.3	44.1	43.5	43.2	43.0	42.6	42.5	42.7	43.0	43.5	48.6	48.2	47.5	46.6	45.4	44.1	43.4	43.1	42.7	42.4	42.5	42.9	43.3	43.7
	Slant distance	64.1	63.9	63.2	62.2	61.4	60.7	59.5	55.9	51.5	50.1	46.8	44.0	43.5	66.0	67.2	66.1	65.5	64.9	64.2	63.0	61.0	57.1	53.4	50.8	45.6	43.8	43.7
	View angle (α)	0.130	0.170	0.286	0.695	1.411	0.900	0.491	0.267	0.156	0.113	0.069	0.030	0.002	0.143	0.173	0.208	0.303	0.599	1.310	0.740	0.417	0.258	0.166	0.111	0.051	0.018	0.004
	View angle (α) (degree)	7.457	9.712	16.396	39.847	80.861	51.584	28.128	15.300	8.934	6.466	3.965	1.709	0.099	8.219	9.899	11.903	17.357	34.337	75.073	42.378	23.879	14.776	9.517	6.357	2.926	1.049	0.230
	View angle (θ)	0.010	0.066	0.165	0.653	0.475	0.506	0.259	0.094	0.044	0.020	0.010	0.004	0.000	0.019	0.025	0.050	0.140	0.449	0.662	0.423	0.158	0.074	0.044	0.025	0.007	0.002	0.000
	View angle (θ) (degree)	0.565	3.760	9.441	37.421	27.206	28.968	14.847	5.396	2.513	1.168	0.548	0.206	0.018	1.086	1.459	2.888	8.000	25.698	37.925	24.252	9.058	4.259	2.539	1.454	0.386	0.126	0.023
	Average Speed	10.0	20.0	50.0	70.0	65.0	50.0	30.0	15.0	10.0	10.0	15.0	20.0	15.0	10.0	10.0	10.0	20.0	50.0	70.0	60.0	40.0	20.0	15.0	10.0	10.0	15.0	10.0
	Corr for no. of event, 10log(N), dB(A)	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3
	Corr for distance, -10log(d/d_{ref}), dB(A)	-4.1	-4.1	-4.0	-4.0	-3.9	-3.9	-3.8	-3.5	-3.1	-3.0	-2.7	-2.5	-2.4	-4.2	-4.3	-4.2	-4.2	-4.1	-4.1	-4.0	-3.9	-3.6	-3.3	-3.1	-2.6	-2.4	-2.4
	Corr for view angle, 10log($\mu\theta$/180-cos2αsinθ)	-39.8	-29.2	-20.7	-7.6	-5.4	-7.1	-14.3	-23.8	-31.7	-37.9	-45.4	-56.9	-92.2	-36.1	-33.2	-28.7	-21.0	-10.4	-4.2	-9.1	-17.8	-25.1	-31.1	-37.0	-49.5	-63.3	-83.9
	Corr for screening/ absorption, dB(A)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, 20log(v/V_{ref}), dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0
	Corr for sound energy spread over 24 hr	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4
	Façade correctoin, dB(A)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
	Track wear correction, dB(A)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
	Leq 24hr for each train, dB(A)					47.3	43.3												39.8	48.9								
	Leq 24hr for all train	52.1																										
Leq0.5	Total number of events	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13
	Corr for no. of event, 10log(N), dB(A)	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1
	Corr for distance, -10log(d/d_{ref}), dB(A)	-4.1	-4.1	-4.0	-4.0	-3.9	-3.9	-3.8	-3.5	-3.1	-3.0	-2.7	-2.5	-2.4	-4.2	-4.3	-4.2	-4.2	-4.1	-4.1	-4.0	-3.9	-3.6	-3.3	-3.1	-2.6	-2.4	-2.4
	Corr for view angle, 10log($\mu\theta$/180-cos2αsinθ)	-39.8	-29.2	-20.7	-7.6	-5.4	-7.1	-14.3	-23.8	-31.7	-37.9	-45.4	-56.9	-92.2	-36.1	-33.2	-28.7	-21.0	-10.4	-4.2	-9.1	-17.8	-25.1	-31.1	-37.0	-49.5	-63.3	-83.9
	Corr for screening/ absorption, dB(A)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0
	Corr for sound energy spread over 24 hr	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6
	Façade correctoin, dB(A)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
	Track wear correction, dB(A)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
	Leq 0.5hr for each train, dB(A)					47.9	44.0												40.4	49.6								
	Leq 0.5hr for all train	52.7																										
Leq0.5	Total number of events	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12
	Corr for no. of event, 10log(N), dB(A)	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8
	Corr for distance, -10log(d/d_{ref}), dB(A)	-4.1	-4.1	-4.0	-4.0	-3.9	-3.9	-3.8	-3.5	-3.1	-3.0	-2.7	-2.5	-2.4	-4.2	-4.3	-4.2	-4.2	-4.1	-4.1	-4.0	-3.9	-3.6	-3.3	-3.1	-2.6	-2.4	-2.4
	Corr for view angle, 10log($\mu\theta$/180-cos2αsinθ)	-39.8	-29.2	-20.7	-7.6	-5.4	-7.1	-14.3	-23.8	-31.7	-37.9	-45.4	-56.9	-92.2	-36.1	-33.2	-28.7	-21.0	-10.4	-4.2	-9.1	-17.8	-25.1	-31.1	-37.0	-49.5	-63.3	-83.9
	Corr for screening/ absorption, dB(A)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0
	Corr for sound energy spread over 24 hr	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6
	Façade correctoin, dB(A)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
	Track wear correction, dB(A)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
	Leq 0.5hr for each train, dB(A)					47.6	43.6												40.1	49.2								
	Leq 0.5hr for all train	52.4																										
Lmax	Measured Lmax	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65

Floor 13		Segment (Northbound)													Segment (Southbound)													
		N1	N2	N3	N4	N5	N6	N7	N8	N9	N10	N11	N12	N13	S1	S2	S3	S4	S5	S6	S7	S8	S9	S10	S11	S12	S13	S14
Parameters:																												
	Measured SEL	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9
Leq24	Total number of events	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536
	Horize distance from track to NSR	41.8	42.3	42.6	42.6	42.8	42.4	40.9	35.7	28.9	26.6	19.2	9.4	0.6	44.8	46.8	46.1	46.1	46.4	46.7	45.8	43.2	37.9	32.4	27.9	15.5	6.3	1.5
	track mPD + track head (0.2m)	7.9	8.7	9.9	11.3	12.5	13.1	13.4	13.6	14.0	14.1	13.9	13.6	13.1	8.0	8.4	9.1	10.0	11.2	12.5	13.2	13.5	13.9	14.2	14.1	13.7	13.3	12.9
	ground mPD + floor height	59.7	59.7	59.7	59.7	59.7	59.7	59.7	59.7	59.7	59.7	59.7	59.7	59.7	59.7	59.7	59.7	59.7	59.7	59.7	59.7	59.7	59.7	59.7	59.7	59.7	59.7	59.7
	Vert distance from track to NSR	51.8	51.0	49.8	48.5	47.3	46.7	46.4	46.1	45.8	45.7	45.8	46.1	46.7	51.7	51.3	50.6	49.7	48.5	47.2	46.5	46.2	45.8	45.6	45.7	46.0	46.5	46.8
	Slant distance	66.6	66.2	65.5	64.5	63.7	63.0	61.8	58.3	54.1	52.8	49.7	47.1	46.7	68.4	69.5	68.4	67.8	67.1	66.4	65.2	63.3	59.5	55.9	53.5	48.5	46.9	46.8
	View angle (α)	0.130	0.170	0.286	0.695	1.411	0.900	0.491	0.267	0.156	0.113	0.069	0.030	0.002	0.143	0.173	0.208	0.303	0.599	1.310	0.740	0.417	0.258	0.166	0.111	0.051	0.018	0.004
	View angle (α) (degree)	7.457	9.712	16.396	39.847	80.861	51.584	28.128	15.300	8.934	6.466	3.965	1.709	0.099	8.219	9.899	11.903	17.357	34.337	75.073	42.378	23.879	14.776	9.517	6.357	2.926	1.049	0.230
	View angle (θ)	0.010	0.066	0.165	0.653	0.475	0.506	0.259	0.094	0.044	0.020	0.010	0.004	0.000	0.019	0.025	0.050	0.140	0.449	0.662	0.423	0.158	0.074	0.044	0.025	0.007	0.002	0.000
	View angle (θ) (degree)	0.565	3.760	9.441	37.421	27.206	28.968	14.847	5.396	2.513	1.168	0.548	0.206	0.018	1.086	1.459	2.888	8.000	25.698	37.925	24.252	9.058	4.259	2.539	1.454	0.386	0.126	0.023
	Average Speed	10.0	20.0	50.0	70.0	65.0	50.0	30.0	15.0	10.0	10.0	15.0	20.0	15.0	10.0	10.0	10.0	20.0	50.0	70.0	60.0	40.0	20.0	15.0	10.0	10.0	15.0	10.0
	Corr for no. of event, 10log(N), dB(A)	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3
	Corr for distance, -10log(d/d_{ref}), dB(A)	-4.3	-4.2	-4.2	-4.1	-4.1	-4.0	-3.9	-3.7	-3.4	-3.2	-3.0	-2.7	-2.7	-4.4	-4.4	-4.4	-4.3	-4.3	-4.2	-4.2	-4.0	-3.8	-3.5	-3.3	-2.9	-2.7	-2.7
	Corr for view angle, 10log($\mu$$\theta$/180-cos2$\alpha$sin$\theta$)	-39.8	-29.2	-20.7	-7.6	-5.4	-7.1	-14.3	-23.8	-31.7	-37.9	-45.4	-56.9	-92.2	-36.1	-33.2	-28.7	-21.0	-10.4	-4.2	-9.1	-17.8	-25.1	-31.1	-37.0	-49.5	-63.3	-83.9
	Corr for screening/ absorption, dB(A)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, 20log(v/V_{ref}), dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0
	Corr for sound energy spread over 24 hr	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4
	Façade correctoin, dB(A)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
	Track wear correction, dB(A)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
	Leq 24hr for each train, dB(A)					47.1	43.2												39.6	48.7								
	Leq 24hr for all train	51.9																										
Leq0.5	Total number of events	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13
	Corr for no. of event, 10log(N), dB(A)	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1
	Corr for distance, -10log(d/dref), dB(A)	-4.3	-4.2	-4.2	-4.1	-4.1	-4.0	-3.9	-3.7	-3.4	-3.2	-3.0	-2.7	-2.7	-4.4	-4.4	-4.4	-4.3	-4.3	-4.2	-4.2	-4.0	-3.8	-3.5	-3.3	-2.9	-2.7	-2.7
	Corr for view angle, 10log($\mu$$\theta$/180-cos2$\alpha$sin$\theta$)	-39.8	-29.2	-20.7	-7.6	-5.4	-7.1	-14.3	-23.8	-31.7	-37.9	-45.4	-56.9	-92.2	-36.1	-33.2	-28.7	-21.0	-10.4	-4.2	-9.1	-17.8	-25.1	-31.1	-37.0	-49.5	-63.3	-83.9
	Corr for screening/ absorption, dB(A)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0
	Corr for sound energy spread over 24 hr	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6
	Façade correctoin, dB(A)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
	Track wear correction, dB(A)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
	Leq 0.5hr for each train, dB(A)					47.8	43.8												40.3	49.4								
	Leq 0.5hr for all train	52.6																										
Leq0.5	Total number of events	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12
	Corr for no. of event, 10log(N), dB(A)	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8
	Corr for distance, -10log(d/dref), dB(A)	-4.3	-4.2	-4.2	-4.1	-4.1	-4.0	-3.9	-3.7	-3.4	-3.2	-3.0	-2.7	-2.7	-4.4	-4.4	-4.4	-4.3	-4.3	-4.2	-4.2	-4.0	-3.8	-3.5	-3.3	-2.9	-2.7	-2.7
	Corr for view angle, 10log($\mu$$\theta$/180-cos2$\alpha$sin$\theta$)	-39.8	-29.2	-20.7	-7.6	-5.4	-7.1	-14.3	-23.8	-31.7	-37.9	-45.4	-56.9	-92.2	-36.1	-33.2	-28.7	-21.0	-10.4	-4.2	-9.1	-17.8	-25.1	-31.1	-37.0	-49.5	-63.3	-83.9
	Corr for screening/ absorption, dB(A)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0
	Corr for sound energy spread over 24 hr	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6
	Façade correctoin, dB(A)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
	Track wear correction, dB(A)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
	Leq 0.5hr for each train, dB(A)					47.4	43.5												40.0	49.1								
	Leq 0.5hr for all train	52.2																										
Lmax	Measured Lmax	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65
	Corr for distance, -10log(d/dref), dB(A)	-4.3	-4.2	-4.2	-4.1	-4.1	-4.0	-3.9	-3.7	-3.4	-3.2	-3.0	-2.7	-2.7	-4.4	-4.4	-4.4	-4.3	-4.3	-4.2	-4.2	-4.0	-3.8	-3.5	-3.3	-2.9	-2.7	-2.7
	Correction for screening/ absorption	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0
	Façade correctoin, dB(A)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
	Track wear correction, dB(A)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
	Lmax for each train, dB(A)					68.7	66.5												66.2	69.2								
	Lmax for all train	69.2																										

Floor 14		Segment (Northbound)													Segment (Southbound)													
		N1	N2	N3	N4	N5	N6	N7	N8	N9	N10	N11	N12	N13	S1	S2	S3	S4	S5	S6	S7	S8	S9	S10	S11	S12	S13	S14
Parameters:																												
	Measured SEL	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9
Leq24	Total number of events	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536
	Horize distance from track to NSR	41.8	42.3	42.6	42.6	42.8	42.4	40.9	35.7	28.9	26.6	19.2	9.4	0.6	44.8	46.8	46.1	46.1	46.4	46.7	45.8	43.2	37.9	32.4	27.9	15.5	6.3	1.5
	track mPD + track head (0.2m)	7.9	8.7	9.9	11.3	12.5	13.1	13.4	13.6	14.0	14.1	13.9	13.6	13.1	8.0	8.4	9.1	10.0	11.2	12.5	13.2	13.5	13.9	14.2	14.1	13.7	13.3	12.9
	ground mPD + floor height	62.9	62.9	62.9	62.9	62.9	62.9	62.9	62.9	62.9	62.9	62.9	62.9	62.9	62.9	62.9	62.9	62.9	62.9	62.9	62.9	62.9	62.9	62.9	62.9	62.9	62.9	62.9
	Vert distance from track to NSR	55.0	54.2	53.0	51.6	50.4	49.8	49.5	49.3	48.9	48.8	49.0	49.3	49.8	54.9	54.5	53.8	52.9	51.7	50.4	49.7	49.4	49.0	48.7	48.8	49.2	49.6	50.0
	Slant distance	69.0	68.7	67.9	66.9	66.1	65.4	64.2	60.8	56.8	55.6	52.6	50.1	49.8	70.8	71.8	70.8	70.1	69.4	68.7	67.5	65.6	61.9	58.5	56.2	51.5	50.0	50.0
	View angle (α)	0.130	0.170	0.286	0.695	1.411	0.900	0.491	0.267	0.156	0.113	0.069	0.030	0.002	0.143	0.173	0.208	0.303	0.599	1.310	0.740	0.417	0.258	0.166	0.111	0.051	0.018	0.004
	View angle (α) (degree)	7.457	9.712	16.396	39.847	80.861	51.584	28.128	15.300	8.934	6.466	3.965	1.709	0.099	8.219	9.899	11.903	17.357	34.337	75.073	42.378	23.879	14.776	9.517	6.357	2.926	1.049	0.230
	View angle (θ)	0.010	0.066	0.165	0.653	0.475	0.506	0.259	0.094	0.044	0.020	0.010	0.004	0.000	0.019	0.025	0.050	0.140	0.449	0.662	0.423	0.158	0.074	0.044	0.025	0.007	0.002	0.000
	View angle (θ) (degree)	0.565	3.760	9.441	37.421	27.206	28.968	14.847	5.396	2.513	1.168	0.548	0.206	0.018	1.086	1.459	2.888	8.000	25.698	37.925	24.252	9.058	4.259	2.539	1.454	0.386	0.126	0.023
	Average Speed	10.0	20.0	50.0	70.0	65.0	50.0	30.0	15.0	10.0	10.0	15.0	20.0	15.0	10.0	10.0	10.0	20.0	50.0	70.0	60.0	40.0	20.0	15.0	10.0	10.0	15.0	10.0
	Corr for no. of event, 10log(N), dB(A)	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3
	Corr for distance, -10log(d/d_{ref}), dB(A)	-4.4	-4.4	-4.3	-4.3	-4.2	-4.2	-4.1	-3.9	-3.6	-3.5	-3.2	-3.0	-3.0	-4.5	-4.6	-4.5	-4.5	-4.4	-4.4	-4.3	-4.2	-3.9	-3.7	-3.5	-3.1	-3.0	-3.0
	Corr for view angle, 10log($\mu$$\theta$/180-cos2$\alpha$sin$\theta$)	-39.8	-29.2	-20.7	-7.6	-5.4	-7.1	-14.3	-23.8	-31.7	-37.9	-45.4	-56.9	-92.2	-36.1	-33.2	-28.7	-21.0	-10.4	-4.2	-9.1	-17.8	-25.1	-31.1	-37.0	-49.5	-63.3	-83.9
	Corr for screening/ absorption, dB(A)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, 20log(v/V_{ref}), dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0
	Corr for sound energy spread over 24 hr	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4
	Façade correctoin, dB(A)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
	Track wear correction, dB(A)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
	Leq 24hr for each train, dB(A)					46.9	43.0												39.5	48.6								
	Leq 24hr for all train	51.8																										
Leq0.5	Total number of events	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13
	Corr for no. of event, 10log(N), dB(A)	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1
	Corr for distance, -10log(d/dref), dB(A)	-4.4	-4.4	-4.3	-4.3	-4.2	-4.2	-4.1	-3.9	-3.6	-3.5	-3.2	-3.0	-3.0	-4.5	-4.6	-4.5	-4.5	-4.4	-4.4	-4.3	-4.2	-3.9	-3.7	-3.5	-3.1	-3.0	-3.0
	Corr for view angle, 10log($\mu$$\theta$/180-cos2$\alpha$sin$\theta$)	-39.8	-29.2	-20.7	-7.6	-5.4	-7.1	-14.3	-23.8	-31.7	-37.9	-45.4	-56.9	-92.2	-36.1	-33.2	-28.7	-21.0	-10.4	-4.2	-9.1	-17.8	-25.1	-31.1	-37.0	-49.5	-63.3	-83.9
	Corr for screening/ absorption, dB(A)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0
	Corr for sound energy spread over 24 hr	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6
	Façade correctoin, dB(A)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
	Track wear correction, dB(A)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
	Leq 0.5hr for each train, dB(A)					47.6	43.7												40.2	49.3								
	Leq 0.5hr for all train	52.4																										
Leq0.5	Total number of events	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12
	Corr for no. of event, 10log(N), dB(A)	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8
	Corr for distance, -10log(d/dref), dB(A)	-4.4	-4.4	-4.3	-4.3	-4.2	-4.2	-4.1	-3.9	-3.6	-3.5	-3.2	-3.0	-3.0	-4.5	-4.6	-4.5	-4.5	-4.4	-4.4	-4.3	-4.2	-3.9	-3.7	-3.5	-3.1	-3.0	-3.0
	Corr for view angle, 10log($\mu$$\theta$/180-cos2$\alpha$sin$\theta$)	-39.8	-29.2	-20.7	-7.6	-5.4	-7.1	-14.3	-23.8	-31.7	-37.9	-45.4	-56.9	-92.2	-36.1	-33.2	-28.7	-21.0	-10.4	-4.2	-9.1	-17.8	-25.1	-31.1	-37.0	-49.5	-63.3	-83.9
	Corr for screening/ absorption, dB(A)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0
	Corr for sound energy spread over 24 hr	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6
	Façade correctoin, dB(A)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
	Track wear correction, dB(A)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
	Leq 0.5hr for each train, dB(A)					47.2	43.3												39.8	48.9								
	Leq 0.5hr for all train	52.1																										
Lmax	Measured Lmax	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65

Floor 15		Segment (Northbound)													Segment (Southbound)													
		N1	N2	N3	N4	N5	N6	N7	N8	N9	N10	N11	N12	N13	S1	S2	S3	S4	S5	S6	S7	S8	S9	S10	S11	S12	S13	S14
Parameters:																												
	Measured SEL	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9
Leq24	Total number of events	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536
	Horize distance from track to NSR	41.8	42.3	42.6	42.6	42.8	42.4	40.9	35.7	28.9	26.6	19.2	9.4	0.6	44.8	46.8	46.1	46.1	46.4	46.7	45.8	43.2	37.9	32.4	27.9	15.5	6.3	1.5
	track mPD + track head (0.2m)	7.9	8.7	9.9	11.3	12.5	13.1	13.4	13.6	14.0	14.1	13.9	13.6	13.1	8.0	8.4	9.1	10.0	11.2	12.5	13.2	13.5	13.9	14.2	14.1	13.7	13.3	12.9
	ground mPD + floor height	66.0	66.0	66.0	66.0	66.0	66.0	66.0	66.0	66.0	66.0	66.0	66.0	66.0	66.0	66.0	66.0	66.0	66.0	66.0	66.0	66.0	66.0	66.0	66.0	66.0	66.0	66.0
	Vert distance from track to NSR	58.1	57.3	56.1	54.8	53.6	53.0	52.7	52.4	52.1	52.0	52.1	52.4	53.0	58.0	57.6	56.9	56.0	54.8	53.5	52.8	52.5	52.1	51.9	52.0	52.3	52.8	53.1
	Slant distance	71.6	71.2	70.4	69.4	68.5	67.8	66.6	63.4	59.6	58.4	55.5	53.2	53.0	73.3	74.2	73.2	72.5	71.8	71.0	69.9	68.0	64.4	61.2	59.0	54.5	53.1	53.1
	View angle (α)	0.130	0.170	0.286	0.695	1.411	0.900	0.491	0.267	0.156	0.113	0.069	0.030	0.002	0.143	0.173	0.208	0.303	0.599	1.310	0.740	0.417	0.258	0.166	0.111	0.051	0.018	0.004
	View angle (α) (degree)	7.457	9.712	16.396	39.847	80.861	51.584	28.128	15.300	8.934	6.466	3.965	1.709	0.099	8.219	9.899	11.903	17.357	34.337	75.073	42.378	23.879	14.776	9.517	6.357	2.926	1.049	0.230
	View angle (θ)	0.010	0.066	0.165	0.653	0.475	0.506	0.259	0.094	0.044	0.020	0.010	0.004	0.000	0.019	0.025	0.050	0.140	0.449	0.662	0.423	0.158	0.074	0.044	0.025	0.007	0.002	0.000
	View angle (θ) (degree)	0.565	3.760	9.441	37.421	27.206	28.968	14.847	5.396	2.513	1.168	0.548	0.206	0.018	1.086	1.459	2.888	8.000	25.698	37.925	24.252	9.058	4.259	2.539	1.454	0.386	0.126	0.023
	Average Speed	10.0	20.0	50.0	70.0	65.0	50.0	30.0	15.0	10.0	10.0	15.0	20.0	15.0	10.0	10.0	10.0	20.0	50.0	70.0	60.0	40.0	20.0	15.0	10.0	10.0	15.0	10.0
	Corr for no. of event, 10log(N), dB(A)	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3
	Corr for distance, -10log(d/d_{ref}), dB(A)	-4.6	-4.5	-4.5	-4.4	-4.4	-4.3	-4.3	-4.0	-3.8	-3.7	-3.5	-3.3	-3.3	-4.7	-4.7	-4.7	-4.6	-4.6	-4.5	-4.5	-4.3	-4.1	-3.9	-3.7	-3.4	-3.3	-3.3
	Corr for view angle, 10log($\mu$$\theta$/180-cos2$\alpha$sin$\theta$)	-39.8	-29.2	-20.7	-7.6	-5.4	-7.1	-14.3	-23.8	-31.7	-37.9	-45.4	-56.9	-92.2	-36.1	-33.2	-28.7	-21.0	-10.4	-4.2	-9.1	-17.8	-25.1	-31.1	-37.0	-49.5	-63.3	-83.9
	Corr for screening/ absorption, dB(A)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, 20log(v/V_{ref}), dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0
	Corr for sound energy spread over 24 hr	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4
	Façade correctoin, dB(A)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
	Track wear correction, dB(A)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
	Leq 24hr for each train, dB(A)					46.8	42.9												39.3	48.5								
	Leq 24hr for all train	51.6																										
Leq0.5	Total number of events	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13
	Corr for no. of event, 10log(N), dB(A)	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1
	Corr for distance, -10log(d/dref), dB(A)	-4.6	-4.5	-4.5	-4.4	-4.4	-4.3	-4.3	-4.0	-3.8	-3.7	-3.5	-3.3	-3.3	-4.7	-4.7	-4.7	-4.6	-4.6	-4.5	-4.5	-4.3	-4.1	-3.9	-3.7	-3.4	-3.3	-3.3
	Corr for view angle, 10log($\mu$$\theta$/180-cos2$\alpha$sin$\theta$)	-39.8	-29.2	-20.7	-7.6	-5.4	-7.1	-14.3	-23.8	-31.7	-37.9	-45.4	-56.9	-92.2	-36.1	-33.2	-28.7	-21.0	-10.4	-4.2	-9.1	-17.8	-25.1	-31.1	-37.0	-49.5	-63.3	-83.9
	Corr for screening/ absorption, dB(A)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0
	Corr for sound energy spread over 24 hr	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6
	Façade correctoin, dB(A)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
	Track wear correction, dB(A)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
	Leq 0.5hr for each train, dB(A)					47.4	43.5												40.0	49.1								
	Leq 0.5hr for all train	52.3																										
Leq0.5	Total number of events	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12
	Corr for no. of event, 10log(N), dB(A)	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8
	Corr for distance, -10log(d/dref), dB(A)	-4.6	-4.5	-4.5	-4.4	-4.4	-4.3	-4.3	-4.0	-3.8	-3.7	-3.5	-3.3	-3.3	-4.7	-4.7	-4.7	-4.6	-4.6	-4.5	-4.5	-4.3	-4.1	-3.9	-3.7	-3.4	-3.3	-3.3
	Corr for view angle, 10log($\mu$$\theta$/180-cos2$\alpha$sin$\theta$)	-39.8	-29.2	-20.7	-7.6	-5.4	-7.1	-14.3	-23.8	-31.7	-37.9	-45.4	-56.9	-92.2	-36.1	-33.2	-28.7	-21.0	-10.4	-4.2	-9.1	-17.8	-25.1	-31.1	-37.0	-49.5	-63.3	-83.9
	Corr for screening/ absorption, dB(A)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0
	Corr for sound energy spread over 24 hr	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6
	Façade correctoin, dB(A)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
	Track wear correction, dB(A)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
	Leq 0.5hr for each train, dB(A)					47.1	43.2												39.7	48.8								
	Leq 0.5hr for all train	51.9																										
Lmax	Measured Lmax	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65
	Corr for distance, -10log(d/dref), dB(A)	-4.6	-4.5	-4.5	-4.4	-4.4	-4.3	-4.3	-4.0	-3.8	-3.7	-3.5	-3.3	-3.3	-4.7	-4.7	-4.7	-4.6	-4.6	-4.5	-4.5	-4.3	-4.1	-3.9	-3.7	-3.4	-3.3	-3.3
	Correction for screening/ absorption	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0
	Façade correctoin, dB(A)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
	Track wear correction, dB(A)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
	Lmax for each train, dB(A)					68.4	66.2												65.9	68.9								
	Lmax for all train	68.9																										

Floor 16		Segment (Northbound)													Segment (Southbound)													
		N1	N2	N3	N4	N5	N6	N7	N8	N9	N10	N11	N12	N13	S1	S2	S3	S4	S5	S6	S7	S8	S9	S10	S11	S12	S13	S14
Parameters:																												
	Measured SEL	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9
Leq24	Total number of events	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536
	Horize distance from track to NSR	41.8	42.3	42.6	42.6	42.8	42.4	40.9	35.7	28.9	26.6	19.2	9.4	0.6	44.8	46.8	46.1	46.1	46.4	46.7	45.8	43.2	37.9	32.4	27.9	15.5	6.3	1.5
	track mPD + track head (0.2m)	7.9	8.7	9.9	11.3	12.5	13.1	13.4	13.6	14.0	14.1	13.9	13.6	13.1	8.0	8.4	9.1	10.0	11.2	12.5	13.2	13.5	13.9	14.2	14.1	13.7	13.3	12.9
	ground mPD + floor height	69.2	69.2	69.2	69.2	69.2	69.2	69.2	69.2	69.2	69.2	69.2	69.2	69.2	69.2	69.2	69.2	69.2	69.2	69.2	69.2	69.2	69.2	69.2	69.2	69.2	69.2	69.2
	Vert distance from track to NSR	61.3	60.5	59.3	57.9	56.7	56.1	55.8	55.6	55.2	55.1	55.3	55.6	56.1	61.2	60.8	60.1	59.2	58.0	56.7	56.0	55.7	55.3	55.0	55.1	55.5	55.9	56.3
	Slant distance	74.1	73.8	73.0	71.9	71.0	70.3	69.2	66.0	62.3	61.2	58.5	56.3	56.1	75.8	76.7	75.7	75.0	74.2	73.4	72.3	70.5	67.0	63.8	61.8	57.6	56.3	56.3
	View angle (α)	0.130	0.170	0.286	0.695	1.411	0.900	0.491	0.267	0.156	0.113	0.069	0.030	0.002	0.143	0.173	0.208	0.303	0.599	1.310	0.740	0.417	0.258	0.166	0.111	0.051	0.018	0.004
	View angle (α) (degree)	7.457	9.712	16.396	39.847	80.861	51.584	28.128	15.300	8.934	6.466	3.965	1.709	0.099	8.219	9.899	11.903	17.357	34.337	75.073	42.378	23.879	14.776	9.517	6.357	2.926	1.049	0.230
	View angle (θ)	0.010	0.066	0.165	0.653	0.475	0.506	0.259	0.094	0.044	0.020	0.010	0.004	0.000	0.019	0.025	0.050	0.140	0.449	0.662	0.423	0.158	0.074	0.044	0.025	0.007	0.002	0.000
	View angle (θ) (degree)	0.565	3.760	9.441	37.421	27.206	28.968	14.847	5.396	2.513	1.168	0.548	0.206	0.018	1.086	1.459	2.888	8.000	25.698	37.925	24.252	9.058	4.259	2.539	1.454	0.386	0.126	0.023
	Average Speed	10.0	20.0	50.0	70.0	65.0	50.0	30.0	15.0	10.0	10.0	15.0	20.0	15.0	10.0	10.0	10.0	20.0	50.0	70.0	60.0	40.0	20.0	15.0	10.0	10.0	15.0	10.0
	Corr for no. of event, 10log(N), dB(A)	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3
	Corr for distance, -10log(d/d_{ref}), dB(A)	-4.7	-4.7	-4.7	-4.6	-4.5	-4.5	-4.4	-4.2	-4.0	-3.9	-3.7	-3.5	-3.5	-4.8	-4.9	-4.8	-4.8	-4.7	-4.7	-4.6	-4.5	-4.3	-4.1	-3.9	-3.6	-3.5	-3.5
	Corr for view angle, 10log($\mu$$\theta$/180-cos2$\alpha$sin$\theta$)	-39.8	-29.2	-20.7	-7.6	-5.4	-7.1	-14.3	-23.8	-31.7	-37.9	-45.4	-56.9	-92.2	-36.1	-33.2	-28.7	-21.0	-10.4	-4.2	-9.1	-17.8	-25.1	-31.1	-37.0	-49.5	-63.3	-83.9
	Corr for screening/ absorption, dB(A)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, 20log(v/V_{ref}), dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0
	Corr for sound energy spread over 24 hr	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4
	Façade correctoin, dB(A)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
	Track wear correction, dB(A)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
	Leq 24hr for each train, dB(A)					46.6	42.7												39.2	48.3								
	Leq 24hr for all train	51.5																										
Leq0.5	Total number of events	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13
	Corr for no. of event, 10log(N), dB(A)	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1
	Corr for distance, -10log(d/dref), dB(A)	-4.7	-4.7	-4.7	-4.6	-4.5	-4.5	-4.4	-4.2	-4.0	-3.9	-3.7	-3.5	-3.5	-4.8	-4.9	-4.8	-4.8	-4.7	-4.7	-4.6	-4.5	-4.3	-4.1	-3.9	-3.6	-3.5	-3.5
	Corr for view angle, 10log($\mu$$\theta$/180-cos2$\alpha$sin$\theta$)	-39.8	-29.2	-20.7	-7.6	-5.4	-7.1	-14.3	-23.8	-31.7	-37.9	-45.4	-56.9	-92.2	-36.1	-33.2	-28.7	-21.0	-10.4	-4.2	-9.1	-17.8	-25.1	-31.1	-37.0	-49.5	-63.3	-83.9
	Corr for screening/ absorption, dB(A)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0
	Corr for sound energy spread over 24 hr	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6
	Façade correctoin, dB(A)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
	Track wear correction, dB(A)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
	Leq 0.5hr for each train, dB(A)					47.3	43.4												39.9	49.0								
	Leq 0.5hr for all train	52.1																										
Leq0.5	Total number of events	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12
	Corr for no. of event, 10log(N), dB(A)	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8
	Corr for distance, -10log(d/dref), dB(A)	-4.7	-4.7	-4.7	-4.6	-4.5	-4.5	-4.4	-4.2	-4.0	-3.9	-3.7	-3.5	-3.5	-4.8	-4.9	-4.8	-4.8	-4.7	-4.7	-4.6	-4.5	-4.3	-4.1	-3.9	-3.6	-3.5	-3.5
	Corr for view angle, 10log($\mu$$\theta$/180-cos2$\alpha$sin$\theta$)	-39.8	-29.2	-20.7	-7.6	-5.4	-7.1	-14.3	-23.8	-31.7	-37.9	-45.4	-56.9	-92.2	-36.1	-33.2	-28.7	-21.0	-10.4	-4.2	-9.1	-17.8	-25.1	-31.1	-37.0	-49.5	-63.3	-83.9
	Corr for screening/ absorption, dB(A)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0
	Corr for sound energy spread over 24 hr	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6
	Façade correctoin, dB(A)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
	Track wear correction, dB(A)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
	Leq 0.5hr for each train, dB(A)					46.9	43.0												39.5	48.6								
	Leq 0.5hr for all train	51.8																										
Lmax	Measured Lmax	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65

Floor 17		Segment (Northbound)													Segment (Southbound)													
		N1	N2	N3	N4	N5	N6	N7	N8	N9	N10	N11	N12	N13	S1	S2	S3	S4	S5	S6	S7	S8	S9	S10	S11	S12	S13	S14
Parameters:																												
	Measured SEL	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9
Leq24	Total number of events	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536
	Horize distance from track to NSR	41.8	42.3	42.6	42.6	42.8	42.4	40.9	35.7	28.9	26.6	19.2	9.4	0.6	44.8	46.8	46.1	46.1	46.4	46.7	45.8	43.2	37.9	32.4	27.9	15.5	6.3	1.5
	track mPD + track head (0.2m)	7.9	8.7	9.9	11.3	12.5	13.1	13.4	13.6	14.0	14.1	13.9	13.6	13.1	8.0	8.4	9.1	10.0	11.2	12.5	13.2	13.5	13.9	14.2	14.1	13.7	13.3	12.9
	ground mPD + floor height	72.3	72.3	72.3	72.3	72.3	72.3	72.3	72.3	72.3	72.3	72.3	72.3	72.3	72.3	72.3	72.3	72.3	72.3	72.3	72.3	72.3	72.3	72.3	72.3	72.3	72.3	72.3
	Vert distance from track to NSR	64.4	63.6	62.4	61.1	59.9	59.3	59.0	58.7	58.4	58.3	58.4	58.7	59.3	64.3	63.9	63.2	62.3	61.1	59.8	59.1	58.8	58.4	58.2	58.3	58.6	59.1	59.4
	Slant distance	76.8	76.4	75.5	74.5	73.6	72.8	71.7	68.7	65.1	64.0	61.5	59.5	59.3	78.3	79.2	78.2	77.5	76.7	75.9	74.8	73.0	69.6	66.6	64.6	60.6	59.4	59.4
	View angle (α)	0.130	0.170	0.286	0.695	1.411	0.900	0.491	0.267	0.156	0.113	0.069	0.030	0.002	0.143	0.173	0.208	0.303	0.599	1.310	0.740	0.417	0.258	0.166	0.111	0.051	0.018	0.004
	View angle (α) (degree)	7.457	9.712	16.396	39.847	80.861	51.584	28.128	15.300	8.934	6.466	3.965	1.709	0.099	8.219	9.899	11.903	17.357	34.337	75.073	42.378	23.879	14.776	9.517	6.357	2.926	1.049	0.230
	View angle (θ)	0.010	0.066	0.165	0.653	0.475	0.506	0.259	0.094	0.044	0.020	0.010	0.004	0.000	0.019	0.025	0.050	0.140	0.449	0.662	0.423	0.158	0.074	0.044	0.025	0.007	0.002	0.000
	View angle (θ) (degree)	0.565	3.760	9.441	37.421	27.206	28.968	14.847	5.396	2.513	1.168	0.548	0.206	0.018	1.086	1.459	2.888	8.000	25.698	37.925	24.252	9.058	4.259	2.539	1.454	0.386	0.126	0.023
	Average Speed	10.0	20.0	50.0	70.0	65.0	50.0	30.0	15.0	10.0	10.0	15.0	20.0	15.0	10.0	10.0	10.0	20.0	50.0	70.0	60.0	40.0	20.0	15.0	10.0	10.0	15.0	10.0
	Corr for no. of event, 10log(N), dB(A)	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3
	Corr for distance, -10log(d/d_{ref}), dB(A)	-4.9	-4.8	-4.8	-4.7	-4.7	-4.6	-4.6	-4.4	-4.2	-4.1	-3.9	-3.8	-3.7	-5.0	-5.0	-5.0	-4.9	-4.9	-4.8	-4.8	-4.7	-4.4	-4.3	-4.1	-3.8	-3.8	-3.8
	Corr for view angle, 10log($\mu\theta$/180-cos2αsinθ)	-39.8	-29.2	-20.7	-7.6	-5.4	-7.1	-14.3	-23.8	-31.7	-37.9	-45.4	-56.9	-92.2	-36.1	-33.2	-28.7	-21.0	-10.4	-4.2	-9.1	-17.8	-25.1	-31.1	-37.0	-49.5	-63.3	-83.9
	Corr for screening/ absorption, dB(A)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, 20log(v/V_{ref}), dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0
	Corr for sound energy spread over 24 hr	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4
	Façade correctoin, dB(A)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
	Track wear correction, dB(A)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
	Leq 24hr for each train, dB(A)					46.5	42.5												39.1	48.2								
	Leq 24hr for all train	51.3																										
Leq0.5	Total number of events	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13
	Corr for no. of event, 10log(N), dB(A)	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1
	Corr for distance, -10log(d/dref), dB(A)	-4.9	-4.8	-4.8	-4.7	-4.7	-4.6	-4.6	-4.4	-4.2	-4.1	-3.9	-3.8	-3.7	-5.0	-5.0	-5.0	-4.9	-4.9	-4.8	-4.8	-4.7	-4.4	-4.3	-4.1	-3.8	-3.8	-3.8
	Corr for view angle, 10log($\mu\theta$/180-cos2αsinθ)	-39.8	-29.2	-20.7	-7.6	-5.4	-7.1	-14.3	-23.8	-31.7	-37.9	-45.4	-56.9	-92.2	-36.1	-33.2	-28.7	-21.0	-10.4	-4.2	-9.1	-17.8	-25.1	-31.1	-37.0	-49.5	-63.3	-83.9
	Corr for screening/ absorption, dB(A)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0
	Corr for sound energy spread over 24 hr	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6
	Façade correctoin, dB(A)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
	Track wear correction, dB(A)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
	Leq 0.5hr for each train, dB(A)					47.1	43.2												39.7	48.8								
	Leq 0.5hr for all train	52.0																										
Leq0.5	Total number of events	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12
	Corr for no. of event, 10log(N), dB(A)	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8
	Corr for distance, -10log(d/dref), dB(A)	-4.9	-4.8	-4.8	-4.7	-4.7	-4.6	-4.6	-4.4	-4.2	-4.1	-3.9	-3.8	-3.7	-5.0	-5.0	-5.0	-4.9	-4.9	-4.8	-4.8	-4.7	-4.4	-4.3	-4.1	-3.8	-3.8	-3.8
	Corr for view angle, 10log($\mu\theta$/180-cos2αsinθ)	-39.8	-29.2	-20.7	-7.6	-5.4	-7.1	-14.3	-23.8	-31.7	-37.9	-45.4	-56.9	-92.2	-36.1	-33.2	-28.7	-21.0	-10.4	-4.2	-9.1	-17.8	-25.1	-31.1	-37.0	-49.5	-63.3	-83.9
	Corr for screening/ absorption, dB(A)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0
	Corr for sound energy spread over 24 hr	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6
	Façade correctoin, dB(A)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
	Track wear correction, dB(A)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
	Leq 0.5hr for each train, dB(A)					46.8	42.9												39.4	48.5								
	Leq 0.5hr for all train	51.6																										
Lmax	Measured Lmax	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65
	Corr for distance, -10log(d/dref), dB(A)	-4.9	-4.8	-4.8	-4.7	-4.7	-4.6	-4.6	-4.4	-4.2	-4.1	-3.9	-3.8	-3.7	-5.0	-5.0	-5.0	-4.9	-4.9	-4.8	-4.8	-4.7	-4.4	-4.3	-4.1	-3.8	-3.8	-3.8
	Correction for screening/ absorption	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0
	Façade correctoin, dB(A)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
	Track wear correction, dB(A)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
	Lmax for each train, dB(A)					68.1	65.9												65.6	68.6								
	Lmax for all train	68.6																										

Floor 18		Segment (Northbound)													Segment (Southbound)													
		N1	N2	N3	N4	N5	N6	N7	N8	N9	N10	N11	N12	N13	S1	S2	S3	S4	S5	S6	S7	S8	S9	S10	S11	S12	S13	S14
Parameters:																												
	Measured SEL	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9
Leq24	Total number of events	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536
	Horize distance from track to NSR	41.8	42.3	42.6	42.6	42.8	42.4	40.9	35.7	28.9	26.6	19.2	9.4	0.6	44.8	46.8	46.1	46.1	46.4	46.7	45.8	43.2	37.9	32.4	27.9	15.5	6.3	1.5
	track mPD + track head (0.2m)	7.9	8.7	9.9	11.3	12.5	13.1	13.4	13.6	14.0	14.1	13.9	13.6	13.1	8.0	8.4	9.1	10.0	11.2	12.5	13.2	13.5	13.9	14.2	14.1	13.7	13.3	12.9
	ground mPD + floor height	75.5	75.5	75.5	75.5	75.5	75.5	75.5	75.5	75.5	75.5	75.5	75.5	75.5	75.5	75.5	75.5	75.5	75.5	75.5	75.5	75.5	75.5	75.5	75.5	75.5	75.5	75.5
	Vert distance from track to NSR	67.6	66.8	65.6	64.2	63.0	62.4	62.1	61.9	61.5	61.4	61.6	61.9	62.4	67.5	67.1	66.4	65.5	64.3	63.0	62.3	62.0	61.6	61.3	61.4	61.8	62.2	62.6
	Slant distance	79.4	79.0	78.2	77.1	76.1	75.4	74.3	71.4	68.0	66.9	64.5	62.6	62.4	81.0	81.8	80.8	80.1	79.2	78.4	77.3	75.5	72.3	69.3	67.4	63.7	62.5	62.6
	View angle (α)	0.130	0.170	0.286	0.695	1.411	0.900	0.491	0.267	0.156	0.113	0.069	0.030	0.002	0.143	0.173	0.208	0.303	0.599	1.310	0.740	0.417	0.258	0.166	0.111	0.051	0.018	0.004
	View angle (α) (degree)	7.457	9.712	16.396	39.847	80.861	51.584	28.128	15.300	8.934	6.466	3.965	1.709	0.099	8.219	9.899	11.903	17.357	34.337	75.073	42.378	23.879	14.776	9.517	6.357	2.926	1.049	0.230
	View angle (θ)	0.010	0.066	0.165	0.653	0.475	0.506	0.259	0.094	0.044	0.020	0.010	0.004	0.000	0.019	0.025	0.050	0.140	0.449	0.662	0.423	0.158	0.074	0.044	0.025	0.007	0.002	0.000
	View angle (θ) (degree)	0.565	3.760	9.441	37.421	27.206	28.968	14.847	5.396	2.513	1.168	0.548	0.206	0.018	1.086	1.459	2.888	8.000	25.698	37.925	24.252	9.058	4.259	2.539	1.454	0.386	0.126	0.023
	Average Speed	10.0	20.0	50.0	70.0	65.0	50.0	30.0	15.0	10.0	10.0	15.0	20.0	15.0	10.0	10.0	10.0	20.0	50.0	70.0	60.0	40.0	20.0	15.0	10.0	10.0	15.0	10.0
	Corr for no. of event, 10log(N), dB(A)	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3
	Corr for distance, -10log(d/d_{ref}), dB(A)	-5.0	-5.0	-5.0	-4.9	-4.8	-4.8	-4.7	-4.6	-4.3	-4.3	-4.1	-4.0	-4.0	-5.1	-5.1	-5.1	-5.1	-5.0	-5.0	-4.9	-4.8	-4.6	-4.4	-4.3	-4.1	-4.0	-4.0
	Corr for view angle, 10log($\mu\theta$/180-cos2αsinθ)	-39.8	-29.2	-20.7	-7.6	-5.4	-7.1	-14.3	-23.8	-31.7	-37.9	-45.4	-56.9	-92.2	-36.1	-33.2	-28.7	-21.0	-10.4	-4.2	-9.1	-17.8	-25.1	-31.1	-37.0	-49.5	-63.3	-83.9
	Corr for screening/ absorption, dB(A)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, 20log(v/V_{ref}), dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0
	Corr for sound energy spread over 24 hr	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4
	Façade correctoin, dB(A)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
	Track wear correction, dB(A)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
	Leq 24hr for each train, dB(A)					46.3	42.4												38.9	48.0								
	Leq 24hr for all train	51.2																										
Leq0.5	Total number of events	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13
	Corr for no. of event, 10log(N), dB(A)	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1
	Corr for distance, -10log(d/dref), dB(A)	-5.0	-5.0	-5.0	-4.9	-4.8	-4.8	-4.7	-4.6	-4.3	-4.3	-4.1	-4.0	-4.0	-5.1	-5.1	-5.1	-5.1	-5.0	-5.0	-4.9	-4.8	-4.6	-4.4	-4.3	-4.1	-4.0	-4.0
	Corr for view angle, 10log($\mu\theta$/180-cos2αsinθ)	-39.8	-29.2	-20.7	-7.6	-5.4	-7.1	-14.3	-23.8	-31.7	-37.9	-45.4	-56.9	-92.2	-36.1	-33.2	-28.7	-21.0	-10.4	-4.2	-9.1	-17.8	-25.1	-31.1	-37.0	-49.5	-63.3	-83.9
	Corr for screening/ absorption, dB(A)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0
	Corr for sound energy spread over 24 hr	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6
	Façade correctoin, dB(A)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
	Track wear correction, dB(A)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
	Leq 0.5hr for each train, dB(A)					47.0	43.1												39.6	48.7								
	Leq 0.5hr for all train	51.9																										
Leq0.5	Total number of events	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12
	Corr for no. of event, 10log(N), dB(A)	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8
	Corr for distance, -10log(d/dref), dB(A)	-5.0	-5.0	-5.0	-4.9	-4.8	-4.8	-4.7	-4.6	-4.3	-4.3	-4.1	-4.0	-4.0	-5.1	-5.1	-5.1	-5.1	-5.0	-5.0	-4.9	-4.8	-4.6	-4.4	-4.3	-4.1	-4.0	-4.0
	Corr for view angle, 10log($\mu\theta$/180-cos2αsinθ)	-39.8	-29.2	-20.7	-7.6	-5.4	-7.1	-14.3	-23.8	-31.7	-37.9	-45.4	-56.9	-92.2	-36.1	-33.2	-28.7	-21.0	-10.4	-4.2	-9.1	-17.8	-25.1	-31.1	-37.0	-49.5	-63.3	-83.9
	Corr for screening/ absorption, dB(A)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0
	Corr for sound energy spread over 24 hr	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6
	Façade correctoin, dB(A)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
	Track wear correction, dB(A)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
	Leq 0.5hr for each train, dB(A)					46.6	42.7												39.2	48.3								
	Leq 0.5hr for all train	51.5																										
Lmax	Measured Lmax	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65

Floor 19		Segment (Northbound)													Segment (Southbound)													
		N1	N2	N3	N4	N5	N6	N7	N8	N9	N10	N11	N12	N13	S1	S2	S3	S4	S5	S6	S7	S8	S9	S10	S11	S12	S13	S14
Parameters:																												
	Measured SEL	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9
Leq24	Total number of events	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536
	Horize distance from track to NSR	41.8	42.3	42.6	42.6	42.8	42.4	40.9	35.7	28.9	26.6	19.2	9.4	0.6	44.8	46.8	46.1	46.1	46.4	46.7	45.8	43.2	37.9	32.4	27.9	15.5	6.3	1.5
	track mPD + track head (0.2m)	7.9	8.7	9.9	11.3	12.5	13.1	13.4	13.6	14.0	14.1	13.9	13.6	13.1	8.0	8.4	9.1	10.0	11.2	12.5	13.2	13.5	13.9	14.2	14.1	13.7	13.3	12.9
	ground mPD + floor height	78.6	78.6	78.6	78.6	78.6	78.6	78.6	78.6	78.6	78.6	78.6	78.6	78.6	78.6	78.6	78.6	78.6	78.6	78.6	78.6	78.6	78.6	78.6	78.6	78.6	78.6	78.6
	Vert distance from track to NSR	70.7	69.9	68.7	67.4	66.2	65.6	65.3	65.0	64.7	64.6	64.7	65.0	65.6	70.6	70.2	69.5	68.6	67.4	66.1	65.4	65.1	64.7	64.5	64.6	64.9	65.4	65.7
	Slant distance	82.1	81.7	80.8	79.7	78.8	78.1	77.0	74.2	70.8	69.8	67.5	65.7	65.6	83.6	84.4	83.4	82.7	81.8	80.9	79.8	78.1	75.0	72.1	70.3	66.7	65.7	65.7
	View angle (α)	0.130	0.170	0.286	0.695	1.411	0.900	0.491	0.267	0.156	0.113	0.069	0.030	0.002	0.143	0.173	0.208	0.303	0.599	1.310	0.740	0.417	0.258	0.166	0.111	0.051	0.018	0.004
	View angle (α) (degree)	7.457	9.712	16.396	39.847	80.861	51.584	28.128	15.300	8.934	6.466	3.965	1.709	0.099	8.219	9.899	11.903	17.357	34.337	75.073	42.378	23.879	14.776	9.517	6.357	2.926	1.049	0.230
	View angle (θ)	0.010	0.066	0.165	0.653	0.475	0.506	0.259	0.094	0.044	0.020	0.010	0.004	0.000	0.019	0.025	0.050	0.140	0.449	0.662	0.423	0.158	0.074	0.044	0.025	0.007	0.002	0.000
	View angle (θ) (degree)	0.565	3.760	9.441	37.421	27.206	28.968	14.847	5.396	2.513	1.168	0.548	0.206	0.018	1.086	1.459	2.888	8.000	25.698	37.925	24.252	9.058	4.259	2.539	1.454	0.386	0.126	0.023
	Average Speed	10.0	20.0	50.0	70.0	65.0	50.0	30.0	15.0	10.0	10.0	15.0	20.0	15.0	10.0	10.0	10.0	20.0	50.0	70.0	60.0	40.0	20.0	15.0	10.0	10.0	15.0	10.0
	Corr for no. of event, 10log(N), dB(A)	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3
	Corr for distance, -10log(d/d_{ref}), dB(A)	-5.2	-5.1	-5.1	-5.0	-5.0	-4.9	-4.9	-4.7	-4.5	-4.5	-4.3	-4.2	-4.2	-5.2	-5.3	-5.2	-5.2	-5.1	-5.1	-5.0	-4.9	-4.8	-4.6	-4.5	-4.3	-4.2	-4.2
	Corr for view angle, 10log($\mu\theta$/180-cos2αsinθ)	-39.8	-29.2	-20.7	-7.6	-5.4	-7.1	-14.3	-23.8	-31.7	-37.9	-45.4	-56.9	-92.2	-36.1	-33.2	-28.7	-21.0	-10.4	-4.2	-9.1	-17.8	-25.1	-31.1	-37.0	-49.5	-63.3	-83.9
	Corr for screening/ absorption, dB(A)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, 20log(v/V_{ref}), dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0
	Corr for sound energy spread over 24 hr	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4
	Façade correctoin, dB(A)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
	Track wear correction, dB(A)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
	Leq 24hr for each train, dB(A)					46.2	42.2												38.8	47.9								
	Leq 24hr for all train	51.0																										
Leq0.5	Total number of events	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13
	Corr for no. of event, 10log(N), dB(A)	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1
	Corr for distance, -10log(d/dref), dB(A)	-5.2	-5.1	-5.1	-5.0	-5.0	-4.9	-4.9	-4.7	-4.5	-4.5	-4.3	-4.2	-4.2	-5.2	-5.3	-5.2	-5.2	-5.1	-5.1	-5.0	-4.9	-4.8	-4.6	-4.5	-4.3	-4.2	-4.2
	Corr for view angle, 10log($\mu\theta$/180-cos2αsinθ)	-39.8	-29.2	-20.7	-7.6	-5.4	-7.1	-14.3	-23.8	-31.7	-37.9	-45.4	-56.9	-92.2	-36.1	-33.2	-28.7	-21.0	-10.4	-4.2	-9.1	-17.8	-25.1	-31.1	-37.0	-49.5	-63.3	-83.9
	Corr for screening/ absorption, dB(A)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0
	Corr for sound energy spread over 24 hr	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6
	Façade correctoin, dB(A)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
	Track wear correction, dB(A)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
	Leq 0.5hr for each train, dB(A)					46.8	42.9												39.4	48.5								
	Leq 0.5hr for all train	51.7																										
Leq0.5	Total number of events	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12
	Corr for no. of event, 10log(N), dB(A)	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8
	Corr for distance, -10log(d/dref), dB(A)	-5.2	-5.1	-5.1	-5.0	-5.0	-4.9	-4.9	-4.7	-4.5	-4.5	-4.3	-4.2	-4.2	-5.2	-5.3	-5.2	-5.2	-5.1	-5.1	-5.0	-4.9	-4.8	-4.6	-4.5	-4.3	-4.2	-4.2
	Corr for view angle, 10log($\mu\theta$/180-cos2αsinθ)	-39.8	-29.2	-20.7	-7.6	-5.4	-7.1	-14.3	-23.8	-31.7	-37.9	-45.4	-56.9	-92.2	-36.1	-33.2	-28.7	-21.0	-10.4	-4.2	-9.1	-17.8	-25.1	-31.1	-37.0	-49.5	-63.3	-83.9
	Corr for screening/ absorption, dB(A)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0
	Corr for sound energy spread over 24 hr	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6
	Façade correctoin, dB(A)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
	Track wear correction, dB(A)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
	Leq 0.5hr for each train, dB(A)					46.5	42.6												39.1	48.2								
	Leq 0.5hr for all train	51.4																										
Lmax	Measured Lmax	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65
	Corr for distance, -10log(d/dref), dB(A)	-5.2	-5.1	-5.1	-5.0	-5.0	-4.9	-4.9	-4.7	-4.5	-4.5	-4.3	-4.2	-4.2	-5.2	-5.3	-5.2	-5.2	-5.1	-5.1	-5.0	-4.9	-4.8	-4.6	-4.5	-4.3	-4.2	-4.2
	Correction for screening/ absorption	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0
	Façade correctoin, dB(A)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
	Track wear correction, dB(A)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
	Lmax for each train, dB(A)					67.8	65.6												65.4	68.3								
	Lmax for all train	68.3																										

Floor 20		Segment (Northbound)													Segment (Southbound)													
		N1	N2	N3	N4	N5	N6	N7	N8	N9	N10	N11	N12	N13	S1	S2	S3	S4	S5	S6	S7	S8	S9	S10	S11	S12	S13	S14
Parameters:																												
	Measured SEL	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9
Leq24	Total number of events	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536
	Horize distance from track to NSR	41.8	42.3	42.6	42.6	42.8	42.4	40.9	35.7	28.9	26.6	19.2	9.4	0.6	44.8	46.8	46.1	46.1	46.4	46.7	45.8	43.2	37.9	32.4	27.9	15.5	6.3	1.5
	track mPD + track head (0.2m)	7.9	8.7	9.9	11.3	12.5	13.1	13.4	13.6	14.0	14.1	13.9	13.6	13.1	8.0	8.4	9.1	10.0	11.2	12.5	13.2	13.5	13.9	14.2	14.1	13.7	13.3	12.9
	ground mPD + floor height	81.8	81.8	81.8	81.8	81.8	81.8	81.8	81.8	81.8	81.8	81.8	81.8	81.8	81.8	81.8	81.8	81.8	81.8	81.8	81.8	81.8	81.8	81.8	81.8	81.8	81.8	81.8
	Vert distance from track to NSR	73.9	73.1	71.9	70.5	69.3	68.7	68.4	68.2	67.8	67.7	67.9	68.2	68.7	73.8	73.4	72.7	71.8	70.6	69.3	68.6	68.3	67.9	67.6	67.7	68.1	68.5	68.9
	Slant distance	84.9	84.4	83.5	82.4	81.4	80.7	79.7	76.9	73.7	72.7	70.5	68.8	68.7	86.3	87.0	86.0	85.3	84.4	83.5	82.4	80.8	77.7	75.0	73.2	69.8	68.8	68.9
	View angle (α)	0.130	0.170	0.286	0.695	1.411	0.900	0.491	0.267	0.156	0.113	0.069	0.030	0.002	0.143	0.173	0.208	0.303	0.599	1.310	0.740	0.417	0.258	0.166	0.111	0.051	0.018	0.004
	View angle (α) (degree)	7.457	9.712	16.396	39.847	80.861	51.584	28.128	15.300	8.934	6.466	3.965	1.709	0.099	8.219	9.899	11.903	17.357	34.337	75.073	42.378	23.879	14.776	9.517	6.357	2.926	1.049	0.230
	View angle (θ)	0.010	0.066	0.165	0.653	0.475	0.506	0.259	0.094	0.044	0.020	0.010	0.004	0.000	0.019	0.025	0.050	0.140	0.449	0.662	0.423	0.158	0.074	0.044	0.025	0.007	0.002	0.000
	View angle (θ) (degree)	0.565	3.760	9.441	37.421	27.206	28.968	14.847	5.396	2.513	1.168	0.548	0.206	0.018	1.086	1.459	2.888	8.000	25.698	37.925	24.252	9.058	4.259	2.539	1.454	0.386	0.126	0.023
	Average Speed	10.0	20.0	50.0	70.0	65.0	50.0	30.0	15.0	10.0	10.0	15.0	20.0	15.0	10.0	10.0	10.0	20.0	50.0	70.0	60.0	40.0	20.0	15.0	10.0	10.0	15.0	10.0
	Corr for no. of event, 10log(N), dB(A)	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3
	Corr for distance, -10log(d/d_{ref}), dB(A)	-5.3	-5.3	-5.2	-5.2	-5.1	-5.1	-5.0	-4.9	-4.7	-4.6	-4.5	-4.4	-4.4	-5.4	-5.4	-5.4	-5.3	-5.3	-5.2	-5.2	-5.1	-4.9	-4.8	-4.7	-4.5	-4.4	-4.4
	Corr for view angle, 10log($\mu\theta$/180-cos2αsinθ)	-39.8	-29.2	-20.7	-7.6	-5.4	-7.1	-14.3	-23.8	-31.7	-37.9	-45.4	-56.9	-92.2	-36.1	-33.2	-28.7	-21.0	-10.4	-4.2	-9.1	-17.8	-25.1	-31.1	-37.0	-49.5	-63.3	-83.9
	Corr for screening/ absorption, dB(A)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, 20log(v/V_{ref}), dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0
	Corr for sound energy spread over 24 hr	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4
	Façade correctoin, dB(A)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
	Track wear correction, dB(A)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
	Leq 24hr for each train, dB(A)					46.0	42.1												38.6	47.8								
	Leq 24hr for all train	50.9																										
Leq0.5	Total number of events	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13
	Corr for no. of event, 10log(N), dB(A)	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1
	Corr for distance, -10log(d/dref), dB(A)	-5.3	-5.3	-5.2	-5.2	-5.1	-5.1	-5.0	-4.9	-4.7	-4.6	-4.5	-4.4	-4.4	-5.4	-5.4	-5.4	-5.3	-5.3	-5.2	-5.2	-5.1	-4.9	-4.8	-4.7	-4.5	-4.4	-4.4
	Corr for view angle, 10log($\mu\theta$/180-cos2αsinθ)	-39.8	-29.2	-20.7	-7.6	-5.4	-7.1	-14.3	-23.8	-31.7	-37.9	-45.4	-56.9	-92.2	-36.1	-33.2	-28.7	-21.0	-10.4	-4.2	-9.1	-17.8	-25.1	-31.1	-37.0	-49.5	-63.3	-83.9
	Corr for screening/ absorption, dB(A)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0
	Corr for sound energy spread over 24 hr	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6
	Façade correctoin, dB(A)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
	Track wear correction, dB(A)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
	Leq 0.5hr for each train, dB(A)					46.7	42.8												39.3	48.4								
	Leq 0.5hr for all train	51.6																										
Leq0.5	Total number of events	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12
	Corr for no. of event, 10log(N), dB(A)	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8
	Corr for distance, -10log(d/dref), dB(A)	-5.3	-5.3	-5.2	-5.2	-5.1	-5.1	-5.0	-4.9	-4.7	-4.6	-4.5	-4.4	-4.4	-5.4	-5.4	-5.4	-5.3	-5.3	-5.2	-5.2	-5.1	-4.9	-4.8	-4.7	-4.5	-4.4	-4.4
	Corr for view angle, 10log($\mu\theta$/180-cos2αsinθ)	-39.8	-29.2	-20.7	-7.6	-5.4	-7.1	-14.3	-23.8	-31.7	-37.9	-45.4	-56.9	-92.2	-36.1	-33.2	-28.7	-21.0	-10.4	-4.2	-9.1	-17.8	-25.1	-31.1	-37.0	-49.5	-63.3	-83.9
	Corr for screening/ absorption, dB(A)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0
	Corr for sound energy spread over 24 hr	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6
	Façade correctoin, dB(A)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
	Track wear correction, dB(A)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
	Leq 0.5hr for each train, dB(A)					46.3	42.4												39.0	48.1								
	Leq 0.5hr for all train	51.2																										
Lmax	Measured Lmax	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65

Floor 21		Segment (Northbound)													Segment (Southbound)													
		N1	N2	N3	N4	N5	N6	N7	N8	N9	N10	N11	N12	N13	S1	S2	S3	S4	S5	S6	S7	S8	S9	S10	S11	S12	S13	S14
Parameters:																												
	Measured SEL	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9
Leq24	Total number of events	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536
	Horize distance from track to NSR	41.8	42.3	42.6	42.6	42.8	42.4	40.9	35.7	28.9	26.6	19.2	9.4	0.6	44.8	46.8	46.1	46.1	46.4	46.7	45.8	43.2	37.9	32.4	27.9	15.5	6.3	1.5
	track mPD + track head (0.2m)	7.9	8.7	9.9	11.3	12.5	13.1	13.4	13.6	14.0	14.1	13.9	13.6	13.1	8.0	8.4	9.1	10.0	11.2	12.5	13.2	13.5	13.9	14.2	14.1	13.7	13.3	12.9
	ground mPD + floor height	84.9	84.9	84.9	84.9	84.9	84.9	84.9	84.9	84.9	84.9	84.9	84.9	84.9	84.9	84.9	84.9	84.9	84.9	84.9	84.9	84.9	84.9	84.9	84.9	84.9	84.9	84.9
	Vert distance from track to NSR	77.0	76.2	75.0	73.7	72.5	71.9	71.6	71.3	71.0	70.9	71.0	71.3	71.9	76.9	76.5	75.8	74.9	73.7	72.4	71.7	71.4	71.0	70.8	70.9	71.2	71.7	72.0
	Slant distance	87.6	87.1	86.2	85.1	84.1	83.4	82.4	79.7	76.6	75.7	73.5	71.9	71.9	89.0	89.7	88.7	88.0	87.1	86.1	85.1	83.5	80.5	77.8	76.1	72.9	71.9	72.0
	View angle (α)	0.130	0.170	0.286	0.695	1.411	0.900	0.491	0.267	0.156	0.113	0.069	0.030	0.002	0.143	0.173	0.208	0.303	0.599	1.310	0.740	0.417	0.258	0.166	0.111	0.051	0.018	0.004
	View angle (α) (degree)	7.457	9.712	16.396	39.847	80.861	51.584	28.128	15.300	8.934	6.466	3.965	1.709	0.099	8.219	9.899	11.903	17.357	34.337	75.073	42.378	23.879	14.776	9.517	6.357	2.926	1.049	0.230
	View angle (θ)	0.010	0.066	0.165	0.653	0.475	0.506	0.259	0.094	0.044	0.020	0.010	0.004	0.000	0.019	0.025	0.050	0.140	0.449	0.662	0.423	0.158	0.074	0.044	0.025	0.007	0.002	0.000
	View angle (θ) (degree)	0.565	3.760	9.441	37.421	27.206	28.968	14.847	5.396	2.513	1.168	0.548	0.206	0.018	1.086	1.459	2.888	8.000	25.698	37.925	24.252	9.058	4.259	2.539	1.454	0.386	0.126	0.023
	Average Speed	10.0	20.0	50.0	70.0	65.0	50.0	30.0	15.0	10.0	10.0	15.0	20.0	15.0	10.0	10.0	10.0	20.0	50.0	70.0	60.0	40.0	20.0	15.0	10.0	10.0	15.0	10.0
	Corr for no. of event, 10log(N), dB(A)	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3
	Corr for distance, -10log(d/d_{ref}), dB(A)	-5.4	-5.4	-5.4	-5.3	-5.3	-5.2	-5.2	-5.0	-4.9	-4.8	-4.7	-4.6	-4.6	-5.5	-5.5	-5.5	-5.5	-5.4	-5.4	-5.3	-5.2	-5.1	-4.9	-4.8	-4.6	-4.6	-4.6
	Corr for view angle, 10log(πθ/180-cos2αsinθ)	-39.8	-29.2	-20.7	-7.6	-5.4	-7.1	-14.3	-23.8	-31.7	-37.9	-45.4	-56.9	-92.2	-36.1	-33.2	-28.7	-21.0	-10.4	-4.2	-9.1	-17.8	-25.1	-31.1	-37.0	-49.5	-63.3	-83.9
	Corr for screening/ absorption, dB(A)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, 20log(v/V_{ref}), dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0
	Corr for sound energy spread over 24 hr	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4
	Façade correctoin, dB(A)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
	Track wear correction, dB(A)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
	Leq 24hr for each train, dB(A)					45.9	42.0												38.5	47.6								
	Leq 24hr for all train	50.8																										
Leq0.5	Total number of events	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13
	Corr for no. of event, 10log(N), dB(A)	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1
	Corr for distance, -10log(d/dref), dB(A)	-5.4	-5.4	-5.4	-5.3	-5.3	-5.2	-5.2	-5.0	-4.9	-4.8	-4.7	-4.6	-4.6	-5.5	-5.5	-5.5	-5.5	-5.4	-5.4	-5.3	-5.2	-5.1	-4.9	-4.8	-4.6	-4.6	-4.6
	Corr for view angle, 10log(πθ/180-cos2αsinθ)	-39.8	-29.2	-20.7	-7.6	-5.4	-7.1	-14.3	-23.8	-31.7	-37.9	-45.4	-56.9	-92.2	-36.1	-33.2	-28.7	-21.0	-10.4	-4.2	-9.1	-17.8	-25.1	-31.1	-37.0	-49.5	-63.3	-83.9
	Corr for screening/ absorption, dB(A)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0
	Corr for sound energy spread over 24 hr	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6
	Façade correctoin, dB(A)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
	Track wear correction, dB(A)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
	Leq 0.5hr for each train, dB(A)					46.5	42.6												39.2	48.3								
	Leq 0.5hr for all train	51.4																										
Leq0.5	Total number of events	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12
	Corr for no. of event, 10log(N), dB(A)	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8
	Corr for distance, -10log(d/dref), dB(A)	-5.4	-5.4	-5.4	-5.3	-5.3	-5.2	-5.2	-5.0	-4.9	-4.8	-4.7	-4.6	-4.6	-5.5	-5.5	-5.5	-5.5	-5.4	-5.4	-5.3	-5.2	-5.1	-4.9	-4.8	-4.6	-4.6	-4.6
	Corr for view angle, 10log(πθ/180-cos2αsinθ)	-39.8	-29.2	-20.7	-7.6	-5.4	-7.1	-14.3	-23.8	-31.7	-37.9	-45.4	-56.9	-92.2	-36.1	-33.2	-28.7	-21.0	-10.4	-4.2	-9.1	-17.8	-25.1	-31.1	-37.0	-49.5	-63.3	-83.9
	Corr for screening/ absorption, dB(A)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0
	Corr for sound energy spread over 24 hr	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6
	Façade correctoin, dB(A)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
	Track wear correction, dB(A)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
	Leq 0.5hr for each train, dB(A)					46.2	42.3												38.8	47.9								
	Leq 0.5hr for all train	51.1																										
Lmax	Measured Lmax	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65
	Corr for distance, -10log(d/dref), dB(A)	-5.4	-5.4	-5.4	-5.3	-5.3	-5.2	-5.2	-5.0	-4.9	-4.8	-4.7	-4.6	-4.6	-5.5	-5.5	-5.5	-5.5	-5.4	-5.4	-5.3	-5.2	-5.1	-4.9	-4.8	-4.6	-4.6	-4.6
	Correction for screening/ absorption	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0
	Façade correctoin, dB(A)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
	Track wear correction, dB(A)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
	Lmax for each train, dB(A)					67.5	65.3												65.1	68.1								
	Lmax for all train	68.1																										

Floor 22		Segment (Northbound)													Segment (Southbound)													
		N1	N2	N3	N4	N5	N6	N7	N8	N9	N10	N11	N12	N13	S1	S2	S3	S4	S5	S6	S7	S8	S9	S10	S11	S12	S13	S14
Parameters:																												
	Measured SEL	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9
Leq24	Total number of events	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536
	Horize distance from track to NSR	41.8	42.3	42.6	42.6	42.8	42.4	40.9	35.7	28.9	26.6	19.2	9.4	0.6	44.8	46.8	46.1	46.1	46.4	46.7	45.8	43.2	37.9	32.4	27.9	15.5	6.3	1.5
	track mPD + track head (0.2m)	7.9	8.7	9.9	11.3	12.5	13.1	13.4	13.6	14.0	14.1	13.9	13.6	13.1	8.0	8.4	9.1	10.0	11.2	12.5	13.2	13.5	13.9	14.2	14.1	13.7	13.3	12.9
	ground mPD + floor height	88.1	88.1	88.1	88.1	88.1	88.1	88.1	88.1	88.1	88.1	88.1	88.1	88.1	88.1	88.1	88.1	88.1	88.1	88.1	88.1	88.1	88.1	88.1	88.1	88.1	88.1	88.1
	Vert distance from track to NSR	80.2	79.4	78.2	76.8	75.6	75.0	74.7	74.5	74.1	74.0	74.2	74.5	75.0	80.1	79.7	79.0	78.1	76.9	75.6	74.9	74.6	74.2	73.9	74.0	74.4	74.8	75.2
	Slant distance	90.4	89.9	89.0	87.8	86.9	86.1	85.1	82.6	79.6	78.6	76.6	75.0	75.0	91.7	92.4	91.4	90.7	89.8	88.8	87.7	86.2	83.3	80.7	79.1	75.9	75.1	75.2
	View angle (α)	0.130	0.170	0.286	0.695	1.411	0.900	0.491	0.267	0.156	0.113	0.069	0.030	0.002	0.143	0.173	0.208	0.303	0.599	1.310	0.740	0.417	0.258	0.166	0.111	0.051	0.018	0.004
	View angle (α) (degree)	7.457	9.712	16.396	39.847	80.861	51.584	28.128	15.300	8.934	6.466	3.965	1.709	0.099	8.219	9.899	11.903	17.357	34.337	75.073	42.378	23.879	14.776	9.517	6.357	2.926	1.049	0.230
	View angle (θ)	0.010	0.066	0.165	0.653	0.475	0.506	0.259	0.094	0.044	0.020	0.010	0.004	0.000	0.019	0.025	0.050	0.140	0.449	0.662	0.423	0.158	0.074	0.044	0.025	0.007	0.002	0.000
	View angle (θ) (degree)	0.565	3.760	9.441	37.421	27.206	28.968	14.847	5.396	2.513	1.168	0.548	0.206	0.018	1.086	1.459	2.888	8.000	25.698	37.925	24.252	9.058	4.259	2.539	1.454	0.386	0.126	0.023
	Average Speed	10.0	20.0	50.0	70.0	65.0	50.0	30.0	15.0	10.0	10.0	15.0	20.0	15.0	10.0	10.0	10.0	20.0	50.0	70.0	60.0	40.0	20.0	15.0	10.0	10.0	15.0	10.0
	Corr for no. of event, 10log(N), dB(A)	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3
	Corr for distance, -10log(d/d_{ref}), dB(A)	-5.6	-5.6	-5.5	-5.5	-5.4	-5.4	-5.3	-5.2	-5.0	-5.0	-4.9	-4.8	-4.8	-5.6	-5.7	-5.6	-5.6	-5.6	-5.5	-5.5	-5.4	-5.2	-5.1	-5.0	-4.8	-4.8	-4.8
	Corr for view angle, 10log(πθ/180-cos2αsinθ)	-39.8	-29.2	-20.7	-7.6	-5.4	-7.1	-14.3	-23.8	-31.7	-37.9	-45.4	-56.9	-92.2	-36.1	-33.2	-28.7	-21.0	-10.4	-4.2	-9.1	-17.8	-25.1	-31.1	-37.0	-49.5	-63.3	-83.9
	Corr for screening/ absorption, dB(A)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, 20log(v/V_{ref}), dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0
	Corr for sound energy spread over 24 hr	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4
	Façade correctoin, dB(A)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
	Track wear correction, dB(A)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
	Leq 24hr for each train, dB(A)					45.7	41.8												38.4	47.5								
	Leq 24hr for all train	50.6																										
Leq0.5	Total number of events	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13
	Corr for no. of event, 10log(N), dB(A)	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1
	Corr for distance, -10log(d/dref), dB(A)	-5.6	-5.6	-5.5	-5.5	-5.4	-5.4	-5.3	-5.2	-5.0	-5.0	-4.9	-4.8	-4.8	-5.6	-5.7	-5.6	-5.6	-5.6	-5.5	-5.5	-5.4	-5.2	-5.1	-5.0	-4.8	-4.8	-4.8
	Corr for view angle, 10log(πθ/180-cos2αsinθ)	-39.8	-29.2	-20.7	-7.6	-5.4	-7.1	-14.3	-23.8	-31.7	-37.9	-45.4	-56.9	-92.2	-36.1	-33.2	-28.7	-21.0	-10.4	-4.2	-9.1	-17.8	-25.1	-31.1	-37.0	-49.5	-63.3	-83.9
	Corr for screening/ absorption, dB(A)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0
	Corr for sound energy spread over 24 hr	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6
	Façade correctoin, dB(A)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
	Track wear correction, dB(A)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
	Leq 0.5hr for each train, dB(A)					46.4	42.5												39.0	48.1								
	Leq 0.5hr for all train	51.3																										
Leq0.5	Total number of events	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12
	Corr for no. of event, 10log(N), dB(A)	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8
	Corr for distance, -10log(d/dref), dB(A)	-5.6	-5.6	-5.5	-5.5	-5.4	-5.4	-5.3	-5.2	-5.0	-5.0	-4.9	-4.8	-4.8	-5.6	-5.7	-5.6	-5.6	-5.6	-5.5	-5.5	-5.4	-5.2	-5.1	-5.0	-4.8	-4.8	-4.8
	Corr for view angle, 10log(πθ/180-cos2αsinθ)	-39.8	-29.2	-20.7	-7.6	-5.4	-7.1	-14.3	-23.8	-31.7	-37.9	-45.4	-56.9	-92.2	-36.1	-33.2	-28.7	-21.0	-10.4	-4.2	-9.1	-17.8	-25.1	-31.1	-37.0	-49.5	-63.3	-83.9
	Corr for screening/ absorption, dB(A)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0
	Corr for sound energy spread over 24 hr	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6
	Façade correctoin, dB(A)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
	Track wear correction, dB(A)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
	Leq 0.5hr for each train, dB(A)					46.1	42.1												38.7	47.8								
	Leq 0.5hr for all train	50.9																										
Lmax	Measured Lmax	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65
	Corr for distance, -10log(d/dref), dB(A)	-5.6	-5.6	-5.5	-5.5	-5.4	-5.4	-5.3	-5.2	-5.0	-5.0	-4.9	-

Floor 23		Segment (Northbound)													Segment (Southbound)													
		N1	N2	N3	N4	N5	N6	N7	N8	N9	N10	N11	N12	N13	S1	S2	S3	S4	S5	S6	S7	S8	S9	S10	S11	S12	S13	S14
Parameters:																												
	Measured SEL	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9
Leq24	Total number of events	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536
	Horize distance from track to NSR	41.8	42.3	42.6	42.6	42.8	42.4	40.9	35.7	28.9	26.6	19.2	9.4	0.6	44.8	46.8	46.1	46.1	46.4	46.7	45.8	43.2	37.9	32.4	27.9	15.5	6.3	1.5
	track mPD + track head (0.2m)	7.9	8.7	9.9	11.3	12.5	13.1	13.4	13.6	14.0	14.1	13.9	13.6	13.1	8.0	8.4	9.1	10.0	11.2	12.5	13.2	13.5	13.9	14.2	14.1	13.7	13.3	12.9
	ground mPD + floor height	91.2	91.2	91.2	91.2	91.2	91.2	91.2	91.2	91.2	91.2	91.2	91.2	91.2	91.2	91.2	91.2	91.2	91.2	91.2	91.2	91.2	91.2	91.2	91.2	91.2	91.2	91.2
	Vert distance from track to NSR	83.3	82.5	81.3	80.0	78.8	78.2	77.9	77.6	77.3	77.2	77.3	77.6	78.2	83.2	82.8	82.1	81.2	80.0	78.7	78.0	77.7	77.3	77.1	77.2	77.5	78.0	78.3
	Slant distance	93.2	92.7	91.8	90.6	89.6	88.9	87.9	85.4	82.5	81.6	79.6	78.2	78.2	94.5	95.1	94.2	93.4	92.5	91.5	90.4	88.9	86.1	83.6	82.0	79.0	78.2	78.3
	View angle (α)	0.130	0.170	0.286	0.695	1.411	0.900	0.491	0.267	0.156	0.113	0.069	0.030	0.002	0.143	0.173	0.208	0.303	0.599	1.310	0.740	0.417	0.258	0.166	0.111	0.051	0.018	0.004
	View angle (α) (degree)	7.457	9.712	16.396	39.847	80.861	51.584	28.128	15.300	8.934	6.466	3.965	1.709	0.099	8.219	9.899	11.903	17.357	34.337	75.073	42.378	23.879	14.776	9.517	6.357	2.926	1.049	0.230
	View angle (θ)	0.010	0.066	0.165	0.653	0.475	0.506	0.259	0.094	0.044	0.020	0.010	0.004	0.000	0.019	0.025	0.050	0.140	0.449	0.662	0.423	0.158	0.074	0.044	0.025	0.007	0.002	0.000
	View angle (θ) (degree)	0.565	3.760	9.441	37.421	27.206	28.968	14.847	5.396	2.513	1.168	0.548	0.206	0.018	1.086	1.459	2.888	8.000	25.698	37.925	24.252	9.058	4.259	2.539	1.454	0.386	0.126	0.023
	Average Speed	10.0	20.0	50.0	70.0	65.0	50.0	30.0	15.0	10.0	10.0	15.0	20.0	15.0	10.0	10.0	10.0	20.0	50.0	70.0	60.0	40.0	20.0	15.0	10.0	10.0	15.0	10.0
	Corr for no. of event, 10log(N), dB(A)	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3
	Corr for distance, -10log(d/d_{ref}), dB(A)	-5.7	-5.7	-5.6	-5.6	-5.5	-5.5	-5.5	-5.3	-5.2	-5.1	-5.0	-5.0	-5.0	-5.8	-5.8	-5.8	-5.7	-5.7	-5.6	-5.6	-5.5	-5.4	-5.2	-5.2	-5.0	-5.0	-5.0
	Corr for view angle, 10log($\mu$$\theta$/180-cos2$\alpha$sin$\theta$)	-39.8	-29.2	-20.7	-7.6	-5.4	-7.1	-14.3	-23.8	-31.7	-37.9	-45.4	-56.9	-92.2	-36.1	-33.2	-28.7	-21.0	-10.4	-4.2	-9.1	-17.8	-25.1	-31.1	-37.0	-49.5	-63.3	-83.9
	Corr for screening/ absorption, dB(A)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, 20log(v/V_{ref}), dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0
	Corr for sound energy spread over 24 hr	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4
	Façade correctoin, dB(A)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
	Track wear correction, dB(A)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
	Leq 24hr for each train, dB(A)					45.6	41.7												38.2	47.4								
	Leq 24hr for all train	50.5																										
Leq0.5	Total number of events	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13
	Corr for no. of event, 10log(N), dB(A)	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1
	Corr for distance, -10log(d/dref), dB(A)	-5.7	-5.7	-5.6	-5.6	-5.5	-5.5	-5.5	-5.3	-5.2	-5.1	-5.0	-5.0	-5.0	-5.8	-5.8	-5.8	-5.7	-5.7	-5.6	-5.6	-5.5	-5.4	-5.2	-5.2	-5.0	-5.0	-5.0
	Corr for view angle, 10log($\mu$$\theta$/180-cos2$\alpha$sin$\theta$)	-39.8	-29.2	-20.7	-7.6	-5.4	-7.1	-14.3	-23.8	-31.7	-37.9	-45.4	-56.9	-92.2	-36.1	-33.2	-28.7	-21.0	-10.4	-4.2	-9.1	-17.8	-25.1	-31.1	-37.0	-49.5	-63.3	-83.9
	Corr for screening/ absorption, dB(A)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0
	Corr for sound energy spread over 24 hr	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6
	Façade correctoin, dB(A)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
	Track wear correction, dB(A)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
	Leq 0.5hr for each train, dB(A)					46.3	42.3												38.9	48.0								
	Leq 0.5hr for all train	51.2																										
Leq0.5	Total number of events	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12
	Corr for no. of event, 10log(N), dB(A)	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8
	Corr for distance, -10log(d/dref), dB(A)	-5.7	-5.7	-5.6	-5.6	-5.5	-5.5	-5.5	-5.3	-5.2	-5.1	-5.0	-5.0	-5.0	-5.8	-5.8	-5.8	-5.7	-5.7	-5.6	-5.6	-5.5	-5.4	-5.2	-5.2	-5.0	-5.0	-5.0
	Corr for view angle, 10log($\mu$$\theta$/180-cos2$\alpha$sin$\theta$)	-39.8	-29.2	-20.7	-7.6	-5.4	-7.1	-14.3	-23.8	-31.7	-37.9	-45.4	-56.9	-92.2	-36.1	-33.2	-28.7	-21.0	-10.4	-4.2	-9.1	-17.8	-25.1	-31.1	-37.0	-49.5	-63.3	-83.9
	Corr for screening/ absorption, dB(A)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0
	Corr for sound energy spread over 24 hr	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6
	Façade correctoin, dB(A)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
	Track wear correction, dB(A)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
	Leq 0.5hr for each train, dB(A)					45.9	42.0												38.6	47.7								
	Leq 0.5hr for all train	50.8																										
Lmax	Measured Lmax	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65
	Corr for distance, -10log(d/dref), dB(A)	-5.7	-5.7	-5.6	-5.6	-5.5	-5.5	-5.5	-5.3	-5.2	-5.1	-5.0	-5.0	-5.0	-5.8	-5.8	-5.8	-5.7	-5.7	-5.6	-5.6	-5.5	-5.4	-5.2	-5.2	-5.0	-5.0	-5.0
	Correction for screening/ absorption	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0
	Façade correctoin, dB(A)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
	Track wear correction, dB(A)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
	Lmax for each train, dB(A)					67.2	65.0												64.8	67.8								
	Lmax for all train	67.8																										

Floor 24		Segment (Northbound)													Segment (Southbound)													
		N1	N2	N3	N4	N5	N6	N7	N8	N9	N10	N11	N12	N13	S1	S2	S3	S4	S5	S6	S7	S8	S9	S10	S11	S12	S13	S14
Parameters:																												
	Measured SEL	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9
Leq24	Total number of events	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536
	Horize distance from track to NSR	41.8	42.3	42.6	42.6	42.8	42.4	40.9	35.7	28.9	26.6	19.2	9.4	0.6	44.8	46.8	46.1	46.1	46.4	46.7	45.8	43.2	37.9	32.4	27.9	15.5	6.3	1.5
	track mPD + track head (0.2m)	7.9	8.7	9.9	11.3	12.5	13.1	13.4	13.6	14.0	14.1	13.9	13.6	13.1	8.0	8.4	9.1	10.0	11.2	12.5	13.2	13.5	13.9	14.2	14.1	13.7	13.3	12.9
	ground mPD + floor height	94.4	94.4	94.4	94.4	94.4	94.4	94.4	94.4	94.4	94.4	94.4	94.4	94.4	94.4	94.4	94.4	94.4	94.4	94.4	94.4	94.4	94.4	94.4	94.4	94.4	94.4	94.4
	Vert distance from track to NSR	86.5	85.7	84.5	83.1	81.9	81.3	81.0	80.8	80.4	80.3	80.5	80.8	81.3	86.4	86.0	85.3	84.4	83.2	81.9	81.2	80.9	80.5	80.2	80.3	80.7	81.1	81.5
	Slant distance	96.0	95.5	94.6	93.4	92.4	91.7	90.7	88.3	85.5	84.6	82.7	81.3	81.3	97.3	97.9	96.9	96.1	95.2	94.2	93.2	91.7	88.9	86.5	85.0	82.1	81.3	81.5
	View angle (α)	0.130	0.170	0.286	0.695	1.411	0.900	0.491	0.267	0.156	0.113	0.069	0.030	0.002	0.143	0.173	0.208	0.303	0.599	1.310	0.740	0.417	0.258	0.166	0.111	0.051	0.018	0.004
	View angle (α) (degree)	7.457	9.712	16.396	39.847	80.861	51.584	28.128	15.300	8.934	6.466	3.965	1.709	0.099	8.219	9.899	11.903	17.357	34.337	75.073	42.378	23.879	14.776	9.517	6.357	2.926	1.049	0.230
	View angle (θ)	0.010	0.066	0.165	0.653	0.475	0.506	0.259	0.094	0.044	0.020	0.010	0.004	0.000	0.019	0.025	0.050	0.140	0.449	0.662	0.423	0.158	0.074	0.044	0.025	0.007	0.002	0.000
	View angle (θ) (degree)	0.565	3.760	9.441	37.421	27.206	28.968	14.847	5.396	2.513	1.168	0.548	0.206	0.018	1.086	1.459	2.888	8.000	25.698	37.925	24.252	9.058	4.259	2.539	1.454	0.386	0.126	0.023
	Average Speed	10.0	20.0	50.0	70.0	65.0	50.0	30.0	15.0	10.0	10.0	15.0	20.0	15.0	10.0	10.0	10.0	20.0	50.0	70.0	60.0	40.0	20.0	15.0	10.0	10.0	15.0	10.0
	Corr for no. of event, 10log(N), dB(A)	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3
	Corr for distance, -10log(d/d_{ref}), dB(A)	-5.8	-5.8	-5.8	-5.7	-5.7	-5.6	-5.6	-5.5	-5.3	-5.2	-5.1	-5.1	-5.1	-5.9	-5.9	-5.9	-5.8	-5.8	-5.8	-5.7	-5.6	-5.5	-5.4	-5.3	-5.2	-5.1	-5.1
	Corr for view angle, 10log($\mu$$\theta$/180-cos2$\alpha$sin$\theta$)	-39.8	-29.2	-20.7	-7.6	-5.4	-7.1	-14.3	-23.8	-31.7	-37.9	-45.4	-56.9	-92.2	-36.1	-33.2	-28.7	-21.0	-10.4	-4.2	-9.1	-17.8	-25.1	-31.1	-37.0	-49.5	-63.3	-83.9
	Corr for screening/ absorption, dB(A)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, 20log(v/V_{ref}), dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0
	Corr for sound energy spread over 24 hr	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4
	Façade correctoin, dB(A)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
	Track wear correction, dB(A)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
	Leq 24hr for each train, dB(A)					45.5	41.5												38.1	47.2								
	Leq 24hr for all train	50.4																										
Leq0.5	Total number of events	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13
	Corr for no. of event, 10log(N), dB(A)	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1
	Corr for distance, -10log(d/dref), dB(A)	-5.8	-5.8	-5.8	-5.7	-5.7	-5.6	-5.6	-5.5	-5.3	-5.3	-5.2	-5.1	-5.1	-5.9	-5.9	-5.9	-5.8	-5.8	-5.8	-5.7	-5.6	-5.5	-5.4	-5.3	-5.2	-5.1	-5.1
	Corr for view angle, 10log($\mu$$\theta$/180-cos2$\alpha$sin$\theta$)	-39.8	-29.2	-20.7	-7.6	-5.4	-7.1	-14.3	-23.8	-31.7	-37.9	-45.4	-56.9	-92.2	-36.1	-33.2	-28.7	-21.0	-10.4	-4.2	-9.1	-17.8	-25.1	-31.1	-37.0	-49.5	-63.3	-83.9
	Corr for screening/ absorption, dB(A)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0
	Corr for sound energy spread over 24 hr	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6
	Façade correctoin, dB(A)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
	Track wear correction, dB(A)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
	Leq 0.5hr for each train, dB(A)					46.1	42.2												38.8	47.9								
	Leq 0.5hr for all train	51.0																										
Leq0.5	Total number of events	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12
	Corr for no. of event, 10log(N), dB(A)	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8
	Corr for distance, -10log(d/dref), dB(A)	-5.8	-5.8	-5.8	-5.7	-5.7	-5.6	-5.6	-5.5	-5.3	-5.3	-5.2	-5.1	-5.1	-5.9	-5.9	-5.9	-5.8	-5.8	-5.8	-5.7	-5.6	-5.5	-5.4	-5.3	-5.2	-5.1	-5.1
	Corr for view angle, 10log($\mu$$\theta$/180-cos2$\alpha$sin$\theta$)	-39.8	-29.2	-20.7	-7.6	-5.4	-7.1	-14.3	-23.8	-31.7	-37.9	-45.4	-56.9	-92.2	-36.1	-33.2	-28.7	-21.0	-10.4	-4.2	-9.1	-17.8	-25.1	-31.1	-37.0	-49.5	-63.3	-83.9
	Corr for screening/ absorption, dB(A)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0
	Corr for sound energy spread over 24 hr	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6
	Façade correctoin, dB(A)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
	Track wear correction, dB(A)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
	Leq 0.5hr for each train, dB(A)					45.8	41.9												38.4	47.5								
	Leq 0.5hr for all train	50.7																										
Lmax	Measured Lmax	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65

Floor		Segment (Northbound)													Segment (Southbound)													
25		N1	N2	N3	N4	N5	N6	N7	N8	N9	N10	N11	N12	N13	S1	S2	S3	S4	S5	S6	S7	S8	S9	S10	S11	S12	S13	S14
Parameters:																												
	Measured SEL	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9
Leq24	Total number of events	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536
	Horize distance from track to NSR	41.8	42.3	42.6	42.6	42.8	42.4	40.9	35.7	28.9	26.6	19.2	9.4	0.6	44.8	46.8	46.1	46.1	46.4	46.7	45.8	43.2	37.9	32.4	27.9	15.5	6.3	1.5
	track mPD + track head (0.2m)	7.9	8.7	9.9	11.3	12.5	13.1	13.4	13.6	14.0	14.1	13.9	13.6	13.1	8.0	8.4	9.1	10.0	11.2	12.5	13.2	13.5	13.9	14.2	14.1	13.7	13.3	12.9
	ground mPD + floor height	97.5	97.5	97.5	97.5	97.5	97.5	97.5	97.5	97.5	97.5	97.5	97.5	97.5	97.5	97.5	97.5	97.5	97.5	97.5	97.5	97.5	97.5	97.5	97.5	97.5	97.5	97.5
	Vert distance from track to NSR	89.6	88.8	87.6	86.3	85.1	84.5	84.2	83.9	83.6	83.5	83.6	83.9	84.5	89.5	89.1	88.4	87.5	86.3	85.0	84.3	84.0	83.6	83.4	83.5	83.8	84.3	84.6
	Slant distance	98.9	98.4	97.4	96.2	95.2	94.5	93.5	91.2	88.4	87.6	85.8	84.4	84.5	100.1	100.7	99.7	98.9	98.0	97.0	95.9	94.5	91.8	89.4	88.0	85.2	84.5	84.6
	View angle (α)	0.130	0.170	0.286	0.695	1.411	0.900	0.491	0.267	0.156	0.113	0.069	0.030	0.002	0.143	0.173	0.208	0.303	0.599	1.310	0.740	0.417	0.258	0.166	0.111	0.051	0.018	0.004
	View angle (α) (degree)	7.457	9.712	16.396	39.847	80.861	51.584	28.128	15.300	8.934	6.466	3.965	1.709	0.099	8.219	9.899	11.903	17.357	34.337	75.073	42.378	23.879	14.776	9.517	6.357	2.926	1.049	0.230
	View angle (θ)	0.010	0.066	0.165	0.653	0.475	0.506	0.259	0.094	0.044	0.020	0.010	0.004	0.000	0.019	0.025	0.050	0.140	0.449	0.662	0.423	0.158	0.074	0.044	0.025	0.007	0.002	0.000
	View angle (θ) (degree)	0.565	3.760	9.441	37.421	27.206	28.968	14.847	5.396	2.513	1.168	0.548	0.206	0.018	1.086	1.459	2.888	8.000	25.698	37.925	24.252	9.058	4.259	2.539	1.454	0.386	0.126	0.023
	Average Speed	10.0	20.0	50.0	70.0	65.0	50.0	30.0	15.0	10.0	10.0	15.0	20.0	15.0	10.0	10.0	10.0	20.0	50.0	70.0	60.0	40.0	20.0	15.0	10.0	10.0	15.0	10.0
	Corr for no. of event, 10log(N), dB(A)	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3
	Corr for distance, -10log(d/d_{ref}), dB(A)	-6.0	-5.9	-5.9	-5.9	-5.8	-5.8	-5.7	-5.6	-5.5	-5.4	-5.4	-5.3	-5.3	-6.0	-6.0	-6.0	-6.0	-5.9	-5.9	-5.8	-5.8	-5.6	-5.5	-5.5	-5.3	-5.3	-5.3
	Corr for view angle, 10log($\pi\theta$/180-cos2αsinθ)	-39.8	-29.2	-20.7	-7.6	-5.4	-7.1	-14.3	-23.8	-31.7	-37.9	-45.4	-56.9	-92.2	-36.1	-33.2	-28.7	-21.0	-10.4	-4.2	-9.1	-17.8	-25.1	-31.1	-37.0	-49.5	-63.3	-83.9
	Corr for screening/ absorption, dB(A)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, 20log(v/V_{ref}), dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0
	Corr for sound energy spread over 24 hr	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4
	Façade correctoin, dB(A)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
	Track wear correction, dB(A)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
	Leq 24hr for each train, dB(A)					45.4	41.4												38.0	47.1								
	Leq 24hr for all train	50.2																										
Leq0.5	Total number of events	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13
	Corr for no. of event, 10log(N), dB(A)	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1
	Corr for distance, -10log(d/dref), dB(A)	-6.0	-5.9	-5.9	-5.9	-5.8	-5.8	-5.7	-5.6	-5.5	-5.4	-5.4	-5.3	-5.3	-6.0	-6.0	-6.0	-6.0	-5.9	-5.9	-5.8	-5.8	-5.6	-5.5	-5.5	-5.3	-5.3	-5.3
	Corr for view angle, 10log($\pi\theta$/180-cos2αsinθ)	-39.8	-29.2	-20.7	-7.6	-5.4	-7.1	-14.3	-23.8	-31.7	-37.9	-45.4	-56.9	-92.2	-36.1	-33.2	-28.7	-21.0	-10.4	-4.2	-9.1	-17.8	-25.1	-31.1	-37.0	-49.5	-63.3	-83.9
	Corr for screening/ absorption, dB(A)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0
	Corr for sound energy spread over 24 hr	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6
	Façade correctoin, dB(A)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
	Track wear correction, dB(A)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
	Leq 0.5hr for each train, dB(A)					46.0	42.1												38.7	47.8								
	Leq 0.5hr for all train	50.9																										
Leq0.5	Total number of events	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12
	Corr for no. of event, 10log(N), dB(A)	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8
	Corr for distance, -10log(d/dref), dB(A)	-6.0	-5.9	-5.9	-5.9	-5.8	-5.8	-5.7	-5.6	-5.5	-5.4	-5.4	-5.3	-5.3	-6.0	-6.0	-6.0	-6.0	-5.9	-5.9	-5.8	-5.8	-5.6	-5.5	-5.5	-5.3	-5.3	-5.3
	Corr for view angle, 10log($\pi\theta$/180-cos2αsinθ)	-39.8	-29.2	-20.7	-7.6	-5.4	-7.1	-14.3	-23.8	-31.7	-37.9	-45.4	-56.9	-92.2	-36.1	-33.2	-28.7	-21.0	-10.4	-4.2	-9.1	-17.8	-25.1	-31.1	-37.0	-49.5	-63.3	-83.9
	Corr for screening/ absorption, dB(A)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0
	Corr for sound energy spread over 24 hr	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6
	Façade correctoin, dB(A)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
	Track wear correction, dB(A)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
	Leq 0.5hr for each train, dB(A)					45.7	41.7												38.3	47.4								
	Leq 0.5hr for all train	50.6																										
Lmax	Measured Lmax	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65
	Corr for distance, -10log(d/dref), dB(A)	-6.0	-5.9	-5.9	-5.9	-5.8	-5.8	-5.7	-5.6	-5.5	-5.4	-5.4	-5.3	-5.3	-6.0	-6.0	-6.0	-6.0	-5.9	-5.9	-5.8	-5.8	-5.6	-5.5	-5.5	-5.3	-5.3	-5.3
	Correction for screening/ absorption	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0
	Façade correctoin, dB(A)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
	Track wear correction, dB(A)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
	Lmax for each train, dB(A)					67.0	64.7												64.6	67.5								
	Lmax for all train	67.5																										

Mitigated Case

RN1

Floor 1		Segment (Northbound)													Segment (Southbound)													
		N1	N2	N3	N4	N5	N6	N7	N8	N9	N10	N11	N12	N13	S1	S2	S3	S4	S5	S6	S7	S8	S9	S10	S11	S12	S13	S14
Parameters:																												
	Measured SEL	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9
Leq24	Total number of events	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536
	Horize distance from track to NSR	9.7	10.2	10.5	10.5	10.6	10.1	8.3	2.8	4.2	6.6	14.1	24.0	34.1	12.7	14.7	14.0	14.0	14.3	14.5	13.4	10.6	5.0	0.7	5.3	17.9	27.1	35.0
	track mPD + track head (0.2m)	7.9	8.7	9.9	11.3	12.5	13.1	13.4	13.6	14.0	14.1	13.9	13.6	13.1	8.0	8.4	9.1	10.0	11.2	12.5	13.2	13.5	13.9	14.2	14.1	13.7	13.3	12.9
	ground mPD + floor height	21.9	21.9	21.9	21.9	21.9	21.9	21.9	21.9	21.9	21.9	21.9	21.9	21.9	21.9	21.9	21.9	21.9	21.9	21.9	21.9	21.9	21.9	21.9	21.9	21.9	21.9	21.9
	Vert distance from track to NSR	14.0	13.2	12.0	10.7	9.5	8.9	8.6	8.3	8.0	7.9	8.0	8.3	8.9	13.9	13.5	12.8	11.9	10.7	9.4	8.7	8.4	8.0	7.8	7.9	8.2	8.7	9.0
	Slant distance	17.0	16.7	15.9	15.0	14.2	13.4	11.9	8.8	9.0	10.2	16.2	25.4	35.2	19	20	19	18	18	17	16	13	9	8	9	20	28	36
	View angle (α)	0.031	0.043	0.079	0.337	1.469	0.252	0.099	0.021	0.022	0.028	0.050	0.075	0.092	0.042	0.057	0.067	0.102	0.267	1.537	0.233	0.101	0.033	0.004	0.021	0.059	0.078	0.091
	View angle (α) (degree)	1.800	2.470	4.505	19.282	84.163	14.433	5.683	1.179	1.265	1.576	2.881	4.307	5.283	2.428	3.256	3.840	5.866	15.325	88.061	13.378	5.760	1.905	0.203	1.203	3.359	4.492	5.192
	View angle (Θ)	0.002	0.018	0.051	0.465	2.197	0.196	0.055	0.007	0.006	0.005	0.007	0.009	0.017	0.006	0.009	0.017	0.053	0.273	2.389	0.162	0.040	0.010	0.001	0.005	0.008	0.009	0.009
	View angle (Θ) (degree)	0.142	1.011	2.895	26.618	125.853	11.226	3.179	0.416	0.352	0.282	0.393	0.514	0.962	0.335	0.506	0.999	3.035	15.619	136.871	9.279	2.269	0.551	0.054	0.273	0.438	0.537	0.517
	Average Speed	10.0	20.0	50.0	70.0	65.0	50.0	30.0	15.0	10.0	10.0	15.0	20.0	15.0	10.0	10.0	10.0	20.0	50.0	70.0	60.0	40.0	20.0	15.0	10.0	10.0	15.0	10.0
	Corr for no. of event, 10log(N), dB(A)	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3
	Corr for distance, -10log(d/d$_{ref}$), dB(A)	1.7	1.8	2.0	2.2	2.5	2.7	3.2	4.6	4.4	3.9	1.9	-0.1	-1.5	1.2	1.0	1.2	1.3	1.5	1.6	2.0	2.7	4.2	5.1	4.2	1.0	-0.6	-1.6
	Corr for view angle, 10log(piθ/180-cos2αsinθ)	-58.1	-46.8	-36.9	-14.4	-0.2	-20.9	-34.5	-57.1	-57.2	-56.3	-49.6	-44.9	-40.4	-51.8	-47.4	-43.0	-34.5	-18.9	-0.1	-22.5	-35.9	-51.7	-81.2	-58.8	-47.8	-44.4	-43.3
	Corr for screening/ absorption, dB(A)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, 20log(v/V$_{ref}$), dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0
	Corr for sound energy spread over 24 hr	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4
	Façade correctoin, dB(A)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
	Track wear correction, dB(A)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
	Leq 24hr for each train, dB(A)	-16.1	1.3	19.3	45.0	58.8	36.1	18.6	-8.7	-12.4	-12.1	-3.9	1.3	1.9	-10.2	-6.1	-1.5	13.2	36.9	58.7	35.4	19.1	-1.1	-32.3	-14.2	-6.4	-1.1	-4.6
	Leq 24hr for all train	61.9																										
	Noise reduction	-4.0																										
		57.9																										
Leq0.5 Day/Evening	Total number of events	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13
	Corr for no. of event, 10log(N), dB(A)	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1
	Corr for distance, -10log(d/dref), dB(A)	1.7	1.8	2.0	2.2	2.5	2.7	3.2	4.6	4.4	3.9	1.9	-0.1	-1.5	1.2	1.0	1.2	1.3	1.5	1.6	2.0	2.7	4.2	5.1	4.2	1.0	-0.6	-1.6
	Corr for view angle, 10log(piθ/180-cos2αsinθ)	-58.1	-46.8	-36.9	-14.4	-0.2	-20.9	-34.5	-57.1	-57.2	-56.3	-49.6	-44.9	-40.4	-51.8	-47.4	-43.0	-34.5	-18.9	-0.1	-22.5	-35.9	-51.7	-81.2	-58.8	-47.8	-44.4	-43.3
	Corr for screening/ absorption, dB(A)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0
	Corr for sound energy spread over 24 hr	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6
	Façade correctoin, dB(A)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
	Track wear correction, dB(A)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
	Leq 0.5hr for each train, dB(A)	-15.5	2.0	20.0	45.7	59.4	36.7	19.2	-8.0	-11.8	-11.4	-3.2	2.0	2.6	-9.6	-5.5	-0.9	13.9	37.5	59.4	36.0	19.8	-0.5	-31.7	-13.6	-5.8	-0.5	-3.9
	Leq 0.5hr for all train	62.5																										
	Noise reduction	-4.0																										
		58.5																										
Leq0.5 Night	Total number of events	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12
	Corr for no. of event, 10log(N), dB(A)	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8
	Corr for distance, -10log(d/dref), dB(A)	1.7	1.8	2.0	2.2	2.5	2.7	3.2	4.6	4.4	3.9	1.9	-0.1	-1.5	1.2	1.0	1.2	1.3	1.5	1.6	2.0	2.7	4.2	5.1	4.2	1.0	-0.6	-1.6
	Corr for view angle, 10log(piθ/180-cos2αsinθ)	-58.1	-46.8	-36.9	-14.4	-0.2	-20.9	-34.5	-57.1	-57.2	-56.3	-49.6	-44.9	-40.4	-51.8	-47.4	-43.0	-34.5	-18.9	-0.1	-22.5	-35.9	-51.7	-81.2	-58.8	-47.8	-44.4	-43.3
	Corr for screening/ absorption, dB(A)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0
	Corr for sound energy spread over 24 hr	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6
	Façade correctoin, dB(A)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
	Track wear correction, dB(A)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
	Leq 0.5hr for each train, dB(A)	-15.8	1.6	19.7	45.3	59.1	36.4	18.9	-8.4	-12.1	-11.8	-3.6	1.6	2.2	-9.9	-5.8	-1.2	13.5	37.2	59.0	35.7	19.4	-0.8	-32.0	-13.9	-6.1	-0.8	-4.3
	Leq 0.5hr for all train	62.2																										
	Noise reduction	-4.0																										
		58.2																										
Lmax	Messured Lmax	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65
	Corr for distance, -10log(d/dref), dB(A)	1.7	1.8	2.0	2.2	2.5	2.7	3.2	4.6	4.4	3.9	1.9	-0.1	-1.5	1.2	1.0	1.2	1.3	1.5	1.6	2.0	2.7	4.2	5.1	4.2	1.0	-0.6	-1.6
	Correction for screening/ absorption	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0
	Façade correctoin, dB(A)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
	Track wear correction, dB(A)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
	Lmax for each train, dB(A)	58.2	64.3	72.5	75.6	75.2	73.2	69.3	64.6	61.0	60.4	61.9	62.5	58.6	57.7	57.5	57.7	63.9	72.0	75.0	74.0	71.2	66.8	65.1	60.7	57.6	59.5	54.9
	Lmax for all train	75.6																										

Floor 2		Segment (Northbound)													Segment (Southbound)													
		N1	N2	N3	N4	N5	N6	N7	N8	N9	N10	N11	N12	N13	S1	S2	S3	S4	S5	S6	S7	S8	S9	S10	S11	S12	S13	S14
Parameters:																												
	Measured SEL	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9
Leq24	Total number of events	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536
	Horize distance from track to NSR	9.7	10.2	10.5	10.5	10.6	10.1	8.3	2.8	4.2	6.6	14.1	24.0	34.1	12.7	14.7	14.0	14.0	14.3	14.5	13.4	10.6	5.0	0.7	5.3	17.9	27.1	35.0
	track mPD + track head (0.2m)	7.9	8.7	9.9	11.3	12.5	13.1	13.4	13.6	14.0	14.1	13.9	13.6	13.1	8.0	8.4	9.1	10.0	11.2	12.5	13.2	13.5	13.9	14.2	14.1	13.7	13.3	12.9
	ground mPD + floor height	25.1	25.1	25.1	25.1	25.1	25.1	25.1	25.1	25.1	25.1	25.1	25.1	25.1	25.1	25.1	25.1	25.1	25.1	25.1	25.1	25.1	25.1	25.1	25.1	25.1	25.1	25.1
	Vert distance from track to NSR	17.2	16.4	15.2	13.8	12.6	12.0	11.7	11.5	11.1	11.0	11.2	11.5	12.0	17.1	16.7	16.0	15.1	13.9	12.6	11.9	11.6	11.2	10.9	11.0	11.4	11.8	12.2
	Slant distance	19.7	19.3	18.4	17.4	16.5	15.7	14.3	11.8	11.9	12.8	18.0	26.6	36.1	21	22	21	21	20	19	18	16	12	11	12	21	30	37
	View angle (α)	0.031	0.043	0.079	0.337	1.469	0.252	0.099	0.021	0.022	0.028	0.050	0.075	0.092	0.042	0.057	0.067	0.102	0.267	1.537	0.233	0.101	0.033	0.004	0.021	0.059	0.078	0.091
	View angle (α) (degree)	1.800	2.470	4.505	19.282	84.163	14.433	5.683	1.179	1.265	1.576	2.881	4.307	5.283	2.428	3.256	3.840	5.866	15.325	88.061	13.378	5.760	1.905	0.203	1.203	3.359	4.492	5.192
	View angle (Θ)	0.002	0.018	0.051	0.465	2.197	0.196	0.055	0.007	0.006	0.005	0.007	0.009	0.017	0.006	0.009	0.017	0.053	0.273	2.389	0.162	0.040	0.010	0.001	0.005	0.008	0.009	0.009
	View angle (Θ) (degree)	0.142	1.011	2.895	26.618	125.853	11.226	3.179	0.416	0.352	0.282	0.393	0.514	0.962	0.335	0.506	0.999	3.035	15.619	136.871	9.279	2.269	0.551	0.054	0.273	0.438	0.537	0.517
	Average Speed	10.0	20.0	50.0	70.0	65.0	50.0	30.0	15.0	10.0	10.0	15.0	20.0	15.0	10.0	10.0	10.0	20.0	50.0	70.0	60.0	40.0	20.0	15.0	10.0	10.0	15.0	10.0
	Corr for no. of event, 10log(N), dB(A)	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3
	Corr for distance, -10log(d/d$_{ref}$), dB(A)	1.0	1.1	1.3	1.6	1.8	2.0	2.4	3.3	3.2	2.9	1.4	-0.3	-1.6	0.7	0.5	0.7	0.8	1.0	1.2	1.5	2.0	3.1	3.6	3.1	0.7	-0.7	-1.7
	Corr for view angle, 10log(piθ/180-cos2αsinθ)	-58.1	-46.8	-36.9	-14.4	-0.2	-20.9	-34.5	-57.1	-57.2	-56.3	-49.6	-44.9	-40.4	-51.8	-47.4	-43.0	-34.5	-18.9	-0.1	-22.5	-35.9	-51.7	-81.2	-58.8	-47.8	-44.4	-43.3
	Corr for screening/ absorption, dB(A)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0
	Corr for sound energy spread over 24 hr	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6
	Façade correctoin, dB(A)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
	Track wear correction, dB(A)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
	Leq 24hr for each train, dB(A)	-16.7	0.7	18.7	44.4	58.1	35.4	17.7	-10.0	-13.6	-13.1	-4.3	1.1	1.8	-10.8	-6.6	-2.0	12.7	36.4	58.2	34.9	18.5	-2.3	-33.8	-15.3	-6.8	-1.3	-4.7
	Leq 24hr for all train	61.3																										
	Noise reduction	-4.0																										
		57.3																										
Leq0.5 Day/Evening	Total number of events	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13
	Corr for no. of event, 10log(N), dB(A)	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1
	Corr for distance, -10log(d/dref), dB(A)	1.0	1.1	1.3	1.6	1.8	2.0	2.4	3.3	3.2	2.9	1.4	-0.3	-1.6	0.7	0.5	0.7	0.8	1.0	1.2	1.5	2.0	3.1	3.6	3.1	0.7	-0.7	-1.7
	Corr for view angle, 10log(piθ/180-cos2αsinθ)	-58.1	-46.8	-36.9	-14.4	-0.2	-20.9	-34.5	-57.1	-57.2	-56.3	-49.6	-44.9	-40.4	-51.8	-47.4	-43.0	-34.5	-18.9	-0.1	-22.5	-35.9	-51.7	-81.2	-58.8	-47.8	-44.4	-43.3
	Corr for screening/ absorption, dB(A)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0
	Corr for sound energy spread over 24 hr	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6
	Façade correctoin, dB(A)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
	Track wear correction, dB(A)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
	Leq 0.5hr for each train, dB(A)	-16.1	1.3	19.4	45.0	58.8	36.0	18.4	-9.3	-13.0	-12.4	-3.7	1.8	2.5	-10.1	-5.9	-1.4	13.4	37.1	58.9	35.5	19.1	-1.6	-33.1	-14.7	-6.1	-0.6	-4.0
	Leq 0.5hr for all train	62.0																										
	Noise reduction	-4.0																										
		58.0																										
Leq0.5 Night	Total number of events	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12
	Corr for no. of event, 10log(N), dB(A)	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8
	Corr for distance, -10log(d/dref), dB(A)	1.0	1.1	1.3	1.6	1.8	2.0	2.4	3.3	3.2	2.9	1.4	-0.3	-1.6	0.7	0.5	0.7	0.8	1.0	1.2	1.5	2.0	3.1	3.6	3.1	0.7	-0.7	-1.7
	Corr for view angle, 10log(piθ/180-cos2αsinθ)	-58.1	-46.8	-36.9	-14.4	-0.2	-20.9	-34.5	-57.1	-57.2	-56.3	-49.6	-44.9	-40.4	-51.8	-47.4	-43.0	-34.5	-18.9	-0.1	-22.5	-35.9	-51.7	-81.2	-58.8	-47.8	-44.4	-43.3
	Corr for screening/ absorption, dB(A)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for

Floor 3		Segment (Northbound)													Segment (Southbound)													
		N1	N2	N3	N4	N5	N6	N7	N8	N9	N10	N11	N12	N13	S1	S2	S3	S4	S5	S6	S7	S8	S9	S10	S11	S12	S13	S14
Parameters:																												
	Measured SEL	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9
Leq24	Total number of events	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536
	Horize distance from track to NSR	9.7	10.2	10.5	10.5	10.6	10.1	8.3	2.8	4.2	6.6	14.1	24.0	34.1	12.7	14.7	14.0	14.0	14.3	14.5	13.4	10.6	5.0	0.7	5.3	17.9	27.1	35.0
	track mPD + track head (0.2m)	7.9	8.7	9.9	11.3	12.5	13.1	13.4	13.6	14.0	14.1	13.9	13.6	13.1	8.0	8.4	9.1	10.0	11.2	12.5	13.2	13.5	13.9	14.2	14.1	13.7	13.3	12.9
	ground mPD + floor height	28.2	28.2	28.2	28.2	28.2	28.2	28.2	28.2	28.2	28.2	28.2	28.2	28.2	28.2	28.2	28.2	28.2	28.2	28.2	28.2	28.2	28.2	28.2	28.2	28.2	28.2	28.2
	Vert distance from track to NSR	20.3	19.5	18.3	17.0	15.8	15.2	14.9	14.6	14.3	14.2	14.3	14.6	15.2	20.2	19.8	19.1	18.2	17.0	15.7	15.0	14.7	14.3	14.1	14.2	14.5	15.0	15.3
	Slant distance	22.5	22.0	21.1	20.0	19.0	18.2	17.0	14.9	14.8	15.6	20.1	28.1	37.3	24	25	24	23	22	21	20	18	15	14	15	23	31	38
	View angle (α)	0.031	0.043	0.079	0.337	1.469	0.252	0.099	0.021	0.022	0.028	0.050	0.075	0.092	0.042	0.057	0.067	0.102	0.267	1.537	0.233	0.101	0.033	0.004	0.021	0.059	0.078	0.091
	View angle (α) (degree)	1.800	2.470	4.505	19.282	84.163	14.433	5.683	1.179	1.265	1.576	2.881	4.307	5.283	2.428	3.256	3.840	5.866	15.325	88.061	13.378	5.760	1.905	0.203	1.203	3.359	4.492	5.192
	View angle (Θ)	0.002	0.018	0.051	0.465	2.197	0.196	0.055	0.007	0.006	0.005	0.007	0.009	0.017	0.006	0.009	0.017	0.053	0.273	2.389	0.162	0.040	0.010	0.001	0.005	0.008	0.009	0.009
	View angle (Θ) (degree)	0.142	1.011	2.895	26.618	125.853	11.226	3.179	0.416	0.352	0.282	0.393	0.514	0.962	0.335	0.506	0.999	3.035	15.619	136.871	9.279	2.269	0.551	0.054	0.273	0.438	0.537	0.517
	Average Speed	10.0	20.0	50.0	70.0	65.0	50.0	30.0	15.0	10.0	10.0	15.0	20.0	15.0	10.0	10.0	10.0	20.0	50.0	70.0	60.0	40.0	20.0	15.0	10.0	10.0	15.0	10.0
	Corr for no. of event, 10log(N), dB(A)	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3
	Corr for distance, -10log(d/d_{ref}), dB(A)	0.5	0.6	0.7	1.0	1.2	1.4	1.7	2.3	2.3	2.0	0.9	-0.5	-1.7	0.2	0.1	0.2	0.4	0.5	0.7	1.0	1.4	2.2	2.5	2.2	0.4	-0.9	-1.8
	Corr for view angle, 10log($\pi\Theta$/180-cos2αsinΘ)	-58.1	-46.8	-36.9	-14.4	-0.2	-20.9	-34.5	-57.1	-57.2	-56.3	-49.6	-44.9	-40.4	-51.8	-47.4	-43.0	-34.5	-18.9	-0.1	-22.5	-35.9	-51.7	-81.2	-58.8	-47.8	-44.4	-43.3
	Corr for screening/ absorption, dB(A)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, 20log(v/v_{ref}), dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0
	Corr for sound energy spread over 24 hr	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4
	Façade correctoin, dB(A)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
	Track wear correction, dB(A)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
	Leq 24hr for each train, dB(A)	-17.3	0.1	18.1	43.8	57.5	34.7	17.0	-11.0	-14.6	-13.9	-4.8	0.9	1.7	-11.3	-7.1	-2.5	12.2	35.9	57.8	34.4	17.8	-3.2	-34.9	-16.3	-7.1	-1.5	-4.8
	Leq 24hr for all train	60.8																										
	Noise reduction	-4.0																										
		56.8																										
Leq0.5 Day/Evening	Total number of events	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13
	Corr for no. of event, 10log(N), dB(A)	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1
	Corr for distance, -10log(d/dref), dB(A)	0.5	0.6	0.7	1.0	1.2	1.4	1.7	2.3	2.3	2.0	0.9	-0.5	-1.7	0.2	0.1	0.2	0.4	0.5	0.7	1.0	1.4	2.2	2.5	2.2	0.4	-0.9	-1.8
	Corr for view angle, 10log($\pi\Theta$/180-cos2αsinΘ)	-58.1	-46.8	-36.9	-14.4	-0.2	-20.9	-34.5	-57.1	-57.2	-56.3	-49.6	-44.9	-40.4	-51.8	-47.4	-43.0	-34.5	-18.9	-0.1	-22.5	-35.9	-51.7	-81.2	-58.8	-47.8	-44.4	-43.3
	Corr for screening/ absorption, dB(A)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0
	Corr for sound energy spread over 24 hr	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6
	Façade correctoin, dB(A)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
	Track wear correction, dB(A)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
	Leq 0.5hr for each train, dB(A)	-16.7	0.8	18.8	44.4	58.2	35.4	17.7	-10.3	-14.0	-13.3	-4.1	1.5	2.3	-10.6	-6.4	-1.8	12.9	36.6	58.4	35.0	18.5	-2.5	-34.2	-15.6	-6.5	-0.8	-4.2
		0.0	1.2	75.6	27752.6	657937.2	3460.6	58.4	0.1	0.0	0.0	0.4	1.4	1.7	0.1	0.2	0.7	19.5	4563.4	696465.9	3186.8	70.7	0.6	0.0	0.0	0.2	0.8	0.4
	Leq 0.5hr for all train	61.4																										
	Noise reduction	-4.0																										
		57.4																										
Leq0.5 Night	Total number of events	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12
	Corr for no. of event, 10log(N), dB(A)	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8
	Corr for distance, -10log(d/dref), dB(A)	0.5	0.6	0.7	1.0	1.2	1.4	1.7	2.3	2.3	2.0	0.9	-0.5	-1.7	0.2	0.1	0.2	0.4	0.5	0.7	1.0	1.4	2.2	2.5	2.2	0.4	-0.9	-1.8
	Corr for view angle, 10log($\pi\Theta$/180-cos2αsinΘ)	-58.1	-46.8	-36.9	-14.4	-0.2	-20.9	-34.5	-57.1	-57.2	-56.3	-49.6	-44.9	-40.4	-51.8	-47.4	-43.0	-34.5	-18.9	-0.1	-22.5	-35.9	-51.7	-81.2	-58.8	-47.8	-44.4	-43.3
	Corr for screening/ absorption, dB(A)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0
	Corr for sound energy spread over 24 hr	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6
	Façade correctoin, dB(A)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
	Track wear correction, dB(A)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
	Leq 0.5hr for each train, dB(A)	-17.0	0.4	18.4	44.1	57.8	35.0	17.3	-10.7	-14.3	-13.6	-4.5	1.2	2.0	-10.9	-6.7	-2.2	12.5	36.2	58.1	34.7	18.1	-2.9	-34.6	-15.9	-6.8	-1.2	-4.5
		0.0	1.1	69.8	25617.8	607326.6	3194.4	53.9	0.1	0.0	0.0	0.4	1.3	1.6	0.1	0.2	0.6	18.0	4212.4	642891.6	2941.6	65.2	0.5	0.0	0.0	0.2	0.8	0.4
	Leq 0.5hr for all train	61.1																										
	Noise reduction	-4.0																										
		57.1																										
Lmax	Measured Lmax	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65
	Corr for distance, -10log(d/dref), dB(A)	0.5	0.6	0.7	1.0	1.2	1.4	1.7	2.3	2.3	2.0	0.9	-0.5	-1.7	0.2	0.1	0.2	0.4	0.5	0.7	1.0	1.4	2.2	2.5	2.2	0.4	-0.9	-1.8
	Correction for screening/ absorption	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0
	Façade correctoin, dB(A)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
	Track wear correction, dB(A)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
	Lmax for each train, dB(A)	57.0	63.1	71.2	74.4	74.0	71.9	67.7	62.3	58.8	58.6	61.0	62.0	58.3	56.7	56.6	56.8	62.9	71.0	74.1	73.0	70.0	64.7	62.5	58.7	56.9	59.1	54.7
	Lmax for all train	74.4																										

Floor 4		Segment (Northbound)													Segment (Southbound)													
		N1	N2	N3	N4	N5	N6	N7	N8	N9	N10	N11	N12	N13	S1	S2	S3	S4	S5	S6	S7	S8	S9	S10	S11	S12	S13	S14
Parameters:																												
	Measured SEL	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9
Leq24	Total number of events	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536
	Horize distance from track to NSR	9.7	10.2	10.5	10.5	10.6	10.1	8.3	2.8	4.2	6.6	14.1	24.0	34.1	12.7	14.7	14.0	14.0	14.3	14.5	13.4	10.6	5.0	0.7	5.3	17.9	27.1	35.0
	track mPD + track head (0.2m)	7.9	8.7	9.9	11.3	12.5	13.1	13.4	13.6	14.0	14.1	13.9	13.6	13.1	8.0	8.4	9.1	10.0	11.2	12.5	13.2	13.5	13.9	14.2	14.1	13.7	13.3	12.9
	ground mPD + floor height	31.4	31.4	31.4	31.4	31.4	31.4	31.4	31.4	31.4	31.4	31.4	31.4	31.4	31.4	31.4	31.4	31.4	31.4	31.4	31.4	31.4	31.4	31.4	31.4	31.4	31.4	31.4
	Vert distance from track to NSR	23.5	22.7	21.5	20.1	18.9	18.3	18.0	17.8	17.4	17.3	17.5	17.8	18.3	23.4	23.0	22.3	21.4	20.2	18.9	18.2	17.9	17.5	17.2	17.3	17.7	18.1	18.5
	Slant distance	25.4	24.8	23.9	22.7	21.7	20.9	19.8	18.0	17.9	18.5	22.4	29.8	38.7	27	27	26	26	25	24	23	21	18	17	18	25	33	40
	View angle (α)	0.031	0.043	0.079	0.337	1.469	0.252	0.099	0.021	0.022	0.028	0.050	0.075	0.092	0.042	0.057	0.067	0.102	0.267	1.537	0.233	0.101	0.033	0.004	0.021	0.059	0.078	0.091
	View angle (α) (degree)	1.800	2.470	4.505	19.282	84.163	14.433	5.683	1.179	1.265	1.576	2.881	4.307	5.283	2.428	3.256	3.840	5.866	15.325	88.061	13.378	5.760	1.905	0.203	1.203	3.359	4.492	5.192
	View angle (Θ)	0.002	0.018	0.051	0.465	2.197	0.196	0.055	0.007	0.006	0.005	0.007	0.009	0.017	0.006	0.009	0.017	0.053	0.273	2.389	0.162	0.040	0.010	0.001	0.005	0.008	0.009	0.009
	View angle (Θ) (degree)	0.142	1.011	2.895	26.618	125.853	11.226	3.179	0.416	0.352	0.282	0.393	0.514	0.962	0.335	0.506	0.999	3.035	15.619	136.871	9.279	2.269	0.551	0.054	0.273	0.438	0.537	0.517
	Average Speed	10.0	20.0	50.0	70.0	65.0	50.0	30.0	15.0	10.0	10.0	15.0	20.0	15.0	10.0	10.0	10.0	20.0	50.0	70.0	60.0	40.0	20.0	15.0	10.0	10.0	15.0	10.0
	Corr for no. of event, 10log(N), dB(A)	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3
	Corr for distance, -10log(d/d_{ref}), dB(A)	-0.1	0.0	0.2	0.4	0.6	0.8	1.0	1.4	1.5	1.3	0.5	-0.8	-1.9	-0.3	-0.4	-0.2	-0.1	0.1	0.2	0.5	0.8	1.4	1.6	1.4	0.0	-1.2	-2.0
	Corr for view angle, 10log($\pi\Theta$/180-cos2αsinΘ)	-58.1	-46.8	-36.9	-14.4	-0.2	-20.9	-34.5	-57.1	-57.2	-56.3	-49.6	-44.9	-40.4	-51.8	-47.4	-43.0	-34.5	-18.9	-0.1	-22.5	-35.9	-51.7	-81.2	-58.8	-47.8	-44.4	-43.3
	Corr for screening/ absorption, dB(A)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0
	Corr for sound energy spread over 24 hr	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4
	Façade correctoin, dB(A)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
	Track wear correction, dB(A)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
	Leq 24hr for each train, dB(A)	-17.8	-0.4	17.6	43.2	56.9	34.1	16.3	-11.8	-15.4	-14.7	-5.3	0.6	1.5	-11.7	-7.5	-2.9	11.8	35.5	57.3	33.9	17.2	-4.0	-35.8	-17.0	-7.5	-1.7	-5.0
	Leq 24hr for all train	60.3																										
	Noise reduction	-4.0																										
		56.3																										
Leq0.5	Total number of events	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13
	Corr for no. of event, 10log(N), dB(A)	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1
	Corr for distance, -10log(d/dref), dB(A)	-0.1	0.0	0.2	0.4	0.6	0.8	1.0	1.4	1.5	1.3	0.5	-0.8	-1.9	-0.3	-0.4	-0.2	-0.1	0.1	0.2	0.5	0.8	1.4	1.6	1.4	0.0	-1.2	-2.0
	Corr for view angle, 10log($\pi\Theta$/180-cos2αsinΘ)	-58.1	-46.8	-36.9	-14.4	-0.2	-20.9	-34.5	-57.1	-57.2	-56.3	-49.6	-44.9	-40.4	-51.8	-47.4	-43.0	-34.5	-18.9	-0.1	-22.5	-35.9	-51.7	-81.2	-58.8	-47.8	-44.4	-43.3
	Corr for screening/ absorption, dB(A)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0
	Corr for sound energy spread over 24 hr	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6
	Façade correctoin, dB(A)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
	Track wear correction, dB(A)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
	Leq 0.5hr for each train, dB(A)	-17.2	0.2	18.2	43.9	57.6	34.8	17.0	-11.1	-14.8	-14.0	-4.6	1.3	2.2	-11.1	-6.8	-2.3	12.4	36.1	58.0	34.5	17.9	-3.3	-35.1	-16.4	-6.8	-1.1	-4.3
	Leq 0.5hr for all train	60.9																										
	Noise reduction	-4.0																										
		56.9																										
Leq0.5	Total number of events	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12
	Corr for no. of event, 10log(N), dB(A)	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8
	Corr for distance, -10log(d/dref), dB(A)	-0.1	0.0	0.2	0.4	0.6	0.8	1.0	1.4	1.5	1.3	0.5	-0.8	-1.9	-0.3	-0.4	-0.2	-0.1	0.1	0.2	0.5	0

RN2

Floor 2		Segment (Northbound)													Segment (Southbound)													
		N1	N2	N3	N4	N5	N6	N7	N8	N9	N10	N11	N12	N13	S1	S2	S3	S4	S5	S6	S7	S8	S9	S10	S11	S12	S13	S14
Parameters:																												
	Measured SEL	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9
Leq24	Total number of events	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536
	Horize distance from track to NSR	16.1	16.7	17.0	17.1	17.4	17.6	16.9	13.3	7.9	5.9	0.6	9.2	18.2	19.1	21.3	20.5	20.5	20.9	21.4	21.3	19.8	15.8	11.4	7.5	3.4	11.6	18.7
	track mPD + track head (0.2m)	7.9	8.7	9.9	11.3	12.5	13.1	13.4	13.6	14.0	14.1	13.9	13.6	13.1	8.0	8.4	9.1	10.0	11.2	12.5	13.2	13.5	13.9	14.2	14.1	13.7	13.3	12.9
	ground mPD + floor height	25.1	25.1	25.1	25.1	25.1	25.1	25.1	25.1	25.1	25.1	25.1	25.1	25.1	25.1	25.1	25.1	25.1	25.1	25.1	25.1	25.1	25.1	25.1	25.1	25.1	25.1	25.1
	Vert distance from track to NSR	17.2	16.4	15.2	13.8	12.6	12.0	11.7	11.5	11.1	11.0	11.2	11.5	12.0	17.1	16.7	16.0	15.1	13.9	12.6	11.9	11.6	11.2	10.9	11.0	11.4	11.8	12.2
	Slant distance	23.5	23.4	22.8	21.9	21.5	21.3	20.6	17.5	13.6	12.5	11.2	14.7	21.8	26	27	26	25	25	25	24	23	19	16	13	12	17	22
	View angle (α)	0.046	0.060	0.097	0.231	0.637	1.375	0.395	0.136	0.052	0.029	0.002	0.033	0.055	0.056	0.071	0.082	0.115	0.224	0.963	0.946	0.299	0.142	0.071	0.035	0.013	0.038	0.054
	View angle (α) (degree)	2.648	3.441	5.534	13.245	36.511	78.778	22.621	7.801	3.001	1.676	0.133	1.876	3.144	3.214	4.093	4.718	6.586	12.858	55.200	54.185	17.138	8.152	4.076	1.987	0.734	2.155	3.069
	View angle (θ)	0.003	0.021	0.049	0.132	0.669	1.549	0.358	0.065	0.018	0.006	0.000	0.004	0.011	0.007	0.010	0.018	0.047	0.111	1.354	1.055	0.174	0.054	0.023	0.009	0.002	0.005	0.006
	View angle (θ) (degree)	0.186	1.214	2.807	7.580	38.314	88.727	20.490	3.738	1.038	0.355	0.021	0.254	0.637	0.392	0.553	1.034	2.683	6.358	77.587	60.430	9.976	3.106	1.326	0.527	0.109	0.289	0.338
	Average Speed	10.0	20.0	50.0	70.0	65.0	50.0	30.0	15.0	10.0	10.0	15.0	20.0	15.0	10.0	10.0	10.0	20.0	50.0	70.0	60.0	40.0	20.0	15.0	10.0	10.0	15.0	10.0
	Corr for no. of event, 10log(N), dB(A)	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3
	Corr for distance, -10log(d/d_{ref}), dB(A)	0.3	0.3	0.4	0.6	0.7	0.7	0.8	1.5	2.6	3.0	3.5	2.3	0.6	-0.1	-0.3	-0.2	-0.1	0.0	0.0	0.1	0.4	1.1	2.0	2.7	3.2	1.8	0.5
	Corr for view angle, 10log(pi*θ/180-cos2αinθ)	-53.6	-43.1	-35.3	-23.5	-8.1	-1.1	-14.5	-31.1	-45.0	-54.7	-89.0	-55.2	-46.7	-48.7	-45.1	-41.1	-34.0	-24.5	-2.7	-3.8	-20.1	-31.6	-41.3	-51.5	-67.0	-53.5	-49.7
	Corr for screening/ absorption, dB(A)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, 20log(v/V_{ref}), dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0
	Corr for sound energy spread over 24 hr	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4
	Façade correctoin, dB(A)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
	Track wear correction, dB(A)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
	Leq 24hr for each train, dB(A)				34.3	49.1	53.9	36.2	14.3	-2.0	-11.4	-41.7	-6.6	-2.3					29.8	54.5	52.2	32.6	15.9	4.6	-8.5	-23.5	-7.8	-8.9
	Leq 24hr for all train	59.0																										
	Noise reduction	-4.0																										
		55.0																										
Leq0.5	Total number of events	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13
	Corr for no. of event, 10log(N), dB(A)	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1
	Corr for distance, -10log(d/dref), dB(A)	0.3	0.3	0.4	0.6	0.7	0.7	0.8	1.5	2.6	3.0	3.5	2.3	0.6	-0.1	-0.3	-0.2	-0.1	0.0	0.0	0.1	0.4	1.1	2.0	2.7	3.2	1.8	0.5
	Corr for view angle, 10log(pi*θ/180-cos2αinθ)	-53.6	-43.1	-35.3	-23.5	-8.1	-1.1	-14.5	-31.1	-45.0	-54.7	-89.0	-55.2	-46.7	-48.7	-45.1	-41.1	-34.0	-24.5	-2.7	-3.8	-20.1	-31.6	-41.3	-51.5	-67.0	-53.5	-49.7
	Corr for screening/ absorption, dB(A)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0
	Corr for sound energy spread over 24 hr	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6
	Façade correctoin, dB(A)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
	Track wear correction, dB(A)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
	Leq 0.5hr for each train, dB(A)				35.0	49.8	54.6	36.8	14.9	-1.4	-10.7	-41.0	-5.9	-1.6					30.4	55.2	52.9	33.3	16.5	5.2	-7.8	-22.8	-7.2	-8.2
	Leq 0.5hr for all train	59.6																										
	Noise reduction	-4.0																										
		55.6																										
Leq0.5	Total number of events	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12
	Corr for no. of event, 10log(N), dB(A)	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8
	Corr for distance, -10log(d/dref), dB(A)	0.3	0.3	0.4	0.6	0.7	0.7	0.8	1.5	2.6	3.0	3.5	2.3	0.6	-0.1	-0.3	-0.2	-0.1	0.0	0.0	0.1	0.4	1.1	2.0	2.7	3.2	1.8	0.5
	Corr for view angle, 10log(pi*θ/180-cos2αinθ)	-53.6	-43.1	-35.3	-23.5	-8.1	-1.1	-14.5	-31.1	-45.0	-54.7	-89.0	-55.2	-46.7	-48.7	-45.1	-41.1	-34.0	-24.5	-2.7	-3.8	-20.1	-31.6	-41.3	-51.5	-67.0	-53.5	-49.7
	Corr for screening/ absorption, dB(A)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0
	Corr for sound energy spread over 24 hr	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6
	Façade correctoin, dB(A)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
	Track wear correction, dB(A)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
	Leq 0.5hr for each train, dB(A)				34.6	49.4	54.2	36.5	14.6	-1.7	-11.1	-41.3	-6.3	-2.0					30.1	54.9	52.5	33.0	16.2	4.9	-8.2	-23.2	-7.5	-8.6
	Leq 0.5hr for all train	59.3																										
	Noise reduction	-4.0																										
		55.3																										
Lmax	Measured Lmax	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65
	Corr for distance, -10log(d/dref), dB(A)	0.3	0.3	0.4	0.6	0.7	0.7	0.8	1.5	2.6	3.0	3.5	2.3	0.6	-0.1	-0.3	-0.2	-0.1	0.0	0.0	0.1	0.4	1.1	2.0	2.7	3.2	1.8	0.5
	Correction for screening/ absorption	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0
	Façade correctoin, dB(A)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
	Track wear correction, dB(A)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
	Lmax for each train, dB(A)				74.0	73.4	71.2	66.9	61.6	59.2	59.5	63.5	64.8	60.6					70.5	73.5	72.2	68.9	63.7	62.0	59.3	59.8	61.8	57.0
	Lmax for all train	74.0																										

Floor 3		Segment (Northbound)													Segment (Southbound)													
		N1	N2	N3	N4	N5	N6	N7	N8	N9	N10	N11	N12	N13	S1	S2	S3	S4	S5	S6	S7	S8	S9	S10	S11	S12	S13	S14
Parameters:																												
	Measured SEL	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9
Leq24	Total number of events	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536
	Horize distance from track to NSR	16.1	16.7	17.0	17.1	17.4	17.6	16.9	13.3	7.9	5.9	0.6	9.2	18.2	19.1	21.3	20.5	20.5	20.9	21.4	21.3	19.8	15.8	11.4	7.5	3.4	11.6	18.7
	track mPD + track head (0.2m)	7.9	8.7	9.9	11.3	12.5	13.1	13.4	13.6	14.0	14.1	13.9	13.6	13.1	8.0	8.4	9.1	10.0	11.2	12.5	13.2	13.5	13.9	14.2	14.1	13.7	13.3	12.9
	ground mPD + floor height	28.2	28.2	28.2	28.2	28.2	28.2	28.2	28.2	28.2	28.2	28.2	28.2	28.2	28.2	28.2	28.2	28.2	28.2	28.2	28.2	28.2	28.2	28.2	28.2	28.2	28.2	28.2
	Vert distance from track to NSR	20.3	19.5	18.3	17.0	15.8	15.2	14.9	14.6	14.3	14.2	14.3	14.6	15.2	20.2	19.8	19.1	18.2	17.0	15.7	15.0	14.7	14.3	14.1	14.2	14.5	15.0	15.3
	Slant distance	25.9	25.7	25.0	24.1	23.5	23.2	22.5	19.7	16.3	15.3	14.3	17.3	23.7	28	29	28	27	27	27	26	25	21	18	16	15	19	24
	View angle (α)	0.046	0.060	0.097	0.231	0.637	1.375	0.395	0.136	0.052	0.029	0.002	0.033	0.055	0.056	0.071	0.082	0.115	0.224	0.963	0.946	0.299	0.142	0.071	0.035	0.013	0.038	0.054
	View angle (α) (degree)	2.648	3.441	5.534	13.245	36.511	78.778	22.621	7.801	3.001	1.676	0.133	1.876	3.144	3.214	4.093	4.718	6.586	12.858	55.200	54.185	17.138	8.152	4.076	1.987	0.734	2.155	3.069
	View angle (θ)	0.003	0.021	0.049	0.132	0.669	1.549	0.358	0.065	0.018	0.006	0.000	0.004	0.011	0.007	0.010	0.018	0.047	0.111	1.354	1.055	0.174	0.054	0.023	0.009	0.002	0.005	0.006
	View angle (θ) (degree)	0.186	1.214	2.807	7.580	38.314	88.727	20.490	3.738	1.038	0.355	0.021	0.254	0.637	0.392	0.553	1.034	2.683	6.358	77.587	60.430	9.976	3.106	1.326	0.527	0.109	0.289	0.338
	Average Speed	10.0	20.0	50.0	70.0	65.0	50.0	30.0	15.0	10.0	10.0	15.0	20.0	15.0	10.0	10.0	10.0	20.0	50.0	70.0	60.0	40.0	20.0	15.0	10.0	10.0	15.0	10.0
	Corr for no. of event, 10log(N), dB(A)	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3
	Corr for distance, -10log(d/d_{ref}), dB(A)	-0.2	-0.1	0.0	0.2	0.3	0.3	0.5	1.0	1.9	2.1	2.4	1.6	0.2	-0.5	-0.7	-0.5	-0.4	-0.3	-0.3	-0.2	0.1	0.7	1.4	1.9	2.2	1.2	0.1
	Corr for view angle, 10log(pi*θ/180-cos2αinθ)	-53.6	-43.1	-35.3	-23.5	-8.1	-1.1	-14.5	-31.1	-45.0	-54.7	-89.0	-55.2	-46.7	-48.7	-45.1	-41.1	-34.0	-24.5	-2.7	-3.8	-20.1	-31.6	-41.3	-51.5	-67.0	-53.5	-49.7
	Corr for screening/ absorption, dB(A)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, 20log(v/V_{ref}), dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0
	Corr for sound energy spread over 24 hr	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4
	Façade correctoin, dB(A)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
	Track wear correction, dB(A)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
	Leq 24hr for each train, dB(A)				33.9	48.7	53.5	35.8	13.8	-2.8	-12.3	-42.7	-7.3	-2.7					29.5	54.3	51.9	32.3	15.5	4.0	-9.3	-24.5	-8.4	-9.2
	Leq 24hr for all train	58.6																										
	Noise reduction	-4.0																										
		54.6																										
Leq0.5	Total number of events	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13
	Corr for no. of event, 10log(N), dB(A)	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1
	Corr for distance, -10log(d/dref), dB(A)	-0.2	-0.1	0.0	0.2	0.3	0.3	0.5	1.0	1.9	2.1	2.4	1.6	0.2	-0.5	-0.7	-0.5	-0.4	-0.3	-0.3	-0.2	0.1	0.7	1.4	1.9	2.2	1.2	0.1
	Corr for view angle, 10log(pi*θ/180-cos2αinθ)	-53.6	-43.1	-35.3	-23.5	-8.1	-1.1	-14.5	-31.1	-45.0	-54.7	-89.0	-55.2	-46.7	-48.7	-45.1	-41.1	-34.0	-24.5	-2.7	-3.8	-20.1	-31.6	-41.3	-51.5	-67.0	-53.5	-49.7
	Corr for screening/ absorption, dB(A)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0
	Corr for sound energy spread over 24 hr	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6
	Façade correctoin, dB(A)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
	Track wear correction, dB(A)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
	Leq 0.5hr for each train, dB(A)				34.6	49.4	54.2	36.4	14.4	-2.1	-11.6	-42.1	-6.6	-2.0					30.1	54.9	52.6	33.0	16.1	4.6	-8.6	-23.8	-7.8	-8.6
	Leq 0.5hr for all train	59.3																										
	Noise reduction	-4.0																										
		55.3																										
Leq0.5	Total number of events	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12
	Corr for no. of event, 10log(N), dB(A)	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8
	Corr for distance, -10log(d/dref), dB(A)	-0.2	-0.1	0.0	0.2	0.3	0.3	0.5	1.0	1.9	2.1	2.4	1.6	0.2	-0.5	-0.7	-0.5	-0.4	-0.3	-0.3	-0.2	0.1	0.7	1.4	1.9	2.2	1.2	0.1
	Corr for view angle, 10log(pi*θ/180-cos2αinθ)	-53.6	-43.1	-35.3	-23.5	-8.1	-1.1	-14.5	-31.1	-45.0	-54.7	-89.0	-55.2	-46.7	-48.7	-45.1	-41.1	-34.0	-24.5	-2.7	-3.8	-20.1	-31.6	-41.3	-51.5	-67.0	-53.5	-49.7
	Corr for screening/ absorption, dB(A)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0
	Corr for sound energy spread over 24 hr	-32.6	-32.6	-32.6	-32.6	-32.

Floor 4		Segment (Northbound)													Segment (Southbound)													
		N1	N2	N3	N4	N5	N6	N7	N8	N9	N10	N11	N12	N13	S1	S2	S3	S4	S5	S6	S7	S8	S9	S10	S11	S12	S13	S14
Parameters:																												
	Measured SEL	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9
Leq24	Total number of events	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536
	Horize distance from track to NSR	16.1	16.7	17.0	17.1	17.4	17.6	16.9	13.3	7.9	5.9	0.6	9.2	18.2	19.1	21.3	20.5	20.5	20.9	21.4	21.3	19.8	15.8	11.4	7.5	3.4	11.6	18.7
	track mPD + track head (0.2m)	7.9	8.7	9.9	11.3	12.5	13.1	13.4	13.6	14.0	14.1	13.9	13.6	13.1	8.0	8.4	9.1	10.0	11.2	12.5	13.2	13.5	13.9	14.2	14.1	13.7	13.3	12.9
	ground mPD + floor height	31.4	31.4	31.4	31.4	31.4	31.4	31.4	31.4	31.4	31.4	31.4	31.4	31.4	31.4	31.4	31.4	31.4	31.4	31.4	31.4	31.4	31.4	31.4	31.4	31.4	31.4	31.4
	Vert distance from track to NSR	23.5	22.7	21.5	20.1	18.9	18.3	18.0	17.8	17.4	17.3	17.5	17.8	18.3	23.4	23.0	22.3	21.4	20.2	18.9	18.2	17.9	17.5	17.2	17.3	17.7	18.1	18.5
	Slant distance	28.5	28.1	27.4	26.4	25.7	25.4	24.7	22.2	19.1	18.3	17.5	20.0	25.8	30	31	30	30	29	28	28	27	24	21	19	18	22	26
	View angle (α)	0.046	0.060	0.097	0.231	0.637	1.375	0.395	0.136	0.052	0.029	0.002	0.033	0.055	0.056	0.071	0.082	0.115	0.224	0.963	0.946	0.299	0.142	0.071	0.035	0.013	0.038	0.054
	View angle (α) (degree)	2.648	3.441	5.534	13.245	36.511	78.778	22.621	7.801	3.001	1.676	0.133	1.876	3.144	3.214	4.093	4.718	6.586	12.858	55.200	54.185	17.138	8.152	4.076	1.987	0.734	2.155	3.069
	View angle (θ)	0.003	0.021	0.049	0.132	0.669	1.549	0.358	0.065	0.018	0.006	0.000	0.004	0.011	0.007	0.010	0.018	0.047	0.111	1.354	1.055	0.174	0.054	0.023	0.009	0.002	0.005	0.006
	View angle (θ) (degree)	0.186	1.214	2.807	7.580	38.314	88.727	20.490	3.738	1.038	0.355	0.021	0.254	0.637	0.392	0.553	1.034	2.683	6.358	77.587	60.430	9.976	3.106	1.326	0.527	0.109	0.289	0.338
	Average Speed	10.0	20.0	50.0	70.0	65.0	50.0	30.0	15.0	10.0	10.0	15.0	20.0	15.0	10.0	10.0	10.0	20.0	50.0	70.0	60.0	40.0	20.0	15.0	10.0	10.0	15.0	10.0
	Corr for no. of event, 10log(N), dB(A)	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3
	Corr for distance, -10log(d/d_{ref}), dB(A)	-0.6	-0.5	-0.4	-0.2	-0.1	-0.1	0.1	0.5	1.2	1.4	1.6	1.0	-0.1	-0.8	-1.0	-0.8	-0.7	-0.6	-0.6	-0.5	-0.3	0.3	0.8	1.2	1.4	0.7	-0.2
	Corr for view angle, 10log(pi*θ/180-cos2αsinθ)	-53.6	-43.1	-35.3	-23.5	-8.1	-1.1	-14.5	-31.1	-45.0	-54.7	-89.0	-55.2	-46.7	-48.7	-45.1	-41.1	-34.0	-24.5	-2.7	-3.8	-20.1	-31.6	-41.3	-51.5	-67.0	-53.5	-49.7
	Corr for screening/ absorption, dB(A)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, 20Log(V/V_{ref}), dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0
	Corr for sound energy spread over 24 hr	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4
	Façade correctoin, dB(A)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
	Track wear correction, dB(A)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
	Leq 24hr for each train, dB(A)				33.5	48.3	53.2	35.4	13.2	-3.5	-13.1	-43.6	-7.9	-3.0					29.1	53.9	51.6	32.0	15.0	3.4	-10.0	-25.3	-9.0	-9.6
	Leq 24hr for all train	58.3																										
	Noise reduction	-4.0																										
		54.3																										
Leq0.5	Total number of events	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13
	Corr for no. of event, 10log(N), dB(A)	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1
	Corr for distance, -10log(d/dref), dB(A)	-0.6	-0.5	-0.4	-0.2	-0.1	-0.1	0.1	0.5	1.2	1.4	1.6	1.0	-0.1	-0.8	-1.0	-0.8	-0.7	-0.6	-0.6	-0.5	-0.3	0.3	0.8	1.2	1.4	0.7	-0.2
	Corr for view angle, 10log(pi*θ/180-cos2αsinθ)	-53.6	-43.1	-35.3	-23.5	-8.1	-1.1	-14.5	-31.1	-45.0	-54.7	-89.0	-55.2	-46.7	-48.7	-45.1	-41.1	-34.0	-24.5	-2.7	-3.8	-20.1	-31.6	-41.3	-51.5	-67.0	-53.5	-49.7
	Corr for screening/ absorption, dB(A)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0
	Corr for sound energy spread over 24 hr	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6
	Façade correctoin, dB(A)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
	Track wear correction, dB(A)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
	Leq 0.5hr for each train, dB(A)				34.2	49.0	53.8	36.0	13.9	-2.8	-12.4	-42.9	-7.3	-2.4					29.8	54.6	52.3	32.7	15.7	4.1	-9.3	-24.6	-8.3	-8.9
	Leq 0.5hr for all train	59.0																										
	Noise reduction	-4.0																										
		55.0																										
Leq0.5	Total number of events	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12
	Corr for no. of event, 10log(N), dB(A)	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8
	Corr for distance, -10log(d/dref), dB(A)	-0.6	-0.5	-0.4	-0.2	-0.1	-0.1	0.1	0.5	1.2	1.4	1.6	1.0	-0.1	-0.8	-1.0	-0.8	-0.7	-0.6	-0.6	-0.5	-0.3	0.3	0.8	1.2	1.4	0.7	-0.2
	Corr for view angle, 10log(pi*θ/180-cos2αsinθ)	-53.6	-43.1	-35.3	-23.5	-8.1	-1.1	-14.5	-31.1	-45.0	-54.7	-89.0	-55.2	-46.7	-48.7	-45.1	-41.1	-34.0	-24.5	-2.7	-3.8	-20.1	-31.6	-41.3	-51.5	-67.0	-53.5	-49.7
	Corr for screening/ absorption, dB(A)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0
	Corr for sound energy spread over 24 hr	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6
	Façade correctoin, dB(A)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
	Track wear correction, dB(A)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
	Leq 0.5hr for each train, dB(A)				33.8	48.6	53.5	35.7	13.6	-3.2	-12.7	-43.3	-7.6	-2.7					29.4	54.3	51.9	32.3	15.3	3.7	-9.7	-25.0	-8.7	-9.3
	Leq 0.5hr for all train	58.6																										
	Noise reduction	-4.0																										
		54.6																										
Lmax	Measured Lmax	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65
	Corr for distance, -10log(d/dref), dB(A)	-0.6	-0.5	-0.4	-0.2	-0.1	-0.1	0.1	0.5	1.2	1.4	1.6	1.0	-0.1	-0.8	-1.0	-0.8	-0.7	-0.6	-0.6	-0.5	-0.3	0.3	0.8	1.2	1.4	0.7	-0.2
	Correction for screening/ absorption	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0
	Façade correctoin, dB(A)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
	Track wear correction, dB(A)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
	Lmax for each train, dB(A)				73.2	72.7	70.4	66.1	60.6	57.7	57.9	61.6	63.5	59.9					69.9	72.9	71.6	68.3	62.8	60.9	57.7	58.0	60.7	56.3
	Lmax for all train	73.2																										

Floor 5		Segment (Northbound)													Segment (Southbound)													
		N1	N2	N3	N4	N5	N6	N7	N8	N9	N10	N11	N12	N13	S1	S2	S3	S4	S5	S6	S7	S8	S9	S10	S11	S12	S13	S14
Parameters:																												
	Measured SEL	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9
Leq24	Total number of events	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536
	Horize distance from track to NSR	16.1	16.7	17.0	17.1	17.4	17.6	16.9	13.3	7.9	5.9	0.6	9.2	18.2	19.1	21.3	20.5	20.5	20.9	21.4	21.3	19.8	15.8	11.4	7.5	3.4	11.6	18.7
	track mPD + track head (0.2m)	7.9	8.7	9.9	11.3	12.5	13.1	13.4	13.6	14.0	14.1	13.9	13.6	13.1	8.0	8.4	9.1	10.0	11.2	12.5	13.2	13.5	13.9	14.2	14.1	13.7	13.3	12.9
	ground mPD + floor height	34.5	34.5	34.5	34.5	34.5	34.5	34.5	34.5	34.5	34.5	34.5	34.5	34.5	34.5	34.5	34.5	34.5	34.5	34.5	34.5	34.5	34.5	34.5	34.5	34.5	34.5	34.5
	Vert distance from track to NSR	26.6	25.8	24.6	23.3	22.1	21.5	21.2	20.9	20.6	20.5	20.6	20.9	21.5	26.5	26.1	25.4	24.5	23.3	22.0	21.3	21.0	20.6	20.4	20.5	20.8	21.3	21.6
	Slant distance	31.1	30.7	29.9	28.8	28.1	27.8	27.1	24.8	22.0	21.3	20.6	22.8	28.1	33	34	33	32	31	31	30	29	26	23	22	21	24	29
	View angle (α)	0.046	0.060	0.097	0.231	0.637	1.375	0.395	0.136	0.052	0.029	0.002	0.033	0.055	0.056	0.071	0.082	0.115	0.224	0.963	0.946	0.299	0.142	0.071	0.035	0.013	0.038	0.054
	View angle (α) (degree)	2.648	3.441	5.534	13.245	36.511	78.778	22.621	7.801	3.001	1.676	0.133	1.876	3.144	3.214	4.093	4.718	6.586	12.858	55.200	54.185	17.138	8.152	4.076	1.987	0.734	2.155	3.069
	View angle (θ)	0.003	0.021	0.049	0.132	0.669	1.549	0.358	0.065	0.018	0.006	0.000	0.004	0.011	0.007	0.010	0.018	0.047	0.111	1.354	1.055	0.174	0.054	0.023	0.009	0.002	0.005	0.006
	View angle (θ) (degree)	0.186	1.214	2.807	7.580	38.314	88.727	20.490	3.738	1.038	0.355	0.021	0.254	0.637	0.392	0.553	1.034	2.683	6.358	77.587	60.430	9.976	3.106	1.326	0.527	0.109	0.289	0.338
	Average Speed	10.0	20.0	50.0	70.0	65.0	50.0	30.0	15.0	10.0	10.0	15.0	20.0	15.0	10.0	10.0	10.0	20.0	50.0	70.0	60.0	40.0	20.0	15.0	10.0	10.0	15.0	10.0
	Corr for no. of event, 10log(N), dB(A)	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3
	Corr for distance, -10log(d/d_{ref}), dB(A)	-0.9	-0.9	-0.8	-0.6	-0.5	-0.5	-0.3	0.0	0.6	0.7	0.8	0.4	-0.5	-1.2	-1.3	-1.2	-1.1	-1.0	-0.9	-0.8	-0.6	-0.2	0.3	0.6	0.7	0.1	-0.6
	Corr for view angle, 10log(pi*θ/180-cos2αsinθ)	-53.6	-43.1	-35.3	-23.5	-8.1	-1.1	-14.5	-31.1	-45.0	-54.7	-89.0	-55.2	-46.7	-48.7	-45.1	-41.1	-34.0	-24.5	-2.7	-3.8	-20.1	-31.6	-41.3	-51.5	-67.0	-53.5	-49.7
	Corr for screening/ absorption, dB(A)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0
	Corr for sound energy spread over 24 hr	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4
	Façade correctoin, dB(A)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
	Track wear correction, dB(A)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
	Leq 24hr for each train, dB(A)				33.1	47.9	52.8	35.0	12.8	-4.1	-13.7	-44.3	-8.5	-3.4					28.8	53.6	51.3	31.6	14.6	2.9	-10.6	-26.0	-9.5	-10.0
	Leq 24hr for all train	58.0																										
	Noise reduction	-4.0																										
		54.0																										
Leq0.5	Total number of events	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13
	Corr for no. of event, 10log(N), dB(A)	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1
	Corr for distance, -10log(d/dref), dB(A)	-0.9	-0.9	-0.8	-0.6	-0.5	-0.5	-0.3	0.0	0.6	0.7	0.8	0.4	-0.5	-1.2	-1.3	-1.2	-1.1	-1.0	-0.9	-0.8	-0.6	-0.2	0.3	0.6	0.7	0.1	-0.6
	Corr for view angle, 10log(pi*θ/180-cos2αsinθ)	-53.6	-43.1	-35.3	-23.5	-8.1	-1.1	-14.5	-31.1	-45.0	-54.7	-89.0	-55.2	-46.7	-48.7	-45.1	-41.1	-34.0	-24.5	-2.7	-3.8	-20.1	-31.6	-41.3	-51.5	-67.0	-53.5	-49.7
	Corr for screening/ absorption, dB(A)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0
	Corr for sound energy spread over 24 hr	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6
	Façade correctoin, dB(A)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
	Track wear correction, dB(A)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
	Leq 0.5hr for each train, dB(A)				33.8	48.6	53.4	35.6	13.4	-3.5	-13.1	-43.7	-7.8	-2.7					29.5	54.3	52.0	32.3	15.3	3.5	-10.0	-25.3	-8.8	-9.3
	Leq 0.5hr for all train	58.6																										
	Noise reduction	-4.0																										
		54.6																										
Leq0.5	Total number of events	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12
	Corr for no. of event, 10log(N), dB(A)	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8
	Corr for distance, -10log(d/dref), dB(A)	-0.9	-0.9	-0.8	-0.6	-0.5	-0.5	-0.3	0.0	0.6	0.7	0.8	0.4	-0.5	-1.2	-1.3	-1.2	-1.1	-1.0	-0.9	-0.8	-0.6	-0.2	0.3	0.6	0.7	0.1	-0.6
	Corr for view angle, 10log(pi*θ/180-cos2αsinθ)	-53.6	-43.1	-35.3	-23.5	-8.1	-1.1	-14.5	-31.1	-45.0	-54.7	-89.0	-55.2	-46.7	-48.7	-45.1	-41.1	-34.0	-24.5	-2.7	-3.8	-20.1	-31.6	-41.3	-51.5	-67.0	-53.5	-49.7
	Corr for screening/ absorption, dB(A)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0
	Corr for sound energy spread over 24 hr	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.

Floor 6		Segment (Northbound)													Segment (Southbound)													
		N1	N2	N3	N4	N5	N6	N7	N8	N9	N10	N11	N12	N13	S1	S2	S3	S4	S5	S6	S7	S8	S9	S10	S11	S12	S13	S14
Parameters:																												
	Measured SEL	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9
Leq24	Total number of events	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536
	Horize distance from track to NSR	16.1	16.7	17.0	17.1	17.4	17.6	16.9	13.3	7.9	5.9	0.6	9.2	18.2	19.1	21.3	20.5	20.5	20.9	21.4	21.3	19.8	15.8	11.4	7.5	3.4	11.6	18.7
	track mPD + track head (0.2m)	7.9	8.7	9.9	11.3	12.5	13.1	13.4	13.6	14.0	14.1	13.9	13.6	13.1	8.0	8.4	9.1	10.0	11.2	12.5	13.2	13.5	13.9	14.2	14.1	13.7	13.3	12.9
	ground mPD + floor height	37.7	37.7	37.7	37.7	37.7	37.7	37.7	37.7	37.7	37.7	37.7	37.7	37.7	37.7	37.7	37.7	37.7	37.7	37.7	37.7	37.7	37.7	37.7	37.7	37.7	37.7	37.7
	Vert distance from track to NSR	29.8	29.0	27.8	26.4	25.2	24.6	24.3	24.1	23.7	23.6	23.8	24.1	24.6	29.7	29.3	28.6	27.7	26.5	25.2	24.5	24.2	23.8	23.5	23.6	24.0	24.4	24.8
	Slant distance	33.8	33.4	32.6	31.4	30.6	30.3	29.6	27.5	25.0	24.3	23.8	25.8	30.6	35	36	35	34	34	33	32	31	29	26	25	24	27	31
	View angle (α)	0.046	0.060	0.097	0.231	0.637	1.375	0.395	0.136	0.052	0.029	0.002	0.033	0.055	0.056	0.071	0.082	0.115	0.224	0.963	0.946	0.299	0.142	0.071	0.035	0.013	0.038	0.054
	View angle (α) (degree)	2.648	3.441	5.534	13.245	36.511	78.778	22.621	7.801	3.001	1.676	0.133	1.876	3.144	3.214	4.093	4.718	6.586	12.858	55.200	54.185	17.138	8.152	4.076	1.987	0.734	2.155	3.069
	View angle (θ)	0.003	0.021	0.049	0.132	0.669	1.549	0.358	0.065	0.018	0.006	0.000	0.004	0.011	0.007	0.010	0.018	0.047	0.111	1.354	1.055	0.174	0.054	0.023	0.009	0.002	0.005	0.006
	View angle (θ) (degree)	0.186	1.214	2.807	7.580	38.314	88.727	20.490	3.738	1.038	0.355	0.021	0.254	0.637	0.392	0.553	1.034	2.683	6.358	77.587	60.430	9.976	3.106	1.326	0.527	0.109	0.289	0.338
	Average Speed	10.0	20.0	50.0	70.0	65.0	50.0	30.0	15.0	10.0	10.0	15.0	20.0	15.0	10.0	10.0	10.0	20.0	50.0	70.0	60.0	40.0	20.0	15.0	10.0	10.0	15.0	10.0
	Corr for no. of event, 10log(N), dB(A)	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3
	Corr for distance, -10log(d/d_{ref}), dB(A)	-1.3	-1.3	-1.1	-1.0	-0.9	-0.8	-0.7	-0.4	0.0	0.1	0.2	-0.1	-0.9	-1.5	-1.6	-1.5	-1.4	-1.3	-1.2	-1.1	-1.0	-0.6	-0.2	0.0	0.1	-0.3	-0.9
	Corr for view angle, 10log(pi*θ/180*cos2α*sinθ)	-53.6	-43.1	-35.3	-23.5	-8.1	-1.1	-14.5	-31.1	-45.0	-54.7	-89.0	-55.2	-46.7	-48.7	-45.1	-41.1	-34.0	-24.5	-2.7	-3.8	-20.1	-31.6	-41.3	-51.5	-67.0	-53.5	-49.7
	Corr for screening/ absorption, dB(A)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, 20log(V_{veh}), dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0
	Corr for sound energy spread over 24 hr	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4
	Façade correctoin, dB(A)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
	Track wear correction, dB(A)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
	Leq 24hr for each train, dB(A)				32.8	47.6	52.4	34.6	12.3	-4.7	-14.3	-44.9	-9.0	-3.8					28.5	53.3	51.0	31.3	14.2	2.4	-11.2	-26.6	-10.0	-10.3
	Leq 24hr for all train	57.6																										
	Noise reduction	-4.0																										
		53.6																										
Leq0.5	Total number of events	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13
	Corr for no. of event, 10log(N), dB(A)	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1
	Corr for distance, -10log(d/dref), dB(A)	-1.3	-1.3	-1.1	-1.0	-0.9	-0.8	-0.7	-0.4	0.0	0.1	0.2	-0.1	-0.9	-1.5	-1.6	-1.5	-1.4	-1.3	-1.2	-1.1	-1.0	-0.6	-0.2	0.0	0.1	-0.3	-0.9
	Corr for view angle, 10log(pi*θ/180*cos2α*sinθ)	-53.6	-43.1	-35.3	-23.5	-8.1	-1.1	-14.5	-31.1	-45.0	-54.7	-89.0	-55.2	-46.7	-48.7	-45.1	-41.1	-34.0	-24.5	-2.7	-3.8	-20.1	-31.6	-41.3	-51.5	-67.0	-53.5	-49.7
	Corr for screening/ absorption, dB(A)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0
	Corr for sound energy spread over 24 hr	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6
	Façade correctoin, dB(A)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
	Track wear correction, dB(A)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
	Leq 0.5hr for each train, dB(A)				33.4	48.2	53.1	35.2	13.0	-4.0	-13.6	-44.3	-8.4	-3.1					29.1	54.0	51.6	32.0	14.9	3.0	-10.5	-25.9	-9.3	-9.7
	Leq 0.5hr for all train	58.3																										
	Noise reduction	-4.0																										
		54.3																										
Leq0.5	Total number of events	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12
	Corr for no. of event, 10log(N), dB(A)	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8
	Corr for distance, -10log(d/dref), dB(A)	-1.3	-1.3	-1.1	-1.0	-0.9	-0.8	-0.7	-0.4	0.0	0.1	0.2	-0.1	-0.9	-1.5	-1.6	-1.5	-1.4	-1.3	-1.2	-1.1	-1.0	-0.6	-0.2	0.0	0.1	-0.3	-0.9
	Corr for view angle, 10log(pi*θ/180*cos2α*sinθ)	-53.6	-43.1	-35.3	-23.5	-8.1	-1.1	-14.5	-31.1	-45.0	-54.7	-89.0	-55.2	-46.7	-48.7	-45.1	-41.1	-34.0	-24.5	-2.7	-3.8	-20.1	-31.6	-41.3	-51.5	-67.0	-53.5	-49.7
	Corr for screening/ absorption, dB(A)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0
	Corr for sound energy spread over 24 hr	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6
	Façade correctoin, dB(A)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
	Track wear correction, dB(A)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
	Leq 0.5hr for each train, dB(A)				33.1	47.9	52.7	34.9	12.6	-4.4	-14.0	-44.6	-8.7	-3.5					28.8	53.6	51.3	31.6	14.5	2.7	-10.9	-26.3	-9.6	-10.0
	Leq 0.5hr for all train	57.9																										
	Noise reduction	-4.0																										
		53.9																										
Lmax	Measured Lmax	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65
	Corr for distance, -10log(d/dref), dB(A)	-1.3	-1.3	-1.1	-1.0	-0.9	-0.8	-0.7	-0.4	0.0	0.1	0.2	-0.1	-0.9	-1.5	-1.6	-1.5	-1.4	-1.3	-1.2	-1.1	-1.0	-0.6	-0.2	0.0	0.1	-0.3	-0.9
	Correction for screening/ absorption	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0
	Façade correctoin, dB(A)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
	Track wear correction, dB(A)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
	Lmax for each train, dB(A)				72.4	71.9	69.7	65.3	59.6	56.5	56.6	60.3	62.4	59.2					69.2	72.2	71.0	67.6	62.0	59.9	56.6	56.7	59.7	55.6
	Lmax for all train	72.4																										

Floor 7		Segment (Northbound)													Segment (Southbound)													
		N1	N2	N3	N4	N5	N6	N7	N8	N9	N10	N11	N12	N13	S1	S2	S3	S4	S5	S6	S7	S8	S9	S10	S11	S12	S13	S14
Parameters:																												
	Measured SEL	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9
Leq24	Total number of events	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536
	Horize distance from track to NSR	16.1	16.7	17.0	17.1	17.4	17.6	16.9	13.3	7.9	5.9	0.6	9.2	18.2	19.1	21.3	20.5	20.5	20.9	21.4	21.3	19.8	15.8	11.4	7.5	3.4	11.6	18.7
	track mPD + track head (0.2m)	7.9	8.7	9.9	11.3	12.5	13.1	13.4	13.6	14.0	14.1	13.9	13.6	13.1	8.0	8.4	9.1	10.0	11.2	12.5	13.2	13.5	13.9	14.2	14.1	13.7	13.3	12.9
	ground mPD + floor height	40.8	40.8	40.8	40.8	40.8	40.8	40.8	40.8	40.8	40.8	40.8	40.8	40.8	40.8	40.8	40.8	40.8	40.8	40.8	40.8	40.8	40.8	40.8	40.8	40.8	40.8	40.8
	Vert distance from track to NSR	32.9	32.1	30.9	29.6	28.4	27.8	27.5	27.2	26.9	26.8	26.9	27.2	27.8	32.8	32.4	31.7	30.8	29.6	28.3	27.6	27.3	26.9	26.7	26.8	27.1	27.6	27.9
	Slant distance	36.6	36.2	35.3	34.1	33.3	32.9	32.2	30.3	28.0	27.4	26.9	28.7	33.2	38	39	38	37	36	35	35	34	31	29	28	27	30	34
	View angle (α)	0.046	0.060	0.097	0.231	0.637	1.375	0.395	0.136	0.052	0.029	0.002	0.033	0.055	0.056	0.071	0.082	0.115	0.224	0.963	0.946	0.299	0.142	0.071	0.035	0.013	0.038	0.054
	View angle (α) (degree)	2.648	3.441	5.534	13.245	36.511	78.778	22.621	7.801	3.001	1.676	0.133	1.876	3.144	3.214	4.093	4.718	6.586	12.858	55.200	54.185	17.138	8.152	4.076	1.987	0.734	2.155	3.069
	View angle (θ)	0.003	0.021	0.049	0.132	0.669	1.549	0.358	0.065	0.018	0.006	0.000	0.004	0.011	0.007	0.010	0.018	0.047	0.111	1.354	1.055	0.174	0.054	0.023	0.009	0.002	0.005	0.006
	View angle (θ) (degree)	0.186	1.214	2.807	7.580	38.314	88.727	20.490	3.738	1.038	0.355	0.021	0.254	0.637	0.392	0.553	1.034	2.683	6.358	77.587	60.430	9.976	3.106	1.326	0.527	0.109	0.289	0.338
	Average Speed	10.0	20.0	50.0	70.0	65.0	50.0	30.0	15.0	10.0	10.0	15.0	20.0	15.0	10.0	10.0	10.0	20.0	50.0	70.0	60.0	40.0	20.0	15.0	10.0	10.0	15.0	10.0
	Corr for no. of event, 10log(N), dB(A)	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3
	Corr for distance, -10log(d/d_{ref}), dB(A)	-1.7	-1.6	-1.5	-1.4	-1.2	-1.2	-1.1	-0.8	-0.5	-0.4	-0.3	-0.6	-1.2	-1.8	-1.9	-1.8	-1.7	-1.6	-1.5	-1.4	-1.3	-1.0	-0.6	-0.5	-0.4	-0.8	-1.3
	Corr for view angle, 10log(pi*θ/180*cos2α*sinθ)	-53.6	-43.1	-35.3	-23.5	-8.1	-1.1	-14.5	-31.1	-45.0	-54.7	-89.0	-55.2	-46.7	-48.7	-45.1	-41.1	-34.0	-24.5	-2.7	-3.8	-20.1	-31.6	-41.3	-51.5	-67.0	-53.5	-49.7
	Corr for screening/ absorption, dB(A)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0
	Corr for sound energy spread over 24 hr	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4
	Façade correctoin, dB(A)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
	Track wear correction, dB(A)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
	Leq 24hr for each train, dB(A)				32.4	47.2	52.0	34.2	11.9	-5.2	-14.8	-45.5	-9.5	-4.1					28.2	53.0	50.7	31.0	13.8	1.9	-11.7	-27.1	-10.4	-10.7
	Leq 24hr for all train	57.3																										
	Noise reduction	-4.0																										
		53.3																										
Leq0.5	Total number of events	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13
	Corr for no. of event, 10log(N), dB(A)	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1
	Corr for distance, -10log(d/dref), dB(A)	-1.7	-1.6	-1.5	-1.4	-1.2	-1.2	-1.1	-0.8	-0.5	-0.4	-0.3	-0.6	-1.2	-1.8	-1.9	-1.8	-1.7	-1.6	-1.5	-1.4	-1.3	-1.0	-0.6	-0.5	-0.4	-0.8	-1.3
	Corr for view angle, 10log(pi*θ/180*cos2α*sinθ)	-53.6	-43.1	-35.3	-23.5	-8.1	-1.1	-14.5	-31.1	-45.0	-54.7	-89.0	-55.2	-46.7	-48.7	-45.1	-41.1	-34.0	-24.5	-2.7	-3.8	-20.1	-31.6	-41.3	-51.5	-67.0	-53.5	-49.7
	Corr for screening/ absorption, dB(A)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0
	Corr for sound energy spread over 24 hr	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6
	Façade correctoin, dB(A)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
	Track wear correction, dB(A)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
	Leq 0.5hr for each train, dB(A)				33.1	47.9	52.7	34.9	12.6	-4.5	-14.1	-44.8	-8.8	-3.5					28.8	53.6	51.3	31.6	14.5	2.6	-11.0	-26.4	-9.7	-10.0
	Leq 0.5hr for all train	57.9																										
	Noise reduction	-4.0																										
		53.9																										
Leq0.5	Total number of events	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12
	Corr for no. of event, 10log(N), dB(A)	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8
	Corr for distance, -10log(d/dref), dB(A)	-1.7	-1.6	-1.5	-1.4	-1.2	-1.2	-1.1	-0.8	-0.5	-0.4	-0.3	-0.6	-1.2	-1.8	-1.9	-1.8	-1.7	-1.6	-1.5	-1.4	-1.3	-1.0	-0.6	-0.5	-0.4	-0.8	-1.3
	Corr for view angle, 10log(pi*θ/180*cos2α*sinθ)	-53.6	-43.1	-35.3	-23.5	-8.1	-1.1	-14.5	-31.1	-45.0	-54.7	-89.0	-55.2	-46.7	-48.7	-45.1	-41.1	-34.0	-24.5	-2.7	-3.8	-20.1	-31.6	-41.3	-51.5	-67.0	-53.5	-49.7
	Corr for screening/ absorption, dB(A)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0
	Corr for sound energy spread over 24 hr	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-

Floor 8		Segment (Northbound)													Segment (Southbound)													
		N1	N2	N3	N4	N5	N6	N7	N8	N9	N10	N11	N12	N13	S1	S2	S3	S4	S5	S6	S7	S8	S9	S10	S11	S12	S13	S14
Parameters:																												
	Measured SEL	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9
Leq24	Total number of events	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536
	Horize distance from track to NSR	16.1	16.7	17.0	17.1	17.4	17.6	16.9	13.3	7.9	5.9	0.6	9.2	18.2	19.1	21.3	20.5	20.5	20.9	21.4	21.3	19.8	15.8	11.4	7.5	3.4	11.6	18.7
	track mPD + track head (0.2m)	7.9	8.7	9.9	11.3	12.5	13.1	13.4	13.6	14.0	14.1	13.9	13.6	13.1	8.0	8.4	9.1	10.0	11.2	12.5	13.2	13.5	13.9	14.2	14.1	13.7	13.3	12.9
	ground mPD + floor height	44.0	44.0	44.0	44.0	44.0	44.0	44.0	44.0	44.0	44.0	44.0	44.0	44.0	44.0	44.0	44.0	44.0	44.0	44.0	44.0	44.0	44.0	44.0	44.0	44.0	44.0	44.0
	Vert distance from track to NSR	36.1	35.3	34.1	32.7	31.5	30.9	30.6	30.4	30.0	29.9	30.1	30.4	30.9	36.0	35.6	34.9	34.0	32.8	31.5	30.8	30.5	30.1	29.8	29.9	30.3	30.7	31.1
	Slant distance	39.5	39.0	38.1	36.9	36.0	35.6	35.0	33.1	31.0	30.5	30.1	31.7	35.9	41	41	40	40	39	38	37	36	34	32	31	30	33	36
	View angle (α)	0.046	0.060	0.097	0.231	0.637	1.375	0.395	0.136	0.052	0.029	0.002	0.033	0.055	0.056	0.071	0.082	0.115	0.224	0.963	0.946	0.299	0.142	0.071	0.035	0.013	0.038	0.054
	View angle (α) (degree)	2.648	3.441	5.534	13.245	36.511	78.778	22.621	7.801	3.001	1.676	0.133	1.876	3.144	3.214	4.093	4.718	6.586	12.858	55.200	54.185	17.138	8.152	4.076	1.987	0.734	2.155	3.069
	View angle (θ)	0.003	0.021	0.049	0.132	0.669	1.549	0.358	0.065	0.018	0.006	0.000	0.004	0.011	0.007	0.010	0.018	0.047	0.111	1.354	1.055	0.174	0.054	0.023	0.009	0.002	0.005	0.006
	View angle (θ) (degree)	0.186	1.214	2.807	7.580	38.314	88.727	20.490	3.738	1.038	0.355	0.021	0.254	0.637	0.392	0.553	1.034	2.683	6.358	77.587	60.430	9.976	3.106	1.326	0.527	0.109	0.289	0.338
	Average Speed	10.0	20.0	50.0	70.0	65.0	50.0	30.0	15.0	10.0	10.0	15.0	20.0	15.0	10.0	10.0	10.0	20.0	50.0	70.0	60.0	40.0	20.0	15.0	10.0	10.0	15.0	10.0
	Corr for no. of event, 10log(N), dB(A)	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3
	Corr for distance, -10log(d/d_{ref}), dB(A)	-2.0	-1.9	-1.8	-1.7	-1.6	-1.5	-1.5	-1.2	-0.9	-0.9	-0.8	-1.0	-1.6	-2.1	-2.2	-2.1	-2.0	-1.9	-1.8	-1.8	-1.6	-1.3	-1.1	-0.9	-0.9	-1.2	-1.6
	Corr for view angle, 10log(pi*θ/180-cos2αsinθ)	-53.6	-43.1	-35.3	-23.5	-8.1	-1.1	-14.5	-31.1	-45.0	-54.7	-89.0	-55.2	-46.7	-48.7	-45.1	-41.1	-34.0	-24.5	-2.7	-3.8	-20.1	-31.6	-41.3	-51.5	-67.0	-53.5	-49.7
	Corr for screening/ absorption, dB(A)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, 20log(v/v_{ref}), dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0
	Corr for sound energy spread over 24 hr	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4
	Façade correctoin, dB(A)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
	Track wear correction, dB(A)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
	Leq 24hr for each train, dB(A)				32.1	46.9	51.7	33.9	11.5	-5.6	-15.3	-46.0	-9.9	-4.5					27.9	52.7	50.4	30.6	13.4	1.5	-12.1	-27.6	-10.8	-11.0
	Leq 24hr for all train	57.0																										
	Noise reduction	-4.0																										
		53.0																										
Leq0.5	Total number of events	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13
	Corr for no. of event, 10log(N), dB(A)	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1
	Corr for distance, -10log(d/dref), dB(A)	-2.0	-1.9	-1.8	-1.7	-1.6	-1.5	-1.5	-1.2	-0.9	-0.9	-0.8	-1.0	-1.6	-2.1	-2.2	-2.1	-2.0	-1.9	-1.8	-1.8	-1.6	-1.3	-1.1	-0.9	-0.9	-1.2	-1.6
	Corr for view angle, 10log(pi*θ/180-cos2αsinθ)	-53.6	-43.1	-35.3	-23.5	-8.1	-1.1	-14.5	-31.1	-45.0	-54.7	-89.0	-55.2	-46.7	-48.7	-45.1	-41.1	-34.0	-24.5	-2.7	-3.8	-20.1	-31.6	-41.3	-51.5	-67.0	-53.5	-49.7
	Corr for screening/ absorption, dB(A)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0
	Corr for sound energy spread over 24 hr	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6
	Façade correctoin, dB(A)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
	Track wear correction, dB(A)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
	Leq 0.5hr for each train, dB(A)				32.7	47.5	52.4	34.5	12.2	-4.9	-14.6	-45.3	-9.3	-3.8					28.5	53.3	51.0	31.3	14.1	2.2	-11.5	-26.9	-10.1	-10.3
	Leq 0.5hr for all train	57.6																										
	Noise reduction	-4.0																										
		53.6																										
Leq0.5	Total number of events	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12
	Corr for no. of event, 10log(N), dB(A)	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8
	Corr for distance, -10log(d/dref), dB(A)	-2.0	-1.9	-1.8	-1.7	-1.6	-1.5	-1.5	-1.2	-0.9	-0.9	-0.8	-1.0	-1.6	-2.1	-2.2	-2.1	-2.0	-1.9	-1.8	-1.8	-1.6	-1.3	-1.1	-0.9	-0.9	-1.2	-1.6
	Corr for view angle, 10log(pi*θ/180-cos2αsinθ)	-53.6	-43.1	-35.3	-23.5	-8.1	-1.1	-14.5	-31.1	-45.0	-54.7	-89.0	-55.2	-46.7	-48.7	-45.1	-41.1	-34.0	-24.5	-2.7	-3.8	-20.1	-31.6	-41.3	-51.5	-67.0	-53.5	-49.7
	Corr for screening/ absorption, dB(A)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0
	Corr for sound energy spread over 24 hr	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6
	Façade correctoin, dB(A)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
	Track wear correction, dB(A)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
	Leq 0.5hr for each train, dB(A)				32.4	47.2	52.0	34.2	11.8	-5.3	-15.0	-45.6	-9.6	-4.2					28.2	53.0	50.7	31.0	13.8	1.8	-11.8	-27.3	-10.5	-10.7
	Leq 0.5hr for all train	57.3																										
	Noise reduction	-4.0																										
		53.3																										
Lmax	Measured Lmax	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65
	Corr for distance, -10log(d/dref), dB(A)	-2.0	-1.9	-1.8	-1.7	-1.6	-1.5	-1.5	-1.2	-0.9	-0.9	-0.8	-1.0	-1.6	-2.1	-2.2	-2.1	-2.0	-1.9	-1.8	-1.8	-1.6	-1.3	-1.1	-0.9	-0.9	-1.2	-1.6
	Correction for screening/ absorption	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0
	Façade correctoin, dB(A)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
	Track wear correction, dB(A)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
	Lmax for each train, dB(A)				71.7	71.2	69.0	64.6	58.8	55.6	55.7	59.2	61.5	58.5					68.6	71.6	70.3	66.9	61.2	59.0	55.6	55.7	58.9	54.9
	Lmax for all train	71.7																										

Floor 9		Segment (Northbound)													Segment (Southbound)													
		N1	N2	N3	N4	N5	N6	N7	N8	N9	N10	N11	N12	N13	S1	S2	S3	S4	S5	S6	S7	S8	S9	S10	S11	S12	S13	S14
Parameters:																												
	Measured SEL	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9
Leq24	Total number of events	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536
	Horize distance from track to NSR	16.1	16.7	17.0	17.1	17.4	17.6	16.9	13.3	7.9	5.9	0.6	9.2	18.2	19.1	21.3	20.5	20.5	20.9	21.4	21.3	19.8	15.8	11.4	7.5	3.4	11.6	18.7
	track mPD + track head (0.2m)	7.9	8.7	9.9	11.3	12.5	13.1	13.4	13.6	14.0	14.1	13.9	13.6	13.1	8.0	8.4	9.1	10.0	11.2	12.5	13.2	13.5	13.9	14.2	14.1	13.7	13.3	12.9
	ground mPD + floor height	47.1	47.1	47.1	47.1	47.1	47.1	47.1	47.1	47.1	47.1	47.1	47.1	47.1	47.1	47.1	47.1	47.1	47.1	47.1	47.1	47.1	47.1	47.1	47.1	47.1	47.1	47.1
	Vert distance from track to NSR	39.2	38.4	37.2	35.9	34.7	34.1	33.8	33.5	33.2	33.1	33.2	33.5	34.1	39.1	38.7	38.0	37.1	35.9	34.6	33.9	33.6	33.2	33.0	33.1	33.4	33.9	34.2
	Slant distance	42.4	41.9	40.9	39.7	38.8	38.3	37.8	36.0	34.1	33.6	33.2	34.7	38.6	43	44	43	42	42	41	40	39	37	35	34	34	36	39
	View angle (α)	0.046	0.060	0.097	0.231	0.637	1.375	0.395	0.136	0.052	0.029	0.002	0.033	0.055	0.056	0.071	0.082	0.115	0.224	0.963	0.946	0.299	0.142	0.071	0.035	0.013	0.038	0.054
	View angle (α) (degree)	2.648	3.441	5.534	13.245	36.511	78.778	22.621	7.801	3.001	1.676	0.133	1.876	3.144	3.214	4.093	4.718	6.586	12.858	55.200	54.185	17.138	8.152	4.076	1.987	0.734	2.155	3.069
	View angle (θ)	0.003	0.021	0.049	0.132	0.669	1.549	0.358	0.065	0.018	0.006	0.000	0.004	0.011	0.007	0.010	0.018	0.047	0.111	1.354	1.055	0.174	0.054	0.023	0.009	0.002	0.005	0.006
	View angle (θ) (degree)	0.186	1.214	2.807	7.580	38.314	88.727	20.490	3.738	1.038	0.355	0.021	0.254	0.637	0.392	0.553	1.034	2.683	6.358	77.587	60.430	9.976	3.106	1.326	0.527	0.109	0.289	0.338
	Average Speed	10.0	20.0	50.0	70.0	65.0	50.0	30.0	15.0	10.0	10.0	15.0	20.0	15.0	10.0	10.0	10.0	20.0	50.0	70.0	60.0	40.0	20.0	15.0	10.0	10.0	15.0	10.0
	Corr for no. of event, 10log(N), dB(A)	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3
	Corr for distance, -10log(d/d_{ref}), dB(A)	-2.3	-2.2	-2.1	-2.0	-1.9	-1.9	-1.8	-1.6	-1.3	-1.3	-1.2	-1.4	-1.9	-2.4	-2.5	-2.4	-2.3	-2.2	-2.1	-2.0	-1.9	-1.7	-1.4	-1.3	-1.3	-1.6	-1.9
	Corr for view angle, 10log(pi*θ/180-cos2αsinθ)	-53.6	-43.1	-35.3	-23.5	-8.1	-1.1	-14.5	-31.1	-45.0	-54.7	-89.0	-55.2	-46.7	-48.7	-45.1	-41.1	-34.0	-24.5	-2.7	-3.8	-20.1	-31.6	-41.3	-51.5	-67.0	-53.5	-49.7
	Corr for screening/ absorption, dB(A)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, 20log(v/v_{ref}), dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0
	Corr for sound energy spread over 24 hr	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4
	Façade correctoin, dB(A)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
	Track wear correction, dB(A)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
	Leq 24hr for each train, dB(A)				31.7	46.5	51.4	33.5	11.1	-6.0	-15.7	-46.4	-10.3	-4.8					27.6	52.4	50.1	30.3	13.1	1.1	-12.5	-28.0	-11.2	-11.3
	Leq 24hr for all train	56.7																										
	Noise reduction	-4.0																										
		52.7																										
Leq0.5	Total number of events	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13
	Corr for no. of event, 10log(N), dB(A)	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1
	Corr for distance, -10log(d/dref), dB(A)	-2.3	-2.2	-2.1	-2.0	-1.9	-1.9	-1.8	-1.6	-1.3	-1.3	-1.2	-1.4	-1.9	-2.4	-2.5	-2.4	-2.3	-2.2	-2.1	-2.0	-1.9	-1.7	-1.4	-1.3	-1.3	-1.6	-1.9
	Corr for view angle, 10log(pi*θ/180-cos2αsinθ)	-53.6	-43.1	-35.3	-23.5	-8.1	-1.1	-14.5	-31.1	-45.0	-54.7	-89.0	-55.2	-46.7	-48.7	-45.1	-41.1	-34.0	-24.5	-2.7	-3.8	-20.1	-31.6	-41.3	-51.5	-67.0	-53.5	-49.7
	Corr for screening/ absorption, dB(A)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0
	Corr for sound energy spread over 24 hr	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6
	Façade correctoin, dB(A)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
	Track wear correction, dB(A)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
	Leq 0.5hr for each train, dB(A)				32.4	47.2	52.0	34.2	11.8	-5.4	-15.0	-45.7	-9.7	-4.1					28.2	53.1	50.7	31.0	13.8	1.8	-11.9	-27.3	-10.5	-10.7
	Leq 0.5hr for all train	57.3																										
	Noise reduction	-4.0																										
		53.3																										
Leq0.5	Total number of events	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12
	Corr for no. of event, 10log(N), dB(A)	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8
	Corr for distance, -10log(d/dref), dB(A)	-2.3	-2.2	-2.1	-2.0	-1.9	-1.9	-1.8	-1.6	-1.3	-1.3	-1.2	-1.4	-1.9	-2.4	-2.5	-2.4	-2.3	-2.2	-2.1	-2.0	-1.9	-1.7	-1.4	-1.3	-1.3	-1.6	-1.9
	Corr for view angle, 10log(pi*θ/180-cos2αsinθ)	-53.6	-43.1	-35.3	-23.5	-8.1	-1.1	-14.5	-31.1	-45.0	-54.7	-89.0	-55.2	-46.7	-48.7	-45.1	-41.1	-34.0	-24.5	-2.7	-3.8	-20.1	-31.6	-41.3	-51.5	-67.0	-53.5	-49.7
	Corr for screening/ absorption, dB(A)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0
	Corr for sound energy spread over 24 hr	-32.6	-32.6	-32.6	-32.6	-

Floor 10		Segment (Northbound)													Segment (Southbound)													
		N1	N2	N3	N4	N5	N6	N7	N8	N9	N10	N11	N12	N13	S1	S2	S3	S4	S5	S6	S7	S8	S9	S10	S11	S12	S13	S14
Parameters:																												
	Measured SEL	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9
Leq24	Total number of events	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536
	Horiz distance from track to NSR	16.1	16.7	17.0	17.1	17.4	17.6	16.9	13.3	7.9	5.9	0.6	9.2	18.2	19.1	21.3	20.5	20.5	20.9	21.4	21.3	19.8	15.8	11.4	7.5	3.4	11.6	18.7
	track mPD + track head (0.2m)	7.9	8.7	9.9	11.3	12.5	13.1	13.4	13.6	14.0	14.1	13.9	13.6	13.1	8.0	8.4	9.1	10.0	11.2	12.5	13.2	13.5	13.9	14.2	14.1	13.7	13.3	12.9
	ground mPD + floor height	50.3	50.3	50.3	50.3	50.3	50.3	50.3	50.3	50.3	50.3	50.3	50.3	50.3	50.3	50.3	50.3	50.3	50.3	50.3	50.3	50.3	50.3	50.3	50.3	50.3	50.3	50.3
	Vert distance from track to NSR	42.4	41.6	40.4	39.0	37.8	37.2	36.9	36.7	36.3	36.2	36.4	36.7	37.2	42.3	41.9	41.2	40.3	39.1	37.8	37.1	36.8	36.4	36.1	36.2	36.6	37.0	37.4
	Slant distance	45.3	44.8	43.8	42.6	41.6	41.2	40.6	39.0	37.1	36.7	36.4	37.8	41.4	46	47	46	45	44	43	43	42	40	38	37	37	39	42
	View angle (α)	0.046	0.060	0.097	0.231	0.637	1.375	0.395	0.136	0.052	0.029	0.002	0.033	0.055	0.056	0.071	0.082	0.115	0.224	0.963	0.946	0.299	0.142	0.071	0.035	0.013	0.038	0.054
	View angle (α) (degree)	2.648	3.441	5.534	13.245	36.511	78.778	22.621	7.801	3.001	1.676	0.133	1.876	3.144	3.214	4.093	4.718	6.586	12.858	55.200	54.185	17.138	8.152	4.076	1.987	0.734	2.155	3.069
	View angle (θ)	0.003	0.021	0.049	0.132	0.669	1.549	0.358	0.065	0.018	0.006	0.000	0.004	0.011	0.007	0.010	0.018	0.047	0.111	1.354	1.055	0.174	0.054	0.023	0.009	0.002	0.005	0.006
	View angle (θ) (degree)	0.186	1.214	2.807	7.580	38.314	88.727	20.490	3.738	1.038	0.355	0.021	0.254	0.637	0.392	0.553	1.034	2.683	6.358	77.587	60.430	9.976	3.106	1.326	0.527	0.109	0.289	0.338
	Average Speed	10.0	20.0	50.0	70.0	65.0	50.0	30.0	15.0	10.0	10.0	15.0	20.0	15.0	10.0	10.0	10.0	20.0	50.0	70.0	60.0	40.0	20.0	15.0	10.0	10.0	15.0	10.0
	Corr for no. of event, 10log(N), dB(A)	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3
	Corr for distance, -10log(d/d_{ref}), dB(A)	-2.6	-2.5	-2.4	-2.3	-2.2	-2.2	-2.1	-1.9	-1.7	-1.7	-1.6	-1.8	-2.2	-2.7	-2.7	-2.6	-2.6	-2.5	-2.4	-2.3	-2.2	-2.0	-1.8	-1.7	-1.7	-1.9	-2.2
	Corr for view angle, 10log(pi*θ/180-cos2αinθ)	-53.6	-43.1	-35.3	-23.5	-8.1	-1.1	-14.5	-31.1	-45.0	-54.7	-89.0	-55.2	-46.7	-48.7	-45.1	-41.1	-34.0	-24.5	-2.7	-3.8	-20.1	-31.6	-41.3	-51.5	-67.0	-53.5	-49.7
	Corr for screening/ absorption, dB(A)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, 20log(V_{veh}/V_{ref}), dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0
	Corr for sound energy spread over 24 hr	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4
	Façade correctoin, dB(A)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
	Track wear correction, dB(A)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
	Leq 24hr for each train, dB(A)				31.4	46.2	51.1	33.2	10.8	-6.4	-16.1	-46.8	-10.7	-5.1					27.3	52.1	49.8	30.0	12.8	0.8	-12.9	-28.4	-11.5	-11.6
	Leq 24hr for all train	56.4																										
	Noise reduction	-4.0																										
		52.4																										
Leq0.5	Total number of events	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13
	Corr for no. of event, 10log(N), dB(A)	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1
	Corr for distance, -10log(d/dref), dB(A)	-2.6	-2.5	-2.4	-2.3	-2.2	-2.2	-2.1	-1.9	-1.7	-1.7	-1.6	-1.8	-2.2	-2.7	-2.7	-2.6	-2.6	-2.5	-2.4	-2.3	-2.2	-2.0	-1.8	-1.7	-1.7	-1.9	-2.2
	Corr for view angle, 10log(pi*θ/180-cos2αinθ)	-53.6	-43.1	-35.3	-23.5	-8.1	-1.1	-14.5	-31.1	-45.0	-54.7	-89.0	-55.2	-46.7	-48.7	-45.1	-41.1	-34.0	-24.5	-2.7	-3.8	-20.1	-31.6	-41.3	-51.5	-67.0	-53.5	-49.7
	Corr for screening/ absorption, dB(A)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0
	Corr for sound energy spread over 24 hr	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6
	Façade correctoin, dB(A)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
	Track wear correction, dB(A)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
	Leq 0.5hr for each train, dB(A)				32.1	46.9	51.7	33.9	11.5	-5.7	-15.4	-46.1	-10.0	-4.4					28.0	52.8	50.4	30.7	13.4	1.4	-12.3	-27.7	-10.9	-11.0
	Leq 0.5hr for all train	57.0																										
	Noise reduction	-4.0																										
		53.0																										
Leq0.5	Total number of events	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12
	Corr for no. of event, 10log(N), dB(A)	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8
	Corr for distance, -10log(d/dref), dB(A)	-2.6	-2.5	-2.4	-2.3	-2.2	-2.2	-2.1	-1.9	-1.7	-1.7	-1.6	-1.8	-2.2	-2.7	-2.7	-2.6	-2.6	-2.5	-2.4	-2.3	-2.2	-2.0	-1.8	-1.7	-1.7	-1.9	-2.2
	Corr for view angle, 10log(pi*θ/180-cos2αinθ)	-53.6	-43.1	-35.3	-23.5	-8.1	-1.1	-14.5	-31.1	-45.0	-54.7	-89.0	-55.2	-46.7	-48.7	-45.1	-41.1	-34.0	-24.5	-2.7	-3.8	-20.1	-31.6	-41.3	-51.5	-67.0	-53.5	-49.7
	Corr for screening/ absorption, dB(A)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0
	Corr for sound energy spread over 24 hr	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6
	Façade correctoin, dB(A)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
	Track wear correction, dB(A)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
	Leq 0.5hr for each train, dB(A)				31.7	46.6	51.4	33.5	11.1	-6.1	-15.8	-46.5	-10.4	-4.8					27.6	52.4	50.1	30.4	13.1	1.1	-12.6	-28.1	-11.2	-11.3
	Leq 0.5hr for all train	56.7																										
	Noise reduction	-4.0																										
		52.7																										
Lmax	Measured Lmax	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65
	Corr for distance, -10log(d/dref), dB(A)	-2.6	-2.5	-2.4	-2.3	-2.2	-2.2	-2.1	-1.9	-1.7	-1.7	-1.6	-1.8	-2.2	-2.7	-2.7	-2.6	-2.6	-2.5	-2.4	-2.3	-2.2	-2.0	-1.8	-1.7	-1.7	-1.9	-2.2
	Correction for screening/ absorption	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0
	Façade correctoin, dB(A)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
	Track wear correction, dB(A)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
	Lmax for each train, dB(A)				71.1	70.6	68.3	64.0	58.1	54.8	54.9	58.4	60.7	57.8					68.0	71.0	69.8	66.3	60.5	58.2	54.8	54.9	58.1	54.3
	Lmax for all train	71.1																										

Floor 11		Segment (Northbound)													Segment (Southbound)													
		N1	N2	N3	N4	N5	N6	N7	N8	N9	N10	N11	N12	N13	S1	S2	S3	S4	S5	S6	S7	S8	S9	S10	S11	S12	S13	S14
Parameters:																												
	Measured SEL	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9
Leq24	Total number of events	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536
	Horiz distance from track to NSR	16.1	16.7	17.0	17.1	17.4	17.6	16.9	13.3	7.9	5.9	0.6	9.2	18.2	19.1	21.3	20.5	20.5	20.9	21.4	21.3	19.8	15.8	11.4	7.5	3.4	11.6	18.7
	track mPD + track head (0.2m)	7.9	8.7	9.9	11.3	12.5	13.1	13.4	13.6	14.0	14.1	13.9	13.6	13.1	8.0	8.4	9.1	10.0	11.2	12.5	13.2	13.5	13.9	14.2	14.1	13.7	13.3	12.9
	ground mPD + floor height	53.4	53.4	53.4	53.4	53.4	53.4	53.4	53.4	53.4	53.4	53.4	53.4	53.4	53.4	53.4	53.4	53.4	53.4	53.4	53.4	53.4	53.4	53.4	53.4	53.4	53.4	53.4
	Vert distance from track to NSR	45.5	44.7	43.5	42.2	41.0	40.4	40.1	39.8	39.5	39.4	39.5	39.8	40.4	45.4	45.0	44.3	43.4	42.2	40.9	40.2	39.9	39.5	39.3	39.4	39.7	40.2	40.5
	Slant distance	48.3	47.7	46.7	45.5	44.5	44.0	43.5	42.0	40.2	39.8	39.5	40.9	44.3	49	50	49	48	47	46	45	45	43	41	40	40	42	45
	View angle (α)	0.046	0.060	0.097	0.231	0.637	1.375	0.395	0.136	0.052	0.029	0.002	0.033	0.055	0.056	0.071	0.082	0.115	0.224	0.963	0.946	0.299	0.142	0.071	0.035	0.013	0.038	0.054
	View angle (α) (degree)	2.648	3.441	5.534	13.245	36.511	78.778	22.621	7.801	3.001	1.676	0.133	1.876	3.144	3.214	4.093	4.718	6.586	12.858	55.200	54.185	17.138	8.152	4.076	1.987	0.734	2.155	3.069
	View angle (θ)	0.003	0.021	0.049	0.132	0.669	1.549	0.358	0.065	0.018	0.006	0.000	0.004	0.011	0.007	0.010	0.018	0.047	0.111	1.354	1.055	0.174	0.054	0.023	0.009	0.002	0.005	0.006
	View angle (θ) (degree)	0.186	1.214	2.807	7.580	38.314	88.727	20.490	3.738	1.038	0.355	0.021	0.254	0.637	0.392	0.553	1.034	2.683	6.358	77.587	60.430	9.976	3.106	1.326	0.527	0.109	0.289	0.338
	Average Speed	10.0	20.0	50.0	70.0	65.0	50.0	30.0	15.0	10.0	10.0	15.0	20.0	15.0	10.0	10.0	10.0	20.0	50.0	70.0	60.0	40.0	20.0	15.0	10.0	10.0	15.0	10.0
	Corr for no. of event, 10log(N), dB(A)	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3
	Corr for distance, -10log(d/d_{ref}), dB(A)	-2.9	-2.8	-2.7	-2.6	-2.5	-2.5	-2.4	-2.2	-2.1	-2.0	-2.0	-2.1	-2.5	-2.9	-3.0	-2.9	-2.8	-2.7	-2.7	-2.6	-2.5	-2.3	-2.1	-2.0	-2.0	-2.2	-2.5
	Corr for view angle, 10log(pi*θ/180-cos2αinθ)	-53.6	-43.1	-35.3	-23.5	-8.1	-1.1	-14.5	-31.1	-45.0	-54.7	-89.0	-55.2	-46.7	-48.7	-45.1	-41.1	-34.0	-24.5	-2.7	-3.8	-20.1	-31.6	-41.3	-51.5	-67.0	-53.5	-49.7
	Corr for screening/ absorption, dB(A)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0
	Corr for sound energy spread over 24 hr	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4
	Façade correctoin, dB(A)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
	Track wear correction, dB(A)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
	Leq 24hr for each train, dB(A)				31.2	46.0	50.8	32.9	10.5	-6.7	-16.4	-47.1	-11.0	-5.4					27.0	51.8	49.5	29.8	12.5	0.4	-13.3	-28.7	-11.9	-11.9
	Leq 24hr for all train	56.1																										
	Noise reduction	-4.0																										
		52.1																										
Leq0.5	Total number of events	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13
	Corr for no. of event, 10log(N), dB(A)	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1
	Corr for distance, -10log(d/dref), dB(A)	-2.9	-2.8	-2.7	-2.6	-2.5	-2.5	-2.4	-2.2	-2.1	-2.0	-2.0	-2.1	-2.5	-2.9	-3.0	-2.9	-2.8	-2.7	-2.7	-2.6	-2.5	-2.3	-2.1	-2.0	-2.0	-2.2	-2.5
	Corr for view angle, 10log(pi*θ/180-cos2αinθ)	-53.6	-43.1	-35.3	-23.5	-8.1	-1.1	-14.5	-31.1	-45.0	-54.7	-89.0	-55.2	-46.7	-48.7	-45.1	-41.1	-34.0	-24.5	-2.7	-3.8	-20.1	-31.6	-41.3	-51.5	-67.0	-53.5	-49.7
	Corr for screening/ absorption, dB(A)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0
	Corr for sound energy spread over 24 hr	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6
	Façade correctoin, dB(A)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
	Track wear correction, dB(A)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
	Leq 0.5hr for each train, dB(A)				31.8	46.6	51.4	33.6	11.1	-6.1	-15.8	-46.5	-10.4	-4.7					27.7	52.5	50.2	30.4	13.1	1.1	-12.6	-28.1	-11.2	-11.2
	Leq 0.5hr for all train	56.7																										
	Noise reduction	-4.0																										
		52.7																										
Leq0.5	Total number of events	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12
	Corr for no. of event, 10log(N), dB(A)	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8
	Corr for distance, -10log(d/dref), dB(A)	-2.9	-2.8	-2.7	-2.6	-2.5	-2.5	-2.4	-2.2	-2.1	-2.0	-2.0	-2.1	-2.5	-2.9	-3.0	-2.9	-2.8	-2.7	-2.7	-2.6	-2.5	-2.3	-2.1	-2.0	-2.0	-2.2	-2.5
	Corr for view angle, 10log(pi*θ/180-cos2αinθ)	-53.6	-43.1	-35.3	-23.5	-8.1	-1.1	-14.5	-31.1	-45.0	-54.7	-89.0	-55.2	-46.7	-48.7	-45.1	-41.1	-34.0	-24.5	-2.7	-3.8	-20.1	-31.6	-41.3	-51.5	-67.0	-53.5	-49.7
	Corr for screening/ absorption, dB(A)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0
	Corr for sound energy spread over 24 hr	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32

Floor 12		Segment (Northbound)													Segment (Southbound)													
		N1	N2	N3	N4	N5	N6	N7	N8	N9	N10	N11	N12	N13	S1	S2	S3	S4	S5	S6	S7	S8	S9	S10	S11	S12	S13	S14
Parameters:																												
	Measured SEL	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9
Leq24	Total number of events	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536
	Horize distance from track to NSR	16.1	16.7	17.0	17.1	17.4	17.6	16.9	13.3	7.9	5.9	0.6	9.2	18.2	19.1	21.3	20.5	20.5	20.9	21.4	21.3	19.8	15.8	11.4	7.5	3.4	11.6	18.7
	track mPD + track head (0.2m)	7.9	8.7	9.9	11.3	12.5	13.1	13.4	13.6	14.0	14.1	13.9	13.6	13.1	8.0	8.4	9.1	10.0	11.2	12.5	13.2	13.5	13.9	14.2	14.1	13.7	13.3	12.9
	ground mPD + floor height	56.6	56.6	56.6	56.6	56.6	56.6	56.6	56.6	56.6	56.6	56.6	56.6	56.6	56.6	56.6	56.6	56.6	56.6	56.6	56.6	56.6	56.6	56.6	56.6	56.6	56.6	56.6
	Vert distance from track to NSR	48.7	47.9	46.7	45.3	44.1	43.5	43.2	43.0	42.6	42.5	42.7	43.0	43.5	48.6	48.2	47.5	46.6	45.4	44.1	43.4	43.1	42.7	42.4	42.5	42.9	43.3	43.7
	Slant distance	51.3	50.7	49.7	48.4	47.4	46.9	46.4	45.0	43.3	42.9	42.7	43.9	47.2	52	53	52	51	50	49	48	47	45	44	43	43	45	47
	View angle (α)	0.046	0.060	0.097	0.231	0.637	1.375	0.395	0.136	0.052	0.029	0.002	0.033	0.055	0.056	0.071	0.082	0.115	0.224	0.963	0.946	0.299	0.142	0.071	0.035	0.013	0.038	0.054
	View angle (α) (degree)	2.648	3.441	5.534	13.245	36.511	78.778	22.621	7.801	3.001	1.676	0.133	1.876	3.144	3.214	4.093	4.718	6.586	12.858	55.200	54.185	17.138	8.152	4.076	1.987	0.734	2.155	3.069
	View angle (θ)	0.003	0.021	0.049	0.132	0.669	1.549	0.358	0.065	0.018	0.006	0.000	0.004	0.011	0.007	0.010	0.018	0.047	0.111	1.354	1.055	0.174	0.054	0.023	0.009	0.002	0.005	0.006
	View angle (θ) (degree)	0.186	1.214	2.807	7.580	38.314	88.727	20.490	3.738	1.038	0.355	0.021	0.254	0.637	0.392	0.553	1.034	2.683	6.358	77.587	60.430	9.976	3.106	1.326	0.527	0.109	0.289	0.338
	Average Speed	10.0	20.0	50.0	70.0	65.0	50.0	30.0	15.0	10.0	10.0	15.0	20.0	15.0	10.0	10.0	10.0	20.0	50.0	70.0	60.0	40.0	20.0	15.0	10.0	10.0	15.0	10.0
	Corr for no. of event, 10log(N), dB(A)	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3
	Corr for distance, -10log(d/d_{ref}), dB(A)	-3.1	-3.1	-3.0	-2.9	-2.8	-2.7	-2.7	-2.5	-2.4	-2.3	-2.3	-2.4	-2.8	-3.2	-3.2	-3.2	-3.1	-3.0	-2.9	-2.9	-2.8	-2.6	-2.4	-2.4	-2.4	-2.5	-2.8
	Corr for view angle, 10log(pi*θ/180-cos2αsinθ)	-53.6	-43.1	-35.3	-23.5	-8.1	-1.1	-14.5	-31.1	-45.0	-54.7	-89.0	-55.2	-46.7	-48.7	-45.1	-41.1	-34.0	-24.5	-2.7	-3.8	-20.1	-31.6	-41.3	-51.5	-67.0	-53.5	-49.7
	Corr for screening/ absorption, dB(A)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, 20log(V/V_{ref}), dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0
	Corr for sound energy spread over 24 hr	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4
	Façade correctoin, dB(A)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
	Track wear correction, dB(A)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
	Leq 24hr for each train, dB(A)				30.9	45.7	50.5	32.6	10.2	-7.1	-16.8	-47.5	-11.3	-5.7					26.8	51.6	49.3	29.5	12.2	0.1	-13.6	-29.1	-12.2	-12.2
	Leq 24hr for all train	55.8																										
	Noise reduction	-4.0																										
		51.8																										
Leq0.5	Total number of events	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13
	Corr for no. of event, 10log(N), dB(A)	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1
	Corr for distance, -10log(d/dref), dB(A)	-3.1	-3.1	-3.0	-2.9	-2.8	-2.7	-2.7	-2.5	-2.4	-2.3	-2.3	-2.4	-2.8	-3.2	-3.2	-3.2	-3.1	-3.0	-2.9	-2.9	-2.8	-2.6	-2.4	-2.4	-2.4	-2.5	-2.8
	Corr for view angle, 10log(pi*θ/180-cos2αsinθ)	-53.6	-43.1	-35.3	-23.5	-8.1	-1.1	-14.5	-31.1	-45.0	-54.7	-89.0	-55.2	-46.7	-48.7	-45.1	-41.1	-34.0	-24.5	-2.7	-3.8	-20.1	-31.6	-41.3	-51.5	-67.0	-53.5	-49.7
	Corr for screening/ absorption, dB(A)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0
	Corr for sound energy spread over 24 hr	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6
	Façade correctoin, dB(A)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
	Track wear correction, dB(A)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
	Leq 0.5hr for each train, dB(A)				31.5	46.3	51.1	33.3	10.8	-6.4	-16.1	-46.8	-10.7	-5.0					27.4	52.2	49.9	30.1	12.8	0.8	-12.9	-28.4	-11.5	-11.5
	Leq 0.5hr for all train	56.5																										
	Noise reduction	-4.0																										
		52.5																										
Leq0.5	Total number of events	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12
	Corr for no. of event, 10log(N), dB(A)	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8
	Corr for distance, -10log(d/dref), dB(A)	-3.1	-3.1	-3.0	-2.9	-2.8	-2.7	-2.7	-2.5	-2.4	-2.3	-2.3	-2.4	-2.8	-3.2	-3.2	-3.2	-3.1	-3.0	-2.9	-2.9	-2.8	-2.6	-2.4	-2.4	-2.4	-2.5	-2.8
	Corr for view angle, 10log(pi*θ/180-cos2αsinθ)	-53.6	-43.1	-35.3	-23.5	-8.1	-1.1	-14.5	-31.1	-45.0	-54.7	-89.0	-55.2	-46.7	-48.7	-45.1	-41.1	-34.0	-24.5	-2.7	-3.8	-20.1	-31.6	-41.3	-51.5	-67.0	-53.5	-49.7
	Corr for screening/ absorption, dB(A)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0
	Corr for sound energy spread over 24 hr	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6
	Façade correctoin, dB(A)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
	Track wear correction, dB(A)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
	Leq 0.5hr for each train, dB(A)				31.2	46.0	50.8	32.9	10.5	-6.7	-16.4	-47.2	-11.0	-5.3					27.1	51.9	49.6	29.8	12.5	0.4	-13.3	-28.8	-11.8	-11.9
	Leq 0.5hr for all train	56.1																										
	Noise reduction	-4.0																										
		52.1																										
Lmax	Measured Lmax	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65
	Corr for distance, -10log(d/dref), dB(A)	-3.1	-3.1	-3.0	-2.9	-2.8	-2.7	-2.7	-2.5	-2.4	-2.3	-2.3	-2.4	-2.8	-3.2	-3.2	-3.2	-3.1	-3.0	-2.9	-2.9	-2.8	-2.6	-2.4	-2.4	-2.4	-2.5	-2.8
	Correction for screening/ absorption	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0
	Façade correctoin, dB(A)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
	Track wear correction, dB(A)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
	Lmax for each train, dB(A)				70.6	70.0	67.8	63.4	57.5	54.1	54.2	57.7	60.1	57.3					67.5	70.5	69.2	65.8	59.9	57.6	54.1	54.2	57.5	53.7
	Lmax for all train	70.6																										

Floor 13		Segment (Northbound)													Segment (Southbound)													
		N1	N2	N3	N4	N5	N6	N7	N8	N9	N10	N11	N12	N13	S1	S2	S3	S4	S5	S6	S7	S8	S9	S10	S11	S12	S13	S14
Parameters:																												
	Measured SEL	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9
Leq24	Total number of events	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536
	Horize distance from track to NSR	16.1	16.7	17.0	17.1	17.4	17.6	16.9	13.3	7.9	5.9	0.6	9.2	18.2	19.1	21.3	20.5	20.5	20.9	21.4	21.3	19.8	15.8	11.4	7.5	3.4	11.6	18.7
	track mPD + track head (0.2m)	7.9	8.7	9.9	11.3	12.5	13.1	13.4	13.6	14.0	14.1	13.9	13.6	13.1	8.0	8.4	9.1	10.0	11.2	12.5	13.2	13.5	13.9	14.2	14.1	13.7	13.3	12.9
	ground mPD + floor height	59.7	59.7	59.7	59.7	59.7	59.7	59.7	59.7	59.7	59.7	59.7	59.7	59.7	59.7	59.7	59.7	59.7	59.7	59.7	59.7	59.7	59.7	59.7	59.7	59.7	59.7	59.7
	Vert distance from track to NSR	51.8	51.0	49.8	48.5	47.3	46.7	46.4	46.1	45.8	45.7	45.8	46.1	46.7	51.7	51.3	50.6	49.7	48.5	47.2	46.5	46.2	45.8	45.6	45.7	46.0	46.5	46.8
	Slant distance	54.3	53.7	52.6	51.4	50.3	49.9	49.3	48.0	46.4	46.0	45.8	47.0	50.1	55	56	55	54	53	52	51	50	48	47	46	46	48	50
	View angle (α)	0.046	0.060	0.097	0.231	0.637	1.375	0.395	0.136	0.052	0.029	0.002	0.033	0.055	0.056	0.071	0.082	0.115	0.224	0.963	0.946	0.299	0.142	0.071	0.035	0.013	0.038	0.054
	View angle (α) (degree)	2.648	3.441	5.534	13.245	36.511	78.778	22.621	7.801	3.001	1.676	0.133	1.876	3.144	3.214	4.093	4.718	6.586	12.858	55.200	54.185	17.138	8.152	4.076	1.987	0.734	2.155	3.069
	View angle (θ)	0.003	0.021	0.049	0.132	0.669	1.549	0.358	0.065	0.018	0.006	0.000	0.004	0.011	0.007	0.010	0.018	0.047	0.111	1.354	1.055	0.174	0.054	0.023	0.009	0.002	0.005	0.006
	View angle (θ) (degree)	0.186	1.214	2.807	7.580	38.314	88.727	20.490	3.738	1.038	0.355	0.021	0.254	0.637	0.392	0.553	1.034	2.683	6.358	77.587	60.430	9.976	3.106	1.326	0.527	0.109	0.289	0.338
	Average Speed	10.0	20.0	50.0	70.0	65.0	50.0	30.0	15.0	10.0	10.0	15.0	20.0	15.0	10.0	10.0	10.0	20.0	50.0	70.0	60.0	40.0	20.0	15.0	10.0	10.0	15.0	10.0
	Corr for no. of event, 10log(N), dB(A)	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3
	Corr for distance, -10log(d/d_{ref}), dB(A)	-3.4	-3.3	-3.2	-3.1	-3.0	-3.0	-3.0	-2.8	-2.7	-2.7	-2.6	-2.7	-3.0	-3.4	-3.5	-3.4	-3.3	-3.2	-3.2	-3.1	-3.0	-2.9	-2.7	-2.7	-2.7	-2.8	-3.0
	Corr for view angle, 10log(pi*θ/180-cos2αsinθ)	-53.6	-43.1	-35.3	-23.5	-8.1	-1.1	-14.5	-31.1	-45.0	-54.7	-89.0	-55.2	-46.7	-48.7	-45.1	-41.1	-34.0	-24.5	-2.7	-3.8	-20.1	-31.6	-41.3	-51.5	-67.0	-53.5	-49.7
	Corr for screening/ absorption, dB(A)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0
	Corr for sound energy spread over 24 hr	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4
	Façade correctoin, dB(A)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
	Track wear correction, dB(A)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
	Leq 24hr for each train, dB(A)				30.6	45.4	50.2	32.4	9.9	-7.4	-17.1	-47.8	-11.6	-5.9					26.5	51.3	49.0	29.2	11.9	-0.2	-13.9	-29.4	-12.4	-12.4
	Leq 24hr for all train	55.6																										
	Noise reduction	-4.0																										
		51.6																										
Leq0.5	Total number of events	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13
	Corr for no. of event, 10log(N), dB(A)	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1
	Corr for distance, -10log(d/dref), dB(A)	-3.4	-3.3	-3.2	-3.1	-3.0	-3.0	-3.0	-2.8	-2.7	-2.7	-2.6	-2.7	-3.0	-3.4	-3.5	-3.4	-3.3	-3.2	-3.2	-3.1	-3.0	-2.9	-2.7	-2.7	-2.7	-2.8	-3.0
	Corr for view angle, 10log(pi*θ/180-cos2αsinθ)	-53.6	-43.1	-35.3	-23.5	-8.1	-1.1	-14.5	-31.1	-45.0	-54.7	-89.0	-55.2	-46.7	-48.7	-45.1	-41.1	-34.0	-24.5	-2.7	-3.8	-20.1	-31.6	-41.3	-51.5	-67.0	-53.5	-49.7
	Corr for screening/ absorption, dB(A)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0
	Corr for sound energy spread over 24 hr	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6
	Façade correctoin, dB(A)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
	Track wear correction, dB(A)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
	Leq 0.5hr for each train, dB(A)				31.3	46.1	50.9	33.0	10.6	-6.7	-16.4	-47.1	-11.0	-5.3					27.2	52.0	49.7	29.9	12.6	0.5	-13.2	-28.7	-11.8	-11.8
	Leq 0.5hr for all train	56.2																										
	Noise reduction	-4.0																										
		52.2																										
Leq0.5	Total number of events	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12
	Corr for no. of event, 10log(N), dB(A)	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8
	Corr for distance, -10log(d/dref), dB(A)	-3.4	-3.3	-3.2	-3.1	-3.0	-3.0	-3.0	-2.8	-2.7	-2.7	-2.6	-2.7	-3.0	-3.4	-3.5	-3.4	-3.3	-3.2	-3.2	-3.1	-3.0	-2.9	-2.7	-2.7	-2.7	-2.8	-3.0
	Corr for view angle, 10log(pi*θ/180-cos2αsinθ)	-53.6	-43.1	-35.3	-23.5	-8.1	-1.1	-14.5	-31.1	-45.0	-54.7	-89.0	-55.2	-46.7	-48.7	-45.1	-41.1	-34.0	-24.5	-2.7	-3.8	-20.1	-31.6	-41.3	-51.5	-67.0	-53.5	-49.7
	Corr for screening/ absorption, dB(A)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0
	Corr for sound energy spread over 24 hr	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6

Floor		Segment (Northbound)													Segment (Southbound)													
14		N1	N2	N3	N4	N5	N6	N7	N8	N9	N10	N11	N12	N13	S1	S2	S3	S4	S5	S6	S7	S8	S9	S10	S11	S12	S13	S14
Parameters:																												
	Measured SEL	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9
Leq24	Total number of events	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536
	Horiz distance from track to NSR	16.1	16.7	17.0	17.1	17.4	17.6	16.9	13.3	7.9	5.9	0.6	9.2	18.2	19.1	21.3	20.5	20.5	20.9	21.4	21.3	19.8	15.8	11.4	7.5	3.4	11.6	18.7
	track mPD + track head (0.2m)	7.9	8.7	9.9	11.3	12.5	13.1	13.4	13.6	14.0	14.1	13.9	13.6	13.1	8.0	8.4	9.1	10.0	11.2	12.5	13.2	13.5	13.9	14.2	14.1	13.7	13.3	12.9
	ground mPD + floor height	62.9	62.9	62.9	62.9	62.9	62.9	62.9	62.9	62.9	62.9	62.9	62.9	62.9	62.9	62.9	62.9	62.9	62.9	62.9	62.9	62.9	62.9	62.9	62.9	62.9	62.9	62.9
	Vert distance from track to NSR	55.0	54.2	53.0	51.6	50.4	49.8	49.5	49.3	48.9	48.8	49.0	49.3	49.8	54.9	54.5	53.8	52.9	51.7	50.4	49.7	49.4	49.0	48.7	48.8	49.2	49.6	50.0
	Slant distance	57.3	56.7	55.6	54.3	53.3	52.8	52.3	51.0	49.5	49.2	49.0	50.1	53.0	58	58	58	57	56	55	54	53	51	50	49	49	51	53
	View angle (α)	0.046	0.060	0.097	0.231	0.637	1.375	0.395	0.136	0.052	0.029	0.002	0.033	0.055	0.056	0.071	0.082	0.115	0.224	0.963	0.946	0.299	0.142	0.071	0.035	0.013	0.038	0.054
	View angle (α)(degree)	2.648	3.441	5.534	13.245	36.511	78.778	22.621	7.801	3.001	1.676	0.133	1.876	3.144	3.214	4.093	4.718	6.586	12.858	55.200	54.185	17.138	8.152	4.076	1.987	0.734	2.155	3.069
	View angle (θ)	0.003	0.021	0.049	0.132	0.669	1.549	0.358	0.065	0.018	0.006	0.000	0.004	0.011	0.007	0.010	0.018	0.047	0.111	1.354	1.055	0.174	0.054	0.023	0.009	0.002	0.005	0.006
	View angle (θ) (degree)	0.186	1.214	2.807	7.580	38.314	88.727	20.490	3.738	1.038	0.355	0.021	0.254	0.637	0.392	0.553	1.034	2.683	6.358	77.587	60.430	9.976	3.106	1.326	0.527	0.109	0.289	0.338
	Average Speed	10.0	20.0	50.0	70.0	65.0	50.0	30.0	15.0	10.0	10.0	15.0	20.0	15.0	10.0	10.0	10.0	20.0	50.0	70.0	60.0	40.0	20.0	15.0	10.0	10.0	15.0	10.0
	Corr for no. of event, 10log(N), dB(A)	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3
	Corr for distance, -10log(d/d_{ref}), dB(A)	-3.6	-3.6	-3.5	-3.4	-3.3	-3.2	-3.2	-3.1	-3.0	-2.9	-2.9	-3.0	-3.3	-3.7	-3.7	-3.6	-3.6	-3.5	-3.4	-3.3	-3.3	-3.1	-3.0	-3.0	-2.9	-3.1	-3.3
	Corr for view angle, 10log(pi*θ/180-cos2αsinθ)	-53.6	-43.1	-35.3	-23.5	-8.1	-1.1	-14.5	-31.1	-45.0	-54.7	-89.0	-55.2	-46.7	-48.7	-45.1	-41.1	-34.0	-24.5	-2.7	-3.8	-20.1	-31.6	-41.3	-51.5	-67.0	-53.5	-49.7
	Corr for screening/ absorption, dB(A)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, 20log(v/V_{ref}), dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0
	Corr for sound energy spread over 24 hr	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4
	Façade correctoin, dB(A)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
	Track wear correction, dB(A)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
	Leq 24hr for each train, dB(A)				30.4	45.2	50.0	32.1	9.6	-7.6	-17.3	-48.1	-11.9	-6.2					26.3	51.1	48.8	29.0	11.6	-0.4	-14.2	-29.7	-12.7	-12.7
	Leq 24hr for all train	55.3																										
	Noise reduction	-4.0																										
		51.3																										
Leq0.5	Total number of events	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13
	Corr for no. of event, 10log(N), dB(A)	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1
	Corr for distance, -10log(d/dref), dB(A)	-3.6	-3.6	-3.5	-3.4	-3.3	-3.2	-3.2	-3.1	-3.0	-2.9	-2.9	-3.0	-3.3	-3.7	-3.7	-3.6	-3.6	-3.5	-3.4	-3.3	-3.3	-3.1	-3.0	-3.0	-2.9	-3.1	-3.3
	Corr for view angle, 10log(pi*θ/180-cos2αsinθ)	-53.6	-43.1	-35.3	-23.5	-8.1	-1.1	-14.5	-31.1	-45.0	-54.7	-89.0	-55.2	-46.7	-48.7	-45.1	-41.1	-34.0	-24.5	-2.7	-3.8	-20.1	-31.6	-41.3	-51.5	-67.0	-53.5	-49.7
	Corr for screening/ absorption, dB(A)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0
	Corr for sound energy spread over 24 hr	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6
	Façade correctoin, dB(A)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
	Track wear correction, dB(A)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
	Leq 0.5hr for each train, dB(A)				31.0	45.8	50.6	32.8	10.3	-7.0	-16.7	-47.4	-11.2	-5.5					27.0	51.8	49.4	29.6	12.3	0.2	-13.5	-29.0	-12.0	-12.0
	Leq 0.5hr for all train	56.0																										
	Noise reduction	-4.0																										
		52.0																										
Leq0.5	Total number of events	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12
	Corr for no. of event, 10log(N), dB(A)	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8
	Corr for distance, -10log(d/dref), dB(A)	-3.6	-3.6	-3.5	-3.4	-3.3	-3.2	-3.2	-3.1	-3.0	-2.9	-2.9	-3.0	-3.3	-3.7	-3.7	-3.6	-3.6	-3.5	-3.4	-3.3	-3.3	-3.1	-3.0	-3.0	-2.9	-3.1	-3.3
	Corr for view angle, 10log(pi*θ/180-cos2αsinθ)	-53.6	-43.1	-35.3	-23.5	-8.1	-1.1	-14.5	-31.1	-45.0	-54.7	-89.0	-55.2	-46.7	-48.7	-45.1	-41.1	-34.0	-24.5	-2.7	-3.8	-20.1	-31.6	-41.3	-51.5	-67.0	-53.5	-49.7
	Corr for screening/ absorption, dB(A)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0
	Corr for sound energy spread over 24 hr	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6
	Façade correctoin, dB(A)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
	Track wear correction, dB(A)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
	Leq 0.5hr for each train, dB(A)				30.7	45.5	50.3	32.4	9.9	-7.3	-17.0	-47.8	-11.6	-5.8					26.6	51.4	49.1	29.3	11.9	-0.1	-13.9	-29.4	-12.4	-12.4
	Leq 0.5hr for all train	55.6																										
	Noise reduction	-4.0																										
		51.6																										
Lmax	Measured Lmax	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65
	Corr for distance, -10log(d/dref), dB(A)	-3.6	-3.6	-3.5	-3.4	-3.3	-3.2	-3.2	-3.1	-3.0	-2.9	-2.9	-3.0	-3.3	-3.7	-3.7	-3.6	-3.6	-3.5	-3.4	-3.3	-3.3	-3.1	-3.0	-3.0	-2.9	-3.1	-3.3
	Correction for screening/ absorption	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0
	Façade correctoin, dB(A)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
	Track wear correction, dB(A)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
	Lmax for each train, dB(A)				70.0	69.5	67.3	62.9	56.9	53.6	53.6	57.1	59.5	56.8					67.0	70.0	68.7	65.3	59.4	57.0	53.6	53.6	57.0	53.2
	Lmax for all train	70.0																										

RN3

Floor 2		Segment (Northbound)													Segment (Southbound)														
		N1	N2	N3	N4	N5	N6	N7	N8	N9	N10	N11	N12	N13	S1	S2	S3	S4	S5	S6	S7	S8	S9	S10	S11	S12	S13	S14
Parameters:																												
	Measured SEL	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9
Leq24	Total number of events	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536
	Horizontal distance from track to NSR	21.2	21.8	22.2	22.2	22.6	23.2	22.9	20.0	15.2	13.4	7.3	0.8	9.4	24.1	26.5	25.7	25.7	26.1	26.6	27.0	26.0	22.7	18.7	15.1	4.8	3.0	9.8
	track mPD + track head (0.2m)	7.9	8.7	9.9	11.3	12.5	13.1	13.4	13.6	14.0	14.1	13.9	13.6	13.1	8.0	8.4	9.1	10.0	11.2	12.5	13.2	13.5	13.9	14.2	14.1	13.7	13.3	12.9
	ground mPD + floor height	25.1	25.1	25.1	25.1	25.1	25.1	25.1	25.1	25.1	25.1	25.1	25.1	25.1	25.1	25.1	25.1	25.1	25.1	25.1	25.1	25.1	25.1	25.1	25.1	25.1	25.1	25.1
	Vertical distance from track to NSR	17.2	16.4	15.2	13.8	12.6	12.0	11.7	11.5	11.1	11.0	11.2	11.5	12.0	17.1	16.7	16.0	15.1	13.9	12.6	11.9	11.6	11.2	10.9	11.0	11.4	11.8	12.2
	Slant distance	27.3	27.3	26.9	26.2	25.9	26.1	25.7	23.0	18.8	17.3	13.3	11.5	15.3	29.6	31.3	30.2	29.8	29.5	29.4	29.5	28.4	25.3	21.6	18.7	12.3	12.2	15.6
	View angle (α)	0.058	0.074	0.115	0.254	0.499	1.349	0.741	0.241	0.112	0.072	0.032	0.003	0.030	0.068	0.084	0.097	0.132	0.248	0.689	1.361	0.494	0.234	0.129	0.075	0.019	0.010	0.029
	View angle (α) (degree)	3.335	4.249	6.579	14.550	28.573	77.304	42.437	13.833	6.416	4.103	1.839	0.182	1.702	3.888	4.831	5.543	7.536	14.225	39.503	77.962	28.301	13.414	7.373	4.294	1.089	0.577	1.668
	View angle (θ)	0.004	0.025	0.054	0.096	0.382	1.278	0.772	0.132	0.043	0.016	0.005	0.000	0.006	0.008	0.011	0.020	0.049	0.078	0.792	1.335	0.334	0.100	0.046	0.021	0.003	0.001	0.003
	View angle (θ) (degree)	0.224	1.420	3.073	5.525	21.881	73.199	44.223	7.573	2.437	0.934	0.308	0.026	0.360	0.453	0.619	1.142	2.824	4.462	45.355	76.499	19.137	5.747	2.615	1.217	0.171	0.081	0.192
	Average Speed	10.0	20.0	50.0	70.0	65.0	50.0	30.0	15.0	10.0	10.0	15.0	20.0	15.0	10.0	10.0	10.0	20.0	50.0	70.0	60.0	40.0	20.0	15.0	10.0	10.0	15.0	10.0
	Corr for no. of event, 10log(N), dB(A)	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3
	Corr for distance, -10log(d/d_{ref}), dB(A)	-0.4	-0.4	-0.3	-0.2	-0.2	-0.2	-0.1	0.4	1.2	1.6	2.7	3.4	2.1	-0.7	-1.0	-0.8	-0.8	-0.7	-0.7	-0.7	-0.6	0.0	0.6	1.3	3.1	3.1	2.1
	Corr for view angle, 10log(pi*θ/180-cos2αinθ)	-50.8	-40.6	-33.4	-24.1	-12.5	-1.7	-6.5	-23.1	-34.7	-42.8	-54.5	-85.4	-54.5	-46.4	-43.1	-39.3	-32.7	-25.2	-6.8	-1.5	-13.1	-24.6	-33.2	-41.2	-61.7	-70.4	-57.5
	Corr for screening/ absorption, dB(A)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, 20log(v/V_{ref}), dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0
	Corr for sound energy spread over 24 hr	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4
	Façade correctoin, dB(A)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
	Track wear correction, dB(A)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
	Leq 24hr for each train, dB(A)				32.9	44.0	52.4	43.2	21.1	6.9	-0.8	-8.0	-35.7	-8.6					28.3	49.7	53.6	38.7	21.7	11.3	0.4	-18.3	-23.5	-15.1
	Leq 24hr for all train	57.4																										
	Noise reduction	-4.0																										
		53.4																										
Leq0.5	Total number of events	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13
	Corr for no. of event, 10log(N), dB(A)	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1
	Corr for distance, -10log(d/dref), dB(A)	-0.4	-0.4	-0.3	-0.2	-0.2	-0.2	-0.1	0.4	1.2	1.6	2.7	3.4	2.1	-0.7	-1.0	-0.8	-0.8	-0.7	-0.7	-0.7	-0.6	0.0	0.6	1.3	3.1	3.1	2.1
	Corr for view angle, 10log(pi*θ/180-cos2αinθ)	-50.8	-40.6	-33.4	-24.1	-12.5	-1.7	-6.5	-23.1	-34.7	-42.8	-54.5	-85.4	-54.5	-46.4	-43.1	-39.3	-32.7	-25.2	-6.8	-1.5	-13.1	-24.6	-33.2	-41.2	-61.7	-70.4	-57.5
	Corr for screening/ absorption, dB(A)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0
	Corr for sound energy spread over 24 hr	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6
	Façade correctoin, dB(A)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
	Track wear correction, dB(A)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
	Leq 0.5hr for each train, dB(A)				33.6	44.6	53.1	43.9	21.7	7.5	-0.2	-7.3	-35.0	-7.9					29.0	50.3	54.3	39.3	22.3	11.9	1.0	-17.6	-22.8	-14.4
	Leq 0.5hr for all train	58.1																										
	Noise reduction	-4.0																										
		54.1																										
Leq0.5	Total number of events	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12
	Corr for no. of event, 10log(N), dB(A)	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8
	Corr for distance, -10log(d/dref), dB(A)	-0.4	-0.4	-0.3	-0.2	-0.2	-0.2	-0.1	0.4	1.2	1.6	2.7	3.4	2.1	-0.7	-1.0	-0.8	-0.8	-0.7	-0.7	-0.7	-0.6	0.0	0.6	1.3	3.1	3.1	2.1
	Corr for view angle, 10log(pi*θ/180-cos2αinθ)	-50.8	-40.6	-33.4	-24.1	-12.5	-1.7	-6.5	-23.1	-34.7	-42.8	-54.5	-85.4	-54.5	-46.4	-43.1	-39.3	-32.7	-25.2	-6.8	-1.5	-13.1	-24.6	-33.2	-41.2	-61.7	-70.4	-57.5
	Corr for screening/ absorption, dB(A)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0
	Corr for sound energy spread over 24 hr	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6
	Façade correctoin, dB(A)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
	Track wear correction, dB(A)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
	Leq 0.5hr for each train, dB(A)				33.2	44.3	52.7	43.6	21.4	7.2	-0.5	-7.7	-35.4	-8.2					28.6	50.0	53.9	39.0	22.0	11.6	0.7	-18.0	-23.2	-14.8
	Leq 0.5hr for all train	57.7																										
	Noise reduction	-4.0																										
		53.7																										
Lmax	Measured Lmax	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65
	Corr for distance, -10log(d/dref), dB(A)	-0.4	-0.4	-0.3	-0.2	-0.2	-0.2	-0.1	0.4	1.2	1.6	2.7	3.4	2.1	-0.7	-1.0	-0.8	-0.8	-0.7	-0.7	-0.7	-0.6	0.0	0.6	1.3	3.1	3.1	2.1
	Correction for screening/ absorption	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0
	Façade correctoin, dB(A)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
	Track wear correction, dB(A)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
	Lmax for each train, dB(A)				73.2	72.6	70.3	65.9	60.4	57.8	58.1	62.8	65.9	62.2					69.8	72.7	71.4	68.0	62.5	60.7	57.8	59.6	63.2	58.6
	Lmax for all train	73.2																										

Floor 3		Segment (Northbound)													Segment (Southbound)														
		N1	N2	N3	N4	N5	N6	N7	N8	N9	N10	N11	N12	N13	S1	S2	S3	S4	S5	S6	S7	S8	S9	S10	S11	S12	S13	S14
Parameters:																												
	Measured SEL	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9
Leq24	Total number of events	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536
	Horizontal distance from track to NSR	16.8	17.4	17.7	17.8	18.0	18.2	17.4	13.5	7.9	5.9	0.7	9.5	18.7	19.8	22.0	21.2	21.2	21.6	22.0	21.8	20.1	16.0	11.4	7.4	3.7	12.0	19.2
	track mPD + track head (0.2m)	7.9	8.7	9.9	11.3	12.5	13.1	13.4	13.6	14.0	14.1	13.9	13.6	13.1	8.0	8.4	9.1	10.0	11.2	12.5	13.2	13.5	13.9	14.2	14.1	13.7	13.3	12.9
	ground mPD + floor height	28.2	28.2	28.2	28.2	28.2	28.2	28.2	28.2	28.2	28.2	28.2	28.2	28.2	28.2	28.2	28.2	28.2	28.2	28.2	28.2	28.2	28.2	28.2	28.2	28.2	28.2	28.2
	Vertical distance from track to NSR	20.3	19.5	18.3	17.0	15.8	15.2	14.9	14.6	14.3	14.2	14.3	14.6	15.2	20.2	19.8	19.1	18.2	17.0	15.7	15.0	14.7	14.3	14.1	14.2	14.5	15.0	15.3
	Slant distance	26.4	26.1	25.5	24.5	23.9	23.7	22.8	19.9	16.3	15.3	14.3	17.4	24.0	28.3	29.6	28.5	28.0	27.5	27.0	26.5	24.9	21.5	18.1	16.0	15.0	19.2	24.6
	View angle (α)	0.058	0.074	0.115	0.254	0.499	1.349	0.741	0.241	0.112	0.072	0.032	0.003	0.030	0.068	0.084	0.097	0.132	0.248	0.689	1.361	0.494	0.234	0.129	0.075	0.019	0.010	0.029
	View angle (α) (degree)	3.335	4.249	6.579	14.550	28.573	77.304	42.437	13.833	6.416	4.103	1.839	0.182	1.702	3.888	4.831	5.543	7.536	14.225	39.503	77.962	28.301	13.414	7.373	4.294	1.089	0.577	1.668
	View angle (θ)	0.004	0.025	0.054	0.096	0.382	1.278	0.772	0.132	0.043	0.016	0.005	0.000	0.006	0.008	0.011	0.020	0.049	0.078	0.792	1.335	0.334	0.100	0.046	0.021	0.003	0.001	0.003
	View angle (θ) (degree)	0.224	1.420	3.073	5.525	21.881	73.199	44.223	7.573	2.437	0.934	0.308	0.026	0.360	0.453	0.619	1.142	2.824	4.462	45.355	76.499	19.137	5.747	2.615	1.217	0.171	0.081	0.192
	Average Speed	10.0	20.0	50.0	70.0	65.0	50.0	30.0	15.0	10.0	10.0	15.0	20.0	15.0	10.0	10.0	10.0	20.0	50.0	70.0	60.0	40.0	20.0	15.0	10.0	10.0	15.0	10.0
	Corr for no. of event, 10log(N), dB(A)	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3
	Corr for distance, -10log(d/d_{ref}), dB(A)	-0.2	-0.2	-0.1	0.1	0.2	0.2	0.4	1.0	1.9	2.1	2.4	1.6	0.2	-0.5	-0.7	-0.6	-0.5	-0.4	-0.3	-0.3	0.0	0.7	1.4	1.9	2.2	1.1	0.1
	Corr for view angle, 10log(pi*θ/180-cos2αinθ)	-50.8	-40.6	-33.4	-24.1	-12.5	-1.7	-6.5	-23.1	-34.7	-42.8	-54.5	-85.4	-54.5	-46.4	-43.1	-39.3	-32.7	-25.2	-6.8	-1.5	-13.1	-24.6	-33.2	-41.2	-61.7	-70.4	-57.5
	Corr for screening/ absorption, dB(A)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, 20log(v/V_{ref}), dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0
	Corr for sound energy spread over 24 hr	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4
	Façade correctoin, dB(A)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
	Track wear correction, dB(A)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
	Leq 24hr for each train, dB(A)				33.2	44.3	52.8	43.8	21.7	7.5	-0.3	-8.3	-37.5	-10.5					28.7	50.0	54.1	39.2	22.4	12.1	1.1	-19.1	-25.4	-17.1
	Leq 24hr for all train	57.9																										
	Noise reduction	-4.0																										
		53.9																										
Leq0.5	Total number of events	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13
	Corr for no. of event, 10log(N), dB(A)	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1
	Corr for distance, -10log(d/dref), dB(A)	-0.2	-0.2	-0.1	0.1	0.2	0.2	0.4	1.0	1.9	2.1	2.4	1.6	0.2	-0.5	-0.7	-0.6	-0.5	-0.4	-0.3	-0.3	0.0	0.7	1.4	1.9	2.2	1.1	0.1
	Corr for view angle, 10log(pi*θ/180-cos2αinθ)	-50.8	-40.6	-33.4	-24.1	-12.5	-1.7	-6.5	-23.1	-34.7	-42.8	-54.5	-85.4	-54.5	-46.4	-43.1	-39.3	-32.7	-25.2	-6.8	-1.5	-13.1	-24.6	-33.2	-41.2	-61.7	-70.4	-57.5
	Corr for screening/ absorption, dB(A)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0
	Corr for sound energy spread over 24 hr	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6
	Façade correctoin, dB(A)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
	Track wear correction, dB(A)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
	Leq 0.5hr for each train, dB(A)				33.9	45.0	53.5	44.4	22.4	8.1	0.3	-7.6	-36.9	-9.9					29.3	50.7	54.8	39.9	23.1	12.7	1.7	-18.5	-24.8	-16.4
	Leq 0.5hr for all train	58.5																										
	Noise reduction	-4.0																										
		54.5																										
Leq0.5	Total number of events	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12
	Corr for no. of event, 10log(N), dB(A)	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8
	Corr for distance, -10log(d/dref), dB(A)	-0.2	-0.2	-0.1	0.1	0.2	0.2	0.4	1.0	1.9	2.1	2.4	1.6	0.2	-0.5	-0.7	-0.6	-0.5	-0.4	-0.3	-0.3	0.0	0.7	1.4	1.9	2.2	1.1	0.1
	Corr for view angle, 10log(pi*θ/180-cos2αinθ)	-50.8	-40.6	-33.4	-24.1	-12.5	-1.7	-6.5	-23.1	-34.7	-42.8	-54.5	-85.4	-54.5	-46.4	-43.1	-39.3	-32.7	-25.2	-6.8	-1.5	-13.1	-24.6	-33.2	-41.2	-61.7	-70.4	-57.5
	Corr for screening/ absorption, dB(A)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0

Floor		Segment (Northbound)													Segment (Southbound)														
4		N1	N2	N3	N4	N5	N6	N7	N8	N9	N10	N11	N12	N13	S1	S2	S3	S4	S5	S6	S7	S8	S9	S10	S11	S12	S13	S14
Parameters:																													
	Measured SEL	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9
Leq24	Total number of events	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536
	Horizontal distance from track to NSR	21.2	21.8	22.2	22.2	22.6	23.2	22.9	20.0	15.2	13.4	7.3	0.8	9.4	24.1	26.5	25.7	25.7	26.1	26.6	27.0	26.0	22.7	18.7	15.1	4.8	3.0	9.8
	track mPD + track head (0.2m)	7.9	8.7	9.9	11.3	12.5	13.1	13.4	13.6	14.0	14.1	13.9	13.6	13.1	8.0	8.4	9.1	10.0	11.2	12.5	13.2	13.5	13.9	14.2	14.1	13.7	13.3	12.9
	ground mPD + floor height	31.4	31.4	31.4	31.4	31.4	31.4	31.4	31.4	31.4	31.4	31.4	31.4	31.4	31.4	31.4	31.4	31.4	31.4	31.4	31.4	31.4	31.4	31.4	31.4	31.4	31.4	31.4
	Vertical distance from track to NSR	23.5	22.7	21.5	20.1	18.9	18.3	18.0	17.8	17.4	17.3	17.5	17.8	18.3	23.4	23.0	22.3	21.4	20.2	18.9	18.2	17.9	17.5	17.2	17.3	17.7	18.1	18.5
	Slant distance	31.6	31.4	30.8	30.0	29.5	29.5	29.1	26.7	23.1	21.9	18.9	17.8	20.6	33.6	35.1	34.0	33.4	32.9	32.6	32.5	31.5	28.6	25.4	23.0	18.3	18.3	20.9
	View angle (α)	0.058	0.074	0.115	0.254	0.499	1.349	0.741	0.241	0.112	0.072	0.032	0.003	0.030	0.068	0.084	0.097	0.132	0.248	0.689	1.361	0.494	0.234	0.129	0.075	0.019	0.010	0.029
	View angle (α) (degree)	3.335	4.249	6.579	14.550	28.573	77.304	42.437	13.833	6.416	4.103	1.839	0.182	1.702	3.888	4.831	5.543	7.536	14.225	39.503	77.962	28.301	13.414	7.373	4.294	1.089	0.577	1.668
	View angle (θ)	0.004	0.025	0.054	0.096	0.382	1.278	0.772	0.132	0.043	0.016	0.005	0.000	0.006	0.008	0.011	0.020	0.049	0.078	0.792	1.335	0.334	0.100	0.046	0.021	0.003	0.001	0.003
	View angle (θ) (degree)	0.224	1.420	3.073	5.525	21.881	73.199	44.223	7.573	2.437	0.934	0.308	0.026	0.360	0.453	0.619	1.142	2.824	4.462	45.355	76.499	19.137	5.747	2.615	1.217	0.171	0.081	0.192
	Average Speed	10.0	20.0	50.0	70.0	65.0	50.0	30.0	15.0	10.0	10.0	15.0	20.0	15.0	10.0	10.0	10.0	20.0	50.0	70.0	60.0	40.0	20.0	15.0	10.0	10.0	15.0	10.0
	Corr for no. of event, 10log(N), dB(A)	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3
	Corr for distance, -10log(d/d_{ref}), dB(A)	-1.0	-1.0	-0.9	-0.8	-0.7	-0.7	-0.7	-0.3	0.3	0.6	1.2	1.5	0.8	-1.3	-1.5	-1.3	-1.3	-1.2	-1.2	-1.1	-1.0	-0.6	-0.1	0.4	1.4	1.3	0.8
	Corr for view angle, 10log(pi θ/180-cos2αinθ)	-50.8	-40.6	-33.4	-24.1	-12.5	-1.7	-6.5	-23.1	-34.7	-42.8	-54.5	-85.4	-54.5	-46.4	-43.1	-39.3	-32.7	-25.2	-6.8	-1.5	-13.1	-24.6	-33.2	-41.2	-61.7	-70.4	-57.5
	Corr for screening/ absorption, dB(A)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, 20log(v/V_{ref}), dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0
	Corr for sound energy spread over 24 hr	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4
	Façade correction, dB(A)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
	Track wear correction, dB(A)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
	Leq 24hr for each train, dB(A)				32.3	43.4	51.9	42.7	20.4	6.0	-1.9	-9.5	-37.6	-9.9					27.9	49.2	53.2	38.2	21.1	10.6	-0.5	-20.0	-25.2	-16.4
	Leq 24hr for all train	57.0																										
	Noise reduction	-4.0																										
		53.0																										
Leq0.5	Total number of events	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13
	Corr for no. of event, 10log(N), dB(A)	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1
	Corr for distance, -10log(d/dref), dB(A)	-1.0	-1.0	-0.9	-0.8	-0.7	-0.7	-0.7	-0.3	0.3	0.6	1.2	1.5	0.8	-1.3	-1.5	-1.3	-1.3	-1.2	-1.2	-1.1	-1.0	-0.6	-0.1	0.4	1.4	1.3	0.8
	Corr for view angle, 10log(pi θ/180-cos2αinθ)	-50.8	-40.6	-33.4	-24.1	-12.5	-1.7	-6.5	-23.1	-34.7	-42.8	-54.5	-85.4	-54.5	-46.4	-43.1	-39.3	-32.7	-25.2	-6.8	-1.5	-13.1	-24.6	-33.2	-41.2	-61.7	-70.4	-57.5
	Corr for screening/ absorption, dB(A)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0
	Corr for sound energy spread over 24 hr	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6
	Façade correction, dB(A)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
	Track wear correction, dB(A)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
	Leq 0.5hr for each train, dB(A)				33.0	44.1	52.5	43.4	21.1	6.6	-1.2	-8.8	-36.9	-9.2					28.5	49.9	53.9	38.9	21.8	11.2	0.1	-19.3	-24.6	-15.7
	Leq 0.5hr for all train	57.6																										
	Noise reduction	-4.0																										
		53.6																										
Leq0.5	Total number of events	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12
	Corr for no. of event, 10log(N), dB(A)	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8
	Corr for distance, -10log(d/dref), dB(A)	-1.0	-1.0	-0.9	-0.8	-0.7	-0.7	-0.7	-0.3	0.3	0.6	1.2	1.5	0.8	-1.3	-1.5	-1.3	-1.3	-1.2	-1.2	-1.1	-1.0	-0.6	-0.1	0.4	1.4	1.3	0.8
	Corr for view angle, 10log(pi θ/180-cos2αinθ)	-50.8	-40.6	-33.4	-24.1	-12.5	-1.7	-6.5	-23.1	-34.7	-42.8	-54.5	-85.4	-54.5	-46.4	-43.1	-39.3	-32.7	-25.2	-6.8	-1.5	-13.1	-24.6	-33.2	-41.2	-61.7	-70.4	-57.5
	Corr for screening/ absorption, dB(A)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0
	Corr for sound energy spread over 24 hr	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6
	Façade correction, dB(A)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
	Track wear correction, dB(A)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
	Leq 0.5hr for each train, dB(A)				32.6	43.7	52.2	43.0	20.8	6.3	-1.5	-9.2	-37.3	-9.5					28.2	49.5	53.5	38.5	21.5	10.9	-0.2	-19.7	-24.9	-16.1
	Leq 0.5hr for all train	57.3																										
	Noise reduction	-4.0																										
		53.3																										
Lmax	Measured Lmax	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65
	Corr for distance, -10log(d/dref), dB(A)	-1.0	-1.0	-0.9	-0.8	-0.7	-0.7	-0.7	-0.3	0.3	0.6	1.2	1.5	0.8	-1.3	-1.5	-1.3	-1.3	-1.2	-1.2	-1.1	-1.0	-0.6	-0.1	0.4	1.4	1.3	0.8
	Correction for screening/ absorption	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0
	Façade correction, dB(A)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
	Track wear correction, dB(A)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
	Lmax for each train, dB(A)				72.6	72.1	69.8	65.4	59.8	56.9	57.1	61.3	64.0	60.9					69.3	72.3	70.9	67.6	62.0	60.0	56.9	57.9	61.4	57.3
	Lmax for all train	72.6																										

Floor		Segment (Northbound)													Segment (Southbound)														
5		N1	N2	N3	N4	N5	N6	N7	N8	N9	N10	N11	N12	N13	S1	S2	S3	S4	S5	S6	S7	S8	S9	S10	S11	S12	S13	S14
Parameters:																													
	Measured SEL	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9
Leq24	Total number of events	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536
	Horizontal distance from track to NSR	21.2	21.8	22.2	22.2	22.6	23.2	22.9	20.0	15.2	13.4	7.3	0.8	9.4	24.1	26.5	25.7	25.7	26.1	26.6	27.0	26.0	22.7	18.7	15.1	4.8	3.0	9.8
	track mPD + track head (0.2m)	7.9	8.7	9.9	11.3	12.5	13.1	13.4	13.6	14.0	14.1	13.9	13.6	13.1	8.0	8.4	9.1	10.0	11.2	12.5	13.2	13.5	13.9	14.2	14.1	13.7	13.3	12.9
	ground mPD + floor height	34.5	34.5	34.5	34.5	34.5	34.5	34.5	34.5	34.5	34.5	34.5	34.5	34.5	34.5	34.5	34.5	34.5	34.5	34.5	34.5	34.5	34.5	34.5	34.5	34.5	34.5	34.5
	Vertical distance from track to NSR	26.6	25.8	24.6	23.3	22.1	21.5	21.2	20.9	20.6	20.5	20.6	20.9	21.5	26.5	26.1	25.4	24.5	23.3	22.0	21.3	21.0	20.6	20.4	20.5	20.8	21.3	21.6
	Slant distance	34.0	33.8	33.1	32.2	31.6	31.6	31.2	28.9	25.6	24.4	21.9	20.9	23.4	35.8	37.2	36.1	35.5	35.0	34.5	34.4	33.4	30.6	27.6	25.4	21.4	21.5	23.7
	View angle (α)	0.058	0.074	0.115	0.254	0.499	1.349	0.741	0.241	0.112	0.072	0.032	0.003	0.030	0.068	0.084	0.097	0.132	0.248	0.689	1.361	0.494	0.234	0.129	0.075	0.019	0.010	0.029
	View angle (α) (degree)	3.335	4.249	6.579	14.550	28.573	77.304	42.437	13.833	6.416	4.103	1.839	0.182	1.702	3.888	4.831	5.543	7.536	14.225	39.503	77.962	28.301	13.414	7.373	4.294	1.089	0.577	1.668
	View angle (θ)	0.004	0.025	0.054	0.096	0.382	1.278	0.772	0.132	0.043	0.016	0.005	0.000	0.006	0.008	0.011	0.020	0.049	0.078	0.792	1.335	0.334	0.100	0.046	0.021	0.003	0.001	0.003
	View angle (θ) (degree)	0.224	1.420	3.073	5.525	21.881	73.199	44.223	7.573	2.437	0.934	0.308	0.026	0.360	0.453	0.619	1.142	2.824	4.462	45.355	76.499	19.137	5.747	2.615	1.217	0.171	0.081	0.192
	Average Speed	10.0	20.0	50.0	70.0	65.0	50.0	30.0	15.0	10.0	10.0	15.0	20.0	15.0	10.0	10.0	10.0	20.0	50.0	70.0	60.0	40.0	20.0	15.0	10.0	10.0	15.0	10.0
	Corr for no. of event, 10log(N), dB(A)	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3
	Corr for distance, -10log(d/d_{ref}), dB(A)	-1.3	-1.3	-1.2	-1.1	-1.0	-1.0	-1.0	-0.6	-0.1	0.1	0.6	0.8	0.3	-1.6	-1.7	-1.6	-1.5	-1.5	-1.4	-1.4	-1.3	-0.9	-0.4	-0.1	0.7	0.7	0.2
	Corr for view angle, 10log(pi θ/180-cos2αinθ)	-50.8	-40.6	-33.4	-24.1	-12.5	-1.7	-6.5	-23.1	-34.7	-42.8	-54.5	-85.4	-54.5	-46.4	-43.1	-39.3	-32.7	-25.2	-6.8	-1.5	-13.1	-24.6	-33.2	-41.2	-61.7	-70.4	-57.5
	Corr for screening/ absorption, dB(A)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0
	Corr for sound energy spread over 24 hr	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4
	Façade correction, dB(A)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
	Track wear correction, dB(A)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
	Leq 24hr for each train, dB(A)				32.0	43.1	51.6	42.4	20.1	5.5	-2.3	-10.1	-38.3	-10.4					27.6	49.0	53.0	38.0	20.8	10.2	-1.0	-20.7	-25.9	-16.9
	Leq 24hr for all train	56.7																										
	Noise reduction	-4.0																										
		52.7																										
Leq0.5	Total number of events	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13
	Corr for no. of event, 10log(N), dB(A)	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1
	Corr for distance, -10log(d/dref), dB(A)	-1.3	-1.3	-1.2	-1.1	-1.0	-1.0	-1.0	-0.6	-0.1	0.1	0.6	0.8	0.3	-1.6	-1.7	-1.6	-1.5	-1.5	-1.4	-1.4	-1.3	-0.9	-0.4	-0.1	0.7	0.7	0.2
	Corr for view angle, 10log(pi θ/180-cos2αinθ)	-50.8	-40.6	-33.4	-24.1	-12.5	-1.7	-6.5	-23.1	-34.7	-42.8	-54.5	-85.4	-54.5	-46.4	-43.1	-39.3	-32.7	-25.2	-6.8	-1.5	-13.1	-24.6	-33.2	-41.2	-61.7	-70.4	-57.5
	Corr for screening/ absorption, dB(A)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0
	Corr for sound energy spread over 24 hr	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6
	Façade correction, dB(A)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
	Track wear correction, dB(A)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
	Leq 0.5hr for each train, dB(A)				32.7	43.8	52.2	43.1	20.8	6.2	-1.7	-9.5	-37.7	-9.8					28.3	49.6	53.6	38.6	21.5	10.9	-0.3	-20.0	-25.3	-16.3
	Leq 0.5hr for all train	57.4																										
	Noise reduction	-4.0																										
		53.4																										
Leq0.5	Total number of events	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12
	Corr for no. of event, 10log(N), dB(A)	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8
	Corr for distance, -10log(d/dref), dB(A)	-1.3	-1.3	-1.2	-1.1	-1.0	-1.0	-1.0	-0.6	-0.1	0.1	0.6	0.8	0.3	-1.6	-1.7	-1.6	-1.5	-1.5	-1.4	-1.4	-1.3	-0.9	-0.4	-0.1	0.7	0.7	0.2
	Corr for view angle, 10log(pi θ/180-cos2αinθ)	-50.8	-40.6	-33.4	-24.1	-12.5	-1.7	-6.5	-23.1	-34.7	-42.8	-54.5	-85.4	-54.5	-46.4	-43.1	-39.3	-32.7	-25.2	-6.8	-1.5	-13.1	-24.6	-33.2	-41.2	-61.7	-70.4	-57.5
	Corr for screening/ absorption, dB(A)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0
	Corr for sound energy spread over

Floor 6		Segment (Northbound)													Segment (Southbound)													
		N1	N2	N3	N4	N5	N6	N7	N8	N9	N10	N11	N12	N13	S1	S2	S3	S4	S5	S6	S7	S8	S9	S10	S11	S12	S13	S14
Parameters:																												
	Measured SEL	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9
Leq24	Total number of events	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536
	Horize distance from track to NSR	21.2	21.8	22.2	22.2	22.6	23.2	22.9	20.0	15.2	13.4	7.3	0.8	9.4	24.1	26.5	25.7	25.7	26.1	26.6	27.0	26.0	22.7	18.7	15.1	4.8	3.0	9.8
	track mPD + track head (0.2m)	7.9	8.7	9.9	11.3	12.5	13.1	13.4	13.6	14.0	14.1	13.9	13.6	13.1	8.0	8.4	9.1	10.0	11.2	12.5	13.2	13.5	13.9	14.2	14.1	13.7	13.3	12.9
	ground mPD + floor height	37.7	37.7	37.7	37.7	37.7	37.7	37.7	37.7	37.7	37.7	37.7	37.7	37.7	37.7	37.7	37.7	37.7	37.7	37.7	37.7	37.7	37.7	37.7	37.7	37.7	37.7	37.7
	Vert distance from track to NSR	29.8	29.0	27.8	26.4	25.2	24.6	24.3	24.1	23.7	23.6	23.8	24.1	24.6	29.7	29.3	28.6	27.7	26.5	25.2	24.5	24.2	23.8	23.5	23.6	24.0	24.4	24.8
	Slant distance	36.6	36.2	35.5	34.5	33.9	33.8	33.4	31.3	28.2	27.1	24.9	24.1	26.4	38.2	39.5	38.4	37.7	37.1	36.6	36.4	35.5	32.8	30.0	28.0	24.4	24.6	26.6
	View angle (α)	0.058	0.074	0.115	0.254	0.499	1.349	0.741	0.241	0.112	0.072	0.032	0.003	0.030	0.068	0.084	0.097	0.132	0.248	0.689	1.361	0.494	0.234	0.129	0.075	0.019	0.010	0.029
	View angle (α) (degree)	3.335	4.249	6.579	14.550	28.573	77.304	42.437	13.833	6.416	4.103	1.839	0.182	1.702	3.888	4.831	5.543	7.536	14.225	39.503	77.962	28.301	13.414	7.373	4.294	1.089	0.577	1.668
	View angle (θ)	0.004	0.025	0.054	0.096	0.382	1.278	0.772	0.132	0.043	0.016	0.005	0.000	0.006	0.008	0.011	0.020	0.049	0.078	0.792	1.335	0.334	0.100	0.046	0.021	0.003	0.001	0.003
	View angle (θ) (degree)	0.224	1.420	3.073	5.525	21.881	73.199	44.223	7.573	2.437	0.934	0.308	0.026	0.360	0.453	0.619	1.142	2.824	4.462	45.355	76.499	19.137	5.747	2.615	1.217	0.171	0.081	0.192
	Average Speed	10.0	20.0	50.0	70.0	65.0	50.0	30.0	15.0	10.0	10.0	15.0	20.0	15.0	10.0	10.0	10.0	20.0	50.0	70.0	60.0	40.0	20.0	15.0	10.0	10.0	15.0	10.0
	Corr for no. of event, 10log(N), dB(A)	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3
	Corr for distance, -10log(d/d_{ref}), dB(A)	-1.6	-1.6	-1.5	-1.4	-1.3	-1.3	-1.3	-1.0	-0.5	-0.4	0.0	0.2	-0.2	-1.8	-2.0	-1.9	-1.8	-1.7	-1.7	-1.6	-1.5	-1.2	-0.8	-0.5	0.1	0.1	-0.3
	Corr for view angle, 10log(pi*θ/180-cos2αinθ)	-50.8	-40.6	-33.4	-24.1	-12.5	-1.7	-6.5	-23.1	-34.7	-42.8	-54.5	-85.4	-54.5	-46.4	-43.1	-39.3	-32.7	-25.2	-6.8	-1.5	-13.1	-24.6	-33.2	-41.2	-61.7	-70.4	-57.5
	Corr for screening/ absorption, dB(A)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, 20log(V/V_{ref}), dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0
	Corr for sound energy spread over 24 hr	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4
	Façade correctoin, dB(A)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
	Track wear correction, dB(A)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
	Leq 24hr for each train, dB(A)				31.7	42.8	51.3	42.1	19.8	5.1	-2.8	-10.7	-38.9	-10.9					27.3	48.7	52.7	37.7	20.5	9.9	-1.4	-21.2	-26.5	-17.4
	Leq 24hr for all train	56.4																										
	Noise reduction	-4.0																										
		52.4																										
Leq0.5	Total number of events	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13
	Corr for no. of event, 10log(N), dB(A)	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1
	Corr for distance, -10log(d/dref), dB(A)	-1.6	-1.6	-1.5	-1.4	-1.3	-1.3	-1.3	-1.0	-0.5	-0.4	0.0	0.2	-0.2	-1.8	-2.0	-1.9	-1.8	-1.7	-1.7	-1.6	-1.5	-1.2	-0.8	-0.5	0.1	0.1	-0.3
	Corr for view angle, 10log(pi*θ/180-cos2αinθ)	-50.8	-40.6	-33.4	-24.1	-12.5	-1.7	-6.5	-23.1	-34.7	-42.8	-54.5	-85.4	-54.5	-46.4	-43.1	-39.3	-32.7	-25.2	-6.8	-1.5	-13.1	-24.6	-33.2	-41.2	-61.7	-70.4	-57.5
	Corr for screening/ absorption, dB(A)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0
	Corr for sound energy spread over 24 hr	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6
	Façade correctoin, dB(A)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
	Track wear correction, dB(A)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
	Leq 0.5hr for each train, dB(A)				32.4	43.5	52.0	42.8	20.4	5.8	-2.1	-10.0	-38.3	-10.3					28.0	49.4	53.4	38.4	21.2	10.5	-0.7	-20.6	-25.9	-16.8
	Leq 0.5hr for all train	57.1																										
	Noise reduction	-4.0																										
		53.1																										
Leq0.5	Total number of events	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12
	Corr for no. of event, 10log(N), dB(A)	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8
	Corr for distance, -10log(d/dref), dB(A)	-1.6	-1.6	-1.5	-1.4	-1.3	-1.3	-1.3	-1.0	-0.5	-0.4	0.0	0.2	-0.2	-1.8	-2.0	-1.9	-1.8	-1.7	-1.7	-1.6	-1.5	-1.2	-0.8	-0.5	0.1	0.1	-0.3
	Corr for view angle, 10log(pi*θ/180-cos2αinθ)	-50.8	-40.6	-33.4	-24.1	-12.5	-1.7	-6.5	-23.1	-34.7	-42.8	-54.5	-85.4	-54.5	-46.4	-43.1	-39.3	-32.7	-25.2	-6.8	-1.5	-13.1	-24.6	-33.2	-41.2	-61.7	-70.4	-57.5
	Corr for screening/ absorption, dB(A)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0
	Corr for sound energy spread over 24 hr	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6
	Façade correctoin, dB(A)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
	Track wear correction, dB(A)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
	Leq 0.5hr for each train, dB(A)				32.0	43.1	51.6	42.4	20.1	5.4	-2.5	-10.4	-38.6	-10.6					27.7	49.0	53.0	38.0	20.9	10.2	-1.1	-20.9	-26.2	-17.1
	Leq 0.5hr for all train	56.7																										
	Noise reduction	-4.0																										
		52.7																										
Lmax	Measured Lmax	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65
	Corr for distance, -10log(d/dref), dB(A)	-1.6	-1.6	-1.5	-1.4	-1.3	-1.3	-1.3	-1.0	-0.5	-0.4	0.0	0.2	-0.2	-1.8	-2.0	-1.9	-1.8	-1.7	-1.7	-1.6	-1.5	-1.2	-0.8	-0.5	0.1	0.1	-0.3
	Correction for screening/ absorption	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0
	Façade correctoin, dB(A)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
	Track wear correction, dB(A)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
	Lmax for each train, dB(A)				72.0	71.5	69.2	64.8	59.1	56.0	56.2	60.1	62.7	59.8					68.8	71.8	70.4	67.0	61.4	59.2	56.0	56.6	60.1	56.3
	Lmax for all train	72.0																										

Floor 7		Segment (Northbound)													Segment (Southbound)													
		N1	N2	N3	N4	N5	N6	N7	N8	N9	N10	N11	N12	N13	S1	S2	S3	S4	S5	S6	S7	S8	S9	S10	S11	S12	S13	S14
Parameters:																												
	Measured SEL	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9
Leq24	Total number of events	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536
	Horize distance from track to NSR	21.2	21.8	22.2	22.2	22.6	23.2	22.9	20.0	15.2	13.4	7.3	0.8	9.4	24.1	26.5	25.7	25.7	26.1	26.6	27.0	26.0	22.7	18.7	15.1	4.8	3.0	9.8
	track mPD + track head (0.2m)	7.9	8.7	9.9	11.3	12.5	13.1	13.4	13.6	14.0	14.1	13.9	13.6	13.1	8.0	8.4	9.1	10.0	11.2	12.5	13.2	13.5	13.9	14.2	14.1	13.7	13.3	12.9
	ground mPD + floor height	40.8	40.8	40.8	40.8	40.8	40.8	40.8	40.8	40.8	40.8	40.8	40.8	40.8	40.8	40.8	40.8	40.8	40.8	40.8	40.8	40.8	40.8	40.8	40.8	40.8	40.8	40.8
	Vert distance from track to NSR	32.9	32.1	30.9	29.6	28.4	27.8	27.5	27.2	26.9	26.8	26.9	27.2	27.8	32.8	32.4	31.7	30.8	29.6	28.3	27.6	27.3	26.9	26.7	26.8	27.1	27.6	27.9
	Slant distance	39.2	38.8	38.0	37.0	36.3	36.2	35.7	33.7	30.9	29.9	27.9	27.2	29.3	40.7	41.9	40.8	40.1	39.4	38.9	38.6	37.7	35.2	32.6	30.7	27.5	27.7	29.6
	View angle (α)	0.058	0.074	0.115	0.254	0.499	1.349	0.741	0.241	0.112	0.072	0.032	0.003	0.030	0.068	0.084	0.097	0.132	0.248	0.689	1.361	0.494	0.234	0.129	0.075	0.019	0.010	0.029
	View angle (α) (degree)	3.335	4.249	6.579	14.550	28.573	77.304	42.437	13.833	6.416	4.103	1.839	0.182	1.702	3.888	4.831	5.543	7.536	14.225	39.503	77.962	28.301	13.414	7.373	4.294	1.089	0.577	1.668
	View angle (θ)	0.004	0.025	0.054	0.096	0.382	1.278	0.772	0.132	0.043	0.016	0.005	0.000	0.006	0.008	0.011	0.020	0.049	0.078	0.792	1.335	0.334	0.100	0.046	0.021	0.003	0.001	0.003
	View angle (θ) (degree)	0.224	1.420	3.073	5.525	21.881	73.199	44.223	7.573	2.437	0.934	0.308	0.026	0.360	0.453	0.619	1.142	2.824	4.462	45.355	76.499	19.137	5.747	2.615	1.217	0.171	0.081	0.192
	Average Speed	10.0	20.0	50.0	70.0	65.0	50.0	30.0	15.0	10.0	10.0	15.0	20.0	15.0	10.0	10.0	10.0	20.0	50.0	70.0	60.0	40.0	20.0	15.0	10.0	10.0	15.0	10.0
	Corr for no. of event, 10log(N), dB(A)	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3
	Corr for distance, -10log(d/d_{ref}), dB(A)	-1.9	-1.9	-1.8	-1.7	-1.6	-1.6	-1.6	-1.3	-0.9	-0.8	-0.5	-0.4	-0.7	-2.1	-2.2	-2.1	-2.1	-2.0	-1.9	-1.9	-1.8	-1.5	-1.1	-0.9	-0.4	-0.4	-0.7
	Corr for view angle, 10log(pi*θ/180-cos2αinθ)	-50.8	-40.6	-33.4	-24.1	-12.5	-1.7	-6.5	-23.1	-34.7	-42.8	-54.5	-85.4	-54.5	-46.4	-43.1	-39.3	-32.7	-25.2	-6.8	-1.5	-13.1	-24.6	-33.2	-41.2	-61.7	-70.4	-57.5
	Corr for screening/ absorption, dB(A)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0
	Corr for sound energy spread over 24 hr	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4
	Façade correctoin, dB(A)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
	Track wear correction, dB(A)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
	Leq 24hr for each train, dB(A)				31.4	42.5	51.0	41.8	19.4	4.7	-3.2	-11.2	-39.5	-11.4					27.1	48.5	52.5	37.4	20.2	9.5	-1.8	-21.8	-27.0	-17.9
	Leq 24hr for all train	56.2																										
	Noise reduction	-4.0																										
		52.2																										
Leq0.5	Total number of events	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13
	Corr for no. of event, 10log(N), dB(A)	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1
	Corr for distance, -10log(d/dref), dB(A)	-1.9	-1.9	-1.8	-1.7	-1.6	-1.6	-1.6	-1.3	-0.9	-0.8	-0.5	-0.4	-0.7	-2.1	-2.2	-2.1	-2.1	-2.0	-1.9	-1.9	-1.8	-1.5	-1.1	-0.9	-0.4	-0.4	-0.7
	Corr for view angle, 10log(pi*θ/180-cos2αinθ)	-50.8	-40.6	-33.4	-24.1	-12.5	-1.7	-6.5	-23.1	-34.7	-42.8	-54.5	-85.4	-54.5	-46.4	-43.1	-39.3	-32.7	-25.2	-6.8	-1.5	-13.1	-24.6	-33.2	-41.2	-61.7	-70.4	-57.5
	Corr for screening/ absorption, dB(A)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0
	Corr for sound energy spread over 24 hr	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6
	Façade correctoin, dB(A)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
	Track wear correction, dB(A)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
	Leq 0.5hr for each train, dB(A)				32.1	43.2	51.7	42.5	20.1	5.4	-2.6	-10.5	-38.8	-10.7					27.7	49.1	53.1	38.1	20.9	10.2	-1.1	-21.1	-26.4	-17.2
	Leq 0.5hr for all train	56.8																										
	Noise reduction	-4.0																										
		52.8																										
Leq0.5	Total number of events	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12
	Corr for no. of event, 10log(N), dB(A)	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8
	Corr for distance, -10log(d/dref), dB(A)	-1.9	-1.9	-1.8	-1.7	-1.6	-1.6	-1.6	-1.3	-0.9	-0.8	-0.5	-0.4	-0.7	-2.1	-2.2	-2.1	-2.1	-2.0	-1.9	-1.9	-1.8	-1.5	-1.1	-0.9	-0.4	-0.4	-0.7
	Corr for view angle, 10log(pi*θ/180-cos2αinθ)	-50.8	-40.6	-33.4	-24.1	-12.5	-1.7	-6.5	-23.1	-34.7	-42.8	-54.5	-85.4	-54.5	-46.4	-43.1	-39.3	-32.7	-25.2	-6.8	-1.5	-13.1	-24.6	-33.2	-41.2	-61.7	-70.4	-57.5
	Corr for screening/ absorption, dB(A)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0
	Corr for sound energ

Floor 8		Segment (Northbound)													Segment (Southbound)													
		N1	N2	N3	N4	N5	N6	N7	N8	N9	N10	N11	N12	N13	S1	S2	S3	S4	S5	S6	S7	S8	S9	S10	S11	S12	S13	S14
Parameters:																												
	Measured SEL	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9
Leq24	Total number of events	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536
	Horize distance from track to NSR	21.2	21.8	22.2	22.2	22.6	23.2	22.9	20.0	15.2	13.4	7.3	0.8	9.4	24.1	26.5	25.7	25.7	26.1	26.6	27.0	26.0	22.7	18.7	15.1	4.8	3.0	9.8
	track mPD + track head (0.2m)	7.9	8.7	9.9	11.3	12.5	13.1	13.4	13.6	14.0	14.1	13.9	13.6	13.1	8.0	8.4	9.1	10.0	11.2	12.5	13.2	13.5	13.9	14.2	14.1	13.7	13.3	12.9
	ground mPD + floor height	44.0	44.0	44.0	44.0	44.0	44.0	44.0	44.0	44.0	44.0	44.0	44.0	44.0	44.0	44.0	44.0	44.0	44.0	44.0	44.0	44.0	44.0	44.0	44.0	44.0	44.0	44.0
	Vert distance from track to NSR	36.1	35.3	34.1	32.7	31.5	30.9	30.6	30.4	30.0	29.9	30.1	30.4	30.9	36.0	35.6	34.9	34.0	32.8	31.5	30.8	30.5	30.1	29.8	29.9	30.3	30.7	31.1
	Slant distance	41.8	41.4	40.6	39.5	38.8	38.6	38.2	36.3	33.6	32.8	30.9	30.4	32.3	43.3	44.4	43.3	42.6	41.9	41.2	40.9	40.0	37.6	35.2	33.5	30.6	30.8	32.5
	View angle (α)	0.058	0.074	0.115	0.254	0.499	1.349	0.741	0.241	0.112	0.072	0.032	0.003	0.030	0.068	0.084	0.097	0.132	0.248	0.689	1.361	0.494	0.234	0.129	0.075	0.019	0.010	0.029
	View angle (α) (degree)	3.335	4.249	6.579	14.550	28.573	77.304	42.437	13.833	6.416	4.103	1.839	0.182	1.702	3.888	4.831	5.543	7.536	14.225	39.503	77.962	28.301	13.414	7.373	4.294	1.089	0.577	1.668
	View angle (θ)	0.004	0.025	0.054	0.096	0.382	1.278	0.772	0.132	0.043	0.016	0.005	0.000	0.006	0.008	0.011	0.020	0.049	0.078	0.792	1.335	0.334	0.100	0.046	0.021	0.003	0.001	0.003
	View angle (θ) (degree)	0.224	1.420	3.073	5.525	21.881	73.199	44.223	7.573	2.437	0.934	0.308	0.026	0.360	0.453	0.619	1.142	2.824	4.462	45.355	76.499	19.137	5.747	2.615	1.217	0.171	0.081	0.192
	Average Speed	10.0	20.0	50.0	70.0	65.0	50.0	30.0	15.0	10.0	10.0	15.0	20.0	15.0	10.0	10.0	10.0	20.0	50.0	70.0	60.0	40.0	20.0	15.0	10.0	10.0	15.0	10.0
	Corr for no. of event, 10log(N), dB(A)	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3
	Corr for distance, -10log(d/d_{ref}), dB(A)	-2.2	-2.2	-2.1	-2.0	-1.9	-1.9	-1.8	-1.6	-1.3	-1.2	-0.9	-0.8	-1.1	-2.4	-2.5	-2.4	-2.3	-2.2	-2.2	-2.1	-2.0	-1.8	-1.5	-1.3	-0.9	-0.9	-1.1
	Corr for view angle, 10log(pi*θ/180-cos2αinθ)	-50.8	-40.6	-33.4	-24.1	-12.5	-1.7	-6.5	-23.1	-34.7	-42.8	-54.5	-85.4	-54.5	-46.4	-43.1	-39.3	-32.7	-25.2	-6.8	-1.5	-13.1	-24.6	-33.2	-41.2	-61.7	-70.4	-57.5
	Corr for screening/ absorption, dB(A)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, 20log(v/V_{ref}), dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0
	Corr for sound energy spread over 24 hr	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4
	Façade correctoin, dB(A)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
	Track wear correction, dB(A)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
	Leq 24hr for each train, dB(A)				31.1	42.2	50.7	41.5	19.1	4.3	-3.6	-11.6	-39.9	-11.8					26.8	48.2	52.2	37.2	19.9	9.2	-2.2	-22.2	-27.5	-18.3
	Leq 24hr for all train	55.9																										
	Noise reduction	-4.0																										
		51.9																										
Leq0.5	Total number of events	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13
	Corr for no. of event, 10log(N), dB(A)	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1
	Corr for distance, -10log(d/dref), dB(A)	-2.2	-2.2	-2.1	-2.0	-1.9	-1.9	-1.8	-1.6	-1.3	-1.2	-0.9	-0.8	-1.1	-2.4	-2.5	-2.4	-2.3	-2.2	-2.2	-2.1	-2.0	-1.8	-1.5	-1.3	-0.9	-0.9	-1.1
	Corr for view angle, 10log(pi*θ/180-cos2αinθ)	-50.8	-40.6	-33.4	-24.1	-12.5	-1.7	-6.5	-23.1	-34.7	-42.8	-54.5	-85.4	-54.5	-46.4	-43.1	-39.3	-32.7	-25.2	-6.8	-1.5	-13.1	-24.6	-33.2	-41.2	-61.7	-70.4	-57.5
	Corr for screening/ absorption, dB(A)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0
	Corr for sound energy spread over 24 hr	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6
	Façade correctoin, dB(A)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
	Track wear correction, dB(A)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
	Leq 0.5hr for each train, dB(A)				31.8	42.9	51.4	42.2	19.8	5.0	-3.0	-11.0	-39.3	-11.1					27.5	48.9	52.9	37.8	20.6	9.8	-1.5	-21.6	-26.8	-17.6
	Leq 0.5hr for all train	56.6																										
	Noise reduction	-4.0																										
		52.6																										
Leq0.5	Total number of events	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12
	Corr for no. of event, 10log(N), dB(A)	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8
	Corr for distance, -10log(d/dref), dB(A)	-2.2	-2.2	-2.1	-2.0	-1.9	-1.9	-1.8	-1.6	-1.3	-1.2	-0.9	-0.8	-1.1	-2.4	-2.5	-2.4	-2.3	-2.2	-2.2	-2.1	-2.0	-1.8	-1.5	-1.3	-0.9	-0.9	-1.1
	Corr for view angle, 10log(pi*θ/180-cos2αinθ)	-50.8	-40.6	-33.4	-24.1	-12.5	-1.7	-6.5	-23.1	-34.7	-42.8	-54.5	-85.4	-54.5	-46.4	-43.1	-39.3	-32.7	-25.2	-6.8	-1.5	-13.1	-24.6	-33.2	-41.2	-61.7	-70.4	-57.5
	Corr for screening/ absorption, dB(A)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0
	Corr for sound energy spread over 24 hr	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6
	Façade correctoin, dB(A)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
	Track wear correction, dB(A)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
	Leq 0.5hr for each train, dB(A)				31.4	42.5	51.0	41.8	19.4	4.7	-3.3	-11.3	-39.6	-11.5					27.1	48.5	52.5	37.5	20.3	9.5	-1.9	-21.9	-27.2	-18.0
	Leq 0.5hr for all train	56.2																										
	Noise reduction	-4.0																										
		52.2																										
Lmax	Measured Lmax	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65
	Corr for distance, -10log(d/dref), dB(A)	-2.2	-2.2	-2.1	-2.0	-1.9	-1.9	-1.8	-1.6	-1.3	-1.2	-0.9	-0.8	-1.1	-2.4	-2.5	-2.4	-2.3	-2.2	-2.2	-2.1	-2.0	-1.8	-1.5	-1.3	-0.9	-0.9	-1.1
	Correction for screening/ absorption	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0
	Façade correctoin, dB(A)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
	Track wear correction, dB(A)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
	Lmax for each train, dB(A)				71.4	70.9	68.6	64.2	58.4	55.2	55.3	59.1	61.7	58.9					68.3	71.3	69.9	66.5	60.8	58.6	55.2	55.6	59.1	55.4
	Lmax for all train	71.4																										

Floor 9		Segment (Northbound)													Segment (Southbound)													
		N1	N2	N3	N4	N5	N6	N7	N8	N9	N10	N11	N12	N13	S1	S2	S3	S4	S5	S6	S7	S8	S9	S10	S11	S12	S13	S14
Parameters:																												
	Measured SEL	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9
Leq24	Total number of events	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536
	Horize distance from track to NSR	21.2	21.8	22.2	22.2	22.6	23.2	22.9	20.0	15.2	13.4	7.3	0.8	9.4	24.1	26.5	25.7	25.7	26.1	26.6	27.0	26.0	22.7	18.7	15.1	4.8	3.0	9.8
	track mPD + track head (0.2m)	7.9	8.7	9.9	11.3	12.5	13.1	13.4	13.6	14.0	14.1	13.9	13.6	13.1	8.0	8.4	9.1	10.0	11.2	12.5	13.2	13.5	13.9	14.2	14.1	13.7	13.3	12.9
	ground mPD + floor height	47.1	47.1	47.1	47.1	47.1	47.1	47.1	47.1	47.1	47.1	47.1	47.1	47.1	47.1	47.1	47.1	47.1	47.1	47.1	47.1	47.1	47.1	47.1	47.1	47.1	47.1	47.1
	Vert distance from track to NSR	39.2	38.4	37.2	35.9	34.7	34.1	33.8	33.5	33.2	33.1	33.2	33.5	34.1	39.1	38.7	38.0	37.1	35.9	34.6	33.9	33.6	33.2	33.0	33.1	33.4	33.9	34.2
	Slant distance	44.6	44.2	43.3	42.2	41.4	41.2	40.8	39.0	36.5	35.7	34.0	33.5	35.3	46.0	46.9	45.8	45.1	44.4	43.7	43.4	42.5	40.2	37.9	36.3	33.7	34.0	35.6
	View angle (α)	0.058	0.074	0.115	0.254	0.499	1.349	0.741	0.241	0.112	0.072	0.032	0.003	0.030	0.068	0.084	0.097	0.132	0.248	0.689	1.361	0.494	0.234	0.129	0.075	0.019	0.010	0.029
	View angle (α) (degree)	3.335	4.249	6.579	14.550	28.573	77.304	42.437	13.833	6.416	4.103	1.839	0.182	1.702	3.888	4.831	5.543	7.536	14.225	39.503	77.962	28.301	13.414	7.373	4.294	1.089	0.577	1.668
	View angle (θ)	0.004	0.025	0.054	0.096	0.382	1.278	0.772	0.132	0.043	0.016	0.005	0.000	0.006	0.008	0.011	0.020	0.049	0.078	0.792	1.335	0.334	0.100	0.046	0.021	0.003	0.001	0.003
	View angle (θ) (degree)	0.224	1.420	3.073	5.525	21.881	73.199	44.223	7.573	2.437	0.934	0.308	0.026	0.360	0.453	0.619	1.142	2.824	4.462	45.355	76.499	19.137	5.747	2.615	1.217	0.171	0.081	0.192
	Average Speed	10.0	20.0	50.0	70.0	65.0	50.0	30.0	15.0	10.0	10.0	15.0	20.0	15.0	10.0	10.0	10.0	20.0	50.0	70.0	60.0	40.0	20.0	15.0	10.0	10.0	15.0	10.0
	Corr for no. of event, 10log(N), dB(A)	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3
	Corr for distance, -10log(d/d_{ref}), dB(A)	-2.5	-2.5	-2.4	-2.3	-2.2	-2.2	-2.1	-1.9	-1.6	-1.5	-1.3	-1.3	-1.5	-2.6	-2.7	-2.6	-2.6	-2.5	-2.4	-2.4	-2.3	-2.1	-1.8	-1.6	-1.3	-1.3	-1.5
	Corr for view angle, 10log(pi*θ/180-cos2αinθ)	-50.8	-40.6	-33.4	-24.1	-12.5	-1.7	-6.5	-23.1	-34.7	-42.8	-54.5	-85.4	-54.5	-46.4	-43.1	-39.3	-32.7	-25.2	-6.8	-1.5	-13.1	-24.6	-33.2	-41.2	-61.7	-70.4	-57.5
	Corr for screening/ absorption, dB(A)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0
	Corr for sound energy spread over 24 hr	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4
	Façade correctoin, dB(A)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
	Track wear correction, dB(A)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
	Leq 24hr for each train, dB(A)				30.8	41.9	50.4	41.2	18.8	4.0	-4.0	-12.0	-40.4	-12.2					26.6	48.0	52.0	36.9	19.7	8.8	-2.5	-22.6	-27.9	-18.7
	Leq 24hr for all train	55.6																										
	Noise reduction	-4.0																										
		51.6																										
Leq0.5	Total number of events	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13
	Corr for no. of event, 10log(N), dB(A)	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1
	Corr for distance, -10log(d/dref), dB(A)	-2.5	-2.5	-2.4	-2.3	-2.2	-2.2	-2.1	-1.9	-1.6	-1.5	-1.3	-1.3	-1.5	-2.6	-2.7	-2.6	-2.6	-2.5	-2.4	-2.4	-2.3	-2.1	-1.8	-1.6	-1.3	-1.3	-1.5
	Corr for view angle, 10log(pi*θ/180-cos2αinθ)	-50.8	-40.6	-33.4	-24.1	-12.5	-1.7	-6.5	-23.1	-34.7	-42.8	-54.5	-85.4	-54.5	-46.4	-43.1	-39.3	-32.7	-25.2	-6.8	-1.5	-13.1	-24.6	-33.2	-41.2	-61.7	-70.4	-57.5
	Corr for screening/ absorption, dB(A)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0
	Corr for sound energy spread over 24 hr	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6
	Façade correctoin, dB(A)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
	Track wear correction, dB(A)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
	Leq 0.5hr for each train, dB(A)				31.5	42.6	51.1	41.9	19.5	4.6	-3.3	-11.4	-39.7	-11.5					27.2	48.6	52.6	37.6	20.3	9.5	-1.9	-22.0	-27.3	-18.0
	Leq 0.5hr for all train	56.3																										
	Noise reduction	-4.0																										
		52.3																										
Leq0.5	Total number of events	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12
	Corr for no. of event, 10log(N), dB(A)	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8
	Corr for distance, -10log(d/dref), dB(A)	-2.5	-2.5	-2.4	-2.3	-2.2	-2.2	-2.1	-1.9	-1.6	-1.5	-1.3	-1.3	-1.5	-2.6	-2.7	-2.6	-2.6	-2.5	-2.4	-2.4	-2.3	-2.1	-1.8	-1.6	-1.3	-1.3	-1.5
	Corr for view angle, 10log(pi*θ/180-cos2αinθ)	-50.8	-40.6	-33.4	-24.1	-12.5	-1.7	-6.5	-23.1	-34.7	-42.8	-54.5	-85.4	-54.5	-46.4	-43.1	-39.3	-32.7	-25.2	-6.8	-1.5	-13.1	-24.6	-33.2	-41.2	-61.7	-70.4	-57.5
	Corr for screening/ absorption, dB(A)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0
	Corr for sound energ

Floor		Segment (Northbound)													Segment (Southbound)													
10		N1	N2	N3	N4	N5	N6	N7	N8	N9	N10	N11	N12	N13	S1	S2	S3	S4	S5	S6	S7	S8	S9	S10	S11	S12	S13	S14
Parameters:																												
	Measured SEL	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9
Leq24	Total number of events	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536
	Horiz distance from track to NSR	21.2	21.8	22.2	22.2	22.6	23.2	22.9	20.0	15.2	13.4	7.3	0.8	9.4	24.1	26.5	25.7	25.7	26.1	26.6	27.0	26.0	22.7	18.7	15.1	4.8	3.0	9.8
	track mPD + track head (0.2m)	7.9	8.7	9.9	11.3	12.5	13.1	13.4	13.6	14.0	14.1	13.9	13.6	13.1	8.0	8.4	9.1	10.0	11.2	12.5	13.2	13.5	13.9	14.2	14.1	13.7	13.3	12.9
	ground mPD + floor height	50.3	50.3	50.3	50.3	50.3	50.3	50.3	50.3	50.3	50.3	50.3	50.3	50.3	50.3	50.3	50.3	50.3	50.3	50.3	50.3	50.3	50.3	50.3	50.3	50.3	50.3	50.3
	Vert distance from track to NSR	42.4	41.6	40.4	39.0	37.8	37.2	36.9	36.7	36.3	36.2	36.4	36.7	37.2	42.3	41.9	41.2	40.3	39.1	37.8	37.1	36.8	36.4	36.1	36.2	36.6	37.0	37.4
	Slant distance	47.4	46.9	46.0	44.9	44.1	43.8	43.4	41.7	39.4	38.6	37.1	36.7	38.4	48.7	49.5	48.5	47.8	47.0	46.2	45.9	45.0	42.8	40.7	39.2	36.9	37.1	38.6
	View angle (α)	0.058	0.074	0.115	0.254	0.499	1.349	0.741	0.241	0.112	0.072	0.032	0.003	0.030	0.068	0.084	0.097	0.132	0.248	0.689	1.361	0.494	0.234	0.129	0.075	0.019	0.010	0.029
	View angle (α)(degree)	3.335	4.249	6.579	14.550	28.573	77.304	42.437	13.833	6.416	4.103	1.839	0.182	1.702	3.888	4.831	5.543	7.536	14.225	39.503	77.962	28.301	13.414	7.373	4.294	1.089	0.577	1.668
	View angle (θ)	0.004	0.025	0.054	0.096	0.382	1.278	0.772	0.132	0.043	0.016	0.005	0.000	0.006	0.008	0.011	0.020	0.049	0.078	0.792	1.335	0.334	0.100	0.046	0.021	0.003	0.001	0.003
	View angle (θ) (degree)	0.224	1.420	3.073	5.525	21.881	73.199	44.223	7.573	2.437	0.934	0.308	0.026	0.360	0.453	0.619	1.142	2.824	4.462	45.355	76.499	19.137	5.747	2.615	1.217	0.171	0.081	0.192
	Average Speed	10.0	20.0	50.0	70.0	65.0	50.0	30.0	15.0	10.0	10.0	15.0	20.0	15.0	10.0	10.0	10.0	20.0	50.0	70.0	60.0	40.0	20.0	15.0	10.0	10.0	15.0	10.0
	Corr for no. of event, 10log(N), dB(A)	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3
	Corr for distance, -10log(d/d_{ref}), dB(A)	-2.8	-2.7	-2.7	-2.5	-2.5	-2.4	-2.4	-2.2	-2.0	-1.9	-1.7	-1.7	-1.9	-2.9	-3.0	-2.9	-2.8	-2.7	-2.7	-2.6	-2.6	-2.3	-2.1	-2.0	-1.7	-1.7	-1.9
	Corr for view angle, 10log(pi*θ/180-cos2αsinθ)	-50.8	-40.6	-33.4	-24.1	-12.5	-1.7	-6.5	-23.1	-34.7	-42.8	-54.5	-85.4	-54.5	-46.4	-43.1	-39.3	-32.7	-25.2	-6.8	-1.5	-13.1	-24.6	-33.2	-41.2	-61.7	-70.4	-57.5
	Corr for screening/ absorption, dB(A)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, 20log(v/V_{ref}), dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0
	Corr for sound energy spread over 24 hr	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4
	Façade correctoin, dB(A)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
	Track wear correction, dB(A)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
	Leq 24hr for each train, dB(A)				30.6	41.7	50.2	41.0	18.5	3.7	-4.3	-12.4	-40.8	-12.6					26.3	47.7	51.7	36.7	19.4	8.5	-2.8	-23.0	-28.3	-19.0
	Leq 24hr for all train	55.4																										
	Noise reduction	-4.0																										
		51.4																										
Leq0.5	Total number of events	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13
	Corr for no. of event, 10log(N), dB(A)	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1
	Corr for distance, -10log(d/dref), dB(A)	-2.8	-2.7	-2.7	-2.5	-2.5	-2.4	-2.4	-2.2	-2.0	-1.9	-1.7	-1.7	-1.9	-2.9	-3.0	-2.9	-2.8	-2.7	-2.7	-2.6	-2.6	-2.3	-2.1	-2.0	-1.7	-1.7	-1.9
	Corr for view angle, 10log(pi*θ/180-cos2αsinθ)	-50.8	-40.6	-33.4	-24.1	-12.5	-1.7	-6.5	-23.1	-34.7	-42.8	-54.5	-85.4	-54.5	-46.4	-43.1	-39.3	-32.7	-25.2	-6.8	-1.5	-13.1	-24.6	-33.2	-41.2	-61.7	-70.4	-57.5
	Corr for screening/ absorption, dB(A)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0
	Corr for sound energy spread over 24 hr	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6
	Façade correctoin, dB(A)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
	Track wear correction, dB(A)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
	Leq 0.5hr for each train, dB(A)				31.2	42.3	50.8	41.6	19.2	4.3	-3.7	-11.8	-40.1	-11.9					27.0	48.4	52.4	37.3	20.0	9.2	-2.2	-22.4	-27.6	-18.4
	Leq 0.5hr for all train	56.0																										
	Noise reduction	-4.0																										
		52.0																										
Leq0.5	Total number of events	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12
	Corr for no. of event, 10log(N), dB(A)	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8
	Corr for distance, -10log(d/dref), dB(A)	-2.8	-2.7	-2.7	-2.5	-2.5	-2.4	-2.4	-2.2	-2.0	-1.9	-1.7	-1.7	-1.9	-2.9	-3.0	-2.9	-2.8	-2.7	-2.7	-2.6	-2.6	-2.3	-2.1	-2.0	-1.7	-1.7	-1.9
	Corr for view angle, 10log(pi*θ/180-cos2αsinθ)	-50.8	-40.6	-33.4	-24.1	-12.5	-1.7	-6.5	-23.1	-34.7	-42.8	-54.5	-85.4	-54.5	-46.4	-43.1	-39.3	-32.7	-25.2	-6.8	-1.5	-13.1	-24.6	-33.2	-41.2	-61.7	-70.4	-57.5
	Corr for screening/ absorption, dB(A)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0
	Corr for sound energy spread over 24 hr	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6
	Façade correctoin, dB(A)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
	Track wear correction, dB(A)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
	Leq 0.5hr for each train, dB(A)				30.9	42.0	50.5	41.3	18.8	4.0	-4.0	-12.1	-40.4	-12.2					26.6	48.0	52.0	37.0	19.7	8.9	-2.5	-22.7	-28.0	-18.7
	Leq 0.5hr for all train	55.7																										
	Noise reduction	-4.0																										
		51.7																										
Lmax	Measured Lmax	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65
	Corr for distance, -10log(d/dref), dB(A)	-2.8	-2.7	-2.7	-2.5	-2.5	-2.4	-2.4	-2.2	-2.0	-1.9	-1.7	-1.7	-1.9	-2.9	-3.0	-2.9	-2.8	-2.7	-2.7	-2.6	-2.6	-2.3	-2.1	-2.0	-1.7	-1.7	-1.9
	Correction for screening/ absorption	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0
	Façade correctoin, dB(A)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
	Track wear correction, dB(A)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
	Lmax for each train, dB(A)				70.9	70.3	68.1	63.7	57.8	54.6	54.6	58.3	60.9	58.2					67.8	70.8	69.4	66.0	60.2	57.9	54.6	54.8	58.3	54.6
	Lmax for all train	70.9																										

Appendix F RESPONSES FROM MTR, EPD AND FSD

MTR Corporation Limited
香港鐵路有限公司
www.mtr.com.hk

SMEC ASIA LIMITED
27/F Ford Glory Plaza,
37-39 Wing Hong Street,
Cheung Sha Wan,
Kowloon,
Hong Kong

Our ref: T&ESD/HKTS/E&IC/ES/EnvE/L1083

Date: 13 JUL 2021

Attention: Ms. Cleo Yip

By Post and Fax
(Fax no.: 3995 8101)

Dear Ms. Yip,

Re: Section 12A Rezoning Application from "Village Type Development" ("V") zone and "Comprehensive Development Area" ("CDA") zone to "Residential (Group E)" ("E") zone for Proposed Social Welfare Facility (Residential Care Home for the Elderly) and Residential Development at Ping Shan, Yuen Long, N.T., Hong Kong
Request for Light Rail Transit ("LRT") Operation Details for Environmental Assessment ("EA")

We refer to your letter dated 9 April 2021 (received on 18 June 2021) (ref.: 7076822/L27280/AW/CY/rw) requesting Light Rail Transit (LRT) operational information regarding the section near Ping Shan Stop.

Operational Frequency for LRT (Section between Tong Fong Tsuen Stop and Ping Shan Stop – Route 610, 614, 615 and 761P)

- The current peak train frequency during the period of 07:00-23:00 hours is about 26 trains per hour per direction.
- The current peak train frequency during the period of 23:00-07:00 hours is about 24 trains per hour per direction.

Please note that the Light Rail service frequencies are subject to change without prior notification due to future patronage growth. As such, please consider allowing a buffer on the assessment assumptions when estimating future possible environmental impacts.

Speed Profile

The current maximum train speed for the section of track between Tong Fong Tsuen Stop and Ping Shan Stop is 70 km/h for both directions.

Rail Head Levels

We suggest that you attend our office to check the respective drawings suitable for your study. You may contact our Acting Lead Environmental Manager to make the necessary arrangement.

MTR Headquarters Building, Telford Plaza, Kowloon Bay, Kowloon, Hong Kong. GPO Box 9916, Hong Kong
Tel (852) 2993 2111 Fax (852) 2798 8822

香港九龍灣德福廣場港鐵總部大樓
香港郵政總局信箱9916號
電話 (852) 2993 2111 傳真 (852) 2798 8822

Our ref: T&ESD/HKTS/E&IC/ES/EnvE/L1083

Date: 13 JUL 2021

Train Length of Light Rail Vehicles
Two (2) compartments light rail vehicle is approximately 40m in length.

Light Rail Train Noise Data
We suggest that your organization conduct its own noise measurements to suit the relevant needs of your study, if necessary.

Please be reminded that any information that may come to your knowledge or come into your possession from MTR Corporation Limited shall only be used solely as reference for this captioned project. Further distribution and/or publication of the above information for purposes not connected with the captioned project are strictly prohibited without the prior consent of MTR Corporation Limited. Please also note that any such information is subject to change without prior notification.

Should you have any additional enquiries, please feel free to contact our Acting Lead Environmental Manager, Ms. Catherine Leung at 2993 4127.

Yours sincerely,

HK Chan
General Manager – Engineering & Innovation Centre

Page 2 of 2

SMEC

Member of the Surbana Jurong Group

local people
global experience

Our ref: 7076822/L27278/AW/CY/rw

9 April 2021

Environmental Protection Department
Environmental Compliance Division
Regional Office (North), Yuen Long
10/F., Shatin Government Offices
No. 1 Sheung Wo Che Road
Sha Tin, N.T., Hong Kong

By Email (williamw@epd.gov.hk) & Post

Attn: Mr WONG Wai Lam, William

Dear Sir

Section 12A Rezoning Application from "Village Type Development" ("V") zone and "Comprehensive Development Area" ("CDA") zone to "Residential (Group E)" ("R(E)") zone for Proposed Social Welfare Facility (Residential Care Home for the Elderly) and Residential Development at Ping Shan, Yuen Long, N.T., Hong Kong
Request for Information – Land Contamination Study

It is planned to develop a Social Welfare Facility (Residential Care Home for the Elderly) and Residential Development at the Site as shown in the attached Site Location Plan in Ping Shan, Yuen Long, N.T.. In view of the proposed development, a rezoning application will be made under Section 12A of the Town Planning Ordinance ("TPO"). We have been commissioned by the Applicant of the aforementioned planning application to prepare an EA to support the planning application, which includes the review of land contamination issue.

In order to review potential contamination issue, we would appreciate if you could provide us with an updated list of any current/past licences for storage of Dangerous Goods ("DG"), registration of Chemical Waste Producers or records of incidents of chemical/chemical waste spillage / leakage from relevant authorities (e.g. FSD, EPD), etc. relating to the Site, if any.

Should you have any enquiries regarding the above, please feel free to contact the undersigned on 3995 8138 or to cleo.yip@smec.com or our Charls LIANG on 3995 8128 or to charls.liang@smec.com.

Thank you for your attention.

Yours faithfully

Cleo YIP
Senior Environmental Consultant

Encl.

cc Mr Thomas LUK – Aikon Development Consultancy Ltd by email

SMEC ASIA LIMITED
27/F Ford Glory Plaza, 37-39 Wing Hong Street
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ECO-Healthy WORKPLACE

Green Office

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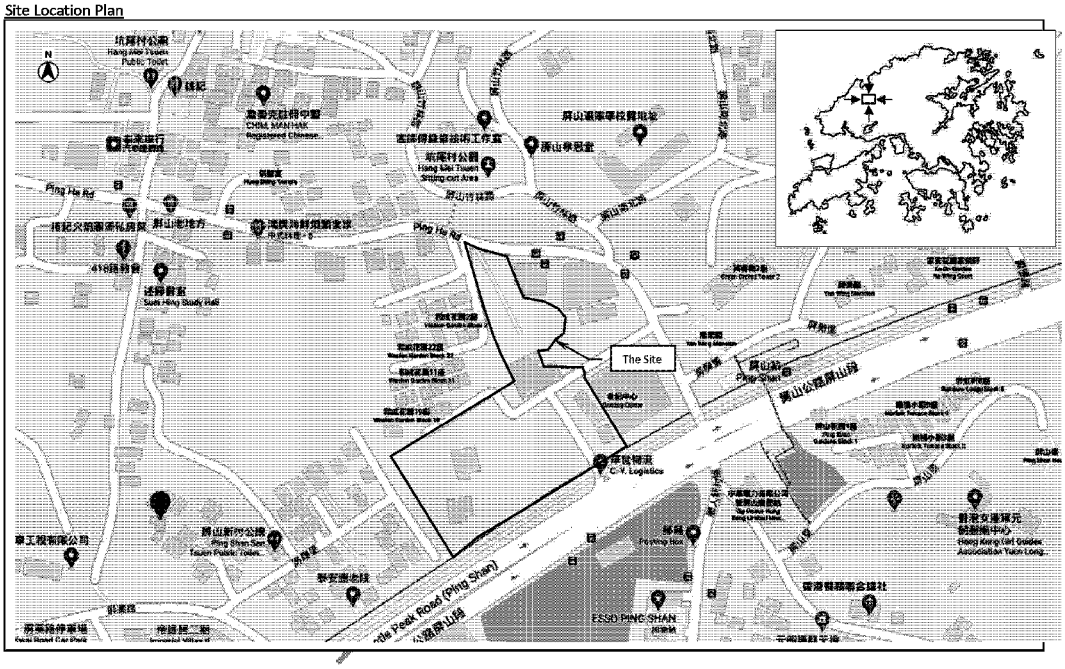
Site Location Plan



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Attachment Page 1 of 1

本署檔案
OUR REF : ( ) EP910/E6/1
來函檔案
YOUR REF : 7076822/L27278/AW/CY/rw
電 話
TEL NO : 2158 5851
圖文傳真
FAX NO : 2685 1155
網 址
HOMEPAGE : http://www.epd.gov.hk/

Environmental Protection Department
Environmental Compliance Division
Regional Office (North)
10/F., Shatin Government Offices,
1 Sheung Wo Che Road,
Shatin, N.T.

環境保護署
環保法規管理科
區域辦事處(北)
新界沙田上禾輋路 1 號
沙田政府合署 10 樓

(By Post)

22 Apr 2021

SMEC Asia Limited
27/F., Ford Glory Plaza, 37-39 Wing Hong Street,
Cheung Sha Wan,
Kowloon , Hong Kong
(Attn.: Cleo Yip)

Dear Cleo Yip,

Section 12A Rezoning Application from "Village Type Development" ("V") zone and "Comprehensive Development Area" ("CDA") zone to "Residential (Group E)"("R(E)") zone for Proposed Social Welfare Facility (Residential Care Home for the Elderly) and Residential Development at Ping Shan, Yuen Long, N.T., Hong Kong
Request of Information - Land Contamination Study

We refer to your above letter under reference requesting for chemical spillage / incident record. Given no particular time period were mentioned in the letter, to avoid unnecessary wastage of resources, a search of 5 year records may be a reasonable choice.

For the records of Chemical Waste Producer Registration, a registry of chemical waste producers is available in our Territory Control Office. Should you like to view the records, you may approach Mr. Eric FUNG at 2835 1027 for making an appointment to view the records.

This Regional Office has no record of chemical spillage / leakage incident at the captioned locations in the past 5 years. Nonetheless, you may also need to check with other relevant parties / departments for such information as appropriate.

Yours faithfully,

(TSE Yuet-chuen)
for Director of Environmental Protection

SMEC

Member of the Surbana Jurong Group

local people
global experience

Our ref: 7076822/L27279/AW/CY/rw

9 April 2021

Fire Services Department
Fire Services Headquarters Command
Management Group
9/F, Fire Services Headquarters Building
1 Hong Chong Road
Tsim Sha Tsui East, Kowloon

By Email (hkfsdenq@hkfsd.gov.hk) & Post

Attn: Mr TANG Wing Wah

Dear Sir

Section 12A Rezoning Application from "Village Type Development" ("V") zone and "Comprehensive Development Area" ("CDA") zone to "Residential (Group E)" ("R(E)") zone for Proposed Social Welfare Facility (Residential Care Home for the Elderly) and Residential Development at Ping Shan, Yuen Long, N.T., Hong Kong
Request for Information – Land Contamination Study

It is planned to develop a Social Welfare Facility (Residential Care Home for the Elderly) and Residential Development at the Site as shown in the attached Site Location Plan in Ping Shan, Yuen Long, N.T.. In view of the proposed development, a rezoning application will be made under Section 12A of the Town Planning Ordinance ("TPO"). We have been commissioned by the Applicant of the aforementioned planning application to prepare an EA to support the planning application, which includes the review of land contamination issue.

In order to review potential contamination issue, we would appreciate if you could provide us with an updated list of any current/past licences for storage of Dangerous Goods ("DG"), registration of DG licence, fire incidents and/or incidents of spillage/leakage of DG/chemicals, etc. relating to the Site, if any.

Should you have any enquiries regarding the above, please feel free to contact the undersigned on 3995 8138 or to cleo.yip@smec.com or our Charls LIANG on 3995 8128 or to charls.liang@smec.com

Thank you for your attention.

Yours faithfully

Cleo YIP
Senior Environmental Consultant

Encl.

cc Mr Thomas LUK – Aikon Development Consultancy Ltd by email

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ECO-Healthy WORKPLACE Awards Labelling Scheme
Green Office

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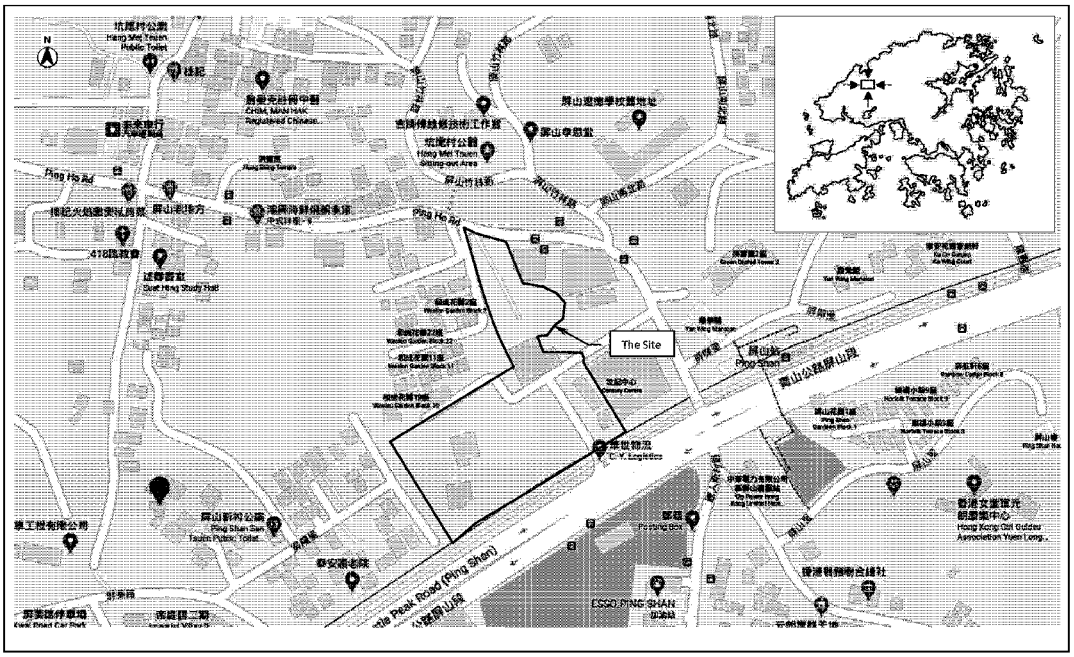
Site Location Plan



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Attachment Page 1 of 1

消 防 處
香港九龍尖沙咀東部康莊道 1 號
消防處總部大廈

FIRE SERVICES DEPARTMENT
FIRE SERVICES HEADQUARTERS BUILDING,
No.1 Hong Chong Road,
Tsim Sha Tsui East, Kowloon,
Hong Kong.

本處檔號 **OUR REF.** : (52) in FSD GR 6-5/4 R Pt. 33
來函檔號 **YOUR REF.** : 7076822/L27279/AW/CY/rw
電子郵件 **E-mail** : hkfsdenq@hkfsd.gov.hk
圖文傳真 **FAX NO.** : 2739 5879
電 話 **TEL NO.** : 2733 7741

26 April 2021

SMEC Asia Limited
27/F Ford Glory Plaza,
37-39 Wing Hong Street,
Cheung Sha Wan,
Kowloon, Hong Kong
(Attn: Mr. Cleo YIP, Senior Environmental Consultant)

Dear Mr. YIP,

Section 12A Rezoning Application from "Village Type Development"("V") zone and "Comprehensive Development Area"("CDA") zone to "Residential (Group E) " ("R(E) ") zone for Proposed Social Welfare Facility (Residential Care Home for the Elderly) and Residential Development at Ping Shan, Yuen Long, N.T., Hong Kong
Request for Information of Dangerous Goods & Incident Records

I refer to your letter of 9.4.2021 subsequent letter of 20.4.2021 regarding the captioned request and reply below in response to your questions.

Please be advised that neither records of dangerous goods license, fire incidents nor incidents of spillage / leakage of dangerous goods were found in connection with the given conditions of your request at the subject location.

Should you have further questions, please feel free to contact the undersigned.

Yours sincerely,

(NG Wing-chit)
for Director of Fire Services

Ref. number and date should be quoted in reference to this letter
凡 提 及 本 信 時 請 引 述 編 號 及 日 期

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Appendix 7

Sewerage Impact Assessment

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D02 Sewerage Impact Assessment

Section 12A Rezoning Application - Request for Amendment to the Approved Ping Shan Outline Zoning Plan No. S/YL-PS/20 from "Village Type Development" Zone and "Comprehensive Development Area" Zone to "Residential (Group B)2" Zone at Various Lots in D.D. 121 and D.D. 122 and Adjoining Government Land, Ping Shan, Yuen Long, N.T.

Reference No. 7076914
Prepared for On Billion International Ltd
21 November 2022

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Project Number:	7076914 | D02/01
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REVISION NO.	DATE	PREPARED BY	REVIEWED BY	APPROVED BY
0	21 November 2022	Pinky LAM	Julie CHAN	Antony WONG

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The information within this document is and shall remain the property of: SMEC Asia Limited

Important Notice

This report is confidential and is provided solely for the purposes of supporting Section 12A Rezoning Application - Request for Amendment to the Approved Ping Shan Outline Zoning Plan No. S/YL-PS/20 from “Village Type Development” Zone and “Comprehensive Development Area” Zone to “Residential (Group B)2” Zone at Various Lots in D.D. 121 and D.D. 122 and Adjoining Government Land, Ping Shan, Yuen Long, N.T.. This report is provided pursuant to a Consultancy Agreement between SMEC Asia Limited (“SMEC”) and On Billion International Ltd, under which SMEC undertook to perform specific and limited tasks for On Billion International Ltd. This report is strictly limited to the matters stated in it and subject to the various assumptions, qualifications and limitations in it and does not apply by implication to other matters. SMEC makes no representation that the scope, assumptions, qualifications and exclusions set out in this report will be suitable or sufficient for other purposes nor that the content of the report covers all matters which you may regard as material for your purposes.

This report must be read as a whole. Any subsequent report must be read in conjunction with this report.

The report supersedes all previous draft or interim reports, whether written or presented orally, before the date of this report. This report has not and will not be updated for events or transactions occurring after the date of the report or any other matters t might have a material effect on its contents or which come to light after the date of the report. SMEC is not obliged to inform you of any such event, transaction or matter nor to update the report for anything that occurs, or of which SMEC becomes aware, after the date of this report.

Unless expressly agreed otherwise in writing, SMEC does not accept a duty of care or any other legal responsibility whatsoever in relation to this report, or any related enquiries, advice or other work, nor does SMEC make any representation in connection with this report, to any person other than On Billion International Ltd. Any other person who receives a draft or a copy of this report (or any part of it) or discusses it (or any part of it) or any related matter with SMEC, does so on the basis that he or she acknowledges and accepts that he or she may not rely on this report nor on any related information or advice given by SMEC for any purpose whatsoever.

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1 INTRODUCTION

1.1 Project Background

1.1.1 With reference to the Policy Addresses in recent years including the latest one, Policy Address 2020, the key concerns include housing supply and elderly care service which is one of the improvements of people's livelihood. In order to address the aforementioned needs, it is planned to redevelop a land with an area of approximately 14,536m^2 comprising four lots in D.D. 121 and D.D. 122, and the adjoining unallocated land of about 2,381m^2, Ping Shan, Yuen Long, New Territories, into Residential Care Home for the Elderly ("RCHE") and Residential Development ("the Site" or "the Proposed Development").

1.1.2 The Site is currently zoned "Village" ("V") and "Comprehensive Development Area" ("CDA") under the Approved Ping Shan Outline Zoning Plan ("OZP") No. S/YL-PS/20. It was planned to develop a Social Welfare Facility (RCHE) and Residential Development comprising three blocks for domestic use.

1.1.3 For the Proposed Development comprising RCHE and Residential Development with three residential blocks, a rezoning application under Section 12A of the *Town Planning Ordinance* ("TPO") to rezone the Site from "V" and "CDA" zones to "Residential (Group B)2" ("R(B)2") zone under Column 1 was made (Application No.: Y/YL-PS/4). The rezoning application was approved on 22 April 2022.

1.1.4 To further cope with the elderly services and housing supply, it is proposed to increase the plot ratio of the Proposed Development. In this regard, a new rezoning application under Section 12A of the TPO shall be required. SMEC Asia Ltd ("SMEC") has been commissioned by On Billion International Ltd ("the Applicant") to conduct this Sewerage Impact Assessment ("SIA") to support the application.

1.2 Site Description

1.2.1 The Site is located in urban area at Ping Shan, Yuen Long, which is an existing logistic plant mainly used for storage and its northern part are open car park. As shown on ***Figure 1-1***, Castle Peak Road (Ping Shan) section is located to the immediate south of the Site that runs along the east-west direction. Light Rail Transit ("LRT") is also located to south of the Site running along the Castle Peak Road (Ping Shan) section. Across the opposite site of Castle Peak Road (Ping Shan) Section, there are mainly residential blocks, playground and gardens. In addition, Ping Ha Road originates to the east of the Site. It runs along south-north direction. It further turns around and is connected to the north of the Site, and it subsequently runs along the east-west direction and connected to the Ping Shan Heritage Trail to the northwest of the Site. The Site is mainly surrounded by warehouse for storages, factories, and scattered residential premises to the east and north, and to the west of the Site. An abandoned Former Tat Tak Public School is located to the northeast of the Site.

1.3 Project Description

1.3.1 The Proposed Development will tentatively comprise a RCHE as a Social Welfare Facility and a Residential Development with the following components:

- Three Residential Buildings
- One Club house
- One Swimming Pool
- Retail Shops and Services

1.4 Objective of the Report

1.4.1 The objectives of this SIA are to:

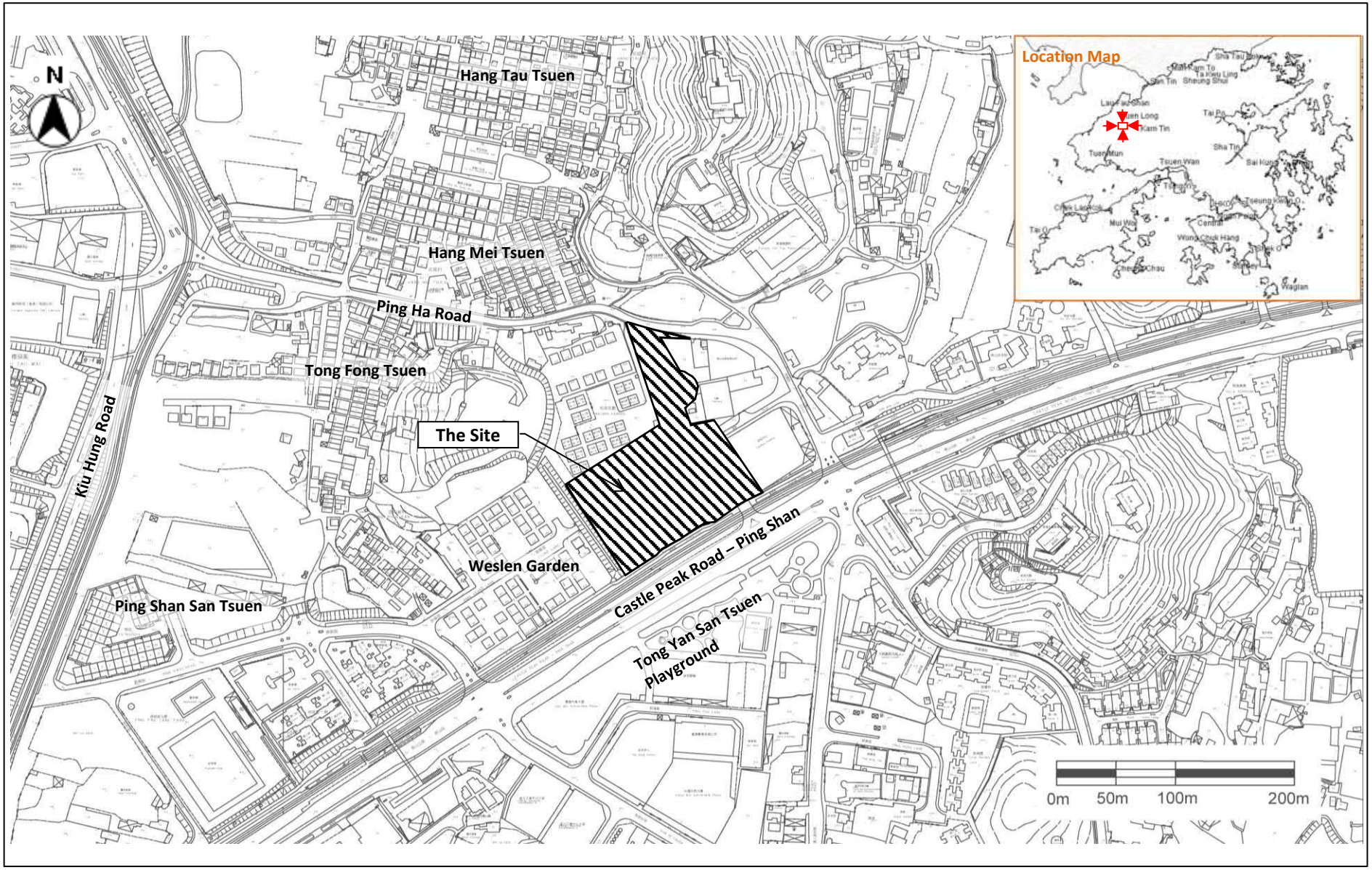
- Assess the potential sewerage impacts arising from the Project.
- Recommend the necessary mitigation measures to alleviate the impacts.

1.5 Reference Materials

1.5.1 In evaluating the sewerage impact arising from the Project, the following documents have been referred to:

- Magill's Medical Guide, 6th edition, publish by Salem Press, 2011.
- BEAM Plus New Building Version 1.2, published by BEAM Society, July 2012.
- Guidelines for Estimating Sewage Flows for Sewage Infrastructure Planning Version 1.0 (GESF), published by Environmental Protection Department (EPD), March 2005.
- Sewerage Manual – Key Planning Issues and Gravity Collection System., published by Drainage Services Department (DSD), May 2013.
- Layout plan for completed sewage works at Ping Shan (Sketch No. 6-NW-8D-3, 6-NW-8D-4, 6-NW-13B-1, and 6-NW-13B-2) obtained from DSD on 9 April 2021

Figure 1-1 Site Location and its Environs



2 EXISTING ENVIRONMENT AND BASELINE CONDITIONS

2.1 Site Location

2.1.1 The Site with an area of approximately 14,536m^2 is located at Ping Shan, Yuen Long, in New Territories. The Site is mainly surrounded by residential areas of low-rise village houses, and industrial factories.

2.2 Existing Baseline Conditions

2.2.1 There is existing municipal sewerage system running from the east of the Site and then to the north of it, and leads to Ha Tsuen Sewage Pumping Station and eventually to San Wai STW with reference to the sewerage layout plans as shown on ***Figure 2-1*** and ***Figure 2-2.*** The zoom-in sewerage layout plans which includes no. 6-NW-8D-3, 6-NW-8D-4, 6-NW-13B-1, and 6-NW-13B-2 was shown on ***Figure 2-3***, the sewage generated from the Site can be discharged via Manhole FMH1023626 into a sewer with diameter of 1,050mm, which runs beneath Ping Ha Road from east to north along the Site.

2.2.2 Based on the site visit carried out on 13 April 2021, no industrial wastewater is generated from the existing logistic plant.

2.3 Sewerage Impact During Operation Phase

2.3.1 The intake year of the Proposed Development is tentatively in 2029. During the operation of the Proposed Development, the major sources of sewage will be wastewater generated by toilets from the staff and residents of the Care Home for the Elderly, the sewage generations by the residents and staff of the Residential Development, as well as those generated from swimming pool in the club house. The sewage generated from the nearby residential buildings including those from Welsen Garden, Hang Mei Tsuen, Hang Tau Tsuen, and Tong Fong Tsuen are not taken into account in the SIA estimation, as there is no public sewerage system connected to the nearby residential areas.

Figure 2-1 Existing Sewerage Layout Plan (The Site to Ha Tsuen Sewage Pumping Station)

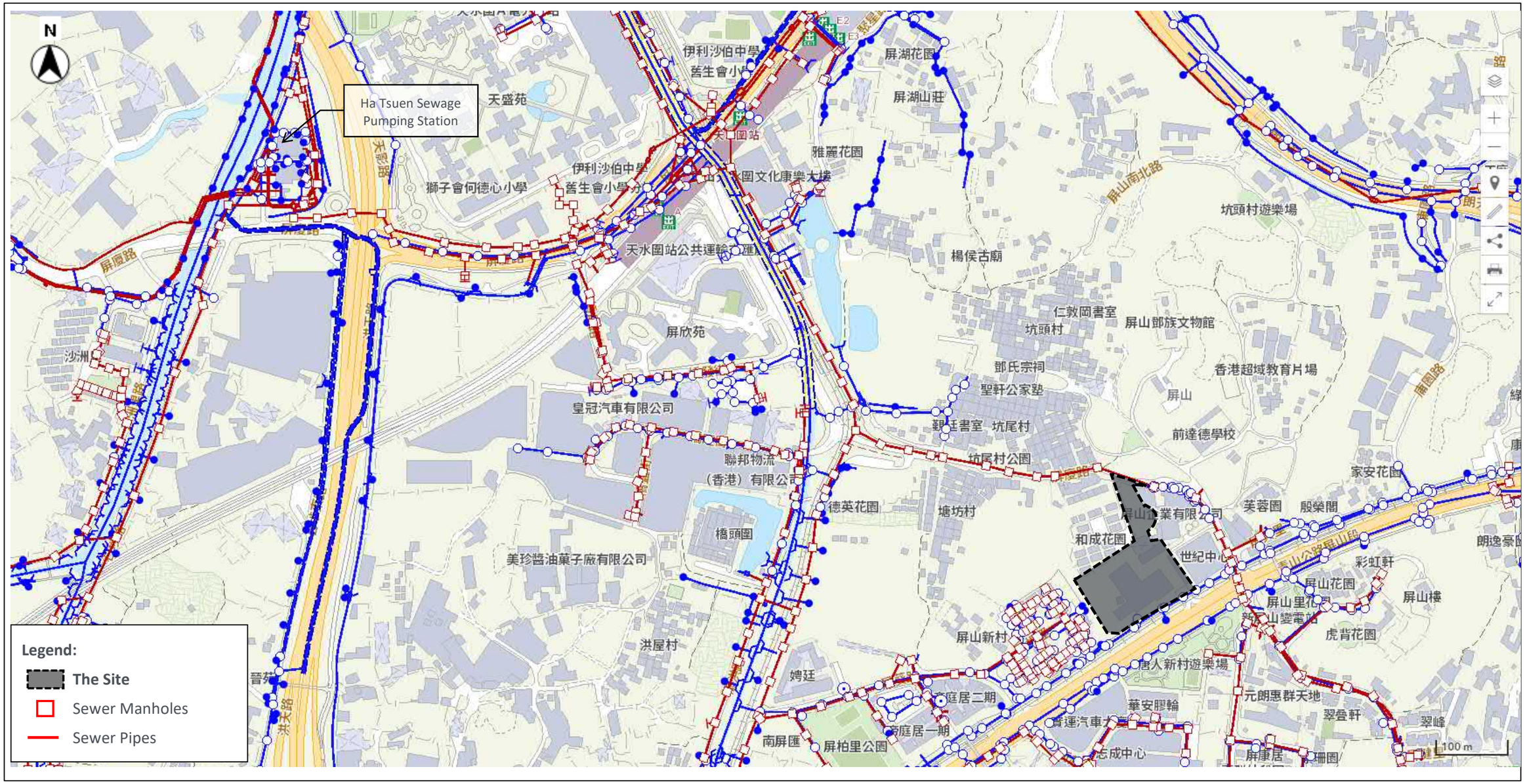


Figure 2-2 Existing Sewerage Layout Plan (Ha Tsuen Sewage Pumping Station to San Wai Sewerage Treatment Work)

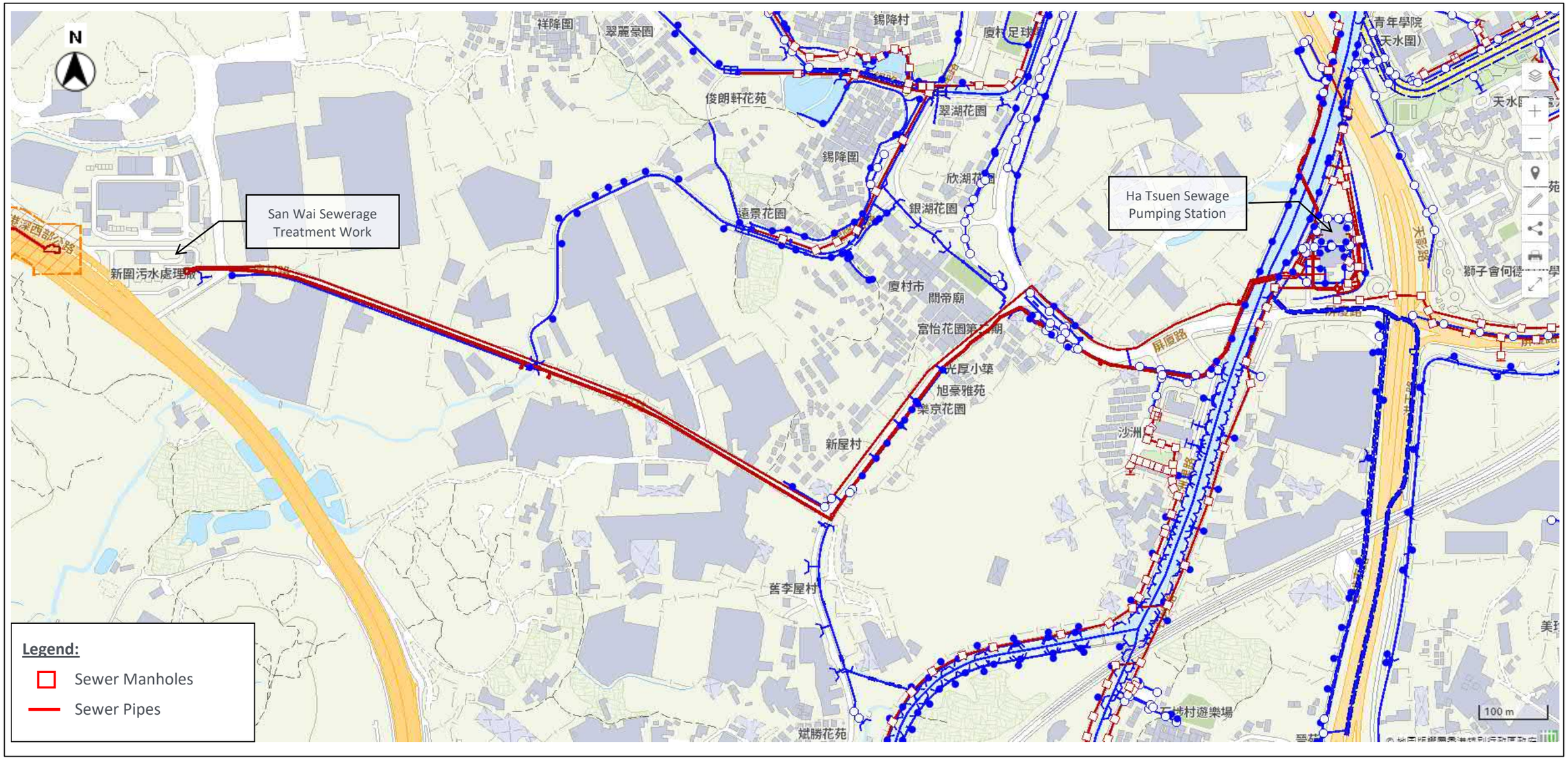
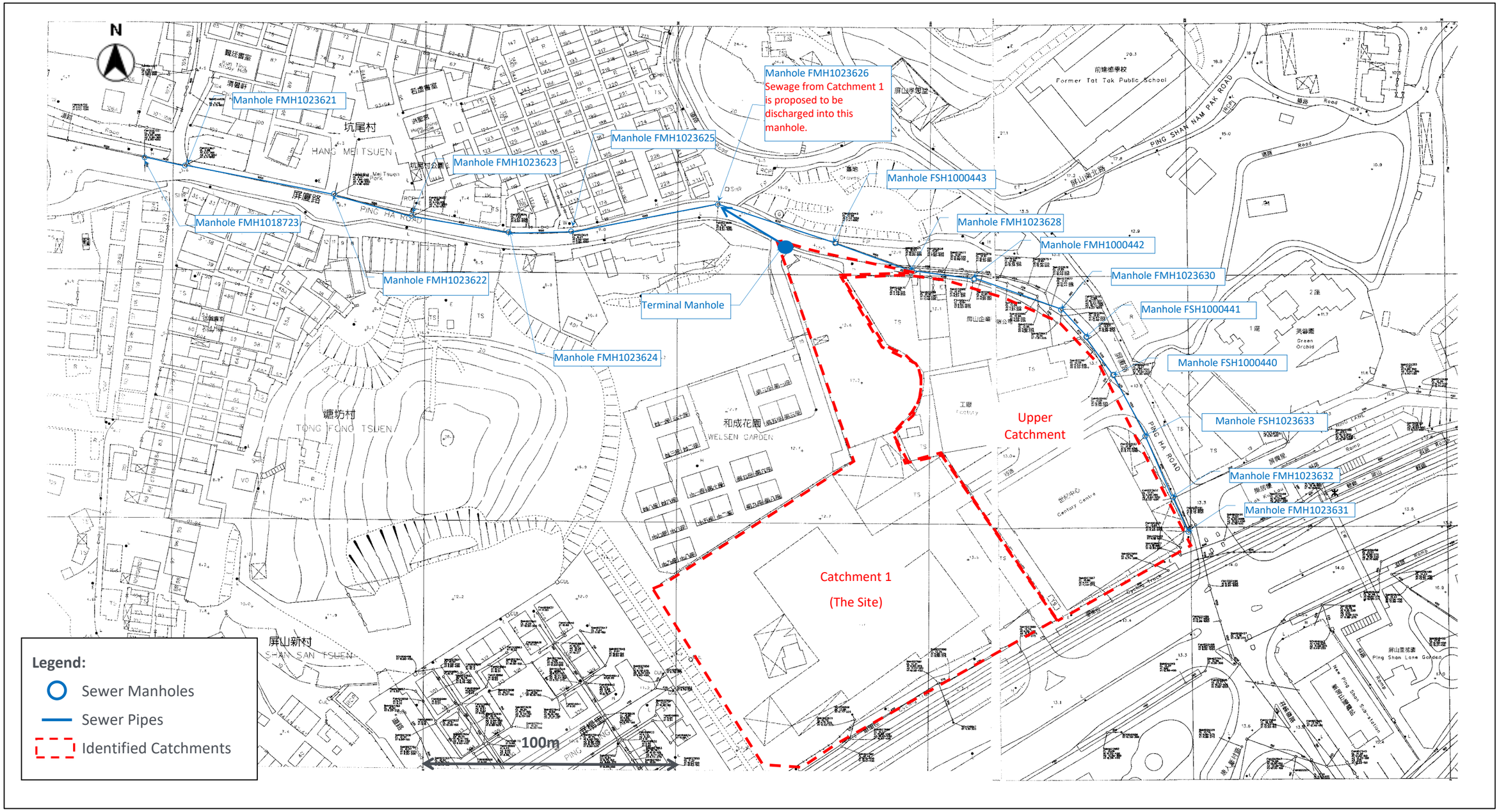


Figure 2-3 Existing Sewerage Layout Plan (zoom-in)



3 SEWERAGE ANALYSIS

3.1 Review of Sewage Handling

3.1.1 Based on the current design and the areas of different parts of the Project, it is estimated that the total number of staff for the Residential Development and RCHE are about 77 and 46 respectively, during their operation. The major sources of wastewater will be sewage generated by the elderly and staff of the RCHE, and those generated by residents and staff of the Residential Development, e.g. wastewater generated from the washrooms, e.g. flushing, handwashing and micturition. All the sewage from the Proposed Development will be proposed to be discharged into Manhole FMH1023626.

3.2 Assumptions

3.2.1 In order to assess the acceptability of the sewerage impact arising from the proposed development, the sewage generation is estimated based on the assumption as shown in ***Table 3-1.***

Table 3-1 Parameters for Estimating Wastewater Generation

PARAMETER	VALUE	JUSTIFICATION
GENERATION FROM STAFF OF CARE HOME FOR ELDERLY		
No. of Staff	46	As advised by the Applicant.
Types of Staff and their number	Ancillary worker = 6 persons Care worker = 22 persons Health worker = 8 persons Nurse = 4 person Additional employee = 6 persons	As estimated based on "Residential Care Homes Legislation (Miscellaneous Amendments) Bill 2022".
Unit Flow Factor (UFF) of Staff	0.28 m^2/day/person	Refer to "Commercial Employee" and "J11 Community, Social & Personal Services" of Table T-2 of GESF.
GENERATION FROM RESIDENTS OF THE ELDERLY OF CARE HOME		
No. of Elderly Residents	222	As advised by the Applicant.
UFF of Elderly Residents	0.19m^3/day/person	Refer to Unit flow factor for "Institutional and special class" in Table T-1 of GESF.
GENERATION FROM STAFF OF RESIDENTIAL DEVELOPMENT		
Total Gross Floor Area (GFA) of non-domestic portion of Residential Development	1,535 m^3	As advised by the Applicant.
No. of Staff [Note 1]	77	As estimated from the GFA of non-domestic part.
UFF of Staff	0.28 m^3/day/person	Refer to "Commercial Employee" + "J11 Commercial, Social & Personal Services" of Table T-2 of GESF.
GENERATION FROM RESIDENTS OF THE PROPOSED DEVELOPMENT		
No. of Residents	4,608	As estimated from the total number of residential flat.

PARAMETER	VALUE	JUSTIFICATION
UFF of Residents	0.27 m^3/day/person	Unit flow factor for Private R2 type in Table T-1 of GEFSF.
GENERATION FROM TWO TOILETS AT RETAIL SHOPS		
Total Gross Floor Area (GFA) of Retail Shops	1,535 m^2	As advised by the Applicant.
Estimated Maximum Total Frequency of Visitors using Toilets	54 visits/day	Refer to worker density by All Type for Retail Trade as stated in Table 8 of "Commercial and Industrial Floor Space Utilization Survey".
UFF of workers and visitors	0.28 m^3/day/person	Refer to "Commercial Employee" + "J4 Wholesale & Retail" of Table T-2 of GESF.
WASTEWATER GENERATED FROM THE SWIMMING POOL IN CLUBHOUSE		
Total Area of Swimming Pool	309 m^2	The tentative design of the swimming pool is provided by the Applicant.
Water depth of Swimming Pool	1.35 m	As advised by the Applicant.
Time for completely changing water	6 hours	CAP 132CA Swimming Pools Regulation.
Filtration rate	40 m^3/m^2-hour	The average high rate filtration for domestic pool[Note 2]
Backwash rate	0.81 m^3/m^2-min	The maximum typical backwash rate for combined air-water backwash[Note 3]
OTHERS		
Catchment Inflow Factor	1.0	Catchment inflow factor for Yuen Long is adopted as stated in Table 7-4 of GESF.
Peaking Factor	8 for contributing population <1,000 6 for contributing population from 1,000 to 5,000 5 for contributing population from 5,000 to 10,000	Peaking factor (including stormwater allowance) for sewers is adopted as stated in Table T-5 of GESF.

Note:

1. In general, the types of staff in Residential Development are security, property management, customer services staff, cleaning staff, etc. However, the number of staff for different type of job nature could not be estimated at this stage.
2. The average high-rate filtration for domestic pool in Plumbing Engineering Services Design Guide - Domestic Swimming Pool
3. Wastewater Engineering - Treatment, Disposal, Reuse, 4th ed., Metcalf and Eddy

3.2.2 As mentioned in ***Paragraph 3.1.1***, sewage from the Site is assumed to be discharged into manhole FMH1023626 which is located to the north of the Site as shown on ***Figure 2-3***.

3.3 Methodology

3.3.1 To evaluate the ceiling unit flow rates for staff and drivers, the global unit flow factors recommended in EPD's *Guidelines for Estimating* Sewage Flows for Sewage Infrastructure Planning (GESF) have been used.

3.3.2 Sewage generated from the Site is currently collected and discharged to terminal manhole and then conveyed to the existing public sewerage system located underneath the access road to the north of the Site. The capacities of sewers have been calculated using Colebrook-White's Equation as below:

For partially full pipes or pipes with non-circular cross-sections,

$$V = -\sqrt{8gDs} * \log\left(\frac{ks}{3.7D} + \frac{2.51v}{R\sqrt{2gDs}}\right)$$

where V = Mean velocity (m/s)
g = gravitational acceleration (m/s^2)
D = internal pipe diameter (m)
K_S = hydraulic pipelines roughness (m)
υ = kinematic viscosity of fluid (m^2/s)
S = hydraulic gradient (energy loss per unit length due to friction)

3.3.3 If sewage generated from the project does not exceed the capacity of the existing sewerage system, there should be no unacceptable impact on the sewerage system resulting from the proposed conversion.

3.3.4 Since there are no public sewerage system connected to the nearby residential areas including Welsen Garden, Hang Mei Tsuen, Hang Tau Tsuen, Tong Fong Tsuen and Tak Ying Garden. Therefore, the sewerage generated from these areas are not included in this SIA calculation. The upstream and downstream sewage flows around the Proposed Development were included in the assessment to evaluate if the capacity of the existing sewerage system is sufficient to handle the sewage generated from both the proposed CBP together with these residential uses. The details for calculations of the peak sewage flow are presented in ***Appendix A***.

3.4 Evaluation of Sewage Impact and Results

3.4.1 The detailed sewage generation from the Site and the nearby residential areas are presented in ***Appendix A***. The results revealed that the Average Dry Weather Flow (ADWF) from the Site is estimated to be 1,346 m^3/day. The peak sewage flow generated by the Site was estimated to be 0.078 m^3/s. All sewage flow will be discharged via the sewer located to the north of the Site with diameters of 1050mm. The peak discharge from the Proposed Development (i.e. 0.078m^3/s) and with that of upstream catchments occupy about 50.5% of the capacity of existing pipeline between manholes FMH1023626 and FMH1023625 (i.e. 1.45m^3/s) which is insignificant to the existing pipeline capacity.

3.4.2 The capacity of the sewage network between terminal manhole to Manhole FMH1023626, from Manholes FMH1023630 to FMH1018723 were estimated as presented in ***Appendix B***, which demonstrates that the contributions of the Site, the upstream and downstream catchments to the existing sewerage systems range from 43.8% to 68.7% of the sewerage capacity without any exceedances. The utilization between terminal manhole to manhole FMH1023626 would be 51.2%.

3.4.3 Overall, therefore, the sewerage analysis indicated that there will be no adverse impact in the existing sewerage system due to the Proposed Development.

4 CONCLUSION

4.1.1 Potential sewerage impacts arising from the Proposed Development including the Residential Care Home for the Elderly (RCHE) and the Residential Development have been assessed. It is proposed that all the sewage generated from the Proposed Development will be collected at terminal manhole and discharged the nearest Manhole FMH1023626 of the existing public sewerage system that is located to the north of the Site. The SIA results indicated that there are no exceedances of the existing sewer capacity, hence no significant impacts from sewage impacts are anticipated.

4.1.2 The total estimated Average Daily Dry Weather (ADWF) flow from the Proposed Development is about (i.e. 1,346m^3/day). The peak sewage flow generated by the Site was estimated to be 0.078m^3/s. Sewerage Impact Assessment (SIA) was conducted to estimate whether the capacity of existing sewerage system is sufficient to handle the sewage generated from the Proposed Development, together with sewage flows from upstream and downstream around the Site. The results indicated that the capacity of the existing sewerage system is sufficient to handle the sewage generated from the operation of the Site and from the nearby residential uses. Therefore, there should be no adverse impact on the existing sewerage system resulting from the addition of the Site.

Appendix A CALCULATION OF SEWAGE GENERATION DURING OPERATION OF THE PRPOSED DEVLOPMENT

Calculation of Sewage Generation from the Proposed Development, Upstream and Downstream Catchments				Remarks/ Justification
Catchment 1 (A+B): Sewerage generated from the Proposed Development				
A. Sewage generated by the Residential Care Home for Elderly (RCHE)				
1) Sewage generated by the Residents of RCHE				
Ma□imum No. o□Residents	□	222	persons	As advised □y the Applicant.
Unit Flow Factor □UFF□per person	□	0.19	m^3/day/person	Unit □low □actor □or "Institutional and special class" in Ta□le T□1 o□Re□1.
Total Sewage Generation □y Residents o□RCHE	□	42.18	m^3/day	
2) Sewage generated by the Staff of RCHE				
Employee				
Ancillary worker	□	6	persons	1 ancillary worker □or every 40 residents or part thereo□ □etween 7 a.m. and 6 p.m. □or care and attention home o□Re□ 2.
Care worker □07□00 □15□00□	□	12	persons	1 care worker □or every 20 residents or part thereo□ □etween 7 a.m. and 3 p.m. □or care and attention home o□Re□ 2.
Care worker □15□00 □20□00□	□	6	persons	1 care worker □or every 40 residents or part thereo□ □etween 3 p.m. and 10 p.m. □or care and attention home o□Re□ 2.
Care worker □20□00 □07□00□	□	4	persons	1 care worker □or every 60 residents or part thereo□ □etween 10 p.m. and 7 a.m. □or care and attention home o□Re□ 2.
Health worker	□	8	persons	Unless a nurse is present, 1 health worker □or every 30 residents or part thereo□ □etween 7 a.m. and 6 p.m. □or care and attention home o□Re□ 2.
Nurse	□	4	persons	Unless a health worker is present, 1 nurse □or every 60 residents or part thereo□ □etween 7 a.m. and 6 p.m. □or care and attention home o□Re□ 2.
Additional Employee	□	6	persons	As an additional re□uirement □or a care and attention home or an aged home, any 2 persons □eing a home manager, an ancillary worker, a care worker, a health worker or a nurse shall □e on duty □etween 6 p.m. and 7 a.m. o□Re□ 2.
Total No. o□Employees re□uired in Re□ 2	□	46	persons	
Unit Flow Factor □UFF□per person	□	0.28	m^3/day/person	Unit □low □actor □or "Commercial Employee" and "Community, Social □ Personal Services" in Ta□le T□2 o□Re□ 1.
Total Sewage Generation □y Sta□□o□RCHE	□	12.9	m^3/day	
Total Sewage Generation by Staff and Residents of Care Home for Elderly	=	**55.1**	**m^3/day**	A1 □ A2
B. Sewage generated by the Residential Development				
1) Sewage generation by Staff of the Residential Development				
Total Gross Floor Area □GFA□o□non□domestic portion o□Residential Development	□	1,535	m^2	As advised □y the Applicant.
Occupancy Factor	□	20	m^2/person	Worker density □or "□usiness Use" is 20 □25 m^2/sta□□as stated in Ta□le 2 o□Re□3.
No. o□Onsite Sta□□ □e.g. security, management o□□ce, etc.□	□	77	sta□□	
Unit Flow Factor □UFF□per sta□□	□	0.28	m^3/day/sta□□	Re□er to "Commercial Employee" □ □11 "Commerical, Social □ Personal Services" o□Ta□le T□2 o□Re□1.
Total Sewage Generation □y Sta□□o□Residential Development	□	22	m^3/day	
2) Sewage generated by Residents of the Residential Development				
No. o□Flats	□	1,536	□lats	As advised □y the Applicant.
Total population in Proposed Residential Development	□	4,608	persons	Plot ratio o□3 as advised □y the Applicant.
Unit Flow Factor □UFF□per resident	□	0.27	m^3/day/person	Unit □low □actor □or Private R2 type in Ta□le T□1 o□Re□ 1.
Total Sewage Generation □y the Residents o□the Proposed Development	□	1,244.2	m^3/day	
Total Sewage Generation by Staff and Residents for the Proposed Residential Development	=	**1,265.7**	**m^3/day**	

3)	**Sewerage generated by Visitors from the toilets of the convenient stores/retail shops of the non-domestic part of the Residential Development**			
	Total Area	□	1,535 m^2	
		□	29 m^2/sta□	Worker density □y All Type □or Retail Trade is 3.5 sta□in 100m^2 as stated in Ta□le 8 o□Re□ 4.
		□	54 visits/day	
	Unit Flow Rate	□	0.28 m^3/day/person	Re□er to "Commercial Employee" □ □4 Wholesale □ Retail" o□Ta□le T□2 o□Re□1.
	Total Sewage Generation by Visitors	**=**	**15.1 m^3/day**	
4)	**Wastewater generated from the Swimming Pool in Clubhouse**			
	Appro□imate Area o□Swimming Pool	□	309 m^2	
	Water Depth o□Swimming Pool	□	1.35 m	
	Appro□imate Size o□Swimming Pool	□	417 m^3	
	Time □or Completely Changing Water	□	6 hours	The minimum turnover time in re□ 5.
	Turnover Rate	□	70 m^3/hour	
	Filtration Rate	□	40 m^3/m^2□hour	The average high rate □ltration □or domestic pool in re□ 6.
	Filter Area	□	1.739 m^2	
	□ackwash Rate	□	0.81 m^3/m^2□min	The ma□imum typical □ackwash rate □or com□ined air□water □ackwash in Ta□le 11□12 o□re□ 7.
	Estimated flow from the Swimming Pool	**=**	**9.86 m^3/day**	7 minutes □or cleaning the □lter □y □ackwashing water e□cluding the air scouring time is recommended in □8.5.5 o□re□ 8.
Total Sewage Generated from the Site Catchment 1A + 1B				
	Total Average Daily Dry Weather Flow	□	**1,346 m^3/day**	

Note:

1 Environmental Protection Department □EPD□pu□lication Guidelines □or Estimating Sewage Flows □GESF□□or Sewage In□rastructure Planning Version 1.0, March 2005.
2 Schedule 1 o□CAP 459A Residential Care Homes □Elderly Persons□Regulation.
3 Hong Kong Planning Standard Guidelines, Chapter 5 □Industry, March 2007.
4 Commercial and Industrial Floor Space Utilization Survey, Planning Department, 2005
5 CAP 132CA Swimming Pools Regulation
6 Plum□ing Engineering Services Design Guide □Domestic Swimming Pool
7 Wastewater Engineering □Treatment, Disposal, Reuse, 4th ed., Metcal□and Eddy
8 General Speci□ication □or Swimming Pool Water Treatment Installation in Government □uildings o□HKSAR, 2012 ed., Architectural Services Department

Appendix B CALCULATION OF FLOW CAPACITY

Pipe Segment between Manholes		Sewer ID	Length	Level (In)	Level (Out)	d	r	A_w	P_w	R	s	k_s	V	Q_C	ADWF	P_c	P	Q_p	Catchment	Is $Q_c > Q_p$?	% of capacity
			m	mPD	mPD	m	m	m^2	m	m	-	mm	m/s	m^3/s	m^3/day			m^3/s		Y/N	%
Terminal Manhole	FMH1023626	N/A	30.7	7.41	6.91	0.350	0.175	0.096	1.100	0.087	0.016	3	1.760	0.152	1345.76	4984	5	0.078	Proposed Development (Catchement 1)	Y	51.2%
FMH1023630	FSH1000442	FWD1025073	34.0	8.23	8.04	1.050	0.525	0.866	3.299	0.263	0.006	3	2.109	1.644	23673.43	87679	5	1.644	Full bore flow (included Catchemnt 2 and 3)	Y	100.0%
FSH1000442	FMH1023628	FWD1025072	24.3	8.03	7.83	1.050	0.525	0.866	3.299	0.263	0.008	3	2.560	1.996	23673.43	87679	5	1.370	Same as upstream (included Catchemnt 2 and 3)	Y	68.7%
FMH1023628	FSH1000443	FWD1025070	32.5	7.82	7.42	1.050	0.525	0.866	3.299	0.263	0.012	3	3.132	2.441	23673.43	87679	5	1.370		Y	56.1%
FSH1000443	FMH1023626	FWD1025071	48.6	7.41	6.91	1.050	0.525	0.866	3.299	0.263	0.010	3	2.863	2.231	23673.43	87679	5	1.370		Y	61.4%
FMH1023626	FMH1023625	FWD1025069	57.7	6.90	5.92	1.050	0.525	0.866	3.299	0.263	0.017	3	3.679	2.868	25019.20	92664	5	1.448	Same as upstream (included Catchemnt 2 and 3) + Proposed Development (Catchment 1)	Y	50.5%
FMH1023625	FMH1023624	FWD1025068	24.8	5.92	5.63	1.050	0.525	0.866	3.299	0.263	0.012	3	3.052	2.379	25019.20	92664	5	1.448		Y	60.9%
FMH1023624	FMH1023623	FWD1025067	37.6	5.62	4.77	1.050	0.525	0.866	3.299	0.263	0.023	3	4.245	3.309	25019.20	92664	5	1.448		Y	43.8%
FMH1023623	FMH1023622	FWD1025066	31.1	4.76	4.19	1.050	0.525	0.866	3.299	0.263	0.018	3	3.822	2.979	25019.20	92664	5	1.448		Y	48.6%
FMH1023622	FMH1023621	FDW1025064	60.0	4.18	3.12	1.050	0.525	0.866	3.299	0.263	0.018	3	3.753	2.925	25019.20	92664	5	1.448		Y	49.5%
FMH1023621	FMH1018723	FDW1025061	15.0	3.11	2.89	1.050	0.525	0.866	3.299	0.263	0.015	3	3.419	2.665	25019.20	92664	5	1.448		Y	54.3%

Legend

d = pipe diameter, m

r = pipe radius (m) = 0.5d

A_w = wetted area (m^2) = (r^2/2) (b + sinq)

P_w = wetted perimeter (m) = br

s = Slope of the total energy line

R □ Hydraulic radius □m□□ A_w/P_w

s = Slope of the total energy line

k_s = hydraulic pipeline roughness, mm

V = Velocity of flow calculated based on Colebrook-White Equation, m/s

□$_c$ □ Flow Capacity □10□ sedimentation incorporated□, m^3/s

Q_p = Estimated total peak flow from the Site during peak season, m^3/s

P_c = Contributing Population = ADWF/0.27

P = Peaking Factor (including stormwater allowance) for facility with existing upstream sewerage

ADWF = Total average dry weather flow, m^3/day

Note

1. Whilst sewage generation from the Site is estimated based on the *"Guidelines for Estimating Sewage Flows for Sewage Infrastructure Planning Version 1.0"* (published by the Environmental Protection Department (EPD), 2005) using the best available information, the flow capacities of pipe segments are calculated based on Colebrook-White Equation.
2. The roughness value is referred to Table 5 of the *"Sewerage Manual, Key Planning Issues and Gravity Collection System"* published by the Drainage Services Department (DSD). It is assumed that the materials adotped for the sewer pipe is concrete with velocity when flowing half full approximately of 1.2 m/s in poor condition, therefore the roughness values Ks = 3 mm.
3. The invert and outlet level is ndicative only, it would subject to Drainage Proposal in the detailed design stage.

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Appendix 8

Visual Impact Assessment

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1.0 INTRODUCTION

1.1 This Visual Impact Assessment (VIA) is prepared as part of the S.12A planning application for a proposed amendment to the Draft Ping Shan Outline Zoning Plan No. S/YL-PS/20 ("Approved OZP") to enable for the flat, shop and services and social welfare facility (RCHE) uses ("the Site"). The proposed amendment is to rezone the Site from "Village Type Development" zone ("V") and "Comprehensive Development Area" zone ("CDA") to "Residential (Group B) 2" zone ("R(B)2").

1.2 This VIA is prepared with reference to the Town Planning Board Guidelines No. 41 on Submission of Visual Impact Assessment for Planning Applications to the Town Planning Board (TPG PG-No. 41) published by the BOARD in July 2010. According to the Guidelines, a VIA is required if:

(f) the proposal involves upzoning or rezoning of a site from non-development use to development use which will result in loss of visual openness on-site or off-site from key public points;

1.3 It evaluates the anticipated visual impacts of the proposed development on public viewers relevant to the Site and concludes with recommendation on mitigation measures if necessary.

2.0 OUTLINE OF THE VISUAL IMPACT ASSESSMENT

2.1 The outline for the VIA is set out below:

- Section 3 outlines the visual context of the Site and its Surrounding Area, the Statutory Planning Parameters of the Site;
- Section 4 describes the Proposed Development;
- Section 5 identified the Assessment Area;
- Section 6 provides an analysis of the selected Viewpoints ("VPs");
- Section 7 assesses the visual impacts of the Proposed Development; and
- Section 8 concludes the VIA.

3.0 VISUAL CONTEXT AND VISUAL ELEMENT

3.1 Local Context

3.1.1 The land use pattern within the vicinity of the Site contains sporadic R(A)1, R(E)2, CDA, GB, within the largely Village Type Development. It is bounded by village type development, e.g. Welsen Garden, Tong Fong Tsuen, Ping Shan San Tsuen (zoned V) to its west while some vacant factory buildings (zoned CDA) along Ping Ha Road are located to the east and northeast side of the Site. To the immediate southern side of the Site is the Castle Peak Road – Ping Shan Section and Light Rail Transit.

3.1.2 The Site, with an area of about 14,536 m^2, of which about 2,381 m2 of the Government Land is included.

3.1.3 The Application Site involves two sites, i.e. Site A at the southern portion and Site B at the northern portion. Site A is currently occupied by a warehouse being used for storage of animal feeds, while Site B is used for an open carport.

3.1.4 Majority of the area is covered by concrete and few trees were identified to the north of the Site. They are generally in semi-mature size and exhibited fair tree form and health conditions. It is confirmed that no OVT or protected species has been identified within the Site in accordance with the DEVB TCW No. 5/2020 – Registration and Preservation of Old and Valuable Trees (OVT) and the Forests and Countryside Ordinance. However, **2** nos. of potential OVT, i.e. **T07** & **T09** in accordance with the DEVB TCW No. 5/2020 have been identified outside the site boundary and both of them will not be affected by the proposed development.

3.2 Wider Context and Visual Elements

3.2.1 The locality of the Site is considered as urban fringe landscape character, predominantly surrounded by low-rise residential blocks, village developments, warehouses, open storages and industrial uses. The V portion of the Site is part of a larger V zone bounded by Ping Ha Road (north), Castle Peak Road (South) and Ping Kwai Road (West) while the CDA portion of the Site is part of a larger CDA zone bounded by "G/IC" zone (North), "V" zone (east) and Castle Peak Road (South).

3.2.2 According to para. 4.8 of the TPB PG No. 41, visual elements that are currently existing or planned within the assessment area should be identified, as it may affect the overall visual outlook. The key visual elements include major physical structures, visual resources or attractors (e.g. the harbor, natural coastline, ridgeline, mountain backdrop, woodland, streams, etc.) detractors or visual eyesores (e.g. pylons, sewage treatment plants, refuse collection points, ventilation shaft buildings, quarries, etc.). The visual elements may be enhanced, degraded or neutralized by the overall visual impact of the given development.

3.2.3 The key visual elements of an area is shaped by a combined composition of all the visual elements which come into sight of the viewers. Key visual elements in the surrounding context of the Site are included in **Figure 1** and summarized below:

- Immediately adjacent to the west are 3-storey village houses, i.e. Weslen Garden, Ping Shan San Tsuen. To the north of the Site is green hill knoll while some vacant factory building along Ping Ha Road is located to the immediate eastern and northeast side. To further south of the Site across Castle Peak Road, there is an open space – Tong Yan San Tsuen Playground to the south.

- Further to the west of the villages and west of the Application Site is low-rise residential development, i.e. Imperial Villas, La Mansion while there is also low-rise residential development, namely Yan Wing Mansion, Green Orchid Towers, Ka On Garden to the further east of the Site.

- To the southwest across the Castle Peak Road are some Industrial developments including Sat Win Automobile Plaza, Chi Shing Centre, Sagawa Logistic Centre. There is a green knoll where well-known Ping Shan Tang Clan Gallery Cum Heritage Trail Visitors Centre situates to the north of the Site.

3.2.4 The existing visual quality of the Application Site can be regarded as **medium** on average. Despite the Site is located against a large green backdrop (the green hill knoll to the north), the unattractive and monotonous outlook of nearby village houses as well as vacant industrial buildings, open storages and warehouses in the surrounding degrade the visual quality of the area.

3.3 Statutory Zoning Context

3.3.1 The application site falls within an area at "V" zone (about **53.8%**) and "CDA" zone (about **46.2%**) on the Current OZP gazetted on 23.09.2022. The proposed development is about flat, shop and services, and social welfare facility (RCHE) uses, which would not be compatible with the planning intentions. Hence, the Applicant submits this S.12A rezoning application to fasten the land development and housing supply so as to comply with the town planning requirements.

4.0 THE PROPOSED DEVELOPMENT

4.1 The development proposal comprises of residential flat with shop and services (Site A) at **+13.60**mPD and RCHE (Site B) at **+12.60**mPD to the south and north of the Site respectively. In Site A, there are three residential towers ranging from **25-** to **27-**storey (Tower 1), **21-** to **23-**storey (Tower 2) and **23-** to **25-**storey (Tower 3) high on top of a communal basement carpark, emergency vehicular access (EVA) and common landscape areas. Building height of these residential building ranges from **+92.05**mPD to **+104.65**mPD. In Site B, there are one **8-**storey RCHE block (building height at **+39.85**mPD), carparks, EVA and common landscape areas. The typical floor plan and schematic section shall refer to drawings in same Rezoning Application.

4.2 Sensitive Design Measures

4.2.1 The Proposed Development adopts a series of sensitive design measures as follows:

- High-rise Tower 2 at Site A with top levels at +**92.05**mPD (**21-23** storeys) and Low-rise RCHE at Site B with top levels at **+39.85**mPD (**8-**storeys) would be carefully positioned at the northern portion of the Site respectively while the highrise blocks (Tower 1 and 3 at Site A) with top levels ranging from **+92.05**mPD to **+104.65**mPD (**25-27** storeys and **23-25** storeys) would be located at the western portion to achieve a distinct stepped building height profile descending from west to east and north.

- Underground car parking spaces and E&M facilities are provided at Site A to reduce overall building height and are hidden within the dense peripherical plantings.

- A 15m building separation is proposed between Tower 1 and Tower 3. A minimum separation distance of 12.5m has also been allocated, for instance, between Tower 2 and 3, and between Tower 1 and 2. Besides, void areas are provided on building elevation in these towers to enhance natural ventilation and visual permeability. The building design has struck a balance between the building separation and building height. If more building separation is provided among buildings, the height of the buildings will increase substantially which will cause further visual intrusion of the Development.

- A 8-storey RCHE is proposed at Site B at **12.60mPD** with top levels at **39.85mPD**. It is strategically located to the north of the Site which is more compatible with the low-rise village development at adjacent areas.

- Edge planting strips with minimum 1.5m wide are proposed along the boundary to form a soft-planted edges along the periphery of Site A and Site B. Ornamental tree, shrubs, groundcover along the site boundary will also help to screen the buildings. No building development is envisaged in these buffer planting areas.

- There are mature trees growing along the south and west outside the Application Site Boundary. The building footprint has been recessed from these boundaries and no major works are proposed in these areas in order to preserve the important landscape sources, including mature trees nos. **T01** to **T07, T09, T19** and **T23**. They will help to retain the existing visual amenity on Site and alleviate the visual intrusion of the Development during and after construction stages.

5.0 ASSESSMENT AREA

5.1 An initial assessment boundary or a visual envelope is delineated for the VIA in accordance with TPB PG-No. 41 based on ground inspection as shown on **Figure 2**. Given the existing topography, surrounding screen plantation and buildings, and lack of publicly accessible areas, the visual envelop is identified. This is evidenced by the Photographs from VPs 6, 8 and 9 located outside the visual envelope and from which the proposed development will not be visible (refer to **Figure 3**).

5.2 Another seven (7) VPs, i.e. VPs 1 to 5, 7 and 10 selected are considered to be representative for the VIA. The VP's selected include a popular public congregation point i.e. Ping Shan Tin Shui Wai Public Library, Ping Shan Lane Park, Junction of Ping Kwai Road and Ping Yeung Lane, footbridges (to east and west of the Site) across Castle Peak Road – Ping Shan Section, Tong Yan San Tsuen Road and Hang Mei Tsuen Park, which is frequented by members of the public visitors.

6.0 VIEWPOINTS ANALYSIS

6.1 As per para. 4.5 of TPB PG NO.-41, the VIA should focus on public views and local vantage points as these areas are easily accessible and popular to the public. The Visually Sensitive Receivers (VSRs) will also assess the impact on sensitive public viewers from the most influenced viewing points. This may include pedestrian passers-by in surrounding neighborhood and users of nearby parks/ open spaces. A range of public VPs are selected to effectively represent the public views in relation to the proposed development. **Seven** (**7**) public VPs have been selected for the VIA and are discussed below.

6.2 When selecting VPs, priority shall be given to major public open space, public focal points, existing/future pedestrian nodes, key pedestrian/ vehicular corridor, and existing major vistas will be considered as major visual sensitive viewpoint.

6.3 A brief evaluation of the identified VPs is outlined as below:

Viewpoint 1 – Ping Shan Tin Shui Wai Public Library (about 630m to the northwest of the Site)

6.3.1 This VP is selected to represent to the view of VSR 1 (users of the Library) and other potential VSRs from Tin Shui Wai West Rail Station. This VP is taken on the footbridge where is the main pedestrian path to the Library and to the adjacent development. This view captures the view of the green hill knolls and the village houses. The VSRs are the passengers of TSW West Rail Station and users of TSW Public Library. In light of its far distance to the Site and is transient in nature, the visual sensitivity is regarded as **Low**.

Viewpoint 2 – Ping Pak Lane Park (about 400m to the west of the Site)

6.3.2 Ping Pak Lane is an open space in the district with both active and passive recreational facilities including basketball courts and sitting-out area. This VP is taken from the children play area within the Park at a distance of about 400m to the west of the Site. This VP captures the view of the peripherical plantings of the Park and adjoining low-rise Imperial Villas. The visual sensitivity of this VP is **Medium**.

Viewpoint 3 – Junction of Ping Kwai Road and Ping Yeung Lane (about 200m to the west of the Site)

6.3.3 VP3 is taken at the junction of Ping Kwai Road and Ping Yeung Lane and is about 200m away from the Subject Site. This VP is selected to review the potential visual impact of the VSRs such as road users, cyclists and pedestrians. As this VP is very close in proximity to the Subject Site and there are moving vehicular traffic on Ping Kwai Road, the visual sensitivity of this VP is **Medium to High**.

Viewpoint 4 – Existing Footbridge (East) across Castle Peak Road – Ping Shan Section (about 150m to the east of the Site)

6.3.4 VP4 was taken form an existing footbridge over Castle Peak Road. The major VSRs are the occasional pedestrians who use this footbridge to and from their nearby destinations. VP4 is about 150m east of the Subject Site. In light of its transient nature, The visual sensitivity is regarded as **Medium**.

Viewpoint 5 – Tong Yan San Tsuen Road (about 150m to the south of the Site)

6.3.5 VP5 was taken at Tong Yan San Tsuen Road and is about 150m south of the Subject Site. This VP is selected to review the potential visual impact of the VSRs such as divers, pedestrian and users of Tong Yan San Tsuen Playground to the north of this VP. The visual sensitivity is regarded as **Medium** to **High** due to the transient nature of the VSRs.

Viewpoint 7 – Existing Footbridge (West) across Castle Peak Road – Ping Shan (about 270m to the southwest of the Site)

6.3.6 VP7 was taken form an existing footbridge over Castle Peak Road. It is frequently used by the general public and this VP is kinetic one. VP7 is about 270m west of the Subject Site. In view of the far distance, the visual sensitivity is regarded as **Medium**.

Viewpoint 10 – Hang Mei Tsuen Park

6.3.7 VP10 was taken at Hang Mei Tsuen Park which is a public viewing point for users of the Park and Ping Shan Heritage Trail. This VP captures the view of the village houses in the first tier and panoramic sky view. It is located approximate 150m to the northwest of the Site. In light of its close distance, the visual sensitivity of this VP is **Medium**.

Table1.0 Viewpoints Representing Identified VSRs

Viewpoints (VPs)	**Represented VSRs**	**Distance/ Direction**	**Nature of VP**	**Popularity by Public**	**Visual Sensitivity**
VP1: ***Ping Shan Tin Shui Wai Public Library***	VSR 1	Approx. 630m/ northwest	Transient	Frequent	Low
VP2: ***Ping Pak Lane Park***	VSR 2	Approx. 400m/ west	Active and Passive Recreation	Occasional	Medium
VP3: ***Ping Kwai Road and Ping Yeung Lane***	VSR 3	Approx. 200m/ west	Transient	Frequent	Medium to High
VP4: ***Existing Footbridge (East) across Castle Peak Road***	VSR 4	Approx. 150m/ east	Transient	Occasional	Medium
VP5: ***Tong Yan San Tsuen Road***	VSR 5	Approx. 150m/ south	Transient	Frequent	Medium to High
VP7: ***Existing Footbridge (West) across Castle Peak Road***	VSR 7	Approx. 270m/ southwest	Transient	Occasional	Medium
VP10: Hang Mei Tsuen Park	VSR10	Approx. 150m/ northwest	Passive Recreation	Occasional	Medium

7.0 ASSESSMENT OF VISUAL IMPACTS

7.1 This Section evaluates the visual impact of the Proposed Development. Reference is made to TPB PG-No. 41 and the following **Table 2.0** summarize the relevant appraisal components. In general, the visual appraisal has been carried out on the basis of visual composition, visual obstruction, effect on public viewers and effect on visual resources.

Table 2.0 Appraisal Components

Appraisal Components	**Major Considerations**
Visual Composition	Visual composition is the total visual effect of all the visual elements due to their variation in location, massing, height, disposition, scale, form, proportion and character vis-a-viz the overall visual backdrop. Visual composition may result in visual balance, compatibility, harmony, unity or contrast. The appraisal should have due regard to the overall visual context and character within the wider and local contexts.
Visual Obstruction	A development may cause views in its foreground or background to be intercepted or blocked. The appraisal should assess the degree of visual obstruction and loss of views or visual openness due to the proposed development from all key public viewing points within the assessment area.
Effect on Public Viewers	The effects of visual changes from key public viewing points with direct sightlines to the proposed development should be assessed and demonstrated in the VIA. The changes in views to the existing and future public viewers should be compared before and after the proposed development. The effects of the visual changes can be graded qualitatively in terms of magnitude as substantial, moderate, slight or negligible.
Effect on Visual Resources	The condition, quality and character of the assessment area may change positively or negatively as a result of a development. The applicant should appraise if the proposed development may improve or degrade the condition, quality and character of the assessment area, and appraise any on-site and off-site visual impact such as that on the visual resources, visual amenities, area of special character, natural and built heritage, sky view, streetscape, townscape and public realm related to the development.

7.2 TPB PG-No. 41 sets out the classifications of visual impact and its associated description. The classifications are tabulated below (**Table 3.0** refers) to appraise the Overall Visual Resultant Impact of the Proposed Development on the VPs (Para 4.11 of the HKPSG refers). This Section evaluates the visual impact of the Proposed Development as compared with the existing condition.

Table 3.0 Classification of Overall Resultant Visual Impact

Classification of Overall Resultant Visual Impact	**Description**
Enhanced	If the proposed development in overall term will improve the visual quality and complement the visual character of its setting from most of the identified key public viewing points.
Partly Enhanced/Partly Adverse	If the proposed development will exhibit enhance visual effects to some of the identified key public viewing points and at the same time, with or without mitigation measures, exhibit adverse visual effects to some other key public viewing points.
Negligible	If the proposed development will, with or without mitigation measures, in overall terms have insignificant visual effects to most of the identified key public viewing points, or the visual effects would be screened or filtered by other distracting visual elements in the assessment area.
Slightly Adverse	If the proposed development will, with or without mitigation measures, result in overall terms in some negative visual effects to most of the identified key public viewing points.
Moderately Adverse	If the proposed development will, with or without mitigation measures, result in overall terms in negative visual effects to most of the identified key public viewing points.
Significantly Adverse	If the proposed development will in overall terms cause serious and detrimental visual effects to most of the identified key public viewing points even with mitigation measures.

7.3 Photomontages have been prepared for VP1, VP2, VP3, VP4, VP5, VP7 and VP10 and are further assessed below. Please refer to **Figure 4 to 10** which illustrate the existing condition compared to the Proposed Development.

7.4 Viewpoint 1 – Ping Shan Tin Shui Wai Public Library

Visual Composition

7.4.1 VP 1 is located to the north of the Site and it represents the view from the users of the Ping Shan Tin Wai Public Library and Tin Shui Wai West Rail Station. This VP captures the view of village houses in the foreground while green hill knoll and the ridgeline are seen in the background. Although majority of the proposed development will be screened by the village houses and green hill knoll, the upper portion of the building blocks will be visible at this VP. Though with this new visual element, the view will remain as an ordinary townscape. The proposed Development will not change the visual composition of this VP.

Visual Obstruction

7.4.2 VSRs at this VP would have a panoramic view of low-rise village development and sky view but **Figure 4** captures the view towards the south only. As shown in **Figure 4**, the upper part of the residential Tower 1 & Tower 2 at Site A will become part of the visual elements in the background. Although the proposed Development will partially block the ridgeline of Tai Lam Country Park, the stepping height profile will help to add the visual interest to the Development. The visual obstruction due to the Proposed Development is **slight**.

Effect on Public Viewers

7.4.3 Given that the VP is a transient/kinetic one, the VSRs will only have an exposed view to the proposed development for a very short period of time and their visual sensitivity would be low. VSRs from this VP can still enjoy a good quality ridgeline and skyline and the proposed development will be viewed as part of the townscape of Ping Shan. The effect on the visual experience of the VSRs is **slightly adverse**.

Effect of Visual Resources

7.4.4 The existing village development in Ping Shan and the skyline are the major visual resources for VSRs at this VP. The proposed development will only form part of the townscape in harmony with surrounding developments. There would be **slight change** to the quality and character of the assessment area.

7.5 Viewpoint 2 – Ping Pak Lane Park

Visual Composition

7.5.1 VP2 is located to the west of the Site and it represents the view from the users of the Park. This VP captures the view of the children play equipment, planting within the Park and Imperial Villas in the first tier, and proposed Tower 1 at Site A of the proposed development in the background. The lower portion of building blocks at Site A and RCHE in Site B are largely screened off by the existing vegetation as shown in the photomontage presented in **Figure 5**. At present, the proposed Development is considered visually compatible with the surrounding environment. The proposed Development will affect the visual composition of this VP slightly.

Visual Obstruction

7.5.2 VSRs at this VP are currently enjoying an open sky view towards the Site. As observed in **Figure 5**, the existing vegetation would effectively screen off the majority of the proposed Development from this VP and the visual openness and sky view of this VP will only be affected slightly. The building height profile will not be visually incompatible with the surrounding context.

Effect on Public Viewers

7.5.3 It is observed that the Ping Pak Lane Park attracts a limited number of users on normal days. The number of users would increase during weekends. Their visual sensitivity is considered to be Medium as VSRs only involve a transient stay when staying, playing and gathering. Viewing from a medium distant, the potential visual impact associated with the proposed Development is **slight**.

Effect of Visual Resources

7.5.4 **Figure 5** shows the likely visual effect of the proposed development at this VP. As only minor upper portion of the proposed residential development could be viewed at this VP at a normal horizontal human eye level. As the proposed Development will form part of the townscape view which is in harmony with the surrounding context, the overall resultant visual impact due to the proposed development at this VP will be **slightly adverse**.

7.6 Viewpoint 3 – Junction of Ping Kwai Road and Ping Shan Ping Yeung Lane

Visual Composition

7.6.1 In the photomontage shown in **Figure 6**, the visual composition of this VP is dominant by existing village houses, i.e. Pin Shan San Tsuen and mature trees at the first tier as well as sky view in the background. The proposed residential towers will become a new visual element, although approx. half of Tower 1 at Site A and RCHE at Site B were screened, overall visual composition to this VP is affected.

Visual Obstruction

7.6.2 From this VP, VSRs are currently enjoying an open view towards the Site. As observed in **Figure 6**, the presence of the proposed development will inevitably affect the visual openness of the VP. The proposed Development has adopted a stepping height profile and building void in order to visual bulk of the building. RCHE in Site B is screened by the existing village house. Besides, the view that would be blocked by the proposed Development is just a normal open view without any special or prominent visual resources. The visual obstruction due to proposed Development is **Moderate**.

Effect on Public Viewers

7.6.3 VSRs at this VP only involve a transient stay when waiting for, boarding or alighting the bus or taxi. The VSRs would experience **moderate** visual changes as the visual openness will be affected.

Effect on Visual Resources

7.6.4 The proposed Development will change the skyline of the VP. With the stepping height profile which reduces the perceived visual mass, the proposed development would still have **Moderately adverse** impact on the visual resources.

7.7 Viewpoint 4 – Footbridge (to the East of the Site) across Castle Peak Road – Ping Shan Section

Visual Composition

7.7.1 VP4 was taken on elevated footbridge across Castle Peak Road to the east of the Site. VSRs at this VP are occasional passer-by. VSRs at this VP has a panoramic sky view and ridgeline of Yuen Tau Shan. The proposed residential blocks at Site A could be view behind the existing building blocks along Castle Peak Road and it will become a new and major visual element.

Visual Obstruction

7.7.2 Yet, the building heights of Tower 1 to 3 at Site A ranging from **+92.05mPD** to **+104.65mPD** and RCHE at **+39.85mPD** at Site B, step gradually downward from West to east and north to respect the local topography. As observed in **Figure 7**, the proposed Development will inevitably affect the existing open view at this VP. The sky view and ridgeline of Yuen Tau Shan will be affected and the visual openness will be reduced.

Effect on Public Viewers

7.7.3 Their visual sensitivity is considered Medium as VSRs at this VP only involve a transient stay. The residential blocks at Site A will be exposed to this VSR while the RCHE at Site B will be largely shielded by the Century Centre and existing roadside vegetation. By preserving the existing mature roadside vegetation and new tree planting within the Site, the visual impact at pedestrian level will be alleviated. Besides, the green boulevard along Castle Peak Road will be maintained. This visual change brought about by the proposed development would be **Substantial** as the visual openness will be affected.

Effect on Visual Resources

7.7.4 The stepping height of building, building voids and peripherical planting is important to reduce the perceived visual mass. The overall resultant visual impact due to the proposed development in this VP will be **Significantly adverse**.

7.8 Viewpoint 5 – Tong Yan San Tsuen Road

Visual Composition

7.8.1 In the photomontage shown in **Figure 8**, the proposed development with building heights ranging from **8** to **27** storeys at **+39.85mPD** to **+104.65mPD** will stand behind the lush vegetation of Tong Yan San Tsuen Playground, fuel depot and Castle Peak Road in the foreground while high-rise Ping Yan Court and the skyline will be formed as a backdrop. The proposed Development will become a new visual element to the visual composition of this VP.

Visual Obstruction

7.8.2 Yet, the building heights of Tower 1 to 3 at Site A ranging from **+92.05mPD** to **+104.65mPD** and RCHE at **+39.85mPD** at Site B, step gradually downward from west to east and north to reduce the visual bulkiness of the buildings. As observed in **Figure 8**, the proposed Development will inevitably affect the existing open view at this VP. The sky view will be affected and the visual openness will be reduced. Nevertheless, the view that would be blocked by the proposed Development is just a normal open view without any special or prominent visual resources.

Effect on Public Viewers

7.8.3 The existing VP is characterized by a panoramic sky view. This VP would represent the VSRs which are the pedestrian, vehicle drivers, users of Tong Yan San Tsuen Park and the duration over which the proposed Development would remain visible to them is short. Although the proposed Development will be viewed as part of the surrounding townscape, the VSRs would experience **substantial** visual change as the visual openness will be affected.

Effect on Visual Resources

7.8.4 The proposed Development will block the sky view of the VP and affect the visual openness. With the stepping height profile, 12.5m building separation between Tower 1 & 2 and void areas at building blocks that reduces the perceived visual mass, the proposed development would still have **significantly adverse** impacts on the visual resources.

7.9 Viewpoint 7 – Existing Footbridge (West) across Castle Peak Road – Ping Shan

Visual Composition

7.9.1 The existing view comprises the Castle Peak Road, roadside greenery and industrial blocks to south of the Site in the first tier while the high-rise residential development and extensive sky view could be seen in the background. As shown in **Figure 9**, the upper portion of the proposed Development could be view behind the existing roadside vegetation along Castle Peak Road and it will become a new visual element. There is slight change to the overall visual composition of the VP.

Visual Obstruction

7.9.2 VSRs at this VP would have a panoramic view of low-rise buildings and sky view but **Figure 9** captures the view towards east only. The upper portion of proposed Tower 1 at Site A will be exposed to VSRs while the RCHE at Site B would be screened by existing roadside greenery and existing low-rise buildings. It is observed that the proposed Development will affect **moderately** the existing visual openness of VP7.

Effect on Public Viewers

7.9.3 The VSRs at this VP on footbridges are mainly pedestrian on two sides of Castle Peak Road in transient nature. The VSRs will have an exposed view to the upper floors of proposed Tower 1 in a short period of time. The stepping building height and void areas on building has reduced the perceived visual change by the proposed development. The effect on the public viewers would be **Moderate**.

Effects of Visual Resources

7.9.4 The proposed Development will form part of the townscape view which is compatible to the surrounding context. As the proposed Development will change the skyline of the VP moderately, there would be **Moderate adverse** change to the quality and character of the assessment area.

7.10 Viewpoint 10 – Hang Mei Tsuen Park

Visual Composition

7.4.1 VP 10 is located to the northwest of the Site and it represents the view from users of the Park and pedestrian to the north of the Development. This VP captures the view of village houses in the foreground and extensive sky view in the background. Although majority of the Site A development will be screened by the village houses, the upper portion of Tower 1 and Tower 2 at Site A and RCHE at Site B will become a new visual element at this VP. There is slight change in nature of the view as it is.

Visual Obstruction

7.4.5 VSRs at this VP would have a panoramic sky view. As shown in **Figure 10**, the upper portion of the residential Tower 1 and Tower 2 at Site A and RCHE at Site B will become part of the visual elements in the background. Although the proposed Development will partially block the sky view, the stepping height profile will minimize the visual intrusion of the Development. The visual obstruction due to the Proposed Development is slight.

Effect on Public Viewers

7.4.6 VSRs will be the users of the playground and their sensitivity will be medium. VSRs from this VP can still enjoy a good quality sky view and the effect on the visual experience of the VSRs is **Slightly adverse**.

Effect of Visual Resources

7.4.7 The existing villages and the skyline are the major visual resources for VSRs at this VP. The proposed development will only form part of the townscape in harmony with surrounding developments. There would be **slight change** to the quality and character of the assessment area.

8.0 CONCLUSION

8.1 Based on the analysis on the appraisal of visual impact on Visual Composition, Visual Obstruction, Effect on Public Views and Effect on Visual Resources, **Table 4.0** below presents the overall visual impact caused by the proposed development to the VSRs represented in each VP.

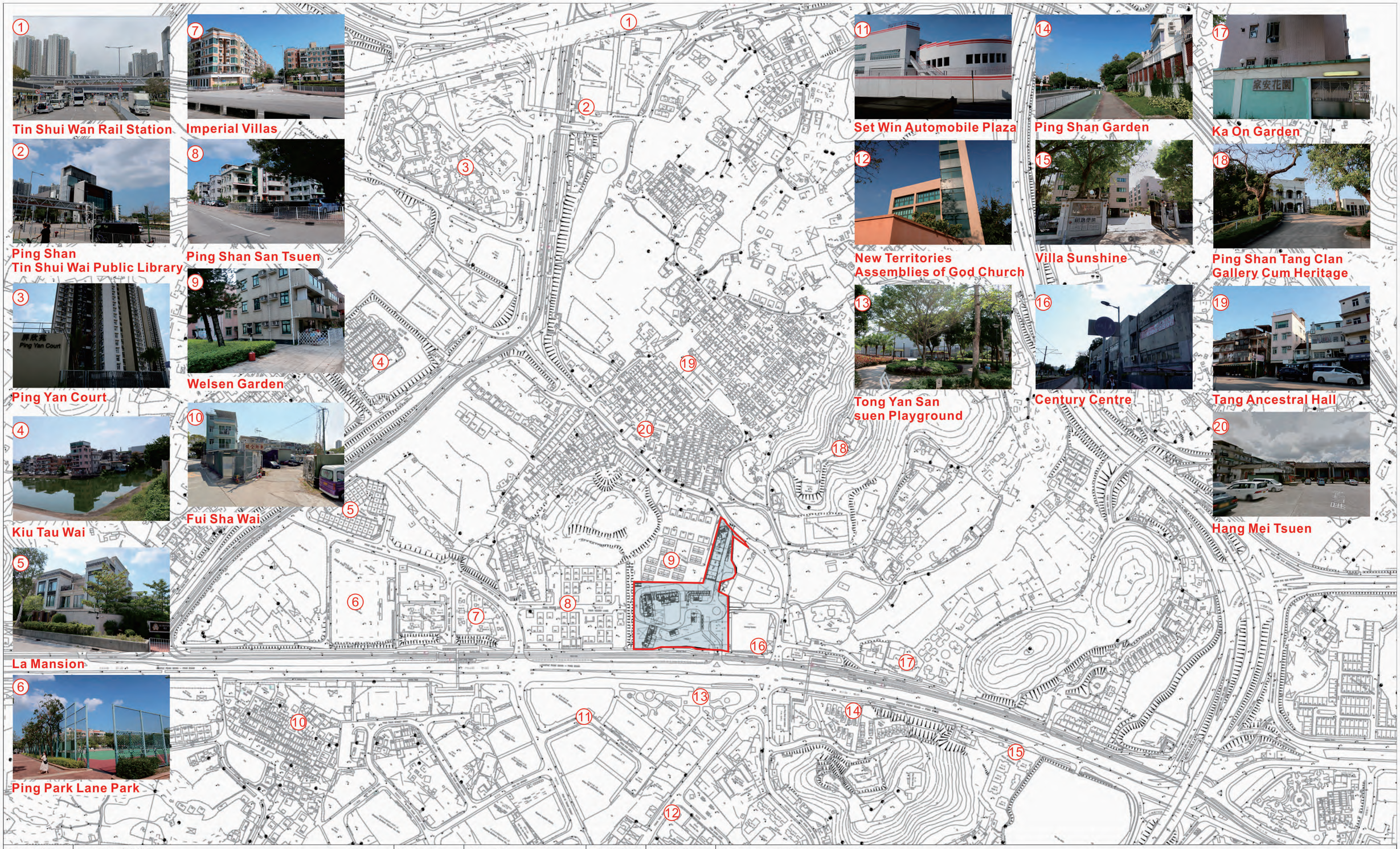
Table 4.0 Summary of Assessment of Visual Impact at the Viewpoints

Viewpoint	**Location**	**Visual Impact due to Proposed Development Scheme**
VP1	***Ping Shan Tin Shui Wai Public Library***	Slightly Adverse
VP2	***Ping Pak Lane Park***	Slightly Adverse
VP3	***Ping Kwai Road and Ping Yeung Lane***	Moderately Adverse
VP4	***Existing Footbridge (East) across Castle Peak Road***	Significantly Adverse
VP5	***Tong Yan San Tsuen Road***	Significantly Adverse
VP7	***Existing Footbridge (West) across Castle Peak Road***	Moderately Adverse
VP10	***Hang Mei Tsuen Park***	Slight Adverse

8.2 The proposed development has provided sensitive mitigation measures like stepped building height, building voids, building separation with the surrounding development. This helps to improve the visual permeability and visual openness and enhance the visual experience of the VSRs.

8.3 The visual change to VSRs represent by VR1: ***Ping Shan Tin Shui Wai Public Library,*** VP2: ***Ping Pak Lane Park*** and VP10: ***Hang Mei Tsuen Park*** are **slightly adverse**. Besides, the proposed Development will affect the visual openness and obstruct the skyline for some of the VPs especially for VP3 – Ping Kwai Road and Ping Yueng Lane and VP7 – Existing Footbridge (West) across Castle Peak Road. The visual change for these VSRs will be **moderately adverse**. VP4 and VP5 is located in short distance and the VSRs is in transient nature, the visual impact to the VSRs is **Significantly Adverse**.

8.4 This VIA therefore concludes that resultant overall visual impact of the proposed development at the Site would be **slightly to Significantly adverse** in terms of visual impact. The proposed development will in overall terms have some negative visual effects to most of the identified key public view points.



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PROPOSED RESIDENTIAL DEVELOPMENT AND SOCIAL WELFARE FACILITY (RESIDENTIAL CARE HOME FOR THE ELDERLY) AT VARIOUS LOTS IN DD121 & DD122, PING SHAN, YUEN LONG

DRAWING TITLE 圖紙名稱
Photos of Visual Elements in Surrounding Area

SCALE 比例: N.T.S.
DATE 日期: AUG 2021
REVISION 校訂: 1:5000
DRAWING NUMBER 圖號: FIGURE 1

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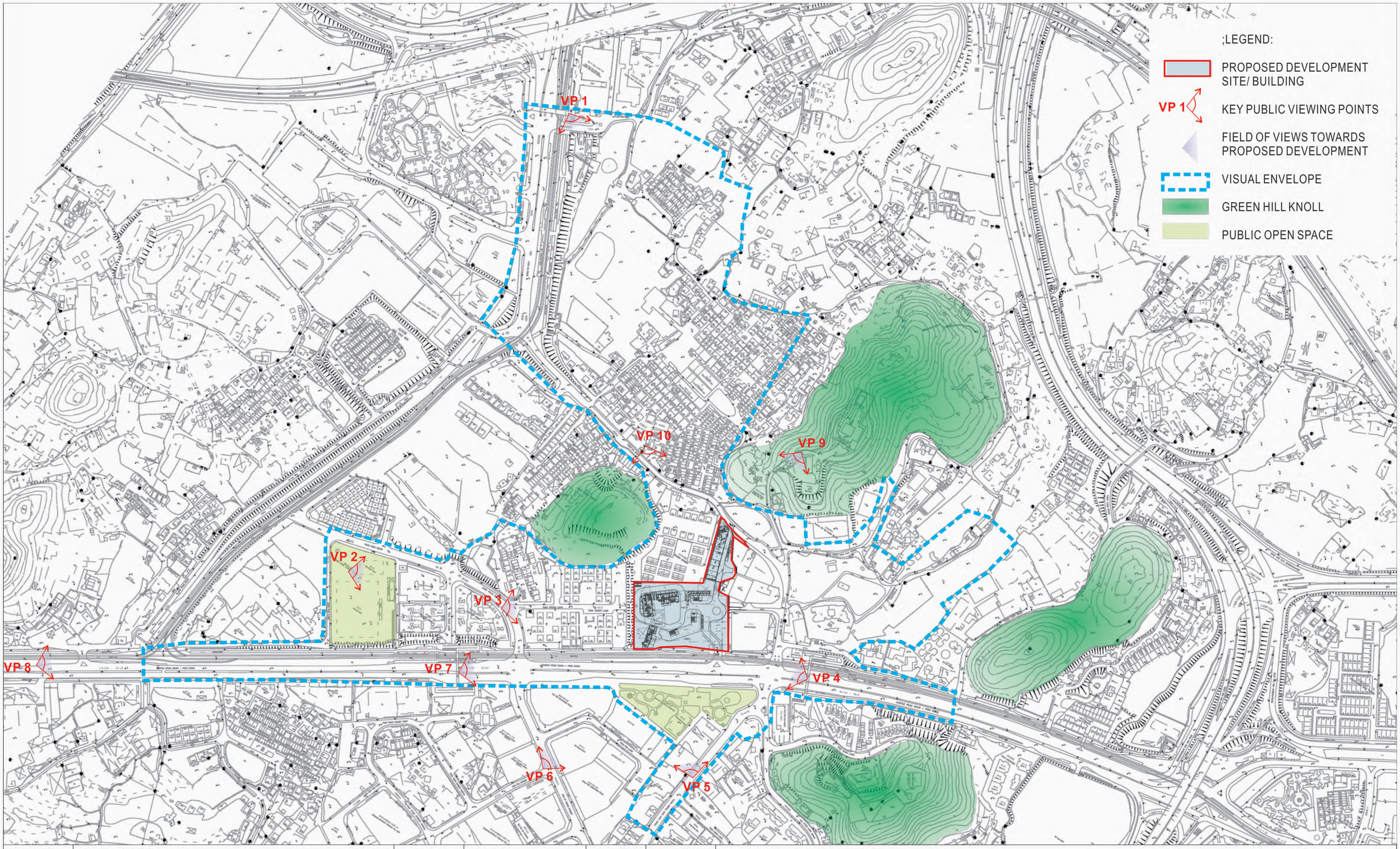

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Location of Viewpoints

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VP 6: San Fui Street

VP 8: Castle Peak Road - Hung Shui Kui Section

VP 9: Ping Shan Tang Clan Gallery Cum Heritage

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DRAWING TITLE 圖紙名稱
Unsuitable Selected Viewing Points (VP 6, VP 8 and VP 9) for VIA

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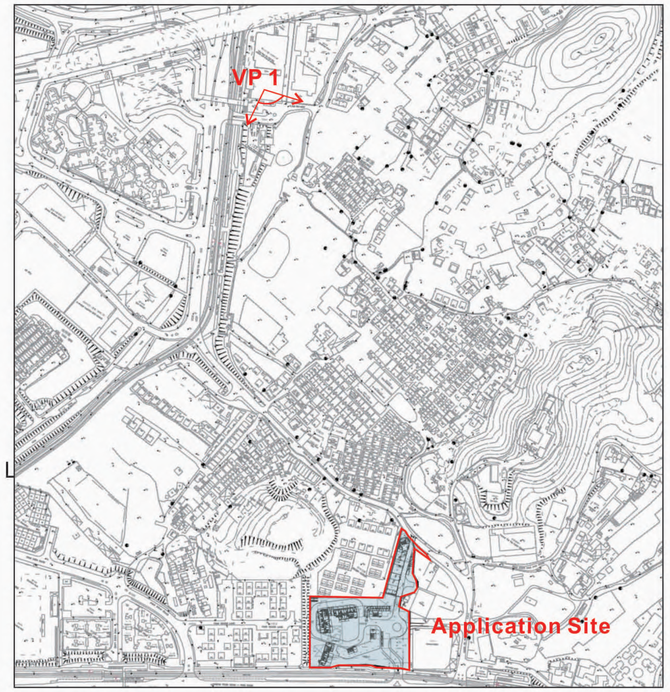

Key Plan

VP 1: View looking towards the Subject Site from Ping Shan Tin Shui Wai Public Library (Existing Situation)

VP 1: View looking towards the Subject Site from Ping Shan Tin Shui Wai Public Library (with Proposed Scheme)

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Viewpoint 1: Ping Shan Tin Shui Wai Public Library

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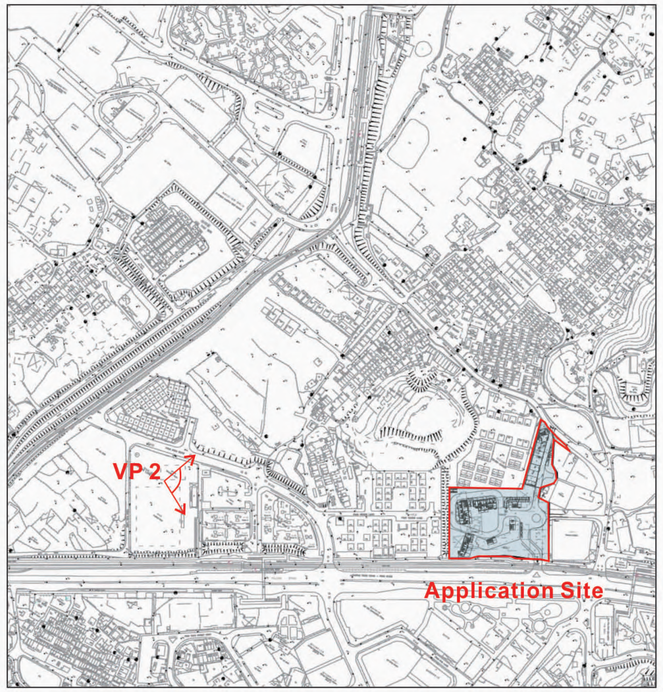

Key Plan

VP 2: View looking towards the Subject Site from Ping Pak Lane Park (Existing Situation)

VP 2: View looking towards the Subject Site from Ping Park Lane Park (with Proposed Scheme)

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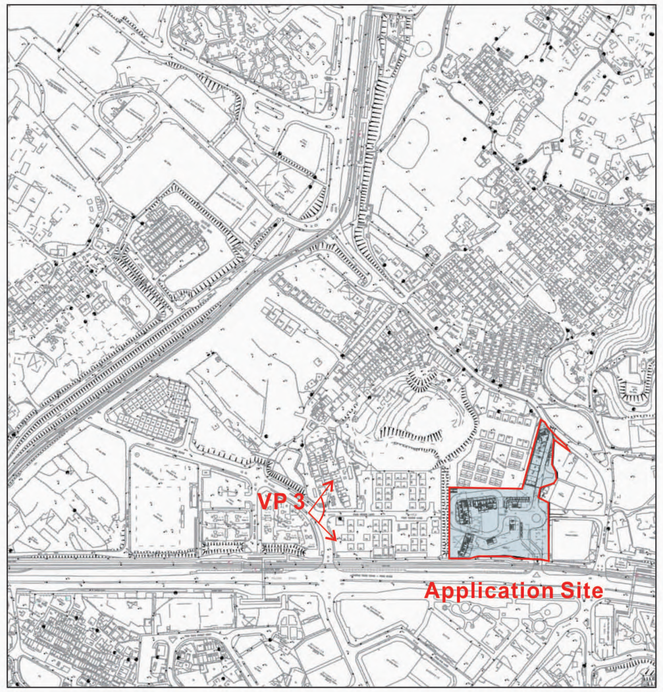
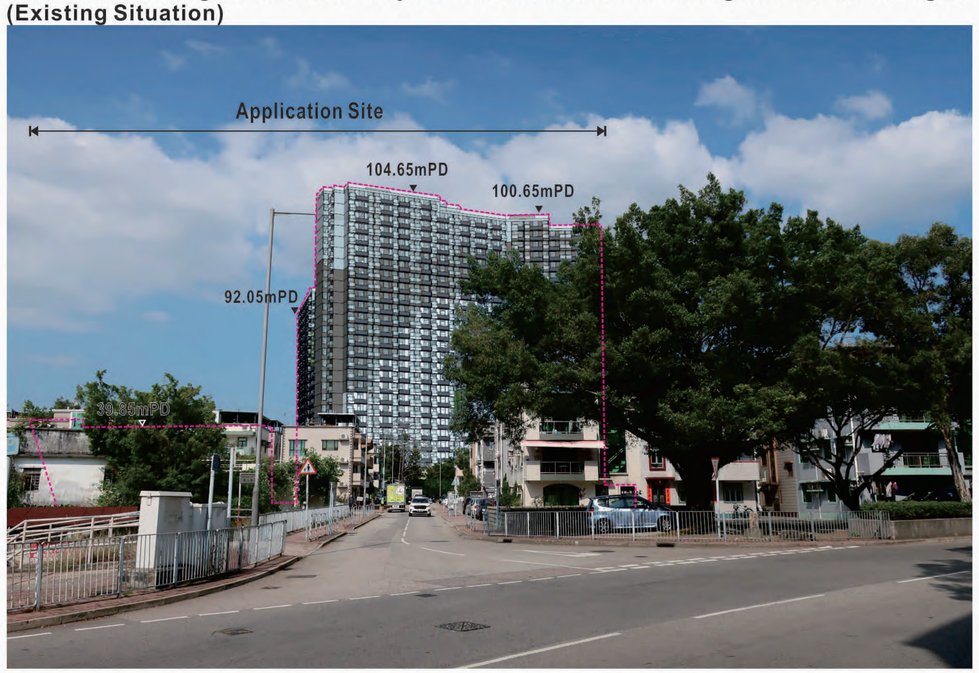


Key Plan

VP 3: View looking towards the Subject Site from Junction of Ping Kwai Road & Ping Yeung Lane (Existing Situation)



VP 3: View looking towards the Subject Site from Junction of Ping Kwai Road & Ping Yeung Lane (with Proposed Scheme)

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Viewpoint 3: Junction of Ping Kwai Road & Ping Yeung Lane

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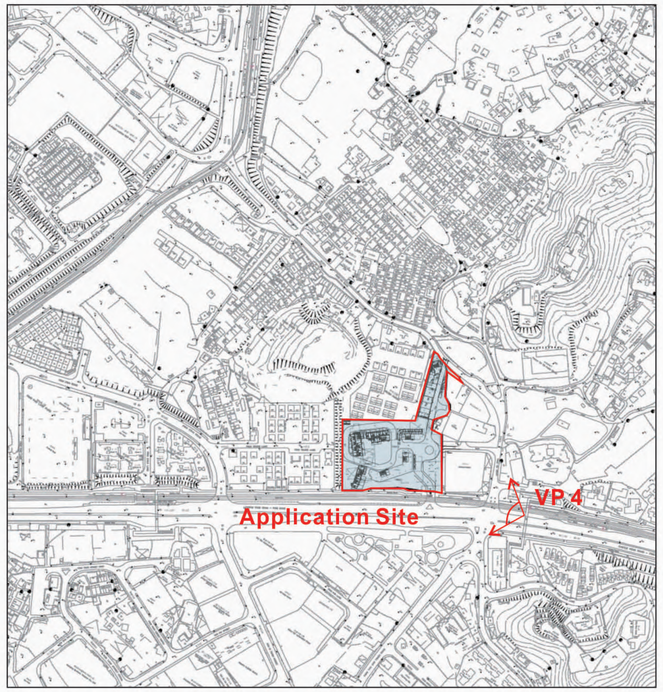
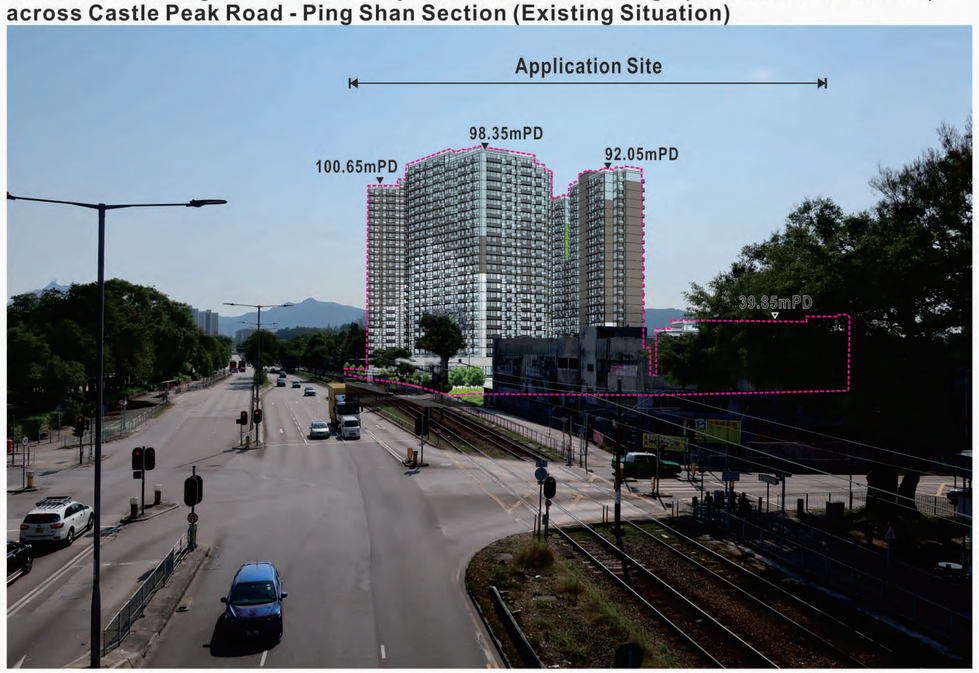


Key Plan

VP 4: View looking towards the Subject Site from Footbridge (to the East of the Site) across Castle Peak Road - Ping Shan Section (Existing Situation)



VP 4: View looking towards the Subject Site from Footbridge (to the East of the Site) across Castle Peak Road - Ping Shan Section (with Proposed Scheme)

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Viewpoint 4: Footbrige Across Castle Peak Road - Ping Shan Section

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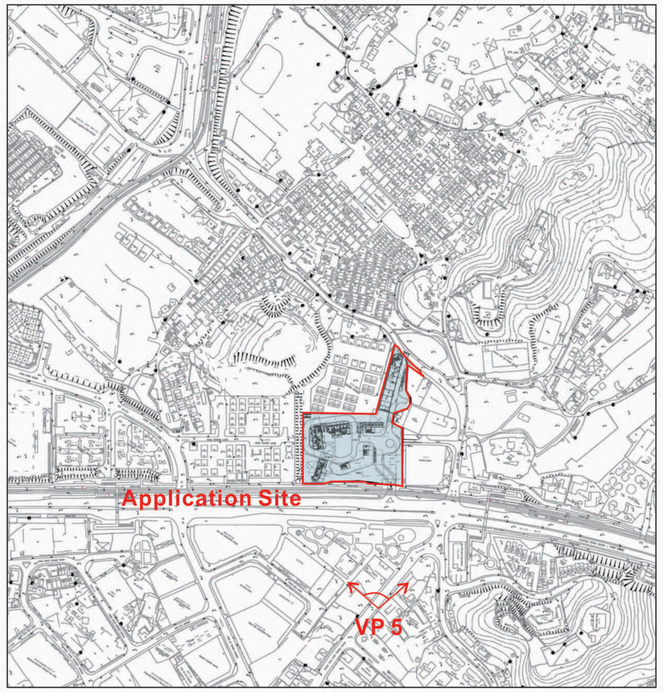
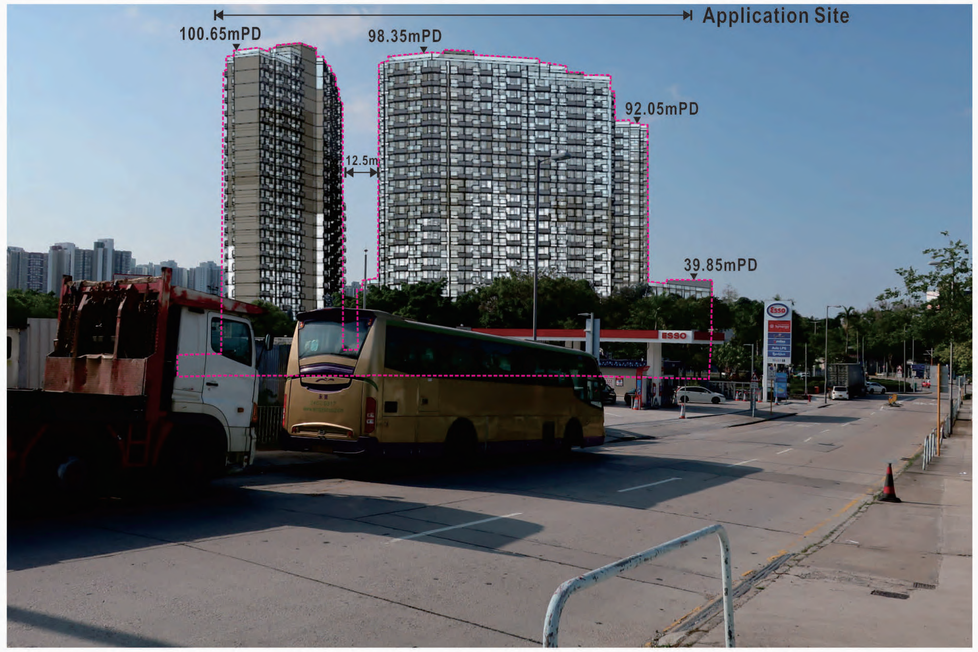


Key Plan

VP 5: View looking towards the Subject Site from Tong Yan San Tsuen Road (Existing Situation)



VP 5: View looking towards the Subject Site from Tong Yan San Tsuen Road (with Proposed Scheme)

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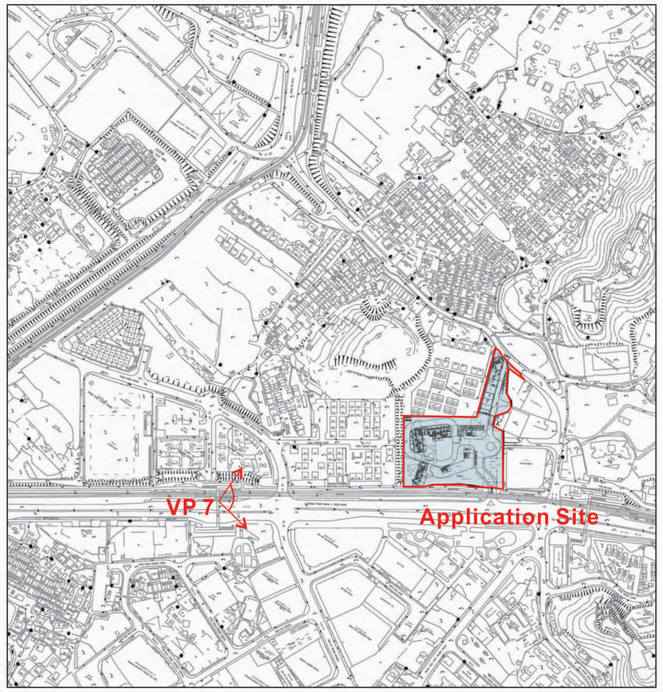
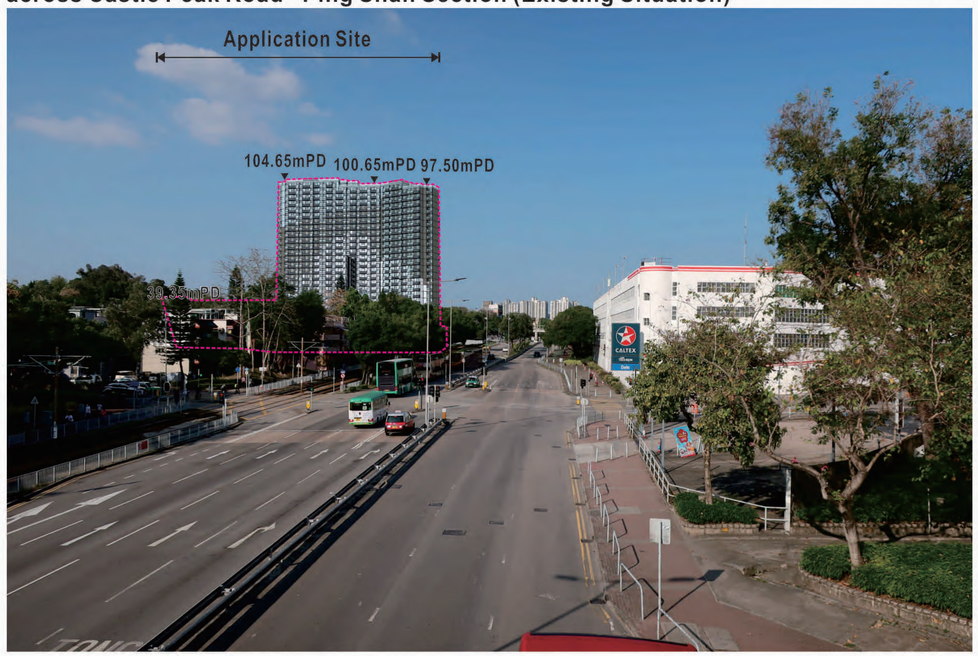


Key Plan

VP 7: View looking towards the Subject Site from Footbridge (to the West of the Site) across Castle Peak Road - Ping Shan Section (Existing Situation)



VP 7: View looking towards the Subject Site from Footbridge (to the West of the Site) across Castle Peak Road - Ping Shan Section (with Proposed Scheme)

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Viewpoint 7: Footbridge across Castle Peak Road - Ping Shan Section

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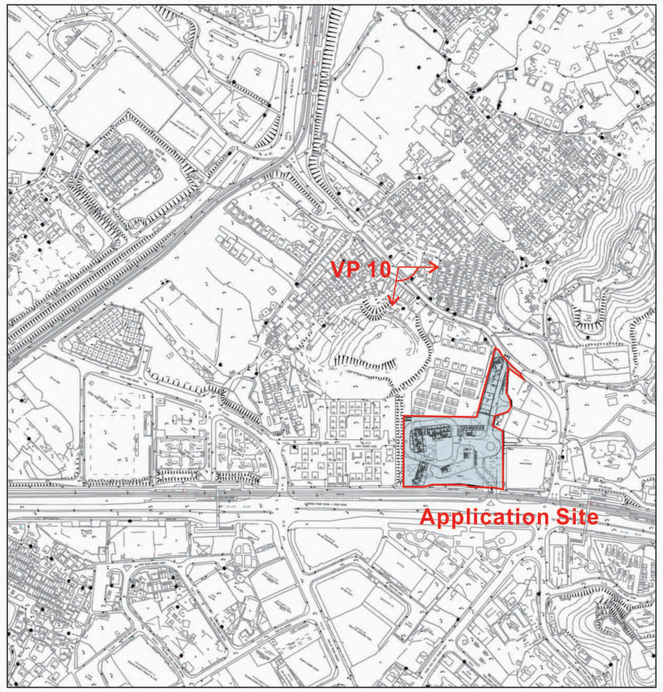
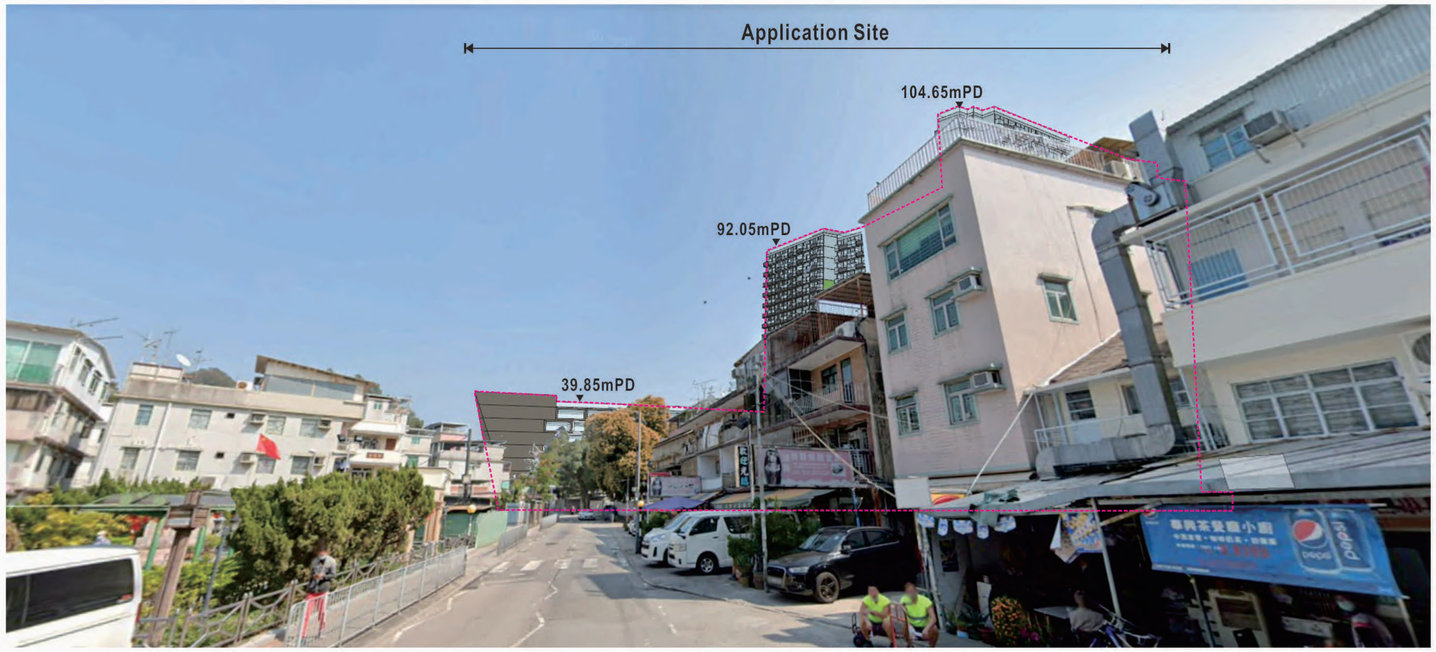


VP 10: View looking towards the Subject Site from Hang Mei Tsuen Park (Existing Situation)



VP 10: View looking towards the Subject Site Hang Mei Tsuen Park (with Proposed Scheme)

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DRAWING TITLE 圖紙名稱
Viewpoint 10: Hang Mei Tsuen Park

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Appendix 9

Water Supply Impact Assessment

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D03 Water Supply Impact Assessment

Section 12A Rezoning Application - Request for Amendment to the Approved Ping Shan Outline Zoning Plan No. S/YL-PS/20 from "Village Type Development" Zone and "Comprehensive Development Area" Zone to "Residential (Group B) 2" Zone at Various Lots in D.D 121 and D.D. 122 and Adjoining Government Land, Ping Shan, Yuen Long, New Territories

Reference No. 7076914
Prepared for On Billion International Ltd

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REVISION NO.	DATE	PREPARED BY	REVIEWED BY	APPROVED BY
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Important Notice

This report is confidential and is provided solely for the purposes of supporting Section 12A Rezoning Application - Request for Amendment to the Approved Ping Shan Outline Zoning Plan No. S/YL-PS/20 from "Village Type Development" Zone and "Comprehensive Development Area" Zone to "Residential (Group B) 2" Zone at Various Lots in D.D 121 and D.D. 122 and Adjoining Government Land, Ping Shan, Yuen Long, New Territories. This report is provided pursuant to a Consultancy Agreement between SMEC Asia Limited ("SMEC") and On Billion International Ltd, under which SMEC undertook to perform specific and limited tasks for On Billion International Ltd. This report is strictly limited to the matters stated in it and subject to the various assumptions, qualifications and limitations in it and does not apply by implication to other matters. SMEC makes no representation that the scope, assumptions, qualifications and exclusions set out in this report will be suitable or sufficient for other purposes nor that the content of the report covers all matters which you may regard as material for your purposes.

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The report supersedes all previous draft or interim reports, whether written or presented orally, before the date of this report. This report has not and will not be updated for events or transactions occurring after the date of the report or any other matters t might have a material effect on its contents or which come to light after the date of the report. SMEC is not obliged to inform you of any such event, transaction or matter nor to update the report for anything that occurs, or of which SMEC becomes aware, after the date of this report.

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1 INTRODUCTION

1.1 Project Background

With reference to the Policy Addresses in recent years including the latest one, Policy Address 2020, the key concerns include housing supply and elderly care service which is one of the improvements of people's livelihood. In order to address the aforementioned needs, it is planned to redevelop a land with an area of approximately 14,536m^2 comprising four lots in D.D. 121 and D.D. 122, and the adjoining unallocated land of about 2,381m^2, Ping Shan, Yuen Long, New Territories, into Residential Care Home for the Elderly ("RCHE") and Residential Development ("the Site" or "the Proposed Development").

For the Proposed Development comprising RCHE and Residential Development with three residential blocks, a rezoning application under Section 12A of the *Town Planning Ordinance* ("TPO") is required to rezone the Site from "V" and "CDA" zones to "Residential (Group B)2" ("R(B)2") zone under Column 1 was made (Application No.: Y/YL-PS/4). The rezoning application was approved on 22 April 2022.

As the project proponent intend to increase the plot ratio of the Proposed Development to further cope with elderly services and housing supply, a new rezoning application under Section 12A of the TPO is required.

To further cope with the elderly services and housing supply, it is proposed to increase the plot ratio of the Proposed Development. In this regard, a new rezoning application under Section 12A of the TPO shall be required. SMEC Asia Ltd ("SMEC") has been commissioned by On Billion International Ltd to conduct this Water Supply Impact Assessment ("WSIA") to support the new rezoning application.

1.2 Site Description

The Site is located in urban area at Ping Shan, Yuen Long, which is an existing logistic plant mainly used for storage and its northern part are open car park. As shown on ***Figure 1-1***, Castle Peak Road (Ping Shan) section is located to the immediate south of the Site that runs along the east-west direction. Light Rail Transit ("LRT") is also located to south of the Site running along the Castle Peak Road (Ping Shan) section. Across the opposite site of Castle Peak Road (Ping Shan) Section, there are mainly residential blocks, playground and gardens. In addition, Ping Ha Road originates to the east of the Site. It runs along south-north direction. It further turns around and is connected to the north of the Site, and it subsequently runs along the east-west direction and connected to the Ping Shan Heritage Trail to the northwest of the Site. The Site is mainly surrounded by warehouse for storages, factories, and scattered residential premises to the east and north, and to the west of the Site. An abandoned Former Tat Tak Public School is located to the northeast of the Site.

1.3 Project Description

The Proposed Development will tentatively comprise a RCHE and child care center as a Social Welfare Facility and a residential development with the following components:

- Three Residential Buildings
- One Club house
- One Swimming Pool
- Retail Shops and Services

1.4 Objective of the Report

The objectives of this WSIA are to:

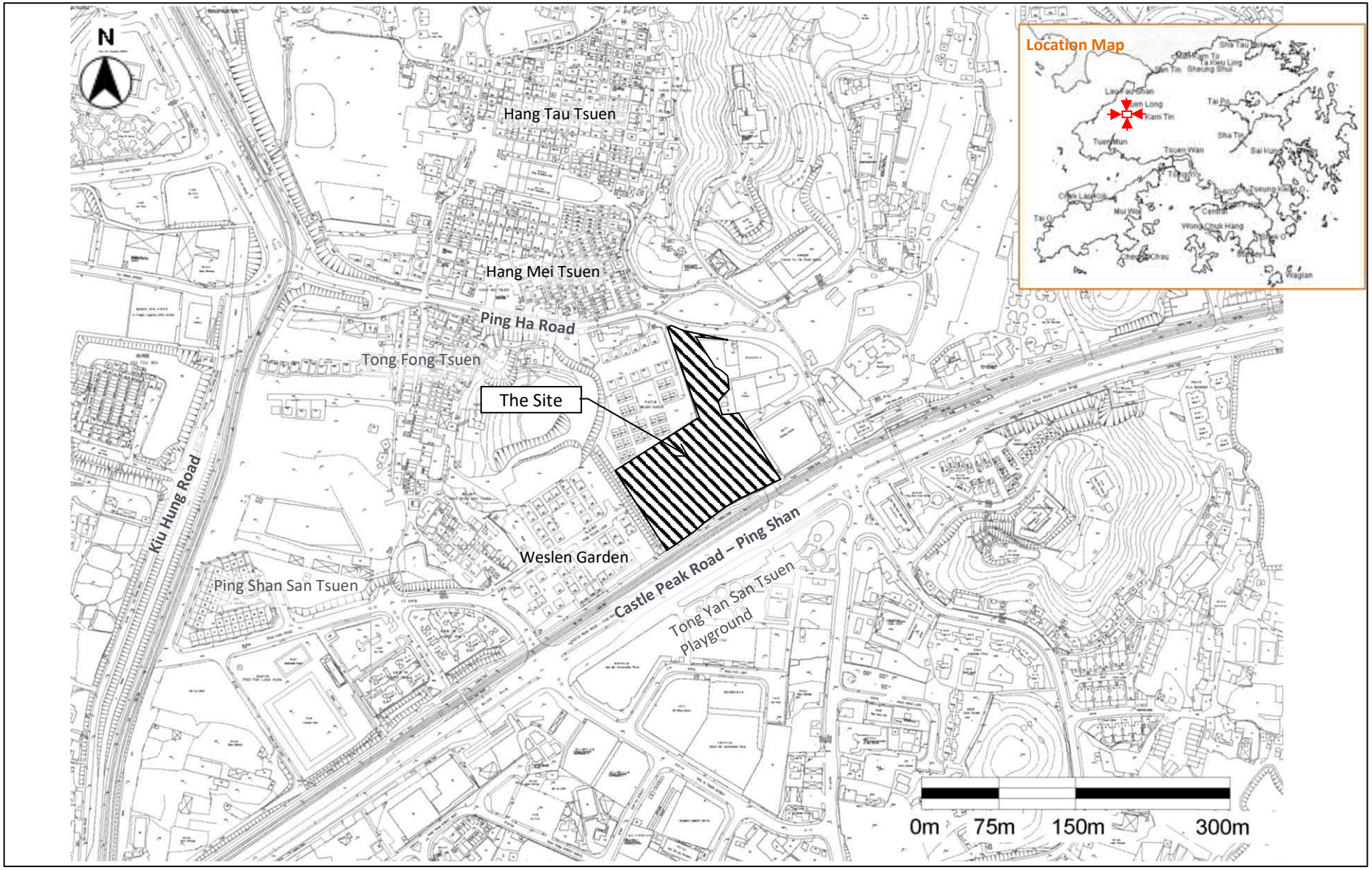
- Assess the potential impacts of the Proposed Development on the Water Supplies Department ("WSD") installations and water mains; and
- Recommend the necessary mitigation measures to alleviate the impacts.

1.5 Reference Materials

In evaluating the water supply impact arising from the Proposed Development, the following documents have been referred to:

- The website of WSD, http://www.wsd.gov.hk/en/home/index.html;
- Freshwater Mains Record Plans (W67880/06-NW-08C, 06-NW-08D, 06-NW-09C, 06-NW-13A, 06-NW-13B and 06-NW-14A) and Salt Water Mains Record Plans (W67881/06-NW-08C, 06-NW-08D, 06-NW-09C, 06-NW-13A, 06-NW-13B and 06-NW-14A) provided by WSD on 17 January 2022;
- Departmental Instruction No. 1309 (DI No. 1309) issued by WSD;
- *Guidelines for Estimating Sewage Flows for Sewage Infrastructure Planning Version 1.0* ("GESF"), published by the Environmental Protection Department ("EPD"), March 2005.

Figure 1-1 Site Location and its Environs



2 DESCRIPTION OF EXISTING CONDITIONS

2.1 Existing Water Supply

Copies of Freshwater Mains Record Plans (W67880/06-NW-08C, 06-NW-08D, 06-NW-09C, 06-NW-13A, 06-NW-13B and 06-NW-14A) and Salt Water Mains Record Plans (W67881/06-NW-08C, 06-NW-08D, 06-NW-09C, 06-NW-13A, 06-NW-13B and 06-NW-14A) were obtained from WSD. The relevant drawings related to the Site are in **Appendix A**.

The plans indicate that existing freshwater mains and saltwater mains are located to the South and Northeast of the Site, running along Castle Peak Road and Ping Ha Road.

Details of existing freshwater and saltwater mains connections to the Site that are maintained by WSD are summarised below:

- **Freshwater Mains.** To the south of the Site, there is a freshwater supply main of 750mm diameter ductile iron pipe running along Castle Peak Road, which includes several connection points branching off to connect with ductile iron pipes of 300mm diameter. To the northeast of the Site, there are two freshwater supply ductile iron pipes running along Ping Ha Road, 300mm diameter and 150mm diameter respectively. The design supply pressure for the freshwater supply pipeline is 15 to 30m head [Ref.#1]; and
- **Saltwater Mains.** To the south of the Site across the Castle Peak Road there is a saltwater supply main of 700mm diameter steel pipe. It branches off to 150mm diameter polyethylene pipes running along Ping Ha Road that is located at the Northeast of the Site. The design supply pressure for the saltwater supply pipeline is 15m head.[Ref.#2]

[1]. WSD Performance Pledge 2021-2022, https://www.wsd.gov.hk/en/about-us/performance-targets-and-achievements/index.html

[2]. WSD Performance Pledge 2021-2022, https://www.wsd.gov.hk/en/about-us/performance-targets-and-achievements/index.html

3 WATER SUPPLY ANALYSIS

3.1 Assumptions and Methodology

Potential fresh water supply impact during the construction stage of the Proposed Development is not addressed in this assessment as water usage for construction purpose would be negligible.

In order to assess the acceptability of impacts arising from the operation of the Proposed Development upon the existing water supply system, demands for freshwater and salt water for Proposed Development were estimated.

3.2 Water Demand Estimation

The estimation of water demand and peaking factors adopted in this assessment are referenced from the Departmental Instruction No. 1309 (DI No. 1309) issued by WSD and GESF issued by EPD. ***Table 3.1*** below shows the unit demand for the key freshwater and flushing water uses of the Proposed Development.

Table 3.1 Water Demand Estimation

POPULATION TYPE	FRESHWATER UNIT DEMAND (L/PERSON/DAY)	FLUSHING WATER UNIT DEMAND (L/PERSON/DAY)	REFERENCE
Resident	230	70	WSD DI No. 1309 EPD GESF
General Employee	280	50	

The peaking factor adopted for proposed freshwater and flushing water in distribution mains is 3.0 and 2.0 respectively.

Estimation for peak fresh water and salt water consumption for the Proposed Development is presented in Table 3.2 and Appendix B.

Table 3.2 Estimated Fresh Water and Salt Water Demand from the Proposed Development

DESCRIPTION	DAILY WATER DEMAND OF PROPOSED DEVELOPMENT (m^3/DAY)	PEAKING FACTOR	PEAK DEMAND (m^3/DAY)
Freshwater	1,166	3	3,499
Flushing Water	348	2	696

3.3 Water Supply Estimation

As described in ***Section 2***, there are existing freshwater main and salt water main at on the Northeast and South of the Site. Assuming the freshwater for the Site will be sourced from the DN750 located at the South of the Site and the saltwater will be sourced from the DN150 located at the Northeast of the Site, assume velocity is ranging 1-3m/s, the capacity and utilization ratio of each is estimated in ***Table 3.3*** below:

Table 3.3 Water Supply Estimation

DESCRIPTION	PEAK DEMAND (m^3/DAY)	PEAK DEMAND (m^3/S)	SUPPLY MAIN NOMINAL DIAMETER (mm)	ASSUME VELOCITY (m/s)	PIPE CAPACITY (m^3/s)	UTILISATION RATIO
Freshwater	1,166	3,499	750	3	1.33	3%
				1	0.44	9%
Flushing Water	348	696	150	3	0.05	15%
				1	0.02	46%

3.4 Impact Assessment

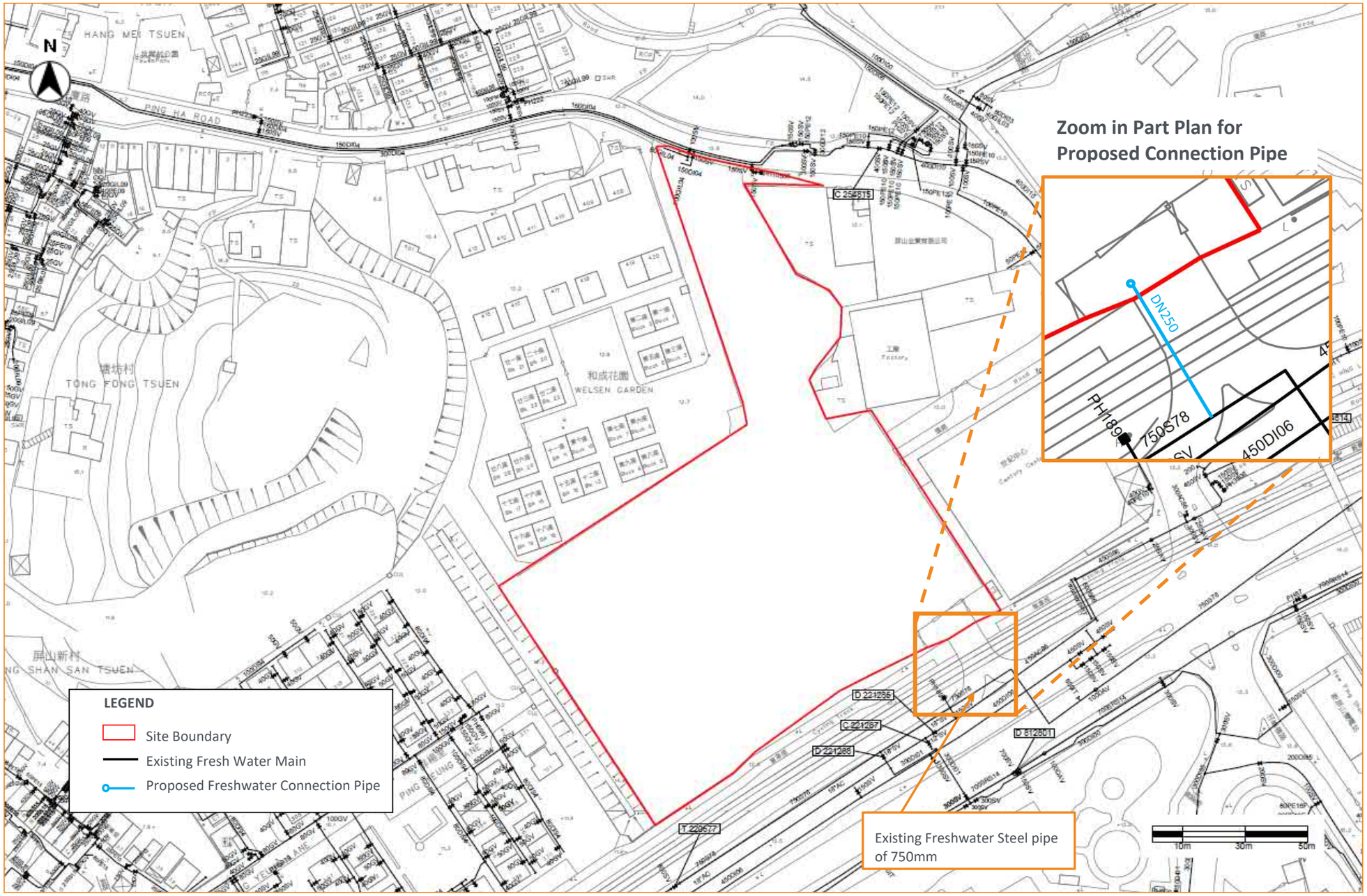
As indicated in ***Table 3.3***, the estimated peak freshwater and saltwater demand is about 3-9% of the Freshwater main capacity and 15-46% of the Salt water main capacity. It is noted water mains from WSD have been designed with pressure of 15 to 30m for freshwater pipelines and 15m head for saltwater pipelines, this means the actual capacity available in the water main will be more than enough. No adverse impact is anticipated due to the Proposed Development.

Water supply for the Proposed Development is proposed to be provided via a connection pipe of DN250 sourcing from the existing DN750 for freshwater and a connection pipe of DN100 sourcing from the DN150 for salt water. Existing fresh water supply and salt water supply and the proposed connection are indicated in ***Figure 3-1*** and ***Figure 3-2***. The utilization ratio is about 55% for DN250 freshwater pipe and 68% for DN100 salt water pipe, see ***Table 3.4*** below. Therefore, no adverse impact is anticipated due to the Proposed Development.

Table 3.4 Capacity Check for Impact Assessment

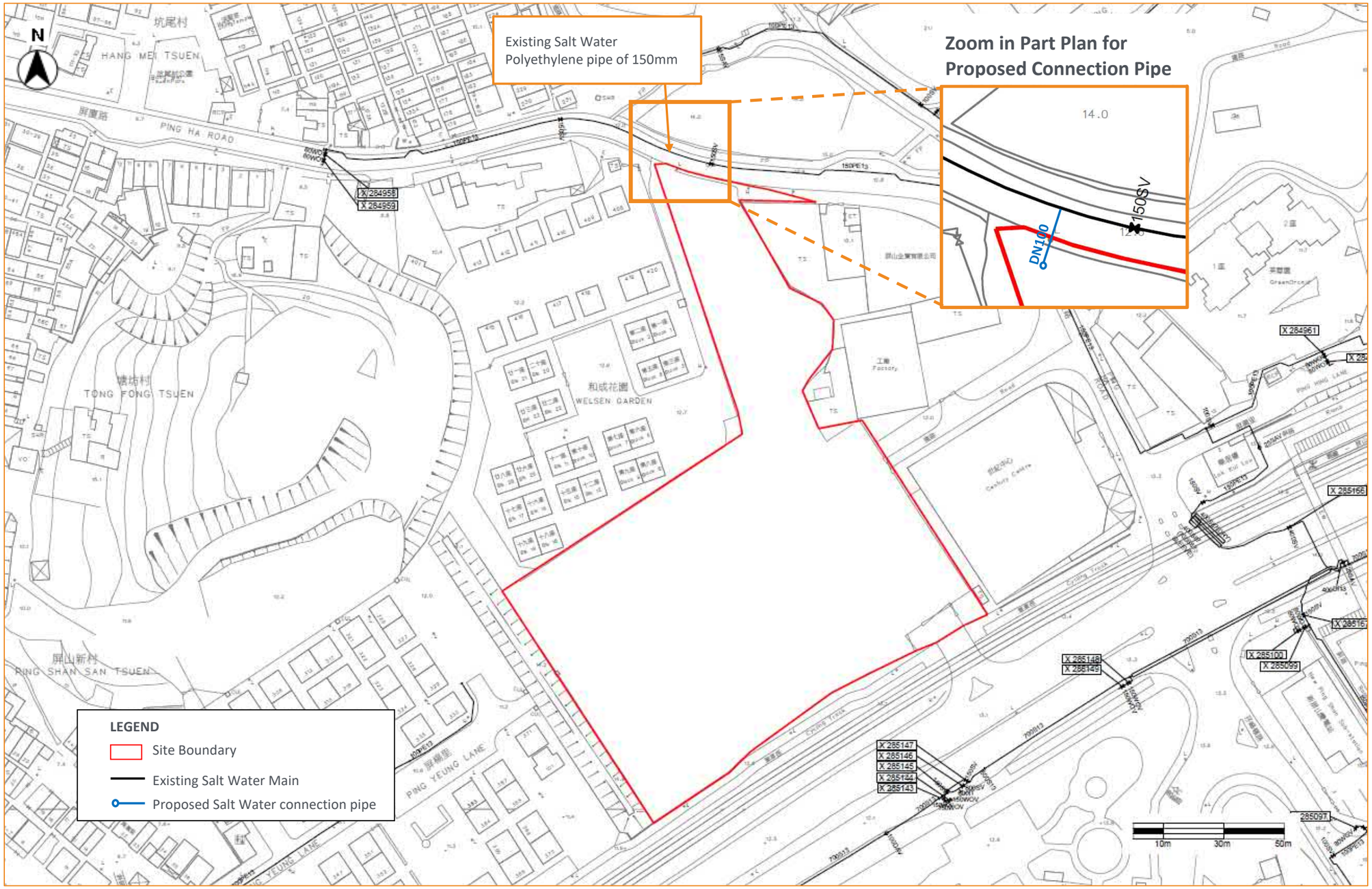
DESCRIPTION	PEAK DEMAND (m^3/DAY)	PEAK DEMAND (m^3/S)	FRESHWATER SUPPLY MAIN NOMINAL DIAMETER (mm)	ASSUME VELOCITY (m/s)	PIPE CAPACITY (m^3/s)	UTILISATION RATIO
Freshwater	3,499	0.041	250	1.5	0.074	55%
Flushing Water	696	0.012	100	1.5	0.012	68%

Figure 3-1 Existing Freshwater Mains and Proposed Freshwater Connection Pipe for the Site



Source: WSD Drawing no. : W67880-06-NW-08D and 06-NW-13B

Figure 3-2 Existing Salt Water Main and Proposed Salt Water Connection Pipe for the Site



4 CONCLUSION

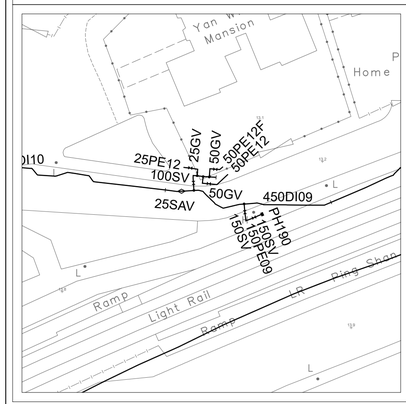
A Water Supply Impact Assessment ("WSIA") has been conducted to evaluate the possible impacts on the existing freshwater and saltwater mains supply during the operation of the Project.

The peak estimated freshwater and salt water demand from the Proposed Development are about 3,499 m^3/day and 696 m^3/day respectively. The estimated peak freshwater and saltwater demand is about 3-9% of the Freshwater main capacity and 15-46% of the salt water main capacity. The results indicate that the capacity of the existing water supply system would be sufficient to handle the water demand from the operation of the Site and from the nearby residential uses. Therefore, there should be no adverse impact on the existing water supply system due to the Proposed Development.

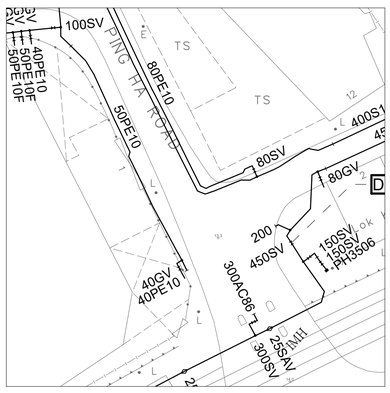
Water supply for the Proposed Development is proposed to be provided via a connection pipe of DN250 sourcing from the existing DN750 for freshwater and a connection pipe of DN100 sourcing from the DN150 for salt water. The utilisation ratio is about 55% for DN250 freshwater pipe and 68% for DN100 salt water pipe. No adverse impact on water supply is anticipated due to the Proposed Development.

Appendix A FRESH WATER AND SALT WATER MAIN RECORDS FROM WSD

INSET 'A'	INSET 'B'	INSET 'C'	INSET 'D'	INSET 'E'	INSET 'F'



Scale 1:500



Scale 1:500

Scale 1:500

6-NW-8B

6-NW-8C

6-NW-9C

6-NW-13B

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3. ALL LEVELS ARE IN METRES ABOVE PRINCIPAL DATUM.

Basemap Date Updated On: 30/04/2019

SCALE 1:1 000

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HANG TAU TSUEN, PING SHAN

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SIGNED K.C. KONG
CE/MNW

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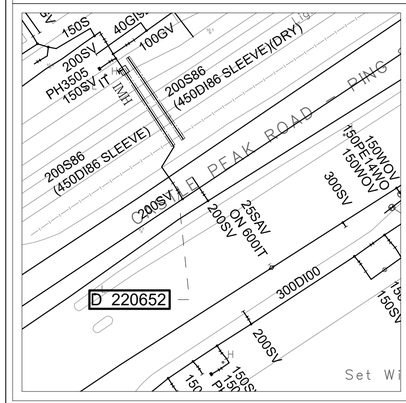
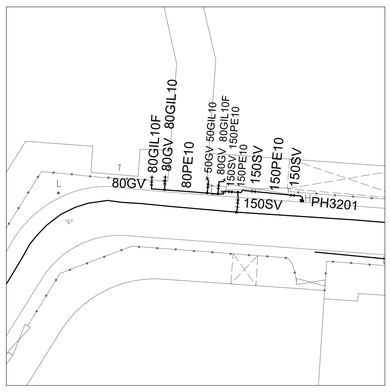
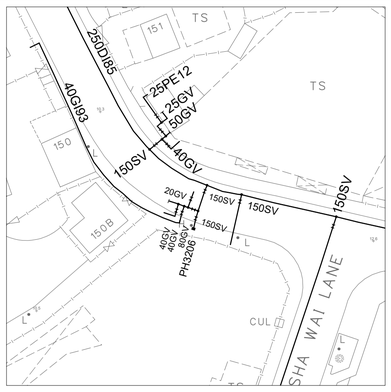
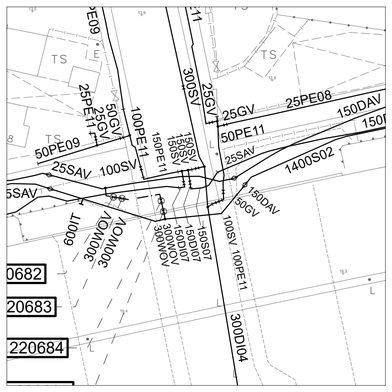
INSET 'A'	INSET 'B'	INSET 'C'	INSET 'D'	INSET 'E'	INSET 'F'
					
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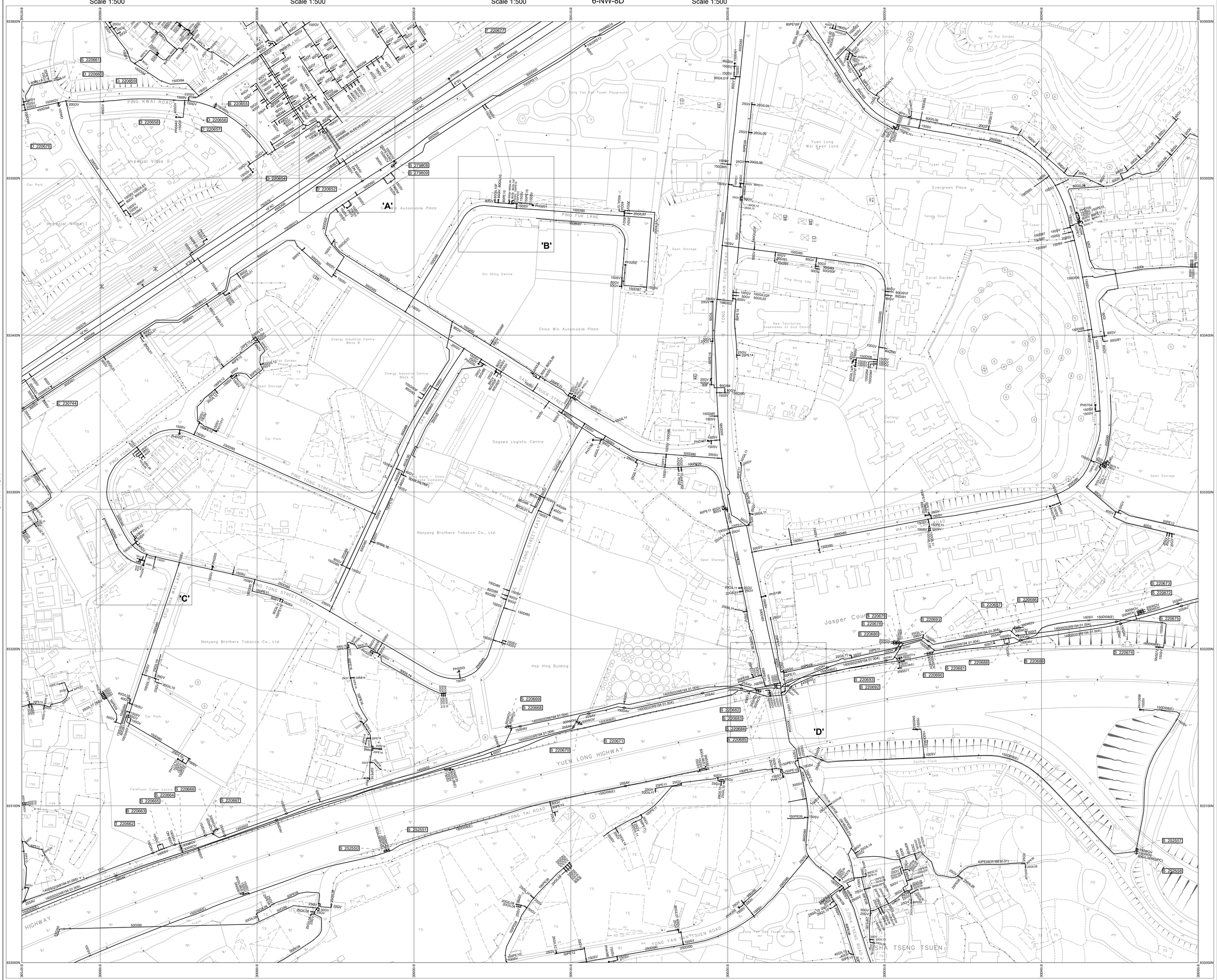
6-NW-8D



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FRESH WATER MAINS RECORD PLAN

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INSET 'A'	INSET 'B'	INSET 'C'	INSET 'D'	INSET 'E'	INSET 'F'

6-NW-8B

6-NW-8C
6-NW-9C
HANG TAU TSUEN
HANG MEI TSUEN
TONG FONG TSUEN
PING SHAN SAN TSUEN
WELSEN GARDEN
PING HA ROAD
PING YEUNG LANE
CASTLE PEAK ROAD – PING SHAN
PING SHAN LANE
YUNG YUEN ROAD
Former Tot Tak Public School
Hang Tau Tsuen Playground
Basketball Court
Graves
Ka On Garden
Godown
Factory
Green Orchid
Rainbow Lodge
Ping Shan Garden
Ping Shan Lane Garden
Ping Shan Home For The Aged
Ping Shan Substation
Hang Mei Tsuen Sitting-out Area
Hang Mei Tsuen Park
Tong Ancestral Hall
Yu Kiu Ancestral Hall
Sing Hin Kung Study Hall
Kun Ting Study Hall
Hung Shing Temple
Hong Shan Tang Clan Gallery
Car Park
Minibus Area
Basketball Court
Century Centre
Ping Shan Square
Ping Shan Lane Substation
Rest Garden
Nantiao Terrace
Basketball Court
Hong Yip Wing Mansion
Sik Kui Lau
Ping Shan Garden
Ping Shan Lane
Ping Hing Lane
Ping Yuen Road
Ping Yeung Lane
Ping Shan San Tsuen
Tong Fong Tsuen
Welsen Garden
Hang Mei Tsuen
Hang Tau Tsuen
Yung Yuen Road
Ping Shan Road
Ping Ha Road
Castle Peak Road – Ping Shan
Ping Shan Lane
Ping Yeung Lane
Ping Yuen Road
Ping Shan Road
Ping Shan Lane
Ping Hing Lane
Ping Yeung Lane
Ping Yuen Road
Ping Shan Road
Ping Shan

INSET 'A'	INSET 'B'	INSET 'C'	INSET 'D'	INSET 'E'	INSET 'F'

6-NW-8D

6-NW-13A

6-NW-14A

6-NW-13D

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Appendix B CALCULATION OF WATER DEMAND FROM THE PROPOSED DEVELOPMENT

Appendix B - Calculation of Water Demand

1a Estimated Freshwater Demand from the Proposed Development			
Freshwater Demand from Residents of Residential Care Home for Elderly (RCHE)			
Ma□mum Num□er o□Residents	222	persons	As advised □y the Applicant
Unit Flow Factor □UFF□	0.23	m^3/day/person	DI1309
Freshwater Demand	51.1	m^3/day	
Freshwater Demand from Staff of RCHE			
Total No. o□Sta□□	45	sta□□	As advised □y the Applicant
Unit Flow Factor □UFF□	0.28	m^3/day/sta□□	EPD guidelines , DI1309
Freshwater Demand	12.6	m^3/day	
Freshwater Demand from Staff of the convenient stores/retail shops of the non-domestic part of the Residential Development			
Total Gross Floor Area □GFA□o□non□domestic portion o□Residential Development	1,535	m^2	As advised □y the Applicant
Estimated No. o□Employee	54		Re□er to worker density o□3.5 workers/100m^2 GFA □y All Type □or Retail Trade as stated in Ta□le 8 o□Re□ 3
Unit Flow Factor □UFF□	0.21	m^3/day/person	Assume commercial activities □4 o□Ta□le T□2 o□Re□ 2 with total sewage o□0.28 m^3/person/day
Freshwater Demand	11.3	m^3/day	
Freshwater Demand from Staff of the Residential Development			
Total No. o□Sta□□	77	sta□□	As advised □y the Applicant
Unit Flow Factor □UFF□	0.28	m^3/day/sta□□	EPD guidelines , DI1309
Freshwater Demand	21.6	m^3/day	
Freshwater Demand from the Residents of the Proposed Residential Development			
Total No. o□residents	4,608	persons	As advised □y the Applicant
Unit Flow Factor □UFF□	0.23	m^3/day/person	DI1309
Freshwater Demand	1,060	m^3/day	
Freshwater Demand from the Swimming Pool in Clubhouse			
Appro□mate Area o□Swimming Pool	309	m^2	
Water depth o□Swimming Pool	1.35	m	
Appro□mate Size o□Swimming Pool	417	m^3	
Time □or Completely Changing Water	6	hours	The minimum turnover time in re□
Turnover Rate	70	m^3/hour	
Filtration Rate	40	m^3/m^2□hour	The average high rate □iltration □or domestic pool in re□ 5
Filter Area	1.74	m^2	
□ackwash Rate	0.81	m^3/m^2□min	The ma□mum typical □ackwash rate □or com□ined air□water □ackwash in Ta□le 11□12 o□re□ 6
Estimated □reshwater Demand	9.86	m^3/day	7 minutes □or cleaning the □ilter □y □ackwashing water e□cluding the air scouring time is recommended in □8.5.5 o□re□ 7
1b Estimated Salt Water Demand from the Proposed Development			
Salt Water Demand from Residents of Residential Care Home for Elderly (RCHE)			
Ma□mum Num□er o□Residents	222	persons	As advised □y the Applicant
Unit Flow Factor □UFF□	0.07	m^3/day/person	DI1309
Flushing Water Demand	15.5	m^3/day	
Salt Water Demand from Staff of RCHE			
Total No. o□Sta□□	45	sta□□	As advised □y the Applicant
Unit Flow Factor □UFF□	0.05	m^3/day/sta□□	DI1309
Flushing Water Demand	2.3	m^3/day	
Salt Water Demand from Staff of the convenient stores/retail shops of the non-domestic part of the Desidential Development			
Total Gross Floor Area □GFA□o□non□domestic portion o□Residential Development	1,535	m^2	As advised □y the Applicant
Estimated No. o□Employee	54		Re□er to worker density o□3.5 workers/100m^2 GFA □y All Type □or Retail Trade as stated in Ta□le 8 o□Re□ 3
Unit Flow Factor □UFF□	0.07	m^3/day/person	Assume commercial activities □4 o□Ta□le T□2 o□Re□ 2
Flushing Water Demand	3.8	m^3/day	
Salt Water Demand from the Residential Development			
Total No. o□Sta□□	77	sta□□	As advised □y the Applicant
Unit Flow Factor □UFF□	0.05	m^3/day/sta□□	DI1309
Flushing Water Demand	3.9	m^3/day	
Salt Water Demand from the Residents of the Proposed Residential Development			
Total No. o□residents	4,608	persons	As advised □y the Applicant
Unit Flow Factor □UFF□	0.07	m^3/day/person	DI1309
Flushing Water Demand	323	m^3/day	
Total Freshwater Demand from Proposed Development	**1,166.21**	**m^3/day**	
Total Flushing Water Demand from Proposed Development	**347.96**	**m^3/day**	
Peaking Factor □or Freshwater Demand	3		DI 1309
Peaking Factor □or Flushing water Demand	2		DI 1309
1c Peak Estimated Demand for Freshwater Consumption for the Proposed Development			
Total estimated ma□ daily □reshwater consumption	3,498.6	m^3/day	
1d Peak Estimated Demand Salt Water Consumption for the Proposed Development			
Total estimated ma□ daily salt water consumption	695.9	m^3/day	

Re□erence

1 Departmental Instruction No. 1309 Design criteria □DI 1309□, Water Supplies Department
2 Guidelines □or Estimating Sewage Flows □or Sewage In□rastructure Planning Version 1.0, Environmental Protection Department o□HK Government, March 2005
3 Commercial and Industrial Floor Space Utilization Survey
4 Cap. 132CA Swimming Pools Regulation
5 Plum□ing Engineering Services Design Guide □Domestic Swimming Pool
6 Wastewater Engineering □Treatment, Disposal, Reuse, 4th ed., Metcal□and Eddy
7 General Speci□ication □or Swimming Pool Water Treatment Installation in Government □uildings o□HKSAR, 2012 ed., Architectural Services Department

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Appendix 10

Quantitative Risk Assessment

Quantitative Risk Assessment for Section 12A Rezoning Application at Various Lots in D.D 121 and D.D. 122 and Adjoining Government Land, Ping Shan, Yuen Long, New Territories

November 2022

Submitted to

On Billion International Limited.

Prepared By

Meinhardt Infrastructure and Environment Ltd

Date	Revision	Prepared By	Checked By	Approved By
21 November 2022	0	Wilson PAU	David Lee	Claudine Lee

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1 INTRODUCTION

1.1 Background

The site at lots 1341 S.B RP, 1341 S.B ss.1 S.J RP, 1341 S.B ss.1 S.D in D.D. 121, and 525 S.B RP in D.D. 122 (the Site) were planned to be developed for Residential Flat, Shop and Services and Social Welfare Facility (Residential Care Home for the Elderly) under Planning Application No. Y/YL-PS/20 (the Project) in 2029. Due to the change of proposed layout, a new planning application is submitted to the consideration of Town Planning Board. The Project Site occupies an area of about 14,536 m^2, abutting Castle Peak Road – Ping Shan.

There is an Liquefied Petroleum Gas (LPG) cum Petrol Filling Station near the Project Site – one filling station operating by ESSO. The locations of the Project Site and LPG cum petrol filling station are illustrated in **Figure 1**. The LPG cum Petrol Filling Station is classified as Notifiable Gas Installation (NGI) under the Gas Safety Ordinance Cap. 51.

On Billion International Limited, the latest occupant of the application site, is intended to solicit the planning permission from Town Planning Board to operate the applied use at the application site. This QRA is conducted to assess the risk level posed by the LPG cum Petrol Filling Station to the surrounding, including the proposed development, and to determine the compliance with the Hong Kong Risk Guidelines (HKRG) outlined in Chapter 12 of the Hong Kong Planning Standards and Guidelines (HKPSG), for the comments of DEMS.

1.2 Scope of Work

The objective of this study is to reassess the potential risks to the public in the vicinity of the LPG cum Petrol Filling Station in year 2029, with the operation of the proposed development.

The scope of the work of the QRA is set out as follows:

a) To identify all potential hazardous scenarios associated with the LPG facilities of the LPG cum Petrol Filling Station and determine a set of relevant scenarios for the QRA;

b) execute a QRA and express the off-site risks in terms of individual risk (IR) contours, and societal risk (SR) FN curves;

c) compare the QRA results with the HKRG in future years; and

d) where the HKRG cannot be met, identify and assess practicable and cost-effective risk mitigation measures.

In undertaking this study, it is necessary to set the following boundaries:

- The risk associated with the transportation of LPG by road tankers is not included in the scope of work;
- The risk assessment is limited to those potential events causing off-site fatalities.

1.3 Risk Criteria

1.3.1 Special Requirement Relevant to Petrol Filling Station with LPG Filling Facilities

Petrol cum LPG filling stations are classified as NGIs under the Gas Safety Ordinance Cap. 51. A QRA is required to ascertain that the off-site risk levels posed by the petrol cum LPG filling station is acceptable in accordance with the HKRG outlined in the HKPSG [1]. In general, the following separation distance of the LPG filling facilities from different land uses should apply:

- High-rise residential / education / hospital: 55m
- Commercial / recreational / industrial: 15m
- Low density residential / incidental dwelling: 15m

1.3.2 Hong Kong Risk Guidelines (HKRG)

Chapter 12.4 of the HKPSG [1] stipulates the risk guidelines to determine the acceptability of Potentially Hazardous Installation (PHI) in terms of individual and societal risks. These risk guidelines are also adopted to ascertain whether the risk levels posed by the NGIs are acceptable.

The individual and societal risk criteria for the risk assessment are described below:

i. **Individual Risk**: a measure of the frequency at which an individual at a specified distance from the hazardous installations is expected to sustain a specified level of harm from the realization of hazardous incident(s). The maximum level of off-site individual risk causing fatality of a person located 24 hours a day outside the facility of concern should not exceed 1×10^{-5} / year, i.e. 1 in 100,000 per year.

ii. **Societal Risk**: a measure of the relationship between the frequency of an incident and the number of fatalities that will result. It is typically expressed graphically by an F-N curve showing the cumulative frequency (F) of incidents causing N or more fatalities. The societal risk criteria are presented graphically as in **Figure 2**. There are three regions as described below:

   - *Acceptable*: where the risk is low enough that no action is necessary;
   - *Unacceptable*: where the risk is very high that it should be reduced regardless of the cost or else the project of concern should not proceed; and
   - *ALARP (As Low As Reasonably Practicable)*: where the risk associated with the facility of concern should be reduced to a level “as low as reasonably practicable”, in which the priority of measures is established on the basis of practicality and cost to implement versus the risk reduction achieved.

1.4 Methodology

1.4.1 Overall QRA Approach

The methodology of this study follows the HKRG stipulated in Section 4 of Chapter 12 of the HKPSG [1], the QRA Methodology for LPG Installations in Hong Kong [2], and relevant QRA studies of hazardous installations with LPG storage facilities. The overall QRA methodology is shown schematically in **Figure 3**.

The major phases in QRA includes:

i. **Hazard Identification**: Identify hazard scenarios associated with the operation of the LPG filling station, and then determine a set of relevant scenarios to be included in a QRA.

ii. **Frequency Assessment**: Assess the likelihood of occurrence of the identified hazard scenarios.

iii. **Consequence Assessment**: Assess the consequences and impact to the surrounding population.

iv. **Risk Summation and Assessment**: Evaluate the risk level, in terms of individual risk and societal risk. The risks will be compared with the criteria outlined in HKRG to determine their acceptability.

v. **Identification of Mitigation Measures**: Identify and assess practicable and cost-effective risk mitigation measures if necessary. The risks of mitigated cases will then be reassessed to determine the level of risk reduction.

1.4.2 Case Considered

This QRA will consider two scenarios in future year, 2029, including:

- Case 1 – Base Case in Year 2029: elevating the risk level in year 2029 without proposed development;
- Case 2 – Operation Case in Year 2029: elevating the risk level in year 2029 with proposed development

2 PROJECT DATA

2.1 The Project

The Project is located at Castle Peak Road – Ping Shan. The site area is approximately 14,536m^2 and is zoned as "Village Type Development" and "Comprehensive Development Area" under the “V” and “CDA” Zone on the Outline Zoning Plan (OZP) of Ping Shan. An application is submitted to the Town Planning Board to rezone the Site to “Residential (Group B) 2” on the OZP for Proposed Flat, Shop and Services and Social Welfare Facility (Residential Care Home for the Elderly) (The proposed development) under section 12A of the Town Planning Ordinance.

The proposed development involves the development of three residential blocks ranging from 23 to 27 storeys comprising 1,536 flats, a 8-storey Residential Care Home for Elderly (RCHE) comprising 222 beds, a clubhouse block and a retail block. The layout plan of the Project is given in **Figure 4**.

2.2 Hazardous Storage and Operation

2.2.1 Location

The ESSO LPG cum Petrol Filling Station is located at Tong Yan San Tsuen Road as shown in **Figure 1**. The ESSO LPG cum Petrol Filling Station is located to the south east of the site with a distance of about 110m.

2.2.2 Operation of LPG cum Petrol Filling Station

ESSO LPG cum Petrol Filling Station, shown in **Figure 5**, consists of one underground LPG storage vessel with water capacity of 31.5kL (equivalent to 15 tonnes LPG inventory, taking into account the ullage requirement of not filling more than 85% of the vessel volume).

Vessel in ESSO LPG cum Petrol Filling Station is installed in a concrete chamber, filled with washed sand and each shall be designed, manufactured and tested in accordance with the requirements of the Electrical and Mechanical Services Department (EMSD) and is covered with corrosion protection coating, 100% radiography tested and fully stress relived.

Site survey was conducted in July 2021 and confirmed that there are four LPG dispensers with eight dispensing nozzles installed in ESSO LPG cum Petrol Filling Station.

2.2.3 LPG Delivery and Transfer

LPG storage vessel replenishment is made by LPG road tankers of 9 tonnes capacity at dedicated LPG road tanker unloading bay. According to the site survey, sixty-three LPG vehicles were identified in ESSO filling station during peak hour (4:00pm – 5:00pm). Based on observation in site survey, the LPG delivery frequency is conservatively estimated as 2-3 road tankers deliveries per day in Esso LPG cum Petrol Filling. The delivery may take place at both day time and night time. The residence time of the LPG road tankers in the LPG cum Petrol Filling Station is assumed 120 minutes.

Fire & gas safety provision at the LPG Filling Station includes the following:

- Dry powder fire extinguishers, sand buckets and fire hydrant should be provided for firefighting purpose;
- Manually / remotely operated isolation valves should be installed for LPG storage vessels and dispensers to cut off and isolate the leakage;
- Leak detection system with alarm should be provided with gas detectors that installed near the LPG unloading bay, LPG storage vessels, LPG dispensers and office;
- The LPG storage, unloading and refueling should be stopped and isolated by the emergency shutdown (ESD) system, which is activated by ESD switches installed in the closed vicinity of the LPG unloading bay, LPG dispensers and office;
- Water spray system is provided, which is automatically activated by leak alarm detection system as well as the manual push handle;
- The operator of the LPG cum Petrol Filling Station should have developed its own emergency plans; and

Emergency plans shall be formulated in accordance with the Code of Practice for Hong Kong LPG Industry by the operator of the LPG filling station. There is no known further development / modification planned for the existing LPG filling station.

A summary of the LPG filling station facilities and operations is presented in **Table 1.**

Table 1 LPG cum Petrol Filling Station Facilities and Operation

Item	ESSO LPG cum Petrol Filling Station
LPG storage vessel	• 1 × 31.5kL underground vessel • Filled up to 85% of its maximum capacity under normal operation
LPG dispensers	• 4 LPG dispensers with 8 nozzles
LPG road tanker	• 9 tonnes
LPG road tanker delivery	• 775 deliveries per year • both day-time and night-time delivery • residence time of 120 minutes
Vehicle refueling	LPG vehicles: • 63 per hour (peak hour) • 15.75 per hour (non-peak hour) • Estimated as 472.5 per day Petrol vehicles: • Estimated as 495 per day
Fire & gas safety provision	• Dry powder fire extinguishers, sand buckets and fire hydrant; • Manually / remotely operated isolation valves; • Leak detection system with alarm; • ESD system; • Water spray system; • Emergency plans

Note
1. Assume each LPG taxi and LPG light bus is refueled to 85% of a 95.5L fuel tank and a 122L fuel tank, respectively, 818 LPG vehicles is estimated for the consumption rate of 6 road tanker delivery.

3 BACKGROUND INFORMATION OF STUDY

3.1 Study Area

A study area of 200m radius from the center of the LPG cum petrol filling station is adopted in this study as shown in **Figure 6.**

3.2 Population

3.2.1 Population in the Vicinity

Population close to the hazardous installations may be impacted by hazardous events arising from the accidental LPG release from the LPG facilities. As QRA is aimed to assess the off-site risk to life, staff operating the filling station or drivers of vehicles using the filling station are regarded as voluntary takers of risk and are not considered in this study.

Population information was collected from desktop research and site survey. There is no additional residential development planned within the study area.

The future population within the study areas is estimated based on site observation and up-to-date data published by the Government Departments. The following information and assumptions were adopted in the estimation:

- Average residential household size of 2.8 in Town Planning Unit (TPU) 519 as per 2016 Population By-Census [3];
- Conservative assumption of annual population growth of 0% as per population statistics in TPU 519 in 2016 Population By-Census [3] and the Projections of Population Distribution 2021 – 2029 [4]; and
- Conservative assumption of worker density of 20m^2/worker for commercial building, 25m^2/worker for industrial building and 700m^2/work for warehouse.

The population groups considered within the study area are illustrated in **Figure 6**. The population data are summarized in **Table 3**.

3.2.2 Transient Population

Transient population includes passengers of road transport (traffic population) as well as pedestrians along road sections.

The traffic population is estimated from the flow data of Annual Traffic Census 2019 [5] and the Traffic Impact Assessment provided by the client using the following formula:

$$\text{Traffic Population (ppl)} = \frac{\text{Traffic Flow } (\text{veh}/\text{hr}) \times \text{ppl}/\text{veh}}{\text{Speed } (\text{km}/\text{hr})} \times \text{Road length (km)}$$

A 430m long section of Light Rail Transit (LRT) falls into study zone, located in southern direction of the Project Site and denoted as LR1 in **Figure 6**. There are currently four lines running along the rail, namely 761P, 615, 610 and 614. The number of passengers on LRT is estimated based on the train capacity, using the equation below:

$$\text{Rail Population (ppl)} = \frac{\text{Train Capacity } (^{ppl}/_{hr}) \times \text{Loading \%}}{\text{Average Train Speed } (^{km}/_{hr})} \times \text{Rail Section Length (km)}$$

3.2.3 Temporal Variation of Population

To reflect the temporal changes in population within a week, the corresponding population proportion of the time periods are assumed based on observation from site survey and with reference to the approved EIA reports [6][7][8].

Day time is defined as 07:00 to 19:00 and night time from 19:00 to 07:00 next day. The temporal changes of different population category are provided in **Table 2**.

Table 2 Temporal Change of Population within a Week

Category	Weekday Day (WDD)	Weekday Night (WDN)	Weekend Day (WED)	Weekend Night (WEN)
Car Park (1)	100%	10%	50%	10%
Commercial (2)	100%	10%	40%	5%
Filling Station (1)	100%	50%	100%	50%
Industrial (2)	100%	10%	40%	5%
Organization	25%	25%	100%	25%
Rail	41%	8%	35%	16%
Recreational (2)(3)	50%	5%	100%	5%
Residential(2)	25%	100%	70%	100%
Restaurant (1)	25%	50%	100%	100%
Road	100%	100%	100%	100%
Rural (1)	0%	0%	0%	0%
Workshop(1)	100%	10%	100%	10%
RCHE(1)	100%	29%	100%	29%

Notes:
(1) Based on site survey and judgement
(2) Reference to HATS Stage 2A EIA [6]
(3) Reference to SEKD CFS EIA [8]

3.2.4 Indoor and Outdoor Ratio

Building structures can offer some protection from fires for the occupants inside. An indoor ratio of 95% is applied to the population in residential, commercial and industrial buildings, while the remaining 5% of population is assumed to be outdoor, accounting for outdoor activities and walking on pathways.

At the proposed development, a total of 4,999 m^2 of communal space is available. To factor in the residents using outdoor facilities including swimming pool, sky garden, landscaping

area and roof garden, the indoor ratio of ID PD01 in **Table 3** is reduced from 95% to 90% conservatively.

Population in workshops is assigned with indoor ratio of 10% based on worker's activity. Car park and parks are considered 100% outdoor. Passengers in vehicles / LRT are considered as 100% outdoors population although vehicles / LRT may provide certain protection.

Table 3 Population Data Within Study Area

ID	Population Name	Population Category	Population in Year 2029	Temporal Population Change				Indoor Ratio	Remarks
				WDD	WDN	WED	WEN		
01	Car Services Centre	Workshop	10	100%	10%	100%	10%	10%	By site survey
02	Bungalow	Workshop	10	100%	10%	100%	10%	10%	By site survey
03	Bungalow	Residential	10	25%	100%	70%	100%	95%	By site survey
04	Shell Petrol Filling Station	Filling Station	10	100%	50%	100%	50%	95%	By site survey
05	2-Storey House	Residential	12	25%	100%	70%	100%	95%	Two 2-storey houses. Assume 1 flat per storey with average household of 2.8.
06	Temporary Storage	Workshop	10	100%	10%	100%	10%	10%	By site survey
07	Chong Hing Marble	Industrial	20	100%	10%	40%	5%	95%	By site survey
08	China Win Automobile Plaza	Industrial	50	100%	10%	40%	5%	95%	By site survey
09	Chi Shing Centre	Industrial	20	100%	10%	40%	5%	95%	By site survey
10	Central Fabric Ltd	Industrial	30	100%	10%	40%	5%	95%	By site survey
11	Vacant	Rural	0	0%	0%	0%	0%	0%	By site survey

ID	Population Name	Population Category	Population in Year 2029	Temporal Population Change				Indoor Ratio	Remarks
				WDD	WDN	WED	WEN		
12	Wah On Tyres Retreading Company	Industrial	100	100%	10%	40%	5%	95%	Site area of ~7100m^2. Assume 1 floor as industrial factory / office, remaining as storage warehouse or carpark. Estimate by worker density 25m^2/worker for industrial and 700m^2/worker for warehouse. (Rounded to nearest 10.)
13	Set Win Automobile Plaza	Industrial	100	100%	10%	40%	5%	95%	Site area of ~19000m^2. Assume 10% as office, remaining as storage warehouse. Estimate by worker density 25m^2/worker for industrial and 700m^2/worker for warehouse. (Rounded to nearest 10.)
14	Tong Yan San Tsuen Playground	Recreational	10	50%	5%	100%	5%	0%	By site survey
15	Restaurant	Restaurant	50	25%	50%	100%	100%	95%	By site survey

ID	Population Name	Population Category	Population in Year 2029	Temporal Population Change				Indoor Ratio	Remarks
				WDD	WDN	WED	WEN		
16	Carpark	Car park	15	100%	10%	50%	10%	0%	By site survey
17	Warehouse	Industrial	5	100%	10%	40%	5%	95%	By site survey
18	Bungalow	Residential	4	25%	100%	70%	100%	95%	By site survey
19	Yuen Long Wai Kwan Land	Recreational	20	50%	5%	100%	5%	0%	By site survey
20	3-Storey Houses	Residential	70	25%	100%	70%	100%	95%	Total 25 flats. Assume average household of 2.8.
21	New Territories Assembles of God Church	Organization	60	25%	25%	100%	25%	95%	By site survey
22	Bungalow	Residential	4	25%	100%	70%	100%	95%	By site survey
23	3-Storey House	Residential	17	25%	100%	70%	100%	95%	Two 3-storey houses. Assume one flat per storey and average household of 2.8.
24	Amber of Vera	Residential	9	25%	100%	70%	100%	95%	One 3-storey houses. Assume one flat per storey and average household of 2.8.
25	Workshop	Workshop	10	100%	10%	100%	10%	10%	By site survey
26	2-Storey House	Residential	12	25%	100%	70%	100%	95%	By site survey
27	Evergreen Place	Residential	247	25%	100%	70%	100%	95%	Total 88 flats. Assume average household of 2.8.

ID	Population Name	Population Category	Population in Year 2029	Temporal Population Change				Indoor Ratio	Remarks
				WDD	WDN	WED	WEN		
28	Coral Garden	Residential	135	25%	100%	70%	100%	95%	Total 48 flats. Assume average household of 2.8.
29	3-Storey Houses	Residential	269	25%	100%	70%	100%	95%	32 3-storey houses. Assume one flat per storey and average household of 2.8.
30	Century Centre	Commercial	30	100%	10%	40%	5%	95%	By site survey
31	Lok Kui Lau	Residential	28	25%	100%	70%	100%	95%	Total 10 flats. Assumed average household of 2.8 according 2016 Population By-Census
32	Store	Commercial	10	100%	10%	40%	5%	95%	By site survey
33	Ping Shan Enterprise Co. Ltd.	Industrial	10	100%	10%	40%	5%	95%	By site survey
34	CLP Substation	Commercial	5	100%	10%	40%	5%	95%	By site survey
35	Ping Shan Lane Park	Recreational	10	50%	5%	100%	5%	0%	By site survey
36	Ping Shan Garden	Residential	28	25%	100%	70%	100%	95%	Total 10 flats. Assume average household of 2.8
37	Ping Shan District Vegetable Marketing Cooperative Society	Organization	10	25%	25%	100%	25%	95%	By site survey

ID	Population Name	Population Category	Population in Year 2029	Temporal Population Change				Indoor Ratio	Remarks
				WDD	WDN	WED	WEN		
38	Hong Kong Pig Farm Society	Organization	10	25%	25%	100%	25%	95%	By site survey
39	Bungalow	Residential	4	25%	100%	70%	100%	95%	By site survey
40	SinoPec Filling Station	Filling Station	10	100%	50%	100%	50%	95%	By site survey
R01	Castle Peak Road	Road	47	100%	100%	100%	100%	0%	From traffic station 6049
R02	Tong Yan San Tsuen Road	Road	16	100%	100%	100%	100%	0%	From traffic station 6626
R03	Ma Fung Ling Road	Road	8	100%	100%	100%	100%	0%	From traffic station 6626
R04	San Hi Tsuen Road	Road	6	100%	100%	100%	100%	0%	From traffic station 6626
LR1	Light Rail Train	Rail	53	100%	47%	76%	38%	0%	
PD01	Proposed Development	Residential	4830	25%	100%	70%	100%	90%	Total 1,536 flats and 222 beds. Information provided by client.

ID	Population Name	Population Category	Population in Year 2029	Temporal Population Change				Indoor Ratio	Remarks
				WDD	WDN	WED	WEN		
PD02	Proposed Development	RCHE	17	100%	29%	100%	29%	95%	Rounded 222 beds to 240 and calculated minimum requirement of staffs according to Code of Practice for Residential Care Homes (Elderly Persons). Assume Care-and-attention home conservatively.
PD03	Proposed Development	Commercial	77	100%	10%	40%	5%	95%	Site area of 1535m^2 for retail stores. Estimated population by 20m^2/worker density for retail area.

3.3 Source of Ignition

Flammable gas cloud from an accidental release can be ignited and led to fire or explosion if there are ignition sources present in the close proximity or along the dispersion path of the cloud. If the gas cloud is diluted outside flammable concentration range (i.e. below Lower Flammable Limit), or in the absent of ignition source, no fire hazard is expected. The energy level, timing, location and ignition effectiveness of ignition sources in the vicinity of hazardous installations affect the extent of gas cloud dispersion and its potential impacts.

Three types of ignition sources are defined in the SAFETI model:

- **Population sources:** account for human activities such as smoking, cooking, and using electrical appliances and are assigned implicitly to all population group by SAFETI.
- **Line source – transportation route segments**: account for the moving vehicles on roads. The ignition probabilities are calculated from traffic density, average vehicle speed, vehicle ignition efficiency and total length of the roads. Vehicle ignition efficiency is taken as 0.4 per 60 seconds [9].
- **Line source – electrical line segments**: account for the electrical rail transmission line. Probability of ignition is taken as 0.2 per 100 m [9].

3.4 Meteorological Information

Meteorological conditions affect the consequences of gas release, in particular wind direction, speed and stability which influences the direction and degree of turbulence of gas dispersion. Meteorological data from Wetland Park Weather Station (Year 2020) was collected from the Hong Kong Observatory and adopted in the consequence model to determine the various gas dispersion, fire and explosion effects [10]. In accordance with TNO Purple Book [9], all data collected will be rationalized into a set of weather classes. The meteorological data can be expressed in combination of wind speed and Pasquill stability classes. Pasquill classes (A to F) represent the atmospheric turbulence with class A being the most turbulent class while class F being the least turbulent class.

The six most dominant sets of wind speed-stability classes combination for both day-time and night-time are summarized in **Table 4** and **Table 5**. The average ambient temperature adopted in the analysis is 23°C and relative humidity is 78%.

Table 4 Day Time Wind Direction Frequency at Wetland Park Weather Station (Year 2020)

Direction	WEATHER CLASS						Total
	2.5B	1.5D	3.5D	6.5D	2.5E	1.5F	
0 – 30	5.21	1.59	0.15	0.00	0.27	2.83	10.04
30 – 60	7.84	1.84	0.55	0.00	0.50	1.36	12.08
60 – 90	14.04	3.08	1.22	0.00	0.77	2.46	21.55
90 – 120	4.71	1.91	1.02	0.00	0.57	1.41	9.62
120 – 150	2.78	0.79	0.42	0.00	0.30	0.74	5.03
150 – 180	7.42	1.26	1.81	0.00	0.40	1.61	12.50
180 – 210	6.42	0.87	1.14	0.00	0.32	0.57	9.33

Direction	WEATHER CLASS						Total
	2.5B	1.5D	3.5D	6.5D	2.5E	1.5F	
210 – 240	3.37	0.27	0.30	0.00	0.05	0.22	4.22
240 – 270	1.81	0.27	0.00	0.00	0.05	0.17	2.31
270 – 300	2.18	0.52	0.00	0.00	0.00	0.10	2.80
300 – 330	4.02	0.40	0.00	0.00	0.00	0.22	4.64
330 – 360	4.24	0.57	0.05	0.00	0.10	0.92	5.88
All	64.04	13.37	6.65	0	3.32	12.62	100

Table 5 Night Time Wind Direction Frequency at Wetland Park Weather Station (Year 2020)

Direction	WEATHER CLASS						Total
	2.5B	1.5D	3.5D	6.5D	2.5E	1.5F	
0 – 30	0.00	0.51	0.13	0.00	1.15	18.04	19.83
30 – 60	0.00	0.48	0.86	0.00	2.70	6.98	11.02
60 – 90	0.00	0.40	0.54	0.00	2.25	8.46	11.64
90 – 120	0.00	0.45	0.64	0.00	2.22	9.42	12.74
120 – 150	0.00	0.08	0.37	0.03	1.04	5.24	6.77
150 – 180	0.00	0.05	0.62	0.00	5.33	15.04	21.03
180 – 210	0.00	0.00	0.56	0.00	2.76	7.41	10.73
210 – 240	0.00	0.03	0.08	0.00	0.48	0.45	1.04
240 – 270	0.00	0.00	0.00	0.00	0.03	0.21	0.24
270 – 300	0.00	0.03	0.00	0.00	0.05	0.37	0.45
300 – 330	0.00	0.03	0.03	0.00	0.03	0.78	0.86
330 – 360	0.00	0.21	0.05	0.00	0.35	3.02	3.64
All	**0.00**	**2.27**	**3.88**	**0.03**	**18.38**	**75.43**	**100.00**

4 HAZARD IDENTIFICATION

4.1 Properties of LPG

LPG supplied in Hong Kong is a pressurized mixture of propane and butane (3:7 in mole ratio). Upon release to the ambient environment, it vaporizes and mixes with air, forming a dense flammable gas cloud which tends to flow and disperse closed to the ground. The gas cloud may extend over a long distance until it becomes too diluted or encounters ignition sources.

4.2 Event Leading to an Accidental LPG Release

The main hazard associated with the LPG filling facilities is an accidental uncontrolled release of LPG resulting in a fire or explosion upon ignition. Historical accident records such as MHIDAS database and previous risk assessment reports have been reviewed [6][7][8]. The initial events leading to an LPG release could be one of the following:

- Spontaneous failure of pressurized LPG equipment due to material / design / construction defect, fatigue, corrosion, erosion, etc;
- Loading operation failure, i.e. an LPG release occurs as a direct result of the road tanker unloading operation or vehicle refueling operation; and
- External events

A schematic diagram of LPG filling facilities is shown in **Figure 7**. A photo of typical unloading operation of an LPG road tanker in one of the LPG Filling Station in Hong Kong is shown in **Figure 8**.

4.2.1 LPG Storage vessel failure

Failure of the LPG storage vessel includes cold catastrophic failure and partial failure (25mm hole), which may be resulted from:

- Spontaneous failure;
- Loading failure due to overfilling / over-pressurization of storage vessel; and
- External events such as earthquake

Considering the content in vessel varies in time due to consumption and refilling, the vessel is assumed nominally at full load inventory (i.e. 85% of maximum capacity) for 20% of the time and at low inventory level with 60% maximum capacity for the rest of time. In case of failure of storage vessel due to overfilling, the release inventory is assumed to be 100% of maximum capacity.

4.2.2 LPG Road Tanker failure

Failure of the LPG road tanker includes cold catastrophic failure and partial failure (25mm hole), which may be resulted from:

- Spontaneous failure; and
- Accidents during unloading caused by collision by another vehicle.

Similar to the case of storage vessel that the content of a LPG road tanker varies with time, road tanker is modelled to have full inventory for 20% of the time and 50% of maximum capacity for 80% of time.

4.2.3 Pipework failure

LPG pipework failure in filling station includes guillotine failure and partial failure (hole size of 10% of diameter) of the follows:

- Liquid inlet pipework for LPG unloading to the LPG storage vessel;
- Liquid supply lines from LPG storage vessel to dispensers; and
- Vapour return lines from the dispensers to the storage vessel.

Most of the LPG pipework runs underground, the major cause of pipework failure is spontaneous failure, which may be due to material defects, corrosion, fatigue and erosion. Pipework may also fail in an earthquake.

As part of the liquid inlet pipework for LPG unloading to the LPG storage vessel is installed aboveground at road tanker unloading bay, such pipework may be subjected to failure due to impact of the LPG road tanker.

According to consequence modelling, LPG vapour release from the rupture of underground vapour return line can only impact 1m maximum from the point of release. This does not impose risk to the off-site population and thus failure of vapour return line is not further considered in the study.

4.2.4 Dispenser failure

A schematic diagram of a typical LPG dispenser is illustrated in **Figure 9**. Failure of the dispenser may be caused by spontaneous failure of the dispenser is possible due to material defects, corrosion, fatigue and erosion and the vehicle impact to the dispenser. This will result in a liquid leak from a nominal 20mm hole, equivalent to the diameter of the dispenser pipework. The rate of release will however be limited by the discharge rate of the submersible pump.

4.2.5 Flexible hose failure

An accidental release from the flexible hose may be caused by:

- Spontaneous failure, including material degradation, fatigue, corrosion and erosion; and
- Loading failures, including:
    - Hose misconnection error – an error where the driver / operator fails to properly connect the loading hose and the hose comes adrift during unloading / refueling;
    - Hose disconnection error – an error where the driver / operator inadvertently disconnects the hose while the valve is still open or has failed open;
    - LPG road tanker / vehicle drive-away error – an error where the driver inadvertently drives the LPG road tanker / vehicle away during unloading / refueling; and

- Impact to the refueling vehicle by another vehicle in the station, which causes movement of the refueling vehicle leading hose disconnection and hose damage.

4.2.6 Submersible pump failure

Leak from the submersible pump itself may result in a release of LPG back to the LPG storage vessel and therefore no hazard is expected. A release is possible from the flange associated with the fitting of the pump on the top of the LPG storage vessel. This may result in a liquid leak from a 25 mm hole, equivalent to the space between two bolt holes on a flanged joint.

4.2.7 LPG vehicle (taxi, minibus) failure

Failure of the LPG vehicle (taxi, minibus) may result from:

- Spontaneous failure; and
- Accidents during refueling caused by collision by another vehicle in the filling station.

The small inventory in LPG vehicle only sustains a short duration of the LPG release, resulting in insignificant impacts compared with releases from the pipework / hose connected to the LPG storage vessel / road tankers. Based on consequence modelling, the rupture of minibus LPG tank could affect 23m maximum.

With the separation distance of LPG facilities to the boundary of the filling station and radiation wall installed in the filling station, the hazards from LPG vehicle are unlikely to reach off-site population. The risk of LPG vehicle failure is considered negligible and is not further assessed in this study.

4.2.8 External Causes

An LPG release may occur due to external events and the consequence could be catastrophic failure or leak. The related external events are listed as follows:

- Earthquake;
- Aircraft crash;
- Car crash;
- Landslide;
- Severe environmental events;
- Lightning strike;
- Dropped object;
- Subsidence; and
- External fire.

4.3 Safety Provisions

4.3.1 Overview

Various safety provisions are installed in an LPG filling station in accordance with the Code of Practice for Hong Kong LPG Industry published by EMSD. These provisions can act in different combinations to prevent or mitigate the hazards due to an accidental LPG release.

4.3.2 Isolation System

The following safety provisions are provided on LPG road tanker and in the filling station to prevent uncontrolled release of LPG:

- **Non-return valve** installed on the LPG inlet pipework prevents back flow from the LPG storage vessel;
- **Excess flow valves** installed at the tanker, storage vessel and the dispenser stop the liquid flow when a large release occurs (e.g. guillotine failure of the pipe / hose);
- **Breakaway coupling** prevents LPG spillage due to road tanker/vehicle drive-away while the hose is still connected during unloading / refueling;
- **Double-check filler valve** installed at the LPG filling point prevents the release from the storage vessel. The design of the valve is essentially two non-return valves in series;
- **Pressure relief valve** installed on the LPG road tanker and LPG storage vessel protects against excessive pressure build-up due to overfilling or over-heating by fire;
- **Manual isolation valves** are installed on the LPG road tanker, storage vessel, dispensers and pipework for the operators / drivers to isolate the LPG installations in case of failure or for maintenance operation; and
- **Emergency shutdown (ESD) system** on the LPG storage vessel and LPG road tanker isolates the vessel / tanker and stops unloading operation or LPG supply to dispensers when activated that shown in **Figure 8**.

4.3.3 Firefighting / Fire Protection

The follow detection and firefighting systems are implemented on LPG road tanker and in the filling station to mitigate the hazards of accidental LPG release:

- **Leak detection system with alarm** is installed near the LPG filling point, LPG storage vessel, LPG dispensers and the office. Alarm will be raised upon detection of a flammable vapour cloud;
- **Chartek coating** on the LPG road tanker gives a protection and prevents formation of hot spots for at least 30 minutes in case of jet fire impingement [2]. The coating can prevent formation of hot spots on the LPG road tanker upon jet fire impingement, which induces thermal weakening of the LPG road tanker wall and leads to a boiling liquid expanding vapour explosion (BLEVE) event;
- **Fire service protection system** includes fire extinguishers, sand buckets and fire hydrant provided for general firefighting uses and also a water spray system which is automatically activated by leak alarm detection system as well as the manual push

handle. Fire brigade will be available within a few minutes upon an emergency call in case of fire;

- **Water spray system** can be automatically activated by the leak detection system as well as the manual push handle in case of fire;
- **Dry powder fire extinguishers, sand buckets and fire hydrant** are provided for general firefighting uses;
- **Emergency plans** are developed by the operator of LPG cum Petrol Filling Station which are formulated in accordance with the Code of Practice in Hong Kong LPG Industry;
- **Fire service** is available within a few minutes upon an emergency call in case of fire. BLEVE events could be prevented by effective firefighting measures by the well-trained firefighters

4.4 Escalation

Escalation refers to knock-on effect from a fire event. Hazard that can lead escalation include:

- Jet fire impinging on the road tanker; and
- Pool fires engulfing the road tanker.

4.4.1 Jet Fire Impingement

When jet fire impinges on the LPG road tanker over a period of time, it may cause the formation of hot spots on the LPG road tanker wall and subsequent structural failure leading to fire escalation to a Boiling Liquid Expanding Vapor Explosion (BLEVE) event. Road tanker BLEVE due to jet fire impingement is considered credible when:

- LPG release is failed to be isolated;
- Jet fire impinges in the direction of LPG road tanker; and
- Fire-fighting system are ineffective.

4.4.2 Pool Fire Engulfment

Pool fire may be possible in LPG cum petrol filling station in case of release of petrol from dispenser, tanker or underground storage vessel. Considering that petrol pool fires are more conventional in nature and are likely to be brought under control in short period of time. Road tanker BLEVE due to petrol pool fire engulfment in the LPG cum petrol filling station is not considered credible.

4.5 Outcome of an Accident LPG Release

The following outcomes could result from an accidental LPG release:

- Jet fire;
- Flash fire;

- Vapour cloud explosion (VCE);
- Fireball; and
- BLEVE.

Catastrophic failure of the LPG road tankers may lead to a fireball, flash fire or VCE. Potential fire escalation to a BLEVE event is considered if a jet fire impinges on LPG road tanker over a period of time, causing the formation of hot spots on LPG road tanker wall and subsequent structural failure.

The LPG storage vessels are buried underground in a concrete compartment filled with washed sand. Fireball and BLEVE are considered unlikely for underground LPG storage vessel.

A partial failure (leak) in LPG storage vessel / LPG road tanker, pipework / flexible hose failure may cause jet fire, flash fire or VCE.

If there is no ignition source in LPG vapour cloud or along the migration path of cloud with wind, the LPG vapour cloud will dissipate and cause no hazardous impact.

4.6 LPG Release Scenarios Considered

Representative LPG accidental release scenarios considered in this study are summarized in **Table 6**.

Table 6 Accidental LPG Release Scenarios Considered

Equipment	Failure Type	Release Type	Potential Hazardous Outcomes
LPG storage vessel	Catastrophic failure	Instantaneous	Flash fire, VCE
	Partial failure (leak)	Continuous	Jet fire, flash fire, VCE
LPG road tanker	Catastrophic failure	Instantaneous	Fireball, flash fire, VCE
	Partial failure (leak)	Continuous	Jet fire, flash fire, VCE
Liquid-inlet pipework	Guillotine failure	Continuous	Jet fire, flash fire, VCE, BLEVE
	Leak	Continuous	Jet fire, flash fire, VCE
Liquid supply line to dispenser	Guillotine failure	Continuous	Jet fire, flash fire, VCE
	Leak	Continuous	Jet fire, flash fire
Dispenser	Guillotine failure	Continuous	Jet fire, flash fire
Flexible hose to storage vessel	Guillotine failure	Continuous	Jet fire, flash fire
	Leak	Continuous	Jet fire, flash fire
Flexible hose to vehicle	Guillotine failure	Continuous	Jet fire, flash fire
Submersible Pump Flange	Leak	Continuous	Jet fire, flash fire, VCE

4.7 Hazard of Petrol / Diesel Filling Facilities

Petrol / diesel underground storage vessels and dispensers are also installed at the LPG cum Petrol Filling Station. Unlike LPG (a pressurized liquid which flashes upon release), petrol is a flammable liquid under ambient conditions. It is a mixture of low molecular weight hydrocarbons (C5 to C10) with a boiling point in the range of 40 – 180°C. Petrol is categorized as Category 5 Class 1 DGs. It is more difficult to be ignited than LPG.

Diesel contains higher molecular weight compounds (C13 to C25) than petrol and is even less volatile. Its boiling point ranges from 220 – 350°C. Diesel is categorized as Category 5 Class 3 DGs. Given its high boiling point and flash point, diesel is relatively more difficult to ignite than petrol and LPG.

Spillage of petrol / diesel from the delivery tankers or the multi-product dispensers (MPDs) could form a liquid pool on the ground and a pool fire if ignited by an ignition source in the closed vicinity (e.g. a smoking driver). The pool fire could be quickly put out by fire extinguishers, or cutting out its supply by emergency shutdown / manual isolation. The fire impact is limited to the local area near the release source. Previous Kai Tak Development EIA study showed the offsite risk (in terms of potential loss of life (PLL)) imposed by the petrol / diesel filling facilities is two to three orders of magnitude lower than that imposed by the LPG filling facilities [11]. Thus, hazards from the petrol / diesel spillage are not further considered in this study.

5 FREQUENCY ASSESSMENT

5.1 Overview

A frequency assessment involves analysis of likelihood of LPG containment failure leading to an accidental LPG release and subsequent outcome probabilities. The initiating failure probabilities are estimated from the historical accident statistics, published failure data report, industrial testing results and expert judgment.

Base failure frequencies of LPG facilities (vessels, pipework, etc.) are derived from the initiating failure events by applying failure analysis techniques such as fault tree analysis. Occurrences of subsequent hazardous outcomes in an accident are estimated by event tree analysis, taking into account severity of the release event and surrounding environment.

5.2 Spontaneous Failure

5.2.1 LPG storage vessel failure

Storage vessel failure refers to cold catastrophic failure leading to instantaneous release of the whole inventory or cold partial failure causing a continuous leakage. Failure rates of 1.8×10^{-7} per vessel year and 5.0×10^{-6} per vessel year [2] are adopted for cold catastrophic and partial failures, respectively as shown in **Table 7**. The vessel is assumed to be stress-relieved and 100% radiograph tested.

Table 7 Failure of LPG Storage Vessel

Item	Failure probability
Cold catastrophic failure	1.8×10^{-7} per vessel per year
Cold partial failure	5.0×10^{-6} per vessel per year

5.2.2 LPG road tanker failure

LPG road tanker can be regarded as a mobile LPG storage vessel. The cold spontaneous failure rate for LPG road tankers could be higher than for a fixed storage vessel. This is because of stresses experienced by the road tanker due to vibration during transportation, and cyclic loading associated with filling/unloading of the road tanker. The catastrophic and partial failure probabilities of an LPG road tanker are taken as 2.0×10^{-6} and 5.0×10^{-6} per year [2], respectively as shown in **Table 8**.

Table 8 Failure of LPG Road Tanker

Item	Failure probability
Cold catastrophic failure	2.0×10^{-6} per vessel per year
Cold partial failure	5.0×10^{-6} per vessel per year

5.2.3 Pipework failure

Failure of LPG pipework can be guillotine failure (full bore rupture) and partial failure (leak from pipe cracks). The generic guillotine failure rate of LPG pipework is taken as 1.0×10^{-6} per meter per year [2]. The rate of partial failure (equivalent to 10% pipe diameter) is taken as 3.3 times of the guillotine failure rate [9], i.e. 3.3×10^{-6} per meter per year as shown in **Table 9**.

Table 9 Failure of Pipework

Item	Failure probability
Guillotine failure	1.0×10^{-6} per metre per year
Partial failure	3.3×10^{-6} per metre per year

The failure of pipework may result in uncontrolled continuous release of LPG, if and only if, isolation fails, i.e. simultaneous failure of safety equipment (non-return valve, excess flow valve and ESD valve) and manual shut-off valves.

5.2.4 Dispenser failure

LPG from the storage vessel is pumped to the dispenser for vehicle refueling. Typical dispenser is a metering device consisting of a hose with self-sealing connector, four ball valves (with two flanges for each valve) and a certain length of rigid pipework. A schematic diagram of a typical LPG dispenser is illustrated in **Figure 9**.

As each LPG dispenser in the filling station has 2 nozzles instead, it is assumed to have an additional metering device and 2 ball valves for the connection of additional nozzle. Failure of the dispenser is estimated to be 1.2×10^{-4} per year by 'Parts Count' method as illustrated in **Table 10**. The pipework in the dispenser is assumed to have a diameter of 20 mm. Only significant leak is considered in the assessment.

Table 10 Determination of Dispenser Failure Frequency

Item	Quantity	Base failure rate, per year or per m.year	Fraction of significant leak (>0.2 D)	Failure rate, per year
Pipe (1)	2m	2.5×10^{-5}	15%	7.5×10^{-6}
Ball valve (2)	6 no.	8.8×10^{-5}	6%	3.2×10^{-5}
Flange (1)	16 no.	5.0×10^{-6}	100%	8.0×10^{-5}
Total				**1.2×10^{-4}**

Note:
(1) Reference to HSE onshore [12].
(2) Reference to Lees [13] and E&P forum [14].

5.2.5 Flexible hose failure

Cold spontaneous failure of flexible hose may occur during the road tanker unloading or vehicle refueling operations. Likelihood of a guillotine failure is taken as 9.0×10^{-8} per hour [2]. With average times of 2 hours for road tanker unloading operation and 5 minutes for LPG vehicle refueling operation, the guillotine failure rates of the flexible hose are estimated

as 1.8×10^{-7} per road tanker unloading operation and 7.5×10^{-9} per vehicle refueling operation as shown in **Table 11**.

Table 11 Failure of Pipework

Item	Failure probability
Guillotine failure of the unloading flexible hose	1.8×10^{-7} per operation
Guillotine failure rate of the flexible hose for vehicle refueling	7.5×10^{-9} per visit

Similar to pipework failure, the frequency of partial failure of flexible hose is assumed to be 3.3 times the guillotine failure rate.

5.2.6 Release from Submersible Pump Flange

The submersible pump flange may leak due to fitting arrangement. Failure frequency of 5.0×10^{-6} per year is applied to the study [12].

5.2.7 Drain Valve Failure

Leakage from drain valve may occur if the drain valve is left open due to human error. Drain valve only operates when the LPG is abnormally contaminated and LPG vessel is emptied for maintenance. There is no operation of the drain valve during normal operation of the LPG cum petrol filling station. Therefore, the likelihood of release from the drain valve is negligible and not considered in the study.

5.3 Loading Operation Failure

5.3.1 Hose misconnection error

A misconnection error may occur if the hose is improperly connected to the filling point, including failure to open manual isolation valve. A failure rate of 3×10^{-5} per operation [2] is adopted. It is assumed that such error results in hose coming completely apart, leading to a full-bore release. Small leaks will be rectified instantaneously by the tanker driver or his assistant.

5.3.2 Hose disconnection error (during tanker unloading)

Hose disconnection error refers to inadvertently disconnecting the filling hose during the unloading operation, which requires a complete disregard of normal operating procedures, as well as the failure to re-tightening the coupling immediately upon loosening it. A gross human error of 2×10^{-6} per operation [2] is adopted in the analysis.

5.3.3 Road tanker drive-away error

A drive-away error may occur due to repositioning of the truck during delivery or inadvertent drive-away before completion of replenishment. The outcome of this failure matches those of hose misconnection, i.e. full-bore release. Repositioning during delivery is deemed remote because there is a dedicated unloading bay in the LPG filling station. The driver and his assistant are responsible for monitoring the unloading process during replenishment. Thus, the probability of drive-away error before operation completion is deemed very low and a failure rate of 4×10^{-6} per operation [2] is adopted.

5.3.4 Road tanker impact onto LPG facilities

The road tanker may strike LPG installation during manoeuvring, causing damage to the LPG installation or road tanker. A likelihood of 1.5×10^{-4} per operation [2] is adopted for this human error. In view of the slow speed of road tanker during manoeuvring to its unloading bay and the side and rear end protection LPG road tanker, a release from the road tanker due to slight impact is considered remote.

The probability of damaging the filling pipework is considered very low as it is protected by a steel framework to minimize the chance and energy of direct tanker impact on the pipework. A release from the damaged pipework may ensue only if the driver neglects his duty to check the pipework integrity and possible leakage before unloading starts.

5.3.5 Road tanker collision by other vehicles during unloading

The LPG road tanker is parked in a designated unloading bay of the LPG filling station. Warning traffic cones should be placed around the LPG road tanker, forming an area with limited access during unloading operation. The collision by other vehicles to an unloading road tanker is considered very unlikely. Nevertheless, a frequency of 1.0×10^{-8} per operation is adopted [2].

5.3.6 Damage due to tanker / vehicle impact

Compared with normal road accidents, inadvertent impact by tanker / vehicle to the LPG facilities is deemed to be a low speed / momentum collision due to provision of speed limit, sufficient lighting, well-maintained concrete floor, warning signage, and supervision of working staff, etc. at the LPG filling station. Mostly it will cause slight damage, which is not potential to result in an uncontrolled LPG release.

As mentioned in **Section 5.3.4**, road tanker and inlet pipework are equipped with side / rear protection and steel framework, preventing impact to the LPG installation from vehicle collision. Thus, vehicle collision to cause tanker / inlet pipework failure are unlikely. The probabilities of vehicle impact to cause LPG facilities failure are estimated from Road Traffic Accident Statistics from the Transport Department [15], as tabulated in **Table 12**.

The statistics reported 12% (take 20% in the after-mentioned calculation) was serious collision and 1% was fatal collision. Assuming fatal accidents would have the potential to cause catastrophic rupture of the tanker or guillotine failure of the LPG pipework, and serious accidents would have the potential to cause leakage of the tanker / pipework, a modification factor of 0.5 is conservatively applied account for the safety provisions at the filling station. In considering the steel frame protection of the liquid-inlet pipework at the LPG filling point, a modification factor of 0.1 is applied.

Table 12 Road Traffic Accidents by Severity (2016 - 2021)

	2016	2017	2018	2019	2020	2021	Sum	% Total
Fatal	129	104	107	107	96	94	637	1%
Serious	2 379	2 070	1 682	1 831	1 912	1 824	11 698	12%
Slight	13 591	13 551	14 146	14 164	13 290	15913	84 655	87%
Total	**16 099**	**15 725**	**15 935**	**16 102**	**15 298**	**17 831**	**96 990**	**100%**

Table 13 Probabilities of Vehicle Impact to Cause Loss of Containment

Events Related to Vehicle Impact	Base Probability Assumed	Reduction Factor	Probability Adopted
Probability of sufficient vehicle impact energy to cause tanker catastrophic failure	0.01	0.5	0.005
Probability of sufficient vehicle impact energy to cause tanker partial failure	0.2	0.5	0.1
Probability of sufficient tanker impact energy to cause guillotine failure of the inlet pipeline	0.01	0.1	0.001
Probability of sufficient tanker impact energy to cause partial failure of the inlet pipeline	0.2	0.1	0.02
Probability of sufficient vehicle impact energy to cause dispenser damage	0.2	0.5	0.1
Probability of sufficient vehicle impact energy to cause hose damage	0.2	0.5	0.1

5.3.7 Storage vessel overfilling / over-pressurization

As usual on-site LPG unloading operation, storage vessel will only be filled up to 85% of total capacity. The filling in progress should be monitored by the tanker driver and his assistant through the ullage gauge at all time. The possibility of overfilling is deemed low and is taken to be 2×10^{-2} per operation [2]. Even if an overfilling occurs, an LPG release due to over-pressurization will only happen if the following human error or failure of safety provisions take place:

- Driver and his assistant fail to activate ESD system and close manual shut-off valve;
- Failure of truck pump over-pressurization protection system; and
- Failure of pressure relief valve on the storage vessel

Considering the design pressure of the LPG storage vessel is 17.5 barg (over 3 times of the operating pressure of 5.5 barg), the outcome of storage vessel overfilling / over pressurization is most probably leakages from vessel connections. Nevertheless, catastrophic rupture of the vessel may not be ruled out. An accident review of historical records (1950 – 2006) in the MHIDAS database on vessel overfilling was performed. It was identified that 3 in 123 incidents led to rupture of the storage vessel (records bolded), which accounted for about 2.4% of all incidents. In this assessment, probability of catastrophic rupture is assumed as 2.5%.

5.3.8 Loading pipework over-pressurization

Over-pressurization of loading pipework may occur possibly when the driver forgets to open all valves on LPG filling line to the storage vessel during unloading operation. The potential scenario of over-pressurization of loading pipework is much lower probability than the “misconnection” error event (which will lead to a similar outcome) as it required the simultaneously malfunction of over-pressurization protection system of road tanker, failure

of isolation system such as excess flow valve, emergency stop system and closure of manual valve(s). Therefore, this factor is already considered in the misconnection error.

5.3.9 Human Error

In case of accidental failure, it is highly possible that onsite staff cannot rectify the problem before and after any hazard event occurs. Two competent persons (the driver and the assistant) are engaged in the unloading process and stayed in close vicinity to the road tanker and the filling point during the unloading. They are suitably trained in unloading operation, first aid, firefighting and emergency response, and equipped with necessary personal protection equipment (PPE). Nevertheless, they might make errors in a series of operations. The probability is taken as 0.01 for error in a routine operation where care is required from “A Guide to Practical Human Reliability Assessment” [16].

Upon an accidental LPG release, alarm will be raised by the leak detection system, the onsite working staff should activate the ESD system to isolate the LPG installations. The human error to start the ESD system under an emergency situation is taken as 0.1 for failure to act correctly at a stressful emergency situation [16].

Probability of human error becomes much higher under emergency situations when a hazard event occurs. The chance of failure to rectify the problem under extreme stresses is 0.3 for general rate of errors involving very high stress level [16]. Nevertheless, a more conservative probability of 0.5 [2] is adopted in this analysis considering the operators are facing the dangers from an LPG release.

The failure probability of road tanker unloading/vehicle refueling operation are illustrated in **Table 14**.

Table 14 Failure of Road Tanker Unloading / Vehicle Refueling Operation

Item	Failure probability
Hose misconnection error	2.0×10^{-6} per operation
Hose disconnection error	4.0×10^{-6} per operation
LPG road tanker / vehicle drive-away error	4.0×10^{-6} per operation
LPG road tanker impact into LPG facilities	1.5×10^{-4} per operation
LPG road tanker collision by other vehicles during unloading	1.0×10^{-8} per operation
Vessel catastrophic failure due to over-pressurization	2.0×10^{-2} per operation
Human error in a routine operation	0.01 per demand
Human error in a stressful emergency situation	0.1 per demand
Human error involving very high stress levels	0.5 per demand

5.3.10 Failure of safety provisions

Hazards from an accidental LPG release can be prevented or mitigated by the safety provisions at LPG cum Petrol Filling Station. The failure probabilities of safety provisions are shown in **Table 15** based on previous “QRA Methodology for LPG Installations” [2] and Lees [13].

Table 15 Failure of Safety Provisions

Item	Failure probability	Remark
Excess Flow Valve (LPG vessel)	0.13 per demand	
Excess Flow Valve (LPG road tanker)	0.013 per demand	
Excess Flow Valve (LPG dispenser)	0.013 per demand	Same one-year test interval as the LPG road tanker
Non-Return Valve	0.013 per demand	
ESD Trip System Fails	1×10^{-4} per demand	
Breakaway Coupling	0.013 per demand	
Double-Check Filler Valve	2.6×10^{-3} per demand	
Water Spray System	0.015 per demand	
Chartek Coating under Jet Fire Attack	0.1 per demand	
Fire Service to Prevent BLEVE	0.5 per demand	
Pressure Relief Valve	0.01 per demand	PFD ranges from 1×10^{-2} to 1×10^{-4} per demand from Lees
Truck Pump Over-pressure Protection System (LPG Road Tanker)	1×10^{-4} per demand	Emergency protection

Note:
(1) Unless other specified, the failure probabilities are adopted from QRA Methodology for LPG Installations [2].

5.4 External Events

5.4.1 Earthquake

Hong Kong is situated on the southern coast of China where is not located within the seismic belt. According to the Hong Kong Observatory, earthquake occurs in circum-Pacific seismic belt which passes through Taiwan and Philippines are too far away to affect Hong Kong significantly.

Buildings and infrastructures in Hong Kong are designed to withstand earthquakes up to Modified Mercali Intensity (MMI) VII. It is estimated that MMI VIII is of sufficient intensity to cause damage to specially designed structures. The chance of earthquake occurrence at MMI VIII or higher in Hong Kong is very low comparing to other regions and is estimated to be 1.0×10^{-5} per year [2]. It is assumed that such earthquake may result in LPG storage vessel leakage and pipework rupture at a probability of 0.01 [17].

5.4.2 Aircraft crash

The LPG cum petrol filling station is located from the Hong Kong International Airport with a distance of over 15 km. The frequency of aircraft crash is estimated using the HSE methodology [18]. The number of flights from 2010 to 2019 is extracted from the Civil Aviation Department [19], and projected to 2029. The calculated impact frequency due to aircraft crash is 1.66×10^{-10} pear year which much lower than the other failure frequencies considered in this study.

5.4.3 Helicopter crash

Helicopter accidents during take-off and landings are confined to a small area around the helipad, extending up to 200 m only from the center of the helipad. Since there is no helicopter landing pad within 200 m of the LPG cum petrol filling station, risk due to helicopter crash is not further considered in the assessment.

5.4.4 Car crash

The LPG cum petrol filling station is protected by beam barriers. Speed restriction and warning signage are imposed within the station. It is considered that car crash on the public road impacts negligible threat to LPG cum petrol filling station.

5.4.5 Landslide

According to the site survey, no slope is situated near the LPG cum petrol filling station. Therefore, risk due to landslide on the LPG cum petrol filling station is not considered in this analysis.

5.4.6 Severe environmental events

Loss of containment due to severe environmental events such as typhoon or storm surge (large scale tidal) is considered unlikely. The LPG installations are designed safe to withstand the wind load of typhoon. The site is not threatened by storm surge. Therefore, this risk is deemed unlikely and not further considered in the analysis.

5.4.7 Lightning strike

The frequency of lightning strike on a properly protected building structure is extremely low in Hong Kong. Risk resulting from lightning strike on facilities in the LPG cum petrol filling station is extremely low. It is deemed that the chance of lighting strike is remote and therefore not further considered in this assessment.

5.4.8 Dropped object

The LPG cum petrol filling station is sheltered by roof. Thus, it is considered that the threat from dropped objects to LPG cum petrol filling station is insignificant and not further assessed in this analysis.

5.4.9 Subsidence

Excessive subsidence may lead to failure of structure and ultimately loss of containment scenario. However, subsidence is usually slow in movement and such movement can be observed and remedial action can be taken in time. Besides, ground condition of the LPG cum petrol filling station is stable. Risk from subsidence is therefore deemed remote and not further considered.

5.4.10 External fire

External fire refers to the occurrence of a fire event outside LPG cum petrol filling station which may lead to the failure of the LPG facilities. This might be expected from road accidents on the public road probably involving car crash or engine failures (e.g. overheating during hot summer). The resulting fire is usually small, only affecting a few metres around the car, and could be quickly extinguished using fire extinguishers or by the fire brigade. The key facilities inside are further protected by concrete building structures

(e.g. the LPG storage vessel compartment) and activation of emergency shutdown system for potential external fire threat. The risk of escalation of external fire to the LPG facilities is deemed remote and not further considered in the analysis.

5.5 Base Failure Frequencies

Base failure frequencies of hazardous events are derived by fault tree analysis (attached in **Appendix A**) from the initiating failures. The results are summarized in **Table 16**.

Table 16 Base failure frequencies of hazardous events from Esso LPG cum Petrol Filling Station

Hazardous Event	Inven-tory	Time Frac-tion	ESSO		Event Tree
			Original Frequency (per year)	Factored Frequency (per year)	
Cold catastrophic failure of LPG storage vessel (Spontaneous and External Events)	100%	0.2	2.19E-07	3.60E-08	ETA1
	60%	0.8		1.44E-07	
Cold catastrophic failure of LPG storage vessel (Unloading)	100%	1	3.88E-08	3.88E-08	
Cold partial failure of LPG storage vessel (Spontaneous and External Events)	100%	0.2	6.61E-06	1.02E-06	ETA2
	60%	0.8		4.08E-06	
Cold partial failure of LPG storage vessel (Unloading)	100%	1	1.51E-06	1.51E-06	
Cold catastrophic failure of LPG road tanker	100%	0.2	3.93E-07	7.85E-08	ETA3
	50%	0.8		3.14E-07	
Cold partial failure of LPG road tanker	100%	0.2	1.66E-06	3.32E-07	ETA4
	50%	0.8		1.33E-06	
Guillotine failure of liquid-inlet pipework (rupture)	100%	0.2	2.30E-08	4.60E-09	ETA5
	60%	0.8		1.84E-08	
Partial failure of liquid-inlet pipework (leak)	100%	0.2	2.65E-06	5.31E-07	ETA6
	60%	0.8		2.12E-06	
Guillotine failure of liquid supply line to dispenser (rupture)	100%	0.2	2.95E-07	5.90E-08	ETA7
	60%	0.8		2.36E-07	
Partial failure of liquid supply line to dispenser (leak)	100%	0.2	4.95E-06	9.91E-07	ETA8
	60%	0.8		3.96E-06	
Failure of dispenser	100%	0.2	7.31E-06	1.46E-06	ETA9
	50%	0.8		5.85E-06	
Guillotine failure of flexible hose to vessel (rupture)	100%	0.2	1.64E-05	3.28E-06	ETA5
	60%	0.8		1.31E-05	

Hazardous Event	Inven-tory	Time Frac-tion	ESSO		Event Tree
			Original Frequency (per year)	Factored Frequency (per year)	
Partial failure of flexible hose to vessel (leak)	100%	0.2	4.61E-05	9.22E-06	ETA6
	60%	0.8		3.69E-05	
Failure of flexible hose to vehicles (rupture)	100%	0.2	1.96E-04	3.91E-05	ETA9
	60%	0.8		1.57E-04	
Submersible Pump Flange (leak)	100%	0.2	5.00E-06	1.00E-06	ETA7
	50%	0.8		4.00E-06	
BLEVE of LPG road tanker (fire escalation)	100%	0.2	1.11E-08	2.22E-09	ETA5
	50%	0.8		8.87E-09	

5.6 Event Tree Analysis

Event tree analysis (ETA) is used to develop the evolution of a failure event from its initial release to the final outcome scenarios, namely jet fire, flash fire, fireball, etc. It depends on various factors such as release type (instantaneous or continuous), ignition sources and probabilities, and degree of congestion. Event trees are used to calculate the frequencies of hazardous outcome scenarios, as included in **Appendix B**.

5.6.1 Catastrophic Failure of LPG Storage Vessel / LPG Road Tanker

Immediate ignition is assumed as a probability of 0.3 for large releases following Cox, Lees and Ang [13], as shown in **Table 17**. The immediate ignition of instantaneous LPG release from LPG road tanker will result in a fireball. Regarding to LPG storage vessel installed underground in a sand-filled concrete compartment, the probability of a fireball is negligible and therefore its effect is not evaluated [7], flash fire is considered under this circumstance instead.

Table 17 Ignition Probabilities from Cox, Lees and Ang

Release Rate	Ignition Probability Rate	
	Gas Release	Liquid Release
Minor (<1 kg/s)	0.01	0.01
Major (1-50 kg/s)	0.07	0.03
Massive (>50 kg/s)	0.3	0.08

A probability of 0.5 is assigned to delayed ignition [13], which may produce a flash fire or VCE. The occurrence of VCE requires ignition of a dispersed gas cloud present in a confined or congested space. Given the relatively open nature of the surroundings of the LPG cum petrol filling station, an explosion probability of 0.2 is assumed in the analysis.

5.6.2 Leak from LPG Storage Vessel / LPG Road Tanker

A low probability of 0.07 is adopted for immediate ignition of partial failure (leak) of LPG storage vessel and road tankers [13]. Immediate ignition of a continuous pressurized release results in a jet fire. A probability of 0.5 is assigned to delayed ignition [13], which may produce a flash fire or VCE. Given the relatively open nature of the surroundings of the LPG cum petrol filling station, an explosion probability of 0.2 is assumed in the analysis.

5.6.3 Failure of Aboveground Pipe / Hose / Dispenser

Lower probabilities of 0.07 and 0.01 are adopted for immediate ignition of guillotine failure and partial failure (leak) of aboveground pipe / hose / dispenser, respectively [13]. Immediate ignition of a continuous pressurized release results in a jet fire. A probability of 0.5 is assigned to delayed ignition [13], which may produce a flash fire or VCE in case of guillotine failure or only flashfire in case of partial failure.

The chance of flame impingement is assumed as 1/6 for liquid inlet pipework and flexible hose of the road tanker [7]. A direction probability of 1/12 is assumed to the dispenser and the flexible filling hose to vehicle based on the layout. The residence time of LPG road tanker is also considered for fire impingement.

LPG road tankers are protected by a layer of Chartek coating, preventing the formation of hot spots. Credit is given to the passive Chartek coating protection on road tanker and

water spray system and fire-fighting services in the filling station. The probability of coating failure is assigned as 0.1 [2]. A failure rate of 1.5×10^{-2} per demand is used for water spray systems [2]. Consideration is also given to failure of fire services which may be ineffective in preventing a BLEVE, and the probability is assumed as 0.5 [2].

The underground LPG storage vessel is free from flame impingement.

5.6.4 Failure of Underground Pipe / Submersible Pump Flange

Ignition probabilities of underground pipe are taken similar to that of aboveground pipes. Ignition probabilities of release from submersible pump flange are taken similar to leak from storage vessel.

Jet release from underground installations is considered as vertical release. BLEVE due to jet fire impingement on the LPG road tanker wall is not considered in the failure scenarios of underground pipes and submersible pump flange.

6 CONSEQUENCE ANALYSIS

6.1 Overview

The consequence assessment is conducted in two steps:

- **Source term modelling** -- to determine the release rate, duration and quantity; and
- **Physical effects modelling** -- to determine the gas dispersion, fire and explosion effect zones based on the output of the source term modelling. The impact of the hazardous outcomes on the surrounding population would be analyzed.

In this study, the simulation software – The simulation software SAFETI 8.6 developed by Det Norske Veritas (DNV) was employed to calculate the hazardous release and the effects zones.

6.2 Source Term Modelling

LPG is modelled as a mixture of 30% propane and 70% butane. LPG stored in a tank is pressurized to medium pressure to reach an equilibrium state between the liquid and vapour phases, depending on the ambient temperature.

The maximum capacity of the LPG storage vessel is about 31.5kL (equivalent to 17.6 tonnes LPG) in ESSO LPG cum Petrol Filling Station. The vessel is assumed nominally at full load inventory (i.e. 85% of maximum capacity, equivalent to 15 tonnes) for 20% of the time and at low inventory level with 60% of full load inventory (equivalent to 9 tonnes) for the rest of the time.

Road tankers are assumed to have a maximum capacity of 9 tonnes. The road tanker is modelled to have full inventory for 20% of the time and 50% of inventory for the remaining 80% of time. Instantaneous release of the whole inventory is assumed for catastrophic rupture of LPG tanks.

Instantaneous release of the whole inventory is assumed for the cases of catastrophic failure / rupture. Partial failure / leak will lead to a continuous release, in which, discharge rate is calculated by SAFETI based on the leak size, release temperature, release pressure and fluid phase. Duration of discharge is determined by discharge rate and total inventory.

6.3 Physical Effect Modelling

6.3.1 Gas Dispersion

LPG vaporizes rapidly and forms a vapour cloud upon release. Fire scenarios of different kinds may be developed in the presence of ignition sources in the proximity of an LPG release. If no ignition source exists, the vapour cloud will disperse downwind and will then be diluted to a concentration below its Lower Flammable Limit (LFL). In this case, the vapour cloud will become too lean to be ignited and will have no harmful effect.

The dispersion characteristics of the vapour cloud are influenced by meteorological conditions and material properties, such as density. The built-in UDM model in SAFETI 8.4 is used for the dispersion of vapour cloud following an accidental LPG release. The model takes various transition phases into account, from dense cloud dispersion to buoyant passive gas dispersion in both instantaneous and continuous releases.

6.3.2 Jet Fire

When flammable fluid stored under pressure releases from an orifice, it will lead to a flame jet (i.e. jet fire) if it is ignited immediately. The flame length is determined from the momentum of the release. If a jet fire impinges on another pressurized LPG storage container, thermal intrusion and heat radiation could boil liquid and induce over-pressurization and subsequent rupture of the container, causing a BLEVE.

6.3.3 Fireball and BLEVE

Immediate ignition of an instantaneous release of massive inventory inside a pressurized vessel will result in a fireball. A fireball is characterized by its high thermal radiation intensity and short duration time. The principal hazard of fireball arises from thermal radiation, which is not significantly influenced by weather, wind direction or source of ignition.

A BLEVE occurs as fire escalation event upon integrity failure from fire impingement. It has similar characteristics to a fireball and its physical effects are calculated as a fireball.

6.3.4 Thermal Radiation of Fires

The major hazard of a jet fire, pool fire or fireball is the flame and the thermal radiation. Persons caught in the flame zone are considered be fatally injured. Persons outside the flame zone are determined by lethal probability using the following Probit equation [9]:

$$Pr = -36.38 + 2.56 \ln Q^{4/3t}$$

where Q is the thermal radiation intensity in W/m^2 and t is the exposure time in seconds.

A building is assumed to offer protection to its occupants against hazards from fires. The protection factor is assumed to be 50% for indoor population within fireball radius [2].

6.3.5 Flash Fire

An LPG release will vaporize and form a vapour cloud. This cloud, if not ignited immediately, will move in the downwind direction, entraining air as it disperses and becomes diluted. A flash fire will occur if the vapour cloud is ignited at a concentration above its LFL.

Major hazards from flash fire are thermal radiation and direct flame contact. Because of the short duration of the flash combustion, the thermal radiation effect on persons is limited. Humans who are encompassed outdoor by the flash fire is considered be fatally injured. A fatality rate of unity is assumed for outdoor population, and 90% protection factor is assumed for indoor occupants.

6.3.6 Vapor Cloud Explosion

If the vapour cloud passes through a congested area (e.g. cluster of pipe racks, a confined space) and be ignited, the confinement will limit the expansion of the burning cloud, causing an explosion and damage to the surroundings by the resulting overpressure. In SAFETI, the hazardous effects are modelled by two concentric circular areas corresponding to heavy and light building damage, respectively. Fatality rates for persons outdoors and indoors are determined from the HSE method [19], CIA guidelines [20] and TNO Purple Book.

6.4 Hazard Impacts on Offsite Population

6.4.1 Worst Consequence Distance

Population in the vicinity of the LPG cum petrol filling station can be potentially affected by the hazardous events depending on the consequence distances. The affected distances of different hazardous events are simulated in SAFETI and the worst impact distances are summarized in **Table 18.**

Table 18 Summary of Worst Consequence Distances

Hazardous Event	Failure Scenario	Characteristics	Distance (m)
			ESSO
Fireball	Cold Catastrophic Failure of LPG storage vessel	Fireball radius Lift off height	67.9 135.8
BLEVE	BLEVE of LPG Road Tanker	Fireball radius Lift off height	60.3 120.6
Jet fire	Guillotine Failure of Liquid-Inlet Pipework	Flame length Thermal Radiation at 12.5kW/m^2	31.9 46.0
Flash fire	Cold Catastrophic Failure of LPG Road Tanker	Flash fire envelop at 100% LFL	179.5
	Cold catastrophic failure of LPG storage vessel (Unloading)	Flash fire envelop at 100% LFL	226.0

The worst consequence of flammable vapour cloud resulting from cold catastrophic failure of LPG vessel (unloading) may drift downwind up to 226m at high wind speeds though the vapour cloud is very likely to be ignited during its migration across ignition sources such as moving vehicles and various human activities. The LPG vapour cloud can reach up to 23.6m high in close proximity to the LPG Compound and gradually decrease when the vapour cloud drift downwind.

7 RISK ASSESSMENT

7.1 Risk Summation

Risk summation combines the estimation of the likelihood and consequence of hazardous event, as well as meteorological data and production in the hazard effect zones, to give a numerical measure of risks around the LPG cum petrol filling station. The risk analysis is conducted by the simulation software – SAFETI 8.6 developed by DNV and the outcome results are presented in terms of individual risk (as individual risk contours) and societal risk (as F-N curves or PLL). The risk outcomes are compared to the criteria set out in the risk guidelines, as specified in **Section 1.3**.

7.2 Results of Individual Risk

The individual risk contours of the LPG cum Petrol Filling Station are presented in **Figure 10**. Risk to the offsite population is lower than 1×10^{-5} per year and decreases at distances further away from the LPG cum Petrol Filling Station. Individual risk contours of the LPG cum petrol filling station are presented in **Figure 10**.

The individual risk at the Project Site is below 1×10^{-6} per year and therefore, in terms of individual risk, the criteria set in the Hong Kong Risk Guidelines are satisfied.

7.3 Results of Societal Risk

Societal risks in terms of F-N curves of the LPG cum petrol filling station is presented in **Figure 11**. Case 1 denotes the future year 2029 without the proposed development, while Case 2 denotes the future year 2029 with the proposed development. The F-N data are presented in **Table 19.**

The overall societal risks for both Case 1 and Case 2 lie within the ACCEPTABLE region, which meet with the criterion stipulated in the HKPSG. With an increase in population brought by the proposed development, the societal risks of the LPG cum petrol filling station increases slightly.

Table 19 F-N Data

No. of Fatality (N)	Frequency (per year)	
	Case 1 – Year 2029 without the proposed development	Case 2 – Year 2029 with the proposed development
1	5.80E-07	5.83E-07
2	2.58E-07	2.61E-07
3	2.30E-07	2.32E-07
4	2.24E-07	2.27E-07
5	2.22E-07	2.25E-07
6	1.93E-07	1.96E-07
8	1.65E-07	1.68E-07
10	1.58E-07	1.61E-07
12	1.10E-07	1.13E-07
15	9.20E-08	9.51E-08
20	7.56E-08	7.90E-08
25	5.90E-08	6.28E-08
30	5.06E-08	5.49E-08
40	4.25E-08	4.92E-08
50	3.65E-08	4.40E-08
60	2.94E-08	3.88E-08
80	1.80E-08	3.22E-08
90	1.57E-08	2.97E-08
100	1.27E-08	2.75E-08
120	7.77E-09	2.24E-08
150	3.65E-09	1.73E-08
200	6.90E-10	1.36E-08

No. of Fatality (N)	Frequency (per year)	
	Case 1 – Year 2029 without the proposed development	**Case 2 – Year 2029 with the proposed development**
250	2.07E-10	1.12E-08
300	2.74E-11	9.15E-09

Notes:
Values less than 1×10^{-9} per year are not shown in the figure of F-N curve

Societal risk can also be represented in the form of Potential Loss of Life (PLL). It expresses the risk to the population as a whole and for each scenario and its location. The PLL is an integrated measure of societal risk obtained by summing the product of each F-N pair:

$$PLL=f_1N_1+f_2N_2+\cdots+f_nN_n$$

PLL values of the top 4 most significant contributors are shown in **Table 20**. With the additional population brought by the Proposed Development, the total PLL of ESSO LPG cum Petrol Filling Station is increased by 74.9%, from 6.19×10^{-6} no. of fatality per year to 1.08×10^{-5} no. of fatality per year.

Table 20 PLL Breakdown of Esso cum Petrol Filling Station

Case 1 – Year 2029 without the proposed development			**Case 2 – Year 2029 with the proposed development**		
Event	**PLL (per year)**	**% of total PLL**	**Event**	**PLL (per year)**	**% of total PLL**
Catastrophic Failure of Vessel	2.77E-06	44.7%	Catastrophic Failure of Vessel	5.56E-06	51.4%
Catastrophic Failure of Tanker	1.95E-06	31.5%	Catastrophic Failure of Tanker	2.18E-06	20.1%
Failure of Vessel during Unloading	1.19E-06	19.2%	Failure of Vessel during Unloading	2.80E-06	25.8%
Catastrophic Failure of AG Pipe	2.84E-07	4.6%	Catastrophic Failure of AG Pipe	2.84E-07	2.6%
Others	8.58E-10	0.0%	Others	8.58E-10	0.0%
Total PLL	**6.19E-06**	**100%**	**Total PLL**	**1.08E-05**	**100%**

8 Conclusion

This QRA has studied the risk impact of an LPG cum petrol filling station to the nearby proposed development at Lots 1341 S.B RP, 1341 S.B ss.1 S.J RP, 1341 S.B ss.1 S.D in D.D. 121, and 525 S.B RP in D.D. 122 and its surrounding population in the future year of 2029.

The results show that the proposed development would contribute slightly increased risk posed by the LPG cum Petrol Filling Station. The overall risk in terms of individual risk and societal risk by the increase of population due to the proposed development is in the ACCEPTABLE region. The criteria as set out in the Hong Kong Planning Standard and Guidelines have been satisfied. No limitation or constraint would be required to be imposed on the proposed development in related to the operation of the LPG cum petrol filling station.

9 Reference

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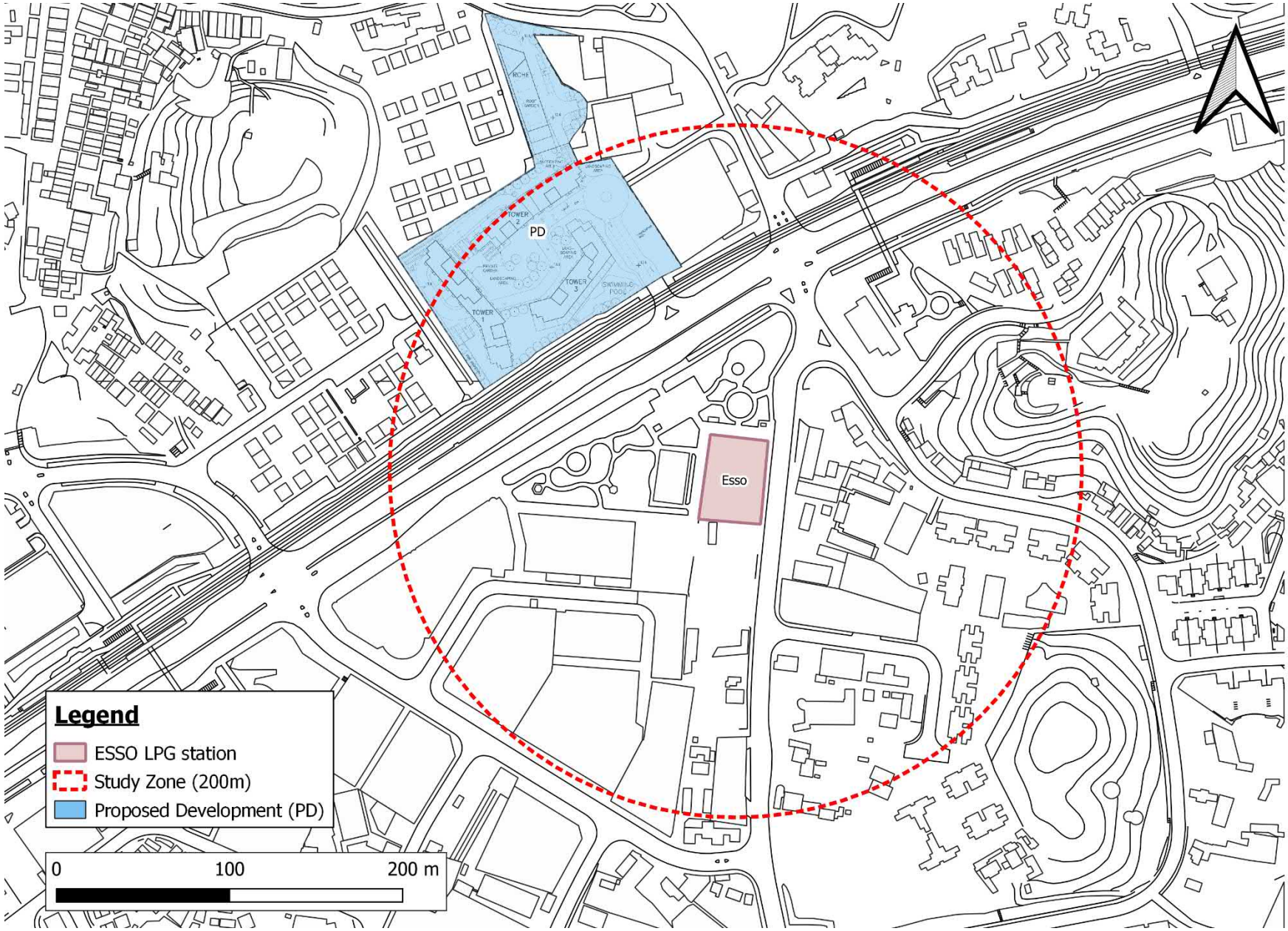
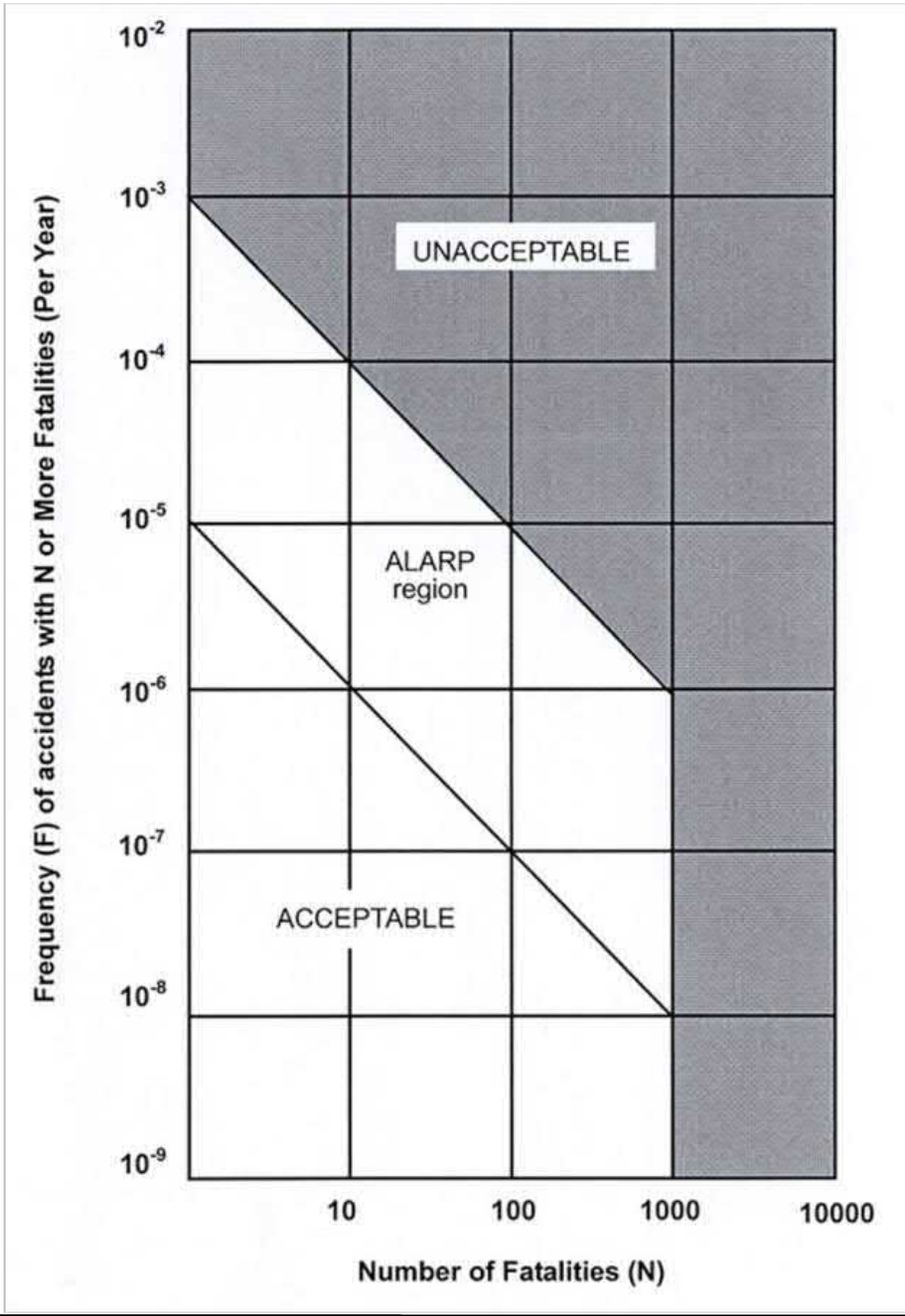
Figures



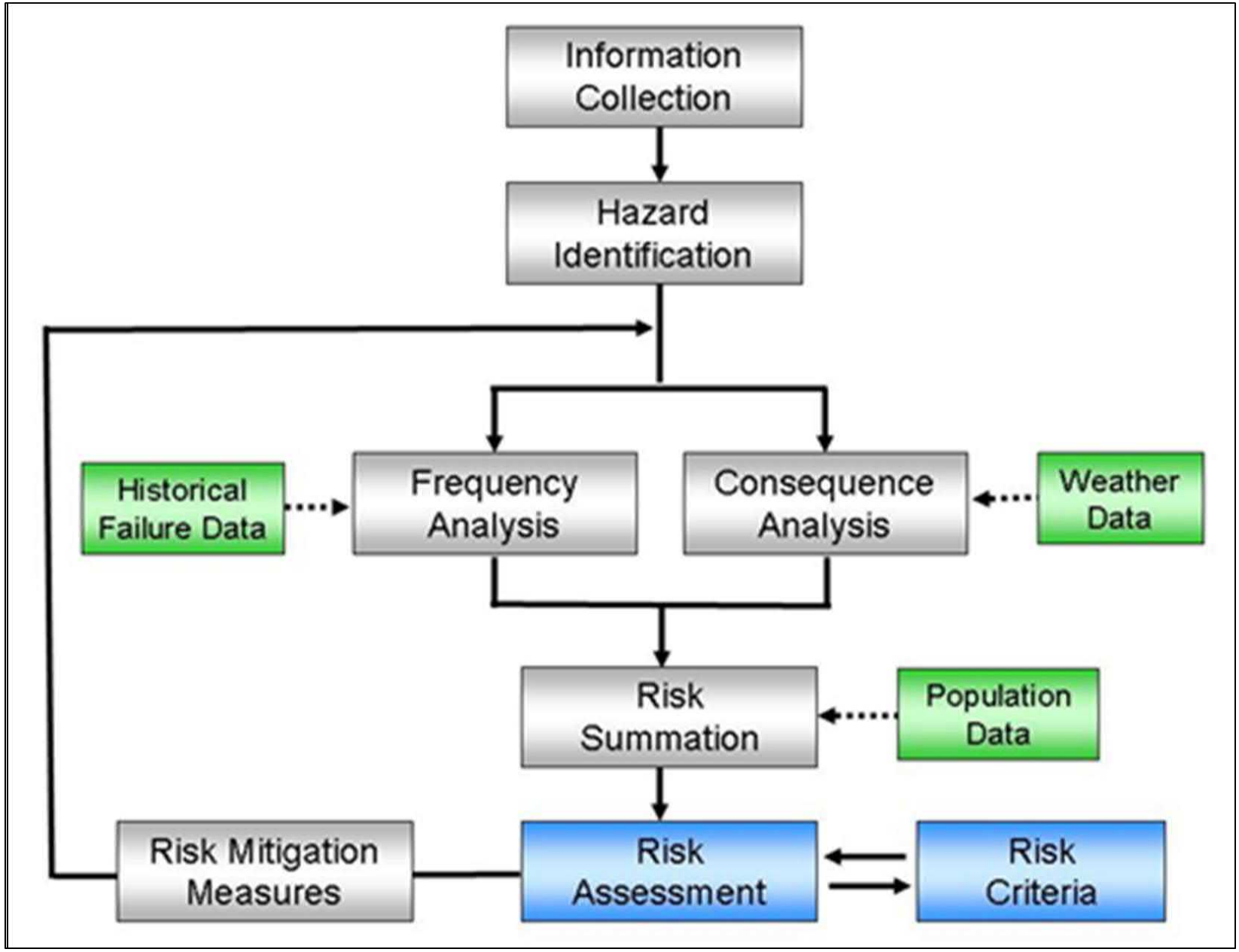
MEINHARDT

Quantitative Risk Assessment for Section 12A Rezoning Application at Various Lots in D.D 121 and D.D. 122 and Adjoining Government Land, Ping Shan, Yuen Long, New Territories

Figure 1 Location of the Proposed Project and LPG cum Petrol Filling Stations



MEINHARDT	Quantitative Risk Assessment for Section 12A Rezoning Application at Various Lots in D.D 121 and D.D. 122 and Adjoining Government Land, Ping Shan, Yuen Long, New Territories	Figure 2 Societal Risk Guidelines from Hong Kong Planning Standards and Guidelines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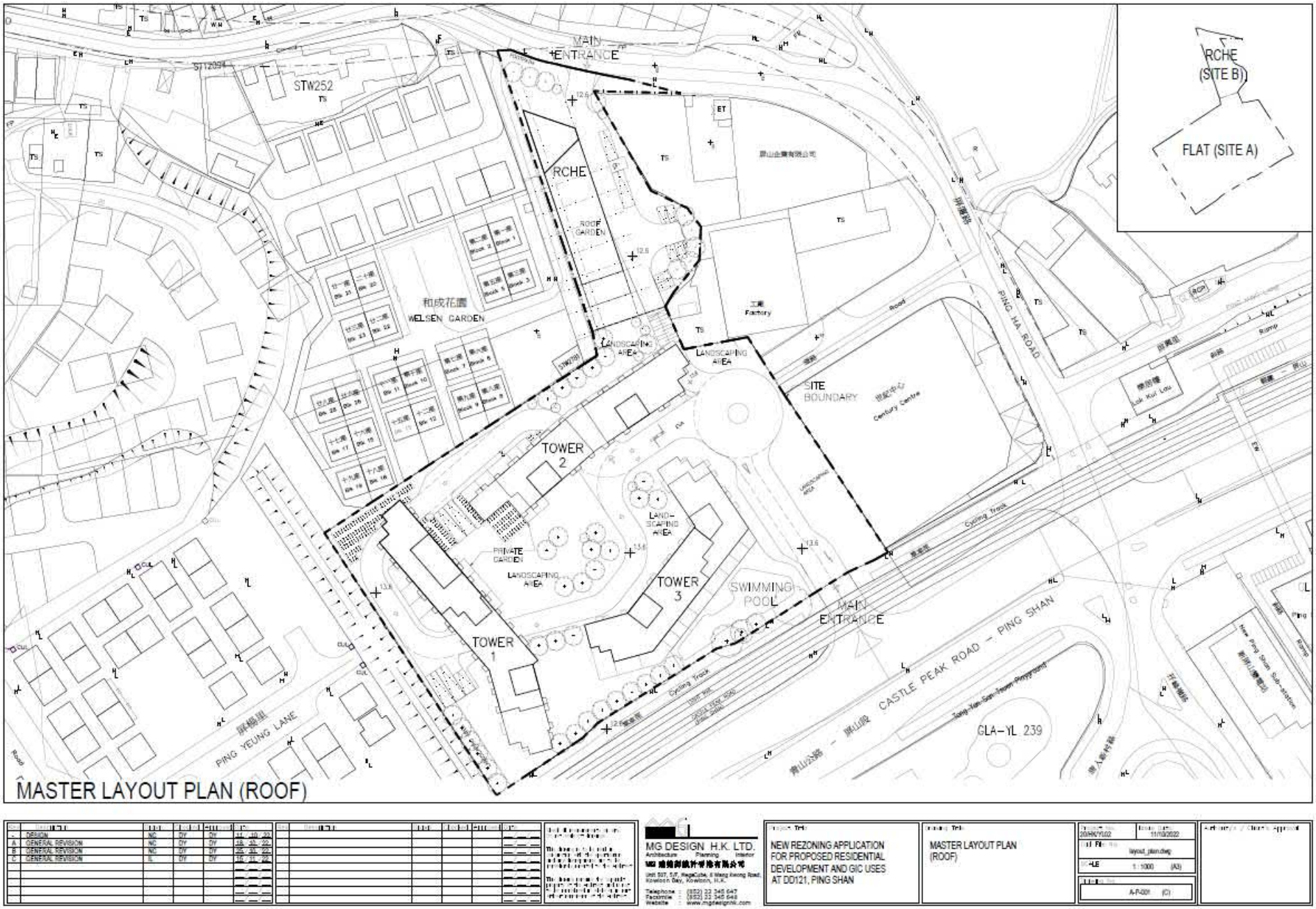
Historical Failure Data
Frequency Analysis
Consequence Analysis
Weather Data
Risk Summation
Population Data
Risk Mitigation Measures
Risk Assessment
Risk Criteria



No.	Description	Date	Drawn	Checked	Approved	Date
-	DESIGN	NC	DY	DY	DY	11 / 10 / 22
A	GENERAL REVISION	NC	DY	DY	DY	18 / 11 / 22
B	GENERAL REVISION	NC	DY	DY	DY	25 / 11 / 22
C	GENERAL REVISION	IL	DY	DY	DY	16 / 11 / 22

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Drawing Title: MASTER LAYOUT PLAN (ROOF)

Project No. 20HK7102 | Issue Date 11/10/2022
CAD File No. layout_plan.dwg
Scale 1 : 1000 (A3)
Drawing No. A-F-001 (C)

Architect / Client Approval

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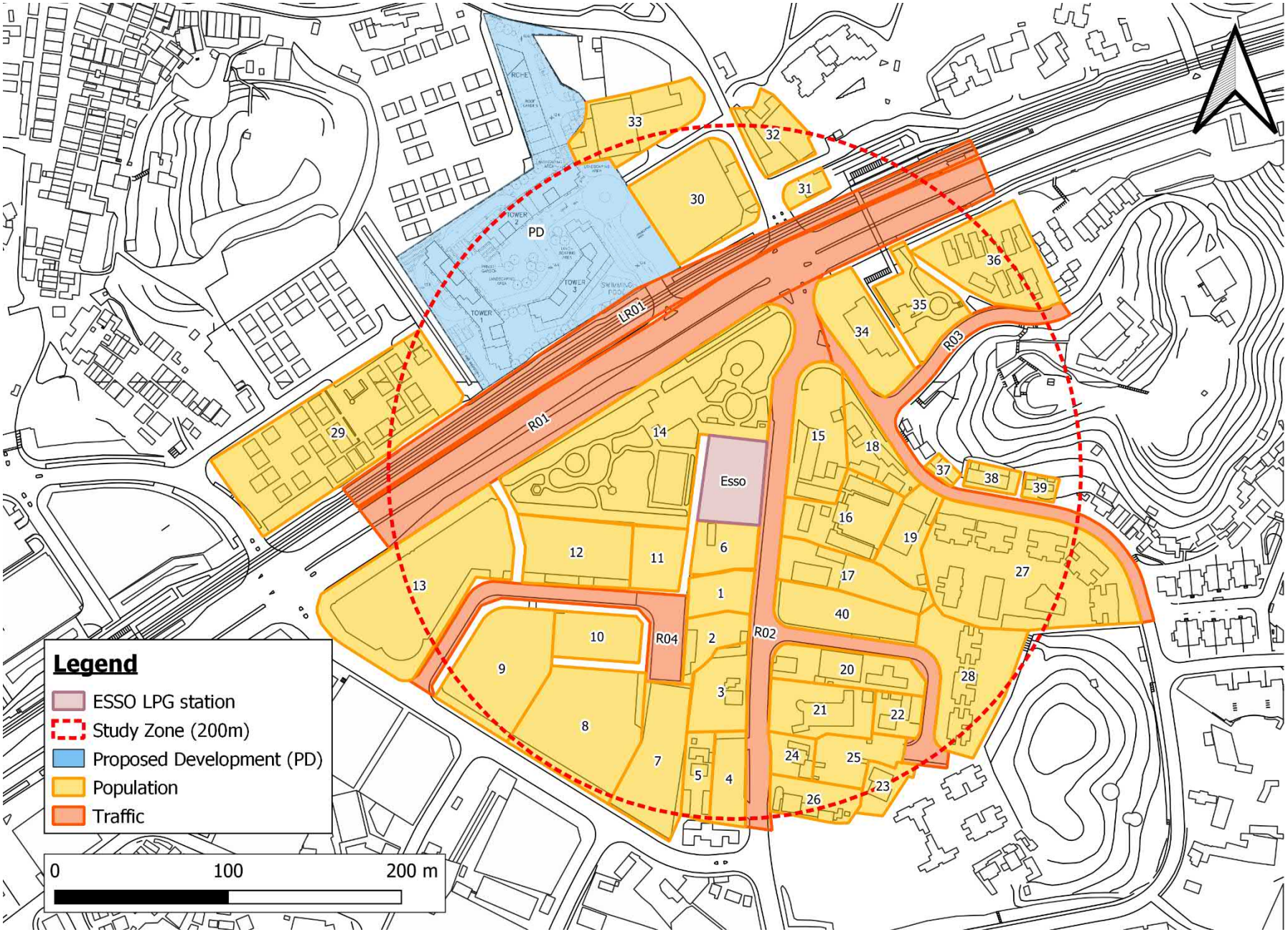
Quantitative Risk Assessment for Section 12A Rezoning Application at Various Lots in D.D 121 and D.D. 122 and Adjoining Government Land, Ping Shan, Yuen Long, New Territories

Figure 4 Layout Plan of the Proposed Project

Esso LPG cum Petrol Filling Station



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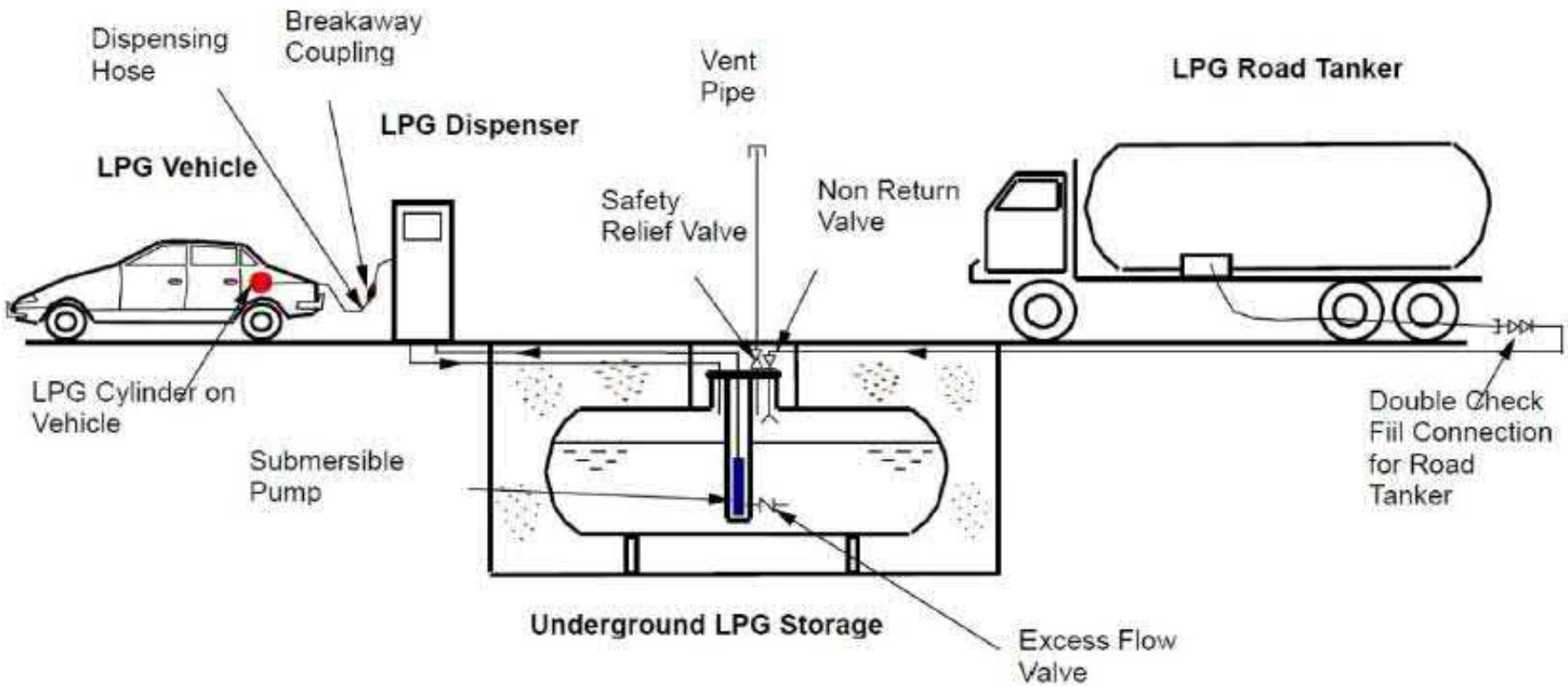
Quantitative Risk Assessment for Section 12A Rezoning Application at Various Lots in D.D 121 and D.D. 122 and Adjoining Government Land, Ping Shan, Yuen Long, New Territories

Figure 6 Population groups in the Vicinity in the Study Zone (200m radius)



MEINHARDT	Quantitative Risk Assessment for Section 12A Rezoning Application at Various Lots in D.D 121 and D.D. 122 and Adjoining Government Land, Ping Shan, Yuen Long, New Territories	Figure 7 Schematic diagram of LPG filling facilities

Typical unloading operation

ESD button and shut-off valves on the LPG road tanker

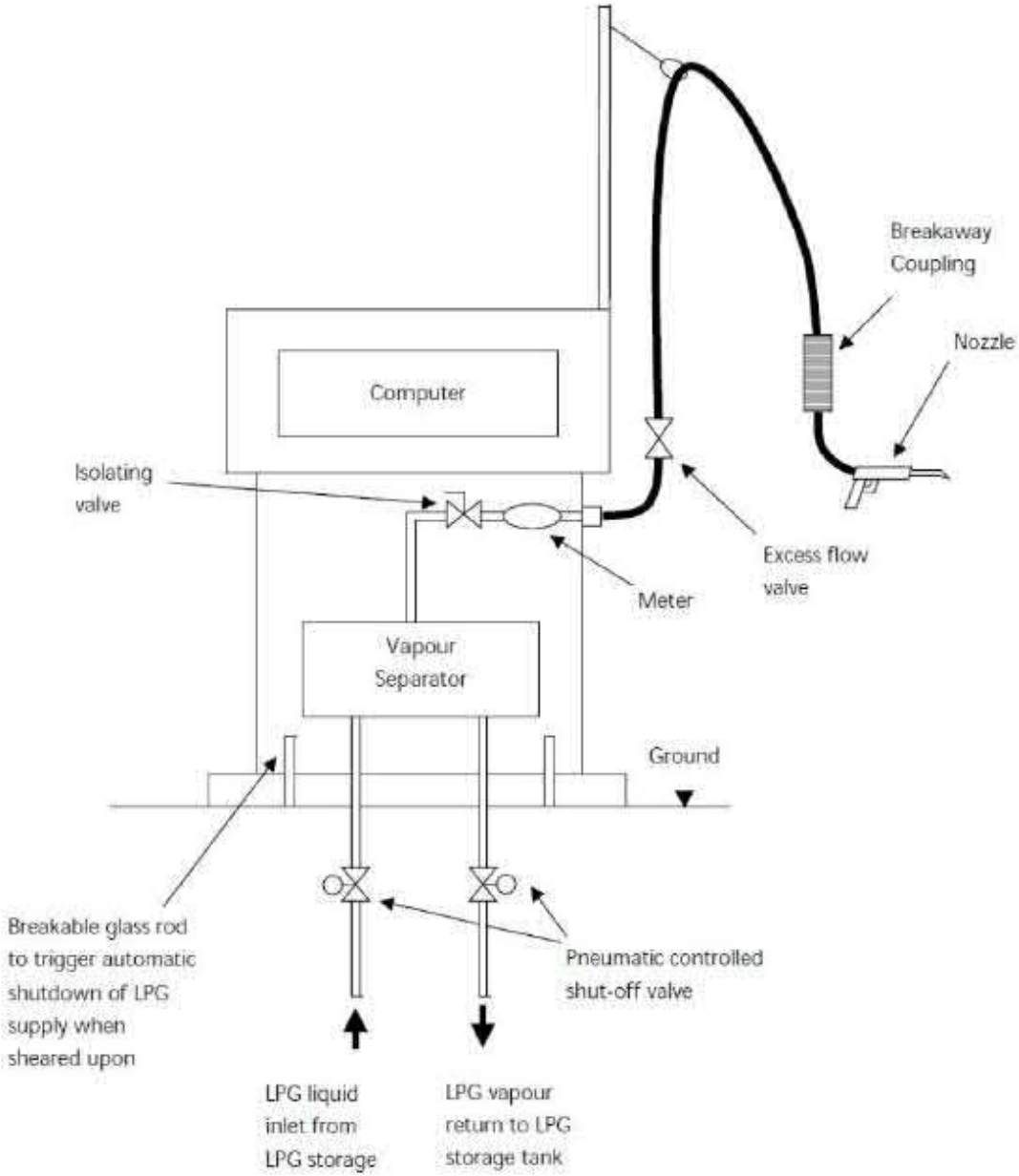
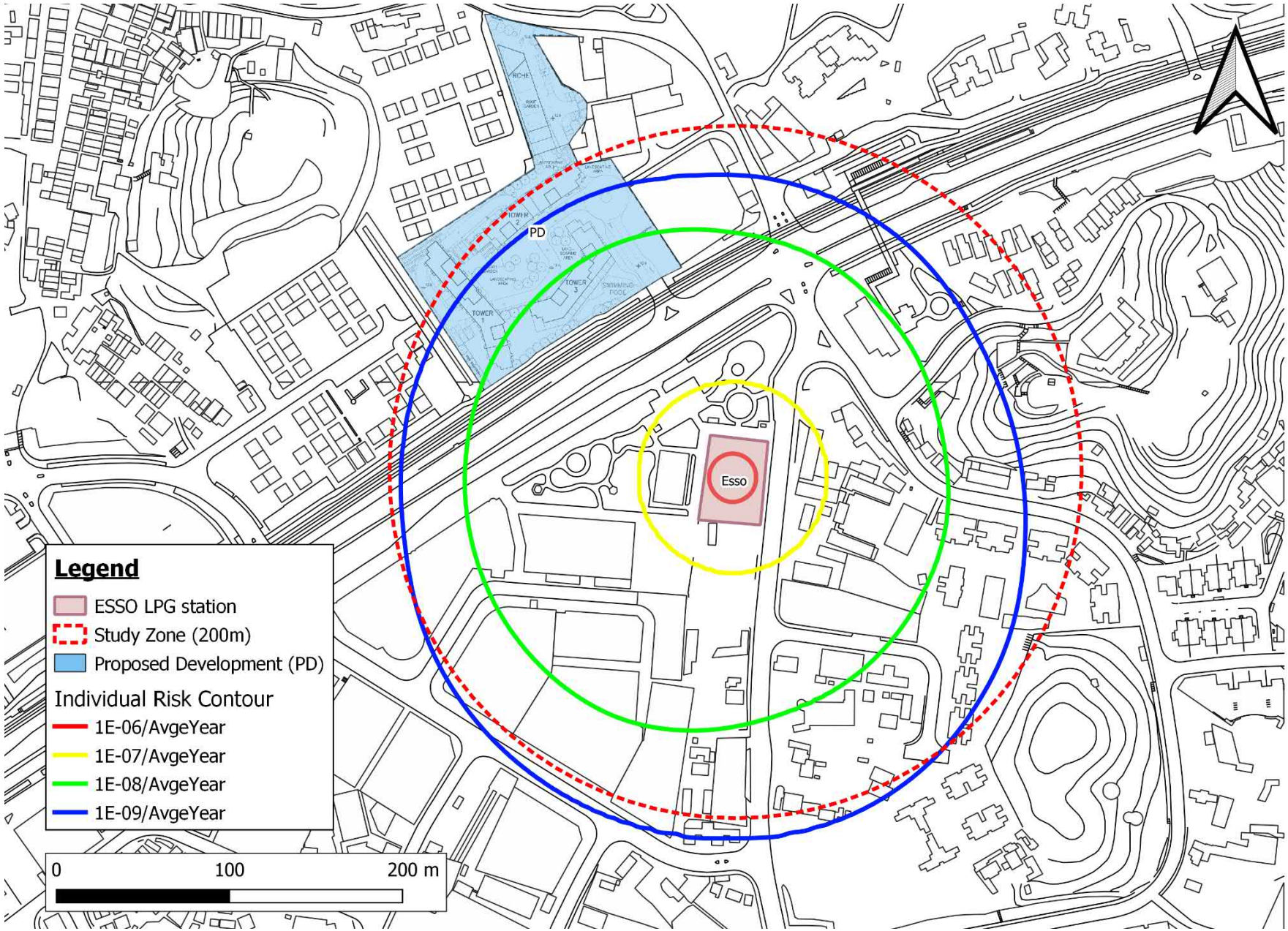


Figure 9 Schematic diagram of a typical LPG dispenser



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Quantitative Risk Assessment for Section 12A Rezoning Application at Various Lots in D.D 121 and D.D. 122 and Adjoining Government Land, Ping Shan, Yuen Long, New Territories

Figure 10 Individual Risk Contour of Esso LPG cum Petrol Filling Station

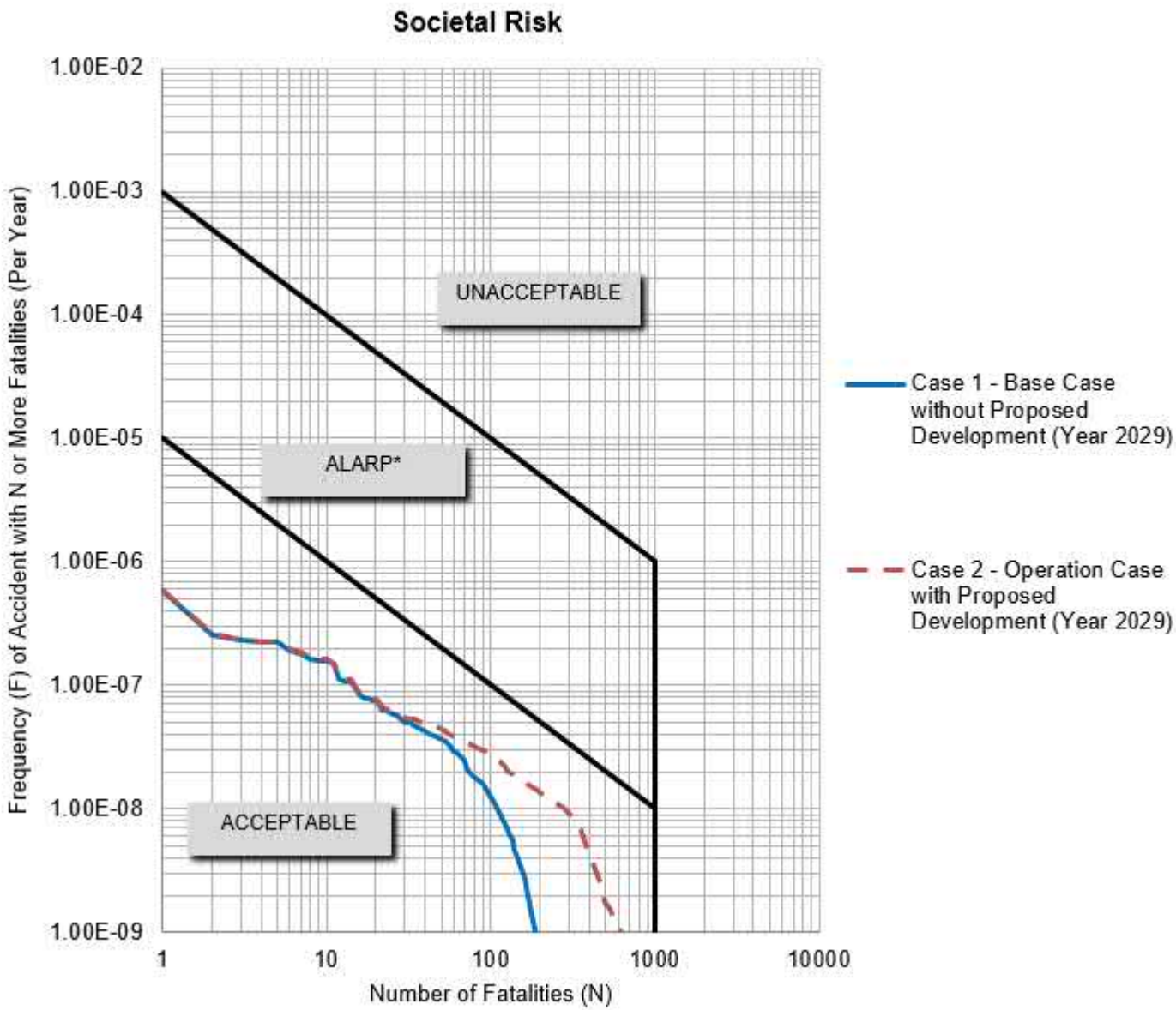
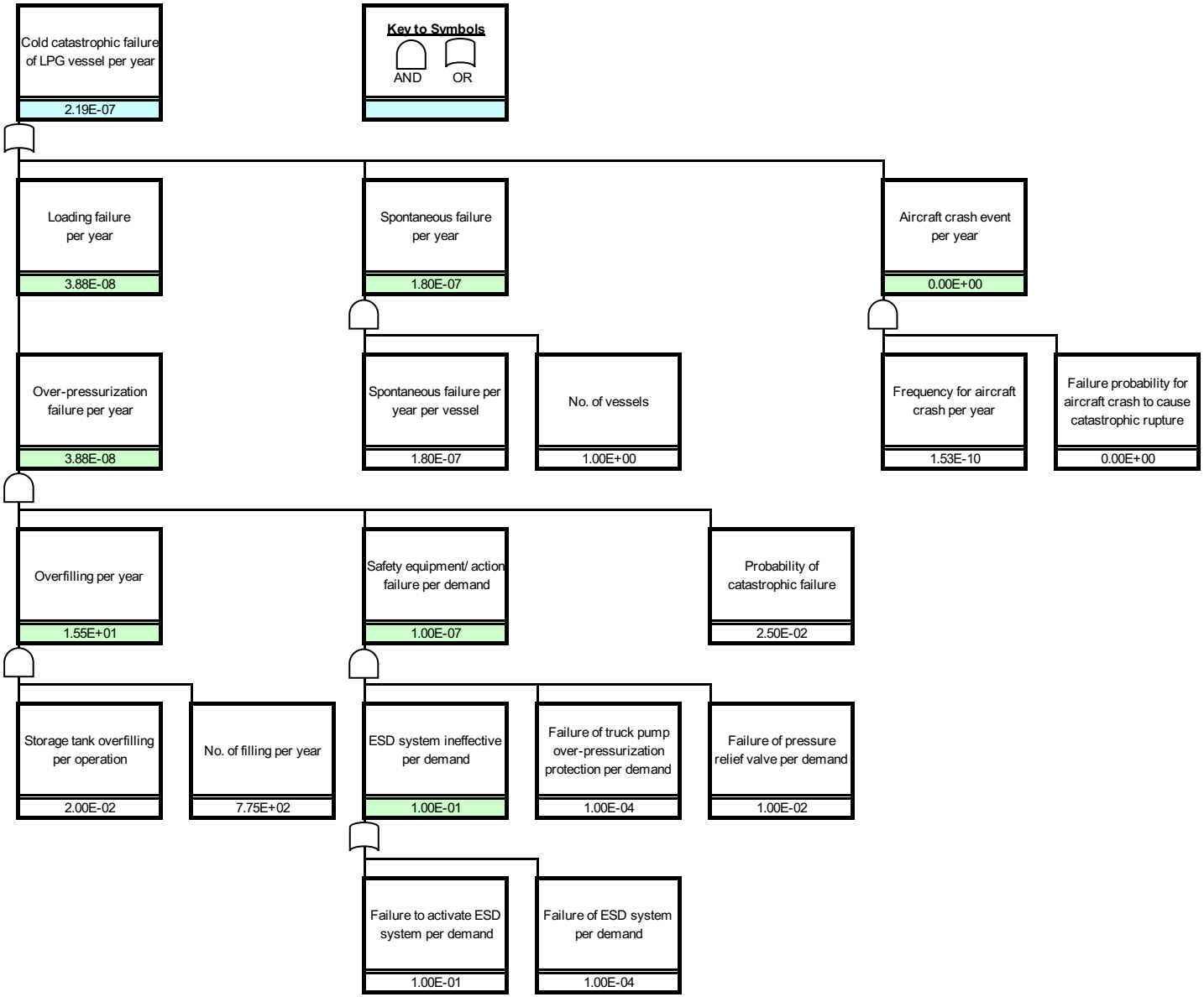


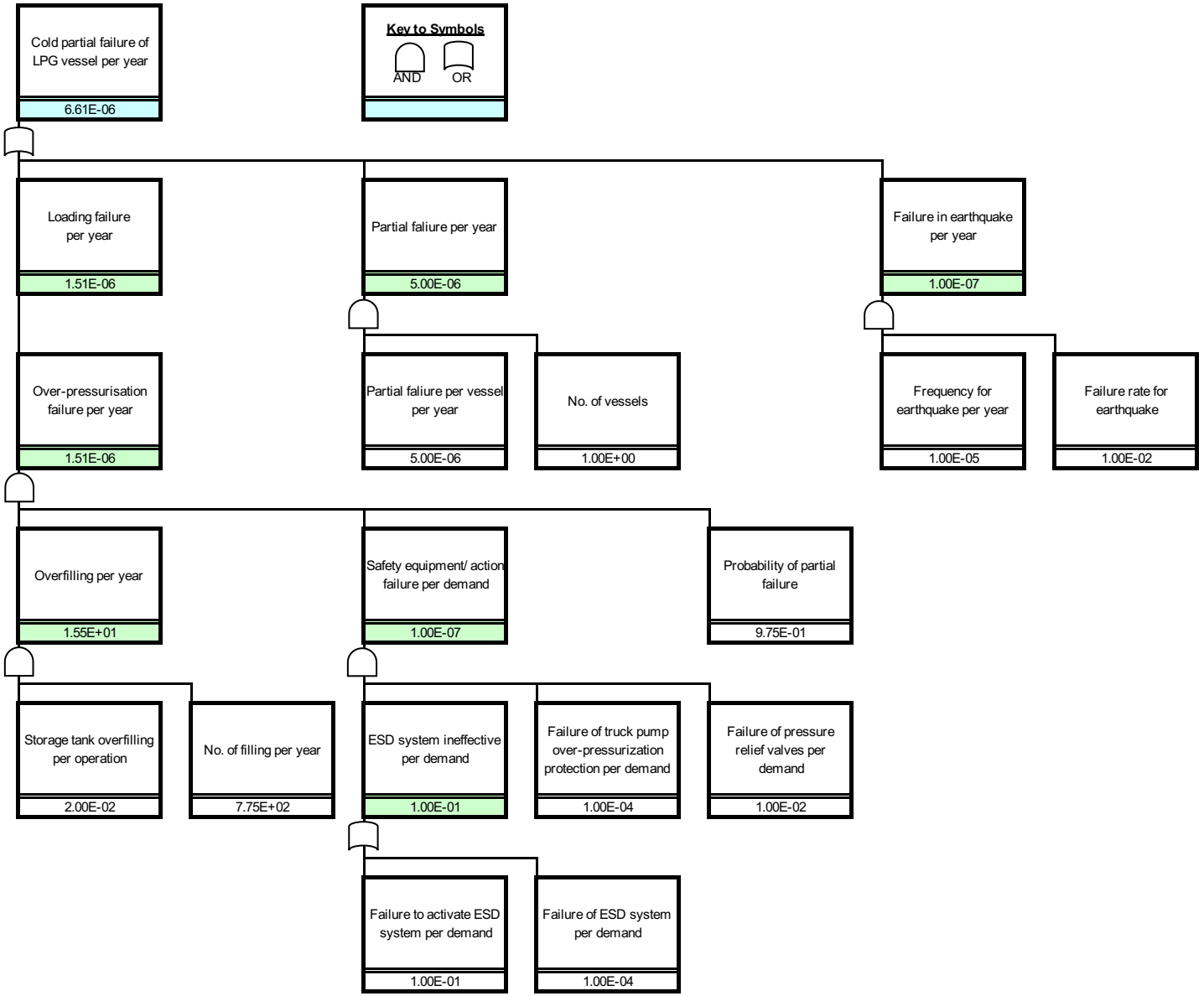
Figure 11 F-N Curves of Esso LPG cum Petrol Filling Station

Appendix A
Fault Tree Analysis of ESSO LPG cum Petrol Filling Station

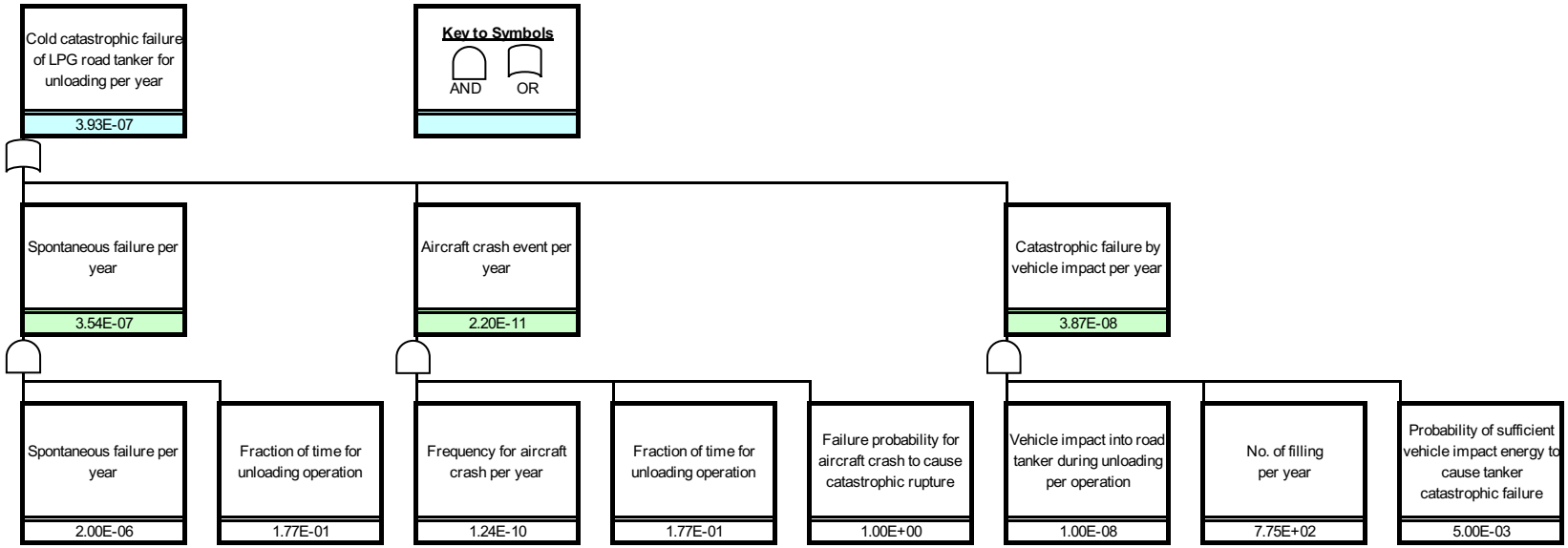
Fault Tree 1 - Cold Catastrophic Failure of LPG Vessel (LPG Filling Station)



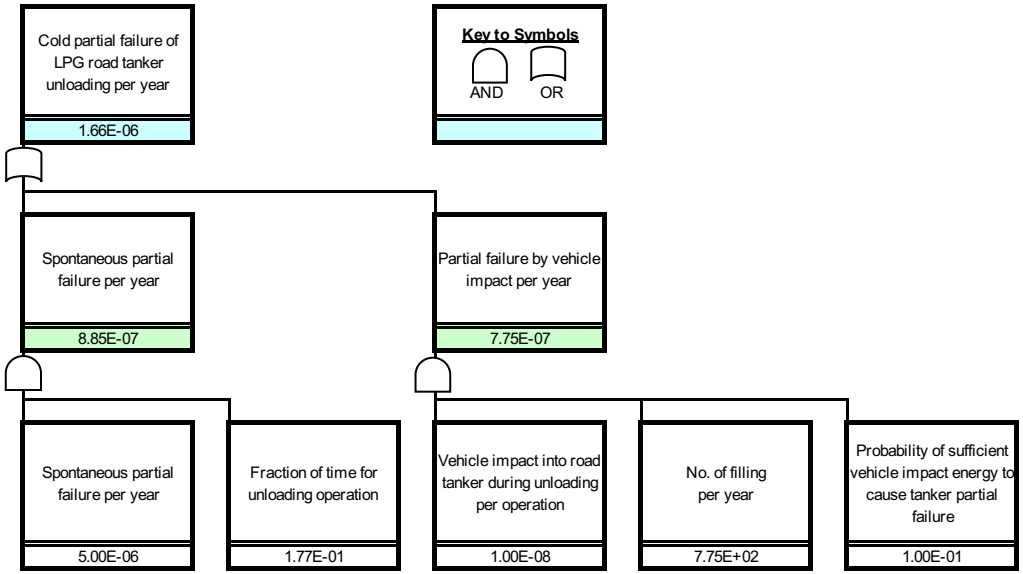
Fault Tree 2 - Partial Failure of LPG Vessel (LPG Filling Station)



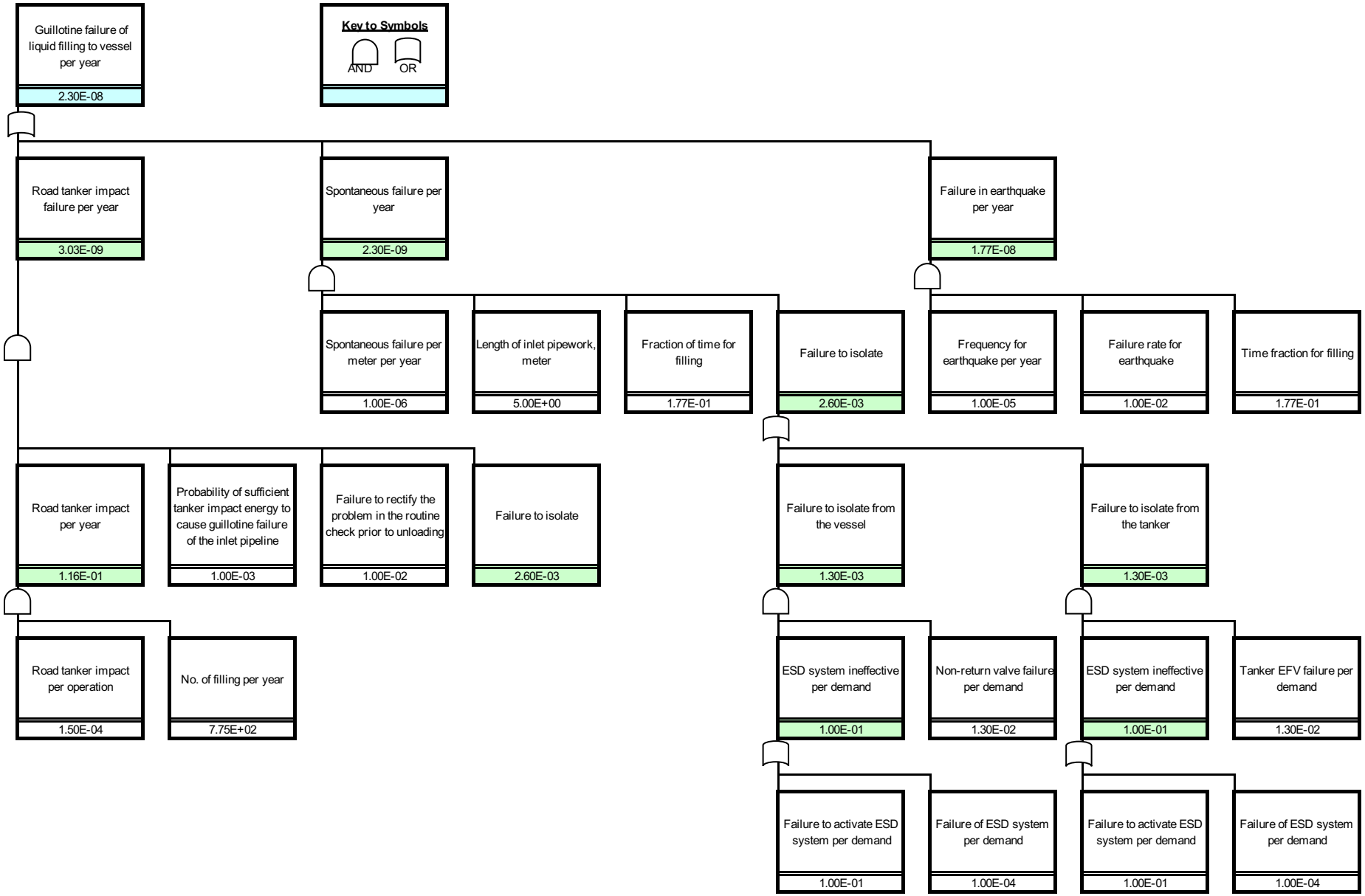
Fault Tree 3 - Cold Catastrophic failure of Road Tanker (LPG Filling Station)



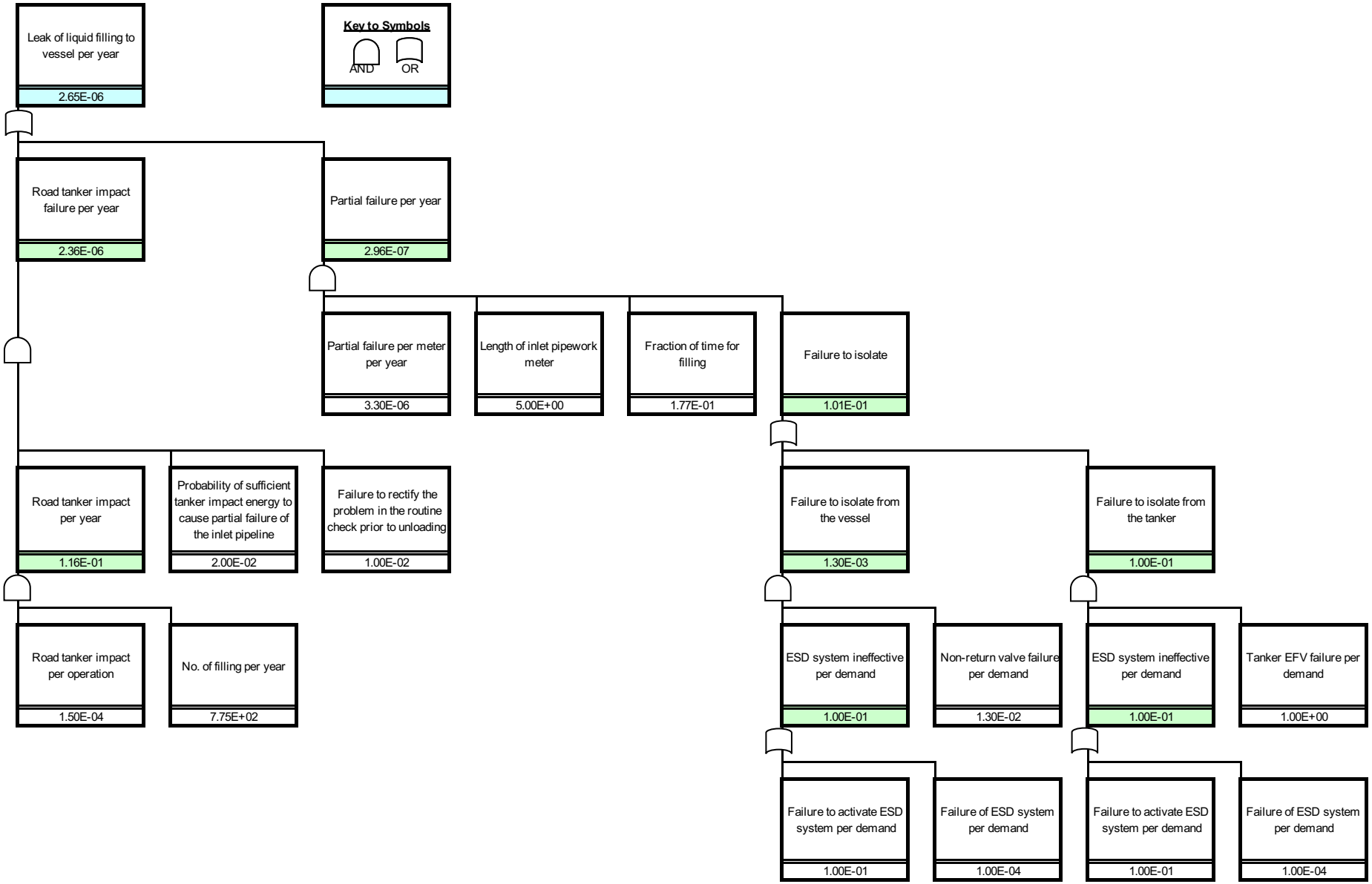
Fault Tree 4 - Partial failure of Road Tanker (LPG Filling Station)



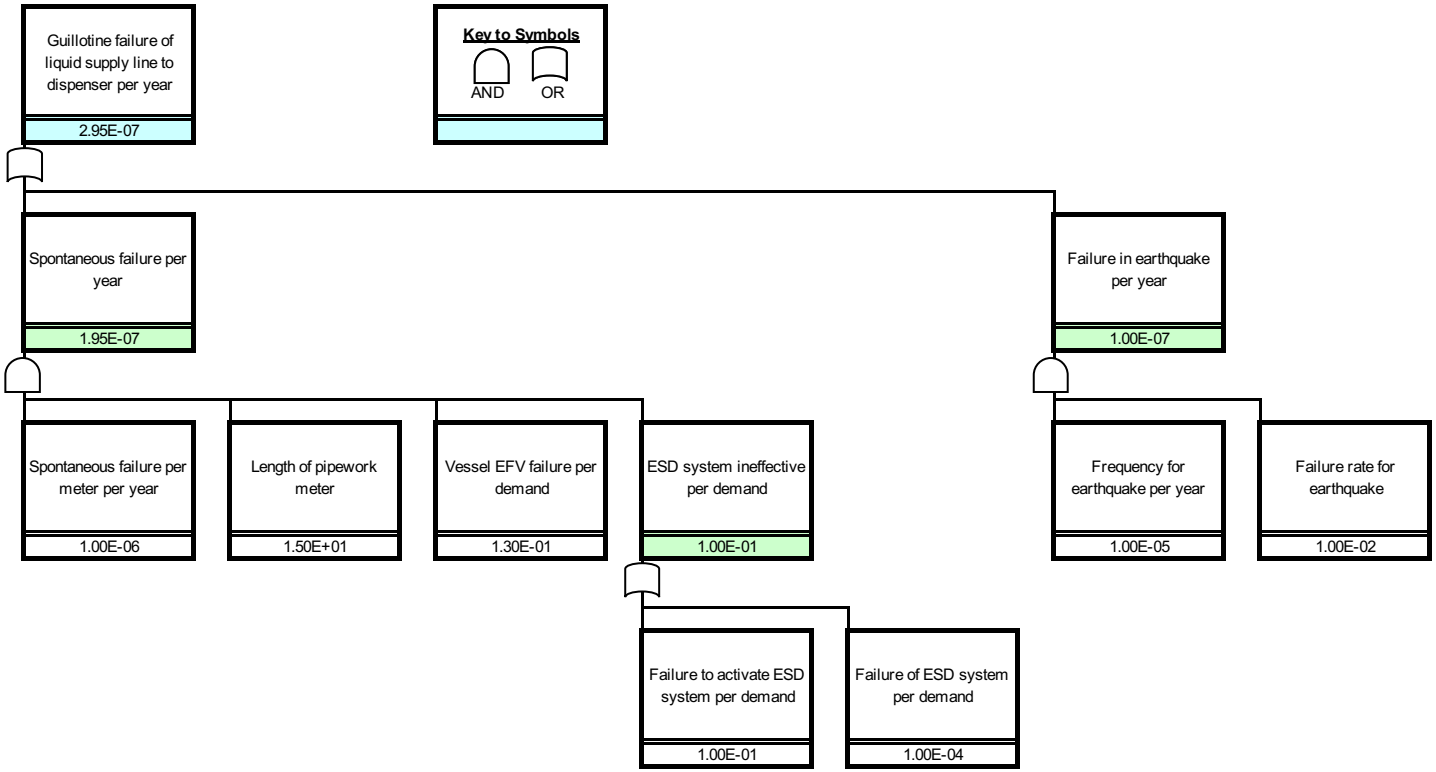
Fault Tree 5 - Guillotine failure of Inlet Pipeline (LPG Filling Station)



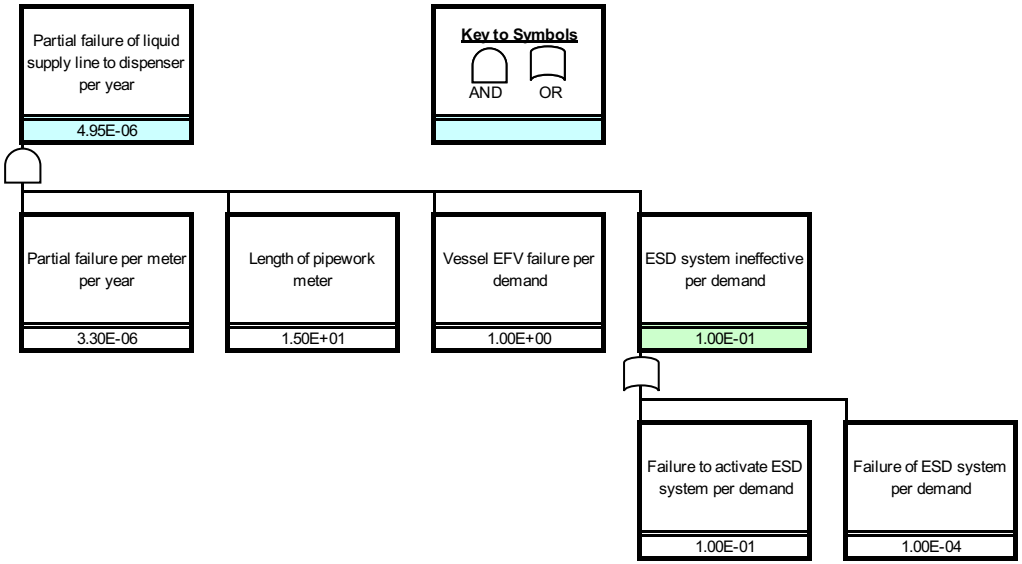
Fault Tree 6 - Partial failure of Inlet Pipeline (LPG Filling Station)



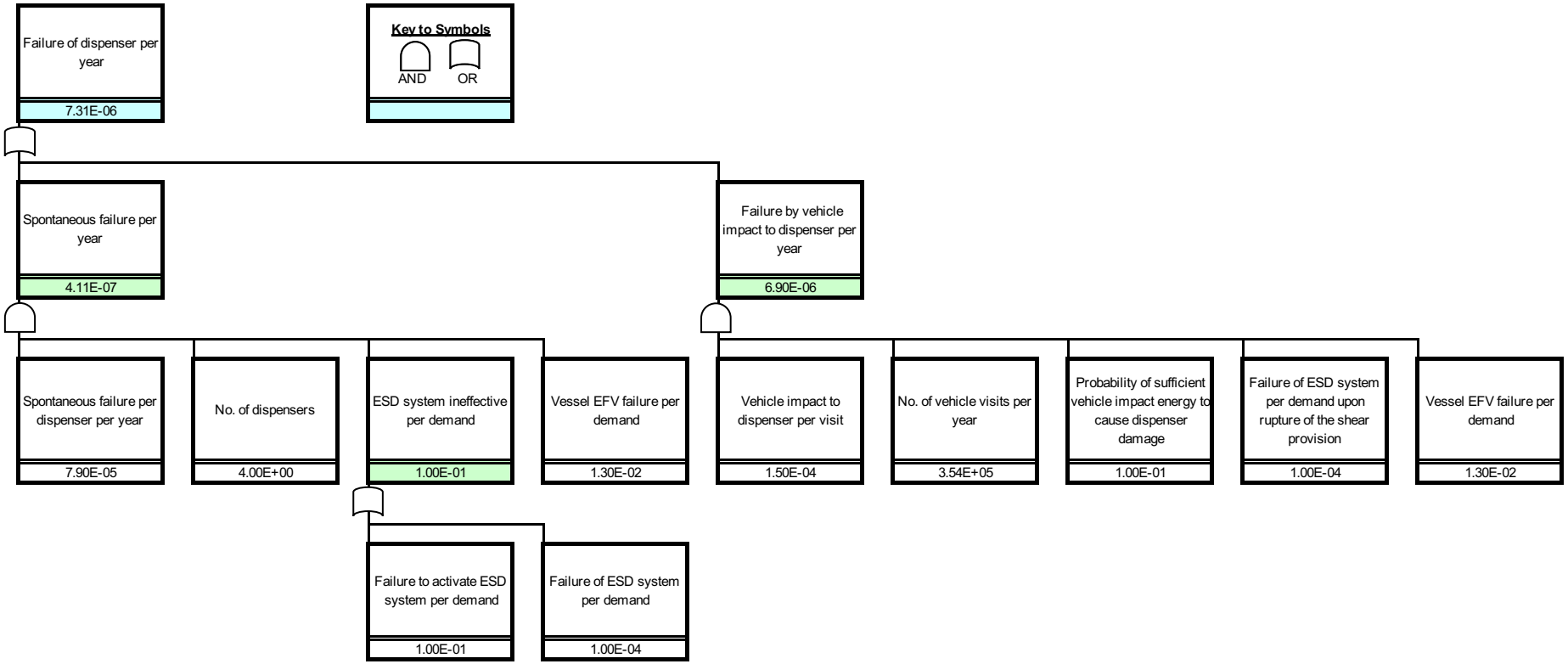
Fault Tree 7 - Guillotine failure of the Liquid Supply Pipeline to the Dispenser (LPG Filling Station)



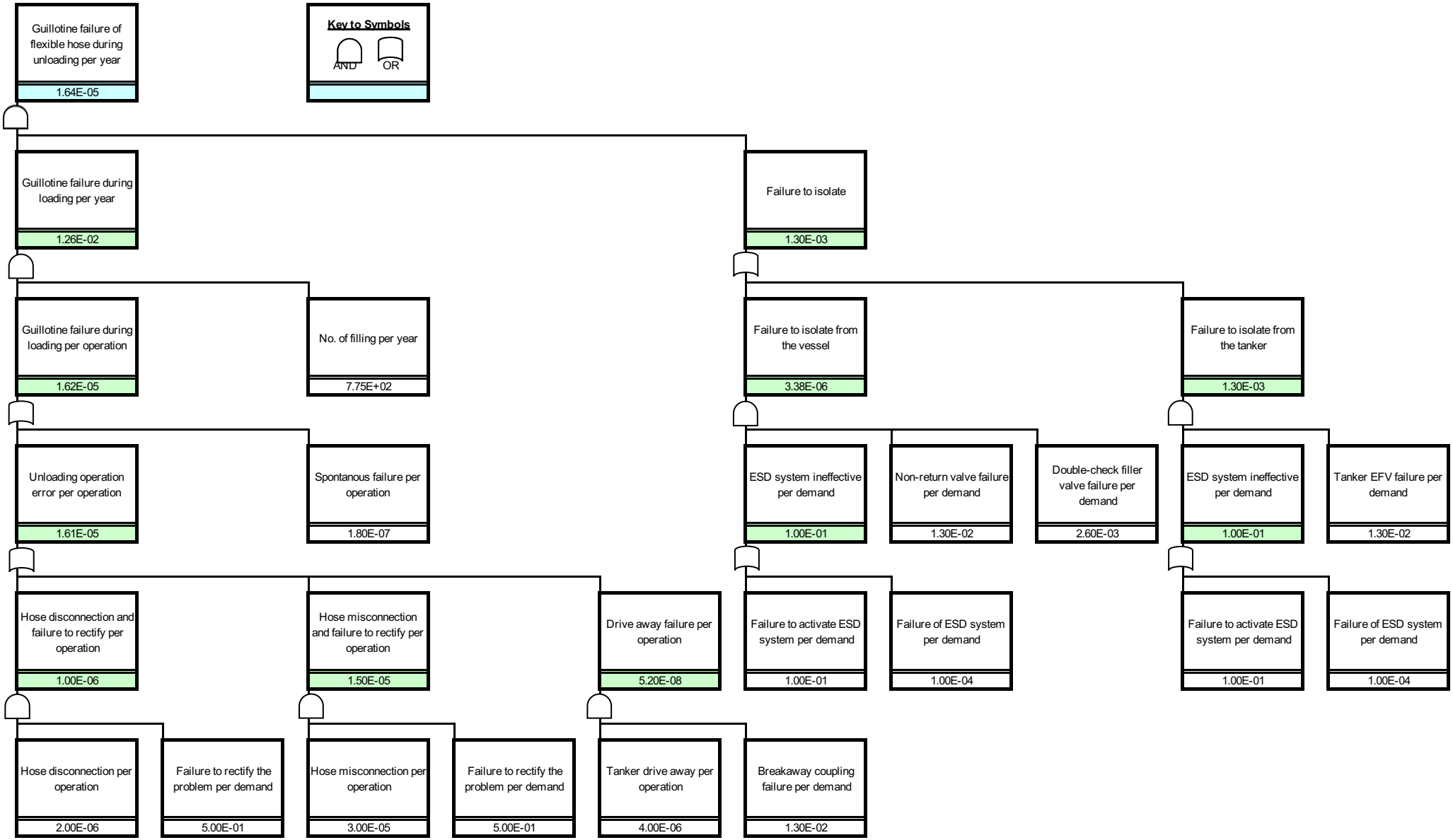
Fault Tree 8 - Partial failure of the Liquid Supply Pipeline to the Dispenser (LPG Filling Station)



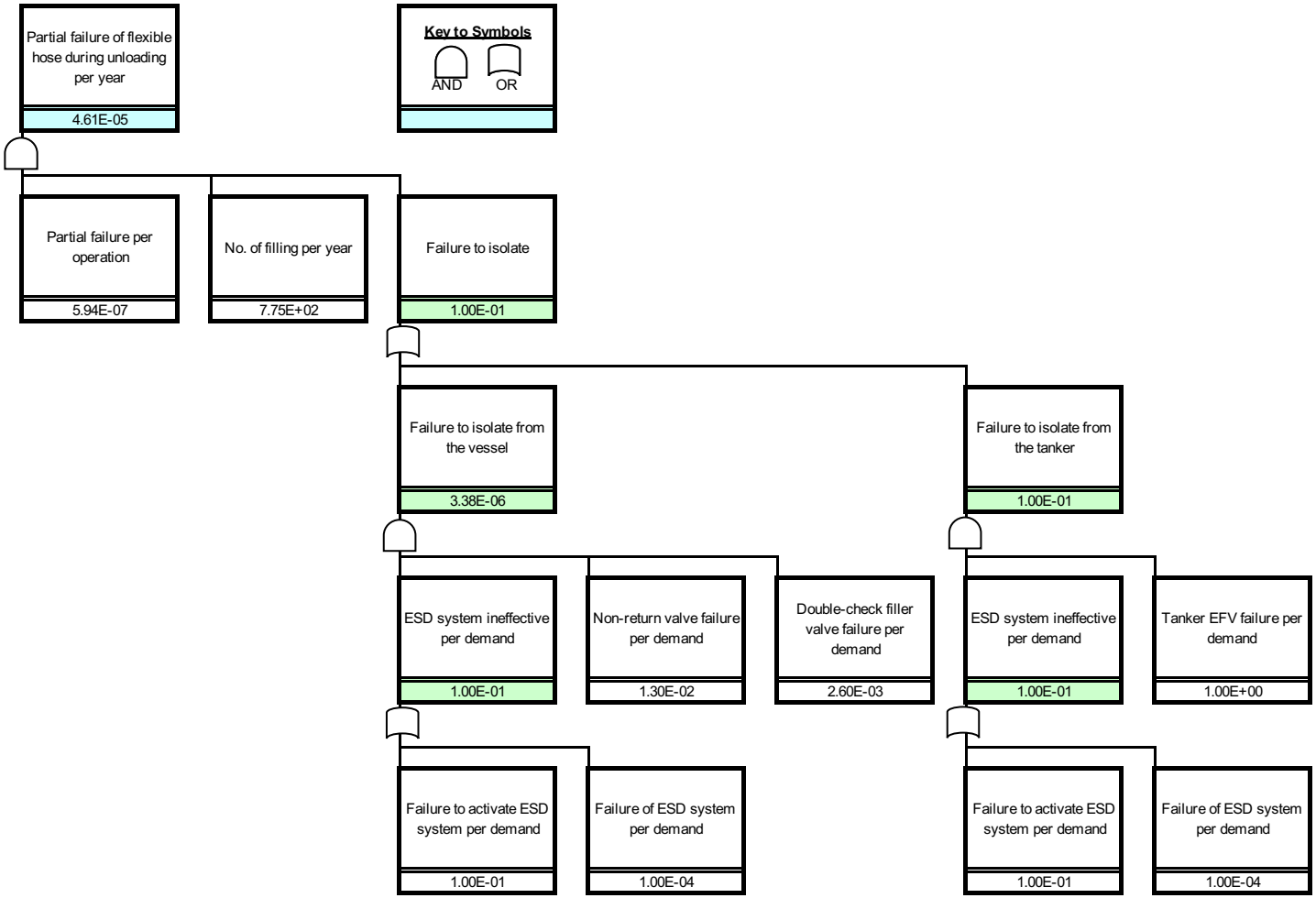
Fault Tree 9 - Failure of the Dispenser (LPG Filling Station)



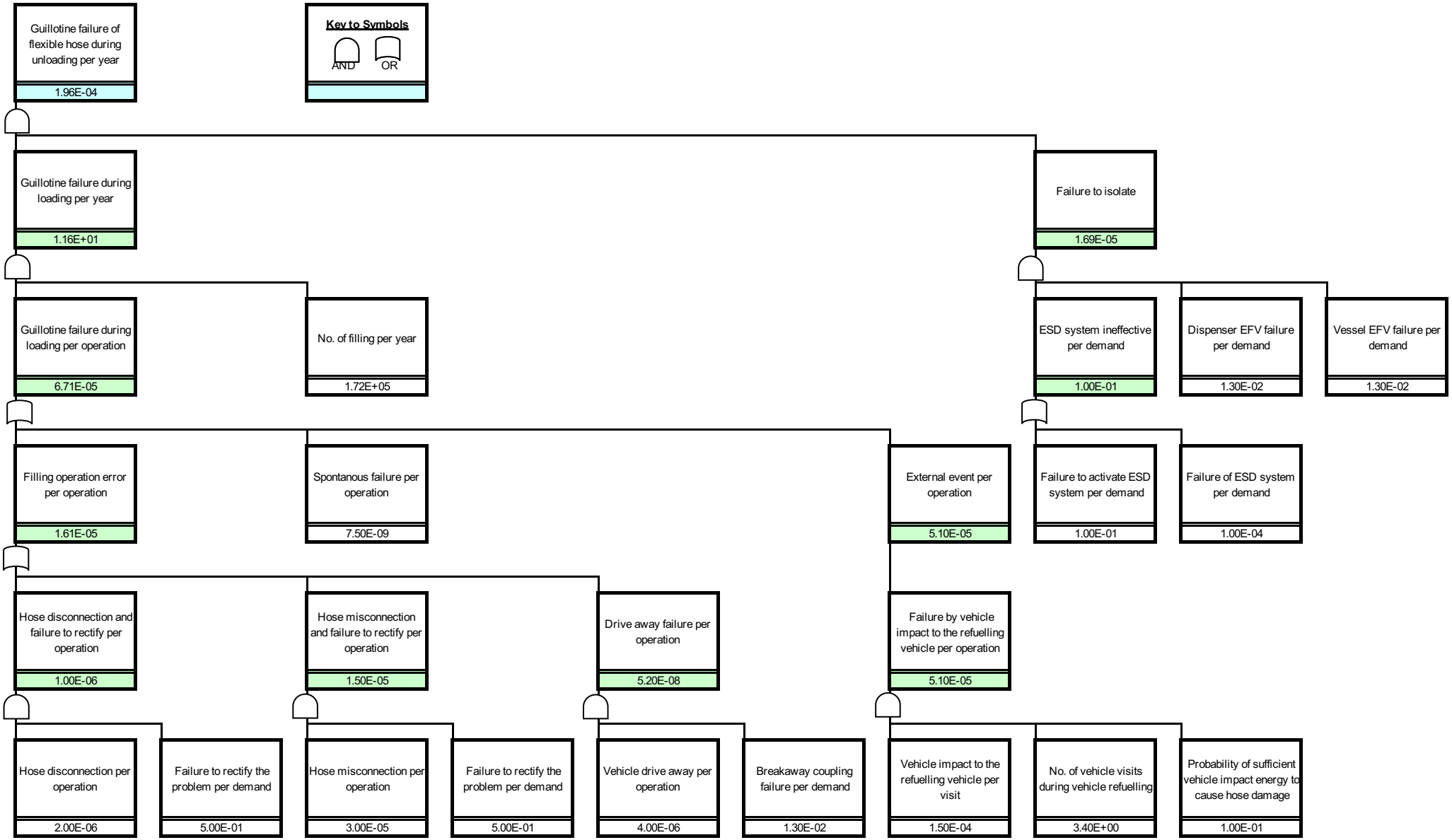
Fault Tree 10 - Guillotine failure of Flexible Hose during Unloading to the LPG vessel (LPG Filling Station)



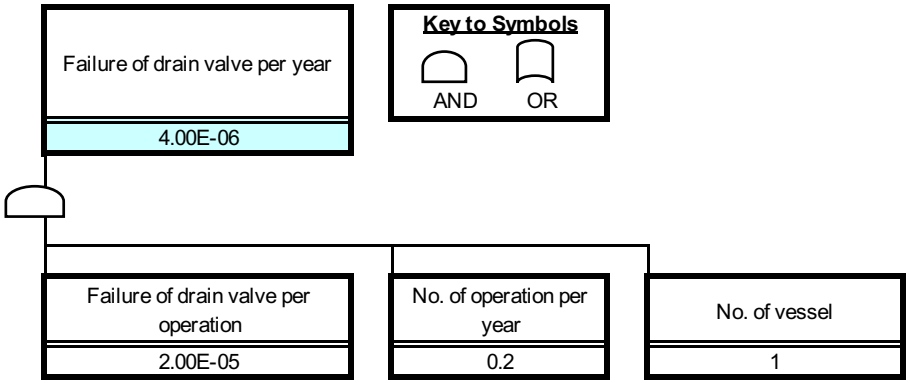
Fault Tree 11 - Partial failure of Flexible Hose during Unloading to the LPG vessel (LPG Filling Station)



Fault Tree 12 - Guillotine failure of Flexible Hose during Filling to the LPG Vehicle (LPG Filling Station)

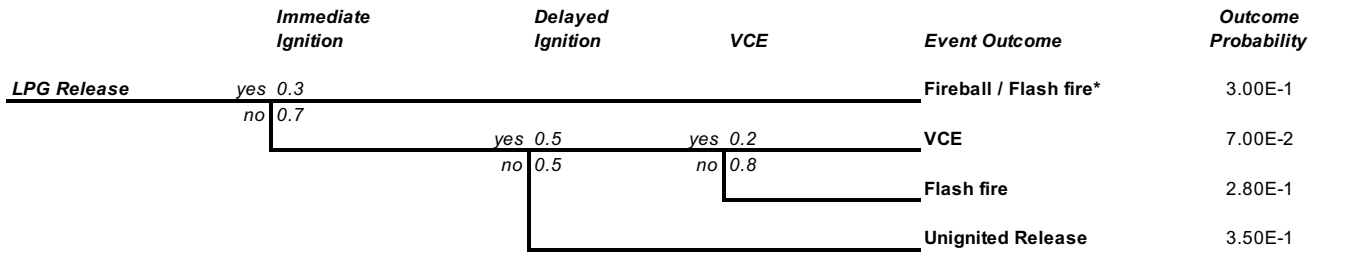


Fault Tree - Failure of LPG Vessel Drain Valve



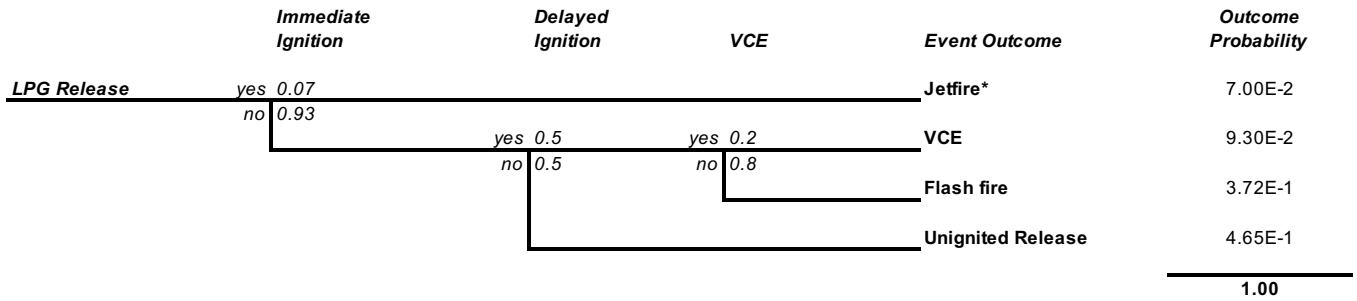
Appendix B
Event Tree Analysis of LPG cum Petrol Filling Station

ETA 1 - Catastrophic Failure of LPG Vessel



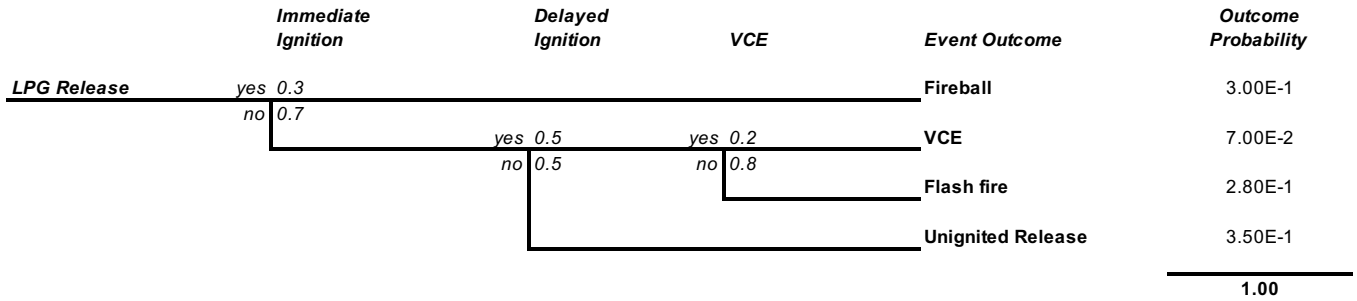
***Fireball effects are negligible for the underground storage tank. Instead Flash Fire is considered.**

ETA 2 - Partial Failure of LPG Vessel

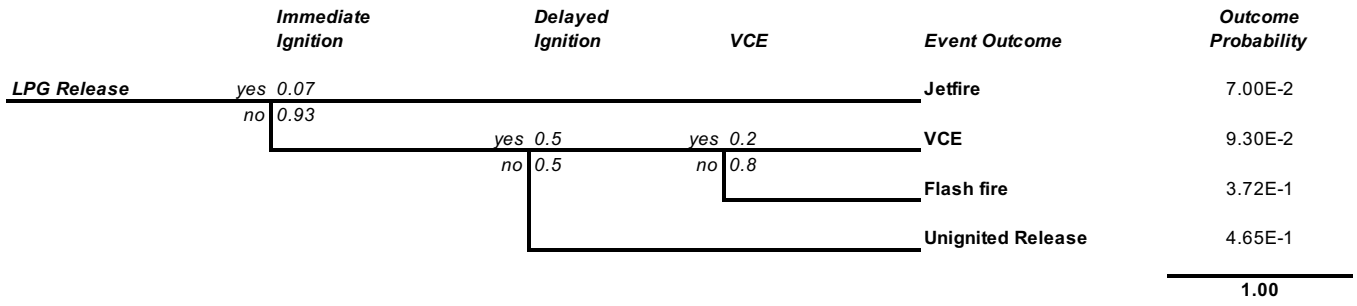


*** Vertical Jetfire is considered for partial failure of the underground storage tank.**

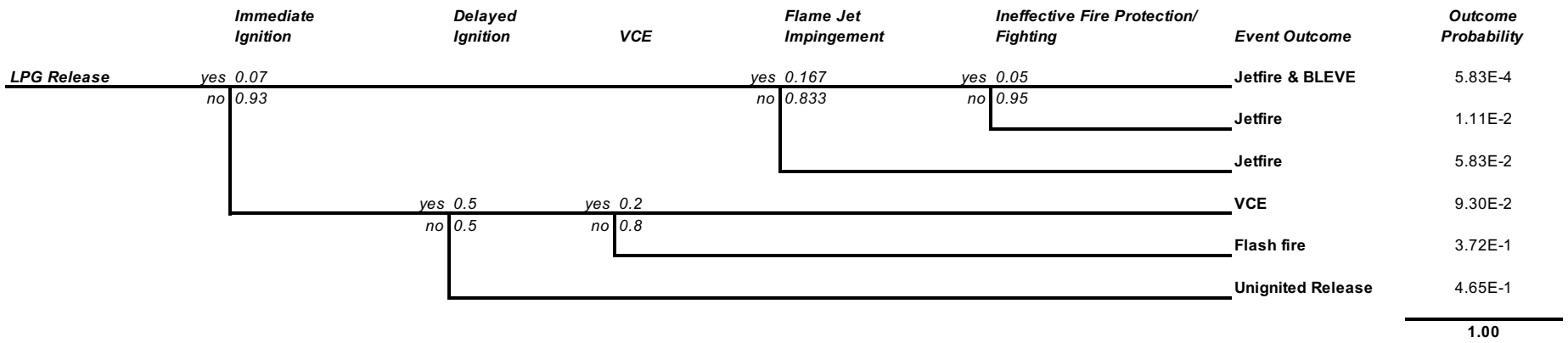
ETA 3 - Catastrophic Failure of LPG Tanker



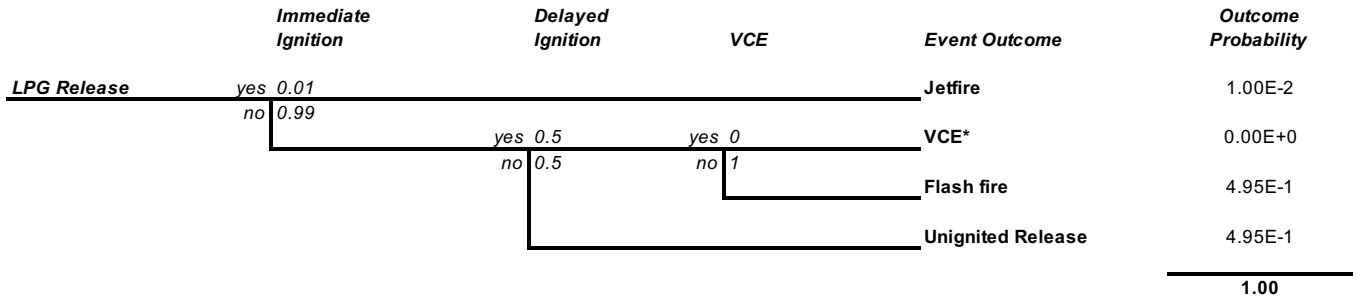
ETA 4 - Partial Failure of LPG Tanker



ETA 5 - Guillotine Failure of Aboveground Pipe (Liquid-Inlet Pipework, Flexible Hose to Vessel)

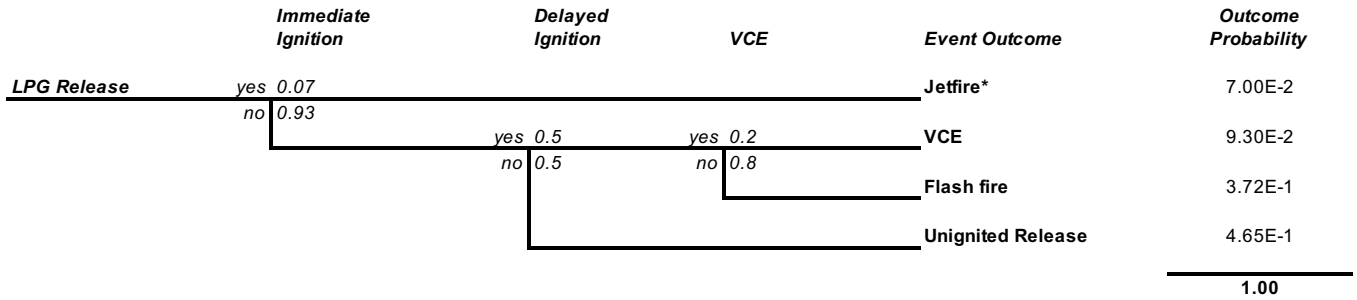


ETA 6 - Leak of Aboveground Pipe (Liquid-Inlet Pipework, Flexible Hose to Vessel)



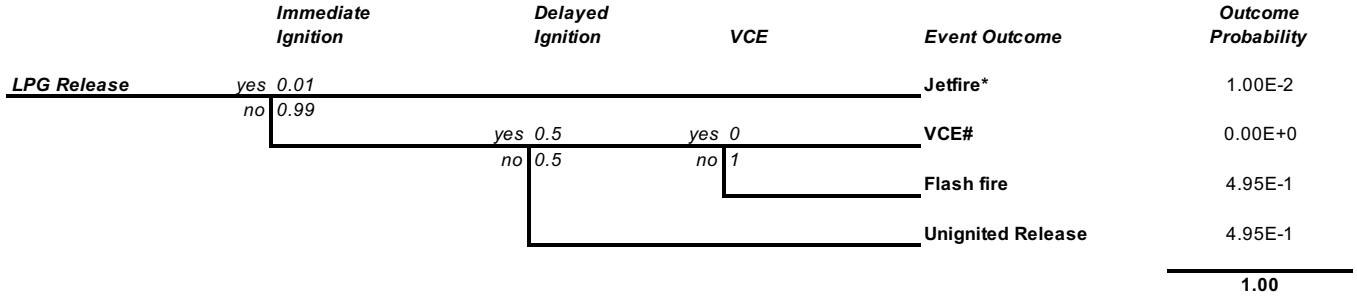
*** VCE is not considered for a small release.**

ETA 7 - Guillotine Failure of Underground Liquid Supply Line to Dispenser, Failure of Submersible Pump Flange



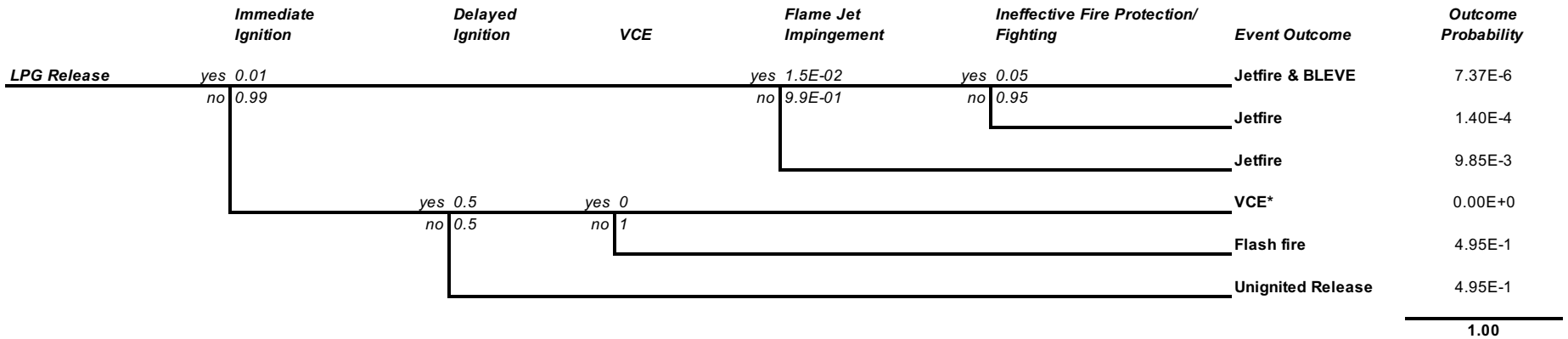
*** Vertical Jetfire is considered for failure of the underground pipe.**

ETA 8 - Leak of Underground Liquid Supply Line to Dispenser



*** Vertical Jetfire is considered for failure of the underground pipe.**
 # VCE is not considered for a small release.

ETA 9 - Failure of Dispenser, Flexible Filling Hose to Vehicle for Esso LPG cum Petrol Filling Station



*** VCE is not considered for a small release.**

Appendix C
Atmospheric Stability Class-Wind Speed Frequencies

Day Time Atmospheric Stability Class-Wind Speed Frequencies at Hong Kong Wetland Park Weather Station (Year 2020)

Wind Speed	Stability Class						Total
	A	B	C	D	E	F	
1	18.7%	7.9%	0.0%	11.1%	0.0%	13.8%	51.5%
3	8.2%	18.0%	7.4%	8.3%	3.0%	0.5%	45.4%
5	0.0%	1.8%	0.5%	0.8%	0.0%	0.0%	3.1%
7	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
>8	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Total	26.9%	27.8%	7.8%	20.2%	3.1%	14.3%	100.0%

Night Time Atmospheric Stability Class-Wind Speed Frequencies at Hong Kong Wetland Park Weather Station (Year 2020)

Wind Speed	Stability Class						Total
	A	B	C	D	E	F	
1	0.0%	0.0%	0.0%	1.8%	0.0%	76.5%	78.3%
3	0.0%	0.0%	0.0%	3.4%	15.6%	2.2%	21.2%
5	0.0%	0.0%	0.0%	0.3%	0.1%	0.0%	0.4%
7	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
>8	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Total	0.0%	0.0%	0.0%	5.6%	15.7%	78.7%	100.0%

Meinhardt Infrastructure and Environment Ltd
邁進基建環保工程顧問有限公司

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[PLG10224] S.12a Application -Y/YL-PS/6 - Consolidated Set
30/05/2023 14:42

From: [redacted]
To: "mylwong@pland.gov.hk" <mylwong@pland.gov.hk>
Cc: [redacted]

Dear Max,

Below the link saved the finalised submission and the previously submitted FIs for your retention. Should you have any queries, please feel free to contact me.
Y_YL_PS_6_Consolidated Final Set

If there is no further comment, we will arrange printing and deliver the hard copies to you in due course.

Best regards,
[redacted]

毅勤發展顧問有限公司
Aikon Development Consultancy Limited
Estate Agent's License (Company): C-045740

T: (852) 3180 7811 | F: (852) 3180 7611 | E: iyuen@aikon.hk | W: www.aikon.hk
H: Unit 1310, Level 13, Tower 2, Metroplaza, No. 223 Hing Fong Road, Kwai Fong, New Territories, Hong Kong
B: 22/F., No.3 Lockhart Road, Wanchai, Hong Kong

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Web 網址：www.aikon.hk

Date : 30th May, 2023
Your Ref : TPB/Y/YL-PS/6
Our Ref. : ADCL/PLG-10224/L023

The Secretary
Town Planning Board
15/F, North Point Government Offices
333 Java Road, North Point, Hong Kong

By Hand and Email

Dear Sir/Madam,

Section 12A Planning Application - Request for Amendment to the Approved Ping Shan Outline Zoning Plan No. S/YL-PS/20 from "Village Type Development" Zone and "Comprehensive Development Area" Zone to "Residential (Group B) 2" Zone at Lot Nos. 1341 S.B ss.9, 1341 S.B RP, 1341 S.B ss.1 S.J RP, 1341 S.B ss.1 S.D in D.D. 121, 525 S.B RP in D.D. 122 and Adjoining Government Land, Ping Shan, Yuen Long, New Territories

We refer to our previously submitted Further Information (FI) dated 1.3.2023, 7.3.2023, 15.3.2023 and 25.4.2023 to address the comments from various Government departments.

In order to facilitate the processing of the captioned application by the Town Planning Board (the Board), we herewith submit *4 hard copies and 1 soft copy* of a consolidated Planning Statement including the finalised versions of Master Layout Plans and Architectural Drawings, Tree Preservation and Landscape Proposal, Traffic Impact Assessment, Environmental Assessment, Sewerage Impact Assessment, Visual Impact Assessment, Water Supply Impact Assessment, Quantitative Risk Assessment and Project Profile of Drainage to supersede the previously submitted further information.

Thank you for your kind attention and should you have any queries, please do not hesitate to contact our [redacted] or [redacted] at 3180 7811.

Yours faithfully,
Aikon Development Consultancy Limited

Encl.
c.c. DPO/TM&YLW, PlanD (Attn. Mr. Max WONG)
Client

Address 地址：
香港葵涌興芳路 223 號新都會廣場 2 期 13 樓 1310 室
Unit 1310, Level 13, Tower 2 Metroplaza,
223 Hing Fong Road, Kwai Chung, New Territories, Hong Kong

屏山鄉鄉事委員會

Ping Shan Heung Rural Committee

新界元朗安寧路 139-147 號二樓　1/F,No. 139-147, On Ning Road, Yuen Long, N.T.H.K.

☎ 2477 3886　🖷 2476 2468

致 九龍長沙灣長裕街 10 號
億京廣場 2 期 25 樓 D 室
安兆國際有限公司

先生/女士：

事宜：新界元朗屏山丈量約份第 121 約地段第 1341 號 B 分段第 9 小分段、第 1341 號 B 分段餘段、第 1341 號 B 分段第 1 小分段 J 分段餘段、第 1341 號 B 分段第 1 小分段 D 分段、丈量約份第 122 約地段第 525 號 B 分段餘段及毗連政府土地之規劃申請

本會於 2022 年 12 月 2 日獲 貴公司來信，就上述土地表示發展意向，亦打算根據《城市規劃條例》第 12A 條向城市規劃委員會遞交修訂規劃地帶的規劃申請。經過詳細考慮後，本會支持有關修訂規劃地帶的規劃申請，並建議城市規劃委員會盡快批准此規劃申請。理據如下：

（一） 擬議發展符合《香港 2030+: 跨越 2030 年的規劃遠景與策略》的願景，以建立一個包容及互助的城市，透過規劃解決住房需求及為長者提供服務設施。擬議發展將有效透過增加房屋供應及選擇，回應青年以及長者對房屋的需求，提升生活質素；

（二） 擬議發展符合政府最新的政策方向以適時回應社會對房屋供應及安老院舍的需求。根據行政長官施政報告，處理房屋問題為政府重點工作之一。近年社會面對房屋供應短缺以及樓價高昂等挑戰，擬議發展則能符合政府最新的政策方向以穩定私營房屋供應、滿足長遠房屋策略的推算。再者，人口老化下，社會對安老設施有殷切需求。擬議發展將能夠適時回應以上逼切社會關注，貫徹政府政策方向，符合公眾利益；

（三） 擬議發展符合政府最新的政策方向以發展北部都會區，透過優化利用土地資源、提高發展密度以增加高品質的房屋供應；

（四） 擬議發展將會有效貫徹政府規劃目標，通過技術上可行的方案實現政府的規劃意向和優化土地利用，而無需耗時的土地程序。擬議發展亦符合最近有關發展「祖堂地」的修改，祖堂地本應好好保留，但因應本港土地發展，新界人願意作出適當犧牲；

（五） 此地段多年作貨倉用途，有鑑於社會對長遠房屋供應及社會福利設施(安老院舍)的需求，本會同意釋放此地段的土地發展潛力。擬議申請將改劃舊有用途，促使更全面及設計更佳的房屋及社會福利設施發展，預期可長遠改善整體本地環境，而且有空間引入綠化及整體規劃，充分提升地段景觀及價值，符合資源效益；及

（六） 擬議發展在土地用途、性質和發展規模方面與周遭環境相互兼容，同時確保從環境而言，不會導致負面影響。各項專業研究報告證明是次申請並不會對附近交通、環境、園景及排污造成不良影響。

為符合現有政策推動房屋供應及社會福利設施(安老院舍)的發展，擬議修訂圖則旨在利用申請地點提供一個自給自足的理想住宅和安老院舍。考慮到擬議修訂圖則符合政府最新的政策方向，並且預計不會對環境、交通或基礎設施造成不利影響，亦能有效充分利用短缺的土地資源以適時回應政府對解決房屋供應及長者護理服務設施需求的最新政策方向。基於擬議發展附合以上所有的規劃考量因素，本會支持有關修訂規劃地帶的規劃申請，並建議城市規劃委員會能對有關申請給予正面考慮。如有查詢，請致電 2477 3886 與本會聯絡。

敬祝安康！

屏山鄉鄉事委員會

PING SHAN HEUNG 屏山鄉 鄉事委員會 RURAL COMMITTEE

主　席：鄧志強

鄧志強

2022 年 12 月 9 日

Ref.: ADCL/PLG-10224/R002c

Section 12A Planning Application

Request for Amendment to the Approved Ping Shan Outline Zoning Plan No. S/YL-PS/20 from "Village Type Development" Zone and "Comprehensive Development Area" Zone to "Residential (Group B) 2" Zone

Lot Nos. 1341 S.B ss.9, 1341 S.B RP, 1341 S.B ss.1 S.J RP, 1341 S.B ss.1 S.D in D.D. 121, 525 S.B RP in D.D. 122 and Adjoining Government Land, Ping Shan, Yuen Long, New Territories

Planning Statement

Prepared by
Aikon Development Consultancy Ltd.

In Association with
CKM Asia Ltd.
LanDes Ltd.
MG Design H.K. Ltd.
SMEC Asia Ltd.

Address:
Unit 1310, Level 13, Tower 2, Metroplaza, No.233 Hing Fong Road, Kwai Fong, New Territories.

Tel : (852) 3180 7811
Fax : (852) 3180 7611
Email : info@aikon.hk

May 2022

EXECUTIVE SUMMARY

(In case of discrepancy between English and Chinese versions, English shall prevail)

This *Planning Statement* is submitted to the Town Planning Board ("the Board") under Section 12A of the Town Planning Ordinance to rezone the site at Lot Nos. 1341 S.B ss.9, 1341 S.B RP, 1341 S.B ss.1 S.J RP, 1341 S.B ss.1 S.D in D.D. 121, 525 S.B RP in D.D. 122 and Adjoining Government Land, Ping Shan, Yuen Long, New Territories (hereinafter referred to as "the application site") from "Village Type Development" ("V") zone and "Comprehensive Development Area" ("CDA") zone to "Residential (Group B) 2" ("R(B)2") zone (hereinafter referred to as "the proposed plan amendment") on the Approved Ping Shan Outline Zoning Plan No. S/YL-PS/20 (hereinafter referred to as "the current OZP") for **Proposed Flat, Shop and Services and Social Welfare Facility (Residential Care Home for the Elderly)** (hereinafter referred to as "the proposed development"). This *Planning Statement* serves to provide background information and planning justifications in support of the proposed development in order to facilitate the consideration by the Board.

The application site has a total area of approximately 14,536m^2 (including Government land of about 2,400m^2). The proposed development involves the development of 3 residential blocks ranging from 23 to 27 storeys (excluding two basement carparks) comprising 1,536 flats with shop and services at Site A, and a 8-storey RCHE comprising 222 beds at Site B. The proposed plan amendment is for facilitating the development of a proposed flat with shop and services and social welfare facility (residential care home for the elderly) to utilize the application site in providing a self-contained and desirable residential and social hub particularly targeting elderly and young families in need of independent living space and a social lifestyle. Considering that it is in line with the Government's policy, and that no adverse environmental, visual, traffic or infrastructural impacts are anticipated, the proposed development would respond to the policy direction in alleviating the pressing housing and RCHE demand and contribute to the community gains and enhance the locality through unleashing the potential of the application site. As detailed in this *Planning Statement*, the proposed plan amendment for proposed development is well justified on the grounds that: -

(a) The proposed development is in line with the Visions of "Hong Kong 2030+: Towards a Planning Vision and Strategy Transcending 2030" to create an inclusive and supportive city, including planning for a supportive environment to address housing needs and to provide elderly care services facilities. The proposed development that facilitates housing supply and provides wider and appropriate housing choices will respond to the public call for housing demand of elderly and young family and improve liveability;
(b) The proposed development is in line with the Government's latest policy direction in stabilising supply for private housing to meet the projected demand in the Long-Term Housing Strategy ("LTHS") and responding to the shortfall for residential care home for the elderly in the community amid population ageing through increasing the supply of subsidised service places;
(c) The proposed development is fully in line with the latest policy address in developing the Northern Metropolis by optimising the use of land resources and adopting a higher development intensity and increasing high-quality housing supply;

(d) The existing land uses character and the scale of the proposed development at the current application site is compatible with the surrounding environment;
(e) The proposed development can facilitate the phasing out of non-conforming uses to develop a more comprehensive and well-designed development, which is expected to improve the overall local environment and unleash development potential at the application site;
(f) The proposed development can provide a more liveable and healthier environment for future occupants through design optimisation, increase of greenery provision and communal spaces enhancement;
(g) The proposed development will not pose any adverse impacts in terms of landscape, traffic, environmental, sewerage, visual, water supply aspects on the surrounding area as proven by the technical assessments and considered acceptable from risk assessment; and
(h) The approval of the proposed plan amendment will not set an undesirable precedent as there is a previously approved rezoning application with the same nature at the application site. In addition, the application should be assessed on its individual merits and specific considerations, which the proposed development initiates to materialise Government's planning goal and optimise land resources by a technically feasible scheme without time-consuming assembling procedure.

In view of the above and the list of detailed planning justifications in this Planning Statement, the Board is respectfully requested to give favorable consideration to the proposed plan amendment.

行政摘要

(如內文與其英文版本有差異，則以英文版本為準)

申請人根據《城市規劃條例》第 12A 條向城市規劃委員會（「城規會」）遞交是次修訂規劃地帶的規劃申請。是次規劃申請地點位於新界元朗屏山丈量約份第 121 約地段第 1341 號 B 分段第 9 小分段、段第 1341 號 B 分段餘段、第 1341 號 B 分段第 1 小分段 J 分段餘段、第 1341 號 B 分段第 1 小分段 D 分段、丈量約份第 122 約地段第 525 號 B 分段餘段及毗連政府土地（以下簡稱「申請地點」），建議將申請地點由《屏山分區計劃大綱核准圖編號 S/YL-PS/20》已劃作「鄉村式發展」地帶及「綜合發展區」地帶修訂為「住宅(乙類)2」地帶（以下簡稱「擬議修訂圖則」），**作擬議分層住宅、商店及服務行業及社會福利設施(安老院舍)**（以下簡稱「擬議發展」）。此規劃報告書將提供是次申請的背景資料及規劃理據予城規會考慮。

申請地點的面積約為 14,536 平方米 (包括約 2,400 平方米的政府土地) 。擬議發展包括於申請地點內於地點 A 興建三座樓高 23 至 27 層的分層住宅樓宇(不包括兩層地庫停車場) 及零售設施，合共提供 1,536 住宅單位，及於地點 B 興建一座樓高 8 層的社會福利設施（安老院舍），提供 222 張床位。擬議修訂圖則旨在促進分層住宅、商店及服務行業及社會福利設施(安老院舍)的發展，利用申請地點提供一個自給自足的理想住宅和安老院舍，為老年人及年輕家庭提供獨立的生活空間和社區生活方式。考慮到擬議修訂圖則符合政府的政策，並且預計不會對環境、視覺、交通或基礎設施造成不利影響，擬議發展將通過釋放申請地點的發展潛力以適時回應政府對解決房屋供應及長者護理服務設施需求的最新政策方向、並促進社區收益和回饋社區。此規劃報告書提供規劃理據，詳列如下：

(一) 擬議發展符合《香港 2030+: 跨越 2030 年的規劃遠景與策略》的願景，以建立一個包容及互助的城市，透過規劃解決住房需求及為長者提供服務設施。擬議發展將有效透過增加房屋供應及選擇，回應長者以及年輕家庭對房屋的需求，提升生活質素；

(二) 擬議發展符合政府最新的政策方向以穩定私營房屋供應、滿足長遠房屋策略的推算。同時透過提供資助服務安老宿位以回應在人口老化下社區對安老設施的殷切需求；

(三) 擬議發展符合政府最新的政策方向以發展北部都會區，透過優化利用土地資源、提高發展密度以增加高品質的房屋供應；

(四) 擬議發展在現有土地用途、性質和發展規模方面與周遭環境相互兼容；

(五) 擬議發展可促進取替舊有不協調的用途，促使更全面及設計更佳的房屋及社會福利設施發展，預期可長遠改善整體本地環境、釋放此地段的土地發展潛力；

(六) 擬議發展透過優化設計、增加綠化空間及優化公共空間以提供一個更宜居及健康的生活環境；

(七) 各項專業研究報告證明是次申請並不會對附近景觀、交通、環境、排污、視覺及供水方面造成不良影響並通過風險評估；及

(八) 批准此擬議修訂圖則不會立下不良先例，因為在申請地點先前已有相同性質的擬議修訂圖則獲得城規會核准。此外，委員會應按每宗申請的個別情況及其他獨特考慮因素而決定，擬議發展通過技術上可行的方案實現政府的規劃願景和優化土地資源，無需耗時的土地規劃程序。

基於擬議發展附合所有的規劃考量因素，申請人懇請城規會委員給予考慮並批准是次規劃申請。

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1. INTRODUCTION

1.1 Purpose

1.1.1. This *Planning Statement* is submitted to the Town Planning Board ("the Board") under Section 12A of the Town Planning Ordinance to rezone the site at Lot Nos. 1341 S.B ss.9, 1341 S.B RP, 1341 S.B ss.1 S.J RP, 1341 S.B ss.1 S.D in D.D. 121, 525 S.B RP in D.D. 122 and Adjoining Government Land, Ping Shan, Yuen Long, New Territories (hereinafter referred to as "the application site") from "Village Type Development" ("V") zone and "Comprehensive Development Area" ("CDA") zone to "Residential (Group B) 2" ("R(B)2") zone (hereinafter referred to as "the proposed plan amendment") on the Approved Ping Shan Outline Zoning Plan No. S/YL-PS/20 (hereinafter referred to as "the current OZP") for **Proposed Flat, Shop and Services and Social Welfare Facility (Residential Care Home for the Elderly (RCHE))** (hereinafter referred to as "the proposed development").

1.1.2. The current application seeks to amend the major development parameters of the previous approved scheme under s.12 rezoning application No. Y/YL-PS/4 ("hereinafter referred to as "the previously approved rezoning application") with a view to materialising latest policy direction in developing the Northern Metropolis and increasing high quality housing supply as well as providing high quality residential care home for elderly (hereinafter referred to as "RCHE").

1.1.3. The application site has a total area of approximately 14,536m^2 (including Government land of about 2,400m^2). The location of the application site is shown on **Figure 1** whilst **Figure 2** indicates relevant private lots and Government land that the application site involves. The application site involved G.L. of about 2,400m^2, including about 2,358m^2 in Site A and about 42m^2 in Site B. The proposed development involves the development of of 3 residential blocks ranging from 23 to 27 storeys (excluding two basement carparks) comprising 1,536 flats with shop and services at Site A, and a 8-storey RCHE comprising 222 beds at Site B. The application site currently falls within an area at "V" zone (about 53.8%) and "CDA" zone (about 46.2%) on the Current OZP gazetted on 23.09.2022 (please refer to **Figure 3**).

1.1.4. Aikon Development Consultancy Limited has been commissioned by *On Billion International Limited* (hereinafter referred to as "the Applicant") to prepare and submit the current application and his behalf.

1.2 Objectives

1.2.1 The overriding goal of the current application is to enable the Applicant to be given an opportunity regarding the proposed development in the application site, as to achieve multiple policy goals promulgated by the Government in planning for the housing needs and the elderly services. In summary, the proposed development strives to achieve the following objectives:-

- To materialise the policy direction as stipulated on the Chief Executive's Policy Addresses and the Elderly Services Programme Plan in addressing the foreseeable planning challenges posed by limited land supply, ageing population and increasing

demand of housing and RCHEs;

- To materialise the vision in "Hong Kong 2030+: Towards a Planning Vision and Strategy Transcending 2030" in creating an inclusive and supportive city by building an environment that is "pro-elderly" and "pro-family";
- To facilitate the development of the Northern Metropolis by optimising the use of land resources and adopting a higher development intensity and increasing high-quality housing supply in accordance with government's policy direction;
- To contribute to stabilising supply for private housing particularly to meet the projected demand in the Long-Term Housing Strategy ("LTHS") and alleviate the urgent needs for affordable and suitable housing by young families;
- To make an optimal use of scarce land resources in response to the Government's policy initiatives of increasing the provision of RCHEs and providing subsidised service places within private development projects;
- To amend the previously approved rezoning application and provide a more liveable and healthier environment for future occupants through design optimisation;
- To create a pleasant, safe and convenient living environment, enhance liveability through promoting inter-generational care and support, and create a comfortable elderly-friendly living environment in the application site; and
- To provide a sustainable and beneficial land use alternative in the application site that could also stimulate environmental and infrastructural improvement to the locality.

1.3 Structure of the Planning Statement

1.3.1 This Planning Statement is divided into 7 chapters. **Chapter 1** is the above introduction outlining the purpose and background of the current application. **Chapter 2** gives background details of the site in terms of the current land use characteristics, neighboring developments and land ownership. **Chapter 3** offers the planning context of the proposed development. **Chapter 4** detailed the proposed amendment to current OZP and **Chapter 5** introduces the development proposal of the proposed development. A full list of planning justifications is given in **Chapter 6** whilst **Chapter 7** provides a concluding remark for the proposed development under the planning application.

2. SITE PROFILE

2.1 Location and Current Condition of the Application Site

2.1.1 The application site is located to the south-east of Tong Fong Tsuen and at the junction of Castle Peak Road (Ping Shan) and Ping Ha Road. As shown on **Figures 1** and **2**, the application site can be accessed via Castle Peak Road (Ping Shan), which is a dual-two lane carriageway, and Ping Ha Road. The Light Rail Transit is running along its southern boundary. The ingress/egress points are at the southern boundary and northern boundary of the application site.

2.1.2 As shown on **Figure 1** and **Illustration 1**, the application site involves two sites, i.e. Site A at the southern portion and Site B at the northern portion. Site A is currently occupied by a warehouse being used for storage of animal feeds, while Site B is used for an open carpark.

2.2 Surrounding Land Uses in the Vicinity

2.2.1 The subject locality of the application site is considered as urban fringe landscape character, predominantly surrounded by residential developments, factories, village houses, warehouses, open storages and scattered tree groups (refer to **Figure 1** and **Illustration 2**).

2.2.2 In terms of the wider surrounding context, to the immediate western side of the application site are dominated by a number of the village houses, i.e. Weslen Garden, Tong Fong Tsuen and Ping Shan San Tsuen. Further to the west of the villages and the application site are the low-rise residential developments, i.e. Imperial Villas, La Mansion.

2.2.3 To the north of the application site is a green knoll where the well-known Ping Shan Tang Clan Gallery Cum Heritage Trail Visitors Centre is situated. To the immediate eastern and northern side of the application site along Ping Ha Road are some vacant factory buildings currently under demolition along Ping Ha Road. To the further east of the application site across Ping Ha Road are the low-rise residential developments, namely Yan Wing Mansion, Green Orchid Towers and Ka On Garden.

2.2.4 To the immediate southern side of the application is the Castle Peak Road (Ping Shan) and a Light Rail Transit. To the further southern side of the application site across Castle Peak Road is an open space – Tong Yan San Tsuen Playground. To the southwestern side of the application site across Castle Peak Road are occupied by some industrial developments including Sat Win Automobile Plaza, Chi Shing Centre and Sagawa Logistic Centre. In general, the surrounding land uses in the vicinity of the application site are covered by residential developments and inactive industrial uses.

2.3 Land Status

2.3.1 The application site comprises 5 private lots, Lot Nos. 1341 S.B ss.9, 1341 S.B RP, 1341 S.B ss.1 S.J RP, 1341 S.B ss.1 S.D in D.D. 121, 525 S.B RP in D.D. 122 and the adjoining Government land (See **Figure 2**). The total area of application site is about 14,536m^2 of which about 2,400m^2 of the Government land is included. The Lot Nos. 1341 S.B. ss.1 S.D. in D.D. 121 and 525 S.B RP in D.D. 122 are owned by the Applicant, while owners of other three Lots have authorised the Applicant to apply for the current proposed plan amendment which the Owners' Consent has been submitted to the Town Planning Board. All private lots are Old Schedule Agricultural Lots held under the Block Government Lease which contain no restriction of farming under the lease conditions, and no specification that leaving the lots idle is not allowed.

2.3.2 Considering that the adjoining Lot No. 1341 S.B ss.1 S.H in D.D. 121 to the northwest and the west of the application site are serving both pedestrian and vehicular access to the adjoining development, Weslen Garden, from Ping Ha Road, the relevant lot is not included in the boundary of the application site. The proposed development would not affect the current use of the adjoining lot serving as pedestrian and vehicular access to Weslen Garden.

2.3.3 The Lot No. 1341 S.B ss.1 S.D in D.D.121 is exclusively possessed by the applicant. The western side of Lot No. 1341 S.B ss.1 S.D in D.D.121 would still continuously serve as the pavement and EVA for the adjoining estate type development, yet the Applicant would be responsible for landscaping and maintenance works. The proposed development would be implemented without affecting the pavement and EVA serving the adjoining estate type development. The relevant Lots are indicated in below site photos:

2.3.4 In the current application, parcels of unleased and unallocated government land to the east of Site A (i.e. the land in between Lot No. 1694 RP & Extension thereto and 1702 RP in D.D.122) and to the south between Lot No.1341 S.B RP and the existing footpath and cycling track (**Illustration 4** refers) are included in the current application with a view to avoiding the creation of no-man land. The Applicant will submit to the District Land Office an application for a land exchange before the implementation. Extensive greening is proposed at the area and proper maintenance at the area will be ensured.

2.3.5 Upon the approval of this s.12A rezoning application under the Town Planning Ordinance and the OZP amendment process is completed, the Applicant will submit to the District Land Office an application for a land exchange before the implementation. In parallel, all the building works and site formation works will be submitted to the Building Department for approval.

3. PLANNING CONTEXT

3.1 The Current OZP

3.1.1 The application site falls within an area at "V" zone (about 53.8%) and "CDA" zone (about 46.2%) on the Current OZP gazetted on 23.09.2022. The Notes of the Current OZP stipulates that "V" zone is intended primarily for *"reflecting existing recognized and other villages, and to provide land considered suitable for village expansion and reprovisioning of village houses affected by Government projects. Land within this zone is primarily intended for development of Small Houses by indigenous villagers. It is also intended to concentrate village type development within this zone for a more orderly development pattern, efficient use of land and provision of infrastructures and services."* Although the application site involves a piece of land zoned "V" on the Current OZP, it should be noted that the application site is not covered by 'Village Environs' of any recognised village, and the application site is therefore not subject to any Small House developments.

3.1.2 For the "CDA" zone, the Notes of the Current OZP states that *"this zone is intended for comprehensive development/redevelopment of the area for residential use with commercial, open space and other supporting facilities. The zoning is to facilitate appropriate planning control over the development mix, scale, design and layout of development, taking account of various environmental, traffic, infrastructure and other constraints."* It is understood that the main purpose of designating a "CDA" is to conduct comprehensive planning and implement systematic development for the area concerned by taking account of environmental, traffic and infrastructure constraints, and the proponent of a "CDA" must submit an application to the Board in the form of a master layout plan.

3.1.3 In order to facilitate optimising the development potential and achieving a more efficient layout, the Applicant had attempted to liaise with the relevant landowners within the same "CDA" zone and to assemble the land over ten years. However, the site amalgamation was failed due to the fragmented land ownerships. The Applicant submits the current application for proposed plan amendment to utilise the available land resources by optimizing development intensity in accordance with latest government's policy direction and to fasten the land development for providing more housing supply.

3.2 "Hong Kong 2030+: Towards a Planning Vision and Strategy Transcending 2030"

3.2.1 According to the "Hong Kong 2030+: Towards a Planning Vision and Strategy Transcending 2030" ("Hong Kong 2030+"), three important building blocks were identified. One major block is to enhance liveability in a compact high-density city. It is proposed to create a compact high-density setting that caters for development and create a healthy and revitalized city by providing adequate land to strengthen healthcare services and enhance provision of elderly facilities amid population ageing. In addition, it proposed to create a supportive city and inclusive city by enabling a decent level of living and providing wider and appropriate housing choices. Another major block is to create development capacity in Hong Kong. It is proposed to adopt a multi-prone approach to

increase development capacity and tackle shortfall in land by searching for suitable solution space, including the review of sites at the fringe of built-up area that are deserted or have low conservation and public enjoyment values. Subsequent planning justifications will elaborate how the proposed plan amendment would be in line with these visions.

3.3 2022 Policy Address on Developing the Northern Metropolis

3.3.1 As reflected in the 2022 Policy Address, the Northern Metropolis is envisioned to be Hong Kong's strategic development as well as the new engine for Hong Kong. While the Government aims to take forward the development of the Northern Metropolis, it is advocated to increase development intensity by adopting higher plot ratios in order to optimize the use of land resources in the area. The maximum plot ratio for residential sites is promulgated as 6.5 under the latest guideline. The proposed plan amendment under the current application that seeks to increase development intensity from plot ratio of 3.39 as agreed in the previously approved rezoning application (Y/YL-PS/4) to plot ratio of 4.98 for increasing housing supply is considered in line with the long-term vision.

3.4 Policy Address on Elderly Cares and Services

3.4.1 An irreversibly ageing trend is evident in Hong Kong. Population aged 65 or above is predicted to rise from 15% in 2014 to 32% in 2041 as according to the Census and Statistics Department. In this connection, the future perceived needs for elderly care services are amplified. As reflected in numerous policy and planning documents including the Policy Addresses, the provision of housing, elderly-care services and RCHEs are considered as important policy directions for the future. With a view to increasing the number of subsidised service places, the current-term Government has put forward proposals to encourage private developments to build elderly services facilities within private development projects.

3.4.2 The proposed development, which involves provision of a social welfare facility (RCHE) comprising 222 beds, is in line with the latest Government's policy direction which aims to foster both the quantity and quality of RCHEs. The current proposal, offering beds in the proposed social welfare facility (RCHE) for the elderly, is able to contribute towards satisfying the demand for RCHEs and reducing shortage in the community. In addition, the Residential Care Homes Legislation (Miscellaneous Amendments) Bill was announced in May 2022, with a view to improving the overall quality of RCHEs. In particular, it proposed an increase of minimum floor space per residents from 6.5m^2 to 9.5m^2 in high care level RCHEs. It is foreseeable that the demand for more space of RCHEs will be surged due to this new standard of provision. A reduction in beds of the existing RCHEs is also anticipated. Hence, the proposed development could contribute to the overarching policy directions and long-term planning intentions of the current and future government, which is to offer excellent and quality elderly services in hardware terms and could meet the

future demand.

3.5 Town Planning Board Guidelines No.17 (TPB PG-No.17)

3.5.1 According to TPB's Guidelines No. 17 "Designation of "CDA" Zones and Monitoring the Progress of "CDA" Developments", TPB will conduct the first review of each "CDA" site at the end of the third year after its designation, and subsequently conduct a review on a biennial basis. The latest "CDA" sites review result was conducted on 28.5.2021. There is a total of 59 "CDA" sites in the New Territories by the end of March 2021. Part of the application site is identified as site no. NTW 43 which is subject to review on the zoning, site boundary and/or development density.

3.6 Previous Planning Application

3.6.1 The application site is subject to 1 previous planning approval for the same use. The previously approved rezoning application (No. Y/YL-PS/4) for proposed flats and social welfare facility was agreed by the Board on 22.4.2022 (**Appendix 1** refers) mainly on the grounds that (a) the proposed residential development cum RCHE is compatible with the surrounding predominant residential use; (b) the proposed development intensity under "R(B)2" sub-area at the site is considered generally not incompatible with the existing and planned develops in the area; (c) the proposed rezoning allow land use optimization by stimulating development in the area; (d) the proposed development of the rezoning application can meet the acute housing demand by increasing housing supply; (e) the proposed development help phasing out the existing brownfield operations at the site with improvement of the existing degraded environment, (f) the proposed rezoning would facilitate the provision of a RCHE to serve the local community and (g) no adverse impact is anticipated.

3.6.2 Since planning approval granted for the previously approved rezoning application, the proposed development has been taken forward by the Applicant in a partnership scheme. Nonetheless, noting the latest policy direction released in developing the northern metropolis, the Applicant seeks to amend the application and increase the development intensity with a view to optimizing the use of valuable land resources and help alleviating the increasing demand for residence and RCHEs as well as providing amenity in the area. The Applicant and others lot owners are committed to take forward the proposed development upon the approval of the current application and ensure proper and effective implementation.

4. PROPOSED AMENDMENT TO THE CURRENT OZP

4.1 Proposed Amendment to the Current OZP

4.1.1 This application proposes to rezone the application site from "V" zone and "CDA" zone to "R(B)2" zone on the Approved Ping Shan Outline Zoning Plan No. S/YL-PS/20 for Proposed Flat, Shop and Services, and Social Welfare Facility (Residential Care Home for the Elderly).

4.1.2 The proposed plan amendment involves the following items to the Approved Ping Shan OZP No. S/YL-PS/20:-

- To rezone Lot Nos. 1341 S.B ss.9, 1341 S.B RP, 1341 S.B ss.1 S.J RP, 1341 S.B ss.1 S.D in D.D. 121, 525 S.B RP in D.D. 122 and adjoining Government land from "V" zone and "CDA" zone to "R(B)2" zone with 'Social Welfare Facility (on land designated "R(B)2" only)' and 'Shop and Services (on land designated "R(2)" only) listed under Column 1.

- To impose the development restrictions of a maximum domestic plot ratio of 4.5, a maximum non-domestic plot ratio of 0.48, a maximum site coverage of 34.7% and a maximum building height of 29 storeys (98.75m) including two basement car parks for the "R(B)2" zone in the Remarks.

4.1.3 The proposed Schedule of Uses and development restrictions for the "R(B)2" zone have been enclosed in **Appendix 2**. The proposed plan amendment will allow the relevant Government departments to properly control the land use, development intensity and layout of the proposed development by imposing developments restrictions.

5. THE DEVELOPMENT PROPOSAL

5.1 Proposed Site Layout, Major Development Parameters and Operation

5.1.1 The proposed development is configured as a medium density development, which to south of the application site comprises of residential development with shop and services (Site A) and to the north of the application site comprises of a social welfare facility (RCHE) (Site B). The proposed development would include the provision of parking spaces, loading/unloading spaces, communal open space, landscaped area and access road within the application site. The proposed development would involve the excavation of land for basement carparks. The area and depth of excavation would be about 8,885m^2 and about 8m respectively.

5.1.2 The total gross floor area (GFA) of the proposed development is about 72,347m^2. At Site A, there are 3 residential blocks with a domestic GFA of about 65,412m^2 and building height ranging from 23 to 27 storeys (excluding two storeys of basement carparks), comprising 1,536 flats with an average floor area of about 42.6m^2 per unit. Besides, about 1,535m^2 for shop and services would be provided within Site A.

5.1.3 At Site B, there is one 8-storey RCHE block with elderly-care related facilities, with a non-domestic GFA of about 5,400m^2 and comprising 222 beds, serving some 222 elderlies with spacious design. The Master Layout Plan and perspective drawings illustrating the development scheme, floor plans and section drawings of the proposed development are shown in **Appendix 3**.

5.1.4 There will be approximately 5,394m^2 of communal open spaces provided for the proposed development. In addition, there will be an extensive plantation of trees and other vegetations along the boundary of the application site as well as along the internal access road and common landscaped areas providing screening effect and improving the overall landscape value of the application site. Details of landscape proposal and communal open spaces are discussed in **Section 5.2** and **Appendix 4**.

5.1.5 To avoid planning blight caused by setting out the boundary of rezoning area, part of the Ping Ha Road (Lot No. 525 S.B RP in D.D.122) is included in the application site boundary (**Figures 1 to 3** refer) while the relevant portion would be a non-building area.

5.1.6 As presented in **Chapter 2**, parcels of unleased and unallocated government land to the east of Site A (i.e. the land in between Lot No. 1694 RP & Extension thereto and 1702 RP in D.D.122) and to the south between Lot No.1341 S.B RP and the existing footpath and cycling track (Illustration 4 refers) are included in the current application with a view to avoiding the creation of no-man land. The Applicant will submit to the District Land Office

an application for a land exchange before the implementation. Extensive greening is proposed at the area and proper maintenance at the area will be ensured.

5.1.7 The proposed development parameters and schedule of accommodations are summarized in the **Tables 1 to 3** below:

Table 1: Major Development Parameters of the Proposed Development

Development Parameters	
Site Area Site A Site B	About 14,536 m^2 (including Government land of about 2,400 m^2) About 12,144 m^2 About 2,392 m^2
Site Coverage Domestic Non-domestic	34.70% 20.19% 14.51%
Plot Ratio Domestic Non-domestic	4.98 4.5 0.48
GFA Domestic Non-domestic	About 72,347 m^2 About 65,412 m^2 About 6,935 m^2
Number of Blocks Domestic Non-domestic	Total 4 3 1
Building Height Domestic Non-domestic	 About +92.05mPD to +104.65mPD About +39.85mPD
Number of Storeys Domestic Non-domestic	 23-27 storeys (excluding 2 storey of basement carpark) 8 storeys (Site B)
Domestic Units Unit Size	1,536 units 1-2 bedroom (42.6 m^2 average size per unit)
Non-domestic Units	222 beds (10.1 m^2 per bed)
Retail Facility GFA	1,535m^2 (Site A)
Clubhouse GFA(1)	1,635 m^2 (Site A)
Design Population	4,830 (4,608 residents for Site A and 222 residents for Site B)
Total Greenery	4,405.2m^2
Greening Ratio	30.31%
Communal Open Space	5,394 m^2
Vehicular Access	Flat (Site A) access - Castle Peak Road (Ping Shan) RCHE (Site B) access - Ping Ha Road
Private Car Parking Space Domestic Non-domestic	354 348 (including 322 for residential, 15 for visitors,11 for retails) 6 (including 1 for disabled)

Private Motorcycle Parking Space	19
Domestic	18
Non-domestic	1
Bicycle Parking Space	205
Domestic	205
Non-domestic	0
Goods Vehicles L/UL Space	6
Domestic	5 (including 4 for HGVs, and 1 for LGV)
Non-domestic	1 (including 1 for HGV)
Taxi/Private Car Lay-by	1
Domestic	0
Non-domestic	1
Ambulance Lay-by	1
Domestic	0
Non-domestic	1
RCV L/UL Space	1
Domestic	1
Non-domestic	0

(1) The GFA of clubhouse is exempted from PR calculation.

Table 2: Schedule of Proposed Flat (Site A)

Tower 1			
Floor	**GFA**	**Number of Units**	**Number of Storeys**
G/F	420 m^2	7	1
1/F – 5/F, 15/F – 24/F	15,270 m^2	360	15
6/F – 14/F	8,622 m^2	198	9
25/F	862 m^2	20	1
26/F	466 m^2	9	1
Total	**25,640 m^2**	**594**	**27**

Tower 2			
Floor	**GFA**	**Number of Units**	**Number of Storeys**
G/F	377 m^2	7	1
1/F – 13/F	11,557 m^2	286	13
14/F – 20/F	5,726 m^2	140	7
21/F	716m^2	17	1
22/F	389 m^2	9	1
Total	**18,765 m^2**	**459**	**23**

Tower 3			
Floor	**GFA**	**Number of Units**	**Number of Storeys**
G/F	172 m^2	0	1
1/F	108 m^2	0	1
2/F – 6/F	4,265 m^2	100	5
7/F – 22/F	15,088m^2	352	16
23/F	847 m^2	20	1
24/F	527 m^2	11	1
Total	**21,007 m^2**	**483**	**25**

Table 3: Schedule of Proposed RCHE (Site B)

Floor	**GFA**	**Number of Beds**	**Floor Height**
G/F	445 m^2	24	4.00m (12.75 mPD)
1/F	750 m^2	36	3.30m (16.75 mPD)
2/F	745 m^2	36	3.30m (20.05 mPD)
3/F	745 m^2	36	3.30m (23.35 mPD)
4/F	745 m^2	36	3.30m (26.65 mPD)
5/F	745 m^2	36	3.30m (29.95 mPD)
6/F	655 m^2	30	3.30m (33.25 mPD)
7/F	570 m^2	24	3.30m (36.55 mPD)
Total	**5,400 m^2**	**222**	**27.1m** (excluding 0.15m formation level)

5.2 Comparison of the Major Development Parameters of the Current Application and the Previously Approved Rezoning Application

5.2.1 **Table 4** encapsulates a comparison of the major development parameters of the current application and the previously approved rezoning application.

5.2.2 Compared with the approved scheme under the previously approved rezoning application, the proposed plan amendment under the current application mainly involves an increase in plot ratio (from 3.39 to 4.98) and modification of site boundary (See **Illustration 4**). To achieve a higher development intensity, the gross floor area (GFA) and building height of the residential blocks at Site A have been increased correspondingly to provide additional units (+696 units, +83%). In view of the demand in the locality, a larger

retail block has been proposed to accommodate some 1,535m^2 non-domestic GFA (+ 1,395m^2) in serving the local community.

5.2.3 As for Site B, the proposed RCHE development has incorporated a setback from existing road which reduces its site coverage. The proposed RCHE block would maintain a total of 5,400m^2 of GFA but a reduction in beds with a view to complying with the latest legislative amendments proposed under the Bill in meeting the highest standard requirement for minimum area of floor space per RCHE resident (9.5m^2). Compared with the average floor space of 6.5m^2 per RCHE residents under the previously approved rezoning application, the proposed RCHE development is designed with a larger floor space of about 10.1m^2 per RCHE residents. The floor-to-floor height would be 3.3m and fulfill the required standard.

5.2.4 Same as the previously approved rezoning application, the proposed RCHE development under the current application will be privately-operated. The proposed maximum number of RCHE beds to be provided (i.e. 222 beds) may be subject to further revision upon liaison with the Social Welfare Department (SWD) and relevant Government departments at the detailed design stage upon approval of the current application for complying with all relevant and prevailing statutory and licensing requirements for RCHE.

5.2.5 The current application serves to comply with the latest requirements set by the Government and respond to the pressing demand of housing supply. To meet the parking standard under the proposed development parameters, the current application involves one additional storey of basement compared to the previously approved rezoning application.

Table 4: Comparison of the Major Development Parameters of the Current Application and the Previously Approved Rezoning Application

	Previously Approved Rezoning Application Y/YL-PS/4			**Current Application**			**Difference**
	Southern Portion (Site A)	**Northern Portion** (Site B)	**Total**	**Southern Portion** (Site A)	**Northern Portion** (Site B)	**Total**	**Total**
Proposed Zoning	Residential (Group B) 2			Residential (Group B) 2			N.A.
Proposed Use	Residential (Flat) and Shop and Services	Social Welfare Facility (RCHE)	---	Residential (Flat) and Shop and Services	Social Welfare Facility (RCHE)	---	N.A.
Site Area	**About 11,688 m²** (including GL of 1,883 m²)	**About 2,392 m²** (including GL of 42m²)	**About 14,080 m²** (including GL of 1,925m²)	**About 12,144m²** (including GL of 2,358m²)	**About 2,392 m²** (including GL of 42m²)	**About 14,536 m²** *(including* GL of *2,400m²)*	+456m² (+3.2%)
Proposed GFA - *Domestic* - *Non-Domestic*	**About 42,380 m²** *About 42,240 m²* *About 140m²* *(Retail Block)*	**About 5,400 m²** --- *About 5,400m²*	**About 47,780 m²** *About 42,240 m²* *About 5,540m²*	**About 66,947m²** *About 65,412 m²* *About 1,535m²* *(Including 1,535 m² for retail)* **Clubhouse exempted from GFA*	**About 5,400 m²** --- *About 5,400m²*	**About 72,347 m²** *About 65,412 m²* *About 6,935 m²*	+24,567m² (+51.4%)
Proposed PR - *Domestic* - *Non-Domestic*	3.39 3 0.39			About 4.98 About 4.5 About 0.48 (about 0.37 for RCHE and 0.11 for Retail)			+1.59 (+46.9%)
Proposed SC - *Domestic* - *Non-Domestic*	31.66% 24.53% 7.13%			34.70% 20.19% 14.51%			+3.04% -4.34% +7.38%

	Previously Approved Rezoning Application Y/YL-PS/4			**Current Application**			**Difference**
	Southern Portion	**Northern Portion**	**Total**	**Southern Portion** (Site A)	**Northern Portion** (Site B)	**Total**	**Total**
No. of Blocks	5 (3 residential towers, 1 clubhouse block and 1 retail block)	1 (RCHE)	6	3	1 (RCHE)	4	-2 (-33%)
Building Height	**Residential Towers**: 11 to 19 storeys (excluding one basement car park) **Clubhouse Block**: 2 storeys **Retail Block**: 1 storey	**RCHE**: 6 storeys	Maximum 20 storeys including carpark	**Residential Towers**: 23 to 27 storeys (excluding two basement car park), ranging from +92.05mPD to +104.65mPD **Clubhouse**: 2 storeys	**RCHE**: 8 storeys (+39.85mPD)	Maximum 29 storeys including basement carpark	+9 storeys (+45%)
No. of Flats/Beds	840 flats	294 beds	---	About 1,536 flats	About 222 beds	---	+ 696 units (+82.8%) -72 beds (-24.4%)
Average Size of Unit	50m^2 (average flat size)	6.5m^2 per bed	---	42.6m^2 (average flat size)	10.1m^2 per bed	---	-7.4m^2 per unit (-14.8%) +3.6m^2 per bed (+55.3%)

	Previously Approved Rezoning Application Y/YL-PS/4			**Current Application**			**Difference**
	Southern Portion (Site A)	**Northern Portion** (Site B)	**Total**	**Southern Portion** (Site A)	**Northern Portion** (Site B)	**Total**	**Total**
No. of Car Parking Spaces	196 (including 15 for visitors and 3 for disabled)	6 (including 1 for disabled)	202	348 (including 322 for residential, 15 for Visitors, 11 for retails)	6 (including 1 for disabled)	354	+152 (+75.2%)
No. of Motorcycle Parking Spaces	10	1	11	18	1	19	+8 (+72.7%)
No. of Bicycle Parking Spaces	112	0	112	205	0	205	+93 (+83%)
No. of Loading/ Unloading Spaces	4	1	5	5 (including 4 HGV, 1 LGV)	1 (HGV)	6 (including 5 HGV, 1 LGV)	1 (+20%)
No of Private Car/Taxi Lay-by	0	1	1	0	1	1	No Change
No of Ambulance Lay-by	0	1	1	0	1	1	No Change
RCV Loading/Unloading Bay	1	0	1	1	0	1	No Change

	Previously Approved Rezoning Application Y/YL-PS/4			**Current Application**			**Difference**
	Southern Portion (Site A)	**Northern Portion** (Site B)	**Total**	**Southern Portion** (Site A)	**Northern Portion** (Site B)	**Total**	**Total**
Private Communal Open Space	2,834.9m^2			5,394m^2			+2,559.1m^2 (+90.27%)
Greening Ratio	27.68% (3,897m^2)			30.31% (4,405.2m^2)			+2.63% (+508.4m^2)
Design Population	2,520	294	2,814	4,608	222	4,830	+2,016 (+71.6%)
Anticipated Completion Year	2027			2029			N.A.

5.3 Design Merits

Building Deposition

5.3.1 With a view to creating a pleasant living environment and forging a people-oriented community for residents and elderly, the proposed development adopts a comprehensive design in improving living quality. The disposition and arrangements of buildings have considered sunlight penetration and air paths, and a stepping height is proposed from south to north. Building voids proposed at the lower levels would promote air ventilation and allowing fresh air flow into the central courtyard. With the flexibility to increase building height, the proposed development enables refinement of building footprint and reduce the site coverage of the residential blocks.

5.3.2 A 15m building separation is proposed between Tower 1 and Tower 3. A minimum separation distance of 12.5m has also been allocated, for instance, between Tower 2 and 3, and between Tower 1 and 2. Besides, void areas are provided on building elevation in these towers to enhance natural ventilation and visual permeability. The building design has struck a balance between the building separation and building height.

Building Setback

5.3.3 The proposed development has incorporated a 15m setback from site boundary to the north of the application site. The proposed setback that provides an about 15m buffer distance from Ping Ha Road has met the recommended 5m buffer distance recommended under the HKPSG.

Extensive Greenery and Vertical Green

5.3.4 The proposed development also seeks to provide abundance of greenery which constitutes a total greenery area of about 4,405.2m^2 and a greenery ratio of 30.31%, which is more than the required 20% greenery requirement (equalling to 2,816m^2) set out in PNAP APP-152 – Sustainable Building Design Guidelines. The use of vertical green along boundary wall would also provide additional visual amenity. In addition, the proposed plantings along the internal access, common planting beds and planting strips at the periphery of the application site would create a tranquil and harmonic environment for enjoyment of future residents.

Provision of Active and Passive Facilities

5.3.5 Under the current application, about 5,394m^2 of communal open spaces would be provided in serving some 4,830 occupants at the proposed development. Recreational facilities such as children's play area, meandering path, fitness equipment for adult and swimming pool are proposed to promote healthy lifestyle. In addition, sitting courtyard scattered at G/F and 1/F are proposed to provide enjoyment of the occupants and visitors.

Spacious Living Environment for Elderly

5.3.6 In response to the Residential Care Homes Legislation (Miscellaneous Amendments) Bill, the proposed RCHE development at Site B that aimed at improving the overall quality of RCHE, has adopt a higher minimum floor space per residents. The average floor space per residents would be 10.1m^2 which satisfied the 9.5m^2 requirement under the Bill. The proposed development is designed to offer excellent and quality elderly services and echoes with the overarching policy directions and long-term planning intentions.

5.4 Operation

5.4.1 Regarding operation of the proposed RCHE development at Site B, the Applicant has liaised with relevant experienced operator and signed a MoU to ensure the proposed development would be implemented and operated in a proper manner.

5.5 Tree Preservation and Landscape Proposal

5.5.1 Tree survey has been conducted for the current application (**Appendix 4** refers). In order to investigate the landscape impact on existing vegetation within the Site and adjoining areas, trees located within 5m from the application site boundary are included in the tree survey. A total of 25 trees were recorded (i.e. 15 within and 10 outside the application site boundary). There are no Old and Valuable Trees (OVT), or protected species identified within the application site. However, there are 2 nos. of potential OVT identified outside the application site boundary. Proper protective measures in accordance with relevant guidelines will be undertaken during the construction phase. Since the proposed development will require vegetation clearance during construction stage, 6 out of total 25 surveyed existing trees within the application site will be in conflict with the proposed works and will be proposed to be felled while none of them are proposed to be transplanted. To compensate the loss of 6 existing trees, 157 nos. of new heavy standard trees with average 80mm DBH are proposed to be planted within the application site. Compared to the previously approved rezoning application, the current application has affected fewer trees with more new heavy standard trees compensated (See **Table 5**).

Table 5: Comparison of the Tree Compensation of the Current Application and the Previously Approved Rezoning Application

	Previously Approved Rezoning Application Y/YL-PS/4	**Current Application**	**Difference**
Quantity of loss of trees	9 nos.	6 nos.	-3 nos.
Accumulated DBH loss of trees	4.35m	2.80m	- 1.55m
Quantity of compensatory trees	143 nos.	157 nos.	+14 nos.
Quantity compensation ratio	1:15.89	1:26.17	Increased
DBH compensation	11.44m	12.56m	+1.12
DBH compensation ratio	1:2.63	1:4.49	Increased

5.5.2 With reference to the Landscape Proposal (**Appendix 4** refers), the Landscape Master Plan constitutes a total greenery area of about 4,405.2m^2 and a greenery ratio of 30.31%,

which is more than the required 20% greenery requirement (equalling to 2,907.2m^2) set out in PNAP APP-152 – Sustainable Building Design Guidelines. Some 3,982m^2 of greenery at primary zone is proposed for easy access by the public. Compared to the previously approved rezoning application, the overall greenery has increased from 27.67% to 30.31%l. In order to further integrate the proposed development with the surrounding landscape, both hard and soft landscape elements are proposed in the application site. Several landscaped gardens are proposed at vacant spaces to provide visual amenity and for the enjoyment of the users and visitors on the application site. There are also tree and shrub planting along the internal access road and common landscaped areas. In addition, heavy standard trees are proposed along the front of the residential block (flats) to form a green boulevard along the internal road.

5.5.3 Moreover, edge planting strips with minimum 1.5m wide are proposed along the boundary to form a soft planted edges along the periphery of the application site. This will help to provide smooth transition between the development and the adjacent road corridors and adjoining neighbours. Planting verges will accommodate adequate growing medium for provision of ornamental trees, shrubs and groundcover and planting will be primary evergreen in nature.

5.5.4 To maximise greenery with the application site, the roof top of the RCHE at Site B will be planted with ornamental vegetation, and vertical greenery in form of wire system are proposed along the boundary wall to the north of the Site A and to the east of Site B with a view to enhancing local greenery.

5.5.5 To create a healthy and liveable environment for future occupants, active and passive reactional facilities are proposed. The proposed area of communal open spaces under the current application is about 5,394m^2, which has increased by 90.27% when compared to the previously approved rezoning application. The ratio of communal open space is about 1:12 m^2 per person, which is greater than that in previously approved rezoning application (about 1m^2 person) and the requirement set out in HKPSG.

5.6 Provision of Transports Facilities and Traffic Impacts

Internal Transports Facilities and Traffic Access Arrangement

5.3.1 The Traffic Impact Assessment ("TIA") (**Appendix 5** refers) has been conducted to assess the existing traffic issues, to design and provide internal transports facilities and to examine the traffic impacts of the proposed development to the local road network. The application site is bounded by Castle Peak Road – Ping Shan, which is a dual carriage 2-to-3-lane truck road, and Ping Ha Road, which is a single carriage 2-lane rural road. The application is accessible to road-based and rail-based public transport services. The Light Rail Ping Shan Station is located within 300m, or equivalent to around 5 minutes' walk from the application site to the east.

5.3.2 As shown in **Appendix 3** and **Appendix 5**, the existing site access road leading from Castle Peak Road – Ping Shan will be maintained as the run-in/out for Site A. To facilitate the operation of the proposed RCHE in Site B, the run-in/out is proposed at Ping Ha Road.

5.3.3 In terms of internal transport facilities, for the residential development (Site A), a total of 348 private car parking spaces (including 322 for residential, 15 for visitors and 11 for retails), 18 motorcycle parking spaces, 205 bicycle parking spaces and 5 goods vehicles loading/unloading bays (including 4 for heavy goods vehicles and 1 for light goods vehicles) will be provided. For the RCHE (Site B), 6 private car parking spaces (including 1 for disabled), 1 motorcycle parking space, 1 heavy goods vehicle loading/unloading bay, 1 taxi/private car lay-by and 1 mini-coach/ambulance lay-by will be provided. Details of the provision of parking spaces and loading/unloading bays are indicated in **Table 1** above and **Appendix 5**. Sufficient internal transport facilities will be provided for the Proposed Development. The internal transport facilities provided for the Private Housing comply with the maximum recommendations of *Hong Kong Planning Standards and Guidelines (HKPSG)* while the internal transport facilities for the proposed RCHE are provided to meet the operational needs.

5.3.4 Apropriate traffic arrangement measures would be established to enhance the safety of pedestrians and drivers at the application site. The measures include separating the proposed pedestrian path from the driveway by railings, erecting traffic sign labelled "Beware of Vehicles" on site, installing amber revolving lanterns with audible alarm on both sides of the site access, as well as providing proper road markings on site to minimise conflicts between pedestrians and vehicles, enhance safety within the application site, and also to guide the drivers.

<u>Traffic Impacts</u>

5.3.5 The traffic impacts of the proposed development had been analysed in the TIA report (**Appendix 5** refers). The proposed development is expected to be completed in 2029, thus the design year adopted for the capacity analysis is 2032, i.e. 3 years after the planning completion of the development. The results are presented that all critical links and junctions will have sufficient capacity to accommodate the expected traffic growth to Year 2032, including the traffic generated from the proposed development and in consideration of the NTW1 BDTM updated with planned developments and road network located in the vicinity. The proposed development will hence not generate any adverse traffic impact to the surrounding road networks, and is acceptable from traffic engineering point of view.

5.7 Sensitivity Test for the Future Development of the Adjoining Land

5.7.1 In accordance with the RNTPC Paper No. 5/21 about the latest review of sites designated "CDA" on statutory plans in the New Territories for the years 2019/21 dated 28.5.2021, part of the application site falls within the Ref. Site No. NTW 43 which is subject to review on the zoning, site boundary and/or development density. The "CDA" Site No. NTW 43 would be reviewed to facilitate early implementation and ensure that the local traffic problems along Ping Ha Road and I/R interface issue could be properly addressed.

5.7.2 Taking into account the future development of the adjoining land zoned "CDA" (i.e. Lot No. 1694 RP & Exts Thereto and 1702 RP in D.D. 122), the sensitivity test is conducted in the TIA (**Appendix 5** refers) to assume the relevant lots will be redeveloped as a similar residential use with plot ratio 4.5 and similar average flat size as the proposed

development. The current use of Lot 1694 RP & Exts Thereto is an abandoned feed mill under demolition, while Lot 1702 RP is an industrial factory named Century Centre.

5.7.3 To ascertain the traffic impact associated with the development of the adjoining land, a sensitivity test is conducted for the whole "CDA site. The indicative development parameters and traffic generation for the remaining portions are presented in **Section 4** of **Appendix 5**. The sensitivity test indicates that the analysed junctions are expected to operate with capacities during the peak hours in 2032. It is concluded that the redevelopment of whole CDA site will result in no adverse traffic impact to the surrounding road network.

5.8 Environmental Aspects

5.8.1 Environmental Assessment (**Appendix 6** refers) has been conducted for the proposed development to evaluate that no adverse air quality, noise, water quality or waste impacts are anticipated to be generated by the proposed development, as well as to recommend mitigation measures to alleviate any identified environmental impacts.

<u>Air Quality</u>

5.8.2 As referred to **Section 2** of **Appendix 6** adverse air quality impact during the construction phase is not anticipated with the implementation of the recommended mitigation measures and good site practice. Moreover, the minimum buffer distance of 5m between air sensitive uses and local roads will be adopted for the application site. In order to avoid adverse air quality impacts arising from traffic emissions, a buffer zone is recommended for the proposed development with requirements of no fresh air intake/openable window of air sensitive uses shall be located within the buffer zone and any air sensitive uses within buffer zone shall rely on fresh air intake/openable window located out of the buffer zone for ventilation.

<u>Noise Impact</u>

5.8.3 As referred to **Section 3** of **Appendix 6**, no adverse noise impact is anticipated during the construction phase of the proposed development with the implementation of the recommended noise mitigation measures. Buildings of the surrounding environment would provide effective acoustic linings and shields for the proposed development. No adverse fixed source noise impact on the proposed development is anticipated.

5.8.4 Moreover, adverse fixed noise impact from the operation of the proposed development is not anticipated with the provision of good practices. With the recommended migration measures, the traffic noise impact on the proposed development will comply with the standards as recommended in Chapter 9 Environment of the Hong Kong Planning Standards and Guidelines. For railway noise impacts, the predicted noise impacts from LRT to the proposed development shall comply with the requirements as listed in IND-TM and HKPSG after the implementation of proposed mitigation measures. Therefore, no adverse noise impact is anticipated during the construction and operation phases of the proposed development.

Water Quality

5.8.5 As referred to **Section 4** of **Appendix 6**, the potential water quality impacts have been evaluated in construction and operation phases. With the implementation of the recommended measures including the provision of wastewater treatment facilities, provision of portable toilets for construction workers on-site, good practice and control measures, no adverse water quality impact site is anticipated from the construction and operation phases of the proposed development. All the wastewater or sewage arising from the proposed development will be discharged to the municipal sewerage system. As such, no adverse water quality impact is anticipated during the construction and operation stages of the proposed development.

Waste Management and Land Contamination

5.8.6 As referred to **Section 5** of **Appendix 6**, with the development of waste management plan and implementation of the recommended good site practices, the waste generation during construction phase could be minimized. Provided that the recommended good site practices are followed, no adverse impact related to the management, handling and transportation of waste during the construction phase is anticipated. During the operation phase, the major type of waste generated will be domestic waste. Since domestic waste will be collected on a regular basis by private waste collectors and will be disposed at a landfill managed by the Environmental Protection Department, no adverse waste impacts from handling, transportation or disposal are anticipated during operation of the proposed development.

5.8.7 In consideration of the previous land uses on site, no potential of land contamination was identified from the Environmental Assessment. The application site is currently entirely paved with concrete, and it is an existing logistic plant that is solely adopted as a storage of goods. No stains were observed and there was no sign of vegetation stress, which can be indicative of contaminated soils. In addition, no equipment and vehicles repairing activities were observed onsite, and no underground fuel storage tank was found during the site walk. In addition, no leakage of chemical was observed. Therefore, no land contamination impact is anticipated owing to the existing use as a logistic plant. As such, it is concluded that the land of the application site is unlikely contaminated. No potential land contamination sources and issues were identified, further land contamination investigation is considered not necessary.

5.9 Provision of Sewerage Facilities

5.9.1 According to the Sewerage Impact Assessment conducted (**Appendix 7** refers), sewage generated from the proposed development will be collected and conveyed to the public sewerage system underneath Castle Peak Rad – Ping Shan. There would be no unacceptable impact on the existing municipal sewerage system resulting from the proposed development. Moreover, there will be no unacceptable impact on the existing downstream sewerage system under the worst-case scenario of existing flows and the peak sewage discharge from the proposed development. As such, there is no need to have sewerage works or upgrading works for the proposed development.

5.10 Visual Context and Visual Impacts

5.10.1 The Visual Impact Assessment ("VIA") (**Appendix 8** refers) was carried out in accordance with the TPB's Guidelines No. 41, which aims to evaluate the anticipated visual impacts of the proposed development and to conclude the various mitigation measures.

5.10.2 The 7 Viewing Points ("VPs") are identified for the VIA as key strategic and popular local vantage points, and they are also public locations with high pedestrian and/or vehicular traffic flow. The VPs cater Visual Sensitive Receivers ("VSRs") with different sensitivity and nature, at different elevation and location that are publicly accessible. The analysis on the appraisal of visual impacts is based on the visual composition, visual obstruction, effect on public viewers and effect on visual resources on the selected VPs.

5.10.3 The current locality of the application site constitutes an urban fringe landscape character, with key visual elements comprising low-rise building blocks (village houses, low-rise residential development and factory buildings). Within the application site, majority of the area is covered by concrete and few trees. The existing visual quality of the application site could be regarded as medium on average. Despite the application site is located against a large green backdrop, the unattractive and monotonous outlook of the physical building blocks in the surrounding degrade the visual quality of the area.

5.10.4 The proposed development, as illustrated in **Section 5.1**, consists of three residential towers with building height at +92.05mPD to +104.65mPD in Site A, and one 8-storey RCHE block (with building height at +39.85mPD) in Site B. The buildings are designed with due consideration to the neighbourhood environment, including stepping height arrangement to be more related to the low-rise neighbourhood, and there are two to three tiers of different treatment on the elevations to break down the bulkiness of the proposed development. Sensitive design measures are adopted, mainly include the strategic positioning of building blocks to achieve a distinct stepped building height profile, maintain considerable building separation and reduce visual changes. Edge planting strips and mature trees growing along the boundary of the application site will screen the buildings and alleviate the visual instruction of the proposed development. The mitigation measures would help to improve the visual permeability and visual openness, as well as to enhance the visual experience of the VSRs.

5.10.5 As concluded in the VIA, the overall visual impact of the proposed development at the application site would be slightly to significantly adverse. The proposed development will bring some negative visual effects to most of the identified key VPs, yet it is considered acceptable and will not be incompatible to the surrounding visual context.

5.11 Water supply

5.11.1 A Water Supply Impact Assessment ("WSIA") has been carried out (**Appendix 9** refers). It is indicated that the capacity of the existing water supply system would be sufficient to handle the water demand from the operation of the application and from the nearby residential uses. No adverse impact on the water supply system from the proposed development is anticipated.

5.12 Quantitative Risk Impact

5.12.1 As an LPG cum petrol filling stations at Tong Yan San Tsuen Road is located, a Quantitative Risk Assessment ("QRA") has been conducted (**Appendix 10** refers). The QRA result showed that both the individual and societal risk criteria as stipulated in the HKPSG are acceptable, with consideration of the increased population due to the proposed development. No limitation or constraint would be required to be imposed on the proposed development in related to the operation of the LPG cum petrol filling station.

5.13 Drainage Aspect

5.13.1 As concluded in the drainage impact review (**Appendix 11** refers), no adverse drainage impact on the municipal drainage system is anticipated due to the proposed development.

6. PLANNING JUSTIFICATIONS

6.1 In Line with the Visions of "Hong Kong 2030+: Towards a Planning Vision and Strategy Transcending 2030"

6.1.1 According to territorial planning strategy "Hong Kong 2030+: Towards a Planning Vision and Strategy Transcending 2030" ("HK2030+"), one of the major building blocks is to create 'a liveable high-density city'. Apart from creating a compact high density seeting that caters for development, it is proposed to create an inclusive and supportive city, including planning for a supportive environment that is "pro-family" and "pro-elderly" and addressing housing needs of all ages by providing wider and appropriate housing choices. The proposed development that seeks to enhance development intensity would offer a desirable and unique environment to encourage independent and active lifestyle for the more elderlies and young families. In addition, the provision of quality RCHE facilties in the proposed development would facilitate the development of a healthy and revitalised city amid an ageing population.

6.1.2 In HK2030+, another major building block is to create development capacity for sustainable growth, a multi-pronged approach is advocated to go beyond 'just -in-time' and 'just enough' in order to incorporate flexibility for the future. Located at the fringe of the current OZP, the proposed development can unleash the development potential of the application site and optimize the use of land by upzoning it and turning it into medium rise residential buildings and RCHE facilities. It also increases the development intensity by taking into account infrastructure capacity and urban design aspects.

6.2 In Line with Latest Government's Policy Direction in Alleviating the Increasing Demand for Residence

6.2.1 As reflected in numerous policy and planning documents including the latest Policy Address, housing problem remains one of the most challenging and critical issues. The current-term Government is most expected to resolve with innovative solutions. It is acknowledged that the current housing supply shortage and surging property prices should be rectified with the greatest effort. The proposed development that provides 1,536 flats, contributes to stabilising supply for private housing in meeting the projected demand in the Long-Term Housing Strategy ("LTHS") and provides high-quality residence.

6.2.2 At the same time, the latest policy address also demonstrated the ambition to assume a leading role in land supply and the endeavour to redevelop brownfield sites for housing development through reviewing Green Belt sites and speeding up resumption of brownfield sites. The proposed development that is a developed land which is readily available for redevelopment, is considered a timely response to the policy direction. The proposed development is also considered to set a good example for redeveloping brownfield site by private developers.

6.3 In accordance with 2022 Policy Direction in Developing Northern Metropolis

6.3.1 The Northern Metropolis is envisioned to be Hong Kong's strategic development as well as

the new engine for Hong Kong. To take forward the development of the Northern Metropolis, the government has advocated an increase in development intensity so as to make best use of land resources in the area. Under the latest guidelines as mentioned in the latest policy address, the maximum plot ratio for residential sites is promulgated as 6.5. It is also evident that new developments in Kwu Tung North and Fanling have sought increase in plot ratio for about 20%, reaching a plot ratio of about 6.5- 7.8 for public and private housing developments. The current application that seeks to increase development intensity from plot ratio of 3.39 as agreed in the previously approved rezoning application to plot ratio of 4.98 for increasing housing supply is considered in line with the long-term vision in expediting housing supply and optimizing the use of land resources in the Northern Metropolis.

6.4 In Line with Latest Government's Policy Direction in Alleviating the Increasing Demand for RCHEs with a Dense Ageing Population

6.4.1 An irreversibly ageing trend is evident in Hong Kong. Population aged 65 or above is predicted to rise from 15% in 2014 to 32% in 2041 as according to the Census and Statistics Department. In this connection, the future perceived needs for elderly care services are amplified. According to the Elderly Services Programme Plan, a report published by the Elderly Commission in 2017, the aging population trend will bring about a surging demand for Long-Term Care (LTC) services for elderly, provided in two forms, namely Community Care Services (CCS) and Residential Care Services (RCS). The service demand in 2016 was over 48,500 persons for RCS and over 16,300 persons for CCS. The expected service demand in 2046 will be over 68,000 persons for RCS, and 62,100 persons for CCS. This can be translated into an increase in demand of 40% for RCS and 280% for CCS, from 2016 to 2046. In the shorter term, by 2026, it is estimated that the city will face a shortfall of subsidized RCS beds by 14,000 and CCS places by 18,000. The service demand for CCS is expected to be greater.

6.4.2 The proposed development, offering 222 beds in the proposed social welfare facility (RCHE) for the elderly, is able to contribute towards satisfying the demand for elderly care facilities and reducing shortfall in the community. Using the provision standard of 21.3 subsidised beds per 1,000 elderly persons aged 65 or above, Yuen Long District is currently providing 1,863 subsidised beds in total (including the subsidised beds in subvented, self-financing and contract RCHEs, and private homes participating in the Enhanced Bought Place Scheme) against the minimum requirement of 2,138, resulting in a deficit of 275 subsidised beds. According to the population profile in Yuen Long District, the elderly population is projected to rise from 16% in 2020 to 24% in 2029, the extent of shortage of unit beds would be expected to further increase. Hence, the proposed development, as a planning merit to cater to the expected demand of such elderly facilities, could contribute to the overarching policy directions and long-term planning goal, and to offer excellent elderly services in hardware terms. Besides, the design and operation of the proposed RCHE would strictly follow the standards and requirements promulgated in the "Best Practice in Design and Operation of Residential Care Home for the Elderly" released by the Social Welfare Department.

6.4.3 In addition, the application site is situated within a residential area with a number of residential developments, named Weslen Garden and Imperial Villa, as well as the village developments, i.e. Tong Fong Tsuen and Ping Shan San Tsuen. In view of the growing aging population in Yuen Long District, there is a high demand for residential care services for the elderly in the community. The need for residential care services for the elderly in Yuen Long District area has always been keen and there is currently a deficit of RCHE subsidized beds in the Yuen Long area. The proposed social welfare facility (RCHE) could help address the shortfall for elderly facilities and meet the demand of the aged population in the community.

6.5 Provision of Amenity in the Locality

6.5.1 As for retail facilities, the application site embodies an urban fringe landscape character and is primarily surrounded by low-rise residential blocks, factories, warehouses and open storages. Retailing facilities have been lacking in the area despite the dominance of Residential and Village zones in the locality. Chapter 6 of HKPSG classifies the retails facilities into territorial, district and neighbourhood shopping centres in a stratifying approach. However, there is currently no neighbourhood shopping centres, including small shopping centres in residential estates and shops along streets, proximate to the application site to sufficiently fulfil daily needs of the nearby residents. In view of this shortage, the proposed development can provide retail space to mitigate the needs and benefit the surrounding residents.

6.6 In Line with Review of Sites Designated "CDA" on Statutory Plans in the New Territories

6.6.1 According to the RNTPC Paper No. 5/21 about the latest "Review of Sites Designated "CDA" on Statutory Plans in the New Territories for the Years 2019/21", the members of RNTPC have considered the rezoning of suitable "CDA" sites to other appropriate zonings and monitored the progress of "CDA" developments on a biennial basis. The application site partially falls within one of the sites subject to review (Site No. NTW 43). As mentioned in the review results, the subject "CDA" site is subject to severe traffic congestion and industrial/residential (I/R) interface issues. Taking into account the above, the "CDA" site would be reviewed to facilitate early implementation and ensure that the local traffic problem and I/R interface issue could be properly addressed. As mentioned in Section 5.7, the future development of the adjoining land has also been considered in the sensitivity test.

6.6.2 Given that the proposed development is intended for residential development and RCHE, the current application is subsequently providing a desirable scheme to expedite the materialization of Government's development goal, as well as to upgrade the local transports facilities provision. It is not only in line with the recommendation of the "CDA site review, but it also provides an optimal and feasible density scheme that integrates with the surroundings.

6.7 Stimulating Local Environmental and Infrastructural Improvement

6.7.1 The application site is situated within a residential area with a number of residential developments, named Weslen Garden and Imperial Villa, as well as the village developments, i.e. Tong Fong Tsuen and Ping Shan San Tsuen. Through approval of the current rezoning application, a well-planned residential development comprising of a social welfare facility (RCHE) would be established in addressing the social and community needs for housing supply and social welfare services.

6.7.2 Moreover, the current uses in the application are comparatively unproductive and unpleasant. The proposed development can facilitate the phasing out of such non-conforming uses to develop a more comprehensive and well-designed residential development, which is expected to improve the overall local visual amenity. Various landscape measures including extensive plantation of trees and other vegetations along the boundary of the application site as well as along the access road and the common landscaped areas, and the establishment of landscape garden are proposed for the proposed development to improve the overall landscape value of the application site. The proposed development could make efficient use of land, and effectively improve the suburban environment, micro-climate of the neighbourhood and the overall landscape value of the area (**Appendix 4** refers).

6.7.3 The proposed development is also expected to stimulate improvement of the local infrastructure provision in terms of sewerage, traffic and landscape aspects. The upgrade of utility and transport provision will be beneficial to the local villages and residential developments.

6.8 Optimization of Design

6.8.1 The current application aims to amend the previously approved rezoning application and improve the living environment through design optimization. With the flexibility to increase building height, the proposed development enables refinement of building footprint and reduce the site coverage of the residential blocks. The proposed development also seeks to provide abundance of greenery which constitutes a total greenery area of about 4,405.2m^2 and a greenery ratio of 30.31%. The use of vertical green along boundary wall would also provide additional visual amenity. In addition, more communal open space (+90.27%) is proposed for amenity purposes.

6.8.2 Apart from the setback incorporated, the proposed RCHE development at Site B that aimed at improving the overall quality of RCHE, has adopt a higher minimum floor space per residents in response to the Residential Care Homes Legislation (Miscellaneous Amendments) Bill. The average floor space per residents would be 10.1m^2 which satisfied the 9.5m^2 requirement under the Bill. The proposed development is designed to offer excellent and quality elderly services and echoes with the overarching policy directions and long-term planning intentions.

6.5 No Adverse Traffic, Environmental, Sewerage, Visual, Water Supply and Risk Impact

6.8.3 Various public transport facilities are available in proximity to the application site. A variety of transport options, including LRT, bus and minibus, are available in the vicinity of the application site to support the daily commuting of residents, as well as visitors to the social welfare facility (RCHE). As such, smooth passenger and vehicle flow can be maintained along Castle Peak Road – Ping Shan. The proposed development would not lead to overloading or deficit of the existing transport system in the district.

6.5.1 Traffic Impact Assessment (**Appendix 5** refers) has been conducted and concludes that with the construction of the new access road and the implementation of appropriate traffic measures to facilitate the operation, the application site would be able to cope with the traffic generated from the proposed development. The proposed development would not cause any adverse traffic impacts.

6.5.2 From the environmental perspective, no adverse air quality, noise, water quality or waste impacts are anticipated from the proposed development with the recommended mitigation measures to alleviate any identified environmental impacts, with reference to **Appendix 6**.

6.5.3 In terms of sewerage from the proposed development, Sewerage Impact Assessment (**Appendix 7** refers) has been conducted and concluded that the existing sewerage system would have sufficient capacity to receive the wastewater generated from the proposed development and no sewerage upgrading works will be required.

6.5.4 As concluded in the VIA (**Appendix 8** refers), the overall visual impact of the proposed development at the application site would be slightly to significantly adverse. The proposed development will bring some negative visual effects to most of the identified key VPs, yet it is considered acceptable and will not be incompatible to the surrounding visual context.

6.5.5 As concluded in the WSIA (**Appendix 9** refers), the capacity of the existing water supply system would be sufficient to handle the water demand from the operation of the application and from the nearby residential uses. No adverse impact on the water supply system from the proposed development is anticipated.

6.5.6 As concluded in the QRA (**Appendix 10** refers), both the individual and societal risk criteria as stipulated in the HKPSG are acceptable, with consideration of the increased population due to the proposed development. No limitation or constraint would be required to be imposed on the proposed development in related to the operation of the LPG cum petrol filling station.

6.6 Not Setting an Undesirable Precedent yet Materialising Government's Planning Goal and Optimising Land Resources

6.6.1 Similar rezoning application (Y/YL-PS/4) covering the application site was agreed by TPB in 22.4.2022 on the considerations as detailed in **Section 3.6** above. Since the current application carries similar nature as the previously approved rezoning application involving RCHE and residential development, the considerations of the TPB for the

previously approved rezoning application is generally applicable to the current application.

6.6.2 In view of the justifications in the above sections, approval of the current rezoning application would not set an undesirable precedent for other similar rezoning applications in the current OZP as the current application to the Board should be assessed on its individual merits and other specific considerations. In determining the legitimacy of the current application, the above sections have well addressed the development initiative to materialize Government's planning goal and optimize land resources by a technically feasible scheme without time-consuming assembling procedure.

7 CONCLUSION

7.1.1 This Planning Statement is submitted to the Board under Section 12A of the Town Planning Ordinance to rezone the site at the application site from "V" zone and "CDA" zone to "R(B)2" zone on the Approved Ping Shan Outline Zoning Plan No. S/YL-PS/20 for **Proposed Flat, Shop and Services and Social Welfare Facility (Residential Care Home for the Elderly)**. The Planning Statement serves to provide background information and planning justifications in support of the proposed development in order to facilitate the consideration by the Board.

7.1.2 The application site has a total area of approximately 14,536m^2 (including Government land of about 2,400m^2). The proposed development involves the development of 3 residential blocks ranging from 23 to 27 storeys (excluding two basement carparks) comprising 1,536 flats with shop and services at Site A , and a 8-storey RCHE comprising 222 beds at Site B. The proposed plan amendment is for facilitating the development of a proposed flat with shop and services and social welfare facility (residential care home for the elderly) to utilize the application site in providing a self-contained and desirable residential and social hub particularly targeting elderly and young families in need of independent living space and a social lifestyle. Considering that it is in line with the Government's policy, and that no adverse environmental, visual, traffic or infrastructural impacts are anticipated, the proposed development would respond to the policy direction in alleviating the pressing housing and RCHE demand and contribute to the community gains and enhance the locality through unleashing the potential of the application site. As detailed in this *Planning Statement*, the proposed plan amendment for proposed development is well justified on the grounds that: -

7.1.3 As detailed in this Planning Statement, the proposed plan amendment for proposed development is well justified on the grounds that: -

(a) The proposed development is in line with the Visions of "Hong Kong 2030+: Towards a Planning Vision and Strategy Transcending 2030" to create an inclusive and supportive city, including planning for a supportive environment to address housing needs and to provide elderly care services facilities. The proposed development that facilitates housing supply and provides wider and appropriate housing choices will respond to the public call for housing demand of elderly and young family and improve liveability;
(b) The proposed development is in line with the Government's latest policy direction in stabilising supply for private housing to meet the projected demand in the Long-Term Housing Strategy ("LTHS") and responding to the shortfall for residential care home for the elderly in the community amid population ageing through increasing the supply of subsidised service places;
(c) The proposed development is fully in line with the latest policy address in developing the Northern Metropolis by optimising the use of land resources and adopting a higher development intensity and increasing high-quality housing supply;
(d) The existing land uses character and the scale of the proposed development at the current application site is compatible with the surrounding environment;
(e) The proposed development can facilitate the phasing out of non-conforming uses

to develop a more comprehensive and well-designed development, which is expected to improve the overall local environment and unleash development potential at the application site;

(f) The proposed development can provide a more liveable and healthier environment for future occupants through design optimisation, increase of greenery provision and communal spaces enhancement;

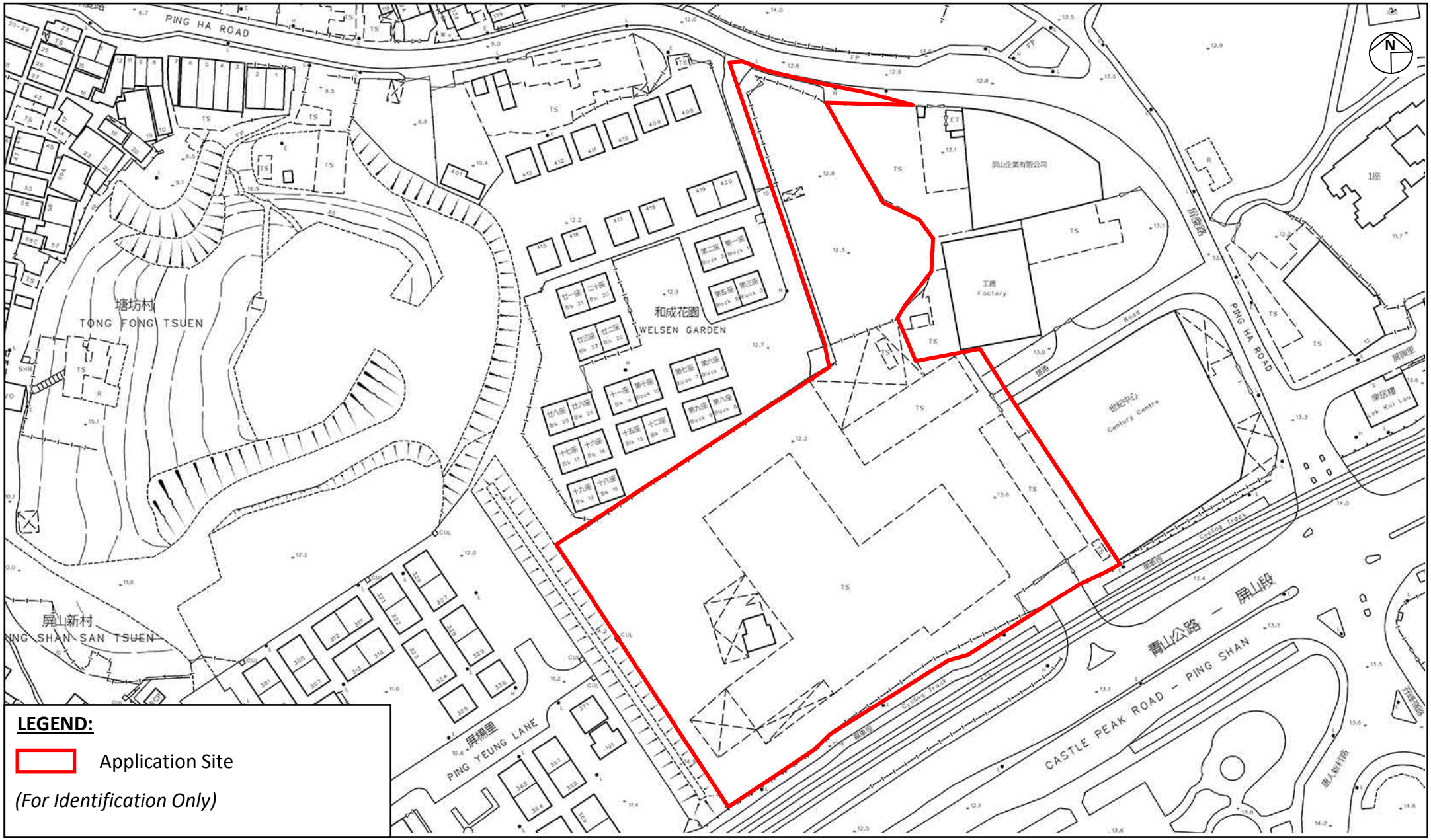
(g) The proposed development will not pose any adverse impacts in terms of landscape, traffic, environmental, sewerage, visual, water supply aspects on the surrounding area as proven by the technical assessments and considered acceptable from risk assessment; and

(h) The approval of the proposed plan amendment will not set an undesirable precedent as there is a previously approved rezoning application with the same nature at the application site. In addition, the application should be assessed on its individual merits and specific considerations, which the proposed development initiates to materialise Government's planning goal and optimise land resources by a technically feasible scheme without time-consuming assembling procedure.

7.1.4 In view of the above and the list of detailed planning justifications in this Planning Statement, the Board is respectfully requested to give favorable consideration to the proposed plan amendment.

List of Figures

Figure 1 The Location Plan
Figure 2 Extract of Lot Index Plan (No. ags_S00000103052_0001)
Figure 3 Extract of Approved Ping Shan Outline Zoning Plan (No. S/YL-PS/20)



Project:	Title:	Figure:	
Section 12A Rezoning Application - Request for Amendment to the Approved Ping Shan Outline Zoning Plan No. S/YL-PS/20 from "Village Type Development" Zone and "Comprehensive Development Area" Zone to "Residential (Group B) 2" Zone at Various Lots in D.D 121 and D.D. 122 and Adjoining Government Land, Ping Shan, Yuen Long, New Territories	The Location Plan *Ref.: ADCL/PLG-10224-R002/F001*	1 **Scale:** Not to Scale **Date:** Nov 2022	AIKON DEVELOPMENT CONSULTANCY LTD.

LEGEND:

Application Site

(For Identification Only)

Project:	Title:	Figure:	
Section 12A Rezoning Application - Request for Amendment to the Approved Ping Shan Outline Zoning Plan No. S/YL-PS/20 from "Village Type Development" Zone and "Comprehensive Development Area" Zone to "Residential (Group B) 2" Zone at Various Lots in D.D 121 and D.D. 122 and Adjoining Government Land, Ping Shan, Yuen Long, New Territories	Extract of Lot Index Plan No. ags_S00000103052_0001 *Ref.: ADCL/PLG-10224-R002/F002*	2 **Scale:** Not to Scale **Date:** Nov 2022	AIKON DEVELOPMENT CONSULTANCY LTD.

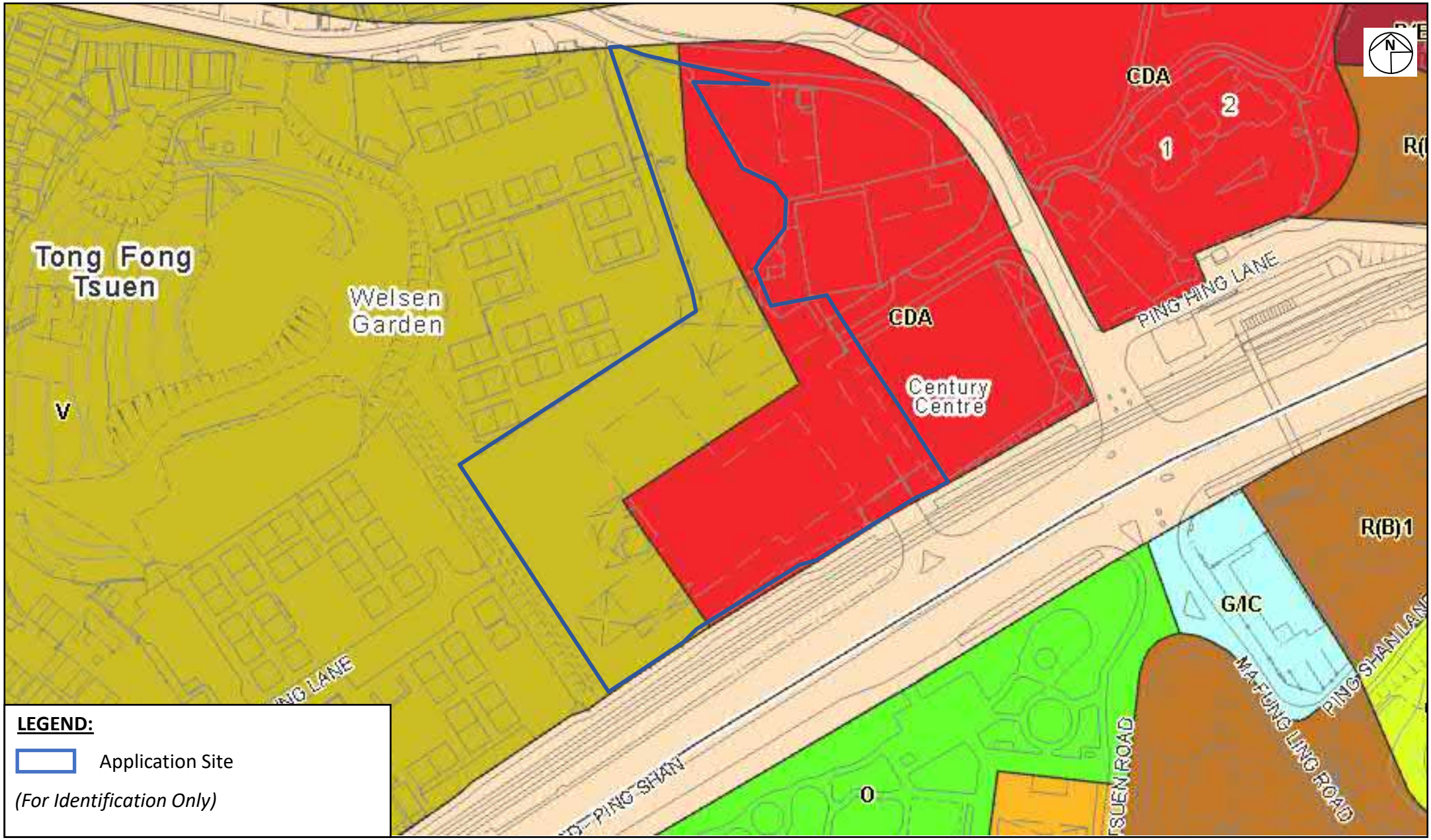


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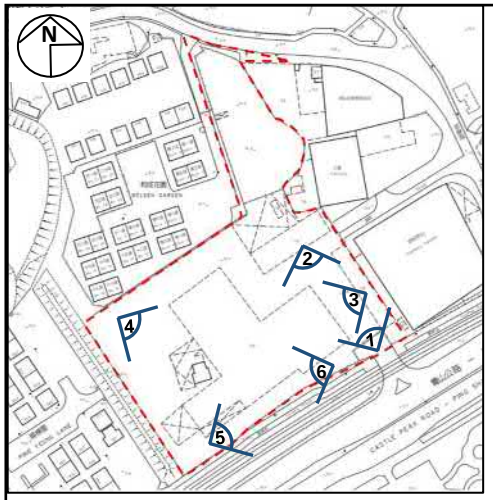
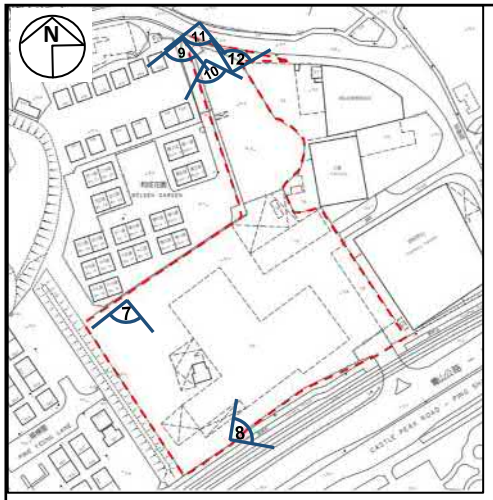
Illustration 2	Surrounding Land Use Characteristics
Illustration 3	Extract of Aerial Photos (Nos. CW58449 dated 01.08.2004 and E089204C dated 18.02.2020)
Illustration 4	Application Site Boundary



Project:	Title:	Illustration:	
Section 12A Rezoning Application - Request for Amendment to the Approved Ping Shan Outline Zoning Plan No. S/YL-PS/20 from "Village Type Development" Zone and "Comprehensive Development Area" Zone to "Residential (Group B) 2" Zone at Various Lots in D.D 121 and D.D. 122 and Adjoining Government Land, Ping Shan, Yuen Long, New Territories	Current Condition of the Application Site (I) *Ref.: ADCL/PLG-10224-R002/I001-I*	1-I **Scale:** Not to Scale **Date:** Nov 2022	AIKON DEVELOPMENT CONSULTANCY LTD.



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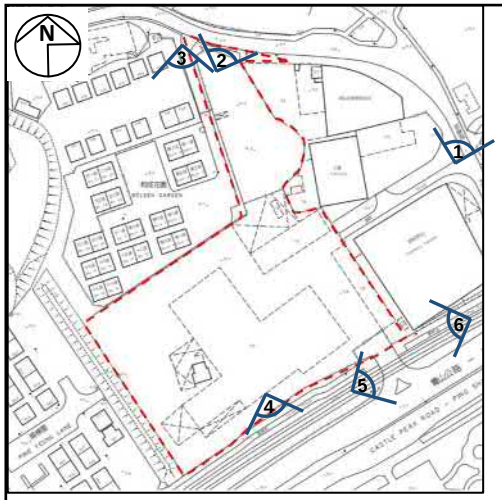
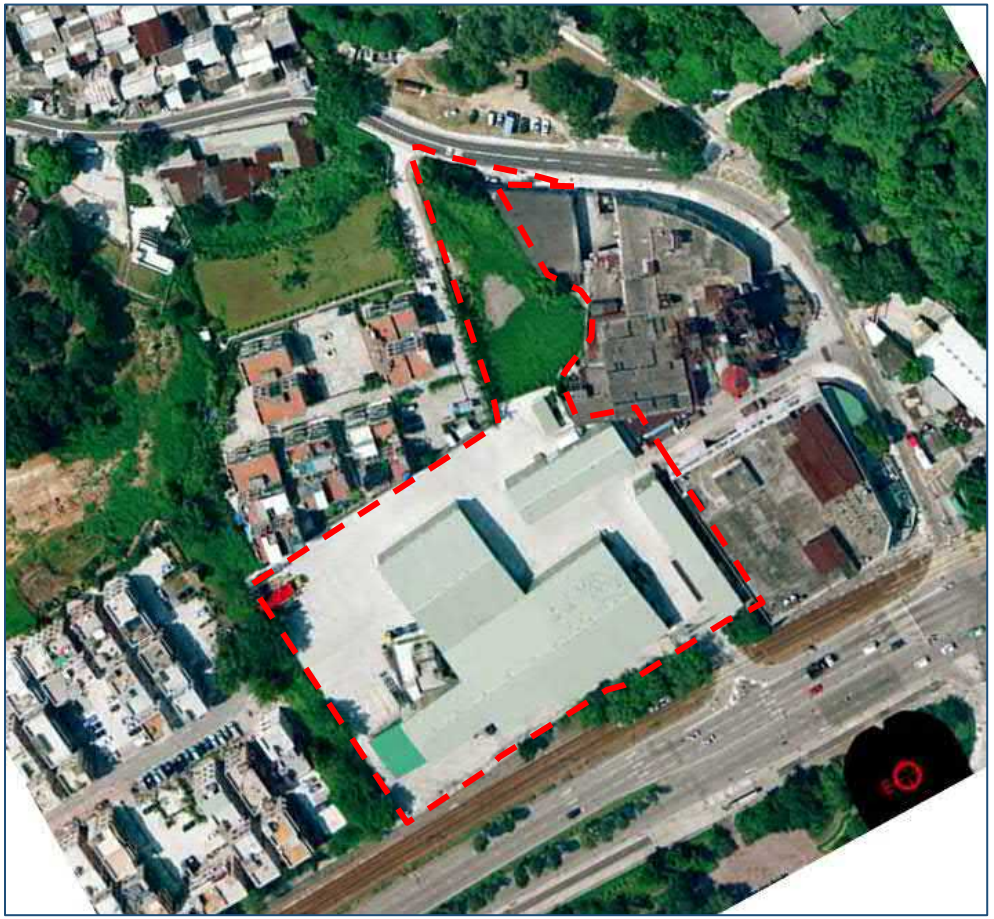
Section 12A Rezoning Application - Request for Amendment to the Approved Ping Shan Outline Zoning Plan No. S/YL-PS/20 from "Village Type Development" Zone and "Comprehensive Development Area" Zone to "Residential (Group B) 2" Zone at Various Lots in D.D 121 and D.D. 122 and Adjoining Government Land, Ping Shan, Yuen Long, New Territories	Current Condition of the Application Site (II) *Ref.: ADCL/PLG-10224-R002/I001-II*	1-II **Scale:** Not to Scale **Date:** Nov 2022	AIKON DEVELOPMENT CONSULTANCY LTD.



Project:	**Title:**	**Illustration:**	
Section 12A Rezoning Application - Request for Amendment to the Approved Ping Shan Outline Zoning Plan No. S/YL-PS/20 from "Village Type Development" Zone and "Comprehensive Development Area" Zone to "Residential (Group B) 2" Zone at Various Lots in D.D 121 and D.D. 122 and Adjoining Government Land, Ping Shan, Yuen Long, New Territories	Surrounding Land Use Characteristics *Ref.: ADCL/PLG-10224-R002/I002*	2 **Scale:** Not to Scale **Date:** Nov 2022	AIKON DEVELOPMENT CONSULTANCY LTD.

Aerial Photo dated 01.08.2004



Aerial Photo dated 18.02.2020

LEGEND:

Application Site

Project:	Title:	Illustration:	
Section 12A Rezoning Application - Request for Amendment to the Approved Ping Shan Outline Zoning Plan No. S/YL-PS/20 from "Village Type Development" Zone and "Comprehensive Development Area" Zone to "Residential (Group B) 2" Zone at Various Lots in D.D 121 and D.D. 122 and Adjoining Government Land, Ping Shan, Yuen Long, New Territories	Extract of Aerial Photos (Nos. CW58449 dated 01.08.2004 and E089204C dated 18.02.2020) *Ref.: ADCL/PLG-10224-R002/I003*	3 **Scale:** Not to Scale **Date:** Nov 2022	AIKON DEVELOPMENT CONSULTANCY LTD.

LEGEND:

Application Site

Application Site in Previous Rezoning Application

(For Identification Only)

Project: Section 12A Rezoning Application - Request for Amendment to the Approved Ping Shan Outline Zoning Plan No. S/YL-PS/20 from "Village Type Development" Zone and "Comprehensive Development Area" Zone to "Residential (Group B) 2" Zone at Various Lots in D.D 121 and D.D. 122 and Adjoining Government Land, Ping Shan, Yuen Long, New Territories	**Title:** Application Site Boundary *Ref.: ADCL/PLG-10224-R002/I004*	**Illustration:** 4 **Scale:** Not to Scale **Date:** Nov 2022	AIKON DEVELOPMENT CONSULTANCY LTD.

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Appendix 1	Approval Letter of the Previous Rezoning Application No. Y/YL-PS/4
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Appendix 3	Master Layout Plan and Architectural Drawings
Appendix 4	Tree Preservation and Landscape Proposal
Appendix 5	Traffic Impact Assessment
Appendix 6	Environmental Assessment
Appendix 7	Sewerage Impact Assessment
Appendix 8	Visual Impact Assessment
Appendix 9	Water Supply Impact Assessment
Appendix 10	Quantitative Risk Assessment
Appendix 11	Project Profile of Drainage

Appendix 1

Approval Letter of the Previous Rezoning Application No. Y/YL-PS/4

城 市 規 劃 委 員 會
香港北角渣華道三百三十三號
北角政府合署十五樓

TOWN PLANNING BOARD
15/F., North Point Government Offices
333 Java Road, North Point,
Hong Kong.

傳　真 Fax: 2877 0245 / 2522 8426
電　話 Tel: 2231 4810
來函檔號 Your Reference:

覆函請註明本會檔號
In reply please quote this ref.: TPB/Y/YL-PS/4

By Post & Fax (3180 7611)

6 May 2022

Aikon Development Consultancy Ltd.
Unit 1310, Tower 2, Metroplaza
223 Hing Fong Road
Kwai Chung, New Territories
(Attn.: Grace Cheung)

Dear Sir/Madam,

Application for Amendment to the Draft Ping Shan Outline Zoning Plan No. S/YL-PS/19, To rezone the application site from "Village Type Development" and "Comprehensive Development Area" to "Residential (Group B) 2" and amend the Notes of the zone applicable to the site, Lots 1341 S.B RP, 1341 S.B ss.1 S.J RP, 1341 S.B ss.1 S.D in D.D.121, and 525 S.B RP in D.D. 122 and adjoining Government Land, Ping Shan, Yuen Long

I refer to your attendance at the Town Planning Board (TPB) meeting held on 22.4.2022.

After giving consideration to the application, the TPB decided to agree to the application. The TPB also noted that Planning Department would work out the appropriate amendments to the draft Ping Shan Outline Zoning Plan No. S/YL-PS/19 including zoning boundaries, as well as the development restrictions and requirements to be set out in the Notes and/or Explanatory Statement for its consideration and agreement prior to gazetting under the Town Planning Ordinance.

A copy of the relevant extract of minutes of the TPB meeting held on 22.4.2022 is enclosed herewith for your reference.

The amendments accepted by the TPB will be incorporated into a draft plan for exhibition in accordance with the provisions of the Town Planning Ordinance.

If you wish to seek further clarifications/information on matters relating to the above decision, please contact Mr. Alexander Mak of Tuen Mun & Yuen Long West District Planning Office at 2158 6283.

Yours faithfully,

(Leticia LEUNG)
for Secretary, Town Planning Board

LL/CC/cl

Extracted from Confirmed Minutes of 693rd Meeting of RNTPC held on 22.4.2022

Agenda Item 4

Section 12A Application

[Open Meeting (Presentation and Question Sessions Only)]

Y/YL-PS/4	Application for Amendment to the Draft Ping Shan Outline Zoning Plan No. S/YL-PS/19, To rezone the application site from "Village Type Development" and "Comprehensive Development Area" to "Residential (Group B) 2" and amend the Notes of the zone applicable to the site, Lots 1341 S.B RP, 1341 S.B ss.1 S.J RP, 1341 S.B ss.1 S.D in D.D. 121, and 525 S.B RP in D.D. 122 and adjoining Government Land, Ping Shan, Yuen Long (RNTPC Paper No. Y/YL-PS/4)

Presentation and Question Sessions

17. The following representatives from the Planning Department (PlanD) and the applicant were invited to the meeting at this point:

PlanD		
Mr Kepler S.Y. Yuen	-	District Planning Officer/Tuen Mun and Yuen Long West (DPO/TMYLW)
Mr Alexander W.Y. Mak	-	Senior Town Planner/Tuen Mun and Yuen Long West (STP/TMYLW)
On Billion International Limited	]	
Mr Paul T.C. Poon	]	
Mr Ivan B.S. Tang	]	
	]	
Aikon Development Consultancy Limited	]	
Mr Daniel K.K. Yeung	]	Applicant's representatives;
Mr Antony Wong	]	

Mr K.L. Lam	]
Mr K.M. Chin	]
Mr Thomas S.C. Luk	]
Ms Grace Y.M. Cheung	]

18. The Chairman extended a welcome and explained the procedure of the meeting. He then invited PlanD's representative to brief Members on the background of the application.

19. With the aid of a PowerPoint presentation, Mr Alexander W.Y. Mak, STP/TMYLW, briefed Members on the background of the application, the proposed rezoning of the application site (the Site), departmental and public comments, and the planning considerations and assessments as detailed in the Paper. The PlanD had no in-principle objection to the application.

20. The Chairman then invited the applicant's representatives to elaborate on the application. With the aid of a PowerPoint presentation, Ms Grace Y.M. Cheung and Mr Paul T.C. Poon, the applicant's representatives, made the following main points:

Objectives of the application

(a) as Hong Kong was facing challenges from land and housing shortages and ageing population, the proposed development would optimise the land resources for a residential development cum residential care home for the elderly (RCHE), which would be in line with the Government's latest policies on increasing housing supply and elderly facilities including RCHE;

(b) the proposed development would phase out the brownfield operations and unleash the development potential at the Site;

Site Context

(c) the Site fell within the "Village Type Development" ("V") and "Comprehensive Development Area" ("CDA") zones. The portion within "V" zone had been so zoned since 1993 but it did not fall within the

'Village Environs' of any recognised village and there was no Small House applications within the "V" portion. The portion within "CDA" had been so zoned since 2002. As it was under multiple ownership (currently 13 owners), no development scheme had been submitted for the "CDA" site and it was still occupied by brownfield uses. The applicant had consulted the local villagers and obtained support from the Ping Shan Heung Rural Committee on the proposed development;

(d) the Committee previously agreed that the subject "CDA" zone should be reviewed to facilitate its early implementation, and the current proposal would be in line with the decision of the Committee;

Applicant's Effort in Land Assembly

(e) the boundary of the Site did not include the whole "CDA" zone due to the refusal from some landowners of the "CDA" zone for redevelopment of their land. In terms of landownership, the whole "CDA" zone could be divided into four portions. The applicant owned the north-western portion of the Site and he spent some ten years to seek consent from the remaining owners for a joint redevelopment. However, he was only able to obtain consent from the landowner of the southern portion of the site to jointly redevelop under the current application while the other landowners of the remaining portions of the "CDA" zone comprising a vacant warehouse site and an industrial building (with 9 owners) had refused a joint development;

Proposed Scheme

(f) the Site would be divided into two portions, the southern portion (comprising 3 residential towers of 11 to 19 storeys (excluding one storey of basement car park), a 2-storey clubhouse block and a single-storey retail block) providing 840 flats and the northern portion (comprising a 6-storey RCHE) providing 294 beds;

(g) the applicant had signed a memorandum of understanding (MOU) with the Sheung Tsui Home for Aged Limited for operating the RCHE in the proposed development. Sheung Tsui Home for Aged Limited was

operating many licensed RCHEs in Hong Kong;

(h) the Site had two independent accesses for both portions (the northern portion via Ping Ha Road and the southern portion via Castle Peak Road) and such arrangement would not affect future development and access of the remaining portions of the "CDA" zone as demonstrated in the sensitivity test in the traffic impact assessment;

(i) design features including stepped building height profile, provision of building voids, 1.5m edge planting strips along the Site boundary for screening to minimise potential visual impact, 5m-wide buffer zones to mitigate air quality impacts from road traffic, acoustic window and 28% greenery ratio were proposed to enhance the design of the proposed development; and

(j) the proposed development was compatible with the existing and planned developments in the surroundings in terms of land use compatibility, plot ratio (PR) and building height (BH). Various technical assessments submitted also demonstrated that the proposed rezoning was technically feasible and relevant government departments had no in-principle objection to or no adverse comment on the rezoning.

21. As the presentations of PlanD's representative and the applicant's representatives had been completed, the Chairman invited questions from Members.

22. The Chairman and some Members raised the following questions:

(a) information regarding the concerns of the Objection Hearing Committee (OHC) of the Board as stated in paragraph 4.2 of the Paper;

(b) compatibility of the proposed development with the surroundings; and

(c) how the implementation of RCHE could be ensured.

23. In response, Mr Kepler S.Y. Yuen, DPO/TMYLW, made the following main points:

(a) the "CDA" zone covering the Site was previously rezoned from "CDA" to "Residential (Group E)1" ("R(E)1") in 2001 with a view to expediting the development of the "CDA" site. However, after the amendment was gazetted, public objections (which were similar to the current representations on the OZP amendments under the Town Planning (Amendment) Ordinance effected in 2005) were received and the then OHC of the Board (which was similar to the Board's current Representation Hearing Committee) decided to partially meet the objections and decided to revert the "R(E)1" zoning to "CDA" in 2001. The "CDA" zoning was considered more appropriate to address the industrial/residential interface issues and traffic problem at Ping Ha Road, and the "R(E)1" zoning was difficult to prevent piecemeal developments. The said change was gazetted in 2002 and there had been no change in the "CDA" zoning since then. Under the current application, technical assessments had been conducted to demonstrate that the proposed development was feasible, which addressed the previous concerns raised in OHC of the Board. Concerned government departments had no in-principle objection to or no adverse comment on the application. Also, during the consideration of the "CDA" review on 28.5.2021, the Committee agreed that the subject "CDA" zone should be reviewed to facilitate early implementation. The current proposal was generally in line with the decision of the Committee; and

(b) with reference to the plan shown on the PowerPoint presentation, the Site was in Ping Shan which was located amidst the existing New Towns and New Development Areas (NDAs) (i.e. Tin Shui Wai New Town at its northwest, Hung Shui Kiu/Ha Tsuen NDA at its west, Yuen Long New Town at its east and Yuen Long South Development Area at its southeast). The Government was conducting studies for proposed public housing developments on two brownfield sites in Ping Shan which would likely have higher PR/BH. Hence, residential developments of higher density in the locality were anticipated and the proposed development was considered

not incompatible with the existing and planned developments in the area.

24. In response to the concern on the implementation of the proposed RCHE, Ms Grace Y.M. Cheung, the applicant's representative, explained that to facilitate provision of the RCHE, the applicant had proposed to have 'Social Welfare Facility' as an always permitted use under Column 1 of the proposed "Residential (Group B)2" zone, and the applicant had signed a MOU with the Sheung Tsui Home for Aged Limited for operating a RCHE in the proposed development. If the application was approved, both parties would develop and operate a RCHE together as stated in the MOU.

25. As there were no further questions from Members, the Chairman informed the applicant's representatives that the hearing procedure of the application had been completed and the Committee would deliberate on the application in their absence and inform the applicant of the Committee's decision in due course. The Chairman thanked the representatives from PlanD and the applicant's representatives for attending the meeting. They left the meeting at this point.

Deliberation

26. The Chairman said that the current application had proposed a maximum domestic PR of 3 and non-domestic PR of 0.39 that were in line with the PRs for rural township under the Hong Kong Planning Standards and Guidelines and were supported by the technical assessments submitted by the applicant. Although the Site was partly zoned "CDA" for more than 25 years, there were no redevelopment plans submitted as there was no facilitator among the landowners to take forward the "CDA" development.

27. Members generally appreciated the applicant's effort to amalgamate the Site with the adjoining land lots for development. Taking into account the planned higher density public housing developments in Ping Shan, Members generally considered that the proposed PR and BH were not incompatible with existing and planned developments in the locality and the application could help in expediting the phasing out of brownfield operations in the remaining area of the "CDA" site and also had the planning merit of providing a RCHE within the Site. Approval of the application might set a good example for implementation of similar medium sized "CDA" sites.

28. After deliberation, the Committee decided to agree to the application. The Committee also noted that PlanD would work out the appropriate amendments to the draft Ping Shan Outline Zoning Plan No. S/YL-PS/19 including zoning boundaries, as well as the development restrictions and requirements to be set out in the Notes and/or Explanatory Statement for its consideration and agreement prior to gazetting under the Town Planning Ordinance.

RNTPC Paper No. Y/YL-PS/4
For Consideration by
the Rural and New Town
Planning Committee
on 22.4.2022

APPLICATION FOR AMENDMENT OF PLAN
UNDER SECTION 12A OF THE TOWN PLANNING ORDINANCE

APPLICATION NO. Y/YL-PS/4

Applicant	:	On Billion International Limited represented by Aikon Development Consultancy Limited
Site	:	Lots 1341 S.B RP, 1341 S.B ss.1 S.J RP, 1341 S.B ss.1 S.D in D.D. 121, and 525 S.B RP in D.D. 122 and adjoining Government Land (GL), Ping Shan, Yuen Long, New Territories
Site Area	:	About 14,080 m^2 (including GL of about 1,925m^2 or 13.7%)
Lease	:	Block Government Lease (demised for agricultural uses)
Plan	:	Draft Ping Shan Outline Zoning Plan (OZP) No. S/YL-PS/19
Zonings	:	"Village Type Development" ("V") (55.5%) and *[restricted to a maximum building height (BH) of 3 storeys (8.23m)]* "Comprehensive Development Area" ("CDA") (44.5%) *[restricted to a maximum plot ratio (PR) of 1 and a maximum BH of 5 storeys including car park]*
Proposed Amendment	:	To rezone the application site from "V" and "CDA" to "Residential (Group B) 2" ("R(B)2")

1. The Proposal

1.1 The applicant proposes to rezone the application site (the Site) from "V" and "CDA" to "R(B)2" to facilitate a proposed residential development and residential care home for the elderly (RCHE) with retail shop (**Plan Z-1**). The proposed "R(B)2" zone will be subject to a maximum domestic PR of 3, a maximum non-domestic PR of 0.39, a maximum site coverage (SC) of 31.66% and a maximum BH of 20 storeys including car park (65.85m above ground). According to the applicant's submission, 'Flat', 'Social Welfare Facility' and 'Shop and Services' are proposed as Column 1 uses under the proposed "R(B)2" zone[1]. The proposed set of Notes is at **Appendix II**.

[1] According to the Notes of the OZP for the "R(B)" zone, 'Social Welfare Facility' and 'Shop and Services' are Column 2 uses requiring planning permission from the Town Planning Board (the Board).

The Site is currently occupied by a temporary warehouse and parking of vehicles without valid planning permission (**Plans Z-2, Z-4a and Z-4b**).

1.2 The applicant has submitted an indicative scheme to support the proposed rezoning for medium-density residential development and RCHE (**Drawings Z-1 to Z-6**). According to the applicant, the Site is divided into two portions, namely southern portion (comprising 3 residential towers of 11-19 storeys (excluding one storey of basement car park), a 2-storey clubhouse block and 1 single-storey retail block) and northern portion (comprising a 6-storey RCHE). Each portion would have its own entrance. The indicative scheme has a total GFA of about 47,780m^2 and a total PR of about 3.39. The schematic master layout plan, G/F plans, section and elevations, landscape master plan, perspective drawing and photomontages submitted by the applicant are at **Drawings Z-1 to Z-12**.

1.3 The major development parameters of the proposed indicative scheme are summarised as follows:

	Southern Portion	**Northern Portion**	**Total**
Proposed Use	Residential (Flat) and Shop and Services	Social Welfare Facility (RCHE)	---
Site Area	About 11,688 m^2 (including GL of 1,883 m^2)	About 2,392 m^2 (including GL of 42m^2)	About 14,080 m^2 (including GL of 1,925m^2)
Proposed GFA[(a)] - *Domestic* - *Non-domestic*	About 42,380m^2 *About 42,240m^2* *About 140m^2 (Retail block)*	About 5,400m^2 --- *About 5,400m^2*	About 47,780m^2 *About 42,240m^2* *About 5,540m^2*
Proposed PR - *Domestic* - *Non-domestic*	3.39 *3* *0.39*		
Proposed SC - *Domestic* - *Non-domestic*	31.66% *24.53%* *7.13%*		
No. of Blocks	5 (3 residential towers, 1 clubhouse block and 1 retail block)	1 (RCHE)	6
Building Height	Residential Towers: 11 to 19 storeys (excluding one basement car park) Clubhouse Block: 2 storeys Retail Block: 1 storey	RCHE: 6 storeys	Maximum 20 storeys including car park

	Southern Portion	**Northern Portion**	**Total**
No. of Flats/Beds	840 flats	294 beds	---
Average Size of Unit	50m^2 (average flat size)	6.5m^2 per bed	---
No. of Car Parking Spaces	196 (including 15 for visitors and 3 for disabled)	6 (including 1 for disabled)	202
No. of Motorcycle Parking Spaces	10	1	11
No. of Bicycle Parking Spaces	112	0	112
No. of Loading/ Unloading Spaces	4	1	5
No of Private Car/Taxi Lay-by	0	1	1
No of Ambulance Lay-by	0	1	1
Private Communal Open Space	2,834.9m^2		
Design Population	2,520	294	2,814
Anticipated Completion Year	2027		

(a) The applicant also claimed that the clubhouse (not exceeding 5% of domestic GFA) is exempted from the GFA calculation.

1.4 Design features including stepped building height profile descending from west to east and north, incorporation of underground car park, provision of building voids and 1.5m edge planting strips along the site boundary for screening are proposed to minimise the potential visual impact of the proposed development (**Drawing Z-4**). Buffer zones will be provided at the Site (**Drawing Z-13**) to avoid adverse air quality impacts arising from traffic emissions from adjoining roads. Acoustic windows are also proposed where appropriate to mitigate the traffic noise from Ping Ha Road and Castle Peak Road – Ping Shan (**Drawing Z-14**).

1.5 Technical assessments including environmental assessment, traffic impact assessment and visual impact assessment have been conducted for the proposed indicative scheme. Appropriate mitigation measures identified under the respective assessments, including those mentioned in paragraph 1.4 above, would be incorporated and implemented at the construction and operation stages. An additional left turn lane from Castle Peak Road – Ping Shan to Tong Yan San Tsuen Road will also be implemented by the Transport Department (TD) (**Drawing Z-15**).

1.6 In support of the application, the applicant has submitted the following documents:

(a) Application form received on 22.10.2021 with supplementary information **(Appendix I)**

(b) Further Information (FI) received on 11.4.2022 providing a Consolidated Planning Statement **(Appendix Ia)**
(exempted from publication and recounting requirements)

(Supporting Planning Statement as well as FIs received on 3.1.2022, 25.1.2022, 8.2.2022, 24.2.2022, 14.3.2022, 16.3.2022, 23.3.2022 and 24.3.2022 were superseded and not attached)

2. Justifications from the Applicant

The justifications put forth by the applicant in support of the application are detailed at **Appendix Ia**. They can be summarised as follows:

(a) The proposed development is in line with the latest Government's policy in alleviating the increasing demand for residential use and RCHEs with a dense aging population. The proposed development could unleash the development potential of the Site by optimising the development intensity.

(b) The Site is mainly surrounded by low to medium density residential developments. In view of the aging population, there is a demand for RCHE facilities in Yuen Long and Tuen Mun districts. Rezoning the Site for residential use and RCHE is not incompatible with the surrounding land uses. The proposed development could also help meeting the shortfall for RCHEs in the districts.

(c) The proposed development phases out the existing brownfield operations at the Site and develop a more comprehensive and well-designed residential development and improve the overall environment. The applicant had attempted to liaise with the relevant landowners within the same "CDA" zone to assemble the land for a comprehensive development in the past 10 years. However, this attempt was failed and thus the applicant submitted this application, covering part of the "CDA" site, to utilise the available land resources for housing supply.

(d) The Site is served by public transport facilities, including Light Rail (LR) and bus services. Together with the proposed additional left turning lane from Castle Peak Road – Ping Shan to Tong Yan San Tsuen Road by TD, traffic impact assessment confirmed that the proposed development would not overload the transport system nor cause adverse traffic impact.

(e) Technical assessments concluded that, with the proposed mitigation measures identified, no adverse environmental, air, noise, sewerage, waste and visual impacts are anticipated.

3. Compliance with the "Owner's Consent/Notification" Requirements

For the private land portion, the applicant is one of the "current land owners" of the private lots within the Site. In respect of other private lots, the applicant has complied

with the requirements as set out in the Town Planning Board Guidelines on Satisfying the "Owner's Consent/Notification" Requirements under Section 12A and 16 of the Town Planning Ordinance (TPB PG-No. 31A) by obtaining consents of other current land owners. Detailed information would be deposited at the meeting for Members' inspection. For GL portion, the requirements as set out in TPB PG-No. 31A are not applicable.

4. Background

4.1 The Site was first included in the draft Ping Shan Development Permission Area Plan No. DPA/YL-PS/1 (the DPA Plan) gazetted on 18.6.1993 as "Industrial (1)" ("I(1)") and "V" zones to reflect the existing and planned developments. While the "V" zone has not been changed since 1993, the "I(1)" portion was rezoned to "CDA" on the draft Ping Shan OZP No. S/YL-PS/1 gazetted on 14.6.1996 with a view to phasing out the incompatible industrial activities so that the area could be developed/redeveloped in a comprehensive manner that was compatible with the surrounding land uses. However, there had been no sign of comprehensive development since the designation of "CDA" zone due to difficulty in land assembly. Taking into account the recommendations of the then "CDA" Review, the "CDA" zone was rezoned to "Residential (Group E) 1" ("R(E)1") on the draft Ping Shan OZP No. S/YL-PS/6 exhibited on 30.3.2001 to ensure the proposed residential development would be environmentally acceptable and not subject to industrial/residential (I/R) interface.

4.2 Nevertheless, having considered the grounds of public objections, the Objection Hearing Committee (OHC) of the Board was of the view that the "R(E)1" zoning was difficult to prevent piecemeal developments which may aggravate the traffic problem at Ping Ha Road; and a cautious approach should be adopted before a feasible road improvement scheme was agreed. The "CDA" zoning would be more appropriate to address the traffic problem at Ping Ha Road. In this regard, OHC decided to partially meet the objections and decided to revert back the "R(E)1" zone to "CDA" zone subject to a maximum plot ratio of 1 and a BH restriction of 5 storeys including carport. The amendment from "R(E)1" zone to "CDA" zone was gazetted on 8.2.2002. There has been no change in the zoning and development restrictions since then.

4.3 On 28.5.2021, the Committee considered RNTPC Paper No. 5/2021 on the "CDA" Review and noted the "CDA" portion of the Site is subject to severe traffic constraint, Light Rail Transit (LRT) is running along the southern boundary of the Site, and I/R interface issue. Taking account of the above, it was agreed that the "CDA" zone would be reviewed to facilitate early implementation and ensure that the local traffic problem and I/R interface issue could be properly addressed. In addition, the Committee also noted the land owners of the Site indicated their intention to develop a residential development cum RCHE.

4.4 The current uses on part of the Site would be subject to planning enforcement action.

5. Previous Application

There is no previous application covering the Site.

6. Similar Application

There is no similar application within the same "CDA" and "V" zones on the OZP.

7. The Site and Its Surrounding Areas (Plans Z-1 to Z-4b)

7.1 The Site is:

(a) accessible from Castle Peak Road – Ping Shan from the south and Ping Ha Road from the north (**Plan Z-2**); and

(b) currently occupied by a temporary warehouse and parking of vehicles without valid planning permission.

7.2 The surrounding areas have the following characters (**Plans Z-2, Z-3, Z-4a and Z-4b**):

(a) to the north across Ping Ha Road is parking of vehicles and village type developments at Hang Mei Tsuen. To the further north is Ping Shan Farewell Hall (屏山孝思堂) and Former Tat Tak School (前達德學校);

(b) to the east are existing low-rise industrial developments within the same "CDA" zone by different owners. To the further east across Ping Ha Road are mainly low-density private residential developments, a temporary warehouse which is a suspected unauthorised development, and LR Ping Shan Station (**Plan Z-2**);

(c) to the south across Castle Peak Road – Ping Shan is Tong Yan San Tsuen Playground; and

(d) to the immediate west are mainly village type developments at Ping Shan San Tsuen and Tong Fong Tsuen.

8. Planning Intentions

8.1 The planning intention of "V" zone is to reflect existing recognised and other villages, and to provide land considered suitable for village expansion and reprovisioning of village houses affected by Government projects. Land within this zone is primarily intended for development of Small Houses by indigenous villagers. It is also intended to concentrate village type

development within this zone for a more orderly development pattern, efficient use of land and provision of infrastructures and services. Selected commercial and community uses serving the needs of the villagers and in support the village development are always permitted on the ground floor of a New Territories Exempted House. Other commercial, community and recreational uses may be permitted on application to the Board.

8.2 The planning intention of "CDA" zone is for comprehensive development/ redevelopment of the area for residential use with commercial, open space and other supporting facilities. The zoning is to facilitate appropriate planning control over the development mix, scale, design and layout of the development, taking account of various environmental, traffic, infrastructure and other constraints.

9. Comments from Relevant Government Departments

9.1 The following government departments have been consulted and their views on the application and the public comments are summarised as follows:

Land Administration

9.1.1 Comments of District Lands Officer/Yuen Long, Lands Department (DLO/YL, LandsD):

(a) His preliminary study reveals that the Site comprises 4 lots, portions of Ping Ha Road and adjoining GL in both D.D. 121 and D.D. 122. All lots involved are all Old Schedule Lots held by the Block Government Lease demised as agricultural uses. Lot No. 1341 s.B RP in D.D. 121 is erected with buildings permitted under Building Licence No. BL949 and with temporary structures being permitted under Short Term Waiver No. 1116. The actual site area and buildings entitlement of the private lots involved will be subject to verification in land application stage if any land application is submitted by the applicant.

(b) Noting not all private lots within the Site are owned by the applicant, the applicant should be required to demonstrate how to implement the approved scheme as a whole.

(c) Despite the applicant reserved some space at the northern portion of the Site (i.e. Lot No. 525 s.B RP in D.D. 122 and the northern portion of Lot No. 1341 s.B ss.1 s.D in D.D. 121) to provide the pedestrian footway and vehicular access at Ping Ha Road, as such portion served as existing public pavement and formed part of Ping Ha Road, TD and HyD should be consulted on this aspect, especially whether such portions should be included as part of the Site.

(d) Noting there is SIA enclosed in the application, any drains extended outside the Site towards any road or unleased GL, relevant permission on the drainage proposal should be approved by DSD and EPD prior to implementation.

(e) The Site does not fall within Village Environs ('VE') of any recognised village.

(f) There is no Small House (SH) application approved or under processing within the Site. The number of SH applications being processed within the concerned "V" zone is 74, and the 10-year SH forecasts for Tong Fong Tsuen and Ping Shan San Tsuen are 165 and 56 respectively.

(g) Should the proposed rezoning application and the subsequent amendment of OZP approved by the Board, the applicant has to apply for a land exchange to implement the scheme with respect to the prevailing practice notes of LandsD. However, there is no guarantee that the land exchange proposal including the grant of additional GL will be approved and such application will be dealt with by his department acting in the capacity as the landlord at his sole discretion. If the land application is approved, it would be subject to such terms and conditions including but not limited to the payment of premium and administrative fee as may be imposed. The actual site area and building entitlement of the private lots involved will be subject to verification in land exchange stage if the applicant apply for land exchange to LandsD. The applicant is strongly reminded that LandsD may at its sole discretion determine the site boundary at the land application stage with regard to the site attributes and possession status.

Traffic

9.1.2 Comments of the Commissioner for Transport (C for T):

He has no comment on the application from traffic engineering point of view as the applicant has taken into account the planned traffic improvement measures to be implemented by TD, and the latest parking standards as required under the Hong Kong Planning Standards and Guidelines.

9.1.3 Comments of the Chief Highway Engineer/New Territories West, Highways Department (CHE/NTW, HyD):

(a) Adequate drainage measures shall be provided to prevent surface water running from the Site to public roads and drains.

(b) The access road connecting the Site with Castle Peak Road –

Ping Shan is not and will not be maintained by his office. His office would not be responsible for maintain any access connecting the Site with Castle Peak Road – Ping Shan.

(c) If the proposed run-in/out on Ping Ha Road is approved by TD, the applicant shall ensure the run-in/out is constructed according to the latest version of HyD Standard Drawings No. H1113 and H1114, or H5133, H5134 and H5135, whichever set if appropriate, to match with the existing adjacent pavement.

9.1.4 Comments of the Chief Engineer/Railway Development Division 2-2, Highways Department (CE/RD2-2, HyD):

The Site is close to the Railway Protection Zone of the existing LRT. The Railway Protection Team of MTRCL should be consulted with respect to operation, maintenance and safety of the existing LRT.

Environment

9.1.5 Comments of the Director of Environmental Protection (DEP):

(a) The applicant has submitted an Environmental Assessment to support the application. He has no adverse comments from air quality and sewerage perspectives.

(b) As the applicant has committed to submit a Noise Impact Assessment (NIA) Report during the detailed design stage for his agreement, he has no further comment on the noise aspect of the application. The NIA Report shall be certified by the qualified Acoustic Consultant and shall form part of the land lease of the Site. The NIA shall ensure that the proposed mitigation measures would fully address the potential road traffic and railway noise issues. In preparing the future NIA report, the applicant should note his detailed comments at **Appendix III**.

Urban Design and Landscape

9.1.6 Comments of the Chief Architect/Central Management Division 2, Architectural Services Department (CA/CMD2, ArchSD):

It is noted that the proposed residential development mainly consists of 3 blocks of towers with building height ranging from 11 to 19 storeys which are about 120% to 280% higher than the remaining "CDA" zone with BHR of 5 storeys. It is undesirable from visual impact point of view and may not be compatible to adjacent development. Other detailed comments are at **Appendix III**.

9.1.7 Comments of the Chief Town Planner/Urban Design and Landscape, Planning Department (CTP/UD&L, PlanD):

Urban Design and Visual

(a) The Site is located at the urban fringe of Yuen Long Town abutting Castle Peak Road – Ping Shan, and is surrounded by clusters of village houses to the north and west, a 2-storey industrial building (i.e. Century Centre) to the immediate east, green knolls to the north, Tong Yan San Tsuen Playground and some 1 to 3-storey industrial buildings to the south across Castle Peak Road – Ping Shan. In addition, the Ping Shan Heritage Trail and Ping Shan Tang Clan Gallery are located to the further north of the Site.

(b) Given its building massing and height, the proposed development would become a new visual element to the surrounding area which is mainly occupied by low-rise village houses, low-rise industrial buildings and parks. According to the revised visual impact assessment (VIA) submitted, the proposed development would have some visual effects to most of the key public view points. Nonetheless, the applicant has proposed a number of design features including stepped building height profile descending from west to east and north, incorporation of underground car park, provision of building voids and 1.5m edge planting strips along the site boundary for screening to minimise the potential visual impact.

Landscape

(c) According to the aerial photo of 2021, the Site is occupied by a warehouse and open carpark with a few trees located at the northern end of the Site. The Site is situated in an area of miscellaneous urban fringe landscape character dominated by residential developments, factories, village houses, warehouses, open storages and scattered tree groups. The Site is surrounded by low-rise residential development of Weslen Garden located to the northwest of the Site, and village houses are located to the west of the Site respectively. The proposed development with three residential blocks of 11 to 19 storeys, one block of 6-storey RCHE and one retail shop is considered not incompatible with the landscape character of the surrounding area.

(d) According to the "Tree Preservation and Landscape Proposal" in **Appendix Ia**, 7 existing trees of common species are found within the Site, while all are proposed to be felled due to proposed development. With reference to the Landscape Proposal, new landscape treatments are proposed on G/F,

roof of RCHE and roof of the clubhouse, which include 143 trees with shrubs/groundcover and lawn. According to Section 5.2 "Active and Passive Recreational Facilities", around 2,834.9m^2 of communal open spaces would be provided for the occupants. With reference to Section 5.3 "Site Coverage of Greenery", more than 20% of green coverage would be provided within the Site. As significant adverse landscape impact arising from the proposed rezoning is not envisaged, she has no objection to the application from landscape planning perspective.

(e) The applicant is reminded that approval of the s.12A application by the Board does not imply approval of the site coverage of greenery requirements under APP PNAP-152. The site coverage of greenery calculation could be submitted separately to the Buildings Department (BD) for approval. For any proposed tree preservation/removal scheme, the applicant is reminded to approach relevant authority/ government department(s) direct to obtain the necessary approval.

Drainage

9.1.8 Comments of the Chief Engineer/Mainland North, Drainage Services Department (CE/MN, DSD):

He has no comment on the application. The applicant is reminded that it is the responsibility of the project proponent to construct the proposed connection with the existing sewer.

Fire Safety

9.1.9 Comments of the Director of Fire Services (D of FS):

(a) He has no objection in principle to the proposal subject to water supplies for firefighting and fire service installations being provided to his satisfaction.

(b) Detailed fire safety requirements will be formulated upon receipt of formal submission of general building plans.

(c) Furthermore, the EVA provision in the Site shall comply with the standard as stipulated in Section 6, Part D of the Code of Practice for Fire Safety in Buildings 2011 under the Building (Planning) Regulation 41D which is administered by BD.

Building Matters

9.1.10 Comments of the Chief Building Surveyor/New Territories West (CBS/NTW), BD:

Detailed checking under the Buildings Ordinance will be carried out at building plan submission stage. Other detailed comments are at **Appendix III**.

Others

9.1.11 Comments of the Director of Social Welfare (DSW):

He has no comment to the layout plan of the proposed RCHE if it is to be operated on a private/self-financing mode and on conditions that (i) the proposed RCHE incurs no capital and recurrent cost to the Government; and (ii) the design and construction of RCHE are in full compliance with all relevant and prevailing statutory and licensing requirements.

9.1.12 Comments of the Project Team Leader/Housing, Civil Engineering Office, Civil Engineering and Development Department (PTL/H, CEO, CEDD):

(a) The Site is located in the vicinity of the two brownfield clusters of Ping Shan North and Ping Kwai Road under the following consultancy agreements:

(i) Agreement No. CE 43/2020 (CE) – Site Formation and Infrastructure Works for Proposed Public Housing Development at Ping Shan North, Yuen Long – Feasibility Study; and

(ii) Agreement No. CE 46/2020 (CE) – Term Consultancy for Site Formation and Infrastructure Works for Proposed Housing Developments in Zone 1 (2021-2024) – Feasibility Study Task Order No. 3 – Site Formation and Infrastructure Works for Proposed Public Housing Development at Ping Kwai Road, Yuen Long – Feasibility Study.

(b) While his office has no adverse comment on the application, he presumes that other relevant government departments would provide their expertise advice on the impacts on the existing or planned infrastructure capacities on the application accordingly.

District Officer's Comments

9.1.13 Comments of the District Officer (Yuen Long), Home Affairs Department (DO(YL), HAD):

He relayed a supporting comment from the Village Representative (VR) of Hang Mei Tsuen on the application with the view that the proposal is a more efficient use of land and will provide elderly

facilities to solve the aging population (**Appendix IV**).

9.2 The following Departments have no comment on or no objection to the application:

(a) Director of Housing (D of Housing);
(b) Director of Electrical and Mechanical Services (DEMS);
(c) Director of Leisure and Cultural Services (DLCS);
(d) Director of Food and Environmental Hygiene (DFEH);
(e) Executive Secretary (Antiquities and Monuments), Antiquities and Monuments Office (ES(A&M), AMO);
(f) Commissioner of Police (C of P);
(g) Project Manager (West) (PM(W)), CEDD; and
(h) Chief Engineer/Construction, Water Supplies Department (CE/C, WSD).

10. Public Comments Received During the Statutory Publication Periods

10.1 The application and relevant FIs were published for public inspection. During the statutory public inspection periods, a total of 328 public comments were received, from the VRs of Hang Mei Tsuen, Wing Ning Tsuen and Tong Yan San Tsuen, local residents, MTRCL and general public.

10.2 Among the public comments, 326 (including the VRs, local residents and general public) support or do not object the application (**Appendices V-1 to V-9**; and samples of the standard letters at **Appendices V-10 to V-15**). One public comment from an individual objects to the application (**Appendix V-16**) and one is from MTRCL suggesting the applicant to incorporate suitable noise mitigation measures in the proposed development (**Appendix V-17**). The full set of public comments will be deposited at the meeting for Members' inspection.

10.3 Their views are summarised as follows:

Supporting Views

(a) the proposed development would phase out the existing incompatible industrial use;

(b) the proposed zoning is a more efficient land use;

(c) the Site is located at a convenient location and well served by public transport;

(d) the location is suitable for provision of RCHE to meet the demand;

(e) the proposal is in line with the Government's latest Northern Metropolis Development Strategy; and

Objecting Views

(f) the proposed development would have incompatible building height and bulk and create adverse visual impact.

11. Planning Considerations and Assessments

11.1 The applicant proposes to rezone the Site from "V" and "CDA" to "R(B)2" to facilitate a proposed residential development and RCHE with retail shop.

11.2 According to the information provided by the applicant, the proposed "R(B)2" zone, which is primarily intended for sub-urban medium-density residential developments in rural areas, is subject to a maximum domestic PR of 3, a maximum non-domestic PR of 0.39, a maximum SC of 31.66% and a maximum BH of 20 storeys including car park (65.85m above ground). The applicant has submitted a tailor-made Notes for the proposed "R(B)2" sub-area where 'Flat', 'Social Welfare Facility' and 'Shop and Services' are Column 1 uses and no planning permission from the Board would be required to effectuate the proposal (**Appendix II**).

Land Use Compatibility and Development Intensity

11.3 The Site is located near the junction of Castle Peak Road – Ping Shan and Ping Ha Road and a short walking distance (about 200m) from LR Ping Shan Station (**Plan Z-2**). The Site is mainly surrounded by low-density residential developments and village type developments of Ping Shan San Tsuen, Tong Fong Tsuen and Hang Mei Tsuen and low-rise industrial buildings (**Plans Z-2 and Z-3**). Although there is existing I/R interface issues, the industrial buildings to the immediate east of the Site are largely vacant with some warehouse/storage operations. With the implementation of the recommended mitigations measures, including the provision of acoustic windows at selected units, no adverse environmental impacts are anticipated and DEP have no in-principle objection to the application. It is noted that the applicant has attempted but failed to assemble the remaining portion of the "CDA" site for a comprehensive development in the past 10 years. Nevertheless, since the adjacent "CDA" zoning is intended to phase out the existing industrial uses by other compatible land uses, the proposed development is not incompatible with the surrounding land uses (**Plan Z-1**). Overall, the proposed residential development cum RCHE is also compatible with the surrounding predominant residential use.

11.4 Despite that the proposed PR of 3.39 and BH of 11-19 residential storeys at the Site are higher than the existing developments in the surroundings and CA/CMD2, ArchSD considers that the proposed scheme may not be compatible to the adjacent development, the Site is located abutting the Castle Peak Road – Ping Shan and close to LR Ping Shan Station. Furthermore, PTL/H, CEO, CEDD is conducting the feasibility studies on the proposed public housing developments at Ping Kwai Road and Ping Shan North with

higher development density[2] in the surrounding areas (**Plan Z-1**). In this regard, residential developments of higher density in the locality are anticipated. Moreover, CTP/UD&L, PlanD has no adverse comments on the application from urban design perspective. In this regard, the proposed development intensity under "R(B)2" sub-area at the Site is considered generally not incompatible with the existing and planned developments in the area.

Planning Merits

11.5 The Site has been zoned "V" and "CDA" for over 25 years. There is no SH application approved or under processing within the "V" portion and no development scheme has been received for the "CDA" part. DLO/YL advises that the Site does not fall within 'VE' of any recognised village. While the amount of land available within the "V" zone is insufficient to meet the future SH demand, it is sufficient to accommodate the 74 outstanding SH applications[3]. Moreover, DLO/YL has no adverse comment on rezoning the portion zoned "V" and there is no local objection received on the application. Nevertheless, the Site is currently occupied by brownfield operations. The proposed development of the rezoning application can not only meet the acute housing demand by increasing housing supply, but also help phasing out the existing brownfield operations at the Site with improvement of the existing degraded environment. In addition, the proposed rezoning would also facilitate the provision of a RCHE to serve the local community. In this regard, DSW has no comment on the indicative layout plan of the proposed RCHE from welfare perspective.

11.6 The Committee considered the "CDA" Review on 28.5.2021 and agreed that the subject "CDA" zone would be reviewed to facilitate early implementation and ensure that the local traffic problem and I/R interface issue could be properly addressed. The proposal under the current application is generally in line with the decision of the Committee.

Technical Aspects

11.7 The applicant has submitted various technical assessments to demonstrate that the proposed rezoning is acceptable from traffic, drainage, sewerage, environmental and water supplies perspectives. Relevant government departments, including C for T, CE/MN of DSD, DEP and CE/C of WSD, have no in-principle objection to/no adverse comment on the application. Technical concerns of relevant departments can be addressed at the detailed design stage through appropriate control under lease. Although CA/CMD2, ArchSD points out that the proposed development is undesirable from visual point of view, CTP/UD&L, PlanD considers that with the proposed design features, including stepped building height profile, underground car park,

---

[2] In view of the shortage of public housing supply, the studies would explore the feasibility of a maximum domestic PR 6.5 for optimizing the supply of public housing units by taking into full consideration various development constraints.

[3] After excluding the "V" portion of the Site, it is estimated that about 2.4 ha of land is still available in the "V" zone for accommodating about 96 SHs.

provision of building voids and planting strips, the potential visual impact would be minimised.

Public Comments

11.8 There were one public comment conveyed by DO(YL), HAD and 328 public comments received during the statutory publication periods as summarised in paragraphs 9.1.13 and 10 above. Majority of them are supporting comments. The one objection comment was mainly related to urban design aspect and the planning considerations and assessments in the above paragraphs are relevant.

12. Planning Department's Views

12.1 Based on the assessments made in paragraph 11 above and having taken into account the public comments mentioned in paragraphs 9.1.13 and 10 above, the Planning Department has no in-principle objection to the application.

12.2 Should the Committee decide to agree/partially agree to the application, the relevant proposed amendment to the OZP, including its Notes and Explanatory Statement, will be submitted to the Committee for consideration prior to gazetting under the Town Planning Ordinance when opportunity arises.

12.3 Alternatively, should the Committee decide not to agree to the application, the following reason is suggested for Members' reference:

the proposed rezoning of portion of the "CDA" site in a piecemeal manner would affect the comprehensive planning of the "CDA" zone.

13. Decision Sought

13.1 The Committee is invited to consider the application and decide whether to agree, partially agree, or not to agree to the application.

13.2 Should the Committee decide to partially agree/not to agree to the application, Members are invited to advise what reason(s) for the decision should be given to the applicant.

14. Attachments

Appendix I	Application form received on 22.10.2021
Appendix Ia	Consolidated Planning Statement
Appendix II	Proposed Notes of the "R(B)2" Sub-area
Appendix III	Detailed departmental comments
Appendix IV	Local comment relayed by DO(YL), HAD
Appendices V-1 to V-17	Public Comments

Drawing Z-1	Master Layout Plan
Drawing Z-2	G/F Plan (Southern Portion - Residential)
Drawing Z-3	G/F Plan (Northern Portion - RCHE)
Drawings Z-4 and Z-5	Section & Elevations
Drawing Z-6	Landscape Master Plan
Drawing Z-7	Perspective
Drawings Z-8 to Z-12	Photomontages
Drawings Z-13 and Z-14	Proposed Environmental Mitigation Measures
Drawing Z-15	Traffic Improvement Works by TD
Plan Z-1	Location plan
Plan Z-2	Site plan
Plan Z-3	Aerial photo
Plans Z-4a and Z-4b	Site photos

PLANNING DEPARTMENT
APRIL 2022

Appendix 2

Proposed Amendments to the Notes of the Approved Ping Shan Outline Zoning Plan No. S/YL-PS/20

RESIDENTIAL (GROUP B)

Column 1 Uses always permitted	Column 2 Uses that may be permitted with or without conditions on application to the Town Planning Board
Flat	Ambulance Depot
Government Use (Police Reporting Centre, Post Office only)	Eating Place
House	Educational Institution
Library	Government Refuse Collection Point
Residential Institution	Government Use (not elsewhere specified)
School (in free-standing purpose-designed building only) #	Hospital
Shop and Services (on land designated "R(B)2" only)	Hotel
Social Welfare Facility (on land designated "R(B)2" only)	Institutional Use (not elsewhere specified)
Utility Installation for Private Project	Off-course Betting Centre
	Office
	Petrol Filling Station
	Place of Entertainment
	Place of Recreation, Sports or Culture
	Private Club
	Public Clinic
	Public Convenience
	Public Transport Terminus or Station
	Public Utility Installation
	Public Vehicle Park (excluding container vehicle)
	Recyclable Collection Centre
	Religious Institution
	Rural Committee/Village Office
	School (not elsewhere specified)
	Shop and Services
	Social Welfare Facility
	Training Centre

Planning Intention

This zone is intended primarily for sub-urban medium-density residential developments in rural areas where commercial uses serving the residential neighborhood may be permitted on application to the Town Planning Board.

(Please see next page)

RESIDENTIAL (GROUP B) (Cont'd)

Remarks

(a) On land designated "Residential (Group B) 1", no new development, or addition, alteration and/or modification to or redevelopment of an existing building (except development or redevelopment to the use annotated with #) shall result in a total development and/or redevelopment in excess of a maximum plot ratio of 1, a maximum site coverage of 40% and a maximum building height of 5 storeys (15m) including car park, or the plot ratio, site coverage and height of the building which was in existence on the date of the first publication in the Gazette of the notice of the draft development permission area plan, whichever is the greater.

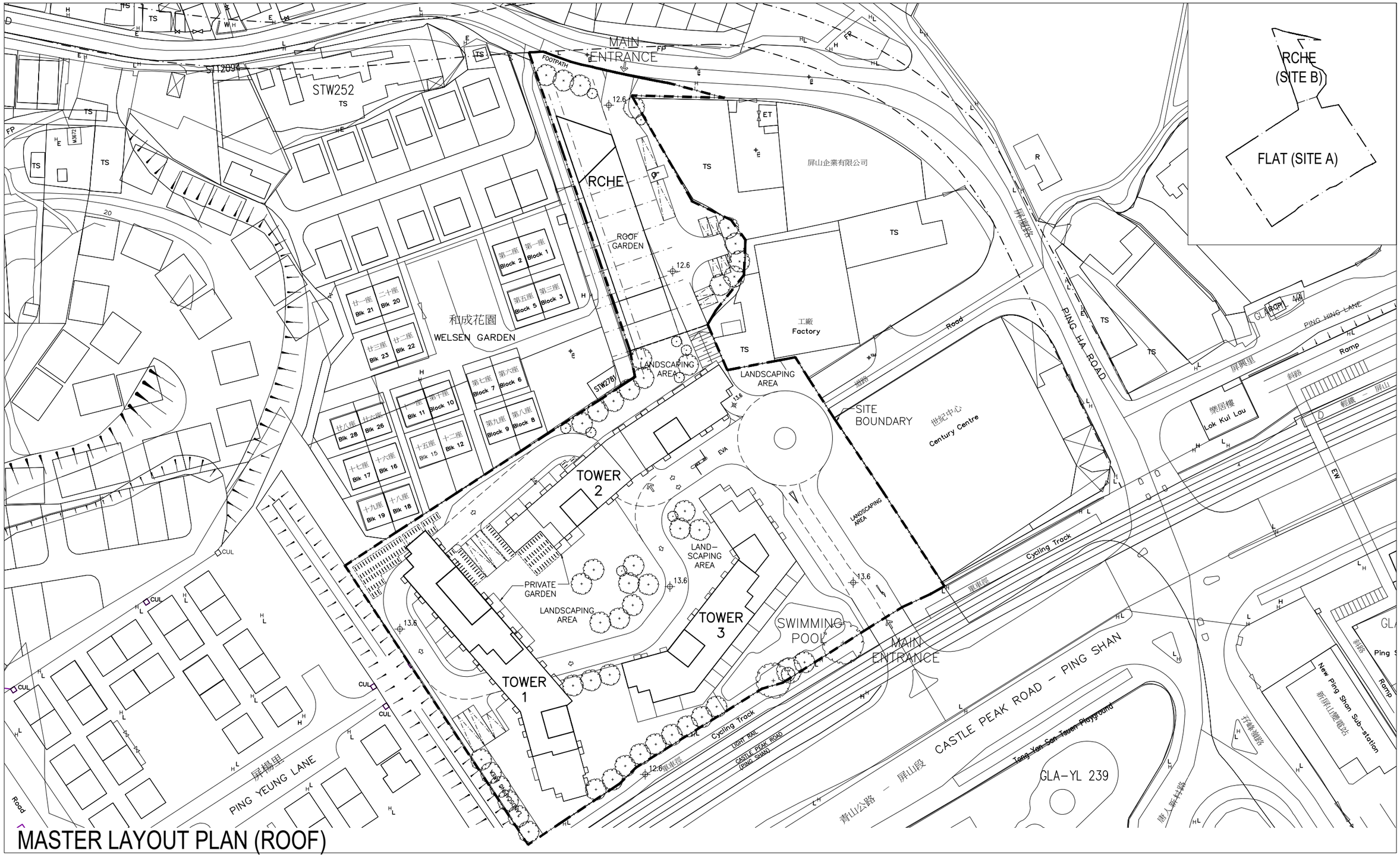
(b) On land designated "Residential (Group B) 2", no new development, or addition, alteration and/or modification to or redevelopment of an existing building (except development or redevelopment to the use annotated with #) shall result in a total development and/or redevelopment in excess of a maximum domestic plot ratio of 4.5, a maximum non-domestic plot ratio of 0.48, a maximum site coverage of 34.7% and a maximum building height of 29 storeys (98.75m) including car parks, or the plot ratio, site coverage and height of the building which was in existence on the date of the first publication in the Gazette of the notice of the draft development permission area plan, whichever is the greater.

(c) In determining the maximum plot ratio and site coverage for the purposes of ***paragraphs (a) and (b)*** above, any floor space that is constructed or intended for use solely as car park, loading/unloading bay, plant room and caretaker's office, or caretaker's quarters and recreational facilities for the use and benefit of all the owners or occupiers of the domestic building or domestic part of the building, provided such uses and facilities are ancillary and directly related to the development or redevelopment, may be disregarded.

(d) Based on the individual merits of a development or redevelopment proposal, minor relaxation of the plot ratio, site coverage and building height restrictions stated in ***paragraphs (a) and (b)*** above may be considered by the Town Planning Board on application under section 16 of the Town Planning Ordinance.

Appendix 3

Master Layout Plan and Architectural Drawings



MASTER LAYOUT PLAN (ROOF)

Rev	Description	Drawn	Checked	Approved	Date
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A	GENERAL REVISION	NC	DY	DY	18./10./22
B	GENERAL REVISION	NC	DY	DY	25./10./22
C	GENERAL REVISION	IL	DY	DY	15./11./22

Rev	Description	Drawn	Checked	Approved	Date

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Project Title
NEW REZONING APPLICATION FOR PROPOSED RESIDENTIAL DEVELOPMENT AND GIC USES AT DD121, PING SHAN

Drawing Title
MASTER LAYOUT PLAN (ROOF)

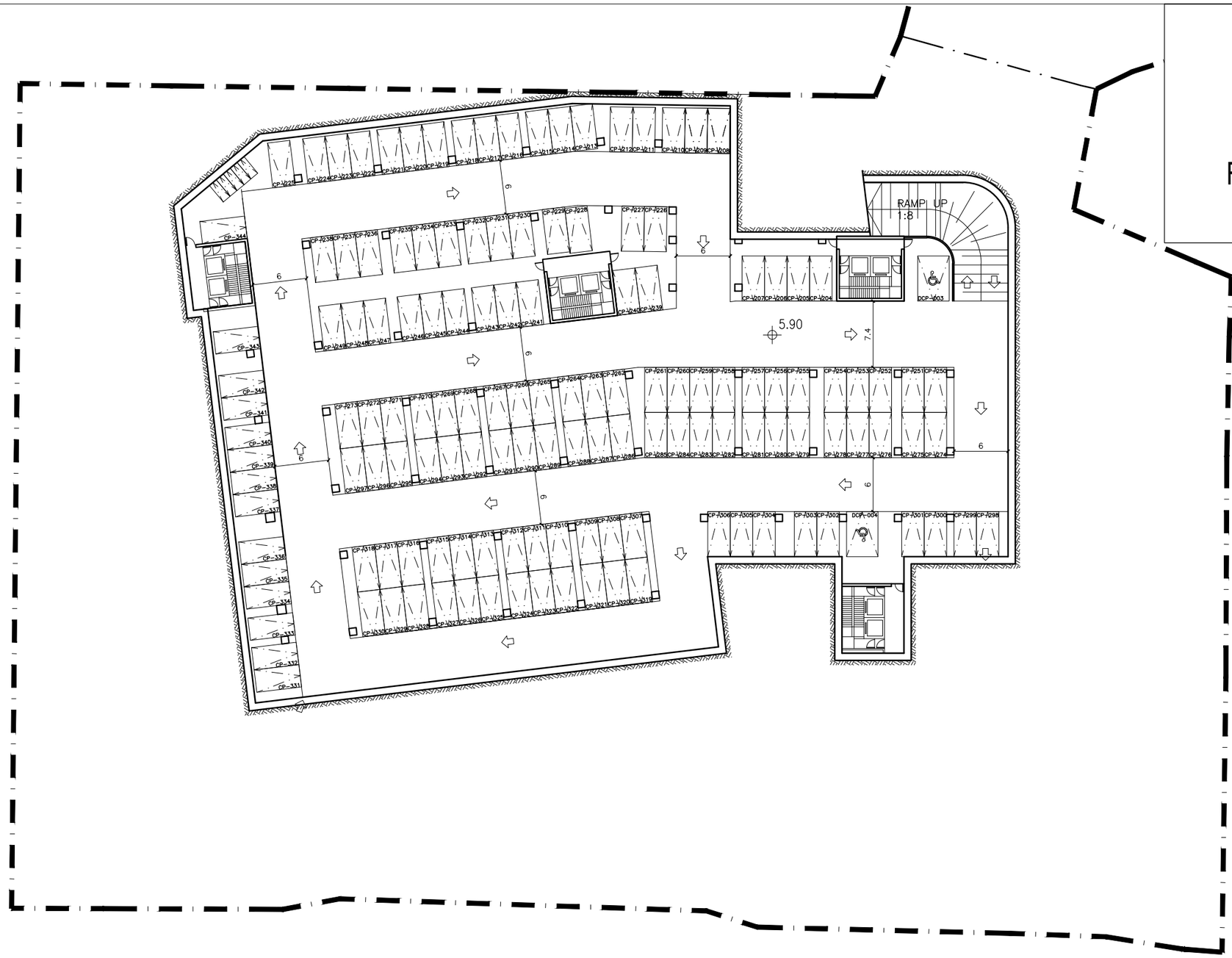
Project No. 20/HK/YL02
Issue Date. 11/10/2022
Cad File No. layout_plan.dwg
SCALE. 1 : 1000 (A3)
Drawing No. A-P-001 (C)

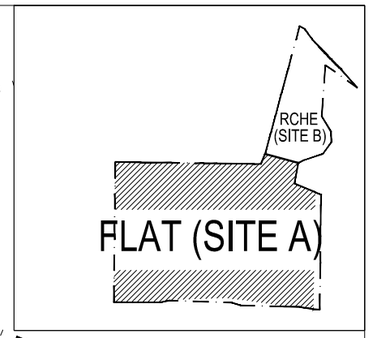
Authority's / Client's Approval

AREA OF EXCAVATION: 4985 SQ.M. (APPROX.)

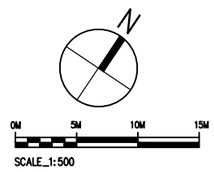
PARKING PROVIDED:

PRIVATE CAR:	179 (B1/F)
PRIVATE CAR (VISITOR):	15 (B1/F)
PRIVATE CAR (RETAIL):	11 (B1/F)
PRIVATE CAR:	143 (B2/F)
PRIVATE MOTORCYCLE:	13 (B1/F)
PRIVATE MOTORCYCLE(RETAIL):	5 (B2/F)
BICYCLE:	205 (G/F)
GOODS VEHICLE:	5 (G/F)





BASEMENT



Rev	Description	Drawn	Checked	Approved	Date
-	DESIGN	NC	DY	DY	11./10./22.
A	GENERAL REVISION	NC	DY	DY	18./10./22.
B	GENERAL REVISION	NC	DY	DY	25./10./22.

Rev	Description	Drawn	Checked	Approved	Date
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Project Title
NEW REZONING APPLICATION FOR PROPOSED RESIDENTIAL DEVELOPMENT AND GIC USES AT DD121, PING SHAN

Drawing Title
RESIDENTIAL DEVELOPMENT
LAYOUT PLAN
BASEMENT 2

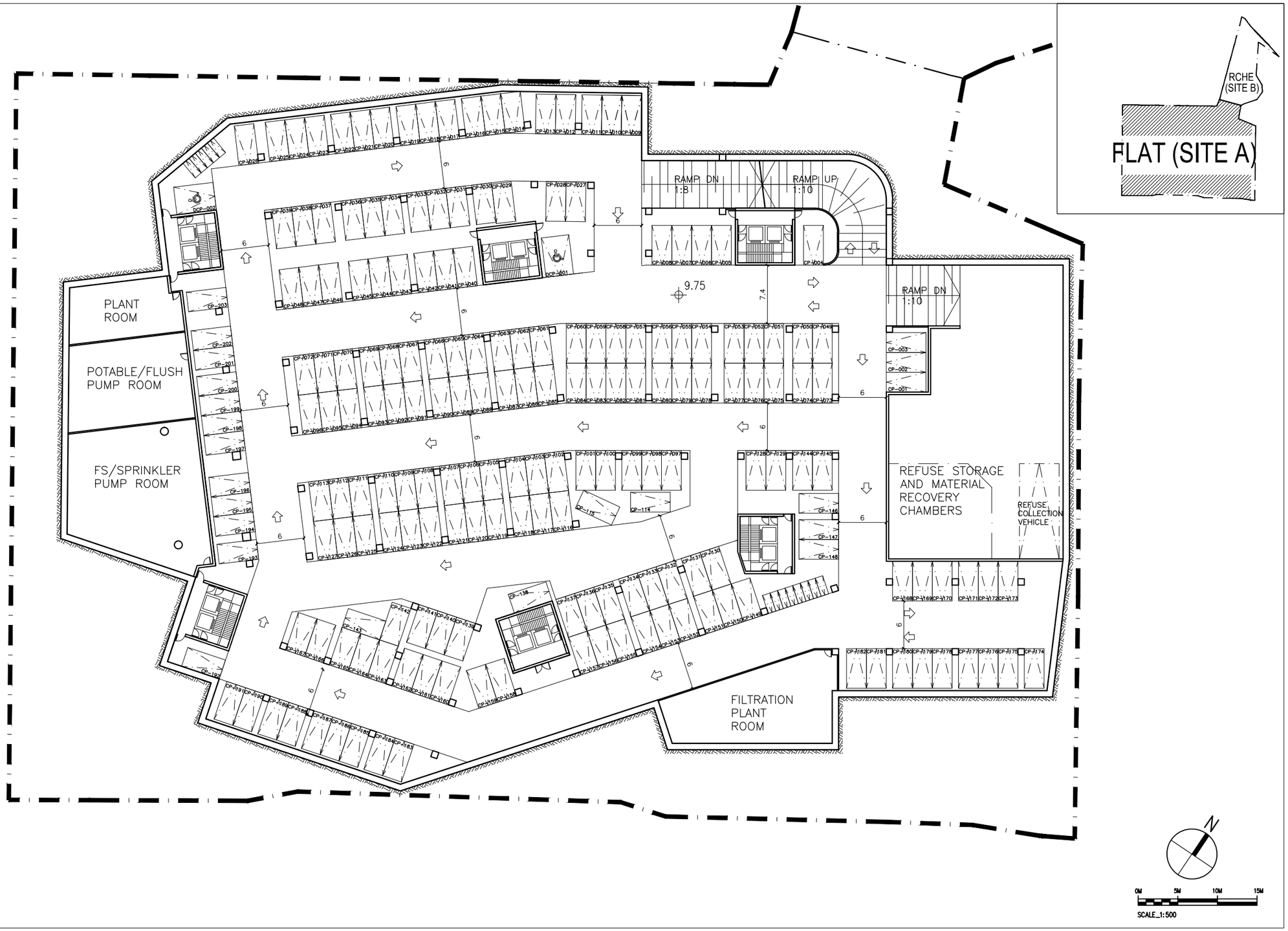
Project No. 20/HK/YL02
Issue Date. 11/10/2022
Cad File No. layout_plan.dwg
SCALE. 1 : 500 (A3)
Drawing No. A-P-200 (B)

Authority's / Client's Approval

AREA OF EXCAVATION: 8885 SQ.M. (APPROX.)

PARKING PROVIDED:

PRIVATE CAR:	179 (B1/F)
PRIVATE CAR (VISITOR):	15 (B1/F)
PRIVATE CAR (RETAIL):	11 (B1/F)
PRIVATE CAR:	143 (B2/F)
PRIVATE MOTORCYCLE:	13 (B1/F)
PRIVATE MOTORCYCLE(RETAIL):	5 (B2/F)
BICYCLE:	205 (G/F)
GOODS VEHICLE:	5 (G/F)



BASEMENT

Rev	Description	Drawn	Checked	Approved	Date
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A	GENERAL REVISION	NC	DY	DY	18/10/22
B	GENERAL REVISION	NC	DY	DY	25/10/22

Rev	Description	Drawn	Checked	Approved	Date

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Project Title
NEW REZONING APPLICATION FOR PROPOSED RESIDENTIAL DEVELOPMENT AND GIC USES AT DD121, PING SHAN

Drawing Title
RESIDENTIAL DEVELOPMENT
LAYOUT PLAN
BASEMENT

Project No. 20/HK/YL02
Issue Date. 11/10/2022
Cad File No. layout_plan.dwg
SCALE. 1 : 500 (A3)
Drawing No. A-P-201 (B)

Authority's / Client's Approval

SITE AREA : = 14536 SQ. M.

CLASS "A" SITE

GROSS FLOOR AREA (TOWER 1)

G / F :	420	SQ. M. (1 STOREY)
1 - 5 / F, 15 - 24 / F :	15270	SQ. M. (15 STOREYS)
6 / F - 14 / F :	8622	SQ. M. (9 STOREYS)
25 / F:	862	SQ. M. (1 STOREY)
26 / F:	466	SQ. M. (1 STOREY)
TOTAL :	25640	SQ. M. (27 STOREYS)

GROSS FLOOR AREA (TOWER 2)

G / F :	377	SQ. M. (1 STOREY)
1 - 13 / F:	11557	SQ. M. (13 STOREYS)
14 - 20 / F:	5726	SQ. M. (7 STOREYS)
21 / F:	716	SQ. M. (1 STOREY)
22 / F:	389	SQ. M. (1 STOREY)
TOTAL :	18765	SQ. M. (23 STOREYS)

GROSS FLOOR AREA (TOWER 3)

G / F :	172	SQ. M. (1 STOREY)
1 / F:	108	SQ. M. (1 STOREY)
2 - 6 / F:	4265	SQ. M. (5 STOREY)
7 - 22 / F:	15088	SQ. M. (16 STOREYS)
23 / F:	847	SQ. M. (1 STOREY)
24 / F:	527	SQ. M. (1 STOREY)
TOTAL :	21007	SQ. M. (25 STOREYS)

TOTAL GROSS FLOOR AREA

T1 + T2 + T3 = 65412 SQ. M. (APPROX.)

DOMESTIC PLOT RATIO : 65412 / 14536 = 4.5

CLASS "A" SITE, DOMESTIC BUILDING

HEIGHT OF BUILDING

OVER 61 m

DOMESTIC SITE COVERAGE : 2935 / 14536

= 20.19 % < 33.33 % (APPROX.)

CLUB HOUSE AREA: 1635 / 65412

= 2.5 % < 4.0% (APPROX.)

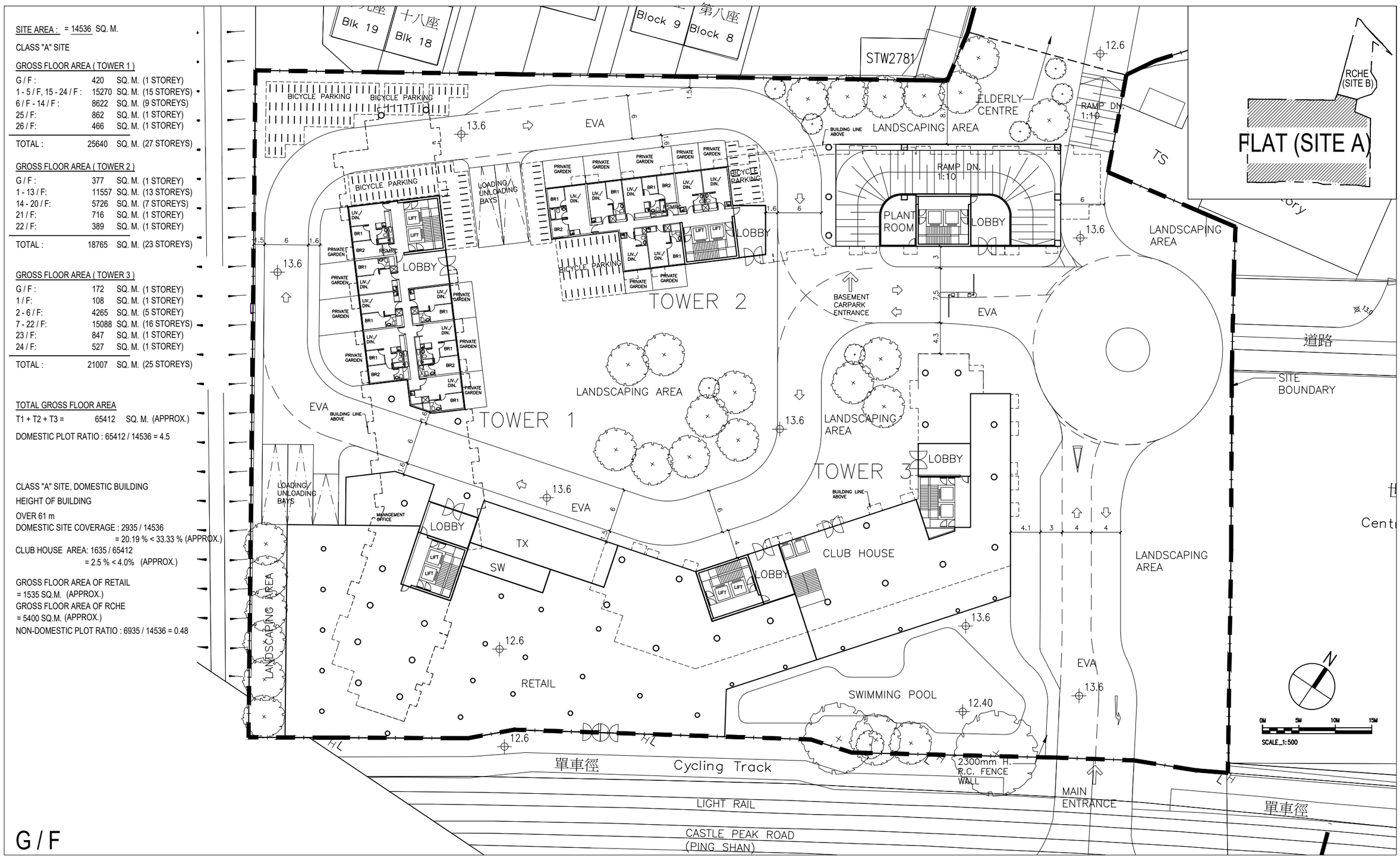
GROSS FLOOR AREA OF RETAIL

= 1535 SQ.M. (APPROX.)

GROSS FLOOR AREA OF RCHE

= 5400 SQ.M. (APPROX.)

NON-DOMESTIC PLOT RATIO : 6935 / 14536 = 0.48



G / F

Rev	Description	Drawn	Checked	Approved	Date
-	DESIGN	NC	DY	DY	19 / 09 / 22
A	GENERAL REVISION	NC	DY	DY	11 / 10 / 22
B	GENERAL REVISION	NC	DY	DY	18 / 10 / 22
C	GENERAL REVISION	NC	DY	DY	25 / 10 / 22
D	GENERAL REVISION	IL	DY	DY	15 / 11 / 22

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Project Title: NEW REZONING APPLICATION FOR PROPOSED RESIDENTIAL DEVELOPMENT AND GIC USES AT DD121, PING SHAN

Drawing Title: RESIDENTIAL DEVELOPMENT LAYOUT PLAN G / F

Project No. 20/HK/YL02

Issue Date. 19/09/2022

Cad File No. layout_plan.dwg

SCALE. 1 : 500 (A3)

Drawing No. A-P-202 (D)

Authority's / Client's Approval

NOS. OF UNIT

TOWER 1 : 24
TOWER 2 : 22

GROSS FLOOR AREA

TOWER 1 :	1018	SQ. M.
TOWER 2 :	889	SQ. M.
TOWER 3 :	108	SQ. M.

NOS. OF UNIT (TOWER 1)

G / F :	7	(1 STOREY)
1 - 5 / F,15-24 / F :	360	(15 STOREYS)
6 - 14 / F :	198	(9 STOREYS)
25 / F:	20	(1 STOREY)
26 / F:	9	(1 STOREY)
TOTAL :	594	(27 STOREYS)

NOS. OF UNIT (TOWER 2)

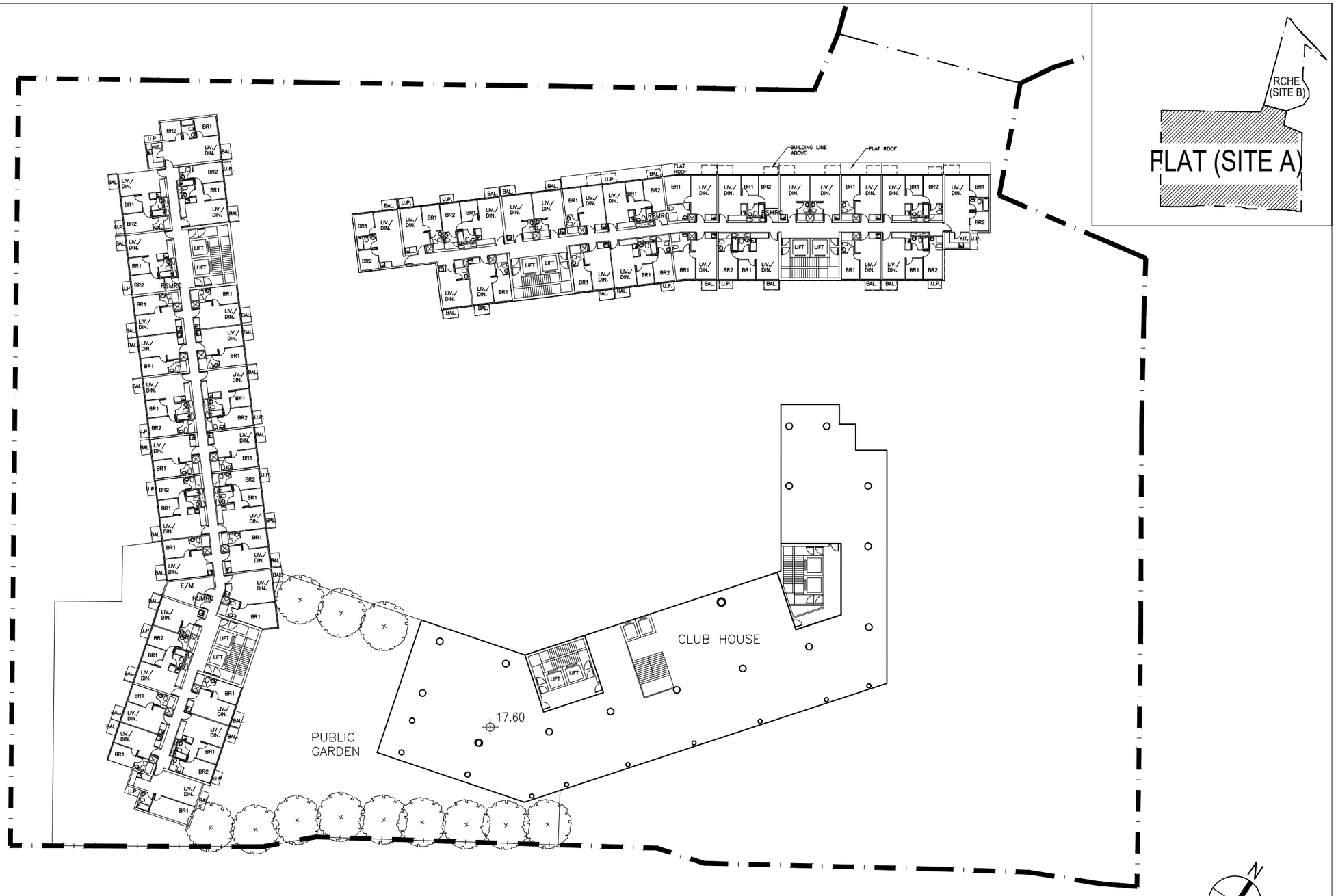
G / F :	7	(1 STOREY)
1 / F - 13 / F:	286	(13 STOREYS)
14 / F - 20 / F:	140	(7 STOREYS)
12 / F:	17	(1 STOREY)
13 / F - 14 / F:	9	(1 STOREY)
TOTAL :	459	(23 STOREYS)

NOS. OF UNIT (TOWER 3)

G / F - 1 / F:	0	(2 STOREYS)
2 / F - 6 / F:	100	(5 STOREYS)
7 / F - 22 / F:	352	(16 STOREYS)
23 / F:	20	(1 STOREY)
24 / F:	11	(1 STOREY)
TOTAL :	483	(25 STOREYS)

TOTAL NOS. OF UNIT

T1 + T2 + T3 = 1536



1 / F

Rev	Description	Drawn	Checked	Approved	Date
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A	GENERAL REVISION	NC	DY	DY	18./10./22
B	GENERAL REVISION	NC	DY	DY	25./10./22
C	GENERAL REVISION	IL	DY	DY	15./11./22

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Project Title
NEW REZONING APPLICATION FOR PROPOSED RESIDENTIAL DEVELOPMENT AND GIC USES AT DD121, PING SHAN

Drawing Title
RESIDENTIAL DEVELOPMENT
LAYOUT PLAN
1 / F

Project No. 20/HK/YL02
Issue Date. 11/10/2022
Cad File No. layout_plan.dwg
SCALE. 1 : 500 (A3)
Drawing No. A-P-203 (C)

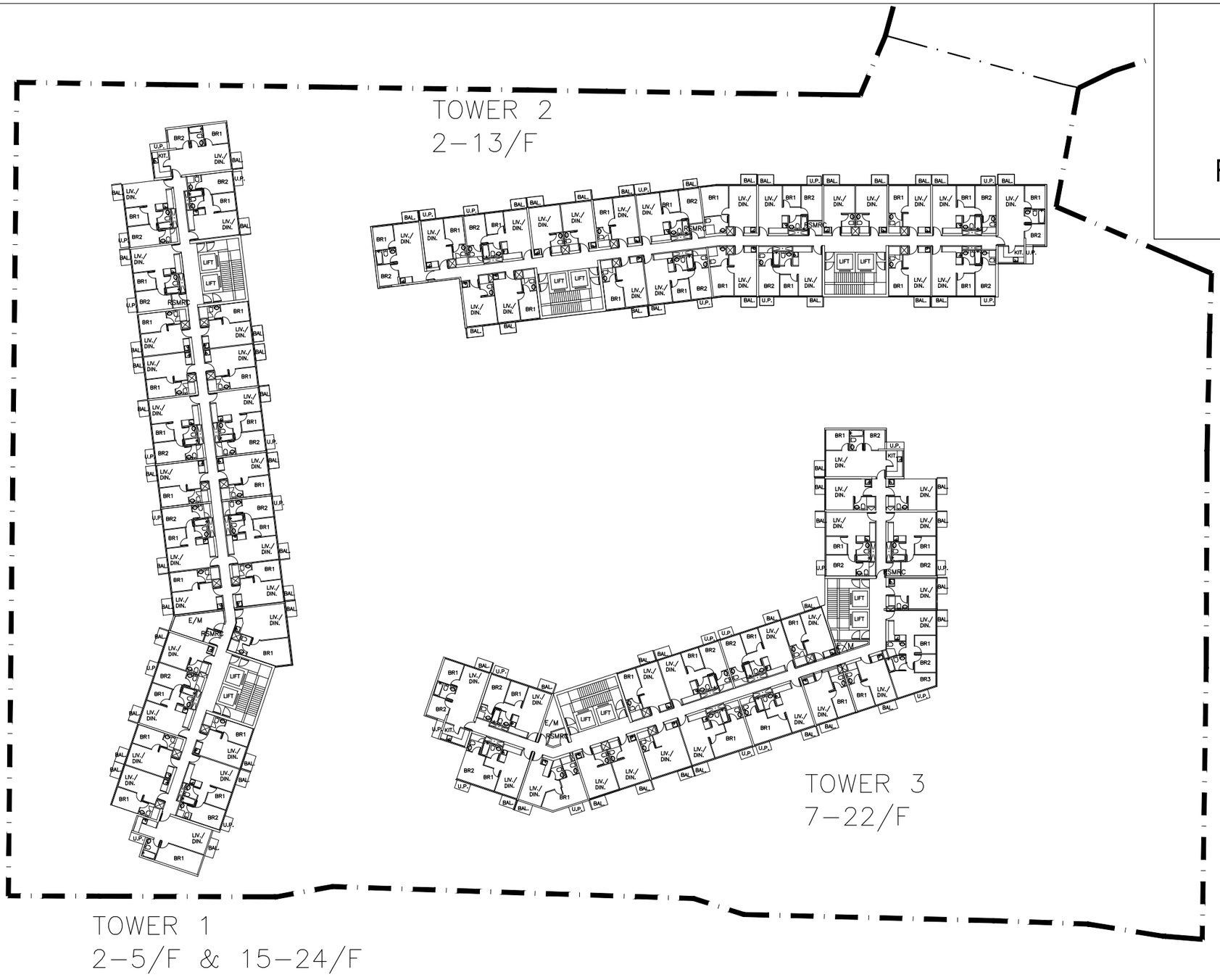
Authority's / Client's Approval

NOS. OF UNIT (TYPICAL A)

TOWER 1 : 24
TOWER 2 : 22
TOWER 3 : 22

GROSS FLOOR AREA (TYPICAL A)

TOWER 1 :	1018	SQ. M.
TOWER 2 :	889	SQ. M.
TOWER 3 :	943	SQ. M.



TYPICAL FLOOR A

Rev	Description	Drawn	Checked	Approved	Date	Rev	Description	Drawn	Checked	Approved	Date
-	DESIGN	NC	DY	DY	11/10/22						

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Project Title
NEW REZONING APPLICATION FOR PROPOSED RESIDENTIAL DEVELOPMENT AND GIC USES AT DD121, PING SHAN

Drawing Title
RESIDENTIAL DEVELOPMENT LAYOUT PLAN - 1

Project No. 20/HK/YL02
Issue Date. 11/10/2022
Cad File No. layout_plan.dwg
SCALE. 1 : 500 (A3)
Drawing No. A-P-204 (-)

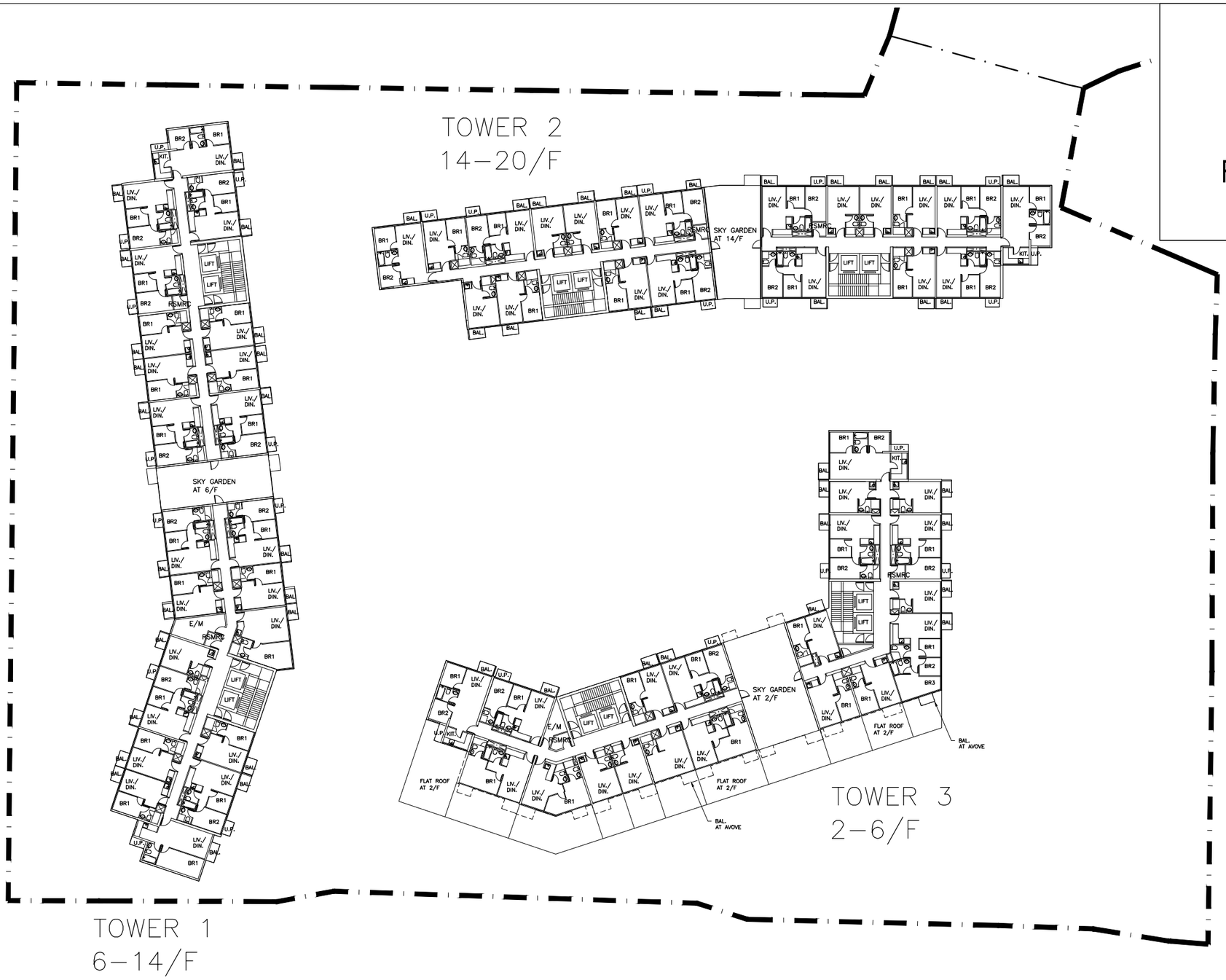
Authority's / Client's Approval

NOS. OF UNIT (TYPICAL B)

TOWER 1 : 22
TOWER 2 : 20
TOWER 3 : 20

GROSS FLOOR AREA TYPICAL B)

TOWER 1 :	958	SQ. M.
TOWER 2 :	818	SQ. M.
TOWER 3 :	853	SQ. M.



TYPICAL FLOOR B (WITH SKY GARDENS)

Rev	Description	Drawn	Checked	Approved	Date	Rev	Description	Drawn	Checked	Approved	Date
-	DESIGN	NC	DY	DY	11/10/22						

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Project Title
NEW REZONING APPLICATION FOR PROPOSED RESIDENTIAL DEVELOPMENT AND GIC USES AT DD121, PING SHAN

Drawing Title
RESIDENTIAL DEVELOPMENT LAYOUT PLAN - 2

Project No. 20/HK/YL02
Issue Date. 11/10/2022
Cad File No. layout_plan.dwg
SCALE. 1 : 500 (A3)
Drawing No. A-P-205 (-)

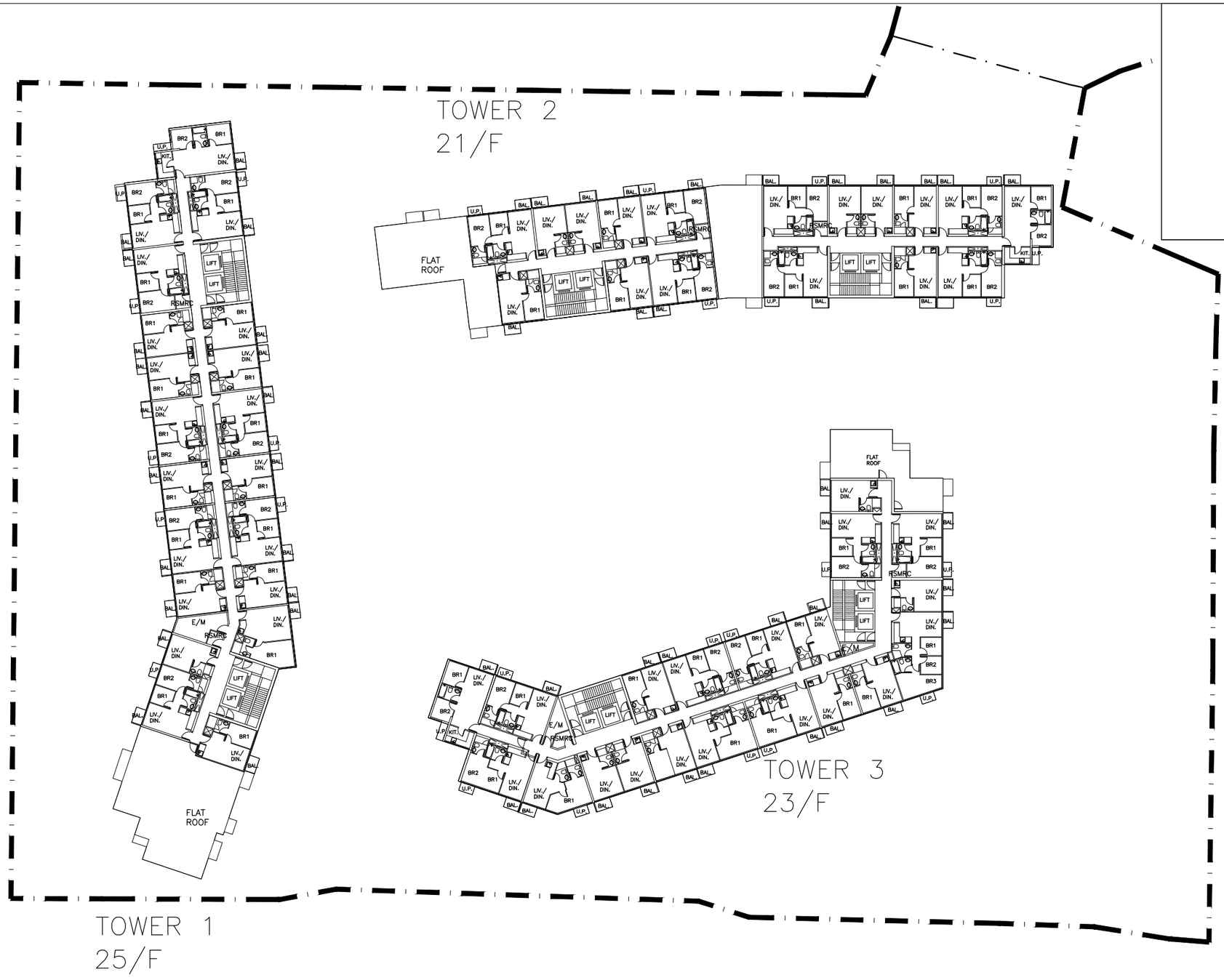
Authority's / Client's Approval

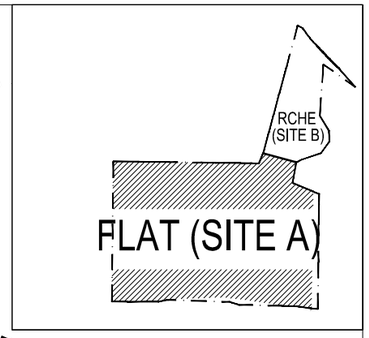
NOS. OF UNIT (TYPICAL C)

TOWER 1 : 20
TOWER 2 : 17
TOWER 3 : 20

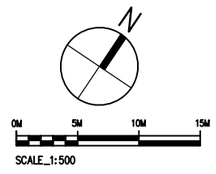
GROSS FLOOR AREA (TYPICAL C)

TOWER 1 :	862	SQ. M.
TOWER 2 :	716	SQ. M.
TOWER 3 :	847	SQ. M.





TYPICAL FLOOR C



Rev	Description	Drawn	Checked	Approved	Date	Rev	Description	Drawn	Checked	Approved	Date
-	DESIGN	NC	DY	DY	11/10/22						

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Project Title
NEW REZONING APPLICATION FOR PROPOSED RESIDENTIAL DEVELOPMENT AND GIC USES AT DD121, PING SHAN

Drawing Title
RESIDENTIAL DEVELOPMENT LAYOUT PLAN - 3

Project No. 20/HK/YL02
Issue Date. 11/10/2022
Cad File No. layout_plan.dwg
SCALE. 1 : 500 (A3)
Drawing No. A-P-206 (-)

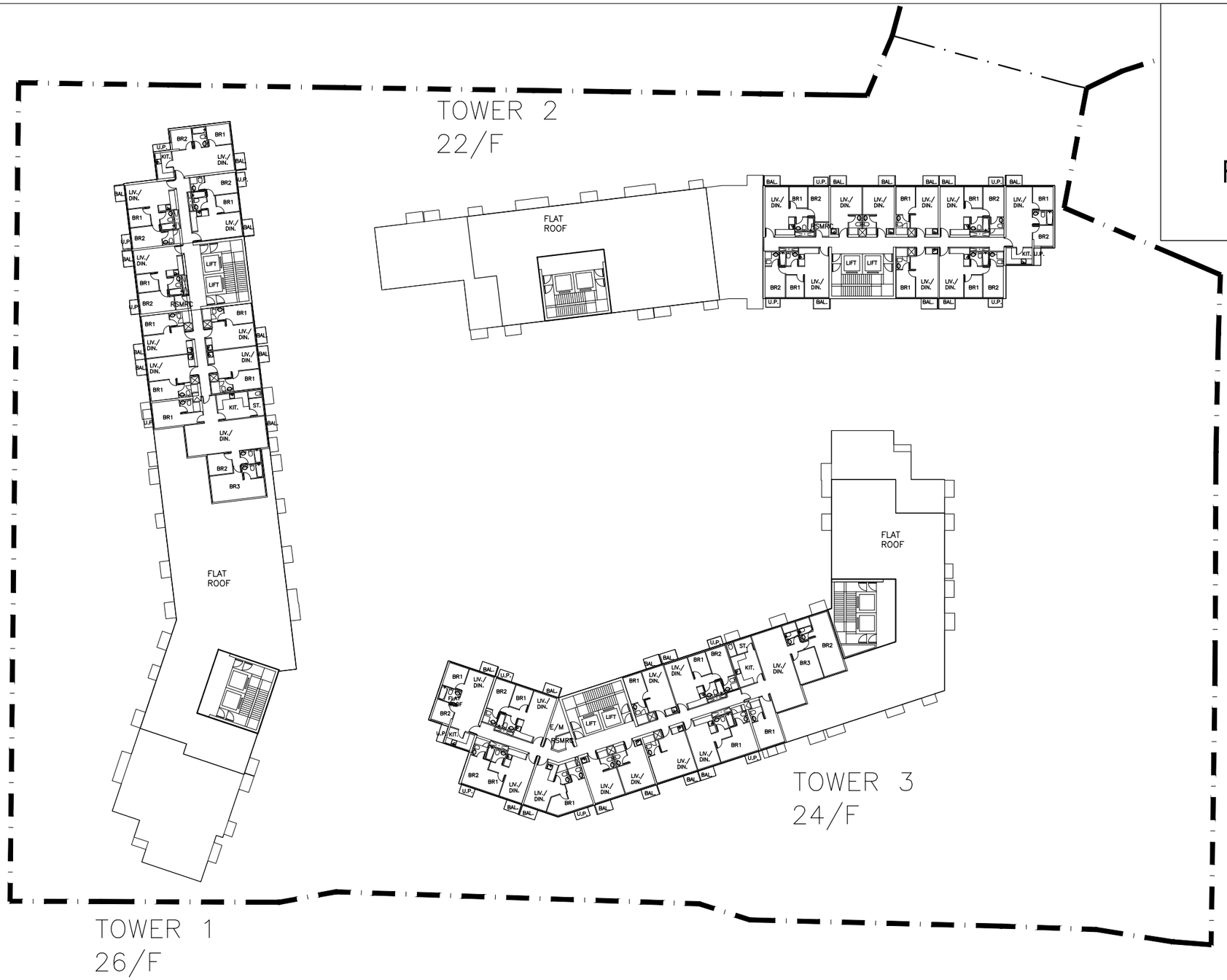
Authority's / Client's Approval

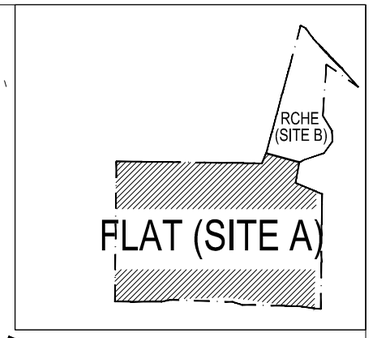
NOS. OF UNIT (TYPICAL D)

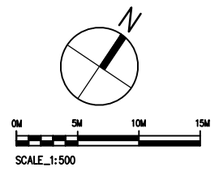
TOWER 1 : 9
TOWER 2 : 9
TOWER 3 : 11

GROSS FLOOR AREA (TYPICAL D)

TOWER 1 :	466	SQ. M.
TOWER 2 :	389	SQ. M.
TOWER 3 :	527	SQ. M.







TYPICAL FLOOR D

Rev	Description	Drawn	Checked	Approved	Date
-	DESIGN	NC	DY	DY	11/10/22

Rev	Description	Drawn	Checked	Approved	Date

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Project Title
PROPOSED RESIDENTIAL CARE HOME FOR ELDERLY & RESIDENTIAL DEVELOPMENT AT LOT 1341 S.B. IN D.D.121, HANG MEI TSUEN, YUEN LONG

Drawing Title
RESIDENTIAL DEVELOPMENT LAYOUT PLAN - 4

Project No. 20/HK/YL02
Issue Date. 11/10/2022
Cad File No. layout_plan.dwg
SCALE. 1 : 500 (A3)
Drawing No. A-P-207 (-)

Authority's / Client's Approval

RCHE

CLASS "A" SITE, NON DOMESTIC BUILDING

HEIGHT OF BUILDING

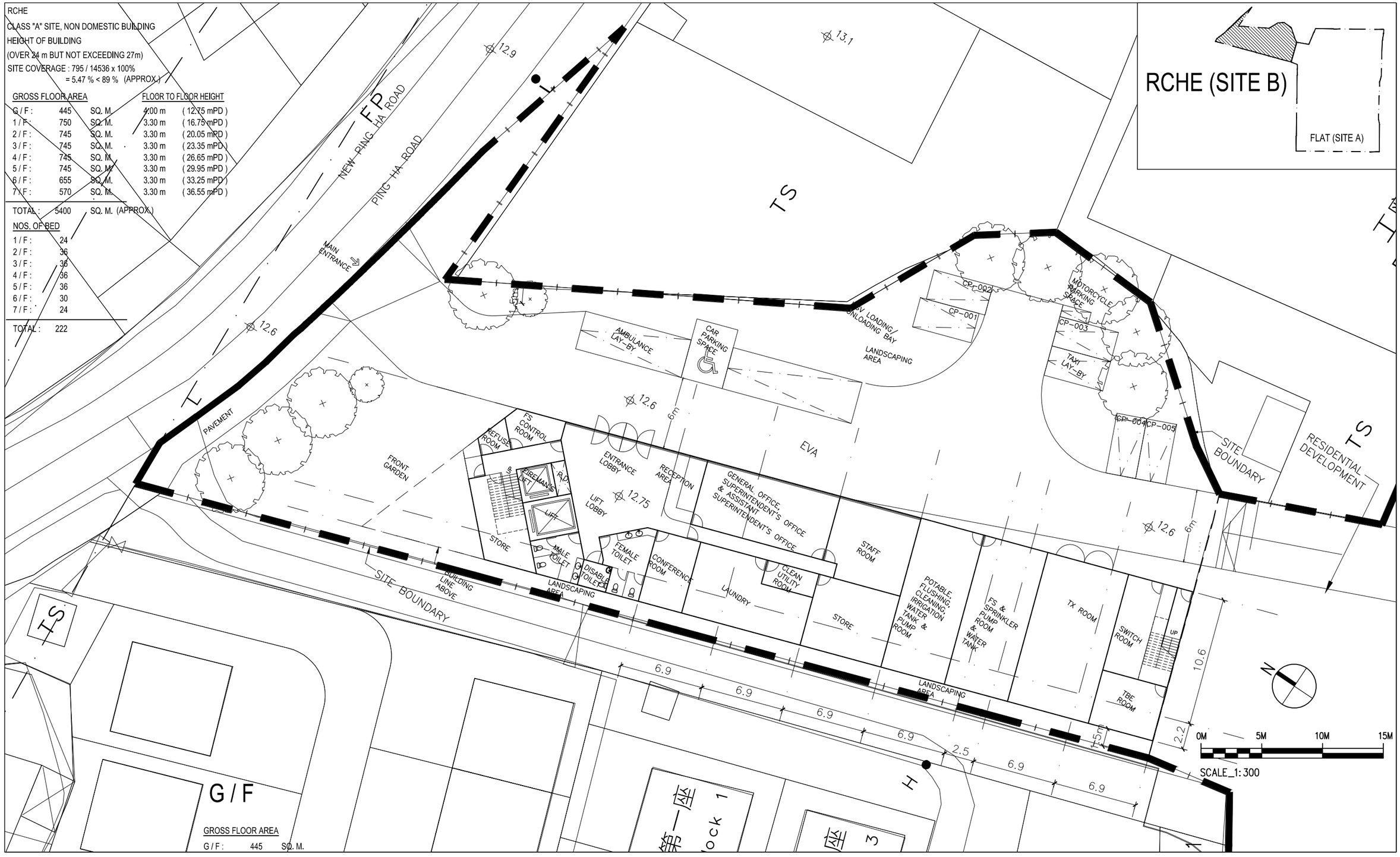
(OVER 24 m BUT NOT EXCEEDING 27m)

SITE COVERAGE : 795 / 14536 x 100%

= 5.47 % < 89 % (APPROX.)

GROSS FLOOR AREA			FLOOR TO FLOOR HEIGHT	
G / F :	445	SQ. M.	4.00 m	(12.75 mPD)
1 / F :	750	SQ. M.	3.30 m	(16.75 mPD)
2 / F :	745	SQ. M.	3.30 m	(20.05 mPD)
3 / F :	745	SQ. M.	3.30 m	(23.35 mPD)
4 / F :	745	SQ. M.	3.30 m	(26.65 mPD)
5 / F :	745	SQ. M.	3.30 m	(29.95 mPD)
6 / F :	655	SQ. M.	3.30 m	(33.25 mPD)
7 / F :	570	SQ. M.	3.30 m	(36.55 mPD)
TOTAL :	5400	SQ. M. (APPROX.)		

NOS. OF BED	
1 / F :	24
2 / F :	36
3 / F :	36
4 / F :	36
5 / F :	36
6 / F :	30
7 / F :	24
TOTAL :	222



Rev	Description	Drawn	Checked	Approved	Date
-	DESIGN	NC	DY	DY	19 / 09 / 22
A	DESIGN	NC	DY	DY	11 / 10 / 22

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Project Title
NEW REZONING APPLICATION FOR PROPOSED RESIDENTIAL DEVELOPMENT AND GIC USES AT DD121, PING SHAN

Drawing Title
LAYOUT PLAN
(G/F)

Project No. 20/HK/YL02
Issue Date. 19/9/2022
Cad File No. layout_plan.dwg
SCALE. 1 : 300 (A3)
Drawing No. A-P-101 (A)

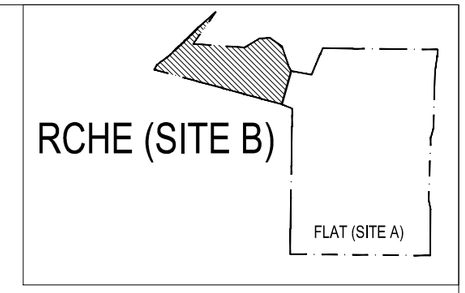
Authority's / Client's Approval

1 / F

GROSS FLOOR AREA			NOS. OF BED	
1 / F :	750	SQ. M.	1 / F :	24

2 / F - 5 / F

GROSS FLOOR AREA			NOS. OF BED	
2 / F :	745	SQ. M.	2 / F :	36
3 / F :	745	SQ. M.	3 / F :	36
4 / F :	745	SQ. M.	4 / F :	36
5 / F :	745	SQ. M.	5 / F :	36



N

0M 5M 10M 15M

SCALE_1: 300

Rev	Description	Drawn	Checked	Approved	Date
-	DESIGN	NC	DY	DY	11 / 10 / 22

Rev	Description	Drawn	Checked	Approved	Date

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Project Title
NEW REZONING APPLICATION FOR PROPOSED RESIDENTIAL DEVELOPMENT AND GIC USES AT DD121, PING SHAN

Drawing Title
LAYOUT PLAN
(1/F - 5/F)

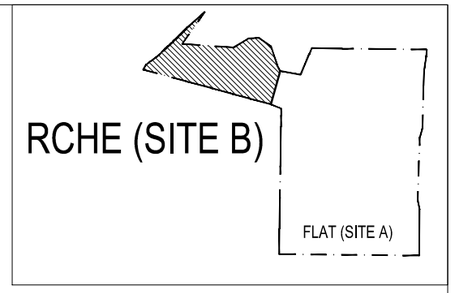
Project No. 20/HK/YL02
Issue Date. 11/10/2022
Cad File No. layout_plan.dwg
SCALE. 1 : 300 (A3)
Drawing No. A-P-102 (-)

Authority's / Client's Approval

6 / F

GROSS FLOOR AREA
6 / F : 655 SQ. M.

NOS. OF BED
6 / F : 30



7 / F

GROSS FLOOR AREA
7 / F : 570 SQ. M.

NOS. OF BED
7 / F : 24

Rev	Description	Drawn	Checked	Approved	Date
-	DESIGN	NC	DY	DY	11 / 10 / 22

Rev	Description	Drawn	Checked	Approved	Date

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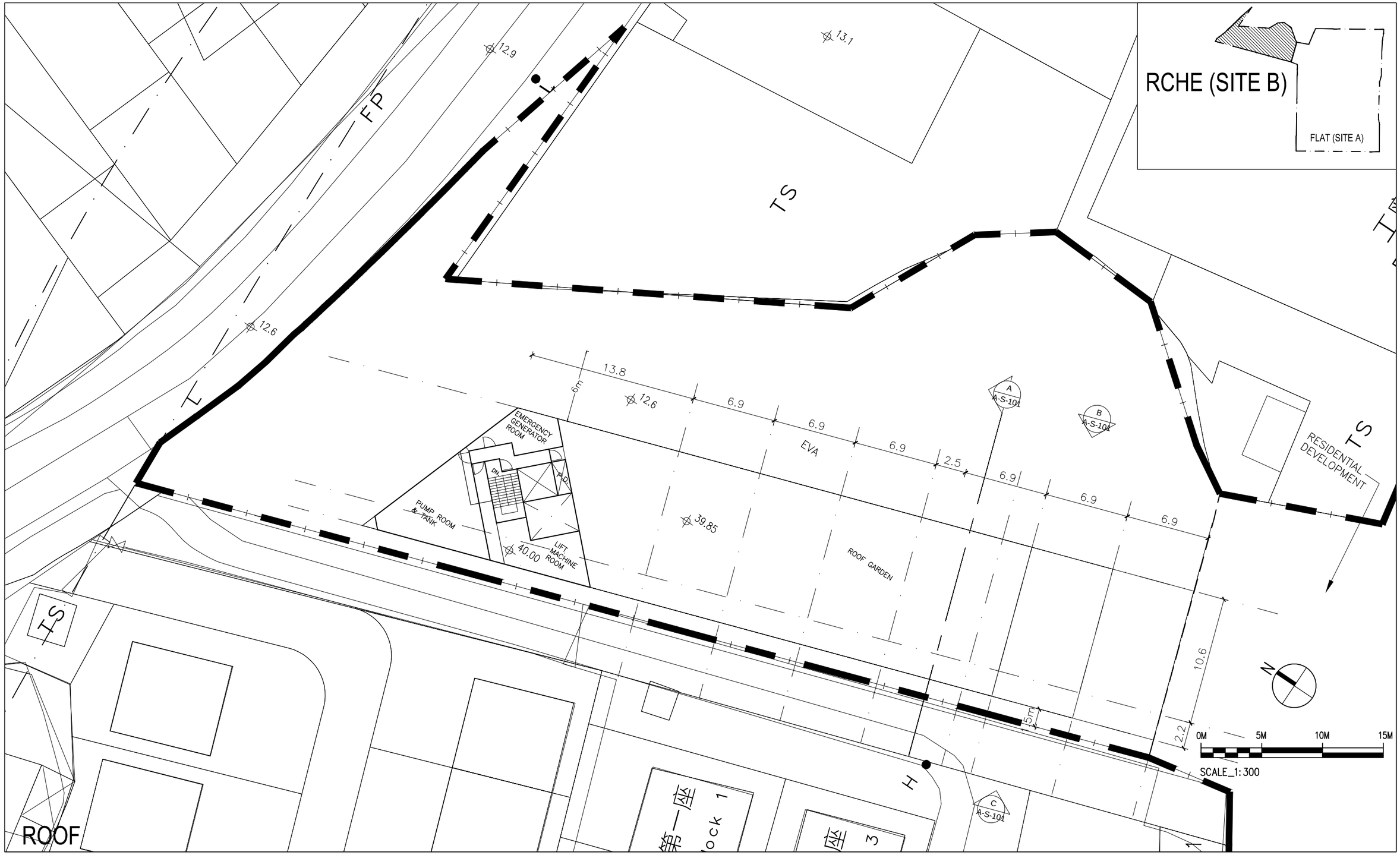
Project Title
NEW REZONING APPLICATION FOR PROPOSED RESIDENTIAL DEVELOPMENT AND GIC USES AT DD121, PING SHAN

Drawing Title
LAYOUT PLAN
(6/F - 7/F)

Project No. 20/HK/YL02
Issue Date. 11/10/2022
Cad File No. layout_plan.dwg
SCALE. 1 : 300 (A3)
Drawing No. A-P-103 (-)

Authority's / Client's Approval



Rev	Description	Drawn	Checked	Approved	Date
-	DESIGN	NC	DY	DY	11/10/22

Rev	Description	Drawn	Checked	Approved	Date

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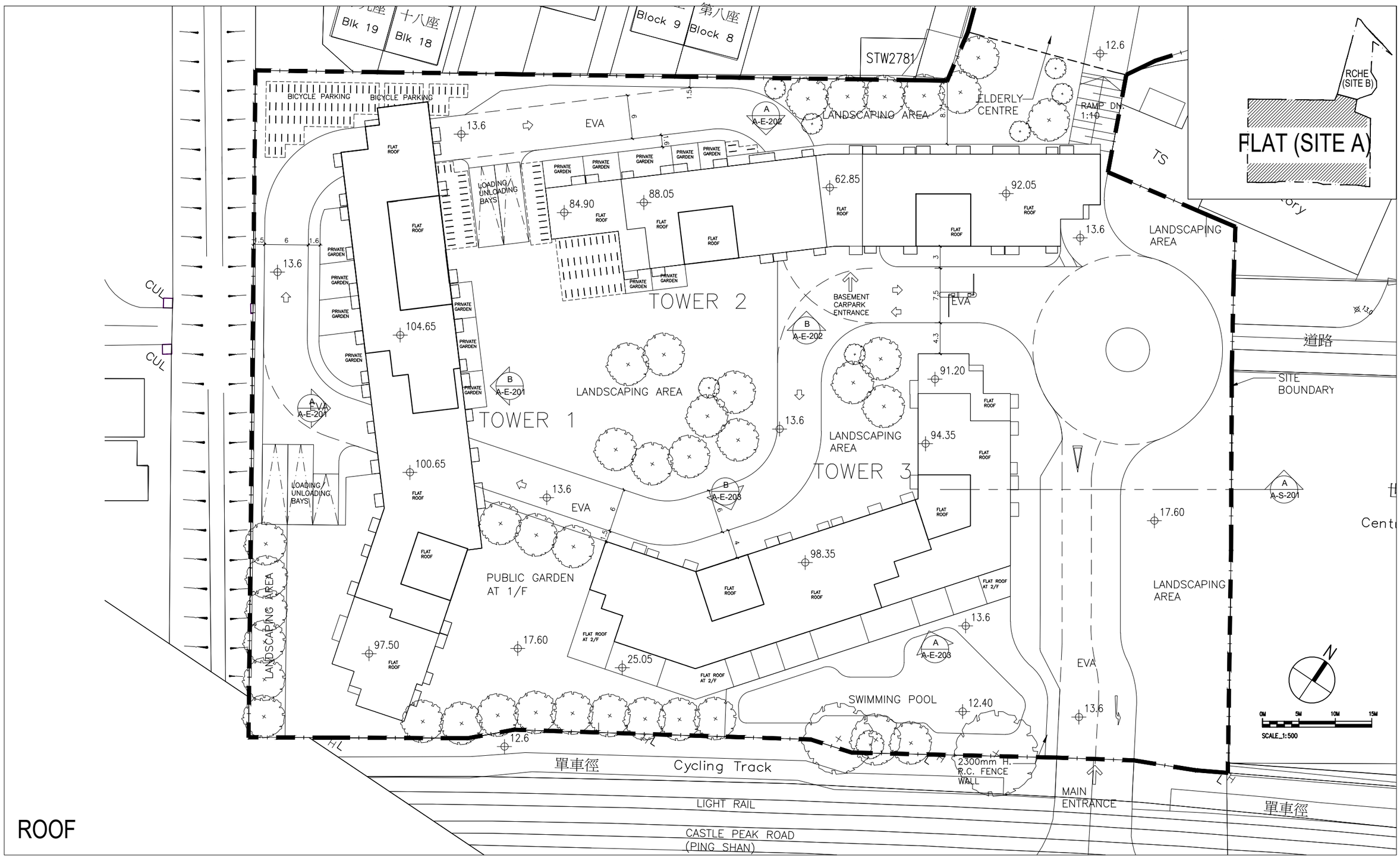
Project Title
NEW REZONING APPLICATION FOR PROPOSED RESIDENTIAL DEVELOPMENT AND GIC USES AT DD121, PING SHAN

Drawing Title
LAYOUT PLAN (ROOF)

Project No. 20/HK/YL02
Issue Date. 11/10/2022
Cad File No. layout_plan.dwg
SCALE. 1 : 300 (A3)
Drawing No. A-P-104 (-)

Authority's / Client's Approval



ROOF

Rev	Description	Drawn	Checked	Approved	Date
-	DESIGN	NC	DY	DY	11/10/22
A	GENERAL REVISION	NC	DY	DY	18/10/22
B	GENERAL REVISION	NC	DY	DY	25/10/22
C	GENERAL REVISION	IL	DY	DY	15/11/22

Rev	Description	Drawn	Checked	Approved	Date

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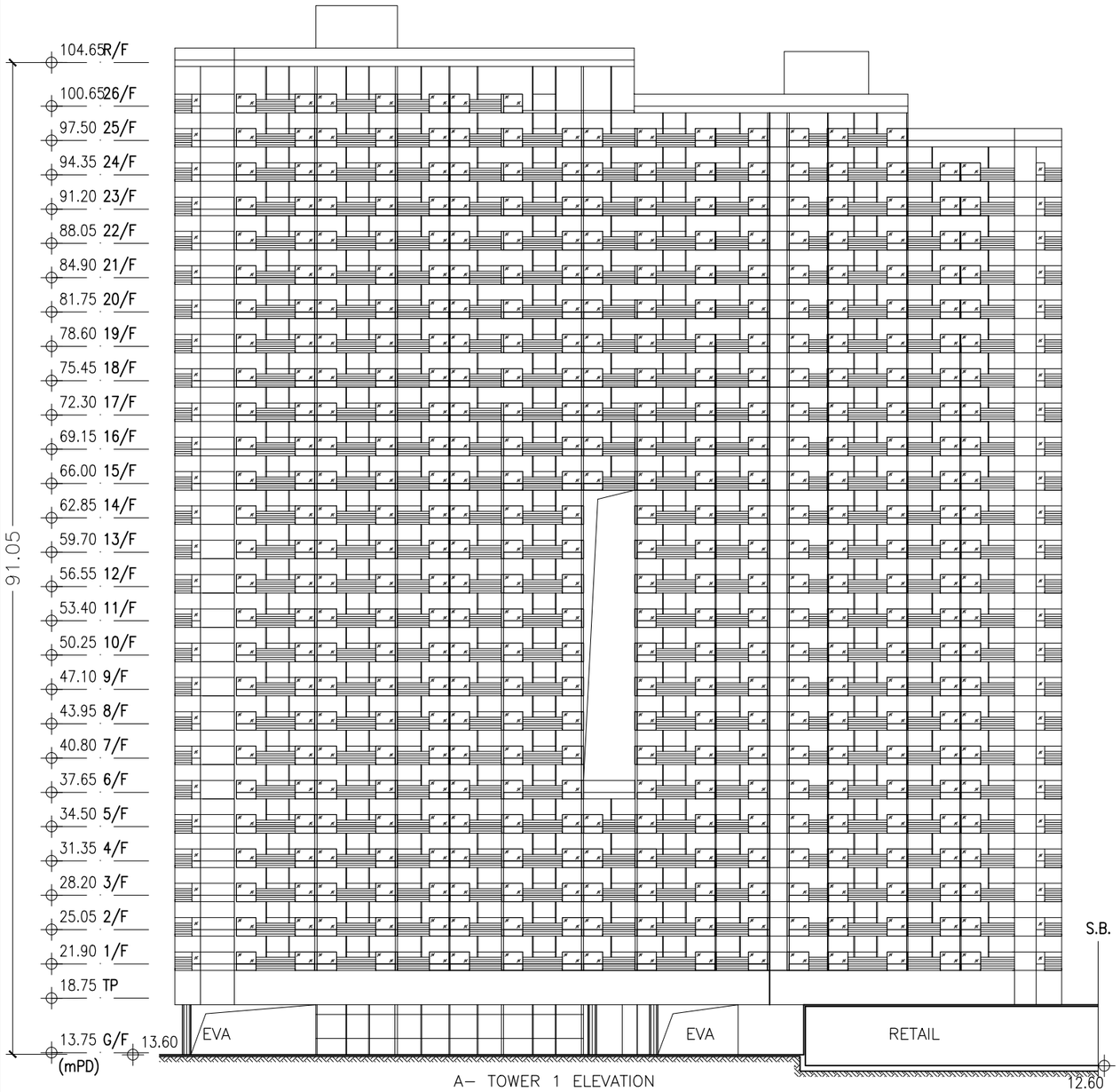
Project Title
NEW REZONING APPLICATION FOR PROPOSED RESIDENTIAL DEVELOPMENT AND GIC USES AT DD121, PING SHAN

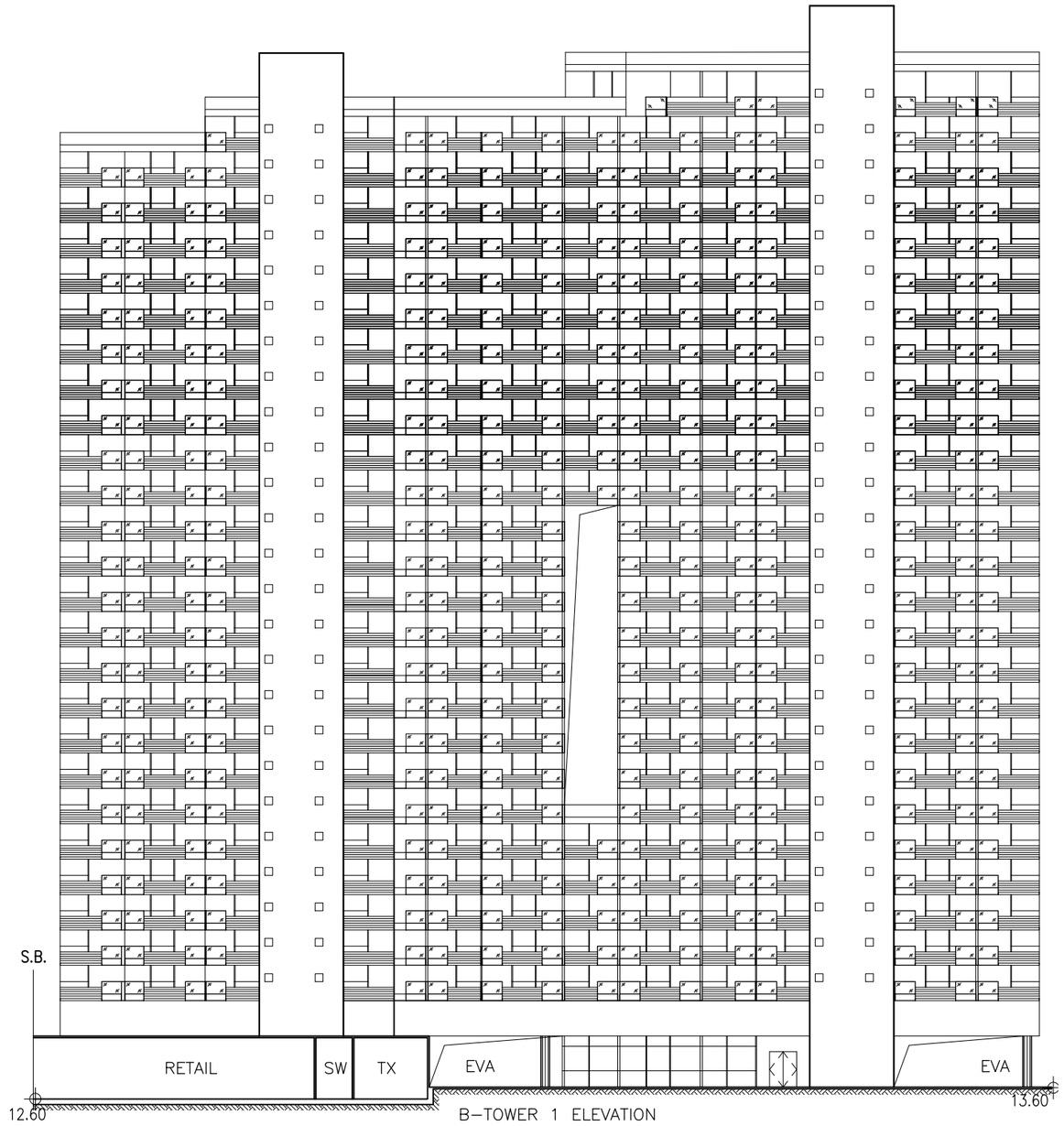
Drawing Title
RESIDENTIAL DEVELOPMENT ROOF PLAN

Project No. 20/HK/YL02
Issue Date. 11/10/2022
Cad File No. layout_plan.dwg
SCALE. 1 : 500 (A3)
Drawing No. A-P-208 (C)

Authority's / Client's Approval



A– TOWER 1 ELEVATION



B–TOWER 1 ELEVATION

Rev	Description	Drawn	Checked	Approved	Date
-	DESIGN	CM	DY	DY	11/10/22

Rev	Description	Drawn	Checked	Approved	Date

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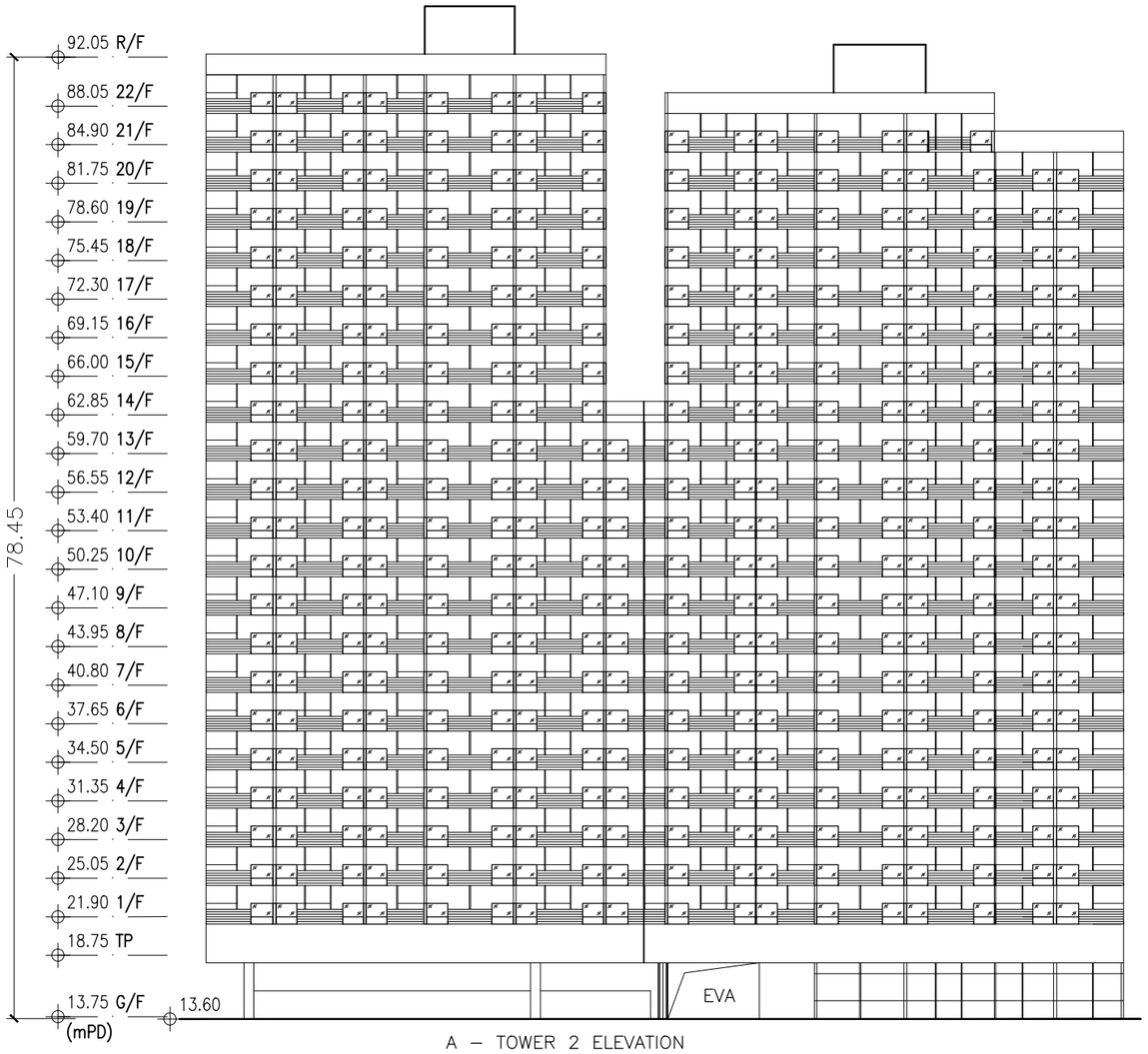
Project Title
NEW REZONING APPLICATION FOR PROPOSED RESIDENTIAL DEVELOPMENT AND GIC USES AT DD121, PING SHAN

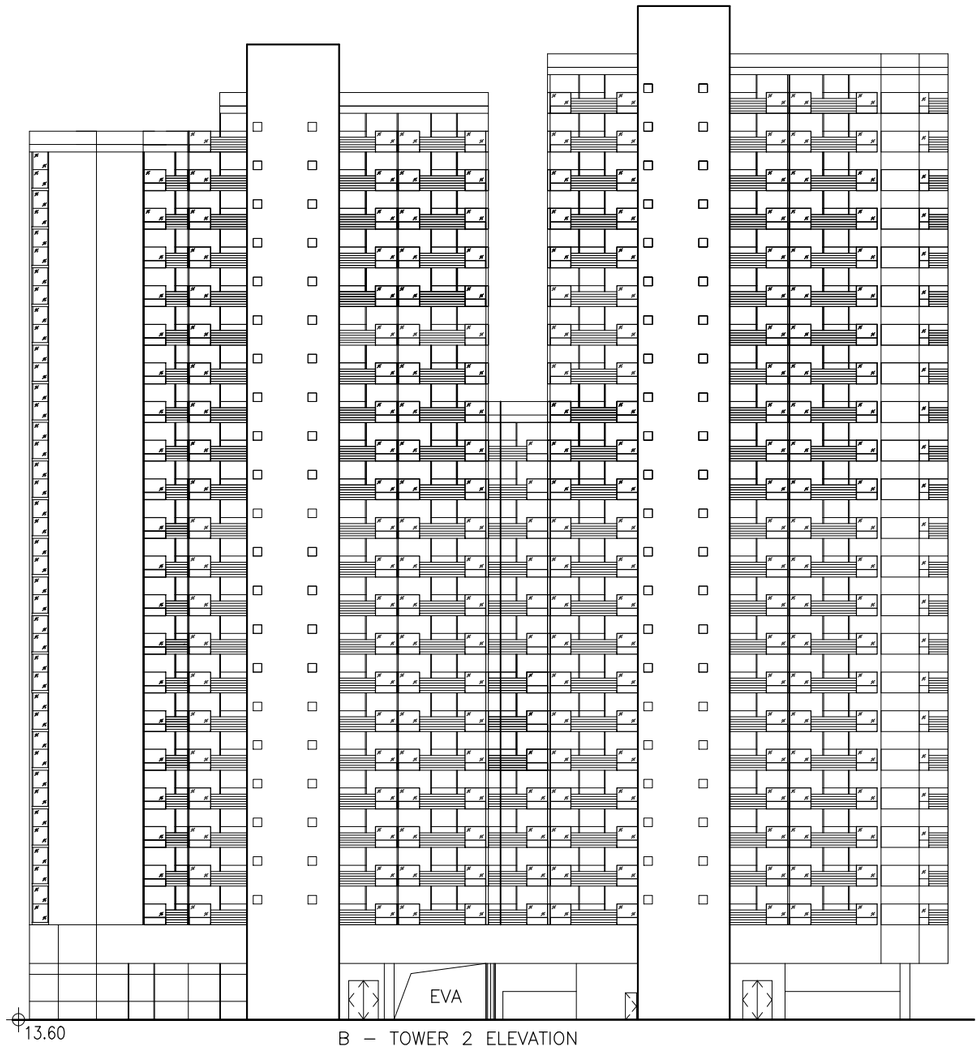
Drawing Title
RESIDENTIAL DEVELOPMENT ELEVATIONS - TOWER 1

Project No. 20/HK/YL02
Issue Date. 11/10/2022
Cad File No. Section.dwg
SCALE. 1 : 500 (A3)
Drawing No. A-E-201 (-)

Authority's / Client's Approval



A – TOWER 2 ELEVATION



B – TOWER 2 ELEVATION

Rev	Description	Drawn	Checked	Approved	Date
-	DESIGN	CM	DY	DY	11/10/22

Rev	Description	Drawn	Checked	Approved	Date

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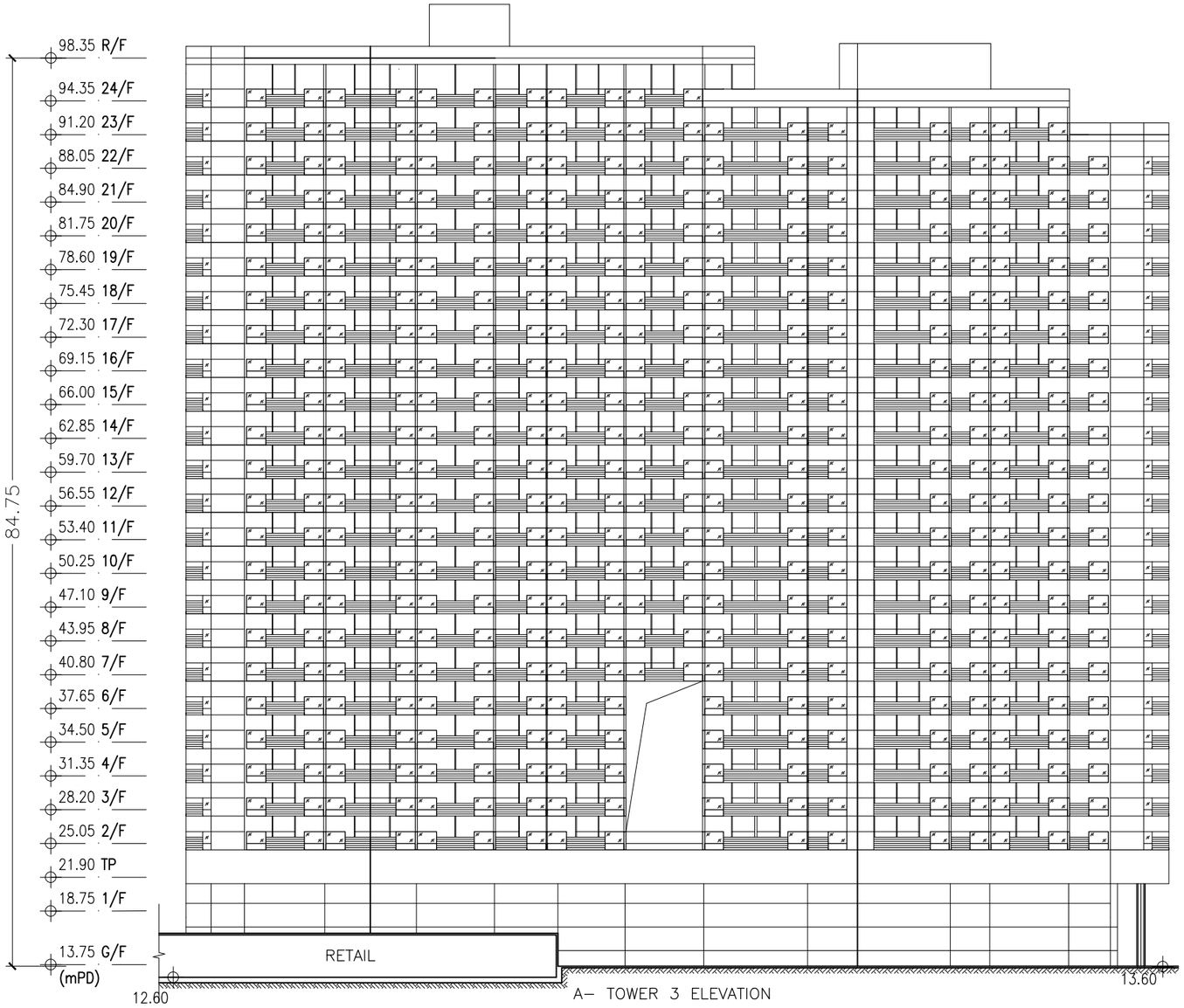
Project Title
NEW REZONING APPLICATION FOR PROPOSED RESIDENTIAL DEVELOPMENT AND GIC USES AT DD121, PING SHAN

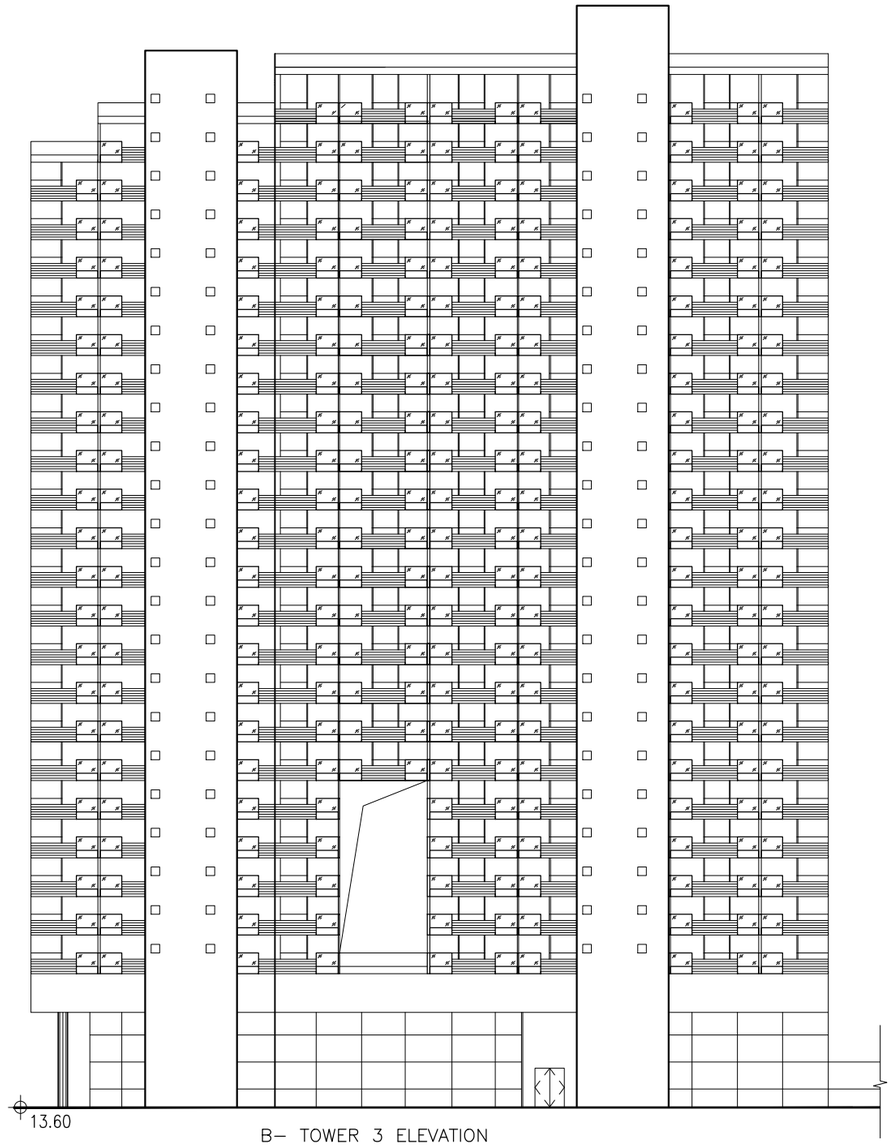
Drawing Title
RESIDENTIAL DEVELOPMENT ELEVATIONS - TOWER 2

Project No. 20/HK/YL02
Issue Date. 11/10/2022
Cad File No. Section.dwg
SCALE. 1 : 500 (A3)
Drawing No. A-E-202 (-)

Authority's / Client's Approval



A– TOWER 3 ELEVATION



B– TOWER 3 ELEVATION

Rev	Description	Drawn	Checked	Approved	Date
-	DESIGN	CM	DY	DY	11/10/22
					__/__/__
					__/__/__
					__/__/__
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Rev	Description	Drawn	Checked	Approved	Date
					__/__/__
					__/__/__
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					__/__/__
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					__/__/__
					__/__/__
					__/__/__
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					__/__/__

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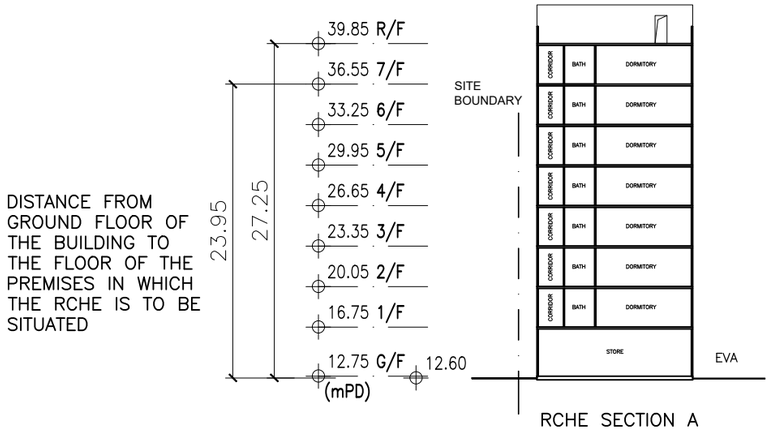
Website : www.mgdesignhk.com

Project Title
NEW REZONING APPLICATION FOR PROPOSED RESIDENTIAL DEVELOPMENT AND GIC USES AT DD121, PING SHAN

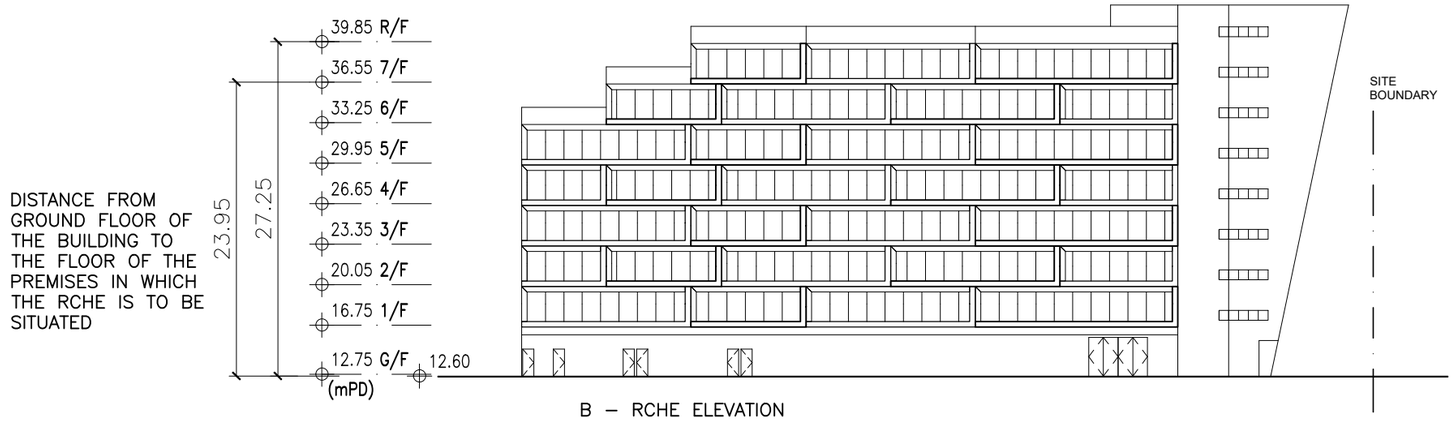
Drawing Title
RESIDENTIAL DEVELOPMENT ELEVATIONS - TOWER 3

Project No. 20/HK/YL02
Issue Date. 11/10/2022
Cad File No. Section.dwg
SCALE. 1 : 500 (A3)
Drawing No. A-E-203 (-)

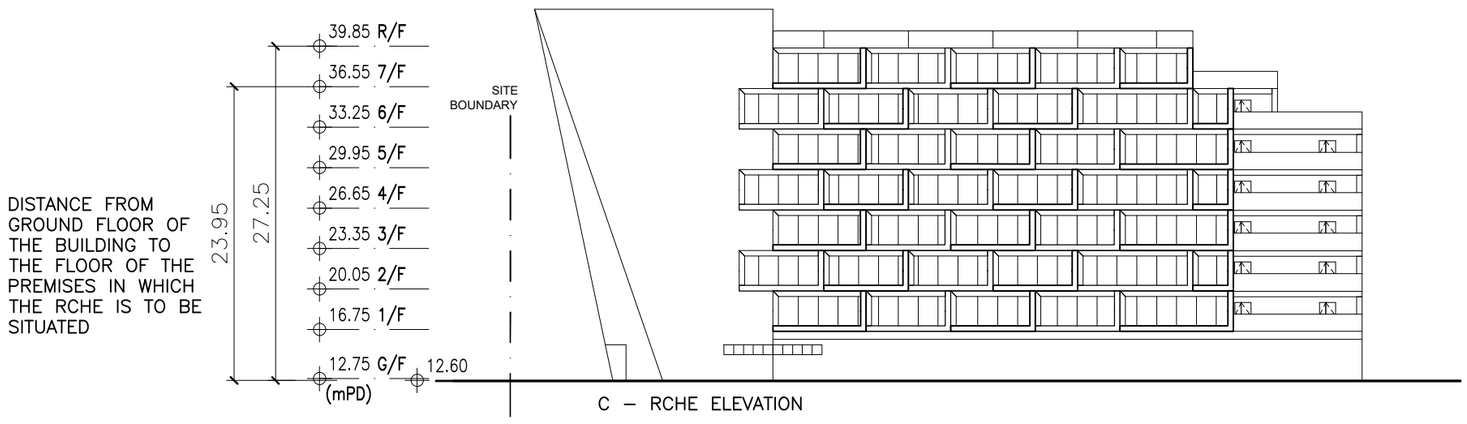
Authority's / Client's Approval



RCHE SECTION A



B – RCHE ELEVATION



C – RCHE ELEVATION

Rev	Description	Drawn	Checked	Approved	Date
-	DESIGN	CM	DY	DY	25/10/22

Rev	Description	Drawn	Checked	Approved	Date

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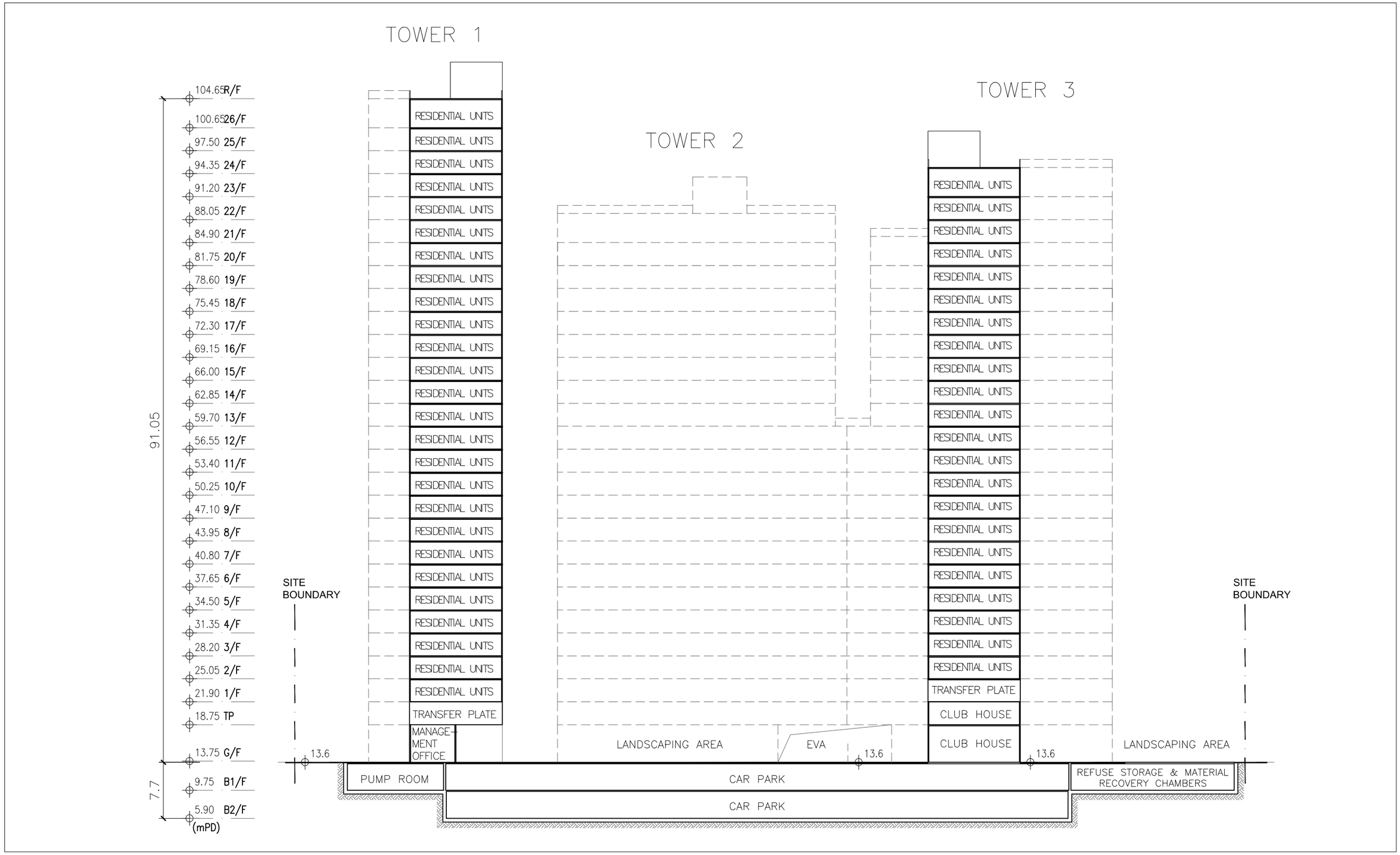
Project Title
NEW REZONING APPLICATION FOR PROPOSED RESIDENTIAL DEVELOPMENT AND GIC USES AT DD121, PING SHAN

Drawing Title
RCEH
SECTION & ELEVATIONS

Project No. 20/HK/YL02
Issue Date. XX/10/2022
Cad File No. Section.dwg
SCALE. 1 : 500 (A3)
Drawing No. A-S-101 (-)

Authority's / Client's Approval



Rev	Description	Drawn	Checked	Approved	Date
-	DESIGN	CM	DY	DY	11./10./22
A	GENERAL REVISION	IL	DY	DY	15./11./22
B	GENERAL REVISION	NC	DY	DY	04./05./23

Rev	Description	Drawn	Checked	Approved	Date
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Project Title
NEW REZONING APPLICATION FOR PROPOSED RESIDENTIAL DEVELOPMENT AND GIC USES AT DD121, PING SHAN

Drawing Title
RESIDENTIAL DEVELOPMENT SECTION A

Project No. 20/HK/YL02
Issue Date. 11/10/2022
Cad File No. Section.dwg
SCALE. 1 : 500 (A3)
Drawing No. A-S-201 (B)

Authority's / Client's Approval

Appendix 4

Tree Preservation and Landscape Proposal

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3.0 The Proposed Development

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- 5.2 Active and Passive Recreational Facilities
- 5.3 Site Coverage of Greenery
- 5.4 Soil Depth and Drainage for Planting
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6.0 Planting Proposal

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Appendix A Tree Survey Plan, Tree Assessment Schedule and Photographic Record of Existing Trees

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Appendix D Site Coverage of Greenery and Communal Open Space Provision

1.0 Introduction

1.1 The proposed Flat, Shop and Services and Social Welfare Facility (Residential Care Home for the Elderly) (The Proposed Development) is located at various Lots in D.D.121 & D.D.122 Ping Shan, Yuen Long. This report is prepared in support of the Proposed Development under this rezoning application.

1.2 This report describes the concepts and principles underlying the Landscape Master Plan of the Proposed Development. It describes the proposed residential development, shop and services, RCHE as well as the associated landscape design as well as tree preservation strategies. A more comprehensive package of proposals will be formulated during the detailed design stage of the project.

1.3 This landscape proposal presents:
- The existing tree vegetation;
- The Landscape Master Plan; and
- Planting Proposal of the Proposed Development.

2.0 The Site and Its Context

2.1 The Site is situated at various Lots in D.D.121 & D.D.122 Ping Shan, Yuen Long. To the immediate south is the Tong Yan San Tsuen Playground while Tang Ancestral Hall is located to its north. It is bounded by Castle Peak Road – Ping Shan and Ping Ha Road to its south and north respectively. Both will serve as vehicular access to the Site.

2.2 The Site is currently occupied by a logistics centre and there are several buildings at central portion of the Site. Majority of the area is covered by concrete and few trees were identified to the north of the Site. They are generally in semi-mature size and exhibited fair tree form and health conditions. It is confirmed that no OVT or protected species has been identified within the Site in accordance with the DEVB TCW No. 5/2020 – Registration and Preservation of Old and Valuable Trees (OVT) and the Forests and Countryside Ordinance. However, **2** nos. of potential OVT, i.e. **T07** & **T09** in accordance with the DEVB TCW No. 5/2020 have been identified outside the site boundary.

2.3 The landscape character of the Site and its surrounding is mainly rural comprised of villages, e.g. Tong Fong Tsuen, Ping Shan San Tsuen, low to medium-rise residential development, i.e. Imperial Villas, Villas Sunshine and industrial blocks, e.g. KIA Hong Kong – Yuen Long Service Centre, Sagawa Logistics Centre.

3.0 The Proposed Development

3.1 The development proposal comprises of residential flat with shop and services (Site A) at +13.60mPD and RCHE (Site B) at +12.6mPD to the south and north of the Site respectively. In Site A, there are three residential towers ranging from 25- to 27-storey (Tower 1), 21- to 23-storey (Tower 2) and 23- to 25-storey (Tower 3) high on top of a communal basement carpark, emergency vehicular access (EVA) and common landscape areas. Building height of these residential building ranges from +92.05mPD to +104.65mPD. In Site B, there are one 8-storey RCHE block (building height at +39.85mPD), carparks, EVA and common landscape areas. The typical floor plan and schematic section shall refer to drawings in same Rezoning Application.

3.2 As the ground surface within the Site needs to be recontoured and some of the vegetation would be affected by the site formation work. The detailed tree assessment shall refer to the Para 4.0 below. The architectural layout has overlaid on the Tree Survey Plan to illustrate the impact of the Proposed Development on existing vegetation. The tree survey plan, tree assessment schedule and photographic record of the trees are included in **Appendix A** for reference.

4.0 Existing Vegetation

4.1 A tree survey was carried out on **15 May 2021** in accordance with LAO PN No. 2/2020. In order to investigate the landscape impact on existing vegetation within the Site and adjoining areas, trees located within **5m** from the Site boundary are included in the tree survey. A total of **25** trees were recorded (i.e. **15** within and **10** outside the Application Site Boundary). The tree survey schedule, tree survey plan and photographic record of existing trees are shown in **Appendix A** and are outlined below:

Table 1.0 Species Composition of Existing Trees

Scientific Name	Chinese Name	Quantity	Tree No.
Bischofia javanica	秋楓	1	T22
Bombax ceiba	木棉	3	T01, T16, T23
Broussonetia papyrifera	構樹	1	T17
Celtis sinensis	朴樹	3	T18, T19, T20
Cinnamomum camphora	樟樹	1	T21
Eucalyptus robusta	桉樹	3	T11, T12, T13
Ficus microcarpa	細葉榕	7	T02, T03, T04, T05, T06, T07, T09
Macaranga tanarius	血桐	3	T08, T14, T15
Melaleuca leucadendron	白千層	3	T10, T24, T25
	Total:	**25**	

4.2 The Site is dominated by ***Ficus microcarpa*** 細葉榕 (**7** nos.), ***Celtis sinensis*** 朴樹 (**3** nos.) and ***Eucalyptus robusta Smith*** 桉樹 (**3** nos.) which are common hillside species in Hong Kong.

4.3 The health condition of the bulk of these trees is generally in Fair condition (**88.0**%) and the remaining trees are in Poor condition (**12.0**%).

4.4 No OVT or protected species has been identified in accordance with the DEVB TCW No. 5/2020 – Registration and Preservation of Old and Valuable Trees and the Forests and Countryside Ordinance respectively. However, **2** nos. of potential OVT, i.e. **T07** & **T09** in accordance with the DEVB TCW No. 5/2020 have been identified outside the Application Site Boundary.

Impact of the Proposed Development

4.5 Impact of the Proposed Development is generally caused by the site formation works, construction of the internal roads and building, removal of existing vegetation for the build element and the related construction activities, excavation works for E&M reserves and structural footings. The proposed building layout has been overlaid on **Tree Survey Plans** in **Appendix A** to illustrate the impact on the existing trees.

Retention of Trees

4.6 **6** out of total **25** surveyed existing trees within Application Site will be in conflict with the proposed works while **19** of the surveyed existing trees including **9** within and **10** outside the Application Site Boundary will be unaffected by the Proposed Development. The retained trees will be protected and maintained in accordance with the details set out in Section 25 – Landscape Work in the General Specification for Building (2017) and relevant guidelines promulgated by GLTM.

4.7 It is important to mentioned that **2** nos. of potential OVT, i.e. **T07** & **T09** were identified to the southeast of the Site outside the Site boundary. As their branches have been intruding into the Site, no works is proposed within the driplines of the tree canopies in order to preserve them in-situ. Moreover, proper protective measures in accordance with relevant guidelines by GLTM and DEVB TCW No. 4/2020 will be undertaken during the construction phase.

Felling and Transplantation of Trees

4.8 For trees that will be in conflict with the proposed works shall be proposed to be transplanted if they fulfil all the criteria below:

a. Trees have high amenity value;
b. Trees with good form and health;
c. Suitable access;
d. Tree species able to be transplanted easily;
e. Trees have suitable size and;
f. Trees are young to semi-mature.

4.9 In this project, **6** of existing trees within the Site Boundary are in direct conflict with the proposed works and cannot be retained in situ. None of the disturbed trees fulfil the above criteria and is recommended for transplantation.

4.10 **2** affected trees are **T24, T25** - ***Melaleuca leucadendron*** which are common roadside plantation species in Hong Kong. Both of them have attained their maturity. As their root systems were embedded by concrete structures, it is very difficult to form a viable and sufficient-sized rootballs for transplantation. Therefore, it is proposed to fell them, instead of transplanting them.

4.11 **3** affected trees including **T13** - ***Eucalyptus robusta and*** **T14, T15 -** ***Macaranga tanarius*** are common hillside species in Hong Kong. As their root systems are vulnerable to environmental change and this renders them a relatively low survival rate after transplantation. Moreover, all of them are growing close to the existing road and their root system is embedded by concrete structures. Hence, all of these trees are also proposed to be felled.

4.12 **1** affected tree, **T18** – ***Celtis sinensis*** is growing at the roadside planter. It exhibited an asymmetrical tree form and poor health conditions. Sign of health deterioration includes broken trunk, broken branches and sparse foliage. Besides, as it's root system is restricted by a concrete planter, it is not possible to form a viable and sufficient-sized rootball for transplantation. Therefore, it is proposed to fell it as well.

4.13 In this project, **6** out of total **25** nos. identified existing trees are proposed to be felled.

4.14 A summary of the tree proposals for the Proposed Development is provided in Table 2.0 below.

Table 2.0 Summary of Proposed Treatment for Existing Trees

Area	**Number of Trees to be Retained**	**Number of Trees to be Felled**	**Number of Trees to be Transplanted**	**Number of Trees in Survey**
Within Application Site Boundary	9	6	0	15
Outside Application Site Boundary	10	0	0	10
Total:	**19**	**6**	**0**	**25**

5.0 Landscape Proposals (Refer to Appendix B)

5.0.1 The aim of the landscape proposals is to respond to site conditions, building form and function of the Proposed Development and to provide a quality landscape scheme. The main factors to be taken into consideration are:

- Response to the site context, both in terms of landscape character and visual amenity;
- Response to the proposed building and its architectural style;
- Creation of a green setting by maximising the opportunity for soft landscape;
- Establishment of pleasant landscape areas which meets the varying needs of occupants and satisfy the recreational requirements of them; and
- Minimization of future maintenance requirements.

5.0.2 Landscape drawings showing the proposed landscape treatment for the Proposed Development, and their underlying principles have been attached in **Appendix B** for ease of reference.

- Hong Kong Planning Standards and Guidelines;
- Technical Guidelines on Landscape Treatment for Slopes (GEO Publication No. 1/2011);
- Design Manual: Barrier Free Access 2008 (Buildings Department);
- LAO Practice Note No. 2/2020 - Tree Preservation and Tree Removal Application for Building Development in Private Projects Compliance of Tree Preservation Clause under Lease; and
- BD PNAP APP-152 – Sustainable Building Design Guidelines (2019 version)

5.1 Landscape Design Concept

5.1.1 The landscape concept mentioned below describe considerations, which had been considered as being general to the whole landscape design.

Screening Plantation on the Periphery of the Proposed Development

5.1.2 In view of the existing landscape context, there are mature trees growing along the south and west outside the Application Site Boundary. Some of their branches have been extending into the Site. The building footprint has been recessed from these boundaries and no major works is proposed in these areas in order to preserve the important landscape resources, including mature trees nos. **T01** to **T07, T09, T19** and **T23**. They will help to retain the existing visual amenity on Site and alleviate the visual intrusion of the Development during and after construction stages.

5.1.3 Moreover, edge planting strips with min. 1.5m wide are proposed along the boundary to form a soft-planted edges along the periphery of the Site. Please refer to the Landscape Master Plans and Landscape Sections, dwg. No. **LD101** in **Appendix B**. This will help to provide smooth transition between the development and the adjacent road corridors and adjoining neighbors. Planting verges will accommodate adequate growing medium for provision of ornamental trees, shrubs and groundcover and planting will be primary evergreen in nature.

Maximization of Greenery within Site

5.1.4 The private car parks for Site A will be located at basement floors while the driveway at G/F will be utilized mainly for footpath and EVA. Planting verges with ornamental plants are proposed along the internal access in order to provide shade and visual amenity to the occupants and visitors. Heavy standard trees and medium shrubs are proposed to enhance the instant greening effect and to form a green boulevard along the internal access.

5.1.5 In order to enhance the local greenery, flat roofs of RCHE at Site B will be planted with ornamental vegetation. Please refer to the landscape drawings. Nos. **LD102** and **LD103**, in **Appendix B** for reference. These green roofs will also form as visual courtyards to the occupants and adjoining neighbours.

5.1.6 Moreover, vertical green wall in form of wire system are proposed along the boundary wall to the north of Site A and to the east of Site B, in order to enhance the local greenery. The proposed vertical green wall, ornamental trees and shrubs at toe of the retaining walls will help to soften the hard lines of the boundary wall. Please refer to the landscape drawings. Nos. **LD104** and **LD105**, in **Appendix B** for reference.

Planting Design

5.1.7 A majority of proposed plantings will be planted along the internal access, common planting beds, and planting strips along the periphery of the Site. This will create a tranquil and harmonic environment for enjoyment of future residents. The use of tree planting in heavy standard size and in good quality would be encouraged to provide a more instant effect.

5.1.8 Where practicable and feasible, heavy standard trees, medium shrubs and foliage plants are proposed. These soft landscape measures will enable to soften the hard lines of the Proposed Development. The use of planting heavy standard sized vegetation would offer a more instant greening effect. Planting Plans shall refer to **Appendix C**.

5.1.9 In order to enhance the local biodiversity, local species or broad-leaf species will be selected for tree planting.

Compensation for Vegetation Disturbed due to the Development

5.1.10 The Proposed Development will require vegetation clearance for construction of the basement, EVA, clubhouse and building blocks. Some of the on-site existing trees will inevitably be disturbed. The proposal aims to compensate the loss of vegetation, in particular, through planting of new trees. Further details of the compensatory planting proposal are in **Section 6.0** and **Appendix C**.

5.1.11 **157** new trees with average **80mm** DBH are proposed to be planted to compensate the loss of **6** existing trees. All proposed trees will be maintained by the individual house owners and the future management office of the Proposed Development.

5.2 Active and Passive Recreational Facilities

5.2.1 In Site A, recreational facilities like children's play area, meandering path, fitness equipment for the adult and swimming pool are provided at G/F level. Besides, in order to facilitate the occupants in this development, several sitting courtyards are scattered at G/F and 1/F for enjoyment of the occupants and visitors.

5.2.2 In Site B, as the Site is mainly occupied by proposed RCHE, EVA, parking lots and common greenery areas. Outdoor recreational facilities including outdoor dining area, fitness equipment for the elderly, chess garden and sitting courtyard are mainly located on flat roofs of the building. Besides, meandering path, trellis and sitting garden are also provided at G/F for enjoyment of the occupants.

5.2.3 It is expected that there will be about **4,830** occupants at the Proposed Development while the proposed area of the communal open spaces under application will be around **5,394.0** m^2. Hence, the provision of the communal open space can meet the requirement set out in HKPSG, i.e. 1 m^2 per person. Please refer to the Communal Open Space Calculation in **Appendix D**.

5.3 Site Coverage of Greenery

5.3.1 The landscape proposal aims to strengthen the local greenery within the Site. The common greenery calculation is based on BD PNAP-APP 152 – Sustainable Building Design Guidelines the present scheme is shown in the schedule below, and drawing showing the greenery calculation shall refer to dwg. No. GR01 in **Appendix D**.

Table 3.0 Greenery Calculation

Site Area:	14,536.0 m^2
Required Total Greenery	14,536.0 m^2 x 20% = 2,907.20 m^2
Required Greenery at Primary Zone	14,536.0 m^2 x 10% = 1,453.60 m^2
Allowable Greenery Features:	2,907.20 m^2 x 30% = 872.16 m^2
Provided Greenery:	
Uncovered Planting Area at G/F:	3,532.0 m^2
Greenery Features - Vertical Green Walls	450.0m^2 (<872.16 m^2)
Greenery at Primary Zone:	(3,532.0+450) m^2 = 3,982.0 m^2 (>1,453.60 m^2)
Greenery at Other Areas (Flat Roofs of RCHE)	423.20 m^2
Total Greenery:	(3,982.0 + 423.20) m^2 = 4,405.20 m^2 (>2,907.20 m^2)
Greenery Ratio	4,405.20/14,536.0 x 100% **= 30.31%**

5.3.2 Total Greenery Area is approx. **4,405.20 m^2** (i.e. more than the required 20% greenery requirement, **2,907.20 m^2**), as set out in PNAP APP-152 – Sustainable Building Design Guidelines. Besides, the proposed greenery areas are easily accessible by the public is referred to "Greenery at Primary Zone", i.e. **3,982.0 m^2** (i.e. more than the required **1,453.60 m^2**).

5.4 Soil Depth and Drainage for Planting

5.4.1 The requirement of soil depth is directly related to the planting design and its associated loading requirement upon structure. In general, the soil depth provided, with all drainage layers, water-proofing and protective screeding exclusive is listed below:

Table 4.0 Planting Medium (Soil Depth)

Planting Type	**Soil Depth (Minimum)**
Tree/ Palm tree	1200mm
Shrub/ Climbers	600mm
Groundcover/ Turf	300mm

All Planting areas on slab shall be provided with sub-soil drainage system.

5.5 Irrigation

5.5.1 The proposed irrigation system will be by tap water pipe for manual operation. Lockable water points will be provided at 40m centres covering the entire site. The proposed source of water supply is subject to final approval from the Water Services Department.

5.6 Future Maintenance

Hard Landscape Elements

5.6.1 Maintenance for hard landscape elements shall be carried out by the future management office of the Proposed Development with maintenance intention as follows:

I – Routine Maintenance (Daily – Weekly)
a. Rubbish and litter removal
b. Sweeping and cleaning
c. Damage inspection and repair for site furniture and light bulb replacement

II – Annual/ Long Term Maintenance
a. Repainting
b. Resurfacing of worn pavements
c. Replacing worn parts site furniture, lighting fixture and other facilities
d. Replacement of worn landscape furniture.

Soft Landscape Element

5.6.2 The softworks contractor will be responsible for maintenance of the planting during the establishment period allowed for in the construction contract, usually for the first year after the beginning of the schemes operational phase. This will ensure that the soft landscape measures are in a healthy condition prior to the finished scheme being handed back to the lot owner.

5.6.3 Ultimately the future management office will employ skilled maintenance staff to take care of all landscape areas within the Site.

6.0 PLANTING PROPOSALS (Refer to Appendix C)

6.1 In order to provide quality landscape for the Proposed Development, soft landscape works will be the major landscape element of the landscaping proposal and satisfy the following criteria:

- To compensate the loss of affected trees;
- To screen the residential building and reduce the visual impact to the nearby residents/ visitors;
- To minimize future maintenance; and
- To be compatible with the hillside environment.

6.2 The proposed planting species list is shown as follows and details shall refer to the Planting Plans in **Appendix C.**

Table 5.0 Proposed Planting Schedule

Botanical Name	Chinese Name	Size (mm)	Spacing (mm)
TREES		**Height x Spread x DBH (mm)**	
Camellia Japonica	山茶	3000x1250x80	4000
Bischofia javanica	秋楓	4500x1500x80	4000
Sapium dicolor	山烏桕	4000x1500x80	4000
Garcinia Subelliptica	菲島福木	4000x1250x80	4000
Lagerstroemia indica	紫薇	3000x1500x80	4000
Plumeria rubra	紅雞蛋花	3000x2000x80	4000
Osmanthus fragran	桂花	3000x1500x80	4000
Terminalia mantaly	細葉欖仁	4500x1500x80	4000
SHRUBS		**Height x Spread (mm)**	
Carmona microphylla	福建茶	450x400	400
Codiaeum variegatum	黃洒金	350x300	300
Codiaeum variegatum 'mixed'	洒金榕	600x500	450
Iris tectorum	鳶尾	500x350	200
Juniperus chinensis	龍柏	1200x600	As shown
Melastoma candidum	野牡丹	350x300	300
Madagascar jasmine stephanotis floribumda	非洲茉莉	500x500	400
Murraya paniculata	九里香	600x500	450
Rhapis excelsa	小葉棕竹	1200x600	600
Ruellia coerulea	翠蘆莉	400x400	350
Schefflera arboricola	鵝掌藤	600x500	450
Schefflera arboricola "Trinette"	黃金鵝掌藤	500x500	450
GROUNDCOVERS		**Height x Spread (mm)**	
Nephrolepis auriculata	腎蕨	250x150	150
Lantana montevidensis	小葉馬纓丹	300x300	250

Sansevieria spp.	虎尾蘭	300x300	300
Ophiopogon bodinieri	沿階草	250x250	200
Phyllanthus myrtifolius	錫蘭葉下珠	200x300	300
CLIMBING PLANT			
Bauhinia glauca	羊蹄甲藤	900x300	300
Parthenocissus himalayana	爬牆虎	1000x300	300
GRASS			
Zoysia japonica	朝鮮草	-	-

6.3 In this study area, a total of **25** trees (i.e. **15** within and **10** outside the Site Boundary) were recorded. The **19** trees (**9** within and **10** outside the Site) will be retained in-situ (as unaffected by the Proposed Development) while the **6** trees inside the Site will be felled due to in conflict with the Proposed Development and the associated works.

6.4 **157** heavy standard trees with average DBH approx. 80mm are proposed to be planted to compensate the loss of the **6** existing trees. They will be planted at the common landscape areas, peripherical planting strips and roadside planting verge within the site boundary. All these new trees within the lot boundary will all be maintained by the future management office and the individual Lot owners of the Proposed Development.

6.5 Upon the above, the compensation ratio in terms of quantity and quality is shown as follows:

Quantity of loss of trees:	6 nos.
Accumulated DBH loss of trees:	2.80 m
Quantity of compensatory trees:	157 nos.
Quantity compensation ratio:	1:26.17
DBH compensation:	12.56m
DBH compensation ratio:	1:4.49

7.0 PROPOSAL FOR TREE PRESERVATION

7.1 In this project, **19** retained trees including **9** trees inside and **10** trees outside the Site will be retained on site. The following measures should be undertaken for the preservation and protection of existing trees in surrounding areas:

7.2 In order to determine the impact to the existing vegetation by the proposed development, a full Tree Felling Application in accordance with DEVB TCW No. 6/2015 "Maintenance of Vegetation and Hard Landscape Features" and LAO Practice Note No. 2/2020 "Tree Preservation and Tree Removal Application for Building Development in Private Projects Compliance of Tree Preservation Clause under Lease" should be undertaken and submitted to the relevant Government departments for approval.

7.3 It is proposed that unaffected trees are to be retained on site due to their amenity and conservation value. The contractor will need to be made aware of the need to minimize the encroachment of the construction works on the trees. The area under the drip line of the tree canopy will be fenced by 1.2m high temporary protective fencing during construction stage. Besides, all provisions for tree preservation and protection measures of retained trees should follow the details in Section 25 – Landscape Work in the General Specification for Building (2017).

7.4 Appropriate protection to these trees, e.g. wrapping of the tree stems with protective cover will be adopted during the construction process. As a precautionary measure and only if necessary, pruning of branches of existing trees identified for retention will be on an absolute need basis and strictly adhere to the principle of crown thinning in maintaining their form and amenity value. The tree preservation works will be implemented by approved Landscape Contractors and inspected and approved on site by a qualified Landscape Architect. The site situation will be carefully monitored, including the key stages in the preparation of the trees, the implementation of protection measures and health monitoring throughout the construction period. A tree protection specification would be included within the contract document.

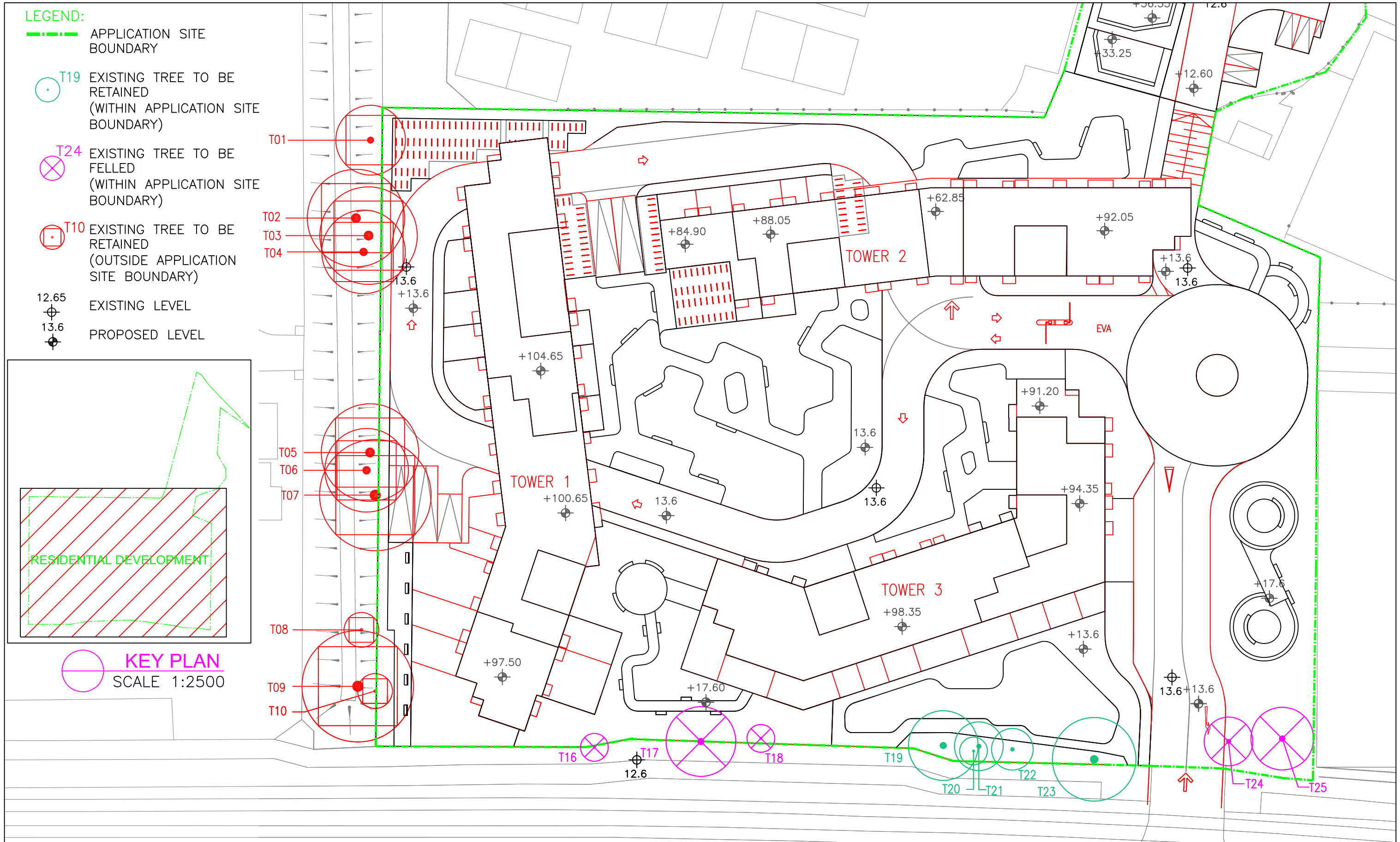
7.5 The softworks contractor will be responsible for maintenance of the planting during the establishment period allowed for in the construction contract, usually for the first year after the beginning of the schemes operational phase. This will ensure that the soft landscape measures within lot boundary and at open space are in a healthy condition prior to the finished scheme being handed back to management office of the site.

Appendix A

Tree Survey Plan, Tree Assessment Schedule

And

Photographic Record of Existing Trees



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PROJECT 工程項目
SECTION 12A REZONING APPLICATION–REQUEST FOR AMENDMENT TO THE APPROVED PING SHAN OUTLINE ZONING PLAN NO.S/YL–PS20 FROM VILLAGE TYPE DEVELOPMENT ZONE AND COMPREHENSIVE DEVELOPMENT AREA ZONE TO RESIDENTIAL(GROUP B)2 ZONE AT VARIOUS LOTS IN D.D.121 AND D.D.122 AND ADJOINING GOVERNMENT LAND, PING SHAN, YUEN LONG, NEW TERRITORIES

DRAWING TITLE 圖紙名稱
TREE SURVEY PLAN (SITE A)

SCALE 比例: 1:500
DATE 日期: NOV 2022
REVISION 校訂: –
DRAWING NUMBER 圖號: TS01

DESIGNED 設計: TEL
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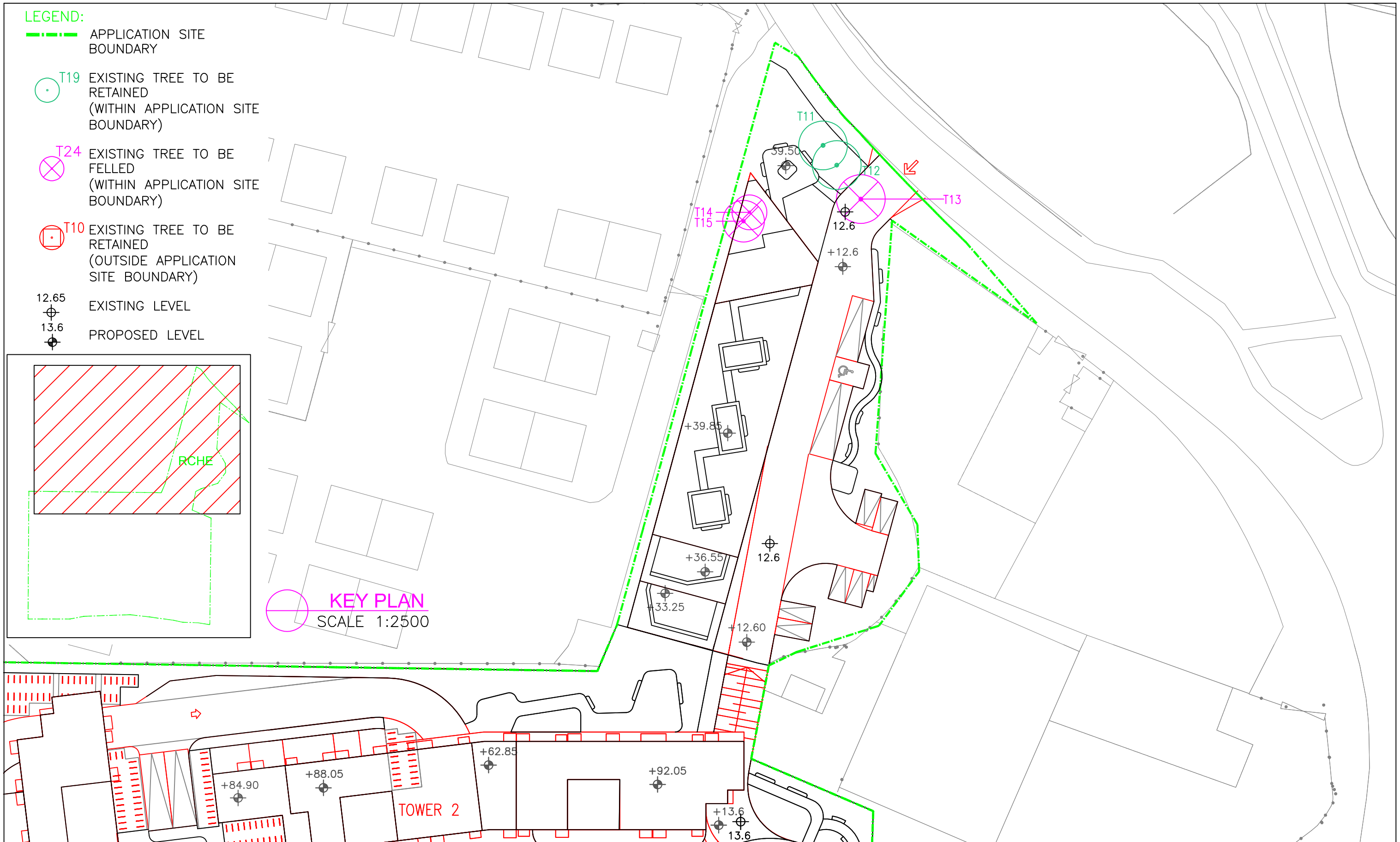
TELEPHONE 2868 0980 FACSIMILE 2868 2203 電話:(八五二) 二八六八 零九八零 傳真:(八五二) 二八六八 二二零三

CAD FILENAME : C2119–TS01

LEGEND:

- APPLICATION SITE BOUNDARY
- T19 EXISTING TREE TO BE RETAINED (WITHIN APPLICATION SITE BOUNDARY)
- T24 EXISTING TREE TO BE FELLED (WITHIN APPLICATION SITE BOUNDARY)
- T10 EXISTING TREE TO BE RETAINED (OUTSIDE APPLICATION SITE BOUNDARY)
- 12.65 EXISTING LEVEL
- 13.6 PROPOSED LEVEL



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DRAWING TITLE 圖紙名稱
TREE SURVEY PLAN
(SITE B)

SCALE 比例	1:500
DATE 日期	NOV 2022
REVISION 校訂	–
DRAWING NUMBER 圖號	TS02
DESIGNED 設計	TEL
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CAD FILENAME : C2119–TS02

Tree Assessment Schedule at

Section 12A Rezoning Application - Request for Amendment to the Approved Ping Shan Outline Zoning Plan No. S/YL-PS/20 from "Village Type Development" Zone and "Comprehensive Development Area" Zone to "Residential (Group B) 2" Zone at Various Lots in D.D 121 and D.D. 122 and Adjoining Government Land, Ping Shan, Yuen Long, New Territories

Prepared by Ted Lam (R.L.A. No. R-073) on 15 May 2021

To be read in conjunction with Tree Survey Plan, dwg. no. C2119-TS01 and C2119-TS02

Tree No.	Name Botancial Name	Chinese Name	Original Location (Within/ Outside Application Site Boundary)	Level at Root Collar	Size DBH (mm)	Height (m)	Spread (m)	Form (Good/Fair/Poor)	Health (Good/Fair/Poor)	Amenity Value (High/Med/Low)	Survival Rate after Transplantation (High/Med/Low)	Proposed Treatment (Retain/Fell/Transplant)	Justification for felling	Remark
T01	*Bombax ceiba*	木棉	Outside Application Site boundary	12.79	800	14	10	Poor	Poor	Med	Low	Retain	-	codominant trunk, asymmetrical form, bark detachment
T02	Ficus microcarpa	細葉榕	Outside Application Site boundary	13.62	800	12	14	Fair	Fair	Med	Low	Retain	-	growing on earth berms
T03	Ficus microcarpa	細葉榕	Outside Application Site boundary	12.97	800	12	14	Fair	Fair	Med	Low	Retain	-	growing on earth berms
T04	Ficus microcarpa	細葉榕	Outside Application Site boundary	13.33	800	10	12	Fair	Fair	Med	Low	Retain	-	growing on earth berms
T05	Ficus microcarpa	細葉榕	Outside Application Site boundary	13.42	950	8	14	Fair	Fair	Med	Low	Retain	-	growing on earth berms
T06	Ficus microcarpa	細葉榕	Outside Application Site boundary	12.73	800	5	12	Fair	Fair	Med	Low	Retain	-	growing on earth berms
T07	Ficus microcarpa	細葉榕	Outside Application Site boundary	13.28	1200	7	16	Fair	Fair	Med	Low	Retain	-	growing on earth berms
T08	Macaranga tanarius	血桐	Outside Application Site boundary	14.02	300	8	5	Poor	Fair	Low	Low	Retain	-	asymmetrical form and leaning form
T09	Ficus microcarpa	細葉榕	Outside Application Site boundary	14.55	1800	12	16	Fair	Fair	Med	Low	Retain	-	exposed root, growing on earth berms
T10	*Melaleuca leucadendron*	白千層	Outside Application Site boundary	14.03	300	11	5	Poor	Poor	Low	Low	Retain	-	slight leaning, root restricted by manhole
T11	*Eucalyptus robusta*	桉樹	Within Application Site Boundary	12.96	500	14	7	Poor	Fair	Low	Low	Retain	-	asymmetrical form, root restricted by hard paving
T12	*Eucalyptus robusta*	桉樹	Within Application Site Boundary	12.84	500	14	7	Poor	Fair	Low	Low	Retain	-	root restricted by hard paving
T13	*Eucalyptus robusta*	桉樹	Within Application Site Boundary	12.86	500	14	7	Poor	Fair	Low	Low	Fell	1,2,6	root restricted by hard paving
T14	*Macaranga tanarius*	血桐	Within Application Site Boundary	12.46	400	6	5	Poor	Fair	Low	Low	Fell	1,2,4,6	codominant trunk, leaning form, root restricted by hard paving
T15	*Macaranga tanarius*	血桐	Within Application Site Boundary	12.51	350	6	6	Poor	Fair	Low	Low	Fell	1,2,4,6	bent at leader, root restricted by hard paving
T16	*Bombax ceiba*	木棉	Within Application Site Boundary	13.82	300	6	4	Poor	Fair	Med	Low	Retain	-	asymmetrical form, wilted branches, root restricted by hard paving
T17	*Broussonetia papyrifera*	構樹	Within Application Site Boundary	13.70	500	6	10	Poor	Fair	Low	Low	Retain	-	bent at leader, root restricted by planter
T18	Celtis sinensis	朴樹	Within Application Site Boundary	13.76	250	5	4	Poor	Poor	Low	Low	Fell	1,2,4,7	leaning form, broken trunk and branches, sparse foliage
T19	Celtis sinensis	朴樹	Within Application Site Boundary	14.61	700	12	10	Good	Fair	High	Low	Retain	-	root restricted by planter
T20	Celtis sinensis	朴樹	Within Application Site Boundary	14.54	300	8	4	Good	Fair	High	Low	Retain	-	root restricted by planter
T21	Cinnamomum camphora	樟樹	Within Application Site Boundary	14.71	450	12	7	Good	Fair	High	Low	Retain	-	root restricted by planter
T22	Bischofia javanica	秋楓	Within Application Site Boundary	14.68	450	11	6	Good	Fair	High	Low	Retain	-	root restricted by planter
T23	Bombax ceiba	木棉	Within Application Site Boundary	14.77	700	13	12	Good	Fair	High	Low	Retain	-	root restricted by planter
T24	*Melaleuca leucadendron*	白千層	Within Application Site Boundary	14.38	500	11	7	Fair	Fair	Med	Low	Fell	1,2	root embeded by concrete
T25	*Melaleuca leucadendron*	白千層	Within Application Site Boundary	14.60	800	12	9	Fair	Fair	Med	Low	Fell	1,2	root embeded by concrete

*Justification for Tree felling:

1. Tree is in direct conflict with the proposed works.
2. Preparation of intact and sufficient-sized root ball not practical due to the topography (e.g. on rock, steep slope, shallow substratum, structures).
3. Weedy species without special ecological significance or species creating maintenance problem.
4. Tree with poor health and/or form for transplantation.
5. Lack of access for transplantation machinery or vehicle.
6. Species of low post-transplantation survival rate.
7. Tree has structural problem and may create hazard to public during root ball preparation and/or after transplantation, while auxiliary support will not be sufficient / practical.

Summary of Treatment of Existing Trees

Total Nos. of Trees	25
Trees to be Retained	19
Trees to be Transplanted	0
Trees to be Felled	6
Aggregate Loss of DBH	2.80m
Nos. of Compensatory Trees	157
DBH Compensation	12.56m

T01 (R)

T01 (R)

T02 (R)

T02 (R)

T03 (R)

T03 (R)

T04 (R)

T04 (R)

LEGEND:

(R) - Retain

(F) - Fell

(T) - Transplant

Photographic Record of Existing Trees

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T05 (R)

T05 (R)

T06 (R)

T06 (R)

T07 (R)

T07 (R)

T08 (R)

T08 (R)

LEGEND:

(R) - Retain

(F) - Fell

(T) - Transplant

Photographic Record of Existing Trees

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T09 (R)

T09 (R)

T10 (R)

T10 (R)

T11 (R)

T11 (R)

T12 (R)

T12 (R)

LEGEND :

(R) - Retain

(F) - Fell

(T) - Transplant

Photographic Record of Existing Trees

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T13 (F)

T13 (F)

T14 (F)

T14 (F)

T15 (F)

T15 (F)

T16 (R)

T16 (R)

LEGEND :

(R) - Retain

(F) - Fell

(T) - Transplant

Photographic Record of Existing Trees

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T17 (R)

T17 (R)

T18 (F)

T18 (F)

T19 (R)

T19 (R)

T20 (R)

T20 (R)

LEGEND :

(R) - Retain

(F) - Fell

(T) - Transplant

Photographic Record of Existing Trees

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SECTION 12A REZONING APPLICATION - REQUEST FOR AMENDMENT TO THE APPROVED PING SHAN OUTLINE ZONING PLAN NO. S/YL-PS/20 FROM "VILLAGE TYPE DEVELOPMENT" ZONE AND "COMPREHENSIVE DEVELOPMENT AREA" ZONE TO "RESIDENTIAL (GROUP B) 2" ZONE AT VARIOUS LOTS IN D.D 121 AND D.D. 122 AND ADJOINING GOVERNMENT LAND, PING SHAN, YUEN LONG, NEW TERRITORIES

T21 (R)

T21 (R)

T22 (R)

T22 (R)

T23 (R)

T23 (R)

T24 (F)

T24 (F)

LEGEND :

(R) - Retain

(F) - Fell

(T) - Transplant

Photographic Record of Existing Trees

T25 (F)

T25 (F)

LEGEND:

(R) - Retain

(F) - Fell

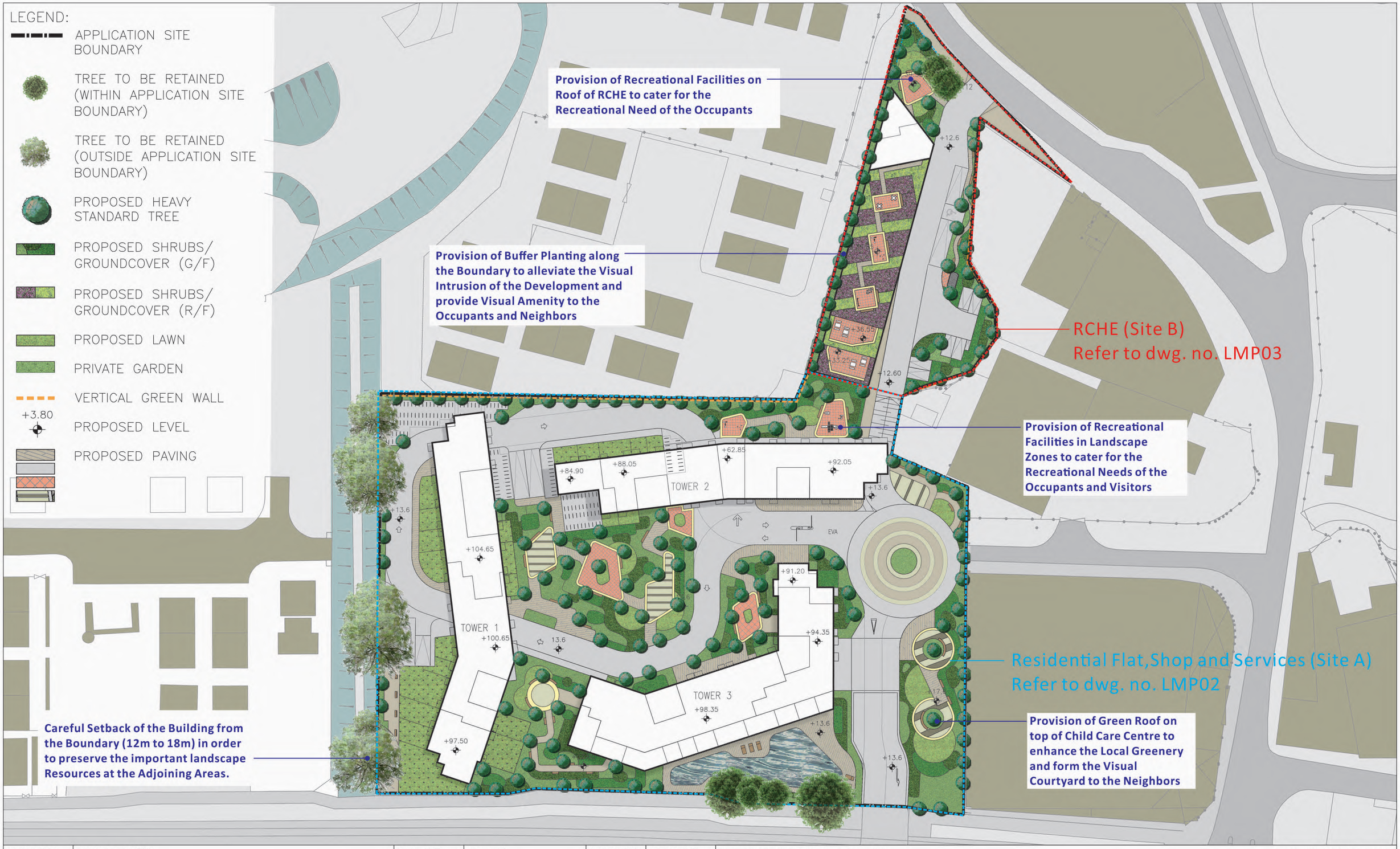
(T) - Transplant

Appendix B

Landscape Master Plan

And

Landscape Details



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PROJECT 工程項目
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DRAWING TITLE 圖紙名稱
LANDSCAPE MASTER PLAN

SCALE 比例	1:800
DATE 日期	NOV 2022
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DRAWING TITLE 圖紙名稱
LANDSCAPE MASTER PLAN (SITE A)

SCALE 比例 1:500	DESIGNED 設計 TEL
DATE 日期 NOV 2022	DRAWN 繪圖 CAD
REVISION 校訂 –	CHECKED 審核 TEL
DRAWING NUMBER 圖號 LMP02	APPROVED 審批 TEL

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DRAWING TITLE 圖紙名稱
LANDSCAPE MASTER PLAN (SITE B)

SCALE 比例	1:500
DATE 日期	NOV 2022
REVISION 校訂	–
DRAWING NUMBER 圖號	LMP03
DESIGNED 設計	TEL
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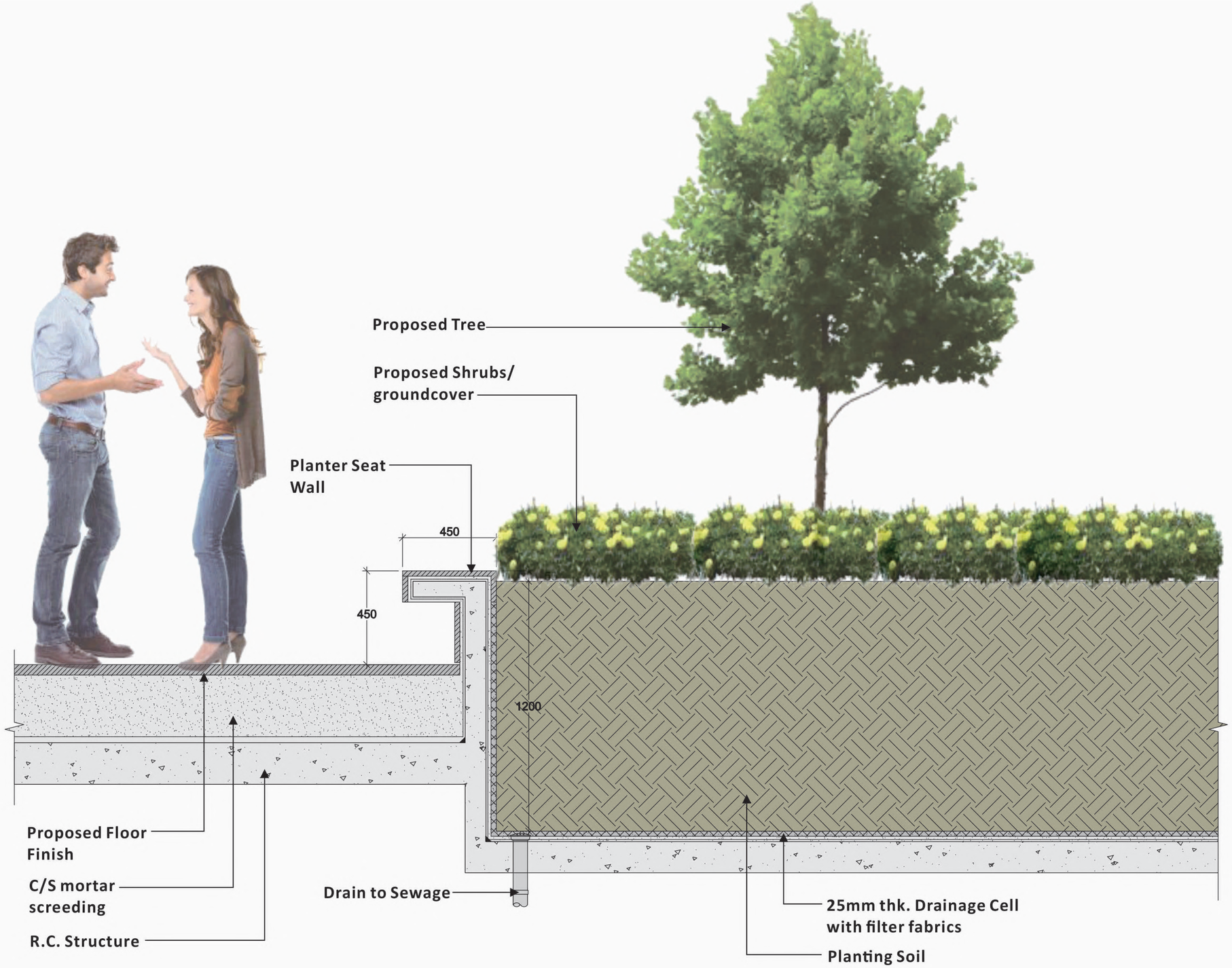
CAD FILENAME : C2119–LMP03



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DRAWING TITLE 圖紙名稱
TYPICAL PLANTER AT G/F & 1/F

SCALE 比例: 1:20
DATE 日期: NOV 2022
REVISION 校訂: –
DRAWING NUMBER 圖號: LD101

DESIGNED 設計: TEL
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TELEPHONE 2868 0980 FACSIMILE 2868 2203 電話:(八五二) 二八六八 零九八零 傳真:(八五二) 二八六八 二二零三

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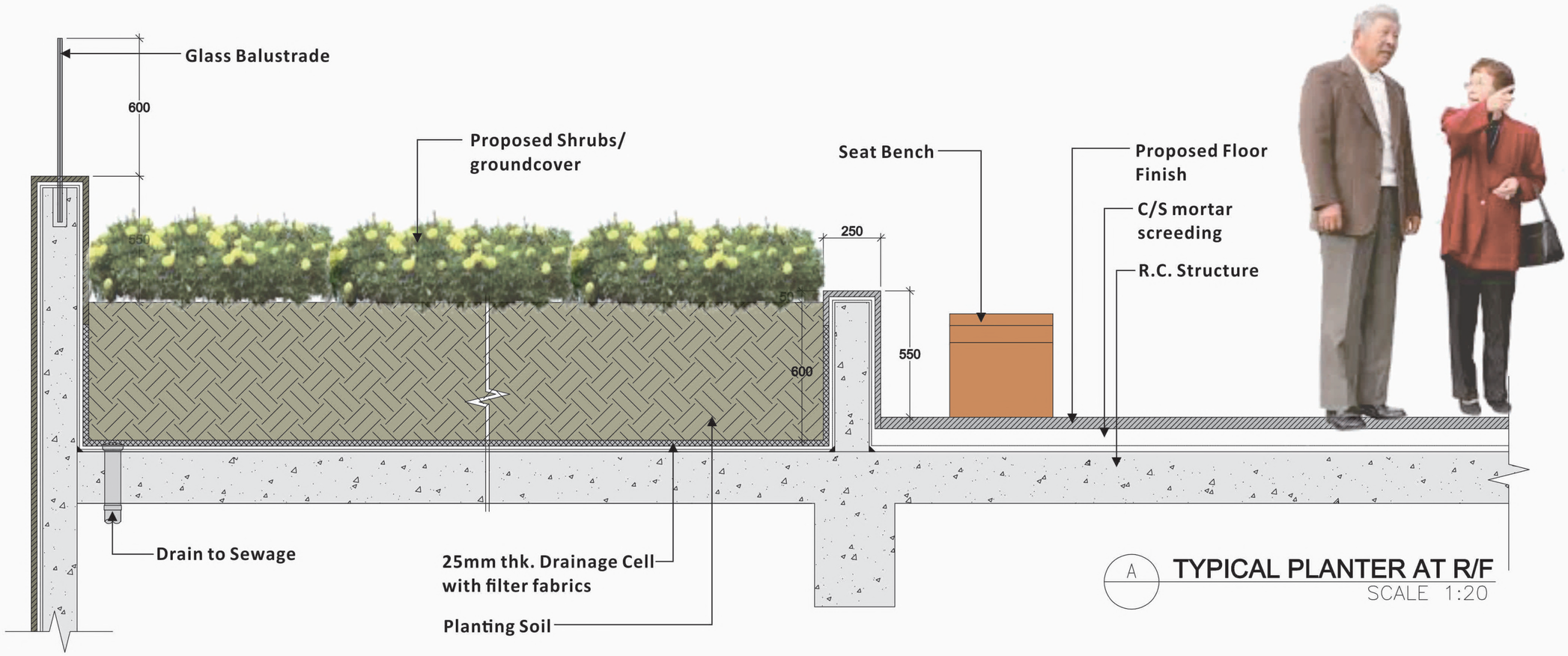

A TYPICAL PLANTER AT R/F
SCALE 1:20

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DRAWING TITLE 圖紙名稱
TYPICAL PLANTER AT R/F OF RCHE

SCALE 比例	1:500
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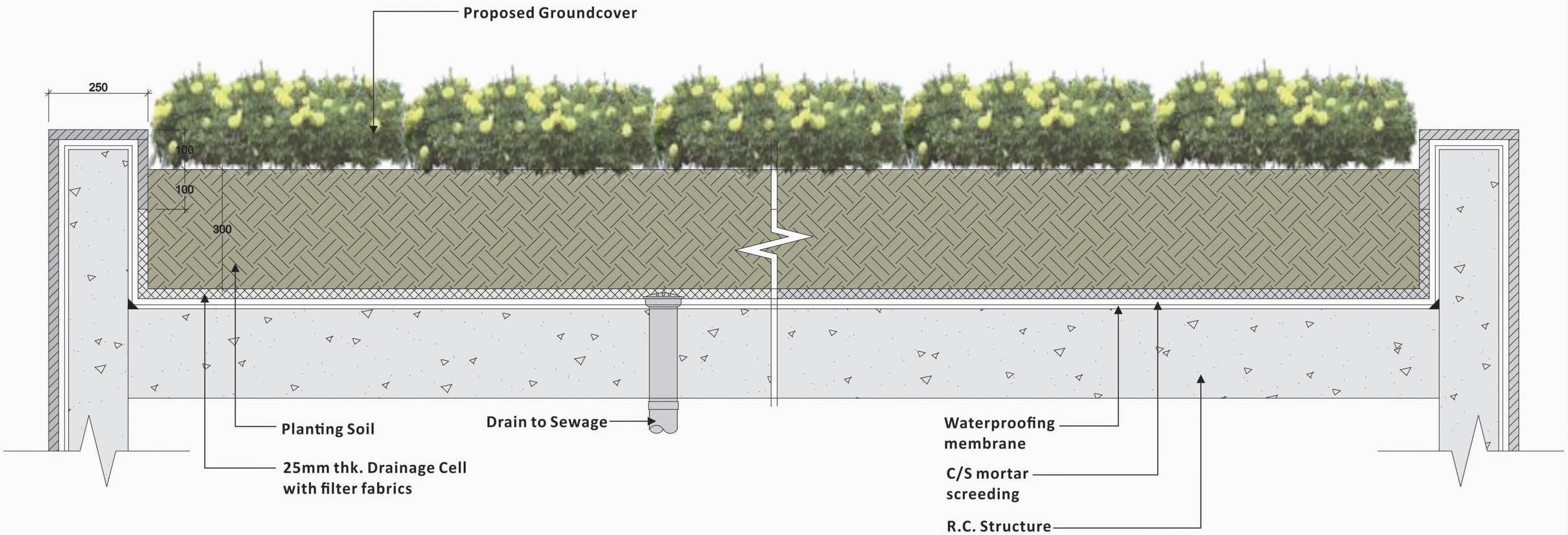
CAD FILENAME : C2119–LD102



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PROJECT 工程項目
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DRAWING TITLE 圖紙名稱
EXTENSIVE GREEN ROOF AT CHILD CARE CENTRE

SCALE 比例 1:10	DESIGNED 設計 TEL
DATE 日期 NOV 2022	DRAWN 繪圖 CAD
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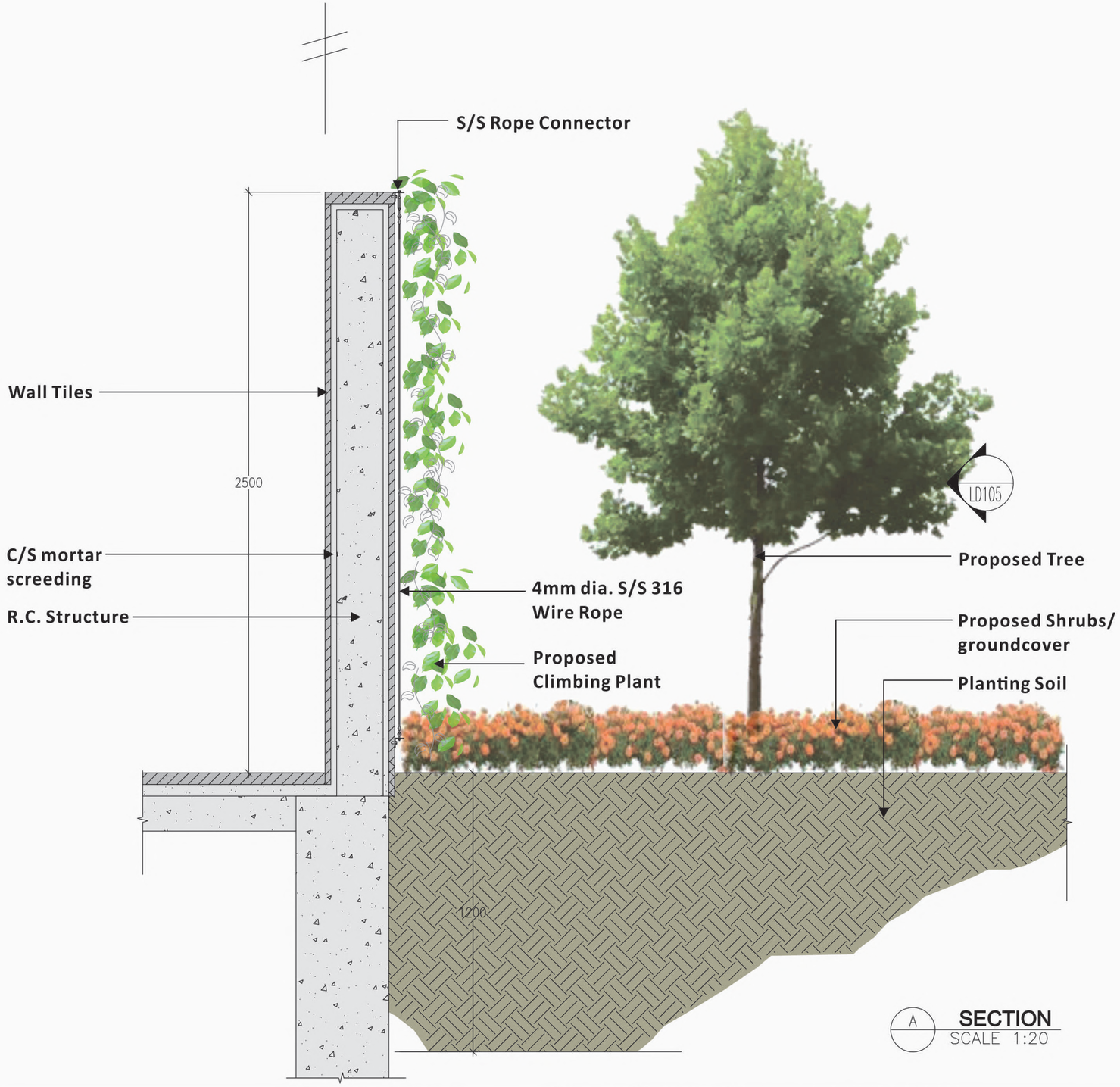
CAD FILENAME : C2119–LD103



A SECTION
SCALE 1:20

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DRAWING TITLE 圖紙名稱
VERTICAL GREEN WALL DETAILS

SCALE 比例 1:10	DESIGNED 設計 TEL
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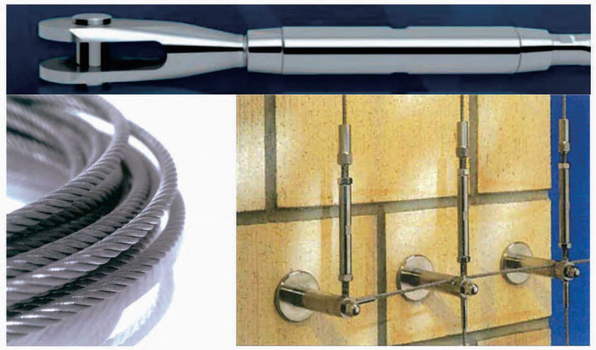
CAD FILENAME : C2119–LD104

LD104

A TYPICAL ELEVATION OF VERTICAL GREEN WALL
SCALE 1:30



B REFERENCE IMAGES OF WIRE ROPE N.T.S.

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DRAWING TITLE 圖紙名稱
VERTICAL GREEN WALL DETAILS

SCALE 比例: AS SHOWN
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DESIGNED 設計: TEL
DRAWN 繪圖: CAD
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CAD FILENAME : C2119–LD105

Appendix C

Planting Plans

Quantity	Code	Chinese Name	Botanical Name	Height (mm)	Spread (mm)	DBH (mm)	Spacing (mm)	Remark
HEAVY STANDARD TREES								
28	CJ	山茶	*Camellia Japonica*	3000	1250	80	4000	Abundance of Foliage, Well-Formed, Full Spread Formed
25	BJ	秋楓	*Bischofia javanica*	4500	1500	80	4000	straight trunk and balanced form
22	SD	山烏桕	*Sapium dicolor*	4000	1500	80	4000	Straight trunk, balanced form
20	GS	菲島福木	*Garcinia Subelliptica*	4000	1250	80	4000	Straight trunk, balanced form
15	LI	紫薇	*Lagerstroemia indica*	3000	1500	80	4000	Straight trunk, balanced form
6	PR	紅雞蛋花	*Plumeria rubra*	3000	2000	80	4000	Straight trunk, balanced form
24	OF	桂花	*Osmanthus fragran*	3000	1500	80	4000	Straight trunk, balanced form
17	TM	細葉欖仁	*Terminalia mantaly*	4500	1500	80	4000	Straight trunk, balanced form
SHRUBS								
-	Cam	福建茶	*Carmona microphylla*	450	400	-	400	Balanced form, Abundence of Foliage
-	Cov	黃洒金	*Codiaeum variegatum*	350	300	-	300	Balanced form, Abundence of Foliage
-	Cvm	洒金榕	*Codiaeum variegatum 'mixed'*	600	500	-	450	upright form, small stem exposure, consistent foliage color
-	Ite	鳶尾	*Iris tectorum*	500	350	-	200	upright form
-	Jch	龍柏	*Juniperus chinensis*	1200	600	-	As shown	-
-	Mec	野牡丹	*Melastoma candidum*	350	300	-	300	Balanced form, Abundence of Foliage
-	Mj	非洲茉莉	*Madagascar jasmine stephanotis floribumda*	500	500	-	400	Balanced form, Abundence of Foliage
-	Mpa	九里香	*Murraya paniculata*	600	500	-	450	Balanced form, Abundence of Foliage
-	Rhe	小葉棕竹	*Rhapis excelsa*	1200	600	-	600	at least 5 shoots per plant
-	Rue	翠蘆莉	*Ruellia coerulea*	400	400	-	350	Balanced form, Abundence of Foliage
-	Sar	鵝掌藤	*Schefflera arboricola*	600	500	-	450	Balanced form, Abundence of Foliage
-	Sch	黃金鵝掌藤	*Schefflera arboricola "Trinette"*	500	500	-	450	Balanced form, Abundence of Foliage
GROUNDCOVERS								-
-	Nau	腎蕨	*Nephrolepis auriculata*	250	150	-	150	-
-	Lmo	小葉馬纓丹	*Lantana montevidensis*	300	300	-	250	Balanced form, Abundence of Foliage
-	Ssp	虎尾蘭	*Sansevieria spp.*	300	300	-	300	-
-	Opb	沿階草	*Ophiopogon bodinieri*	250	250	-	200	-
-	Pmy	錫蘭葉下珠	*Phyllanthus myrtifolius*	200	300	-	300	Balanced form, Abundence of Foliage
CLIMBING PLANT								
-	Bgl	羊蹄甲藤	*Bauhinia glauca*	900	300	-	500	at least 5 shoots per plant
-	Phi	爬牆虎	*Parthenocissus himalayana*	1000	300	-	500	at least 5 shoots per plant
GRASS								
-	Zja	朝鮮草	*Zoysia japonica*	-	-	-	-	-

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DRAWING TITLE 圖紙名稱
PLANTING SCHEDULE

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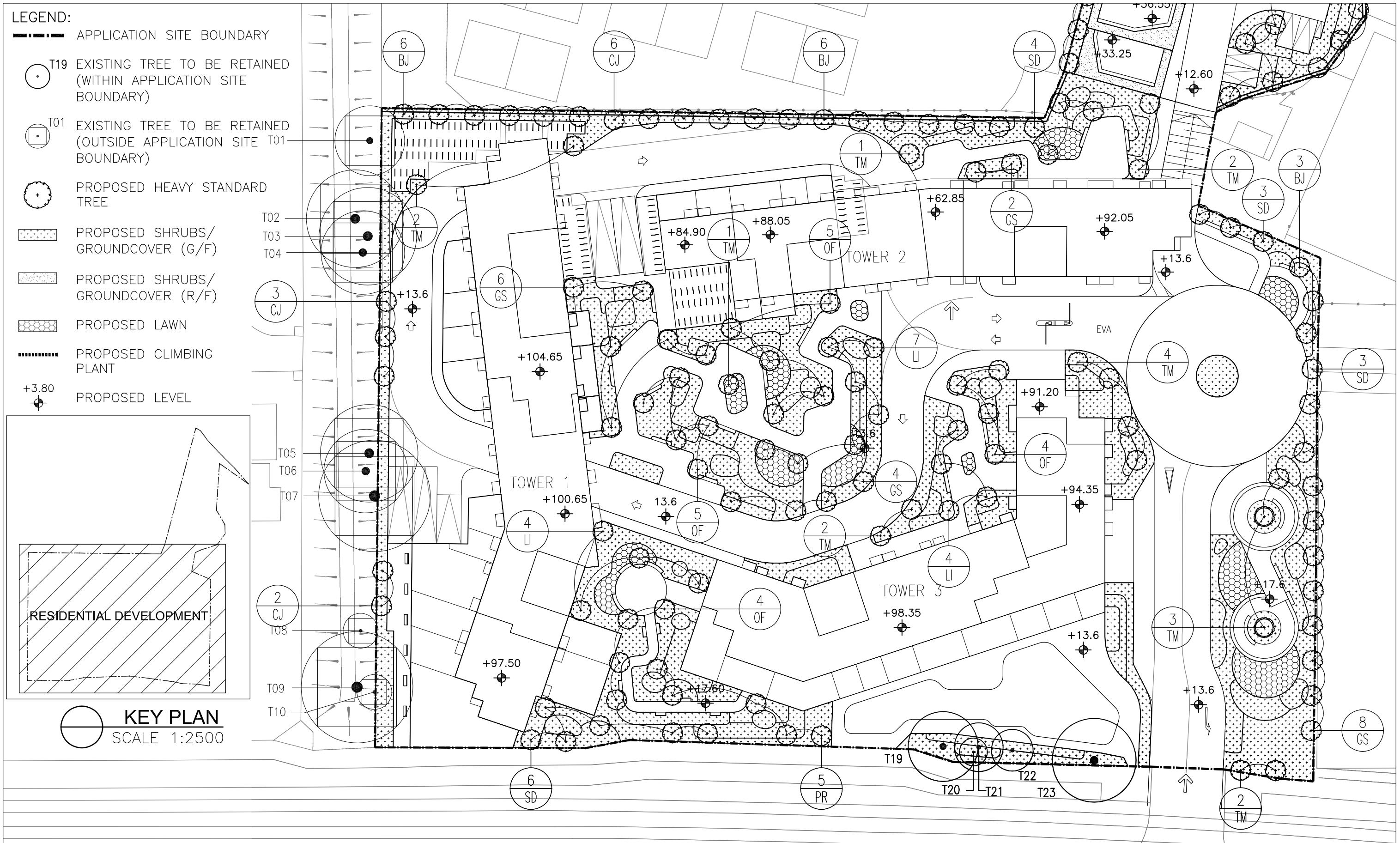
CAD FILENAME : C2119–PS01

LEGEND:

- APPLICATION SITE BOUNDARY
- T19 EXISTING TREE TO BE RETAINED (WITHIN APPLICATION SITE BOUNDARY)
- T01 EXISTING TREE TO BE RETAINED (OUTSIDE APPLICATION SITE BOUNDARY)
- PROPOSED HEAVY STANDARD TREE
- PROPOSED SHRUBS/ GROUNDCOVER (G/F)
- PROPOSED SHRUBS/ GROUNDCOVER (R/F)
- PROPOSED LAWN
- PROPOSED CLIMBING PLANT
- +3.80 PROPOSED LEVEL



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DRAWING TITLE 圖紙名稱
PLANTING PLAN (STIE A)

SCALE 比例 1:500		DESIGNED 設計 TEL
DATE 日期 NOV 2022		DRAWN 繪圖 CAD
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DRAWING NUMBER 圖號 PT01		APPROVED 審批 TEL

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CAD FILENAME : C2119–PT01

LEGEND:

- APPLICATION SITE BOUNDARY
- T19 EXISTING TREE TO BE RETAINED (WITHIN APPLICATION SITE BOUNDARY)
- T01 EXISTING TREE TO BE RETAINED (OUTSIDE APPLICATION SITE BOUNDARY)
- PROPOSED HEAVY STANDARD TREE
- PROPOSED SHRUBS/ GROUNDCOVER (G/F)
- PROPOSED SHRUBS/ GROUNDCOVER (R/F)
- PROPOSED LAWN
- PROPOSED CLIMBING PLANT
- +3.80 PROPOSED LEVEL

KEY PLAN
SCALE 1:2500

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DRAWING TITLE 圖紙名稱
PLANTING PLAN
(SITE B)

SCALE 比例	1:500
DATE 日期	NOV 2022
REVISION 校訂	–
DRAWING NUMBER 圖號	PT02
DESIGNED 設計	TEL
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CAD FILENAME : C2119–PT02

Appendix D

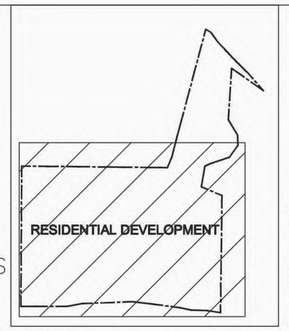
Site Coverage of Greenery

And

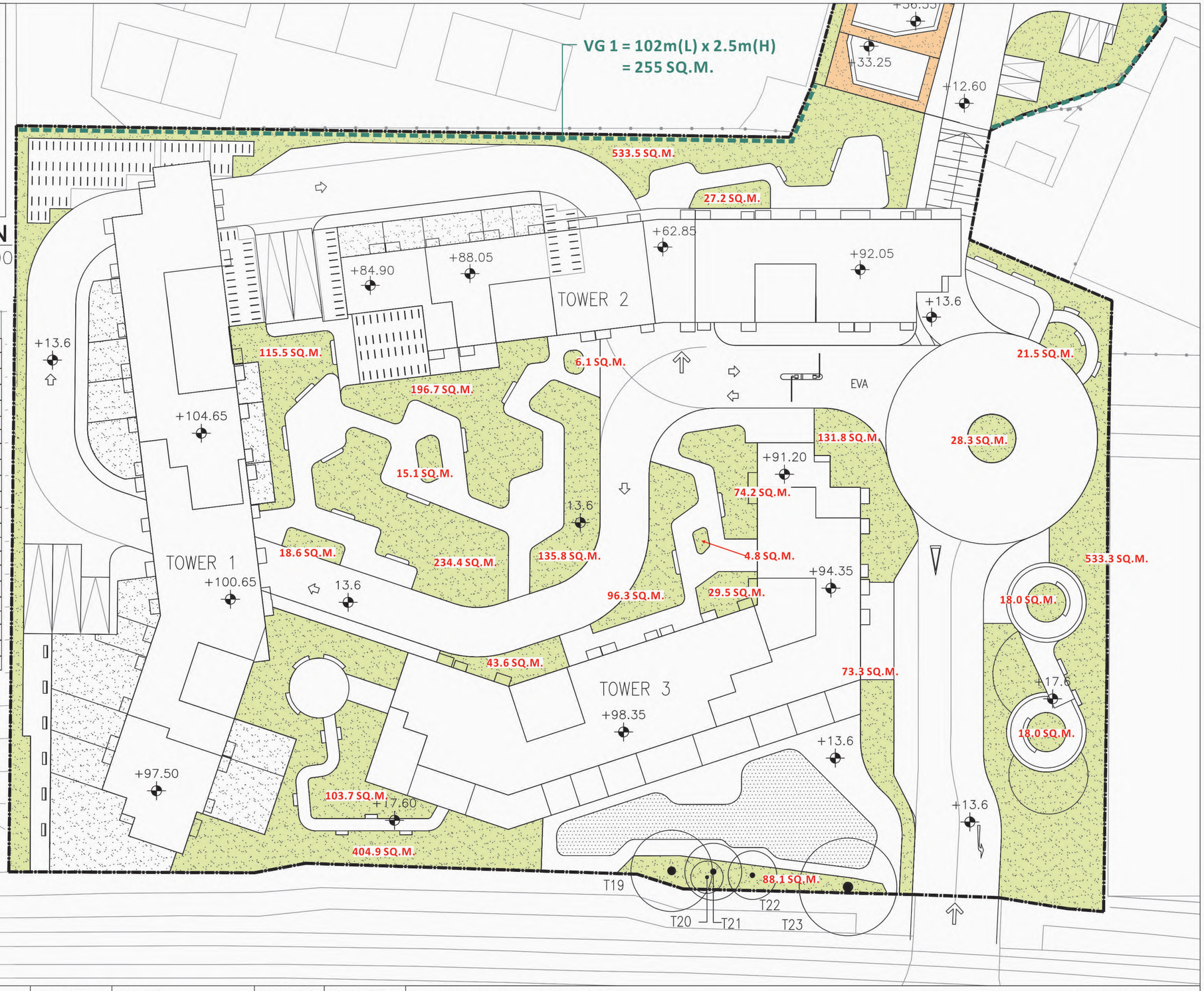
Communal Open Space Provision

LEGEND:

- APPLICATION SITE BOUNDARY
- UNCOVERED COMMON GREENERY AREA AT PRIMARY ZONE
- UNCOVERED COMMON GREENERY AT OTHERS AREA
- PROPOSED VERTICAL GREEN WALL
- +3.80 PROPOSED LEVEL



KEY PLAN
SCALE 1:3000



Site Coverage of Greenery (in accordance with PNAP APP-152)

Required Greenery	Area	Unit
Site Area:	14,536.00	m^2
Required Area at Primary Zone:	1,453.60	m^2
Required Total Greenery:	2,907.20	m^2
Allowable Greenery Features:	872.16	m^2
Provided Greenery at Primary Zone/ At-Grade Area	**Area**	**Unit**
Uncovered Planitng Area (G/F & 1/F)	3,517.00	m^2
Vertical Green Wall (G/F)	450.00	m^2
	(<872.16)	m^2
Greenery at Primary Zone	**3,967.00**	m^2
	(>1,453.60)	m^2
Greenery Ratio at Primary Zone	**27.29%**	
Provided Greenery at Other Areas	**Area**	**Unit**
Uncovered Planting Area (R/F of RCHE)	423.20	m^2
Greenery at Other Areas	**423.20**	m^2
Greenery Ratio at Other Areas	**2.91%**	
Total Greenery	**4,390.20**	m^2
	(>2,907.20)	m^2
Greenery Ratio	**30.20%**	

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DRAWING TITLE 圖紙名稱
GREENERY CALCULATION
(SITE A)

SCALE 比例: 1:500
DATE 日期: NOV 2022
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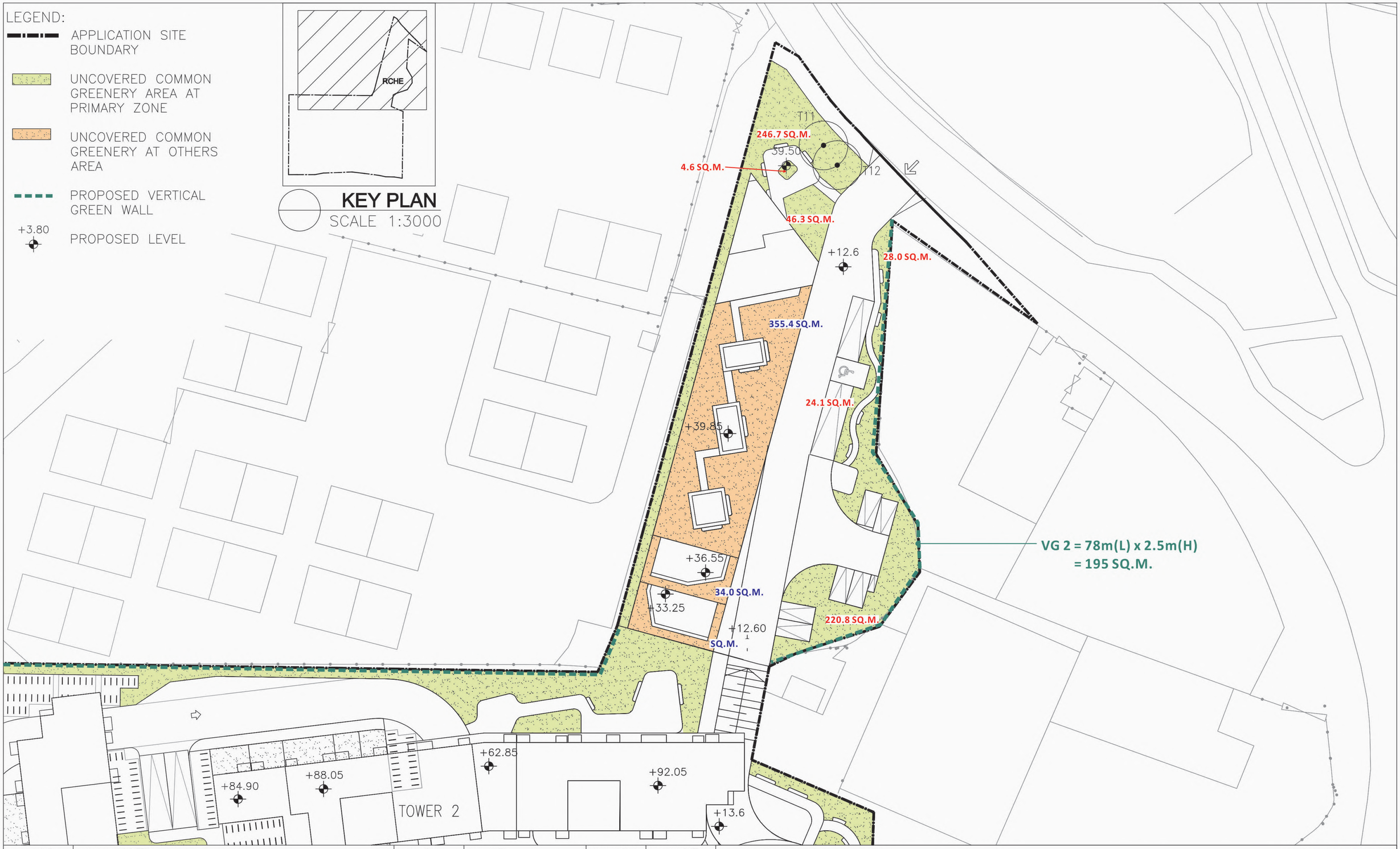
CAD FILENAME : C2119–GC01

LEGEND:

- APPLICATION SITE BOUNDARY
- UNCOVERED COMMON GREENERY AREA AT PRIMARY ZONE
- UNCOVERED COMMON GREENERY AT OTHERS AREA
- PROPOSED VERTICAL GREEN WALL
- +3.80 PROPOSED LEVEL

KEY PLAN
SCALE 1:3000



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DRAWING TITLE 圖紙名稱
GREENERY CALCULATION
(SITE B)

SCALE 比例 1:500		DESIGNED 設計 TEL
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CAD FILENAME : C2119–GC02

LEGEND:

APPLICATION SITE BOUNDARY

COMMUNAL OPEN SPACE

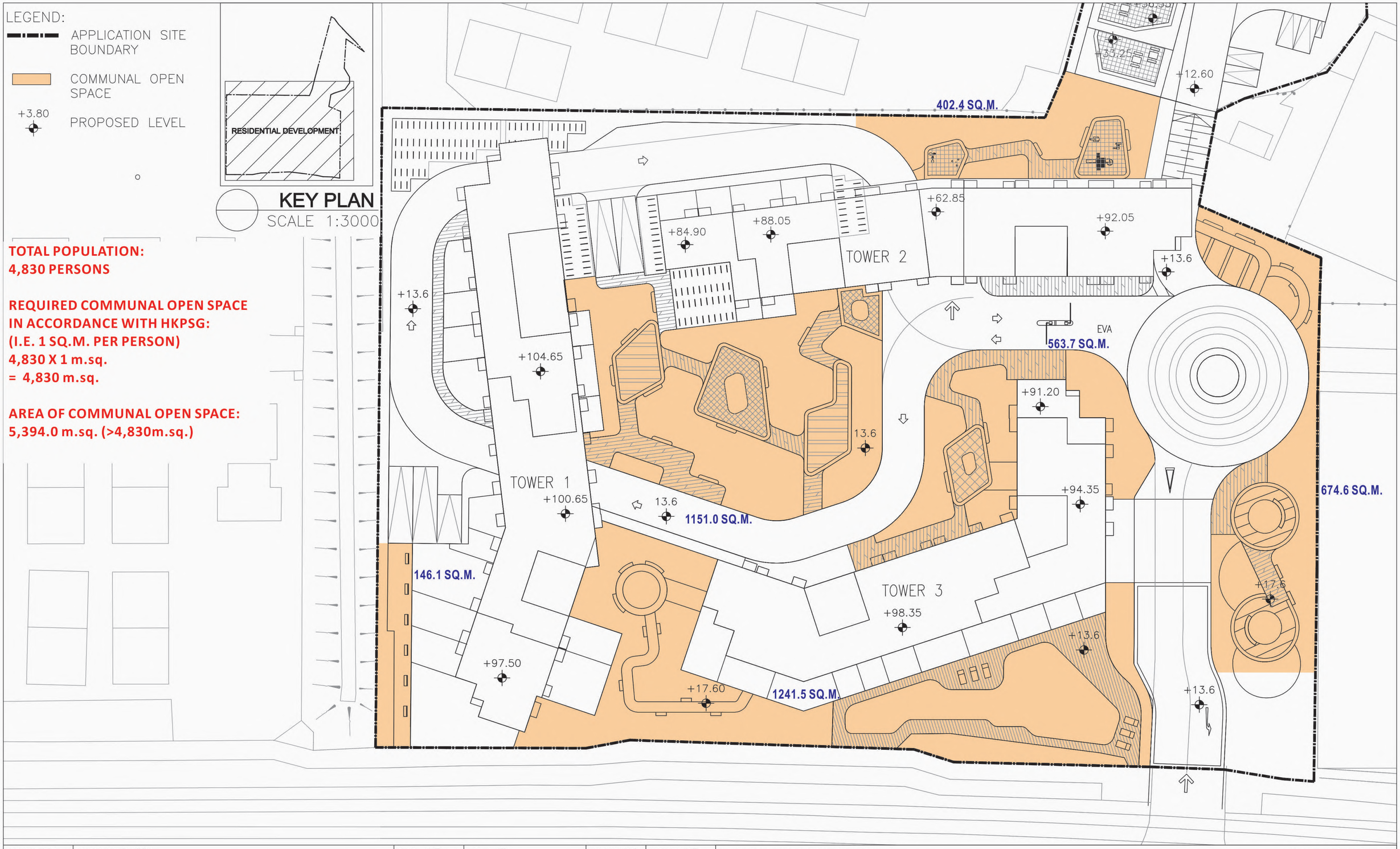
+3.80 PROPOSED LEVEL

KEY PLAN
SCALE 1:3000

TOTAL POPULATION:
4,830 PERSONS

REQUIRED COMMUNAL OPEN SPACE IN ACCORDANCE WITH HKPSG:
(I.E. 1 SQ.M. PER PERSON)
4,830 X 1 m.sq.
= 4,830 m.sq.

AREA OF COMMUNAL OPEN SPACE:
5,394.0 m.sq. (>4,830m.sq.)



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PROJECT 工程項目
SECTION 12A REZONING APPLICATION–REQUEST FOR AMENDMENT TO THE APPROVED PING SHAN OUTLINE ZONING PLAN NO.S/YL–PS20 FROM VILLAGE TYPE DEVELOPMENT ZONE AND COMPREHENSIVE DEVELOPMENT AREA ZONE TO RESIDENTIAL(GROUP B)2 ZONE AT VARIOUS LOTS IN D.D.121 AND D.D.122 AND ADJOINING GOVERNMENT LAND, PING SHAN, YUEN LONG, NEW TERRITORIES

DRAWING TITLE 圖紙名稱
COMMUNAL OPEN SPACE PROVISION (SITE A)

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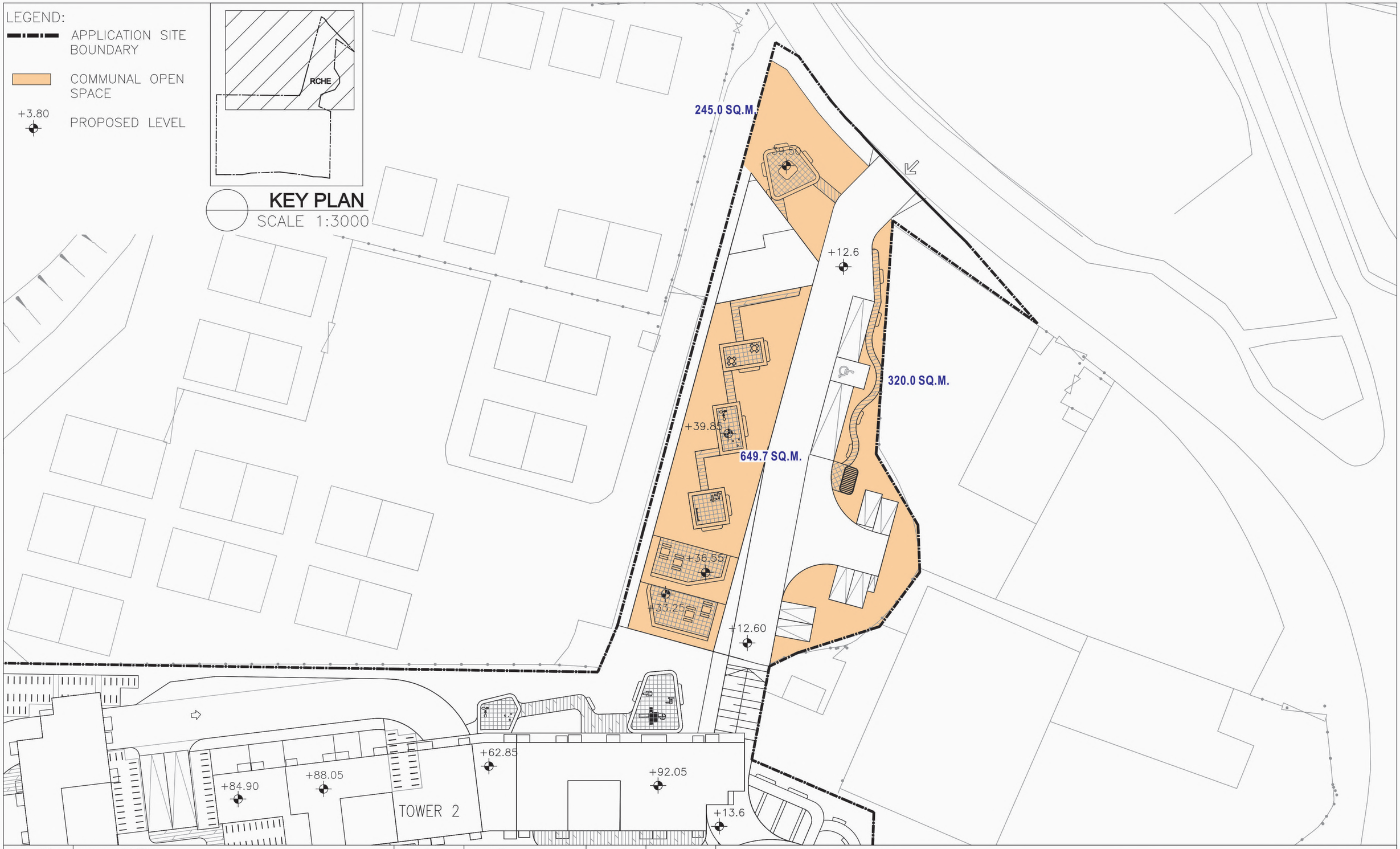
LEGEND:

APPLICATION SITE BOUNDARY

COMMUNAL OPEN SPACE

+3.80 PROPOSED LEVEL

KEY PLAN
SCALE 1:3000



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PROJECT 工程項目
SECTION 12A REZONING APPLICATION–REQUEST FOR AMENDMENT TO THE APPROVED PING SHAN OUTLINE ZONING PLAN NO.S/YL–PS20 FROM VILLAGE TYPE DEVELOPMENT ZONE AND COMPREHENSIVE DEVELOPMENT AREA ZONE TO RESIDENTIAL(GROUP B)2 ZONE AT VARIOUS LOTS IN D.D.121 AND D.D.122 AND ADJOINING GOVERNMENT LAND, PING SHAN, YUEN LONG, NEW TERRITORIES

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Appendix 5

Traffic Impact Assessment

Proposed Residential Care Home for the Elderly and Flat at Various Lots in D.D. 121 and D.D. 122, Ping Shan, Yuen Long

Consolidated Traffic Impact Assessment

Final Report
May 2023

Prepared by: **CKM Asia Limited**

Prepared for: **On Billion International Limited**

Proposed Residential Care Home for the Elderly and Flat at Various Lots in D.D. 121 and D.D. 122, Ping Shan, Yuen Long

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Proposed Residential Care Home for the Elderly and Flat at Various Lots in D.D. 121 and D.D. 122, Ping Shan, Yuen Long

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1.0 INTRODUCTION

Background

1.1 The subject site comprises of various lots in D.D. 121 and D.D. 122 in Ping Shan, and it is currently zoned *"Village Type Development"* and *"Comprehensive Development Area"* in the Ping Shan Outline Zoning Plan. The location of the subject site is shown in Figure 1.1.

1.2 On 22nd April 2022, the Town Planning Board (TPB) approved the section 12a application (TPB No. Y/YL-PS/4) at the subject site for a development with 840 residential flats, 140m^2 retail shop and a RCHE with 294 beds.

1.3 In this section 12a application, the Developer proposes to rezone the subject site to *"Residential (Group B) 2"* and construct a 1,536-flat private housing development with 1,535m^2 retail shops (the "Private Housing") and a 222-bed residential care home for the elderly (the "Proposed RCHE"). Together these are known in this Report as the "Proposed Development".

1.4 CKM Asia Limited, a traffic and transportation planning consultancy firm, was commissioned to carry out a Traffic Impact Assessment (the "TIA") in support of the Proposed Development. This report describes the traffic impact study undertaken.

Scope of Study

1.5 The main objectives of this study are as follows:

- To assess the existing traffic issues in the vicinity of the subject site;
- To provide adequate internal transport facilities for the Proposed Development;
- To quantify the amount of traffic generated by the Proposed Development; and
- To examine the traffic impact of the Proposed Development to the local road network.

Contents of the Report

1.6 After this introduction, the remaining chapters contain the following:

chapter two – describes the existing situation;
chapter three – presents the Proposed Development;
chapter four – describes the traffic impact analysis; and
chapter five – gives the overall conclusion.

2.0 EXISTING SITUATION

The Subject Site

2.1 The subject site is bounded by Castle Peak Road – Ping Shan to the south, Ping Ha Road to the north, a factory building known as Century Centre to the east and village houses to the west.

Existing Road Network

2.2 The section of Castle Peak Road – Ping Shan near the subject site is a dual carriageway 2 to 3-lane running in east-west direction. It is classified as rural trunk road and connects Tuen Mun and Hung Shui Kiu to the west and Yuen Long to the east.

2.3 Ping Ha Road is a single carriageway 2-lane rural road connecting Castle Peak Road – Ping Shan and Tin Shui Wai. This road serves the subject site and local villages and developments nearby.

Traffic Surveys

2.4 Manual classified counts were conducted on a weekday AM and PM peak periods at junctions which are located in the vicinity of the subject site in order to establish the peak hour traffic flows. The surveyed junctions included the following:

J1 – Castle Peak Road – Ping Shan / Ping Ha Road / Tong Yan San Tsuen Road
J2 – Castle Peak Road – Ping Shan / Site Access Road
J3 – Castle Peak Road – Ping Shan / Ping Kwai Road / San Hi Tsuen Street
J4 – Castle Peak Road – Ping Shan / Ma Wang Road / Slip Road to Tong Yan San Tsuen Interchange
J5 – Shui Pin Wai Interchange

2.5 The traffic counts were classified by vehicle type to enable traffic flows in passenger car units (pcu) to be calculated. The locations and layouts of the surveyed junctions are shown in Figure 2.1 and Figures 2.2 – 2.6 respectively.

2.6 The AM and PM peak hour traffic flows were found to occur at 0745 – 0845 and 1700 – 1800 hours respectively, and the peak hour traffic flows are illustrated in Figure 2.7.

Operational Performance of the Surveyed Junctions

2.7 The existing operational performance of the surveyed junctions was calculated based on the observed traffic counts and the analysis method found in the Transport Planning and Design Manual (the "TPDM"). The analysis results are summarised in Table 2.1 and detailed calculations are found in Appendix A.

TABLE 2.1 EXISTING JUNCTION OPERATIONAL PERFORMANCE

Ref.	Signal Junction	Reserve Capacity	
		AM Peak	PM Peak
J1	Castle Peak Road – Ping Shan / Ping Ha Road / Tong Yan San Tsuen Road (1) (2)	72%	60%
J2	Castle Peak Road – Ping Shan / Site Access Road (1)	>100%	>100%
J3	Castle Peak Road – Ping Shan / Ping Kwai Road / San Hi Tsuen Street (1)	>100%	>100%
J4	Castle Peak Road – Ping Shan / Ma Wang Road / Slip Road to Tong Yan San Tsuen Interchange (1)	88%	>100%
J5	Shui Pin Wai Interchange	62%	83%

Note: (1) actual lost times adopted from site measurements to reflect the effect of Light Rail

2.8 The above results indicate that the analysed junctions currently operate with capacities during the AM and PM peak hours.

Public Transport Facilities

2.9 Access to road-based and rail-based public transport services from the subject site is convenient. The Light Rail Ping Shan Station is located within 300m, or equivalent to around 5 minutes' walk from the subject site to the east.

2.10 Franchised bus and green minibus routes operate along Castle Peak Road – Ping Shan and Tong Yan San Tsuen Road, within 500 metres or about 10 minutes walk away. Details of the road-based public transport services operating close to the subject site are presented in Table 2.2.

TABLE 2.2 PUBLIC TRANSPORT SERVICES OPERATING CLOSE TO THE SUBJECT SITE

Route No.	Routing	Frequency (min)
KMB 53	MTR Tsuen Wan West Station – Yuen Long (East)	25 – 35
KMB 68A	Long Ping Estate – MTR Tsing Yi Station	8 – 25
KMB 68X	Mong Kok (Park Avenue) – Hung Shui Kiu (Hung Fuk Estate)	9 – 25
KMB 268X	Hung Shui Kiu (Hung Fuk Estate) – Jordan (To Wah Road)	7 – 35
KMB 276	Tin Tsz – Sheung Shui	15 – 25
KMB 276P	Tin Shui Wai Station – Sheung Shui	15 – 25
KMB 269D	Tin Fu – Lek Yuen	5 – 25
NLB B2	MTR Yuen Long Station – Shenzhen Bay Port	10 – 20
MTR K65	Lau Fau Shan – Yuen Long (East)	10 – 16
CTB N969	Causeway Bay (Moreton Terrace) – Tin Shui Wai Town Centre	overnight
GMB 31	Yuen Long (Hong Keung Street) – Tong Yan San Tsuen (circular)	7 – 15
GMB 31A	Tong Yan San Tsuen – Yuen Long Plaza (circular)	AM peak
GMB 32	Yuen Long Station (North) – Tan Kwei Tsuen	10 – 15
GMB 33	Yuen Long (Tai Fung Street) – Ha Pak Nai	20 – 30
GMB 34	Yuen Long (Tai Fung Street) – Lau Fau Shan	20
GMB 35	Yuen Long (Tai Fung Street) – Sha Kiu (Tsim Bei Tsui)	18 – 23
GMB 622	Hung Shui Kiu (Hung Yuen Road) – Long Ping Station (circular)	15 – 30

Note: KMB – Kowloon Motor Bus
CTB – CityBus
GMB – Green Minibus
NLB – New Lantao Bus
MTR – MTR Feeder Bus

3.0 THE PROPOSED DEVELOPMENT

Development Schedule

3.1 The Proposed Development comprises of the Private Housing at the southern portion of the subject site, and the Proposed RCHE is at the northern portion. The development schedule is given in Table 3.1.

TABLE 3.1 DEVELOPMENT SCHEDULE

Use	GFA (Approx.)	Item		Parameters
Private Housing	65,412m^2	No. of Flat (in GFA)	≤ 40m^2	807
			40 – 70m^2	727
			70 – 100m^2	0
			100 – 130m^2	2
			130 – 160m^2	0
			> 160m^2	0
			Total	**1,536**
		No. of Housing Block		3
		Domestic Plot Ratio		4.5
		Average Flat Size (GFA)		42.6m^2
		Retail Shop (GFA)		1,535m^2
Residential Care Home for the Elderly (RCHE)	5,400m^2	No. of Beds for Elderly		222

Internal Transport Facilities

(A) Private Housing

3.2 The internal transport facilities for Private Housing are calculated based on the Hong Kong Planning Standards and Guidelines (HKPSG) and are presented in Table 3.2.

TABLE 3.2 INTERNAL TRANSPORT FACILITIES FOR PRIVATE HOUSING

Item	Type	HKPSG Recommendations	Proposed Provision
Car Parking Space	**Residential**	Requirement = GPS × R1 × R2 × R3 GPS = 1 space per 4 – 7 flats R1 = 0.5 for flat size ≤ 40m^2 (807 flats) = 1.2 for flat size 40 – 70m^2 (727 flats) = 4.1 for flat size 100 – 130m^2 (2 flats) R2 = 1 for development outside 500m of rail station R3 = 1 for domestic plot ratio 2 – 5 Min = (807 × 0.5 + 727 × 1.2 + 2 × 4.1) ÷ 7 × 1 × 1 = 184 nos. Max = (807 × 0.5 + 727 × 1.2 + 2 × 4.1) ÷ 4 × 1 × 1 = 322 nos.	322 nos.
	Visitor	5 visitor car parking spaces for developments with more than 75 units per block No. = 3 × 5 = 15 nos.	15 nos.
	Retail	1 space per 150 – 300m^2 GFA Min = 1535 ÷ 300 = 6 nos. Max = 1535 ÷ 150 = 11 nos.	11 nos.
	Total	**Min = 184 + 15 + 6 = 205 nos.** **Max = 322 + 15 + 11 = 348 nos.**	**348 nos.** (1)

TABLE 3.2 INTERNAL TRANSPORT FACILITIES FOR PRIVATE HOUSING (CONT'D)

Item	Type	HKPSG Recommendations	Proposed Provision
Motorcycle Parking Space	**Residential**	1 space per 100 – 150 flats Min = 1536 ÷ 150 = 11 nos. Max = 1536 ÷ 100 = 16 nos.	16 nos.
	Retail	5 – 10% of total provision for car parking space Min = 11 × 5% = 1 no. Max = 11 × 10% = 2 nos.	2 nos.
	Total	**Min = 11 + 1 = 12 nos.** **Max = 16 + 2 = 18 nos.**	**<u>18</u> nos.**
Loading / Unloading Bay	**Residential**	Minimum 1 bay for every 800 flats or part thereof, subject to minimum 1 bay for each block	3 nos. HGV
	Retail	1 bay for goods vehicle for every 800 – 1,200m^2, or part thereof, GFA Min = 1535 ÷ 1,200 = 2 nos. Max = 1535 ÷ 800 = 2 nos.	2 nos. (1 HGV + 1 LGV)
	Total	**Min = 3 + 2 = 5 nos.** **Max = 3 + 2 = 5 nos.**	**<u>5</u> nos. (4 HGV + 1 LGV)**
Bicycle Parking Space (2)		1 space for every 7.5 flats with flat size smaller than 70m^2 No. = (807 + 727) ÷ 7.5 = 205 nos.	**<u>205</u> nos.**

Note: (1) include 4 car parking spaces for persons with disabilities
(2) provision rate for bicycle parking space extracted from approved TPB No. Y/YL-PS/4

Dimensions:

Car parking space	–	5m(L) × 2.5m(W) × 2.4m(H)
Car parking space for persons with disabilities	–	5m(L) × 3.5m(W) × 2.4m(H)
HGV loading / unloading bay	–	11m(L) × 3.5m(W) × 4.7m(H)
Motorcycle parking space	–	2.4m(L) × 1m(W) × 2.4m(H)
Bicycle parking space	–	1.8m(L) × 1m(W) × 2.4m(H)

3.3 Table 3.2 shows that the internal transport facilities for Private Housing comply with the **<u>maximum recommendations of HKPSG</u>**.

(B) Proposed RCHE

3.4 The HKPSG has no recommendation on the provision of internal transport facilities for RCHE. Therefore, internal transport facilities remain unchanged as per the approved TPB No. Y/YL-PS/4, which have taken into consideration the operational needs, nature, scale and location of the Proposed RCHE. The internal transport facilities for the Proposed RCHE is summarised in Table 3.3.

TABLE 3.3 INTERNAL TRANSPORT FACILITIES FOR THE PROPOSED RCHE

Item	Proposed Provision	Dimensions
Car Parking Space	5 nos.	5m (L) × 2.5m (W) × 2.4m (H)
	1 no.	5m (L) × 3.5m (W) × 2.4m (H) – for persons with disabilities
Motorcycle Parking Space	1 no.	2.4m (L) × 1m (W) × 2.4m (H)
Taxi / Private Car Lay-by	1 no.	5m (L) × 2.5m (W) × 2.4m (H)
Loading / Unloading Bay	1 no. HGV	11m (L) × 3.5m (W) × 4.7m (H)
Mini Coach / Ambulance Lay-by	1 no.	9m (L) × 3m (W) × 4m (H)

(C) Overall Provision

3.5 The overall provision of internal transport facilities for the Proposed Development is summarised in Table 3.4.

TABLE 3.4 INTERNAL TRANSPORT FACILITIES FOR THE PROPOSED DEVELOPMENT

Item	Proposed Development			
	Private Housing		RCHE	Overall
	Residential	Retail		
Car Parking Space	337, including: • 322 (for residents) • 15 (for visitors)	11	6	**354** [(1)]
Motorcycle Parking Space	16	2	1	**19**
Taxi / Private Car Lay-by	–	–	1	**1**
HGV Loading / Unloading Bay	3	1	1	**5**
LGV Loading / Unloading Bay	–	1	–	**1**
Mini Coach / Ambulance Lay-by	–	–	1	**1**
Bicycle Parking Space	205	–	–	**205**
RCV Loading / Unloading Bay	1			**1**

Note: [(1)] include 4 car parking spaces for persons with disabilities for Private Housing, and 1 car parking space for persons with disabilities for RCHE

Internal Transport Layout

3.6 The ground and basement floor plans showing the internal transport facilities are presented in Figures 3.1 – 3.3.

3.7 The existing site access road from Castle Peak Road – Ping Shan will be maintained as the run-in / out for the Private Housing. To facilitate the operation of the Proposed RCHE, the run-in / out is proposed at Ping Ha Road.

3.8 The traffic routings to and from the Proposed Development are presented in Figures 3.4 and 3.5 respectively.

Widening of Public Footpaths

3.9 According to Chapter 8 of HKPSG, the width of footpath shall be 2.75m for Residential Zone 2 *[Note: The Proposed Development with domestic plot ratio of 4.5 is classified as Residential Zone 2 based on Chapter 2 of HKPSG]*.

3.10 From site measurement, the section of existing footpath along Castle Peak Road – Ping Shan is around 1.8 – 2.8m wide. Subsequent to approval of this s12a rezoning application by TPB, provision of adequate footpaths fronting the Proposed Development will be incorporated in the subsequent land exchange application and General Building Plan submission.

4.0 TRAFFIC IMPACT

Design Year

4.1 The Proposed Development is expected to be completed in 2029. Thus, the design year adopted for the capacity analysis is 2032, i.e. *"3 years after the planned completion of the development"*.

Traffic Generation

(A) Private Housing

4.2 To estimate traffic generation of the Private Housing, trip generation rates for residential and retail found in Volume 1 of the TPDM are adopted. Since the average size of the residential flats is around 42.6m^2, trip generation rates for private housing with average flat size of 60m^2, which is the smallest in the TPDM, is adopted. The adopted trip generation rates are presented in Table 4.1.

TABLE 4.1 TRIP GENERATION RATES FOR PRIVATE HOUSING

Use	Unit	Trip Generation Rates (from TPDM)			
		AM Peak		PM Peak	
		IN	OUT	IN	OUT
Residential	pcu/hour/flat	0.0425	0.0718	0.0370	0.0286
Retail Shop	pcu/hour/100m^2	0.2434	0.2296	0.3563	0.3100

4.3 The trip generation rates presented in Table 4.1 are used to calculate the traffic generated associated with the Private Housing, and the calculated traffic generation is presented in Table 4.2.

TABLE 4.2 PRIVATE HOUSING TRAFFIC GENERATION

Use	Quantity	Traffic Generation (pcu/hour)			
		AM Peak		PM Peak	
		IN	OUT	IN	OUT
Residential	1,536 flats	66	111	57	44
Retail Shop	1,535m^2 GFA	4	4	6	5
Total		**70**	**115**	**63**	**49**

(B) Proposed RCHE

4.4 In view that TPDM does not provide trip generation rates for RCHE, traffic generation associated with the Proposed RCHE is estimated based on traffic generation surveys conducted at similar RCHEs located in Tuen Mun. The survey results and the adopted trip generation rates for the Proposed RCHE are presented in Table 4.3.

TABLE 4.3 TRIP GENERATION RATES OF SIMILAR RCHEs

RCHE	No. of Beds	Traffic Generation (pcu/hour)				Trip Generation Rate (pcu/hour/bed)			
		AM Peak		PM Peak		AM Peak		PM Peak	
		IN	OUT	IN	OUT	IN	OUT	IN	OUT
Pok Oi Hospital Tuen Mun Nursing Home (1)	216	4	8	4	2	0.0185	0.0370	0.0185	0.0093
Caritas Li Ka Shing Care and Attention Home (2)	260	10	9	6	4	0.0385	0.0346	0.0231	0.0154
Adopted Trip Generation Rate (maximum)						**0.0385**	**0.0370**	**0.0231**	**0.0154**

Note: (1) located at 2 Siu Lun Street in Tuen Mun
(2) located at 16 Wah Fat Street in Tuen Mun

4.5 The adopted trip generation rates presented in Table 4.3 are used to calculate the traffic generated associated with the Proposed RCHE, and the calculated traffic generation is presented in Table 4.4.

TABLE 4.4 TRAFFIC GENERATION OF THE PROPOSED RCHE

Proposed RCHE (with 222 beds)	Unit	AM Peak		PM Peak	
		IN	OUT	IN	OUT
Trip Generation Rate (from Table 4.3)	pcu/hour/bed	0.0385	0.0370	0.0231	0.0154
Traffic Generation	**pcu/hour**	**9**	**9**	**6**	**4**

(C) Overall Traffic Generation

4.6 The results presented in Tables 4.2 and 4.4 are used to calculate the overall traffic generated associated with the Proposed Development, and the calculated traffic generation is presented in Table 4.5.

TABLE 4.5 PROPOSED DEVELOPMENT TRAFFIC GENERATION

Type of Use	Quantity	Traffic Generation (pcu/hour)			
		AM Peak		PM Peak	
		IN	OUT	IN	OUT
Private Housing	1,536 flats	66	111	57	44
	1,535m^2 GFA	4	4	6	5
Proposed RCHE	222 beds	9	9	6	4
Total		**79**	**124**	**69**	**53**

4.7 Traffic generated from the Private Housing and the Proposed RCHE is presented in Figures 4.1A and 4.1B respectively. Figure 4.1, i.e. additional traffic generation on J1 – J5, could be derived by summation of traffic generation in Figures 4.1A and 4.1B.

Traffic Forecast

4.8 The 2032 design traffic flows for capacity analysis are derived with reference to (i) the NTW1 BDTM updated with planned developments and road network located in the vicinity; and (ii) expected traffic generation associated with the Proposed Development.

Major Planned Developments

4.9 The major planned developments in the vicinity of the Proposed Development are summarised in Table 4.6.

TABLE 4.6 DETAILS OF MAJOR PLANNED DEVELOPMENTS

Ref.	Location	Use	Development Parameters (Approx.)
A	Hung Shui Kiu / Ha Tsuen New Development Area	New Town	with around 61,500 flats and over 600 hectares floor area for commercial and industrial uses
B	Yuen Long South Development	Extension of Yuen Long New Town	with around 32,850 flats and around 73 hectares floor area for commercial and industrial uses
C	Public Housing Development at Tan Kwai Tsuen	Public Housing	around 7,400 flats, commercial GFA of around 6,600m^2 and community facilities
D	Public Housing Development at Long Bin	Public Housing	around 11,940 flats, commercial GFA of around 10,380m^2 and community facilities

4.10 The major planned developments listed in Table 4.6 have been included in the traffic forecast.

2032 Junction Capacity Analysis

4.11 The 2032 peak hour traffic flows without and with the Proposed Development are shown in Figures 4.2 and 4.3 respectively.

4.12 The 2032 junction capacity analysis for the cases without and with the Proposed Development are summarised in Table 4.7, and detailed calculations are found in Appendix A.

TABLE 4.7 2032 JUNCTION OPERATIONAL PERFORMANCE

Ref.	Signal Junction	Reserve Capacity			
		Without Proposed Development		With Proposed Development	
		AM Peak	PM Peak	AM Peak	PM Peak
J1	Castle Peak Road – Ping Shan / Ping Ha Road / Tong Yan San Tsuen Road (1)	2%	0%	–1%	–3%
J2	Castle Peak Road – Ping Shan / Site Access Road (1)	>100%	>100%	>100%	>100%
J3	Castle Peak Road – Ping Shan / Ping Kwai Road / San Hi Tsuen Street (1)	57%	61%	57%	61%
J4	Castle Peak Road – Ping Shan / Ma Wang Road / Slip Road to Tong Yan San Tsuen Interchange (1)	64%	61%	62%	59%
J5	Shui Pin Wai Interchange	26%	45%	24%	44%

Note: (1) actual lost times adopted from site measurements to reflect the effect of Light Rail

4.13 The above results indicate that the analysed junctions, except for J1, are expected to operate with capacities during the peak hours in 2032.

J1 : Castle Peak Road – Ping Shan / Ping Ha Road / Tong Yan San Tsuen Road

4.14 Reference is made to Paper 7c/2021 and minutes of *"Working Group on Traffic and Pedestrian Congestion in Yuen Long"* meeting on 9th February 2021 under the Traffic and Transport Committee of Yuen Long District Council: 「運輸署早前已策劃為橫跨唐人新村路行人過路處加裝『綠色人像』交通燈，並加建由青山公路－屏山段左轉往唐人新村路的行車線。」

4.15 It is noted that signalised pedestrian crossings across Tong Yan San Tsuen Road were completed by Transport Department in August 2021, and the additional left turning lane from Castle Peak Road – Ping Shan to Tong Yan San Tsuen Road is pending implementation. The conceptual layout of J1 with the additional left turning lane is presented in Figure 4.4.

4.16 Based on the above, junction capacity analysis is re-conducted for J1 for the case with the proposed left turning lane, and the results are shown in Table 4.8.

TABLE 4.8 2032 JUNCTION OPERATIONAL PERFORMANCE (WITH MODIFICATION TO J1)

Ref.	Scenario	Reserve Capacity (1)			
		Without Proposed Development		With Proposed Development	
		AM Peak	PM Peak	AM Peak	PM Peak
J1	existing condition	2%	0%	–1%	–3%
	with proposed left turning lane	31%	28%	25%	24%

Note: (1) actual lost times adopted from site measurements to reflect the effect of Light Rail

4.17 With the proposed left turning lane, J1 is expected to operate within capacities during the AM and PM peak hours in 2032. In addition, the traffic generated by the Proposed Development is expected to have minimal impact to the capacity of the analysed junctions. Hence, it can be concluded that the Proposed Development is acceptable from traffic engineering terms.

Sensitivity Test for Remaining Portions of the CDA Site

4.18 The subject site falls within the CDA site located at the southeast of Tong Fong Tsuen and west of Ping Ha Road, and the remaining portions ("remaining portions") of this CDA site include (i) Lot No. 1694 RP & Exts Thereto in D.D. 122; and (ii) Lot No. 1702 RP in D.D. 122.

4.19 To ascertain the traffic impact associated to the whole CDA site, a sensitivity test is conducted for the whole CDA, and assuming that the remaining portions are redeveloped as residential use with plot ratio 4.5 and similar average flat size as the Proposed Development. The indicative development parameters and traffic generation for the remaining portions are presented in Table 4.9.

TABLE 4.9 INDICATIVE TRAFFIC GENERATION OF REMAINING PORTION OF CDA SITE

D.D. 122	No. of Flat [1]	Traffic Generation (pcu/hour) [2]			
		AM Peak		PM Peak	
		IN	OUT	IN	OUT
Lot No. 1694 RP & Exts Thereto	469	20	34	18	14
Lot No. 1702 RP	346	15	25	13	10
Total	**815**	**35**	**59**	**31**	**24**

Note: [1] assuming plot ratio of 4.5 and average flat size of 42.6m^2
[2] calculated based on trip generation rates in Table 4.1

4.20 The 2032 peak hour traffic flows for the sensitivity test are shown in Figure 4.5, and the corresponding junction capacity analysis is summarised in Table 4.10. Detailed calculations are found in Appendix A.

TABLE 4.10 2032 JUNCTION OPERATIONAL PERFORMANCE (SENSITIVITY TEST)

Ref.	Signal Junction	Reserve Capacity			
		With Proposed Development [2]		Sensitivity Test – Redevelopment of Whole CDA Site	
		AM Peak	PM Peak	AM Peak	PM Peak
J1	Castle Peak Road – Ping Shan / Ping Ha Road / Tong Yan San Tsuen Road [1][3]	25%	24%	19%	20%
J2	Castle Peak Road – Ping Shan / Site Access Road [1]	>100%	>100%	>100%	>100%
J3	Castle Peak Road – Ping Shan / Ping Kwai Road / San Hi Tsuen Street [1]	57%	61%	57%	61%
J4	Castle Peak Road – Ping Shan / Ma Wang Road / Slip Road to Tong Yan San Tsuen Interchange [1]	62%	59%	61%	59%
J5	Shui Pin Wai Interchange	24%	44%	23%	44%

Note: [1] actual lost times adopted from site measurements to reflect the effect of Light Rail
[2] from Table 4.7
[3] with proposed left turning lane planned by Transport Department

4.21 The sensitivity test indicates that the analysed junctions are expected to operate with capacities during the peak hours in 2032. It can be concluded that the redevelopment of whole CDA site will result in no adverse traffic impact to the surrounding road network.

5.0 CONCLUSION

5.1 The subject site comprises of various lots in D.D. 121 and D.D. 122 in Ping Shan. The Applicant has the intention to construct within the subject site (i) a private housing comprising of 1,536 flats with average flat size of around 42.6m^2 and retail shop with 1,535m^2 GFA; and (ii) a RCHE with 222 beds.

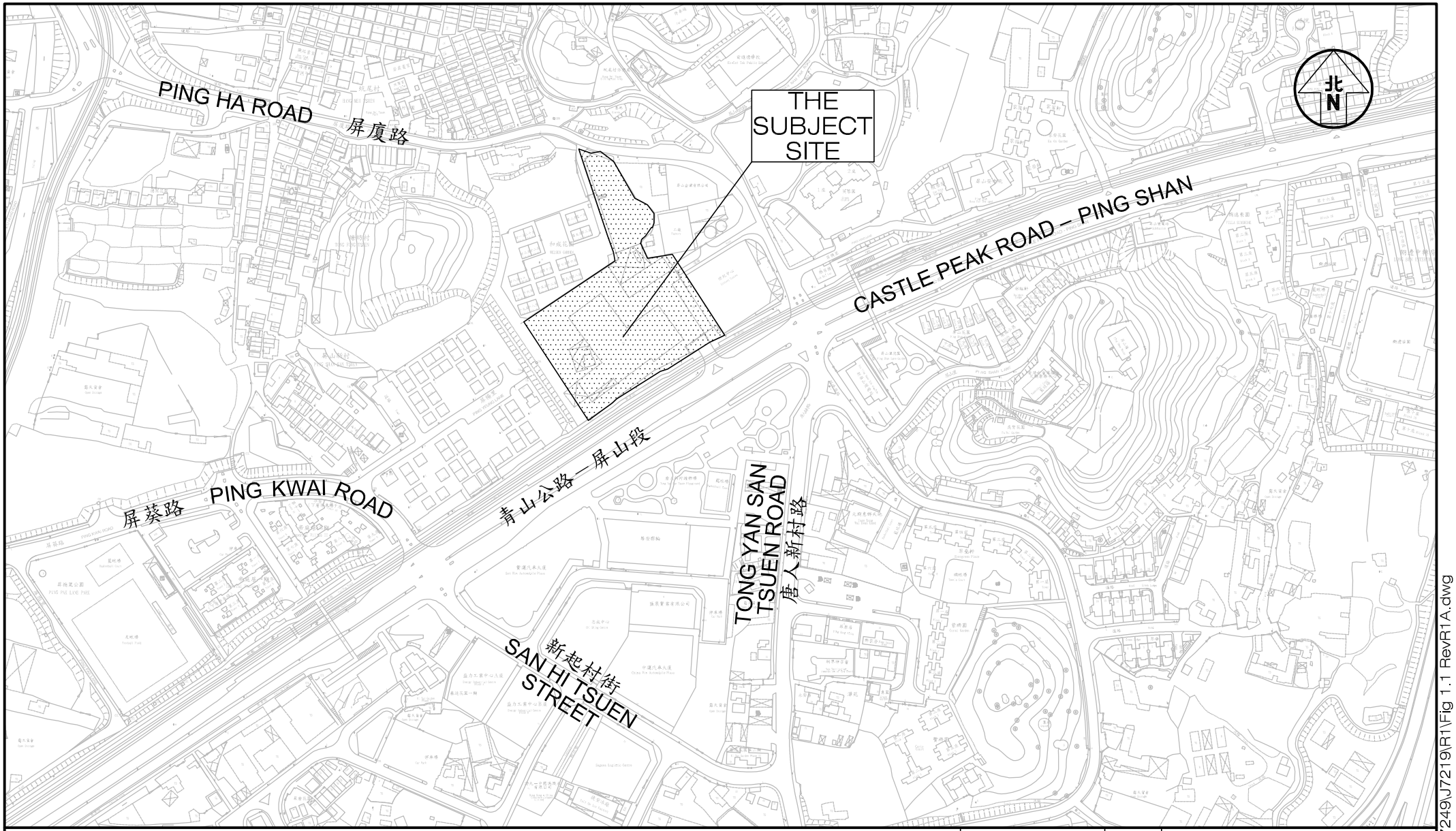
5.2 The internal transport facilities provided for the Private Housing comply with the **maximum recommendations of HKPSG** while the internal transport facilities for the Proposed RCHE are provided to meet the operational needs.

5.3 Manual classified counts were conducted at key junctions during the AM and PM peak hours. The 2032 design traffic flows are derived with reference to the BDTM and updated with the planned developments in the vicinity.

5.4 The 2032 junction capacity analysis was undertaken for the cases with and without the Proposed Development. Taking into consideration the planned improvement for J1 by Transport Department, the junctions analysed have sufficient capacity to accommodate the expected traffic volume in 2032 and the additional traffic generated by the Proposed Development and remaining portions of the CDA site.

5.5 The TIA concluded that the Proposed Development will result in **no** adverse traffic impact to the surrounding road network. From traffic engineering grounds, the Proposed Development is acceptable.

Figures



Project Title: PROPOSED DEVELOPMENT AT VARIOUS LOTS IN D.D. 121, PING SHAN	J7219	Figure No. 1.1	Revision R1A	CKM Asia Limited Traffic and Transportation Planning Consultants 21st Floor, Methodist House, 36 Hennessy Road, Wan Chai, Hong Kong Tel : (852) 2520 5990 Fax : (852) 2528 6343 Email : mail@ckmasia.com.hk
Figure Title: LOCATION OF THE SUBJECT SITE		Designed by: T H C Drawn by: C C L Checked by: K C		
		Scale in A4: 1 : 4,000 Date: 10 NOV 2022		

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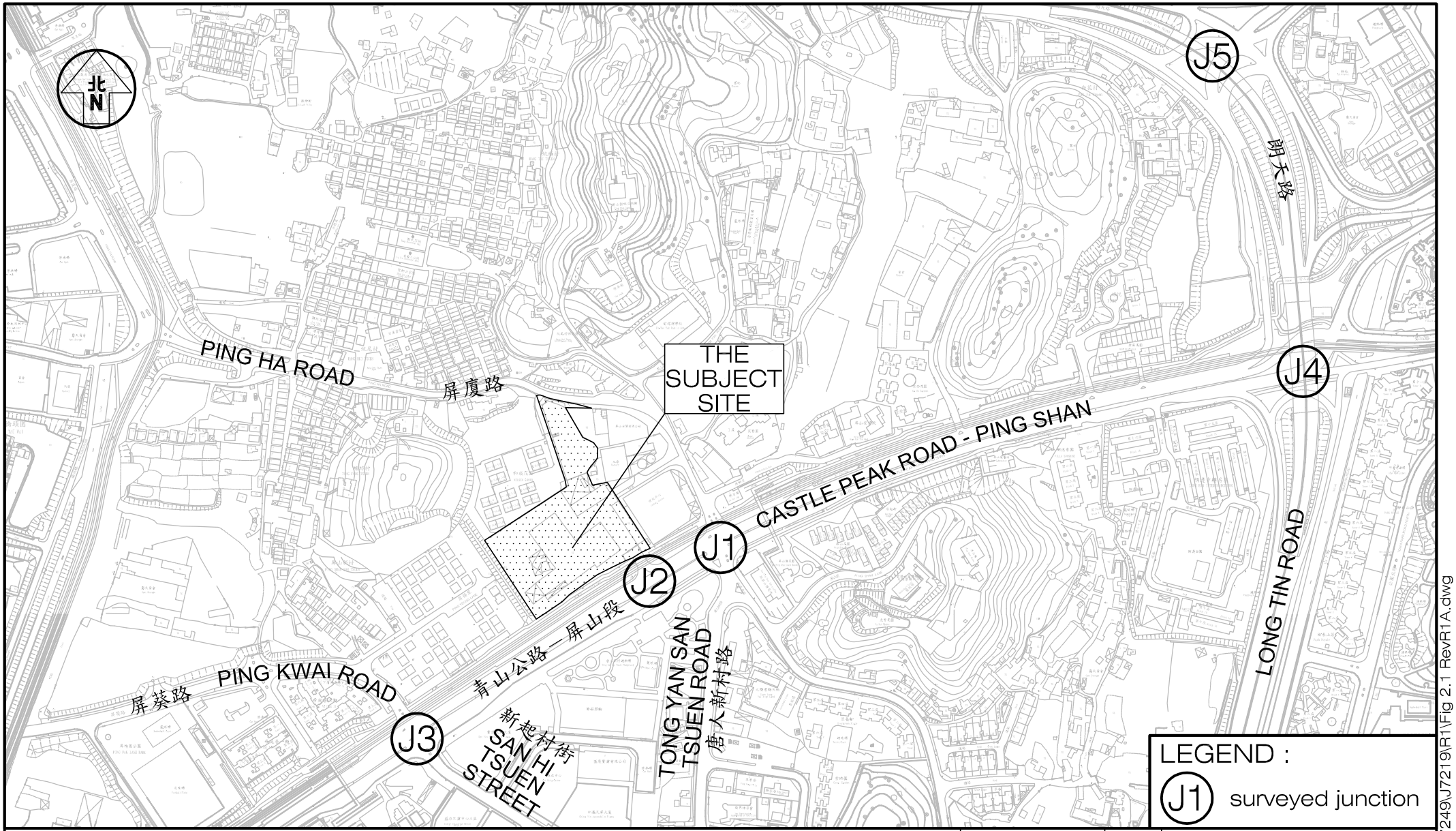

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Figure Title: SURVEYED JUNCTIONS		Designed by: T H C / Drawn by: C C L / Checked by: K C	
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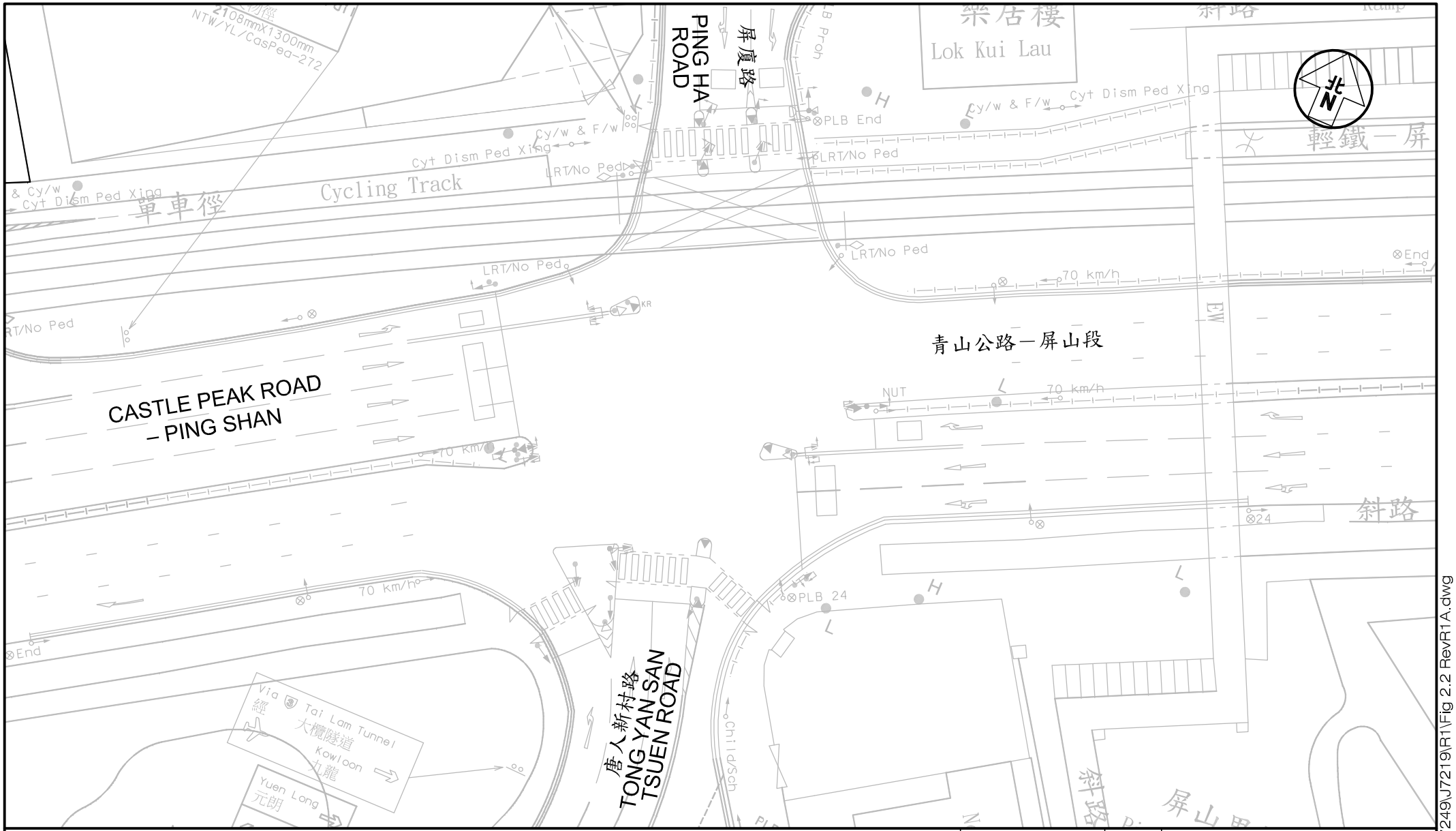

Project Title: PROPOSED DEVELOPMENT AT VARIOUS LOTS IN D.D. 121, PING SHAN	J7219	Figure No. 2.2	Revision R1A	CKM Asia Limited Traffic and Transportation Planning Consultants 21st Floor, Methodist House, 36 Hennessy Road, Wan Chai, Hong Kong Tel : (852) 2520 5990 Fax : (852) 2528 6343 Email : mail@ckmasia.com.hk
Figure Title: JUNCTION OF CASTLE PEAK ROAD – PING SHAN / PING HA ROAD / TONG YAN SAN TSUEN ROAD (J1)		Designed by: T H C Drawn by: C C L Checked by: K C Scale in A4: 1 : 500 Date: 10 NOV 2022		

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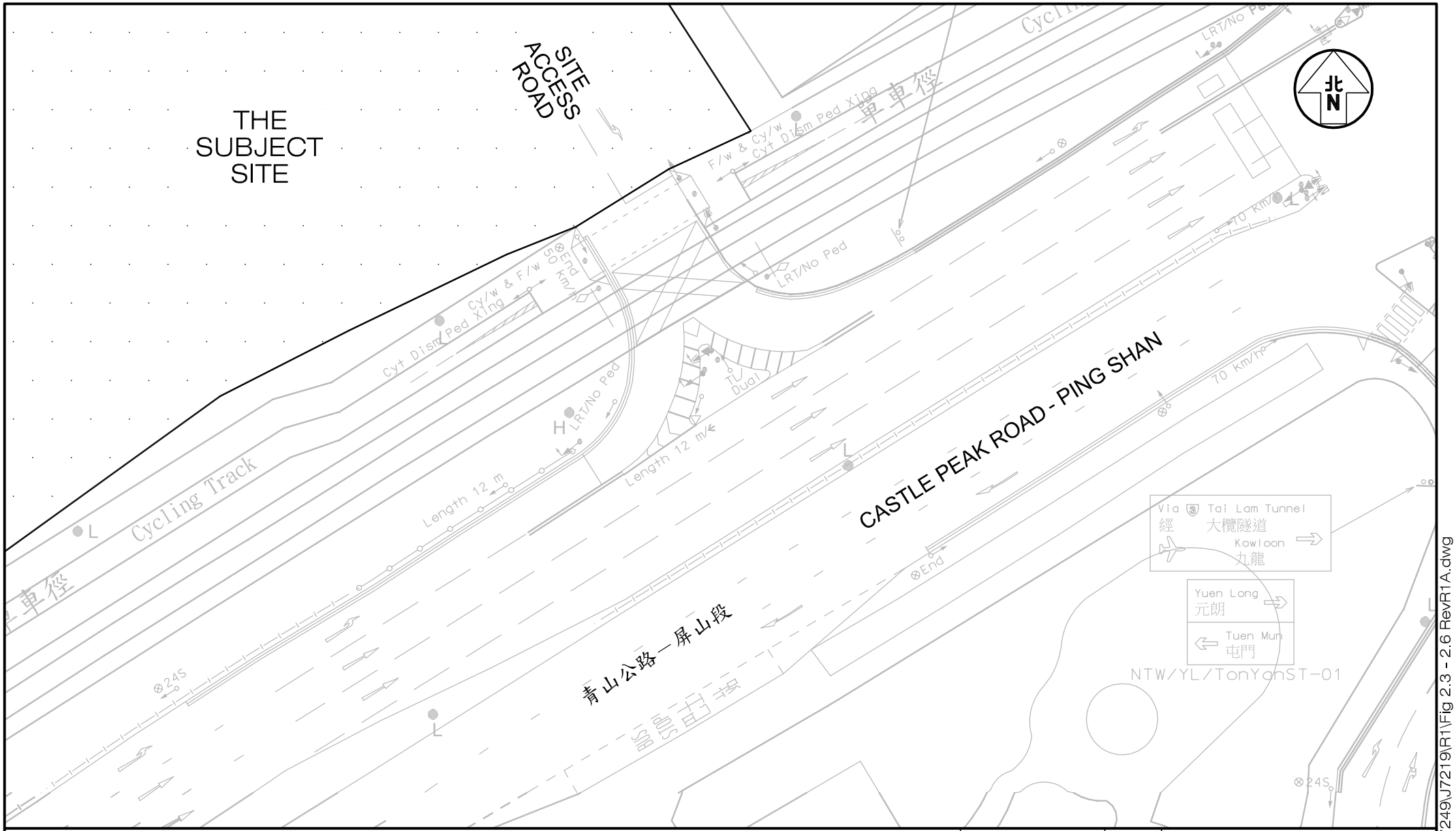

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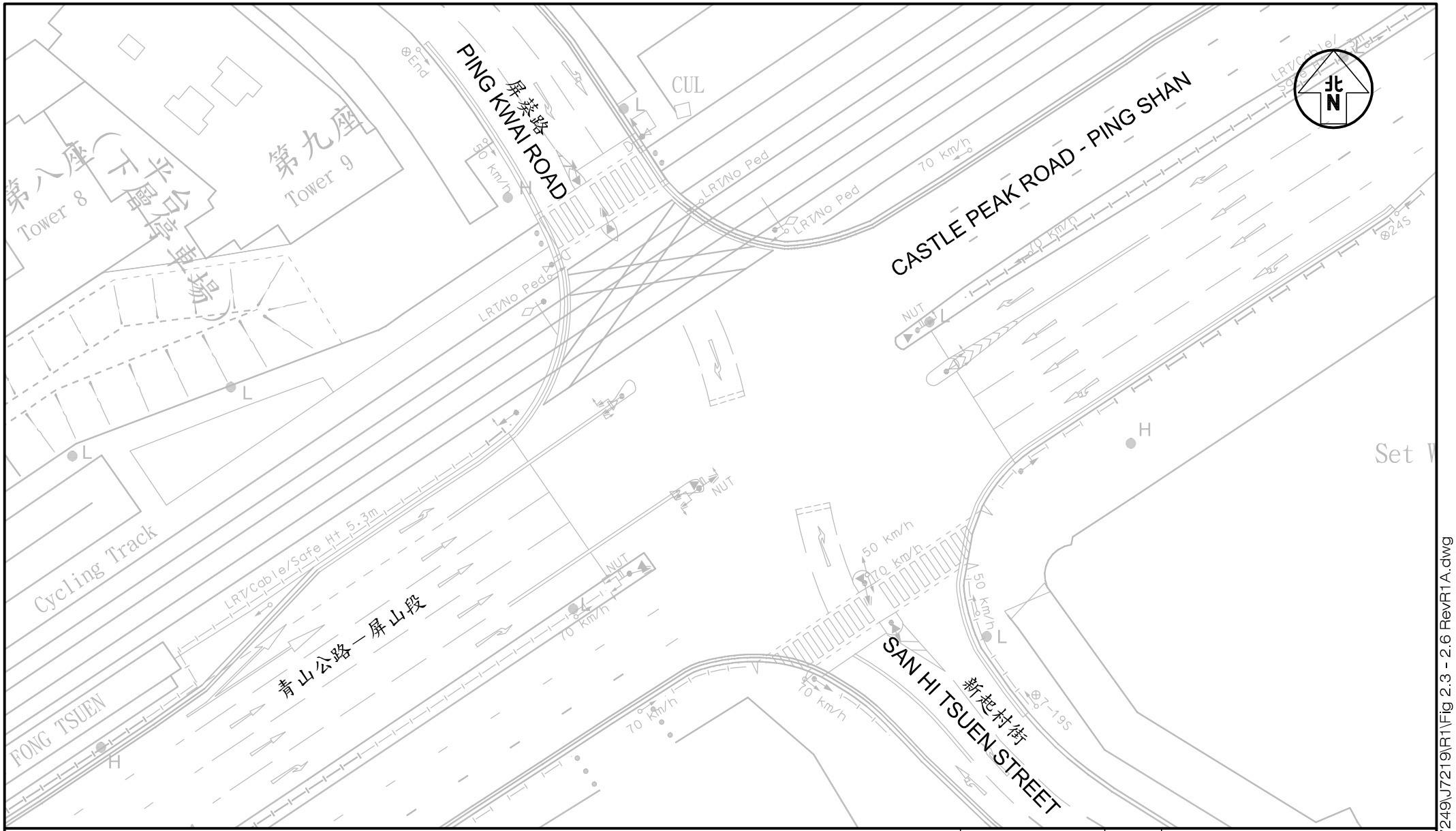

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Figure Title: JUNCTION OF CASTLE PEAK ROAD – PING SHAN / PING KWAI ROAD / SAN HI TSUEN STREET (J3)		Designed by: T H C Drawn by: C C L Checked by: K C Scale in A4: 1 : 500 Date: 10 NOV 2022		

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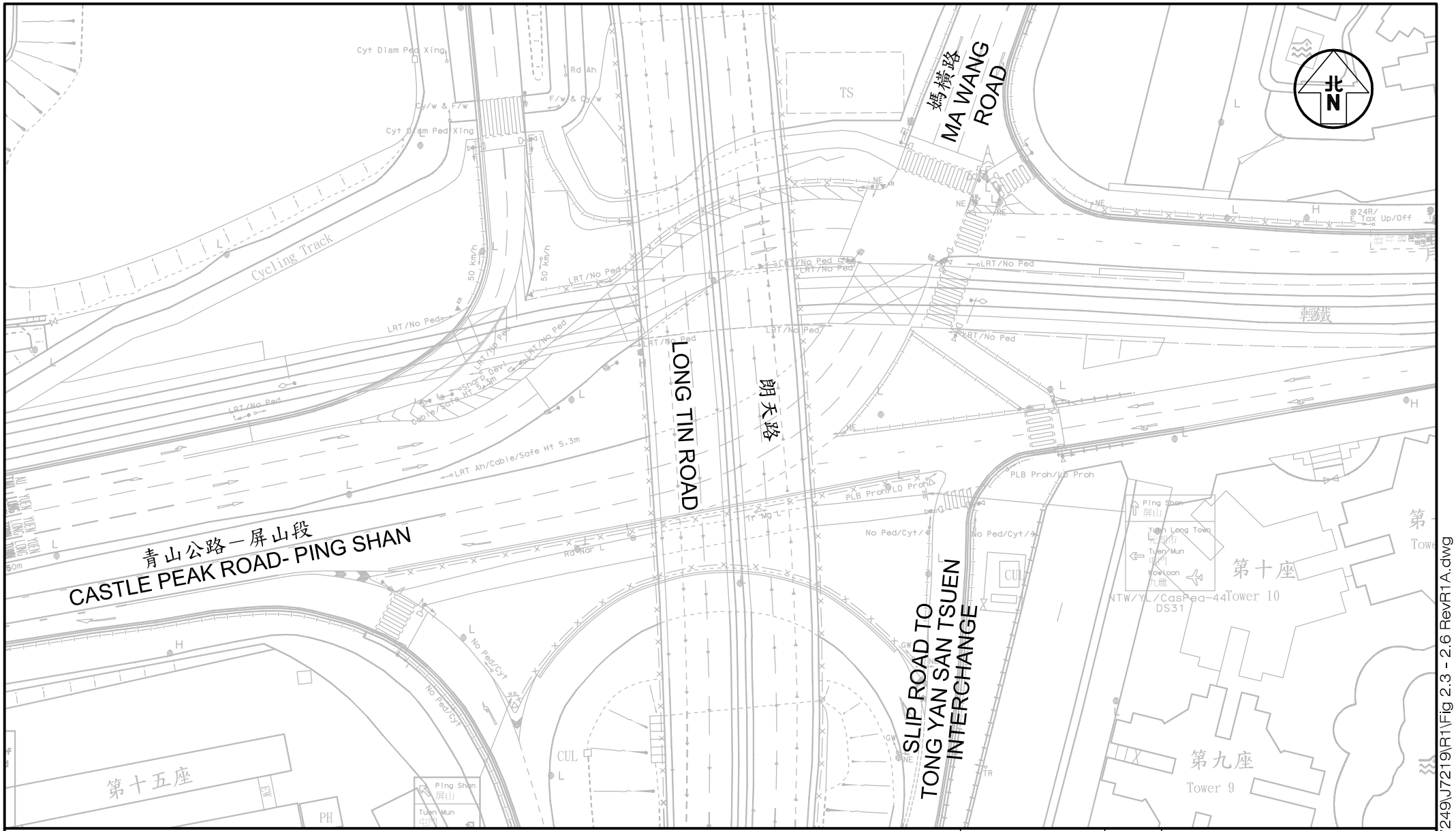

Project Title	PROPOSED DEVELOPMENT AT VARIOUS LOTS IN D.D. 121, PING SHAN	J7219	
Figure Title	JUNCTION OF CASTLE PEAK ROAD – PING SHAN / MA WANG ROAD / SLIP ROAD TO TONG YAN SAN TSUEN INTERCHANGE (J4)		

Figure No.	Revision	Designed by	Drawn by	Checked by	Scale in A4	Date
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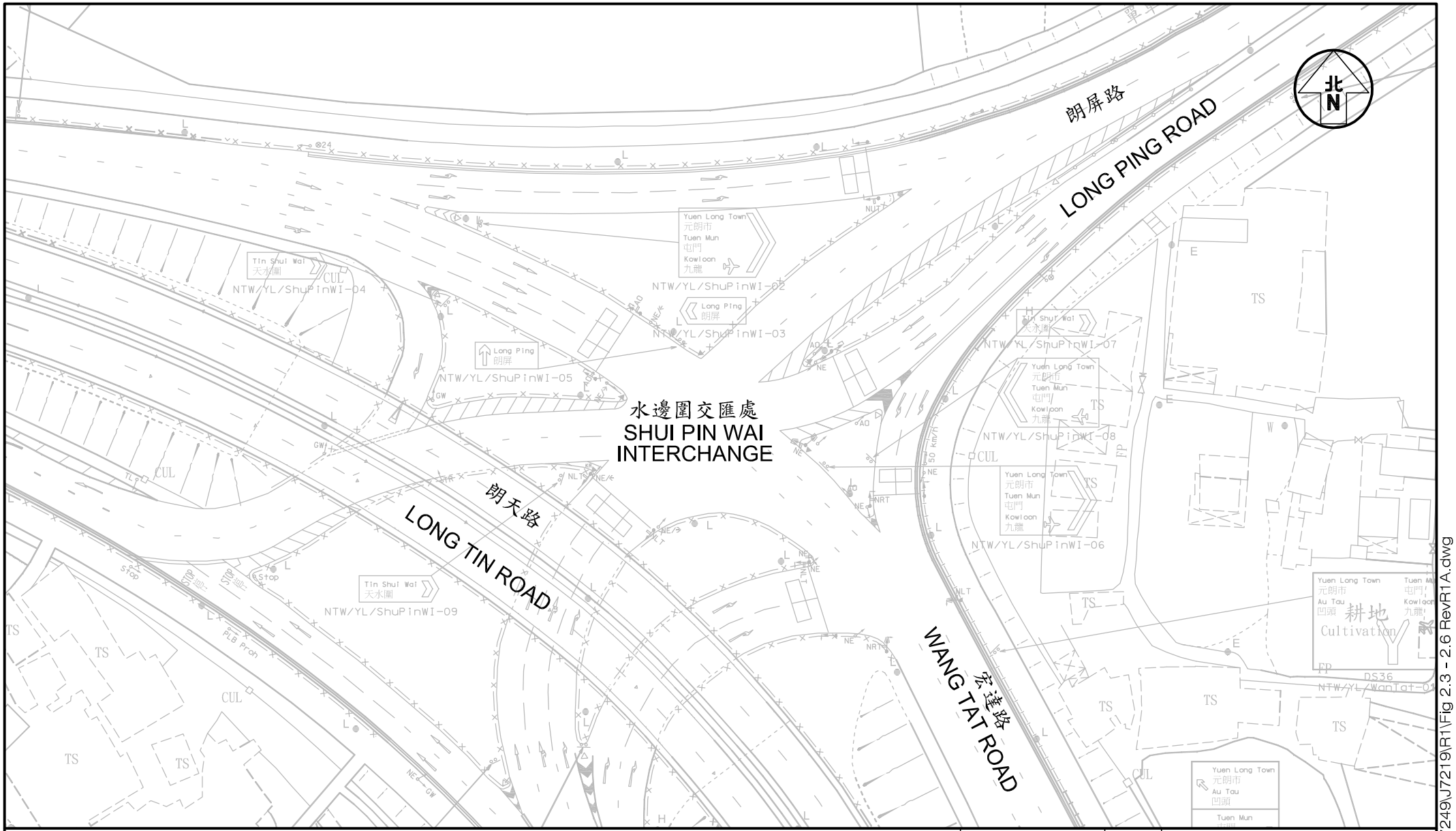

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Figure Title: SHUI PIN WAI INTERCHANGE (J5)		Designed by: T H C / Drawn by: C C L / Checked by: K C	
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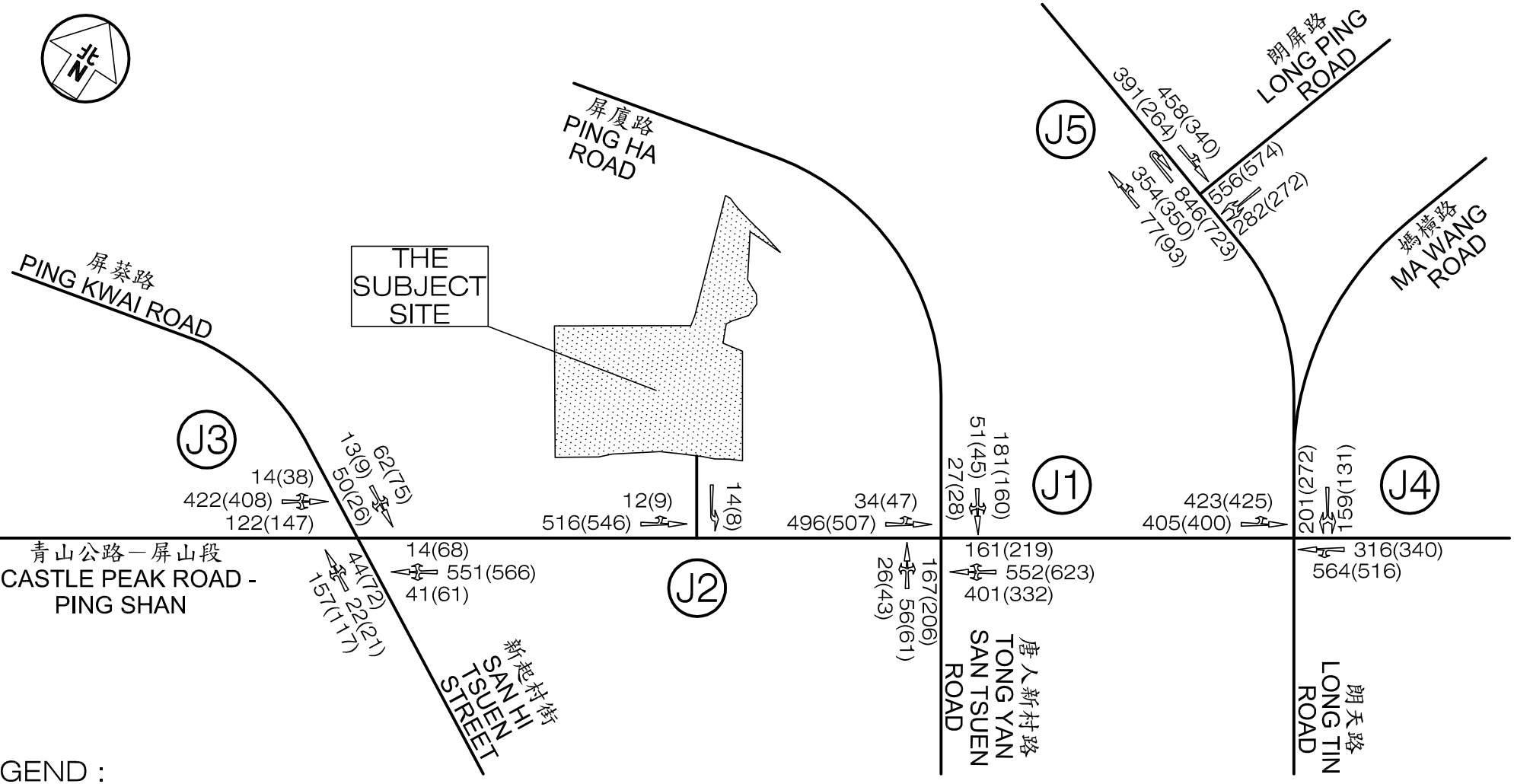

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123 - AM peak hour traffic flow, pcu / hr

(456) - PM peak hour traffic flow, pcu / hr

Project Title: PROPOSED DEVELOPMENT AT VARIOUS LOTS IN D.D. 121, PING SHAN	J7219	Figure No. 2.7	Revision R1A
Figure Title: EXISTING PEAK HOUR TRAFFIC FLOWS		Designed by T H C / Drawn by C C L / Checked by K C	
		Scale in A4 N.T.S.	Date 10 NOV 2022

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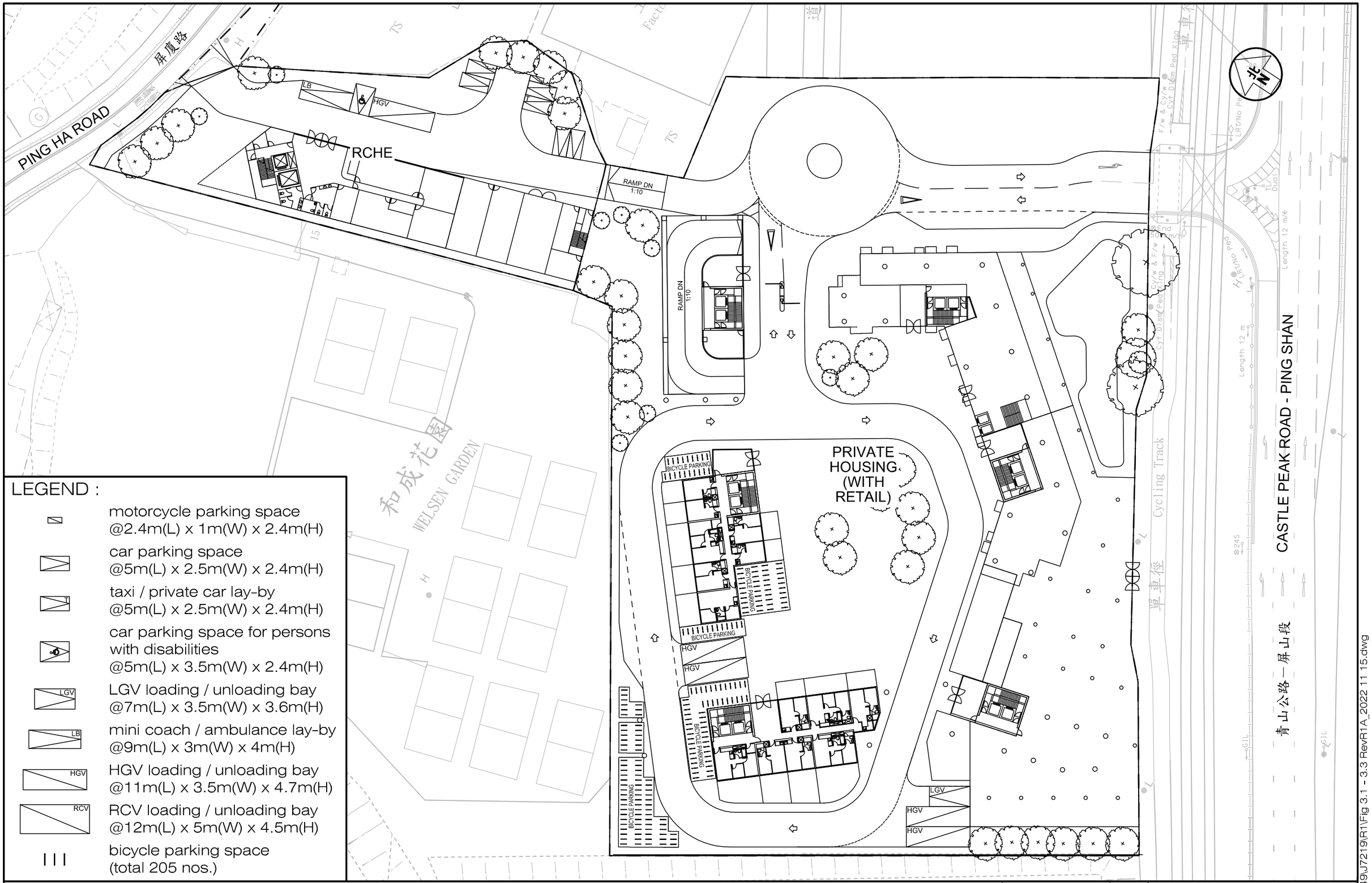

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- motorcycle parking space @2.4m(L) x 1m(W) x 2.4m(H)
- car parking space @5m(L) x 2.5m(W) x 2.4m(H)
- taxi / private car lay-by @5m(L) x 2.5m(W) x 2.4m(H)
- car parking space for persons with disabilities @5m(L) x 3.5m(W) x 2.4m(H)
- LGV loading / unloading bay @7m(L) x 3.5m(W) x 3.6m(H)
- mini coach / ambulance lay-by @9m(L) x 3m(W) x 4m(H)
- HGV loading / unloading bay @11m(L) x 3.5m(W) x 4.7m(H)
- RCV loading / unloading bay @12m(L) x 5m(W) x 4.5m(H)
- bicycle parking space (total 205 nos.)

Project Title: PROPOSED DEVELOPMENT AT VARIOUS LOTS IN D.D. 121, PING SHAN	J7219	Figure No. 3.1	Revision R1A	CKM Asia Limited Traffic and Transportation Planning Consultants 21st Floor, Methodist House, 36 Hennessy Road Wan Chai, Hong Kong Tel : (852) 2520 5990 Fax : (852) 2528 6343 Email : mail@ckmasia.com.hk
Figure Title: GROUND FLOOR PLAN		Designed by: T H C / Drawn by: C C L / Checked by: K C		
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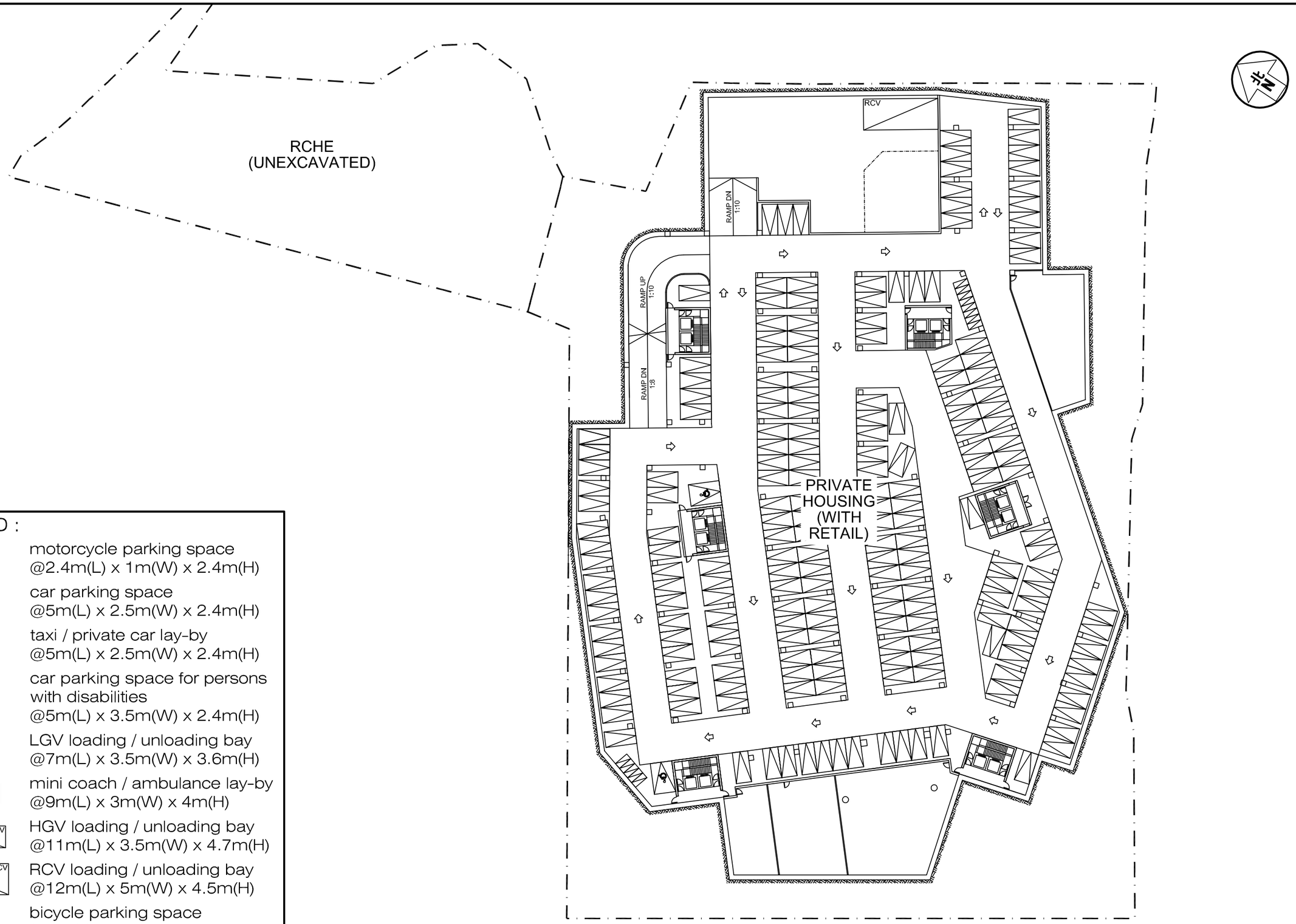

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- car parking space @5m(L) x 2.5m(W) x 2.4m(H)
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- car parking space for persons with disabilities @5m(L) x 3.5m(W) x 2.4m(H)
- LGV loading / unloading bay @7m(L) x 3.5m(W) x 3.6m(H)
- mini coach / ambulance lay-by @9m(L) x 3m(W) x 4m(H)
- HGV loading / unloading bay @11m(L) x 3.5m(W) x 4.7m(H)
- RCV loading / unloading bay @12m(L) x 5m(W) x 4.5m(H)
- bicycle parking space (total 205 nos.)

Project Title: PROPOSED DEVELOPMENT AT VARIOUS LOTS IN D.D. 121, PING SHAN J7219	Figure No. 3.2	Revision R1A	CKM Asia Limited Traffic and Transportation Planning Consultants 21st Floor, Methodist House, 36 Hennessy Road Wan Chai, Hong Kong Tel : (852) 2520 5990 Fax : (852) 2528 6343 Email : mail@ckmasia.com.hk
Figure Title: BASEMENT FIRST FLOOR PLAN	Designed by: T H C / Drawn by: C C L / Checked by: K C		
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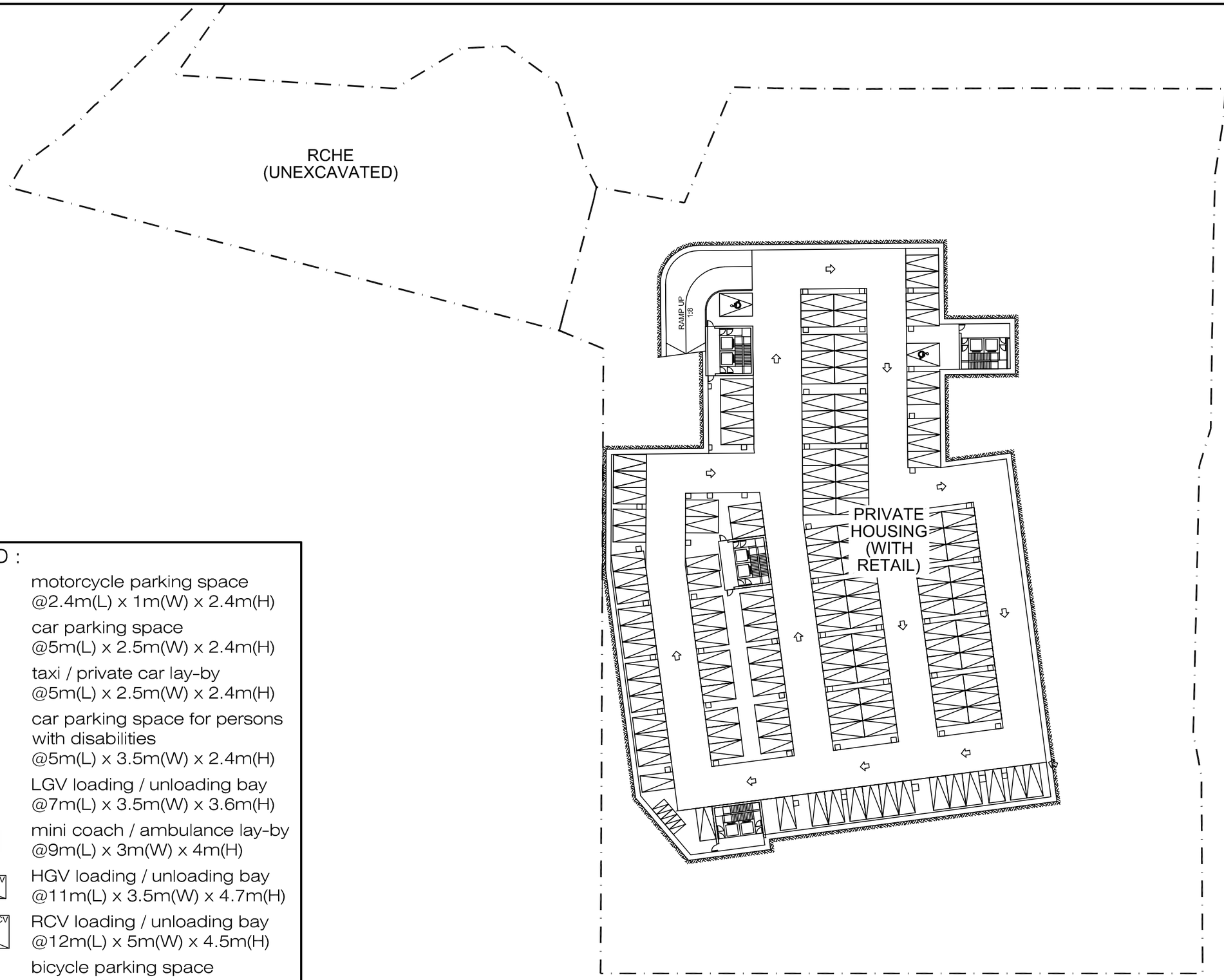

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- motorcycle parking space @2.4m(L) x 1m(W) x 2.4m(H)
- car parking space @5m(L) x 2.5m(W) x 2.4m(H)
- taxi / private car lay-by @5m(L) x 2.5m(W) x 2.4m(H)
- car parking space for persons with disabilities @5m(L) x 3.5m(W) x 2.4m(H)
- LGV loading / unloading bay @7m(L) x 3.5m(W) x 3.6m(H)
- LB mini coach / ambulance lay-by @9m(L) x 3m(W) x 4m(H)
- HGV loading / unloading bay @11m(L) x 3.5m(W) x 4.7m(H)
- RCV loading / unloading bay @12m(L) x 5m(W) x 4.5m(H)
- bicycle parking space (total 205 nos.)

Project Title: PROPOSED DEVELOPMENT AT VARIOUS LOTS IN D.D. 121, PING SHAN	J7219	Figure No. 3.3	Revision R1A
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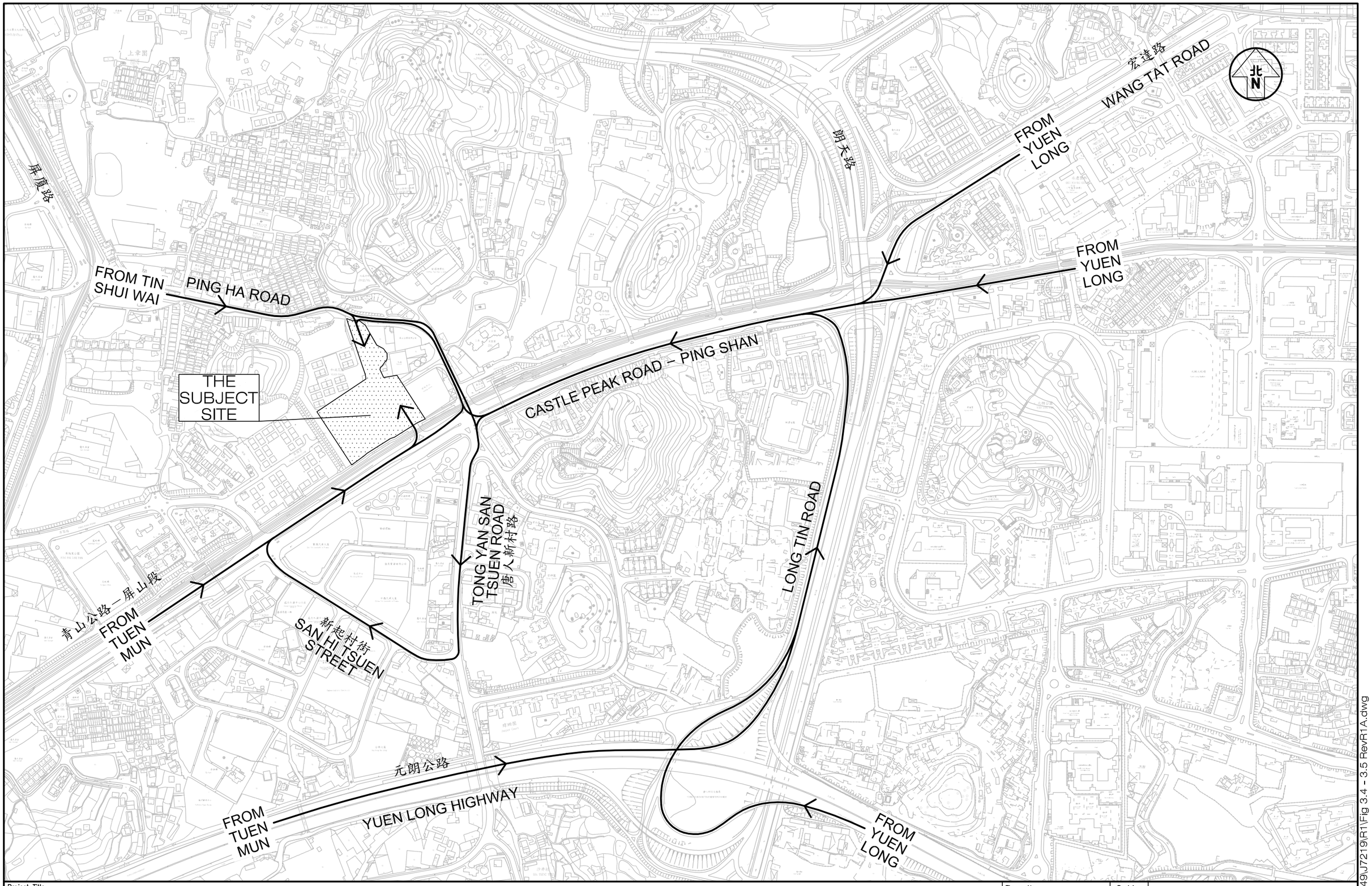

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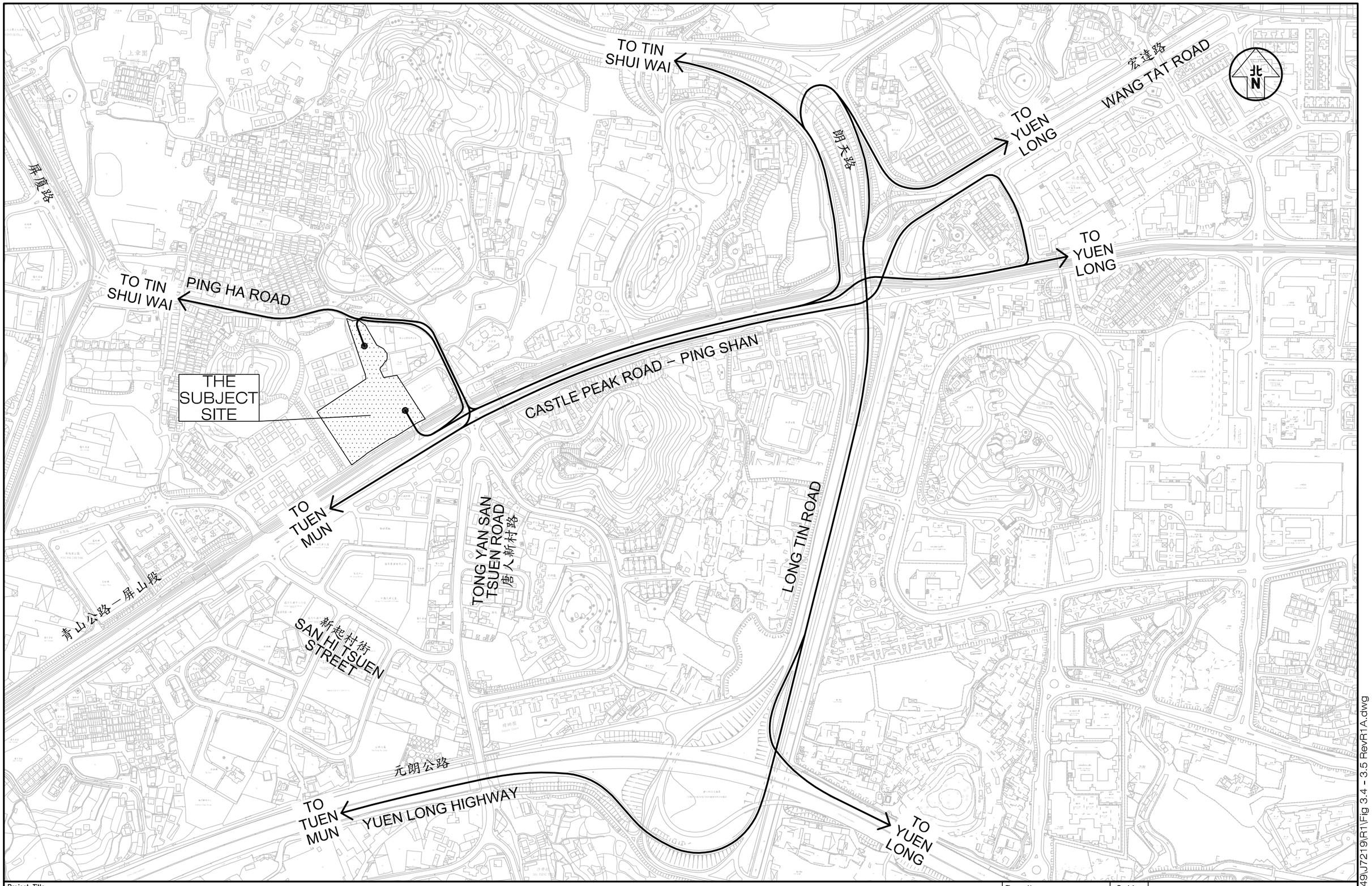

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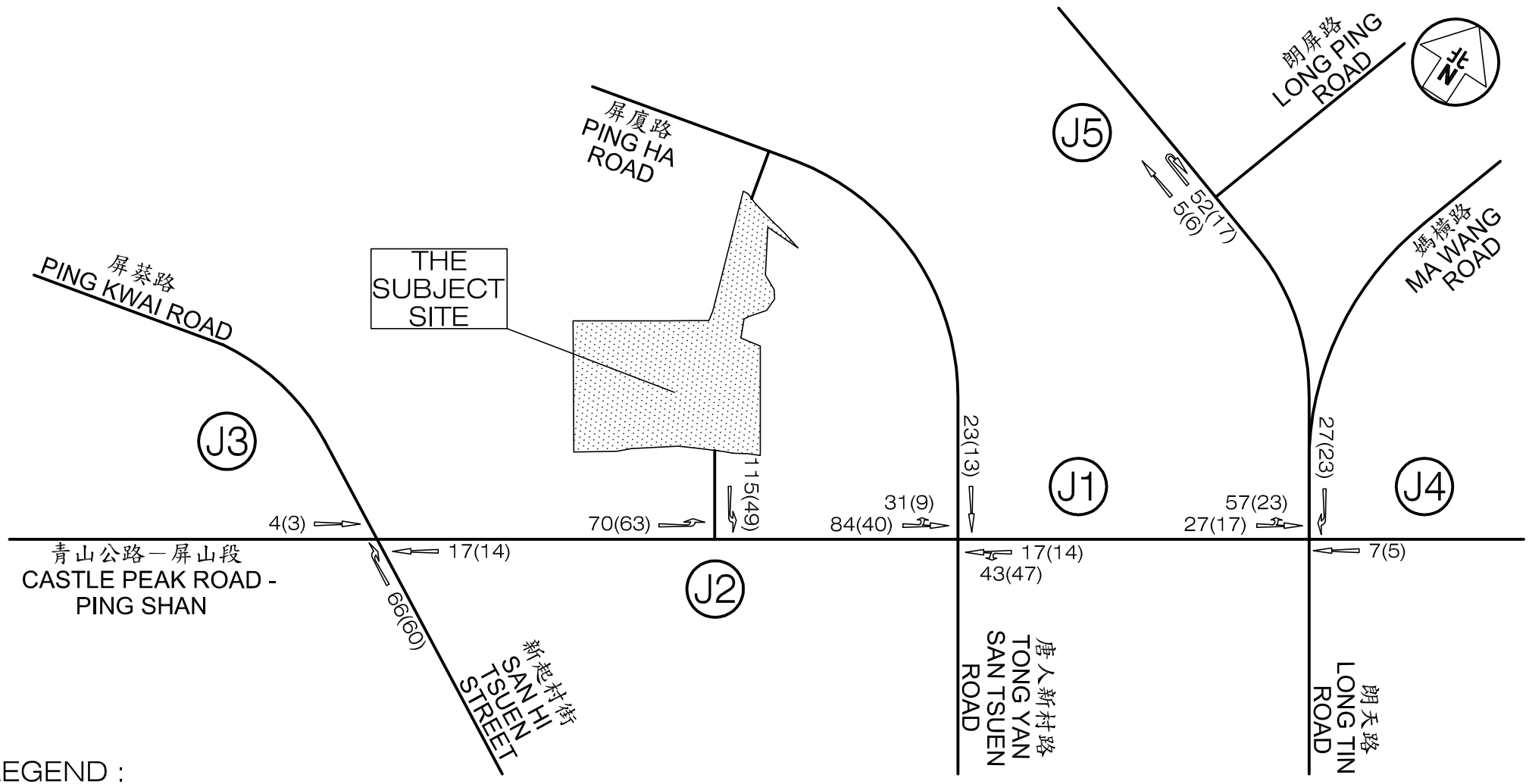

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123 - AM peak hour traffic flow, pcu / hr

(456) - PM peak hour traffic flow, pcu / hr

Project Title: PROPOSED DEVELOPMENT AT VARIOUS LOTS IN D.D. 121, PING SHAN	J7219	Figure No. 4.1A	Revision R1A
Figure Title: TRAFFIC GENERATION OF THE PRIVATE HOUSING		Designed by T H C / Drawn by C C L / Checked by K C	
		Scale in A4 N.T.S.	Date 14 MAR 2023

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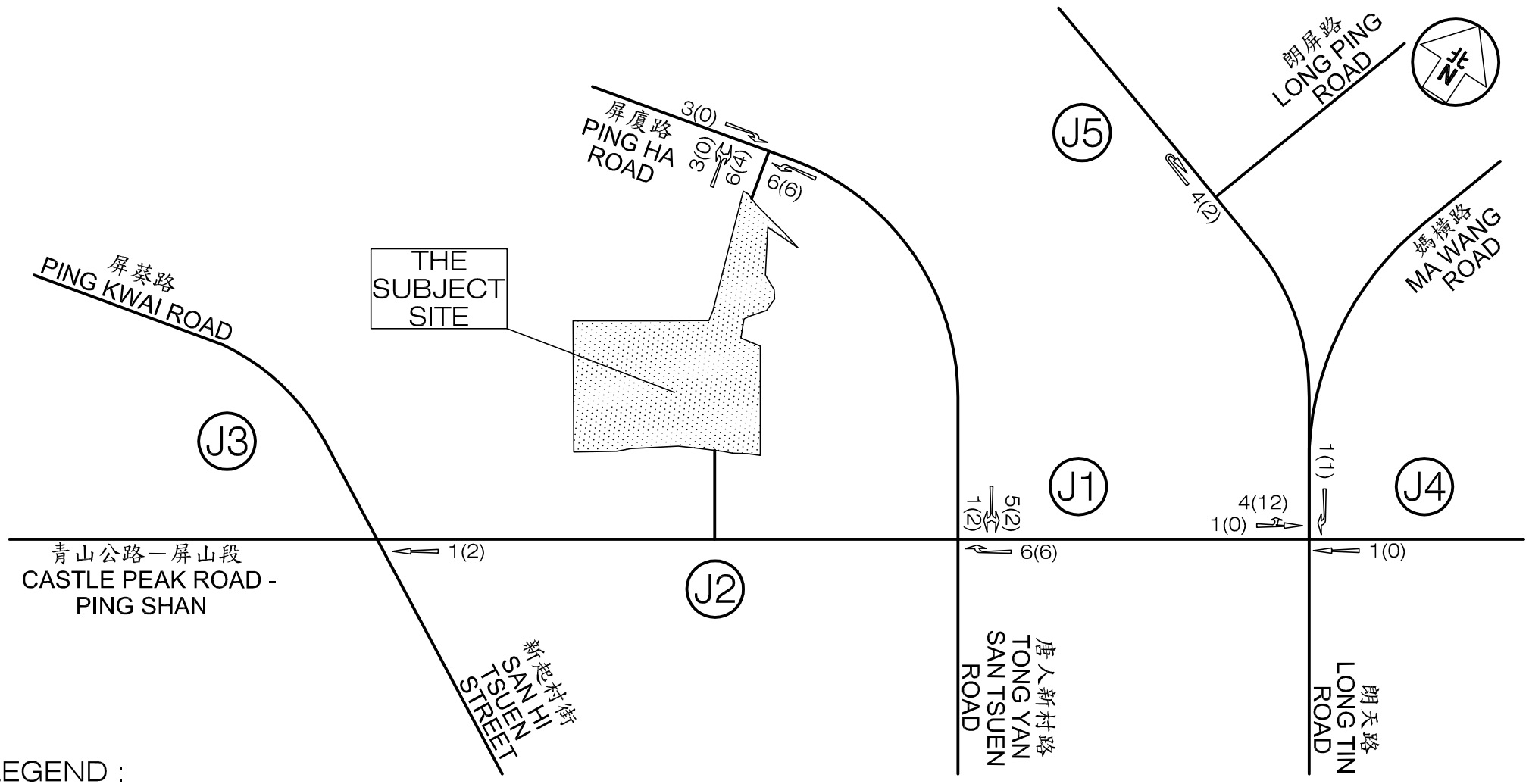

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Project Title: PROPOSED DEVELOPMENT AT VARIOUS LOTS IN D.D. 121, PING SHAN	J7219	Figure No. 4.1B	Revision R1A
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		Scale in A4 N.T.S.	Date 14 MAR 2023

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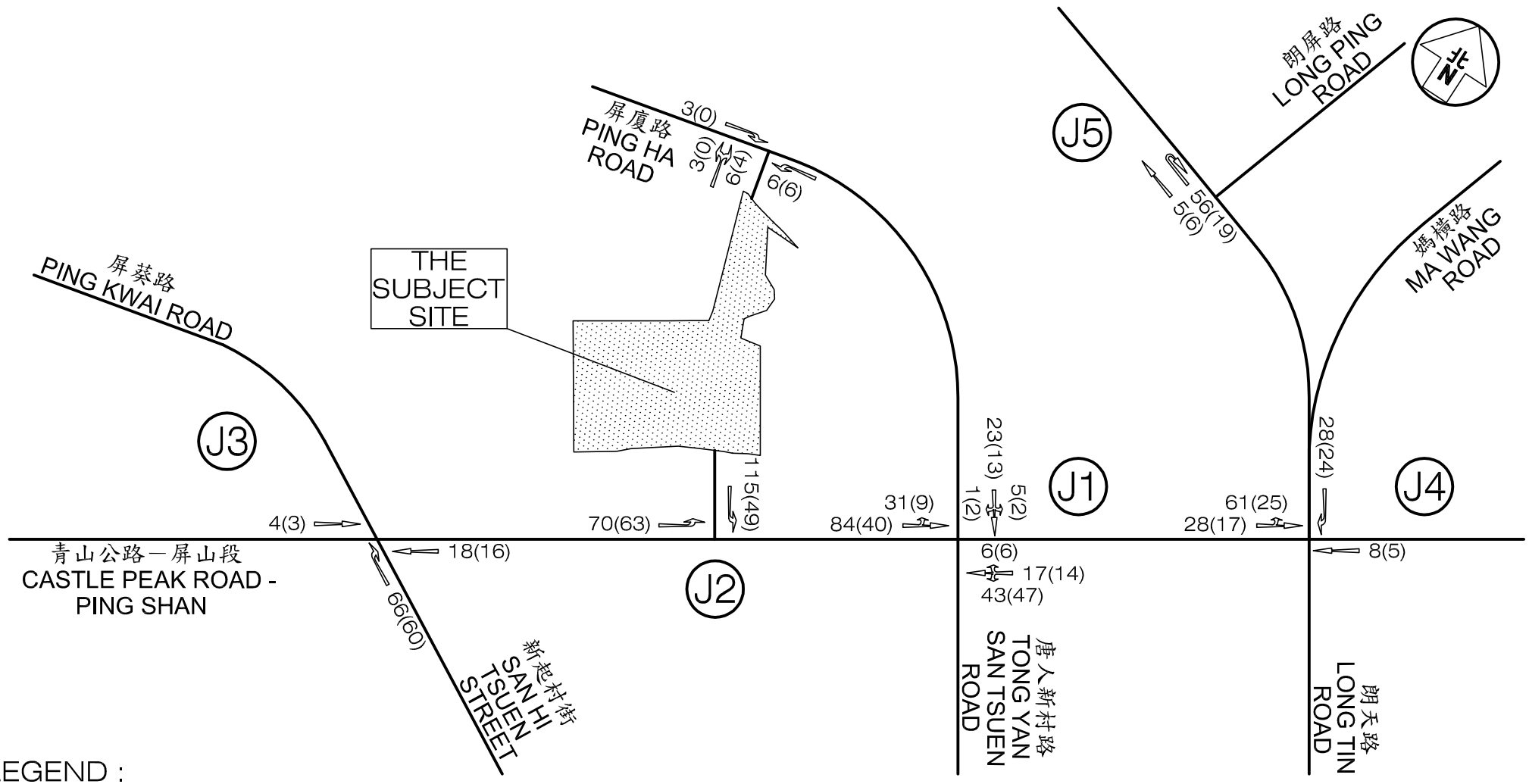

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Project Title: PROPOSED DEVELOPMENT AT VARIOUS LOTS IN D.D. 121, PING SHAN	J7219	Figure No. 4.1	Revision R1B
Figure Title: ADDITIONAL TRAFFIC GENERATION ON JUNCTIONS J1 TO J5		Designed by T H C / Drawn by C C L / Checked by K C	
		Scale in A4 N.T.S.	Date 14 MAR 2023

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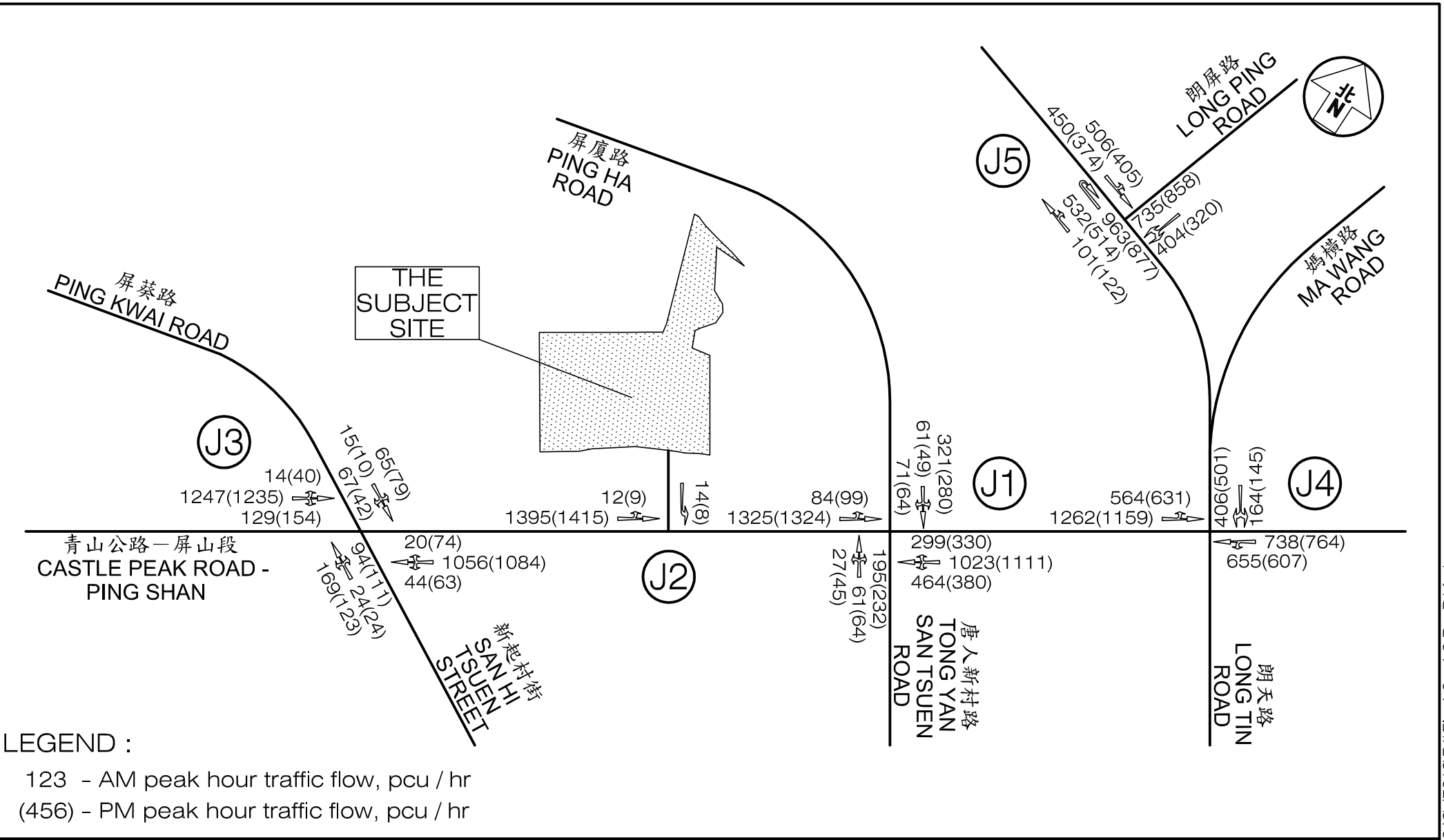
T:\JOB\J7200-J7249\J7219\R1\Fig 4.1 RevR1B.dwg



LEGEND :

123 - AM peak hour traffic flow, pcu / hr

(456) - PM peak hour traffic flow, pcu / hr

Project Title: PROPOSED DEVELOPMENT AT VARIOUS LOTS IN D.D. 121, PING SHAN	J7219	Figure No. 4.2	Revision R1A
Figure Title: 2032 PEAK HOUR TRAFFIC FLOWS WITHOUT PROPOSED DEVELOPMENT		Designed by T H C / Drawn by C C L / Checked by K C	
		Scale in A4 N.T.S.	Date 10 NOV 2022

CKM Asia Limited
Traffic and Transportation Planning Consultants
21st Floor, Methodist House, 36 Hennessy Road, Wan Chai, Hong Kong
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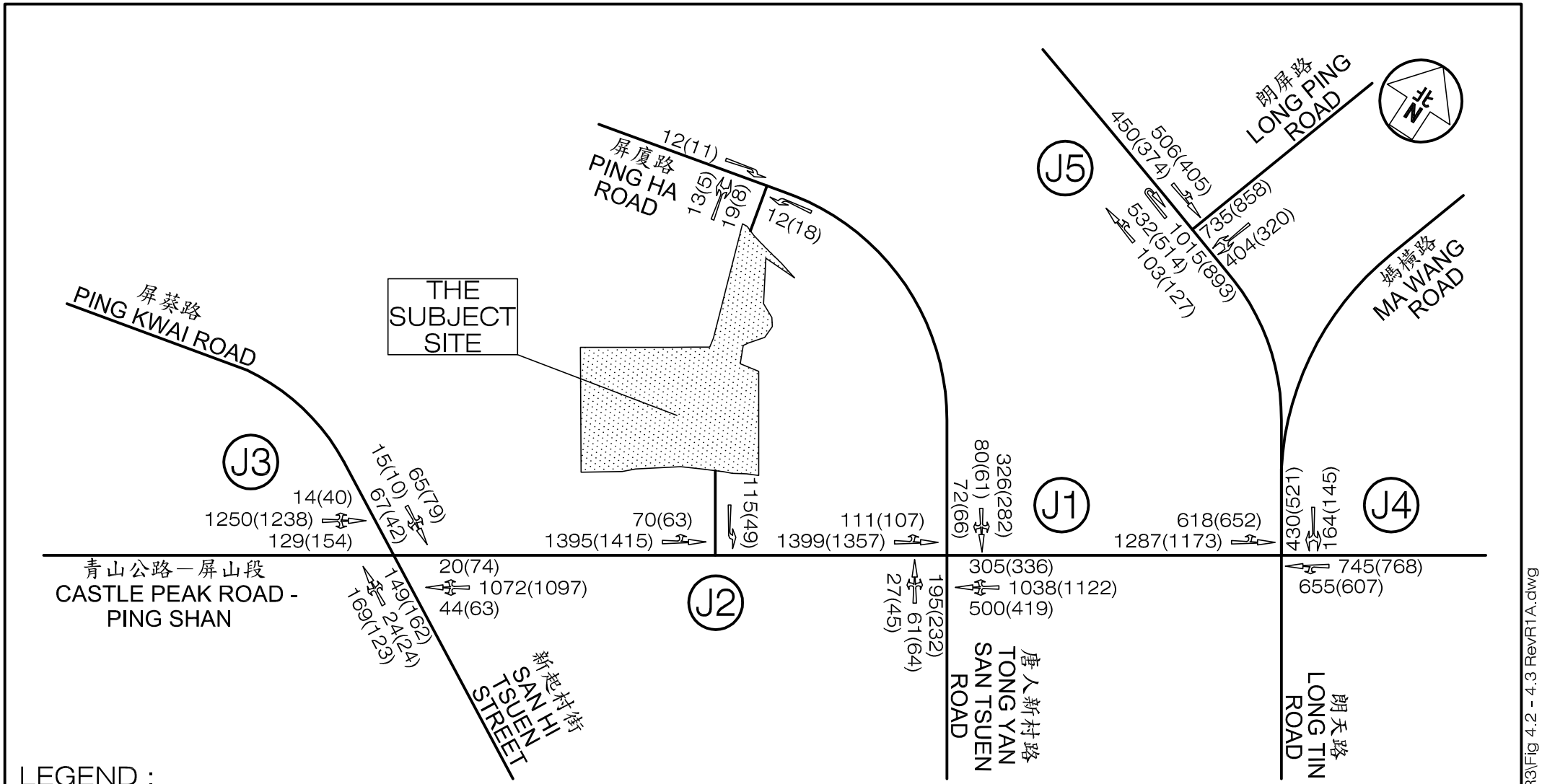
Email : mail@ckmasia.com.hk

T:\JOB\J7200-J7249\J7219\R1\Fig 4.2 - 4.3 RevR1A.dwg



LEGEND :

123 - AM peak hour traffic flow, pcu / hr

(456) - PM peak hour traffic flow, pcu / hr

Project Title: PROPOSED DEVELOPMENT AT VARIOUS LOTS IN D.D. 121, PING SHAN	J7219	Figure No. 4.3	Revision R1A
Figure Title: 2032 PEAK HOUR TRAFFIC FLOWS WITH PROPOSED DEVELOPMENT		Designed by THC / Drawn by CCL / Checked by KC	
		Scale in A4: N.T.S.	Date: 10 NOV 2022

CKM Asia Limited
Traffic and Transportation Planning Consultants
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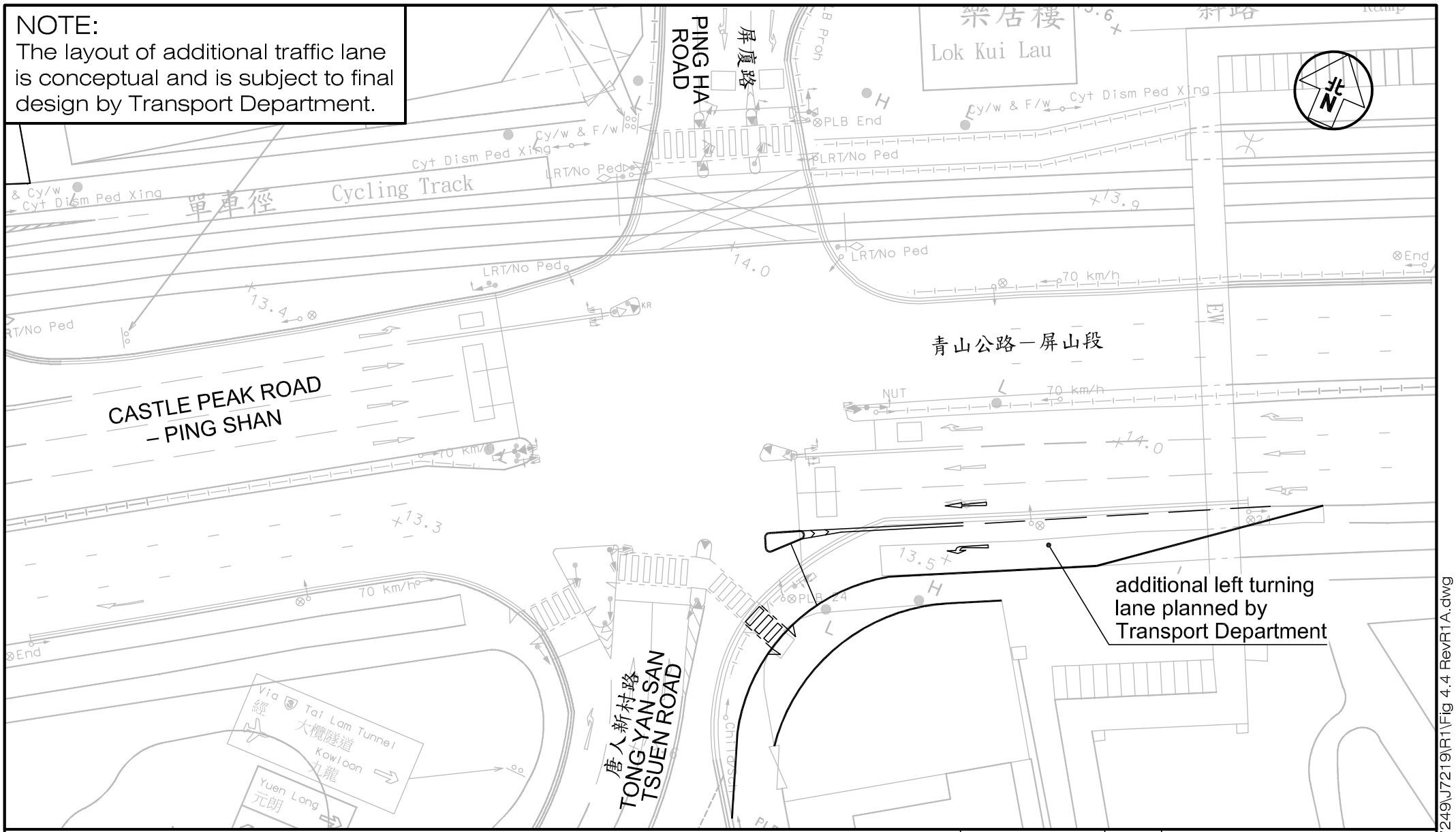
Tel : (852) 2520 5990 Fax : (852) 2528 6343
Email : mail@ckmasia.com.hk

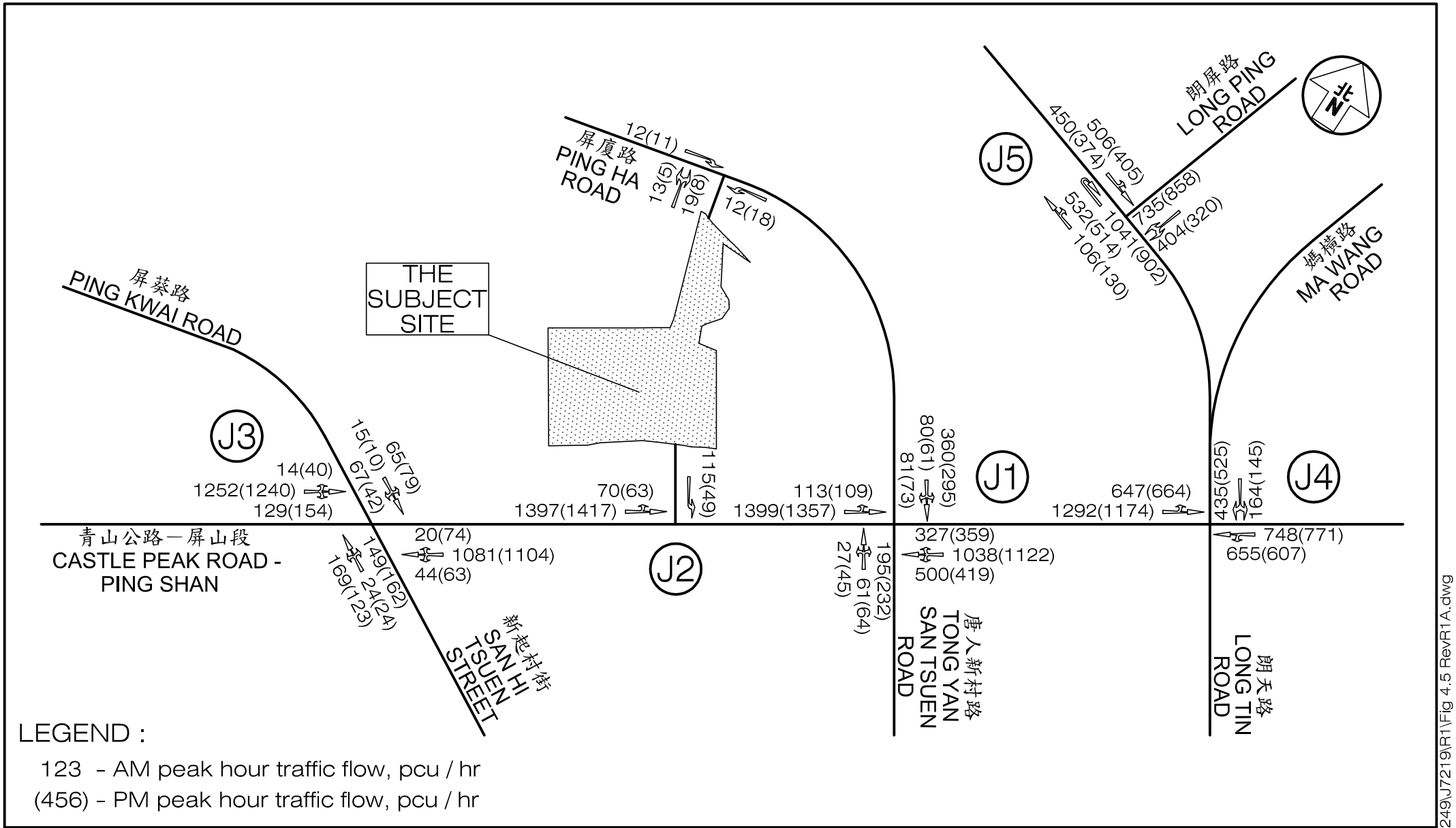
T:\JOB\J7050-J7099\J7219\R3\Fig 4.2 - 4.3 RevR1A.dwg

NOTE:
The layout of additional traffic lane is conceptual and is subject to final design by Transport Department.



Project Title: PROPOSED DEVELOPMENT AT VARIOUS LOTS IN D.D. 121, PING SHAN	J7219	Figure No. 4.4	Revision R1A	CKM Asia Limited
Figure Title: CONCEPTUAL LAYOUT OF ADDITIONAL LEFT TURNING LANE AT J1		Designed by: T H C / Drawn by: C C L / Checked by: K C		Traffic and Transportation Planning Consultants
		Scale in A4: 1 : 500	Date: 10 NOV 2022	21st Floor, Methodist House, 36 Hennessy Road, Wan Chai, Hong Kong Tel : (852) 2520 5990 Fax : (852) 2528 6343 Email : mail@ckmasia.com.hk

T:\JOB\J7200-J7249\J7219\R1\Fig 4.4 RevR1A.dwg



LEGEND :

123 - AM peak hour traffic flow, pcu / hr

(456) - PM peak hour traffic flow, pcu / hr

Project Title: PROPOSED DEVELOPMENT AT VARIOUS LOTS IN D.D. 121, PING SHAN	J7219	Figure No. 4.5	Revision R1A
Figure Title: 2032 PEAK HOUR TRAFFIC FLOWS FOR SENSITIVITY TEST		Designed by T H C / Drawn by C C L / Checked by K C	
		Scale in A4 N.T.S.	Date 10 NOV 2022

CKM Asia Limited
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Email : mail@ckmasia.com.hk

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Appendix A – Junction Capacity Analysis

Signal Junction Analysis

Junction: Castle Peak Road - Ping Shan / Ping Ha Road / Tong Yan San Tsuen Road — Job Number: J7219

Scenario: existing condition — R1B / P.1-1

Design Year: 2020 — Designed By: — Checked By: — Date: 13 March 2023

Approach		Phase	Stage	Width (m)	Radius (m)	% Up-hill Gradient	AM Peak Turning %	AM Peak Sat. Flow (pcu/hr)	AM Peak Flow (pcu/hr)	AM Peak y value	AM Peak Critical y	PM Peak Turning %	PM Peak Sat. Flow (pcu/hr)	PM Peak Flow (pcu/hr)	PM Peak y value	PM Peak Critical y
Castle Peak Road -	LT	E1	6	3.50	12.0		100	1747	34	0.019		100	1747	47	0.027	
Ping Shan EB	SA	D1	4	3.50				2105	165	0.078			2105	169	0.080	
	SA	D2	4	3.50				2105	165	0.078			2105	169	0.080	
	SA	D3	4	3.50				2105	165	0.078			2105	169	0.080	
Tong Yan San Tsuen	LT	K1	7	5.00	15.0		100	1923	26	0.014		100	1923	43	0.022	
Road NB	SA+RT	K2	7	3.60	16.0		51	2018	115	0.057		56	2018	138	0.068	
	RT	K3	7	3.60	13.0		100	1896	108	0.057	0.057	100	1896	129	0.068	0.068
Castle Peak Road -	SA+LT	F1	4	3.50	15.0		91	1801	439	0.244		75	1828	444	0.243	0.243
Ping Shan WB	SA	F2	4	3.50				2105	514	0.244	0.244		2105	511	0.243	
	RT	G1	5	3.00	20.0		100	1912	161	0.084		100	1912	219	0.115	0.115
Ping Ha Road SB #	LT	H	5	4.00	10.0		100	1489	143	0.096	0.096	100	1489	125	0.084	
	LT+SA+RT	H+I	6	4.00	10.0		56	1899	116	0.061	0.061	58	1888	108	0.057	0.057

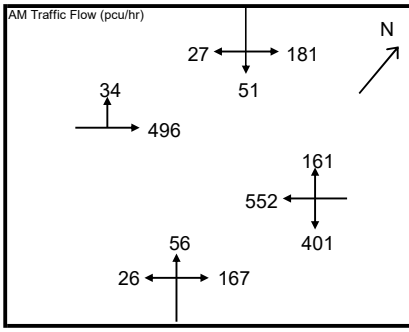
\# To be conservative, the maximum site factor (i.e. 85%) recommended in Volume 4 – Diagram 2.4.10.1 of TPDM, is applied to the saturation flow of left turn lane at Ping Ha Road of 1,752 pcu/hr and is reduced to 1,489 pcu/hr.

Taking into consideration of the potential blocking of left turn movement by the straight ahead or right turn vehicles queuing at Ping Ha Road, traffic surveys were conducted to determine the actual performance of MOC Stages 5 and 6. Based on the survey results, 143 and 125 pcu/hr were observed leaving Ping Ha Road at MOC Stage 5 (left turn movement only) during the AM and PM peak hours respectively, and the remaining traffic flows, i.e. 116 and 108 pcu/hr, were observed leaving Ping Ha Road at MOC Stage 6 (left turn, straight ahead and right turn movements). The actual traffic flows observed in MOC Stages 5 were incorporated in order to reflect the realistic operation of J1.

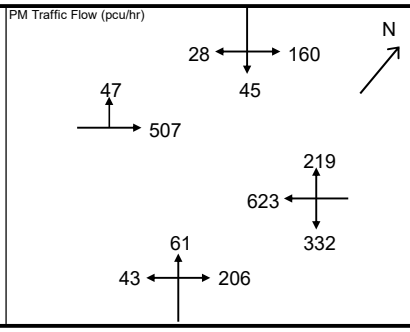
With the above adjustments, the y-values (i.e. flow ÷ saturation flow) at the approaching traffic lanes of Ping Ha Road are considered conservative.

pedestrian phase	$J_{(P)}$	4		min crossing time =	7	sec GM +	8	sec FGM +	15	sec	
	$L_{(P)}$	4,5,6		min crossing time =	5	sec GM +	6	sec FGM +	11	sec	
	$M_{(P)}$	5		min crossing time =	7	sec GM +	9	sec FGM +	16	sec	

AM Traffic Flow (pcu/hr)



PM Traffic Flow (pcu/hr)



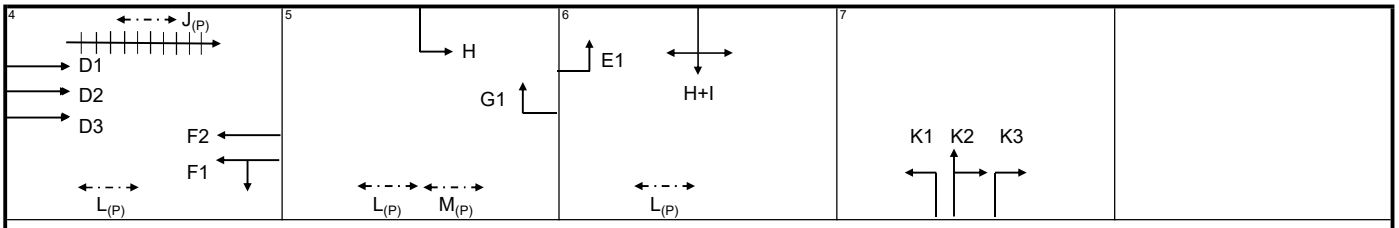
$S=1940+100(W-3.25)$ $S=2080+100(W-3.25)$

$S_M=S\div(1+1.5f/r)$ $S_M=(S-230)\div(1+1.5f/r)$

	AM Peak	Check Pedestrian Phase	PM Peak	Check Pedestrian Phase
Sum y	0.458		0.483	
L (s)				
C (s)				
practical y	0.786		0.772	
R.C. (%)	72%		60%	

Note:

- vehicle-actuated mode
- with 85% site factor for Saturation Flow of Phase H in Stage 5



AM	G =	I/G =	G =	I/G =	G =	I/G =	G =	I/G =	G =	I/G =
	G =	I/G =	G =	I/G =	G =	I/G =	G =	I/G =	G =	I/G =
PM	G =	I/G =	G =	I/G =	G =	I/G =	G =	I/G =	G =	I/G =
	G =	I/G =	G =	I/G =	G =	I/G =	G =	I/G =	G =	I/G =

Signal Junction Analysis

Junction: Castle Peak Road - Ping Shan / Ping Ha Road / Tong Yan San Tsuen Road — Job Number: J7219

Scenario: without proposed development — R1B / P.1-2

Design Year: 2032 — Designed By: — Checked By: — Date: 13 March 2023

Approach		Phase	Stage	Width (m)	Radius (m)	% Up-hill Gradient	AM Peak Turning %	AM Peak Sat. Flow (pcu/hr)	AM Peak Flow (pcu/hr)	AM Peak y value	AM Peak Critical y	PM Peak Turning %	PM Peak Sat. Flow (pcu/hr)	PM Peak Flow (pcu/hr)	PM Peak y value	PM Peak Critical y
Castle Peak Road -	LT	E1	6	3.50	12.0		100	1747	84	0.048		100	1747	99	0.057	
Ping Shan EB	SA	D1	4	3.50				2105	442	0.210			2105	441	0.210	
	SA	D2	4	3.50				2105	442	0.210			2105	441	0.210	
	SA	D3	4	3.50				2105	442	0.210			2105	441	0.210	
Tong Yan San Tsuen	LT	K1	7	5.00	15.0		100	1923	27	0.014		100	1923	45	0.023	
Road NB	SA+RT	K2	7	3.60	16.0		54	2013	132	0.066	0.066	58	2013	152	0.076	0.076
	RT	K3	7	3.60	13.0		100	1896	124	0.065		100	1896	144	0.076	
Castle Peak Road -	SA+LT	F1	4	3.50	15.0		67	1842	694	0.377	0.377	54	1864	700	0.375	0.375
Ping Shan WB	SA	F2	4	3.50				2105	793	0.377			2105	791	0.376	
	RT	G1	5	3.00	20.0		100	1912	299	0.156	0.156	100	1912	330	0.173	0.173
Ping Ha Road SB #	LT	H	5	4.00	10.0		100	1489	143	0.096		100	1489	125	0.084	
	LT+SA+RT	H+I	6	4.00	10.0		80	1839	310	0.169	0.169	82	1828	268	0.147	0.147

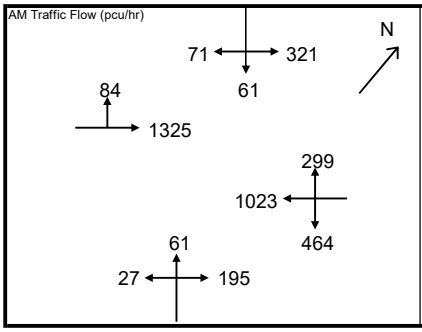
\# To be conservative, the maximum site factor (i.e. 85%) recommended in Volume 4 – Diagram 2.4.10.1 of TPDM, is applied to the saturation flow of left turn lane at Ping Ha Road of 1,752 pcu/hr and is reduced to 1,489 pcu/hr.

Taking into consideration of the potential blocking of left turn movement by the straight ahead or right turn vehicles queuing at Ping Ha Road, traffic surveys were conducted to determine the actual performance of MOC Stages 5 and 6. Based on the survey results, 143 and 125 pcu/hr were observed leaving Ping Ha Road at MOC Stage 5 (left turn movement only) during the AM and PM peak hours respectively, and the remaining traffic flows, i.e. 116 and 108 pcu/hr, were observed leaving Ping Ha Road at MOC Stage 6 (left turn, straight ahead and right turn movements). The actual traffic flows observed in MOC Stages 5 were incorporated in order to reflect the realistic operation of J1.

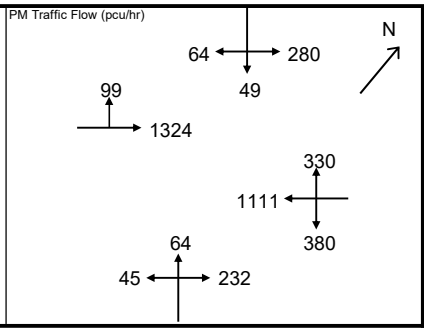
With the above adjustments, the y-values (i.e. flow ÷ saturation flow) at the approaching traffic lanes of Ping Ha Road are considered conservative.

pedestrian phase	$J_{(P)}$	4		min crossing time =	7	sec GM +	8	sec FGM +	15	sec	
	$L_{(P)}$	4,5,6		min crossing time =	5	sec GM +	6	sec FGM +	11	sec	
	$M_{(P)}$	5		min crossing time =	7	sec GM +	9	sec FGM +	16	sec	

AM Traffic Flow (pcu/hr)



PM Traffic Flow (pcu/hr)



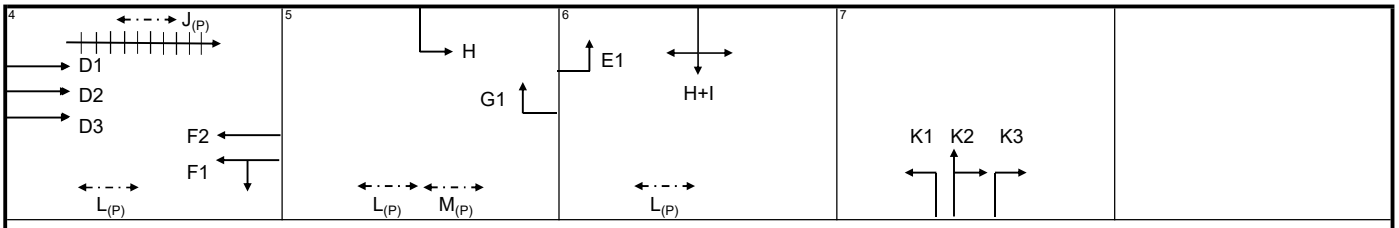
$S=1940+100(W-3.25)$ $S=2080+100(W-3.25)$

$S_M=S\div(1+1.5f/r)$ $S_M=(S-230)\div(1+1.5f/r)$

	AM Peak	Check Pedestrian Phase	PM Peak	Check Pedestrian Phase
Sum y	0.767		0.770	
L (s)				
C (s)				
practical y	0.786		0.772	
R.C. (%)	2%		0%	

Note:

- vehicle-actuated mode
- with 85% site factor for Saturation Flow of Phase H in Stage 5



AM	G =	I/G =	G =	I/G =	G =	I/G =	G =	I/G =	G =	I/G =
	G =	I/G =	G =	I/G =	G =	I/G =	G =	I/G =	G =	I/G =
PM	G =	I/G =	G =	I/G =	G =	I/G =	G =	I/G =	G =	I/G =
	G =	I/G =	G =	I/G =	G =	I/G =	G =	I/G =	G =	I/G =

Signal Junction Analysis

Junction: Castle Peak Road - Ping Shan / Ping Ha Road / Tong Yan San Tsuen Road — Job Number: J7219

Scenario: with proposed development — R1B / P.1-3

Design Year: 2032 — Designed By: _____ — Checked By: _____ — Date: 13 March 2023

Approach		Phase	Stage	Width (m)	Radius (m)	% Up-hill Gradient	AM Peak Turning %	AM Peak Sat. Flow (pcu/hr)	AM Peak Flow (pcu/hr)	AM Peak y value	AM Peak Critical y	PM Peak Turning %	PM Peak Sat. Flow (pcu/hr)	PM Peak Flow (pcu/hr)	PM Peak y value	PM Peak Critical y
Castle Peak Road -	LT	E1	6	3.50	12.0		100	1747	111	0.064		100	1747	107	0.061	
Ping Shan EB	SA	D1	4	3.50				2105	466	0.221			2105	452	0.215	
	SA	D2	4	3.50				2105	466	0.221			2105	452	0.215	
	SA	D3	4	3.50				2105	466	0.221			2105	452	0.215	
Tong Yan San Tsuen	LT	K1	7	5.00	15.0		100	1923	27	0.014		100	1923	45	0.023	
Road NB	SA+RT	K2	7	3.60	16.0		54	2013	132	0.066	0.066	58	2013	152	0.076	0.076
	RT	K3	7	3.60	13.0		100	1896	124	0.065		100	1896	144	0.076	
Castle Peak Road -	SA+LT	F1	4	3.50	15.0		70	1836	717	0.390	0.390	58	1857	722	0.389	0.389
Ping Shan WB	SA	F2	4	3.50				2105	821	0.390			2105	819	0.389	
	RT	G1	5	3.00	20.0		100	1912	305	0.160	0.160	100	1912	336	0.176	0.176
Ping Ha Road SB #	LT	H	5	4.00	10.0		100	1489	143	0.096		100	1489	125	0.084	
	LT+SA+RT	H+I	6	4.00	10.0		76	1849	335	0.181	0.181	79	1836	284	0.155	0.155

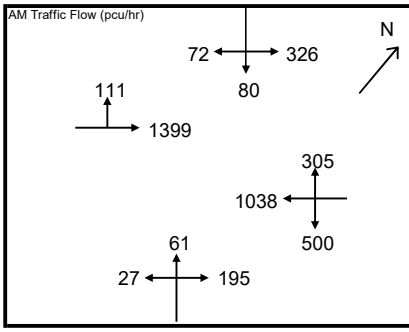
\# To be conservative, the maximum site factor (i.e. 85%) recommended in Volume 4 – Diagram 2.4.10.1 of TPDM, is applied to the saturation flow of left turn lane at Ping Ha Road of 1,752 pcu/hr and is reduced to 1,489 pcu/hr.

Taking into consideration of the potential blocking of left turn movement by the straight ahead or right turn vehicles queuing at Ping Ha Road, traffic surveys were conducted to determine the actual performance of MOC Stages 5 and 6. Based on the survey results, 143 and 125 pcu/hr were observed leaving Ping Ha Road at MOC Stage 5 (left turn movement only) during the AM and PM peak hours respectively, and the remaining traffic flows, i.e. 116 and 108 pcu/hr, were observed leaving Ping Ha Road at MOC Stage 6 (left turn, straight ahead and right turn movements). The actual traffic flows observed in MOC Stages 5 were incorporated in order to reflect the realistic operation of J1.

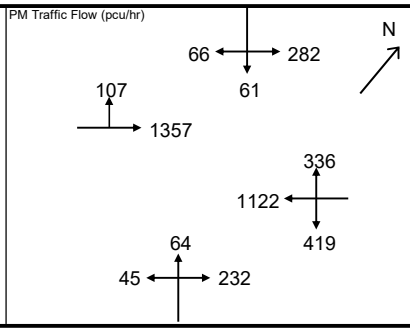
With the above adjustments, the y-values (i.e. flow ÷ saturation flow) at the approaching traffic lanes of Ping Ha Road are considered conservative.

pedestrian phase	$J_{(P)}$	4		min crossing time =	7	sec GM +	8	sec FGM +	15	sec	
	$L_{(P)}$	4,5,6		min crossing time =	5	sec GM +	6	sec FGM +	11	sec	
	$M_{(P)}$	5		min crossing time =	7	sec GM +	9	sec FGM +	16	sec	

AM Traffic Flow (pcu/hr)



PM Traffic Flow (pcu/hr)



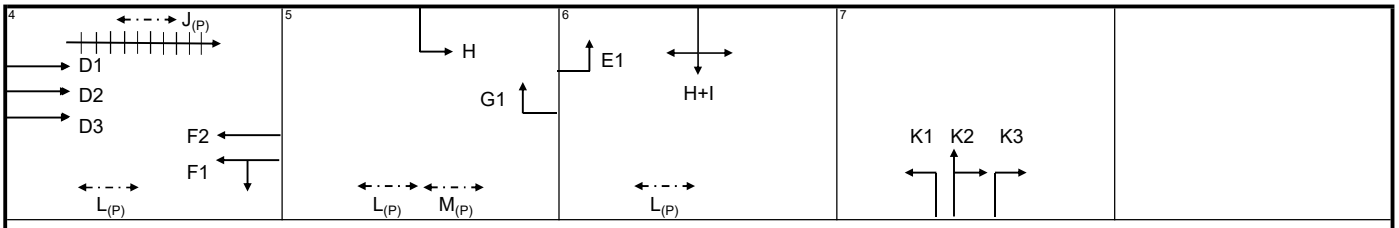
$S=1940+100(W-3.25)$ $S=2080+100(W-3.25)$

$S_M=S\div(1+1.5f/r)$ $S_M=(S-230)\div(1+1.5f/r)$

	AM Peak	Check Pedestrian Phase	PM Peak	Check Pedestrian Phase
Sum y	0.797		0.795	
L (s)				
C (s)				
practical y	0.786		0.772	
R.C. (%)	-1%		-3%	

Note:

- vehicle-actuated mode
- with 85% site factor for Saturation Flow of Phase H in Stage 5



AM	G =	I/G =	G =	I/G =	G =	I/G =	G =	I/G =	G =	I/G =
	G =	I/G =	G =	I/G =	G =	I/G =	G =	I/G =	G =	I/G =
PM	G =	I/G =	G =	I/G =	G =	I/G =	G =	I/G =	G =	I/G =
	G =	I/G =	G =	I/G =	G =	I/G =	G =	I/G =	G =	I/G =

Signal Junction Analysis

Junction: Castle Peak Road - Ping Shan / Ping Ha Road / Tong Yan San Tsuen Road — Job Number: J7219

Scenario: without proposed development (based on Figure 4.4) — R1B / P.1-4

Design Year: 2032 — Designed By: _____ — Checked By: _____ — Date: 13 March 2023

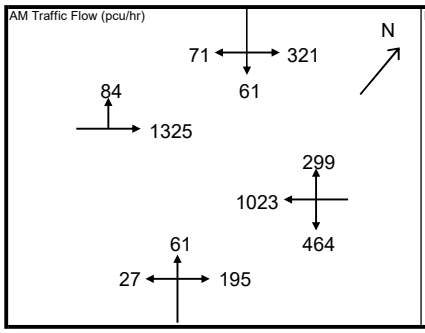
Approach		Phase	Stage	Width (m)	Radius (m)	% Up-hill Gradient	AM Peak Turning %	AM Peak Sat. Flow (pcu/hr)	AM Peak Flow (pcu/hr)	AM Peak y value	AM Peak Critical y	PM Peak Turning %	PM Peak Sat. Flow (pcu/hr)	PM Peak Flow (pcu/hr)	PM Peak y value	PM Peak Critical y
Castle Peak Road -	LT	E1	6	3.50	12.0		100	1747	84	0.048		100	1747	99	0.057	
Ping Shan EB	SA	D1	4	3.50				2105	442	0.210			2105	441	0.210	
	SA	D2	4	3.50				2105	442	0.210			2105	441	0.210	
	SA	D3	4	3.50				2105	442	0.210	0.210		2105	441	0.210	0.210
Tong Yan San Tsuen	LT	K1	7	5.00	15.0		100	1923	27	0.014		100	1923	45	0.023	
Road NB	SA+RT	K2	7	3.60	16.0		54	2013	132	0.066	0.066	58	2013	152	0.076	0.076
	RT	K3	7	3.60	13.0		100	1896	124	0.065		100	1896	144	0.076	
Castle Peak Road -	LT	O	4,7	4.00	15.0		100	1832	464	0.253		100	1832	380	0.207	
Ping Shan WB	SA	F1	4,5	4.00				2155	512	0.238			2155	556	0.258	
	SA	F2	4,5	4.00				2155	511	0.237			2155	555	0.258	
	RT	G1	5	3.00	20.0		100	1912	299	0.156	0.156	100	1912	330	0.173	0.173
Ping Ha Road SB #	LT	H	5	4.00	10.0		100	1489	143	0.096		100	1489	125	0.084	
	LT+SA+RT	H+I	6	4.00	10.0		80	1839	310	0.169	0.169	82	1828	268	0.147	0.147

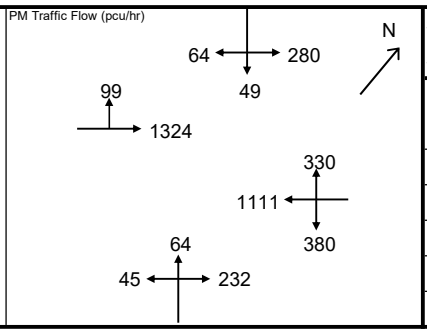
\# To be conservative, the maximum site factor (i.e. 85%) recommended in Volume 4 – Diagram 2.4.10.1 of TPDM, is applied to the saturation flow of left turn lane at Ping Ha Road of 1,752 pcu/hr and is reduced to 1,489 pcu/hr.

Taking into consideration of the potential blocking of left turn movement by the straight ahead or right turn vehicles queuing at Ping Ha Road, traffic surveys were conducted to determine the actual performance of MOC Stages 5 and 6. Based on the survey results, 143 and 125 pcu/hr were observed leaving Ping Ha Road at MOC Stage 5 (left turn movement only) during the AM and PM peak hours respectively, and the remaining traffic flows, i.e. 116 and 108 pcu/hr, were observed leaving Ping Ha Road at MOC Stage 6 (left turn, straight ahead and right turn movements). The actual traffic flows observed in MOC Stages 5 were incorporated in order to reflect the realistic operation of J1.

With the above adjustments, the y-values (i.e. flow ÷ saturation flow) at the approaching traffic lanes of Ping Ha Road are considered conservative.

pedestrian phase	$J_{(P)}$	4		min crossing time =	7	sec GM +	8	sec FGM +	15	sec	
	$L_{(P)}$	4,5,6		min crossing time =	5	sec GM +	6	sec FGM +	11	sec	
	$M_{(P)}$	4,5		min crossing time =	7	sec GM +	9	sec FGM +	16	sec	



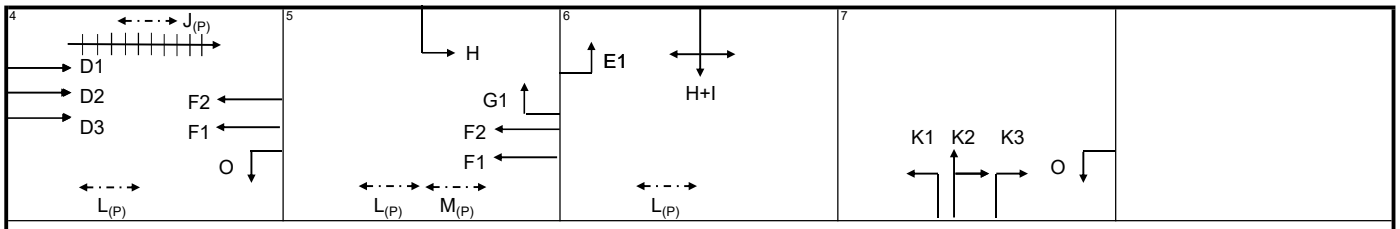


$S=1940+100(W-3.25)$ $S=2080+100(W-3.25)$

$S_M=S\div(1+1.5f/r)$ $S_M=(S-230)\div(1+1.5f/r)$

	AM Peak	Check Pedestrian Phase	PM Peak	Check Pedestrian Phase
Sum y	0.601		0.604	
L (s)				
C (s)				
practical y	0.786		0.772	
R.C. (%)	31%		28%	

Note:
- vehicle-actuated mode
- with additional left turning lane planned by TD
- with 85% site factor for Saturation Flow of Phase H in Stage 5



AM	G =	I/G =	G =	I/G =	G =	I/G =	G =	I/G =	G =	I/G =
	G =	I/G =	G =	I/G =	G =	I/G =	G =	I/G =	G =	I/G =
PM	G =	I/G =	G =	I/G =	G =	I/G =	G =	I/G =	G =	I/G =
	G =	I/G =	G =	I/G =	G =	I/G =	G =	I/G =	G =	I/G =

Signal Junction Analysis

Junction: Castle Peak Road - Ping Shan / Ping Ha Road / Tong Yan San Tsuen Road — Job Number: J7219

Scenario: with proposed development (based on Figure 4.4) — R1B / P.1-5

Design Year: 2032 — Designed By: _____ — Checked By: _____ — Date: 13 March 2023

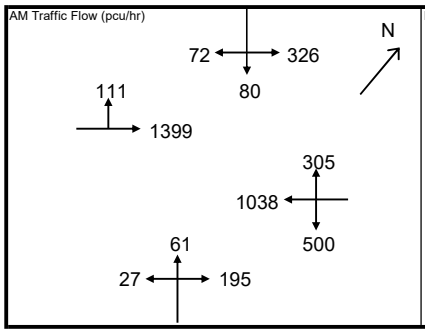
Approach		Phase	Stage	Width (m)	Radius (m)	% Up-hill Gradient	AM Peak Turning %	AM Peak Sat. Flow (pcu/hr)	AM Peak Flow (pcu/hr)	AM Peak y value	AM Peak Critical y	PM Peak Turning %	PM Peak Sat. Flow (pcu/hr)	PM Peak Flow (pcu/hr)	PM Peak y value	PM Peak Critical y
Castle Peak Road -	LT	E1	6	3.50	12.0		100	1747	111	0.064		100	1747	107	0.061	
Ping Shan EB	SA	D1	4	3.50				2105	466	0.221			2105	452	0.215	
	SA	D2	4	3.50				2105	466	0.221			2105	452	0.215	
	SA	D3	4	3.50				2105	466	0.221	0.221		2105	452	0.215	0.215
Tong Yan San Tsuen	LT	K1	7	5.00	15.0		100	1923	27	0.014		100	1923	45	0.023	
Road NB	SA+RT	K2	7	3.60	16.0		54	2013	132	0.066	0.066	58	2013	152	0.076	0.076
	RT	K3	7	3.60	13.0		100	1896	124	0.065		100	1896	144	0.076	
Castle Peak Road -	LT	O	4,7	4.00	15.0		100	1832	500	0.273		100	1832	419	0.229	
Ping Shan WB	SA	F1	4,5	4.00				2155	519	0.241			2155	561	0.260	
	SA	F2	4,5	4.00				2155	519	0.241			2155	561	0.260	
	RT	G1	5	3.00	20.0		100	1912	305	0.160	0.160	100	1912	336	0.176	0.176
Ping Ha Road SB #	LT	H	5	4.00	10.0		100	1489	143	0.096		100	1489	125	0.084	
	LT+SA+RT	H+I	6	4.00	10.0		76	1849	335	0.181	0.181	79	1836	284	0.155	0.155

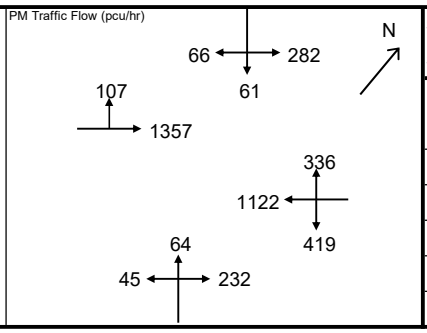
\# To be conservative, the maximum site factor (i.e. 85%) recommended in Volume 4 – Diagram 2.4.10.1 of TPDM, is applied to the saturation flow of left turn lane at Ping Ha Road of 1,752 pcu/hr and is reduced to 1,489 pcu/hr.

Taking into consideration of the potential blocking of left turn movement by the straight ahead or right turn vehicles queuing at Ping Ha Road, traffic surveys were conducted to determine the actual performance of MOC Stages 5 and 6. Based on the survey results, 143 and 125 pcu/hr were observed leaving Ping Ha Road at MOC Stage 5 (left turn movement only) during the AM and PM peak hours respectively, and the remaining traffic flows, i.e. 116 and 108 pcu/hr, were observed leaving Ping Ha Road at MOC Stage 6 (left turn, straight ahead and right turn movements). The actual traffic flows observed in MOC Stages 5 were incorporated in order to reflect the realistic operation of J1.

With the above adjustments, the y-values (i.e. flow ÷ saturation flow) at the approaching traffic lanes of Ping Ha Road are considered conservative.

pedestrian phase	$J_{(P)}$	4		min crossing time =	7	sec GM +	8	sec FGM +	15	sec	
	$L_{(P)}$	4,5,6		min crossing time =	5	sec GM +	6	sec FGM +	11	sec	
	$M_{(P)}$	4,5		min crossing time =	7	sec GM +	9	sec FGM +	16	sec	



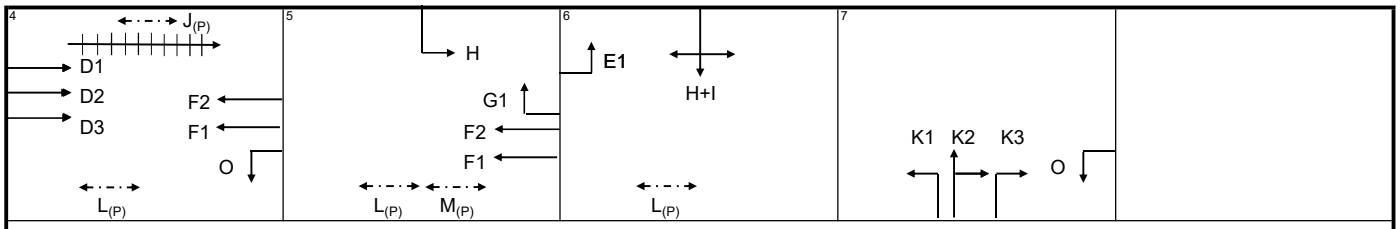


$S=1940+100(W-3.25)$ $S=2080+100(W-3.25)$

$S_M=S\div(1+1.5f/r)$ $S_M=(S-230)\div(1+1.5f/r)$

	AM Peak	Check Pedestrian Phase	PM Peak	Check Pedestrian Phase
Sum y	0.628		0.621	
L (s)				
C (s)				
practical y	0.786		0.772	
R.C. (%)	25%		24%	

Note:
- vehicle-actuated mode
- with additional left turning lane planned by TD
- with 85% site factor for Saturation Flow of Phase H in Stage 5



AM	G =	I/G =	G =	I/G =	G =	I/G =	G =	I/G =	G =	I/G =
	G =	I/G =	G =	I/G =	G =	I/G =	G =	I/G =	G =	I/G =
PM	G =	I/G =	G =	I/G =	G =	I/G =	G =	I/G =	G =	I/G =
	G =	I/G =	G =	I/G =	G =	I/G =	G =	I/G =	G =	I/G =

Signal Junction Analysis

Junction: Castle Peak Road - Ping Shan / Ping Ha Road / Tong Yan San Tsuen Road — Job Number: J7219

Scenario: Sensitivity Test - redevelopment of whole CDA site (based on Figure 4.4) — R1B / P.1-6

Design Year: 2032 — Designed By: _____ — Checked By: _____ — Date: 13 March 2023

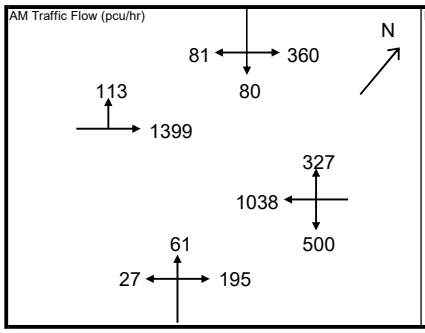
Approach		Phase	Stage	Width (m)	Radius (m)	% Up-hill Gradient	AM Peak Turning %	AM Peak Sat. Flow (pcu/hr)	AM Peak Flow (pcu/hr)	AM Peak y value	AM Peak Critical y	PM Peak Turning %	PM Peak Sat. Flow (pcu/hr)	PM Peak Flow (pcu/hr)	PM Peak y value	PM Peak Critical y
Castle Peak Road -	LT	E1	6	3.50	12.0		100	1747	113	0.065		100	1747	109	0.062	
Ping Shan EB	SA	D1	4	3.50				2105	466	0.221			2105	452	0.215	
	SA	D2	4	3.50				2105	466	0.221			2105	452	0.215	
	SA	D3	4	3.50				2105	466	0.221	0.221		2105	452	0.215	0.215
Tong Yan San Tsuen	LT	K1	7	5.00	15.0		100	1923	27	0.014		100	1923	45	0.023	
Road NB	SA+RT	K2	7	3.60	16.0		54	2013	132	0.066	0.066	58	2013	152	0.076	0.076
	RT	K3	7	3.60	13.0		100	1896	124	0.065		100	1896	144	0.076	
Castle Peak Road -	LT	O	4,7	4.00	15.0		100	1832	500	0.273		100	1832	419	0.229	
Ping Shan WB	SA	F1	4,5	4.00				2155	519	0.241			2155	561	0.260	
	SA	F2	4,5	4.00				2155	519	0.241			2155	561	0.260	
	RT	G1	5	3.00	20.0		100	1912	327	0.171	0.171	100	1912	359	0.188	0.188
Ping Ha Road SB #	LT	H	5	4.00	10.0		100	1489	143	0.096		100	1489	125	0.084	
	LT+SA+RT	H+I	6	4.00	10.0		79	1842	378	0.205	0.205	80	1833	304	0.166	0.166

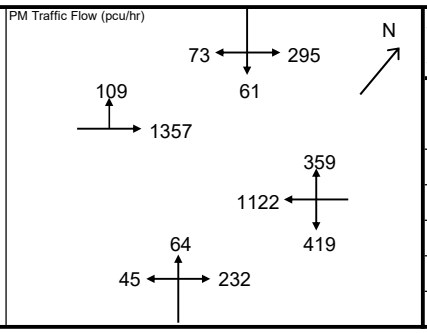
\# To be conservative, the maximum site factor (i.e. 85%) recommended in Volume 4 – Diagram 2.4.10.1 of TPDM, is applied to the saturation flow of left turn lane at Ping Ha Road of 1,752 pcu/hr and is reduced to 1,489 pcu/hr.

Taking into consideration of the potential blocking of left turn movement by the straight ahead or right turn vehicles queuing at Ping Ha Road, traffic surveys were conducted to determine the actual performance of MOC Stages 5 and 6. Based on the survey results, 143 and 125 pcu/hr were observed leaving Ping Ha Road at MOC Stage 5 (left turn movement only) during the AM and PM peak hours respectively, and the remaining traffic flows, i.e. 116 and 108 pcu/hr, were observed leaving Ping Ha Road at MOC Stage 6 (left turn, straight ahead and right turn movements). The actual traffic flows observed in MOC Stages 5 were incorporated in order to reflect the realistic operation of J1.

With the above adjustments, the y-values (i.e. flow ÷ saturation flow) at the approaching traffic lanes of Ping Ha Road are considered conservative.

pedestrian phase	$J_{(P)}$	4		min crossing time =	7	sec GM +	8	sec FGM +	15	sec	
	$L_{(P)}$	4,5,6		min crossing time =	5	sec GM +	6	sec FGM +	11	sec	
	$M_{(P)}$	4,5		min crossing time =	7	sec GM +	9	sec FGM +	16	sec	



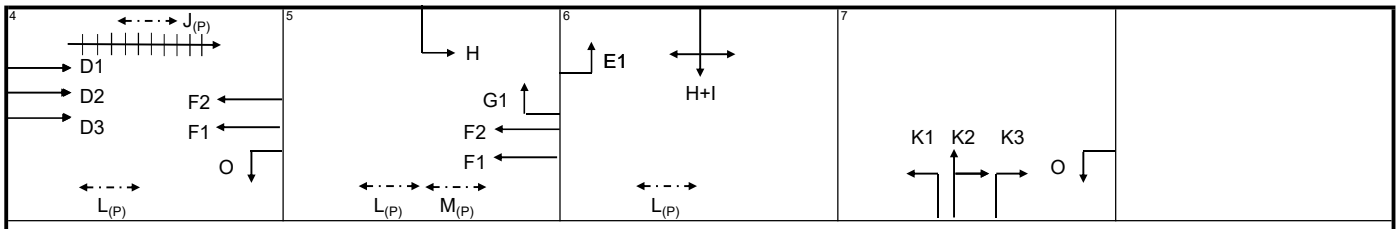


$S=1940+100(W-3.25)$ $S=2080+100(W-3.25)$

$S_M=S\div(1+1.5f/r)$ $S_M=(S-230)\div(1+1.5f/r)$

	AM Peak	Check Pedestrian Phase	PM Peak	Check Pedestrian Phase
Sum y	0.663		0.644	
L (s)				
C (s)				
practical y	0.786		0.772	
R.C. (%)	19%		20%	

Note:
- vehicle-actuated mode
- with additional left turning lane planned by TD
- with 85% site factor for Saturation Flow of Phase H in Stage 5



AM	G =	I/G =	G =	I/G =	G =	I/G =	G =	I/G =	G =	I/G =
	G =	I/G =	G =	I/G =	G =	I/G =	G =	I/G =	G =	I/G =
PM	G =	I/G =	G =	I/G =	G =	I/G =	G =	I/G =	G =	I/G =
	G =	I/G =	G =	I/G =	G =	I/G =	G =	I/G =	G =	I/G =

Signal Junction Analysis

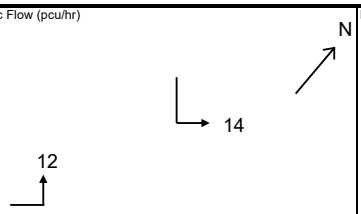
Junction: Castle Peak Road – Ping Shan / Site Access Road Job Number: J7219

Scenario: existing condition R1A / P.2-1

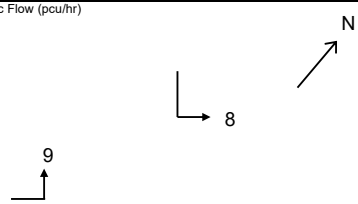
Design Year: 2020 Designed By: _____ Checked By: _____ Date: 10 November 2022

Approach		Phase	Stage	Width (m)	Radius (m)	% Up-hill Gradient	AM Peak Turning %	AM Peak Sat. Flow (pcu/hr)	AM Peak Flow (pcu/hr)	AM Peak y value	AM Peak Critical y	PM Peak Turning %	PM Peak Sat. Flow (pcu/hr)	PM Peak Flow (pcu/hr)	PM Peak y value	PM Peak Critical y
Site Access Road	LT	C1	1	5.00	10.0		100	1839	14	0.008	0.008	100	1839	8	0.004	0.004
Castle Peak Road -	LT	C2	1	4.00	15.0		100	2155	12	0.006		100	2155	9	0.004	
Ping Shan																
pedestrian phase																

AM Traffic Flow (pcu/hr)



PM Traffic Flow (pcu/hr)



$S=1940+100(W-3.25)$ $S=2080+100(W-3.25)$

$S_M=S\div(1+1.5f/r)$ $S_M=(S-230)\div(1+1.5f/r)$

	AM Peak	Check Pedestrian Phase	PM Peak	Check Pedestrian Phase
Sum y	0.008		0.004	
L (s)				
C (s)				
practical y	0.753		0.753	
R.C. (%)	>100%		>100%	

Note:

vehicle-actuated mode

1	2	3	4	5
C1 C2				

AM	G =	I/G =	G =	I/G =	G =	I/G =	G =	I/G =	G =	I/G =
	G =	I/G =	G =	I/G =	G =	I/G =	G =	I/G =	G =	I/G =
PM	G =	I/G =	G =	I/G =	G =	I/G =	G =	I/G =	G =	I/G =
	G =	I/G =	G =	I/G =	G =	I/G =	G =	I/G =	G =	I/G =

Signal Junction Analysis

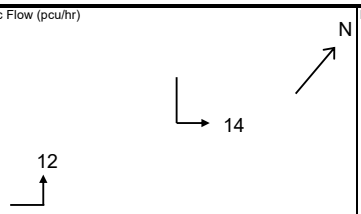
Junction: Castle Peak Road – Ping Shan / Site Access Road Job Number: J7219

Scenario: without proposed development R1A / P.2-2

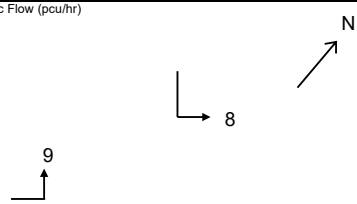
Design Year: 2032 Designed By: _____ Checked By: _____ Date: 10 November 2022

Approach		Phase	Stage	Width (m)	Radius (m)	% Up-hill Gradient	AM Peak Turning %	AM Peak Sat. Flow (pcu/hr)	AM Peak Flow (pcu/hr)	AM Peak y value	AM Peak Critical y	PM Peak Turning %	PM Peak Sat. Flow (pcu/hr)	PM Peak Flow (pcu/hr)	PM Peak y value	PM Peak Critical y
Site Access Road	LT	C1	1	5.00	10.0		100	1839	14	0.008	0.008	100	1839	8	0.004	0.004
Castle Peak Road -	LT	C2	1	4.00	15.0		100	2155	12	0.006		100	2155	9	0.004	
Ping Shan																
pedestrian phase																

AM Traffic Flow (pcu/hr)



PM Traffic Flow (pcu/hr)



$S=1940+100(W-3.25)$ $S=2080+100(W-3.25)$

$S_M=S\div(1+1.5f/r)$ $S_M=(S-230)\div(1+1.5f/r)$

	AM Peak	Check Pedestrian Phase	PM Peak	Check Pedestrian Phase
Sum y	0.008		0.004	
L (s)				
C (s)				
practical y	0.753		0.753	
R.C. (%)	>100%		>100%	

Note:

vehicle-actuated mode

1	2	3	4	5
C1 C2				

AM	G =	I/G =	G =	I/G =	G =	I/G =	G =	I/G =	G =	I/G =
	G =	I/G =	G =	I/G =	G =	I/G =	G =	I/G =	G =	I/G =
PM	G =	I/G =	G =	I/G =	G =	I/G =	G =	I/G =	G =	I/G =
	G =	I/G =	G =	I/G =	G =	I/G =	G =	I/G =	G =	I/G =

Signal Junction Analysis

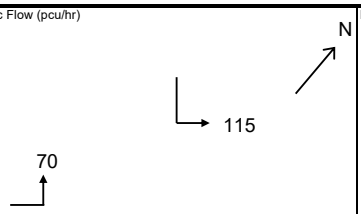
Junction: Castle Peak Road – Ping Shan / Site Access Road Job Number: J7219

Scenario: with proposed development R1A / P.2-3

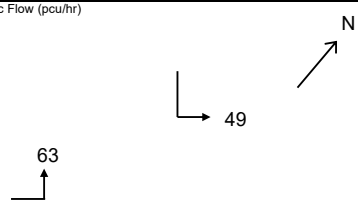
Design Year: 2032 Designed By: _____ Checked By: _____ Date: 10 November 2022

Approach		Phase	Stage	Width (m)	Radius (m)	% Up-hill Gradient	AM Peak Turning %	AM Peak Sat. Flow (pcu/hr)	AM Peak Flow (pcu/hr)	AM Peak y value	AM Peak Critical y	PM Peak Turning %	PM Peak Sat. Flow (pcu/hr)	PM Peak Flow (pcu/hr)	PM Peak y value	PM Peak Critical y
Site Access Road	LT	C1	1	5.00	10.0		100	1839	115	0.063	0.063	100	1839	49	0.027	
Castle Peak Road -	LT	C2	1	4.00	15.0		100	2155	70	0.032		100	2155	63	0.029	0.029
Ping Shan																
pedestrian phase																

AM Traffic Flow (pcu/hr)



PM Traffic Flow (pcu/hr)



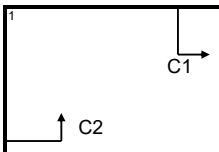
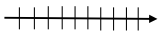
$S=1940+100(W-3.25)$ $S=2080+100(W-3.25)$

$S_M=S\div(1+1.5f/r)$ $S_M=(S-230)\div(1+1.5f/r)$

	AM Peak	Check Pedestrian Phase	PM Peak	Check Pedestrian Phase
Sum y	0.063		0.029	
L (s)				
C (s)				
practical y	0.753		0.753	
R.C. (%)	>100%		>100%	

Note:

vehicle-actuated mode

1	2	3	4	5
				

AM	G =	I/G =	G =	I/G =	G =	I/G =	G =	I/G =	G =	I/G =
	G =	I/G =	G =	I/G =	G =	I/G =	G =	I/G =	G =	I/G =
PM	G =	I/G =	G =	I/G =	G =	I/G =	G =	I/G =	G =	I/G =
	G =	I/G =	G =	I/G =	G =	I/G =	G =	I/G =	G =	I/G =

Signal Junction Analysis

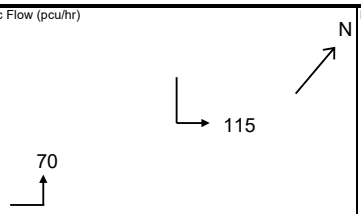
Junction: Castle Peak Road – Ping Shan / Site Access Road Job Number: J7219

Scenario: Sensitivity Test - redevelopment of whole CDA site R1A / P.2-4

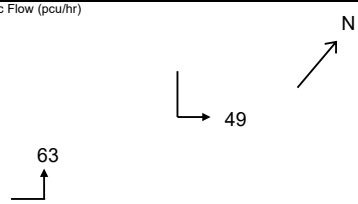
Design Year: 2032 Designed By: _____ Checked By: _____ Date: 10 November 2022

Approach		Phase	Stage	Width (m)	Radius (m)	% Up-hill Gradient	AM Peak Turning %	AM Peak Sat. Flow (pcu/hr)	AM Peak Flow (pcu/hr)	AM Peak y value	AM Peak Critical y	PM Peak Turning %	PM Peak Sat. Flow (pcu/hr)	PM Peak Flow (pcu/hr)	PM Peak y value	PM Peak Critical y
Site Access Road	LT	C1	1	5.00	10.0		100	1839	115	0.063	0.063	100	1839	49	0.027	
Castle Peak Road -	LT	C2	1	4.00	15.0		100	2155	70	0.032		100	2155	63	0.029	0.029
Ping Shan																
pedestrian phase																

AM Traffic Flow (pcu/hr)



PM Traffic Flow (pcu/hr)



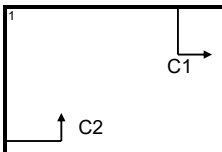
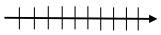
$S=1940+100(W-3.25)$ $S=2080+100(W-3.25)$

$S_M=S\div(1+1.5f/r)$ $S_M=(S-230)\div(1+1.5f/r)$

	AM Peak	Check Pedestrian Phase	PM Peak	Check Pedestrian Phase
Sum y	0.063		0.029	
L (s)				
C (s)				
practical y	0.753		0.753	
R.C. (%)	>100%		>100%	

Note:

vehicle-actuated mode

1	2	3	4	5
				

AM	G =	I/G =	G =	I/G =	G =	I/G =	G =	I/G =	G =	I/G =
	G =	I/G =	G =	I/G =	G =	I/G =	G =	I/G =	G =	I/G =
PM	G =	I/G =	G =	I/G =	G =	I/G =	G =	I/G =	G =	I/G =
	G =	I/G =	G =	I/G =	G =	I/G =	G =	I/G =	G =	I/G =

Signal Junction Analysis

Junction: Castle Peak Road - Ping Shan / Ping Kwai Road / San Hi Tsuen Street — Job Number: J7219

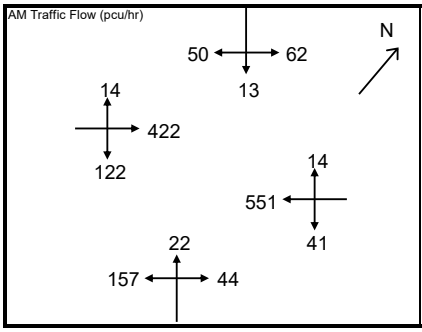
Scenario: existing condition — R1A / P.3-1

Design Year: 2020 — Designed By: _____ — Checked By: _____ — Date: 10 November 2022

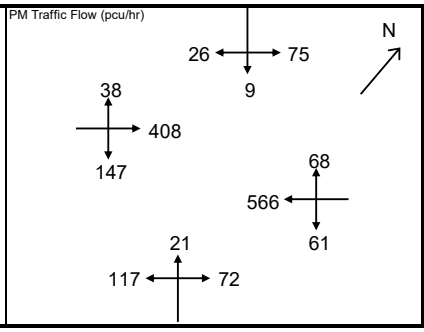
Approach		Phase	Stage	Width (m)	Radius (m)	% Up-hill Gradient	AM Peak Turning %	AM Peak Sat. Flow (pcu/hr)	AM Peak Flow (pcu/hr)	AM Peak y value	AM Peak Critical y	PM Peak Turning %	PM Peak Sat. Flow (pcu/hr)	PM Peak Flow (pcu/hr)	PM Peak y value	PM Peak Critical y
Castle Peak Road -	LT	C1	1	3.25	17.0		100	1783	14	0.008	0.008	100	1783	38	0.021	0.021
Ping Shan EB	SA	B1	1,2	3.40				2095	211	0.101			2095	204	0.097	
	SA	B2	1,2	3.40				2095	211	0.101			2095	204	0.097	
	RT	E1	3	3.00	20.0		100	1912	122	0.064	0.064	100	1912	147	0.077	0.077
San Hi Tsuen Street NB	SA+LT	G1	4	3.80	18.0		88	1859	179	0.096	0.096	85	1859	138	0.074	0.074
	RT	G2	4	3.80	21.0		100	1993	44	0.022		100	1993	72	0.036	
Castle Peak Road -	SA+LT	D1	2	4.00	16.0		22	1974	190	0.096	0.096	30	1974	201	0.102	0.102
Ping Shan WB	SA	D2	2	3.75				2130	205	0.096			2130	217	0.102	
	SA	D3	2	3.00				2055	197	0.096			2055	209	0.102	
	RT	F1	3	3.25	24.0		100	1958	14	0.007		100	1958	68	0.035	
Ping Kwai Road SB	SA+LT	H1	4	3.50	16.0		83	1823	75	0.041		89	1823	84	0.046	
	RT	H2	4	3.50	22.0		100	1971	50	0.025		100	1971	26	0.013	

pedestrian phase	$I_{(P)}$	2		min crossing time =	7	sec GM +	6	sec FGM =	13	sec	
	$J_{(P)}$	1		min crossing time =	12	sec GM +	11	sec FGM =	23	sec	

AM Traffic Flow (pcu/hr)



PM Traffic Flow (pcu/hr)

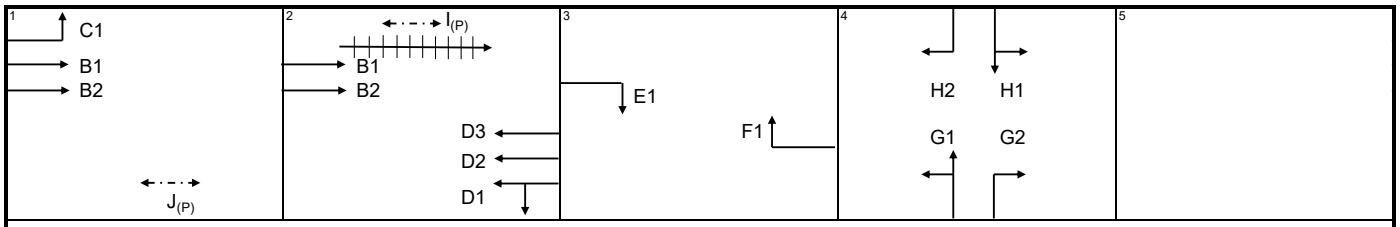


$S=1940+100(W-3.25)$ $S=2080+100(W-3.25)$

$S_M=S\div(1+1.5f/r)$ $S_M=(S-230)\div(1+1.5f/r)$

	AM Peak	Check Pedestrian Phase	PM Peak	Check Pedestrian Phase
Sum y	0.264		0.274	
L (s)				
C (s)				
practical y	0.667		0.653	
R.C. (%)	>100%		>100%	

Note: vehicle-actuated mode



AM	G =	I/G =	G =	I/G =	G =	I/G =	G =	I/G =	G =	I/G =
	G =	I/G =	G =	I/G =	G =	I/G =	G =	I/G =	G =	I/G =
PM	G =	I/G =	G =	I/G =	G =	I/G =	G =	I/G =	G =	I/G =
	G =	I/G =	G =	I/G =	G =	I/G =	G =	I/G =	G =	I/G =

Signal Junction Analysis

Junction: Castle Peak Road - Ping Shan / Ping Kwai Road / San Hi Tsuen Street — Job Number: J7219

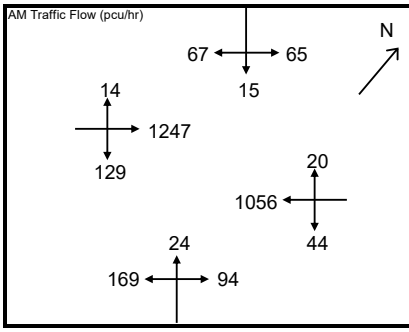
Scenario: without proposed development — R1A / P.3-2

Design Year: 2032 — Designed By: _____ — Checked By: _____ — Date: 10 November 2022

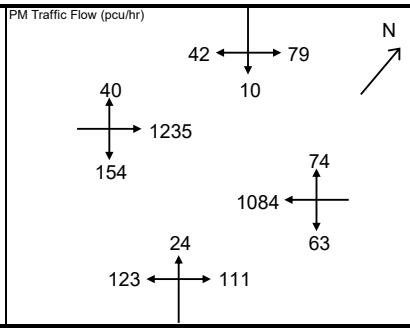
Approach		Phase	Stage	Width (m)	Radius (m)	% Up-hill Gradient	AM Peak Turning %	AM Peak Sat. Flow (pcu/hr)	AM Peak Flow (pcu/hr)	AM Peak y value	AM Peak Critical y	PM Peak Turning %	PM Peak Sat. Flow (pcu/hr)	PM Peak Flow (pcu/hr)	PM Peak y value	PM Peak Critical y
Castle Peak Road -	LT	C1	1	3.25	17.0		100	1783	14	0.008		100	1783	40	0.022	
Ping Shan EB	SA	B1	1,2	3.40				2095	624	0.298	0.298		2095	618	0.295	0.295
	SA	B2	1,2	3.40				2095	623	0.297			2095	617	0.295	
	RT	E1	3	3.00	20.0		100	1912	129	0.067	0.067	100	1912	154	0.081	0.081
San Hi Tsuen Street NB	SA+LT	G1	4	3.80	18.0		88	1859	193	0.104	0.104	84	1859	147	0.079	0.079
	RT	G2	4	3.80	21.0		100	1993	94	0.047		100	1993	111	0.056	
Castle Peak Road -	SA+LT	D1	2	4.00	16.0		12	1993	355	0.178		17	1993	370	0.186	
Ping Shan WB	SA	D2	2	3.75				2130	379	0.178			2130	395	0.185	
	SA	D3	2	3.00				2055	366	0.178			2055	382	0.186	
	RT	F1	3	3.25	24.0		100	1958	20	0.010		100	1958	74	0.038	
Ping Kwai Road SB	SA+LT	H1	4	3.50	16.0		81	1826	80	0.044		89	1826	89	0.049	
	RT	H2	4	3.50	22.0		100	1971	67	0.034		100	1971	42	0.021	

pedestrian phase	$I_{(P)}$	2		min crossing time =	7	sec GM +	6	sec FGM =	13	sec	
	$J_{(P)}$	1		min crossing time =	12	sec GM +	11	sec FGM =	23	sec	

AM Traffic Flow (pcu/hr)



PM Traffic Flow (pcu/hr)

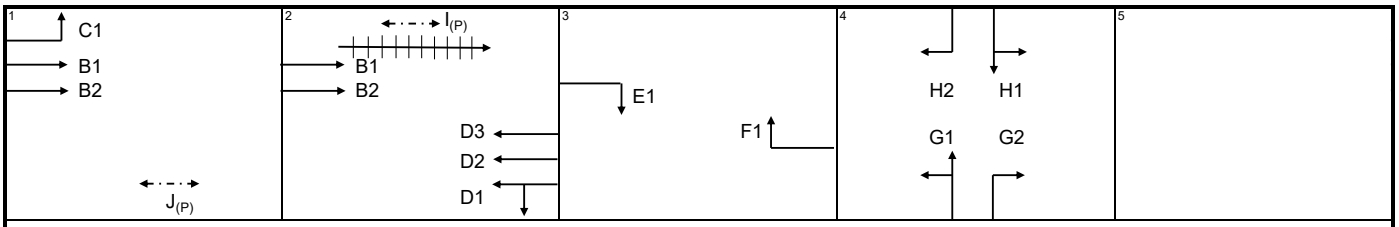


$S=1940+100(W-3.25)$ $S=2080+100(W-3.25)$

$S_M=S\div(1+1.5f/r)$ $S_M=(S-230)\div(1+1.5f/r)$

	AM Peak	Check Pedestrian Phase	PM Peak	Check Pedestrian Phase
Sum y	0.469		0.455	
L (s)				
C (s)				
practical y	0.737		0.734	
R.C. (%)	57%		61%	

Note: vehicle-actuated mode



AM	G =	I/G =	G =	I/G =	G =	I/G =	G =	I/G =	G =	I/G =
	G =	I/G =	G =	I/G =	G =	I/G =	G =	I/G =	G =	I/G =
PM	G =	I/G =	G =	I/G =	G =	I/G =	G =	I/G =	G =	I/G =
	G =	I/G =	G =	I/G =	G =	I/G =	G =	I/G =	G =	I/G =

Signal Junction Analysis

Junction: Castle Peak Road - Ping Shan / Ping Kwai Road / San Hi Tsuen Street — Job Number: J7219

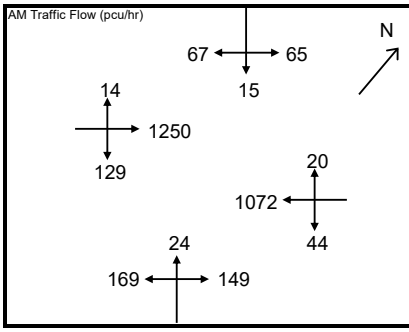
Scenario: with proposed development — R1A / P.3-3

Design Year: 2032 — Designed By: _____ — Checked By: _____ — Date: 10 November 2022

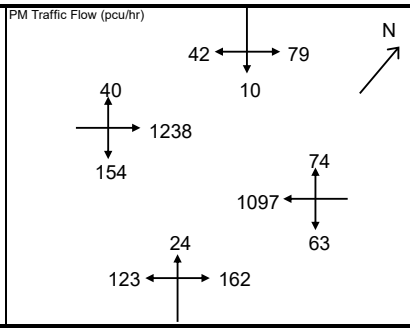
Approach		Phase	Stage	Width (m)	Radius (m)	% Up-hill Gradient	AM Peak Turning %	AM Peak Sat. Flow (pcu/hr)	AM Peak Flow (pcu/hr)	AM Peak y value	AM Peak Critical y	PM Peak Turning %	PM Peak Sat. Flow (pcu/hr)	PM Peak Flow (pcu/hr)	PM Peak y value	PM Peak Critical y
Castle Peak Road -	LT	C1	1	3.25	17.0		100	1783	14	0.008		100	1783	40	0.022	
Ping Shan EB	SA	B1	1,2	3.40				2095	625	0.298	0.298		2095	619	0.295	0.295
	SA	B2	1,2	3.40				2095	625	0.298			2095	619	0.295	
	RT	E1	3	3.00	20.0		100	1912	129	0.067	0.067	100	1912	154	0.081	0.081
San Hi Tsuen Street NB	SA+LT	G1	4	3.80	18.0		88	1859	193	0.104	0.104	84	1859	147	0.079	0.079
	RT	G2	4	3.80	21.0		100	1993	149	0.075		100	1993	162	0.081	
Castle Peak Road -	SA+LT	D1	2	4.00	16.0		12	1993	360	0.181		17	1993	374	0.188	
Ping Shan WB	SA	D2	2	3.75				2130	385	0.181			2130	400	0.188	
	SA	D3	2	3.00				2055	371	0.181			2055	386	0.188	
	RT	F1	3	3.25	24.0		100	1958	20	0.010		100	1958	74	0.038	
Ping Kwai Road SB	SA+LT	H1	4	3.50	16.0		81	1826	80	0.044		89	1826	89	0.049	
	RT	H2	4	3.50	22.0		100	1971	67	0.034		100	1971	42	0.021	

pedestrian phase	$I_{(P)}$	2		min crossing time =	7	sec GM +	6	sec FGM =	13	sec	
	$J_{(P)}$	1		min crossing time =	12	sec GM +	11	sec FGM =	23	sec	

AM Traffic Flow (pcu/hr)



PM Traffic Flow (pcu/hr)

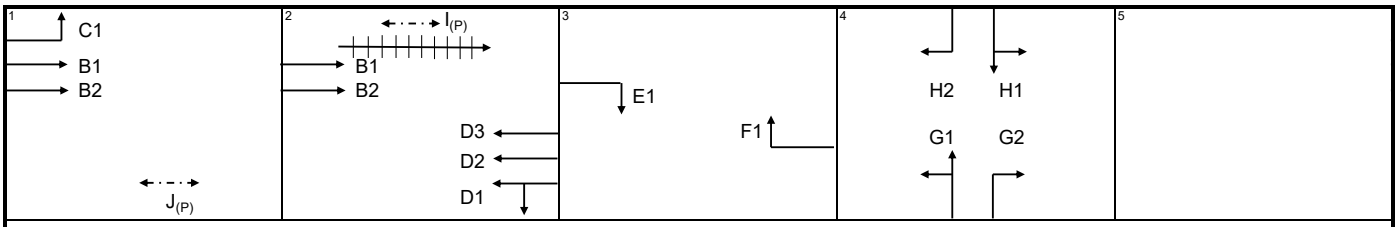


$S=1940+100(W-3.25)$ $S=2080+100(W-3.25)$

$S_M=S\div(1+1.5f/r)$ $S_M=(S-230)\div(1+1.5f/r)$

	AM Peak	Check Pedestrian Phase	PM Peak	Check Pedestrian Phase
Sum y	0.470		0.455	
L (s)				
C (s)				
practical y	0.737		0.734	
R.C. (%)	57%		61%	

Note: vehicle-actuated mode



AM	G =	I/G =	G =	I/G =	G =	I/G =	G =	I/G =	G =	I/G =
	G =	I/G =	G =	I/G =	G =	I/G =	G =	I/G =	G =	I/G =
PM	G =	I/G =	G =	I/G =	G =	I/G =	G =	I/G =	G =	I/G =
	G =	I/G =	G =	I/G =	G =	I/G =	G =	I/G =	G =	I/G =

Signal Junction Analysis

Junction: Castle Peak Road - Ping Shan / Ping Kwai Road / San Hi Tsuen Street — Job Number: J7219

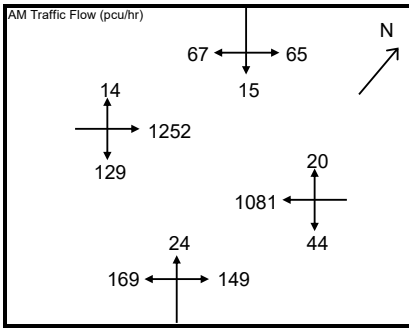
Scenario: Sensitivity Test - redevelopment of whole CDA site — R1A / P.3-4

Design Year: 2032 — Designed By: _____ — Checked By: _____ — Date: 10 November 2022

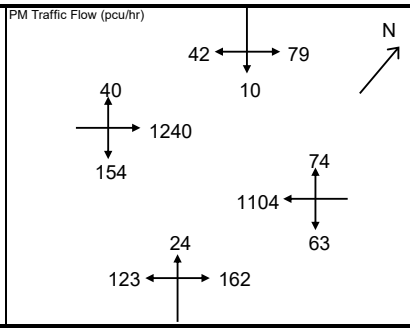
Approach		Phase	Stage	Width (m)	Radius (m)	% Up-hill Gradient	AM Peak Turning %	AM Peak Sat. Flow (pcu/hr)	AM Peak Flow (pcu/hr)	AM Peak y value	AM Peak Critical y	PM Peak Turning %	PM Peak Sat. Flow (pcu/hr)	PM Peak Flow (pcu/hr)	PM Peak y value	PM Peak Critical y
Castle Peak Road -	LT	C1	1	3.25	17.0		100	1783	14	0.008		100	1783	40	0.022	
Ping Shan EB	SA	B1	1,2	3.40				2095	626	0.299	0.299		2095	620	0.296	0.296
	SA	B2	1,2	3.40				2095	626	0.299			2095	620	0.296	
	RT	E1	3	3.00	20.0		100	1912	129	0.067	0.067	100	1912	154	0.081	0.081
San Hi Tsuen Street NB	SA+LT	G1	4	3.80	18.0		88	1859	193	0.104	0.104	84	1859	147	0.079	0.079
	RT	G2	4	3.80	21.0		100	1993	149	0.075		100	1993	162	0.081	
Castle Peak Road -	SA+LT	D1	2	4.00	16.0		12	1993	363	0.182		17	1993	376	0.189	
Ping Shan WB	SA	D2	2	3.75				2130	388	0.182			2130	402	0.189	
	SA	D3	2	3.00				2055	374	0.182			2055	389	0.189	
	RT	F1	3	3.25	24.0		100	1958	20	0.010		100	1958	74	0.038	
Ping Kwai Road SB	SA+LT	H1	4	3.50	16.0		81	1826	80	0.044		89	1826	89	0.049	
	RT	H2	4	3.50	22.0		100	1971	67	0.034		100	1971	42	0.021	

pedestrian phase	$I_{(P)}$	2		min crossing time =	7	sec GM +	6	sec FGM =	13	sec	
	$J_{(P)}$	1		min crossing time =	12	sec GM +	11	sec FGM =	23	sec	

AM Traffic Flow (pcu/hr)



PM Traffic Flow (pcu/hr)

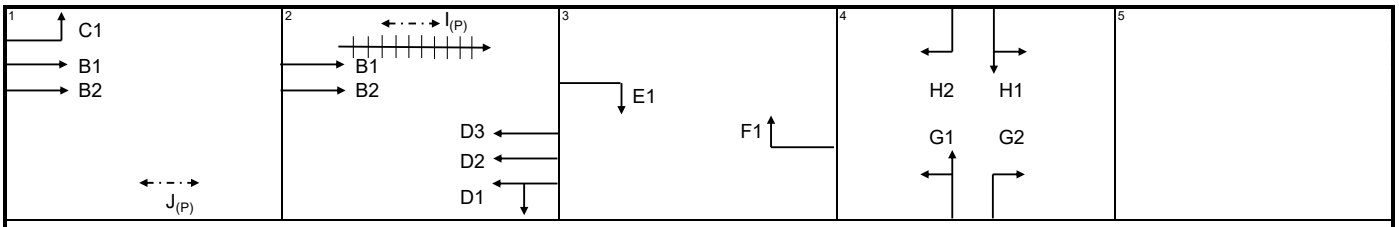


$S=1940+100(W-3.25)$ $S=2080+100(W-3.25)$

$S_M=S\div(1+1.5f/r)$ $S_M=(S-230)\div(1+1.5f/r)$

	AM Peak	Check Pedestrian Phase	PM Peak	Check Pedestrian Phase
Sum y	0.470		0.456	
L (s)				
C (s)				
practical y	0.737		0.734	
R.C. (%)	57%		61%	

Note: vehicle-actuated mode



AM	G =	I/G =	G =	I/G =	G =	I/G =	G =	I/G =	G =	I/G =
	G =	I/G =	G =	I/G =	G =	I/G =	G =	I/G =	G =	I/G =
PM	G =	I/G =	G =	I/G =	G =	I/G =	G =	I/G =	G =	I/G =
	G =	I/G =	G =	I/G =	G =	I/G =	G =	I/G =	G =	I/G =

Signal Junction Analysis

Junction: Castle Peak Road - Ping Shan / Ma Wang Road / Slip Road to Tong Yan San Tsuen Interchange — Job Number: J7219

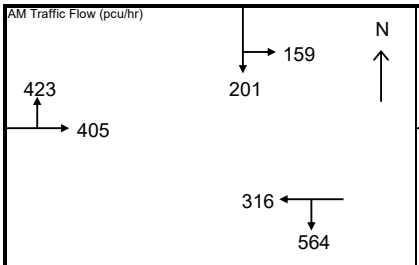
Scenario: existing condition — R1A / P.4-1

Design Year: 2020 — Designed By: — Checked By: — Date: 10 November 2022

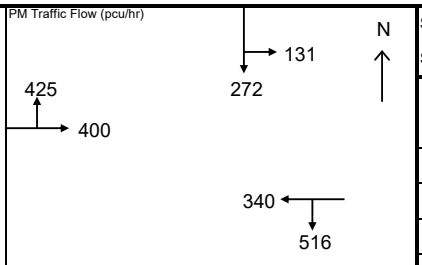
Approach		Phase	Stage	Width (m)	Radius (m)	% Up-hill Gradient	AM Peak Turning %	AM Peak Sat. Flow (pcu/hr)	AM Peak Flow (pcu/hr)	AM Peak y value	AM Peak Critical y	PM Peak Turning %	PM Peak Sat. Flow (pcu/hr)	PM Peak Flow (pcu/hr)	PM Peak y value	PM Peak Critical y
Castle Peak Road -	LT	J1	1,3	3.20	30.0		100	1843	423	0.230		100	1843	425	0.231	
Ping Shan EB	SA	B1	1	3.20				2075	203	0.098			2075	200	0.096	
	SA	B2	1	3.20				2075	202	0.097			2075	200	0.096	
Ma Wang Road SB	LT+SA	C1	3	4.00	20.0		100	1874	159	0.085	0.085	100	1874	131	0.070	0.070
	SA	C2	3	4.00				2155	101	0.047			2155	136	0.063	
	SA	C3	3	4.00				2155	100	0.046			2155	136	0.063	
Castle Peak Road -	LT+SA	D1	1,2	3.40	15.0		100	1777	564	0.317	0.317	100	1777	516	0.290	0.290
Ping Shan WB	SA	D2	1,2	3.40				2095	316	0.151			2095	340	0.162	

pedestrian phase	$E_{(P)}$	3		min crossing time =	10	sec GM +	9	sec FGM =	19	sec	
	$F_{(P)}$	1,2		min crossing time =	5	sec GM +	10	sec FGM =	15	sec	
	$G_{(P)}$	2		min crossing time =	5	sec GM +	6	sec FGM =	11	sec	
	$K_{(P)}$	3		min crossing time =	5	sec GM +	9	sec FGM =	14	sec	

AM Traffic Flow (pcu/hr)



PM Traffic Flow (pcu/hr)

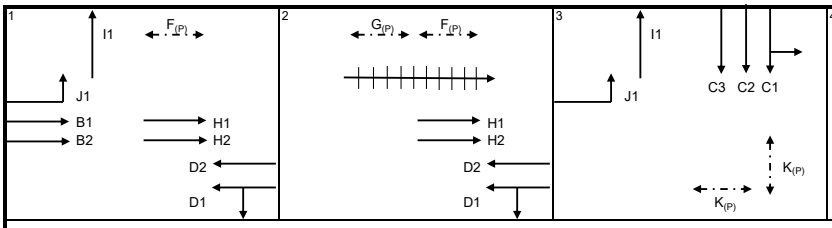


$S=1940+100(W-3.25)$ $S=2080+100(W-3.25)$

$S_M=S\div(1+1.5f/r)$ $S_M=(S-230)\div(1+1.5f/r)$

	AM Peak	Check Pedestrian Phase	PM Peak	Check Pedestrian Phase
Sum y	0.402		0.360	
L (s)				
C (s)				
practical y	0.758		0.757	
R.C. (%)	88%		>100%	

Note: vehicle-actuated mode



AM	G =	I/G =	G =	I/G =	G =	I/G =	G =	I/G =	G =	I/G =
	G =	I/G =	G =	I/G =	G =	I/G =	G =	I/G =	G =	I/G =
PM	G =	I/G =	G =	I/G =	G =	I/G =	G =	I/G =	G =	I/G =
	G =	I/G =	G =	I/G =	G =	I/G =	G =	I/G =	G =	I/G =

Signal Junction Analysis

Junction: Castle Peak Road - Ping Shan / Ma Wang Road / Slip Road to Tong Yan San Tsuen Interchange — Job Number: J7219

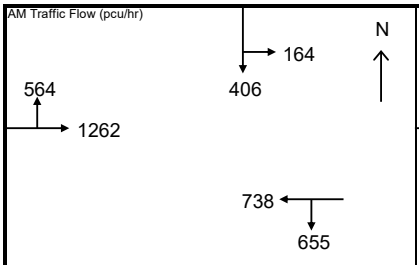
Scenario: without proposed development — R1A / P.4-2

Design Year: 2032 — Designed By: — Checked By: — Date: 10 November 2022

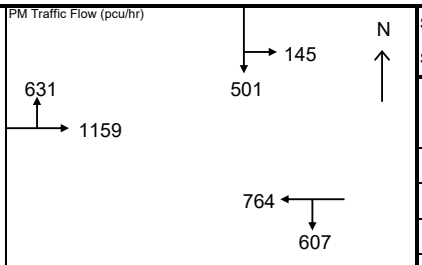
Approach		Phase	Stage	Width (m)	Radius (m)	% Up-hill Gradient	AM Peak Turning %	AM Peak Sat. Flow (pcu/hr)	AM Peak Flow (pcu/hr)	AM Peak y value	AM Peak Critical y	PM Peak Turning %	PM Peak Sat. Flow (pcu/hr)	PM Peak Flow (pcu/hr)	PM Peak y value	PM Peak Critical y
Castle Peak Road -	LT	J1	1,3	3.20	30.0		100	1843	564	0.306		100	1843	631	0.342	
Ping Shan EB	SA	B1	1	3.20				2075	631	0.304			2075	580	0.280	
	SA	B2	1	3.20				2075	631	0.304			2075	579	0.279	
Ma Wang Road SB	LT+SA	C1	3	4.00	20.0		95	1881	173	0.092		100	1874	145	0.077	
	SA	C2	3	4.00				2155	198	0.092			2155	251	0.116	0.116
	SA	C3	3	4.00				2155	199	0.092	0.092		2155	250	0.116	
Castle Peak Road -	LT+SA	D1	1,2	3.40	15.0		100	1777	655	0.369	0.369	96	1784	630	0.353	
Ping Shan WB	SA	D2	1,2	3.40				2095	738	0.352			2095	741	0.354	0.354

pedestrian phase	$E_{(P)}$	3		min crossing time =	10	sec GM +	9	sec FGM =	19	sec	
	$F_{(P)}$	1,2		min crossing time =	5	sec GM +	10	sec FGM =	15	sec	
	$G_{(P)}$	2		min crossing time =	5	sec GM +	6	sec FGM =	11	sec	
	$K_{(P)}$	3		min crossing time =	5	sec GM +	9	sec FGM =	14	sec	

AM Traffic Flow (pcu/hr)



PM Traffic Flow (pcu/hr)

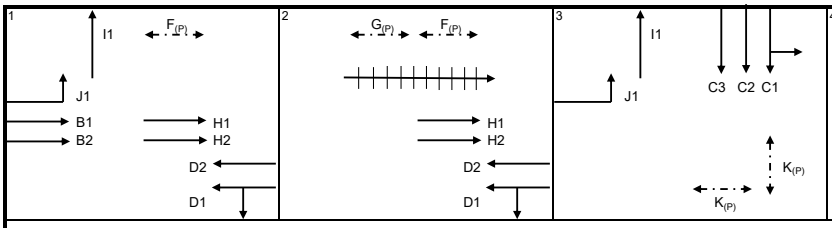


$S=1940+100(W-3.25)$ $S=2080+100(W-3.25)$

$S_M=S\div(1+1.5f/r)$ $S_M=(S-230)\div(1+1.5f/r)$

	AM Peak	Check Pedestrian Phase	PM Peak	Check Pedestrian Phase
Sum y	0.461		0.470	
L (s)				
C (s)				
practical y	0.758		0.757	
R.C. (%)	64%		61%	

Note: vehicle-actuated mode



AM	G =	I/G =	G =	I/G =	G =	I/G =	G =	I/G =	G =	I/G =
	G =	I/G =	G =	I/G =	G =	I/G =	G =	I/G =	G =	I/G =
PM	G =	I/G =	G =	I/G =	G =	I/G =	G =	I/G =	G =	I/G =
	G =	I/G =	G =	I/G =	G =	I/G =	G =	I/G =	G =	I/G =

Signal Junction Analysis

Junction: Castle Peak Road - Ping Shan / Ma Wang Road / Slip Road to Tong Yan San Tsuen Interchange — Job Number: J7219

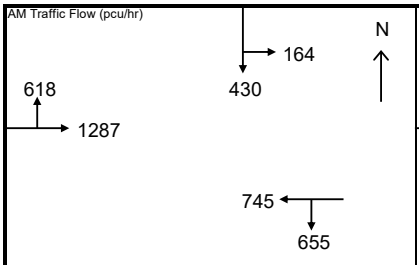
Scenario: with proposed development — R1A / P.4-3

Design Year: 2032 — Designed By: — Checked By: — Date: 10 November 2022

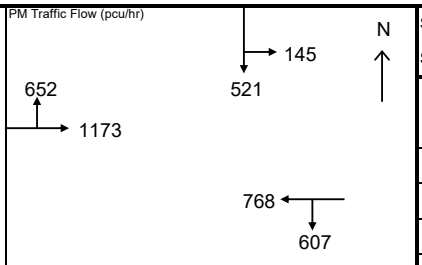
Approach		Phase	Stage	Width (m)	Radius (m)	% Up-hill Gradient	AM Peak Turning %	AM Peak Sat. Flow (pcu/hr)	AM Peak Flow (pcu/hr)	AM Peak y value	AM Peak Critical y	PM Peak Turning %	PM Peak Sat. Flow (pcu/hr)	PM Peak Flow (pcu/hr)	PM Peak y value	PM Peak Critical y
Castle Peak Road -	LT	J1	1,3	3.20	30.0		100	1843	618	0.335		100	1843	652	0.354	
Ping Shan EB	SA	B1	1	3.20				2075	644	0.310			2075	587	0.283	
	SA	B2	1	3.20				2075	643	0.310			2075	586	0.282	
Ma Wang Road SB	LT+SA	C1	3	4.00	20.0		100	1874	164	0.087		100	1874	145	0.077	
	SA	C2	3	4.00				2155	215	0.100	0.100		2155	261	0.121	0.121
	SA	C3	3	4.00				2155	215	0.100			2155	260	0.121	
Castle Peak Road -	LT+SA	D1	1,2	3.40	15.0		100	1777	655	0.369	0.369	96	1784	632	0.354	
Ping Shan WB	SA	D2	1,2	3.40				2095	745	0.356			2095	743	0.355	0.355

pedestrian phase	$E_{(P)}$	3		min crossing time =	10	sec GM +	9	sec FGM =	19	sec	
	$F_{(P)}$	1,2		min crossing time =	5	sec GM +	10	sec FGM =	15	sec	
	$G_{(P)}$	2		min crossing time =	5	sec GM +	6	sec FGM =	11	sec	
	$K_{(P)}$	3		min crossing time =	5	sec GM +	9	sec FGM =	14	sec	

AM Traffic Flow (pcu/hr)



PM Traffic Flow (pcu/hr)



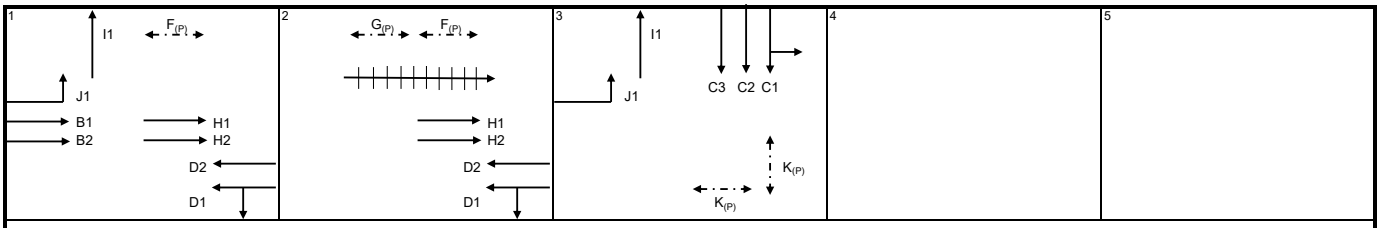
$S=1940+100(W-3.25)$ $S=2080+100(W-3.25)$

$S_M=S\div(1+1.5f/r)$ $S_M=(S-230)\div(1+1.5f/r)$

	AM Peak	Check Pedestrian Phase	PM Peak	Check Pedestrian Phase
Sum y	0.468		0.476	
L (s)				
C (s)				
practical y	0.758		0.757	
R.C. (%)	62%		59%	

Note:

vehicle-actuated mode



AM	G =	I/G =	G =	I/G =	G =	I/G =	G =	I/G =	G =	I/G =
	G =	I/G =	G =	I/G =	G =	I/G =	G =	I/G =	G =	I/G =
PM	G =	I/G =	G =	I/G =	G =	I/G =	G =	I/G =	G =	I/G =
	G =	I/G =	G =	I/G =	G =	I/G =	G =	I/G =	G =	I/G =

Signal Junction Analysis

Junction: Castle Peak Road - Ping Shan / Ma Wang Road / Slip Road to Tong Yan San Tsuen Interchange — Job Number: J7219

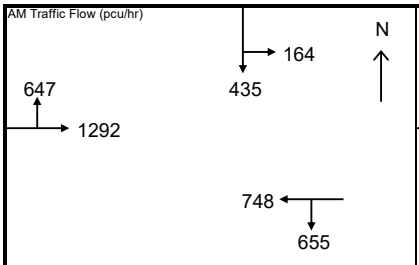
Scenario: Sensitivity Test - redevelopment of whole CDA site — R1A / P.4-4

Design Year: 2032 — Designed By: — Checked By: — Date: 10 November 2022

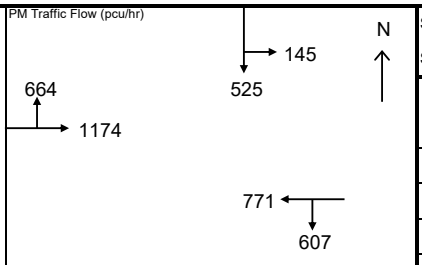
Approach		Phase	Stage	Width (m)	Radius (m)	% Up-hill Gradient	AM Peak Turning %	AM Peak Sat. Flow (pcu/hr)	AM Peak Flow (pcu/hr)	AM Peak y value	AM Peak Critical y	PM Peak Turning %	PM Peak Sat. Flow (pcu/hr)	PM Peak Flow (pcu/hr)	PM Peak y value	PM Peak Critical y
Castle Peak Road -	LT	J1	1,3	3.20	30.0		100	1843	647	0.351		100	1843	664	0.360	
Ping Shan EB	SA	B1	1	3.20				2075	646	0.311			2075	587	0.283	
	SA	B2	1	3.20				2075	646	0.311			2075	587	0.283	
Ma Wang Road SB	LT+SA	C1	3	4.00	20.0		100	1874	164	0.087		100	1874	145	0.077	
	SA	C2	3	4.00				2155	218	0.101	0.101		2155	263	0.122	0.122
	SA	C3	3	4.00				2155	217	0.101			2155	262	0.122	
Castle Peak Road -	LT+SA	D1	1,2	3.40	15.0		100	1777	655	0.369	0.369	96	1784	634	0.355	0.355
Ping Shan WB	SA	D2	1,2	3.40				2095	748	0.357			2095	744	0.355	

pedestrian phase	$E_{(P)}$	3		min crossing time =	10	sec GM +	9	sec FGM =	19	sec	
	$F_{(P)}$	1,2		min crossing time =	5	sec GM +	10	sec FGM =	15	sec	
	$G_{(P)}$	2		min crossing time =	5	sec GM +	6	sec FGM =	11	sec	
	$K_{(P)}$	3		min crossing time =	5	sec GM +	9	sec FGM =	14	sec	

AM Traffic Flow (pcu/hr)



PM Traffic Flow (pcu/hr)



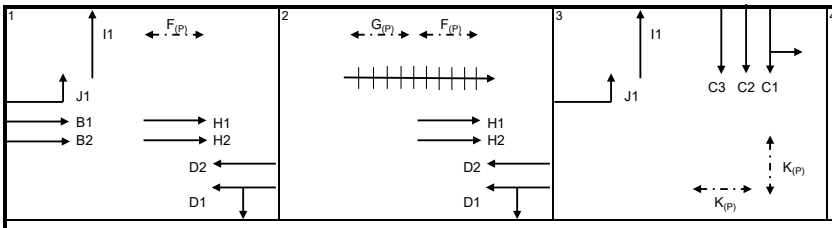
$S=1940+100(W-3.25)$ $S=2080+100(W-3.25)$

$S_M=S\div(1+1.5f/r)$ $S_M=(S-230)\div(1+1.5f/r)$

	AM Peak	Check Pedestrian Phase	PM Peak	Check Pedestrian Phase
Sum y	0.470		0.477	
L (s)				
C (s)				
practical y	0.758		0.757	
R.C. (%)	61%		59%	

Note:

vehicle-actuated mode



AM	G =	I/G =	G =	I/G =	G =	I/G =	G =	I/G =	G =	I/G =
	G =	I/G =	G =	I/G =	G =	I/G =	G =	I/G =	G =	I/G =
PM	G =	I/G =	G =	I/G =	G =	I/G =	G =	I/G =	G =	I/G =
	G =	I/G =	G =	I/G =	G =	I/G =	G =	I/G =	G =	I/G =

Signal Junction Analysis

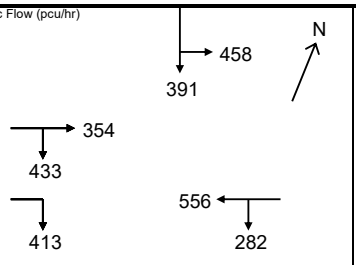
Junction: Shui Pin Wai Interchange — Job Number: J7219

Scenario: existing condition — R1A / P.5-1

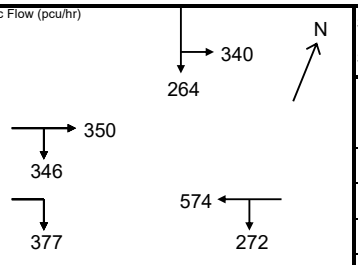
Design Year: 2020 — Designed By: — Checked By: — Date: 10 November 2022

Approach		Phase	Stage	Width (m)	Radius (m)	% Up-hill Gradient	AM Peak Turning %	AM Peak Sat. Flow (pcu/hr)	AM Peak Flow (pcu/hr)	AM Peak y value	AM Peak Critical y	PM Peak Turning %	PM Peak Sat. Flow (pcu/hr)	PM Peak Flow (pcu/hr)	PM Peak y value	PM Peak Critical y
Long Tin Road SB	LT	F1	2,3,4	3.80	50.0		100	1937	221	0.114		100	1937	164	0.085	
	LT	F2	2,3,4	3.80	50.0		100	2073	237	0.114		100	2073	176	0.085	
	SA	A1	2	3.50				2105	130	0.062			2105	88	0.042	0.042
	SA	A2	2	3.50				2105	130	0.062			2105	88	0.042	
	SA	A3	2	3.50				2105	131	0.062	0.062		2105	88	0.042	
Long Ping Road WB	LT	D1	3	3.20	30.0		100	1963	282	0.144	0.144	100	1963	272	0.139	0.139
	SA	E1	3,4	4.20				2175	278	0.128			2175	287	0.132	
	SA	E2	3,4	4.20				2175	278	0.128			2175	287	0.132	
Shui Pin Wai Interchange NB	SA	B1	1	4.00				2015	258	0.128			2015	228	0.113	0.113
	SA+RT	B2	1	4.00	30.0		64	2088	268	0.128		49	2103	238	0.113	
	RT	B3	1	4.00	25.0		100	2033	261	0.128	0.128	100	2033	230	0.113	
	RT	C1	4	5.00	20.0		100	2098	209	0.100	0.100	100	2098	191	0.091	0.091
	RT	C2	4	5.00	15.0		100	2050	204	0.100		100	2050	186	0.091	
pedestrian phase																

AM Traffic Flow (pcu/hr)



PM Traffic Flow (pcu/hr)

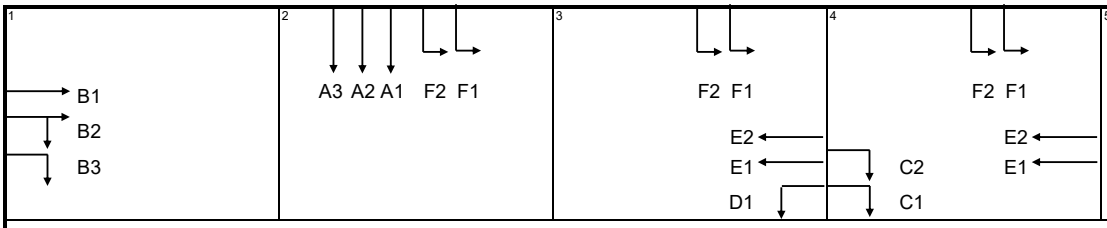


$S=1940+100(W-3.25)$ $S=2080+100(W-3.25)$

$S_M=S\div(1+1.5f/r)$ $S_M=(S-230)\div(1+1.5f/r)$

	AM Peak	Check Pedestrian Phase	PM Peak	Check Pedestrian Phase
Sum y	0.434		0.385	
L (s)	26		26	
C (s)	120		120	
practical y	0.705		0.705	
R.C. (%)	62%		83%	

Note:



AM	G =	I/G =	7	G =	I/G =	12	G =	I/G =	6	G =	I/G =	5	G =	I/G =
	G =	I/G =		G =	I/G =		G =	I/G =		G =	I/G =		G =	I/G =
PM	G =	I/G =	7	G =	I/G =	12	G =	I/G =	6	G =	I/G =	5	G =	I/G =
	G =	I/G =		G =	I/G =		G =	I/G =		G =	I/G =		G =	I/G =

Signal Junction Analysis

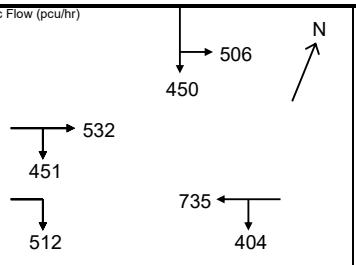
Junction: Shui Pin Wai Interchange — Job Number: J7219

Scenario: without proposed development — R1A / P.5-2

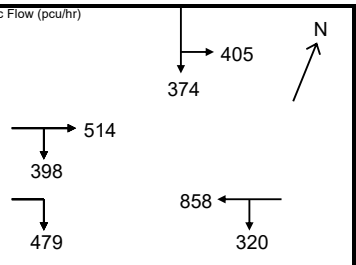
Design Year: 2032 — Designed By: — Checked By: — Date: 10 November 2022

Approach		Phase	Stage	Width (m)	Radius (m)	% Up-hill Gradient	AM Peak Turning %	AM Peak Sat. Flow (pcu/hr)	AM Peak Flow (pcu/hr)	AM Peak y value	AM Peak Critical y	PM Peak Turning %	PM Peak Sat. Flow (pcu/hr)	PM Peak Flow (pcu/hr)	PM Peak y value	PM Peak Critical y
Long Tin Road SB	LT	F1	2,3,4	3.80	50.0		100	1937	244	0.126		100	1937	196	0.101	
	LT	F2	2,3,4	3.80	50.0		100	2073	262	0.126		100	2073	209	0.101	
	SA	A1	2	3.50				2105	150	0.071	0.071		2105	125	0.059	0.059
	SA	A2	2	3.50				2105	150	0.071			2105	125	0.059	
	SA	A3	2	3.50				2105	150	0.071			2105	124	0.059	
Long Ping Road WB	LT	D1	3	3.20	30.0		100	1963	404	0.206	0.206	100	1963	320	0.163	0.163
	SA	E1	3,4	4.20				2175	368	0.169			2175	429	0.197	
	SA	E2	3,4	4.20				2175	367	0.169			2175	429	0.197	
Shui Pin Wai Interchange NB	SA	B1	1	4.00				2015	320	0.159	0.159		2015	296	0.147	
	SA+RT	B2	1	4.00	30.0		37	2116	336	0.159		30	2123	312	0.147	
	RT	B3	1	4.00	35.0		100	2066	327	0.158		100	2066	304	0.147	0.147
	RT	C1	4	5.00	20.0		100	2098	259	0.123	0.123	100	2098	242	0.115	
	RT	C2	4	5.00	15.0		100	2050	253	0.123		100	2050	237	0.116	0.116
pedestrian phase																

AM Traffic Flow (pcu/hr)



PM Traffic Flow (pcu/hr)

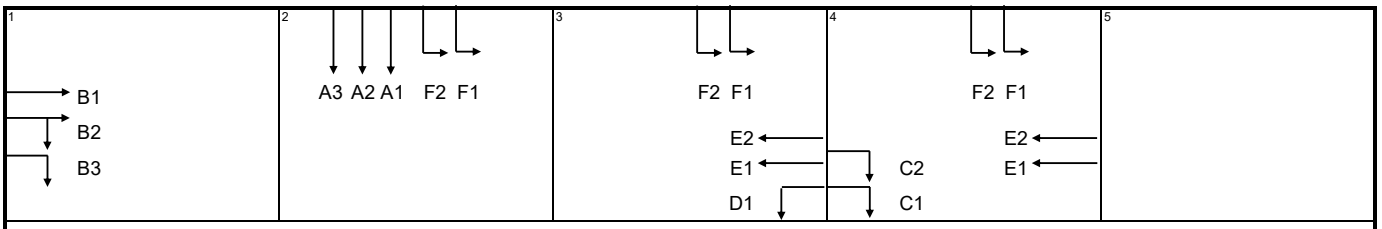


$S=1940+100(W-3.25)$ $S=2080+100(W-3.25)$

$S_M=S\div(1+1.5f/r)$ $S_M=(S-230)\div(1+1.5f/r)$

	AM Peak	Check Pedestrian Phase	PM Peak	Check Pedestrian Phase
Sum y	0.559		0.485	
L (s)	26		26	
C (s)	120		120	
practical y	0.705		0.705	
R.C. (%)	26%		45%	

Note:



AM	G =	I/G =	7	G =	I/G =	12	G =	I/G =	6	G =	I/G =	5	G =	I/G =
	G =	I/G =		G =	I/G =		G =	I/G =		G =	I/G =		G =	I/G =
PM	G =	I/G =	7	G =	I/G =	12	G =	I/G =	6	G =	I/G =	5	G =	I/G =
	G =	I/G =		G =	I/G =		G =	I/G =		G =	I/G =		G =	I/G =

Signal Junction Analysis

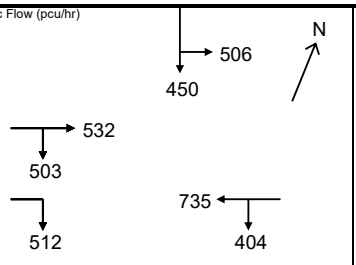
Junction: Shui Pin Wai Interchange — Job Number: J7219

Scenario: with proposed development — R1A / P.5-3

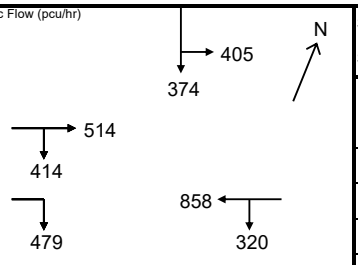
Design Year: 2032 — Designed By: — Checked By: — Date: 10 November 2022

Approach		Phase	Stage	Width (m)	Radius (m)	% Up-hill Gradient	AM Peak Turning %	AM Peak Sat. Flow (pcu/hr)	AM Peak Flow (pcu/hr)	AM Peak y value	AM Peak Critical y	PM Peak Turning %	PM Peak Sat. Flow (pcu/hr)	PM Peak Flow (pcu/hr)	PM Peak y value	PM Peak Critical y
Long Tin Road SB	LT	F1	2,3,4	3.80	50.0		100	1937	244	0.126		100	1937	196	0.101	
	LT	F2	2,3,4	3.80	50.0		100	2073	262	0.126		100	2073	209	0.101	
	SA	A1	2	3.50				2105	150	0.071	0.071		2105	125	0.059	0.059
	SA	A2	2	3.50				2105	150	0.071			2105	125	0.059	
	SA	A3	2	3.50				2105	150	0.071			2105	124	0.059	
Long Ping Road WB	LT	D1	3	3.20	30.0		100	1963	404	0.206	0.206	100	1963	320	0.163	0.163
	SA	E1	3,4	4.20				2175	368	0.169			2175	429	0.197	
	SA	E2	3,4	4.20				2175	367	0.169			2175	429	0.197	
Shui Pin Wai Interchange NB	SA	B1	1	4.00				2015	339	0.168	0.168		2015	303	0.150	
	SA+RT	B2	1	4.00	30.0		45	2108	354	0.168		34	2119	319	0.151	0.151
	RT	B3	1	4.00	25.0		100	2033	342	0.168		100	2033	306	0.151	
	RT	C1	4	5.00	20.0		100	2098	259	0.123	0.123	100	2098	242	0.115	
	RT	C2	4	5.00	15.0		100	2050	253	0.123		100	2050	237	0.116	0.116
pedestrian phase																

AM Traffic Flow (pcu/hr)



PM Traffic Flow (pcu/hr)

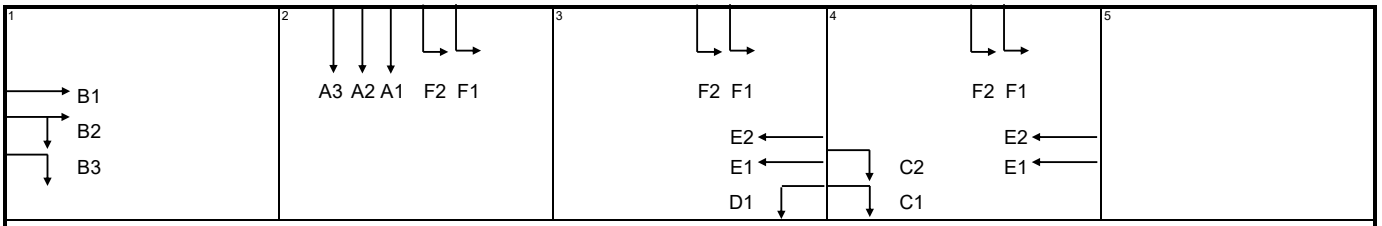


$S=1940+100(W-3.25)$ $S=2080+100(W-3.25)$

$S_M=S\div(1+1.5f/r)$ $S_M=(S-230)\div(1+1.5f/r)$

	AM Peak	Check Pedestrian Phase	PM Peak	Check Pedestrian Phase
Sum y	0.569		0.489	
L (s)	26		26	
C (s)	120		120	
practical y	0.705		0.705	
R.C. (%)	24%		44%	

Note:



AM	G =	I/G =	7	G =	I/G =	12	G =	I/G =	6	G =	I/G =	5	G =	I/G =
	G =	I/G =		G =	I/G =		G =	I/G =		G =	I/G =		G =	I/G =
PM	G =	I/G =	7	G =	I/G =	12	G =	I/G =	6	G =	I/G =	5	G =	I/G =
	G =	I/G =		G =	I/G =		G =	I/G =		G =	I/G =		G =	I/G =

Signal Junction Analysis

Junction: Shui Pin Wai Interchange | Job Number: J7219

Scenario: Sensitivity Test - redevelopment of whole CDA site | R1A / P.5-4

Design Year: 2032 | Designed By: | Checked By: | Date: 10 November 2022

Approach		Phase	Stage	Width (m)	Radius (m)	% Up-hill Gradient	AM Peak Turning %	AM Peak Sat. Flow (pcu/hr)	AM Peak Flow (pcu/hr)	AM Peak y value	AM Peak Critical y	PM Peak Turning %	PM Peak Sat. Flow (pcu/hr)	PM Peak Flow (pcu/hr)	PM Peak y value	PM Peak Critical y
Long Tin Road SB	LT	F1	2,3,4	3.80	50.0		100	1937	244	0.126		100	1937	196	0.101	
	LT	F2	2,3,4	3.80	50.0		100	2073	262	0.126		100	2073	209	0.101	
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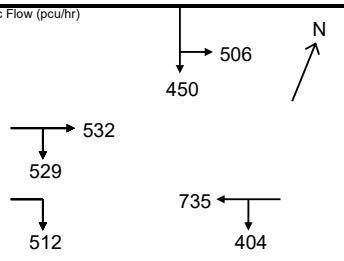
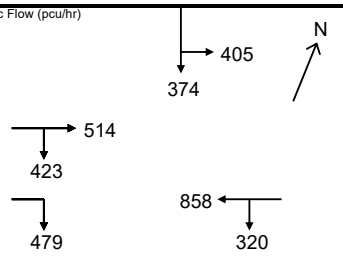
	SA	A3	2	3.50				2105	150	0.071			2105	124	0.059	
Long Ping Road WB	LT	D1	3	3.20	30.0		100	1963	404	0.206	0.206	100	1963	320	0.163	0.163
	SA	E1	3,4	4.20				2175	368	0.169			2175	429	0.197	
	SA	E2	3,4	4.20				2175	367	0.169			2175	429	0.197	
Shui Pin Wai Interchange NB	SA	B1	1	4.00				2015	348	0.173	0.173		2015	306	0.152	
	SA+RT	B2	1	4.00	30.0		49	2103	363	0.173		35	2118	322	0.152	0.152
	RT	B3	1	4.00	25.0		100	2033	350	0.172		100	2033	309	0.152	
	RT	C1	4	5.00	20.0		100	2098	259	0.123	0.123	100	2098	242	0.115	
	RT	C2	4	5.00	15.0		100	2050	253	0.123		100	2050	237	0.116	0.116
pedestrian phase																

AM Traffic Flow (pcu/hr)



PM Traffic Flow (pcu/hr)

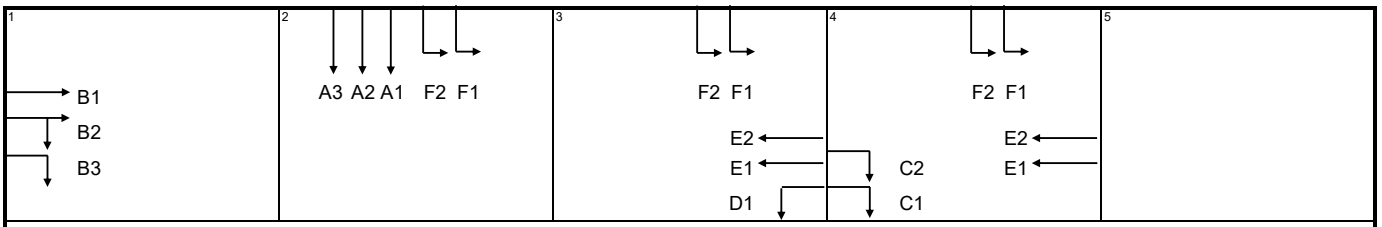


$S=1940+100(W-3.25)$ $S=2080+100(W-3.25)$

$S_M=S\div(1+1.5f/r)$ $S_M=(S-230)\div(1+1.5f/r)$

	AM Peak	Check Pedestrian Phase	PM Peak	Check Pedestrian Phase
Sum y	0.573		0.490	
L (s)	26		26	
C (s)	120		120	
practical y	0.705		0.705	
R.C. (%)	23%		44%	

Note:



AM	G =	I/G =	7	G =	I/G =	12	G =	I/G =	6	G =	I/G =	5	G =	I/G =
	G =	I/G =		G =	I/G =		G =	I/G =		G =	I/G =		G =	I/G =
PM	G =	I/G =	7	G =	I/G =	12	G =	I/G =	6	G =	I/G =	5	G =	I/G =
	G =	I/G =		G =	I/G =		G =	I/G =		G =	I/G =		G =	I/G =

Appendix 6

Environmental Assessment

SMEC

Member of the Surbana Jurong Group

local people
global experience

D01 Environmental Assessment

Section 12A Rezoning Application – Request for Amendment to the Approved Ping Shan Outline Zoning Plan No. S/YL-PS/20 from "Village Type Development" Zone and "Comprehensive Development Area" Zone to "Residential (Group B)2" Zone at Various Lots in D.D. 121 and D.D. 122 and Adjoining Government Land, Ping Shan, Yuen Long, N.T.

Reference No. 7076914
Prepared for On Billion International Ltd
24 April 2023

SMEC INTERNAL REF. 7076914 | D01/01

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Project Number:	7076914 | D01/01
Revision Number:	2

Revision History

REVISION NO.	DATE	PREPARED BY	REVIEWED BY	APPROVED BY
0	21 November 2022	Julie CHAN/Charls LIANG	Antony WONG	Antony WONG
1	3 March 2023	Julie CHAN/Charls LIANG	Antony WONG	Antony WONG
2	24 April 2023	Pinky LAM	Charls LIANG	Antony WONG

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Important Notice

This report is confidential and is provided solely for the purposes of supporting Section 12A Rezoning Application – Request for Amendment to the Approved Ping Shan Outline Zoning Plan No. S/YL-PS/20 from "Village Type Development" Zone and "Comprehensive Development Area" Zone to "Residential (Group B)2" Zone at Various Lots in D.D. 121 and D.D. 122 and Adjoining Government Land, Ping Shan, Yuen Long, N.T.. This report is provided pursuant to a Consultancy Agreement between SMEC Asia Limited ("SMEC") and On Billion International Ltd, under which SMEC undertook to perform specific and limited tasks for On Billion International Ltd. This report is strictly limited to the matters stated in it and subject to the various assumptions, qualifications and limitations in it and does not apply by implication to other matters. SMEC makes no representation that the scope, assumptions, qualifications and exclusions set out in this report will be suitable or sufficient for other purposes nor that the content of the report covers all matters which you may regard as material for your purposes.

This report must be read as a whole. Any subsequent report must be read in conjunction with this report.

The report supersedes all previous draft or interim reports, whether written or presented orally, before the date of this report. This report has not and will not be updated for events or transactions occurring after the date of the report or any other matters t might have a material effect on its contents or which come to light after the date of the report. SMEC is not obliged to inform you of any such event, transaction or matter nor to update the report for anything that occurs, or of which SMEC becomes aware, after the date of this report.

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1 INTRODUCTION

1.1 Project Background

1.1.1 With reference to the Policy Addresses in recent years including the latest one, Policy Address 2020, the key concerns include housing supply and elderly care service which is one of the improvements of people's livelihood. In order to address the aforementioned needs, it is planned to redevelop a land with an area of approximately 14,536m^2 comprising four lots in D.D.121 and D.D. 122, and the adjoining government land of about 2,381m^2, Ping Shan, Yuen Long, New Territories, into Residential Care Home for the Elderly ("RCHE") and Residential Development ("the Site" or "the Proposed Development").

1.1.2 The Site is currently zoned "Village" ("V") and "Comprehensive Development Area" ("CDA") under the Approved Ping Shan Outline Zoning Plan ("OZP") No. S/YL-PS/20. It was planned to develop a Social Welfare Facility (RCHE) and Residential Development comprising three blocks for domestic use.

1.1.3 For the Proposed Development comprising RCHE and Residential Development with three residential blocks, a rezoning application under Section 12A of the *Town Planning Ordinance* ("TPO") to rezone the Site from "V" and "CDA" zones to "Residential (Group B)2 ("R(B)2") zone under Column 1 was made (Application No.: Y/YL-PS/4). The rezoning application was approved on 22 April 2022.

1.1.4 To further cope with the elderly services and housing supply, it is proposed to increase the plot ratio of the Proposed Development. In this regard, a new rezoning application under Section 12A of the TPO shall be required. SMEC Asia Ltd ("SMEC") has been commissioned by On Billion International Ltd ("the Applicant") to conduct this Environmental Assessment ("EA") to support the application.

1.2 Site Description

1.2.1 The Site is located in a developed area in Ping Shan, Yuen Long, which is an existing logistic plant mainly used for storage. Its northern part is used for open car park. As shown on ***Figure 1-1***, Castle Peak Road (Ping Shan) section is located to the immediate south of the Site that runs along the east-west direction. Light Rail Transit ("LTR") is also located to south of the Site running along the Castle Peak Road (Ping Shan) section. Across the opposite site of Castle Peak Road (Ping Shan) Section, there are mainly residential blocks, playground and gardens. In addition, Ping Ha Road originates to the east of the Site and runs along south-north direction. It further turns around and is connected to the north of the Site. It subsequently runs along the east-west direction and connected to the Ping Shan Heritage Trail to the northwest of the Site. The Site is mainly surrounded by warehouse storages, factories, and scattered residential premises to the east and north, and to the west of the Site. An abandoned Former Tat Tak Public School is located to the northeast of the Site.

1.3 Project Description

1.3.1 The Proposed Development will tentatively comprise a RCHE as a Social Welfare Facility and a Residential Development with the following components:

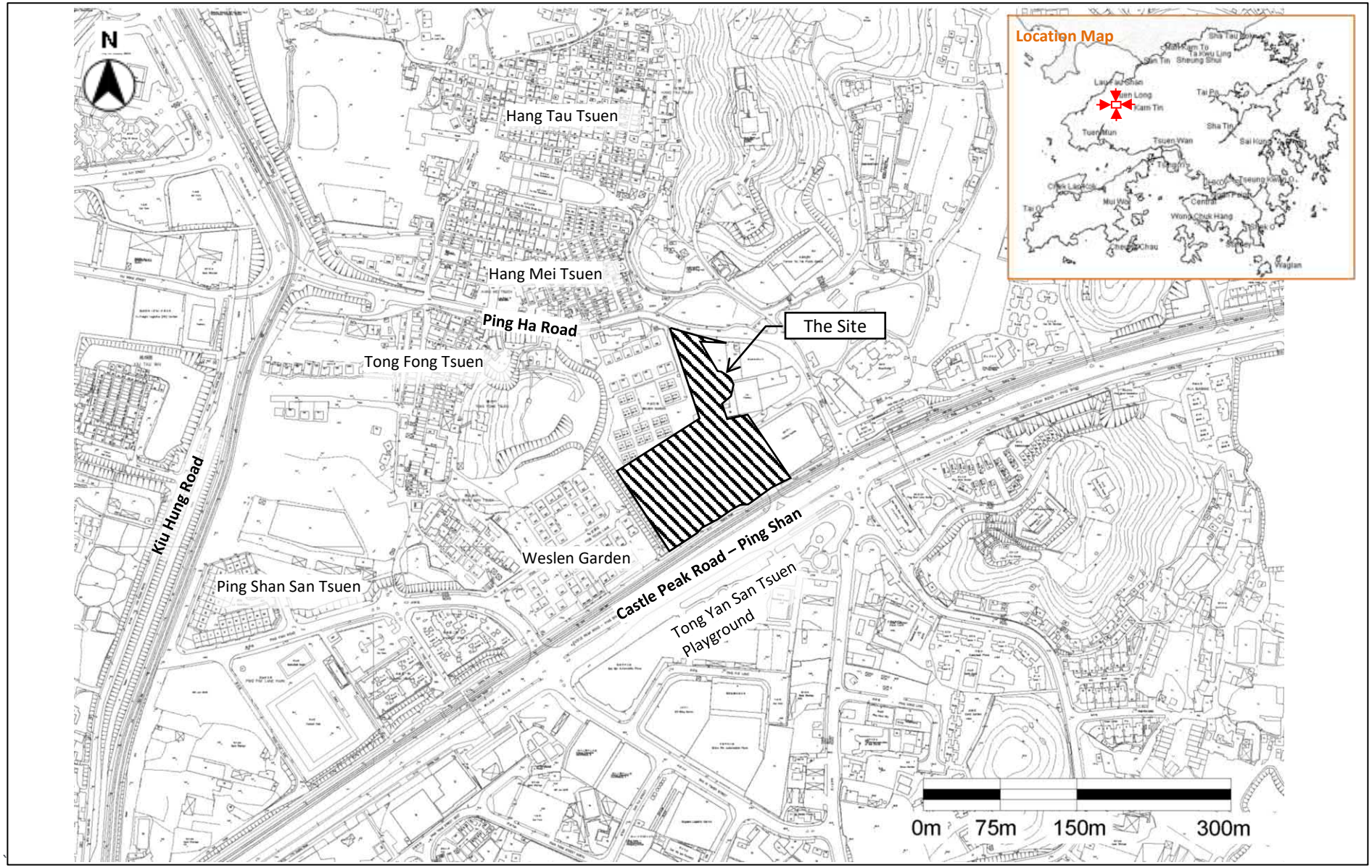
- Three Residential Buildings
- One Club house
- One Swimming Pool
- Retail Shops and Services

1.4 Objective of the Report

1.4.1 The objectives of this EA are to:

- Identify and qualitatively assess potential environmental impacts arising from surrounding emissions to the Site, as well as that arising from the operation of the Project Site to the nearby sensitive uses, in terms of air quality, noise, water quality and waste management.
- Mitigation measures have been recommended, where appropriate, to alleviate any identified environmental impacts or constraints during the operation of the Project. Potential environmental impacts during construction phase, thought transient, have also been reviewed and mitigation measures have been recommended to reduce any identified environmental impacts to acceptable levels.

Figure 1-1 Site Location and its Environs



2 AIR QUALITY REVIEW

2.1 Introduction

2.1.1 This section assesses the potential air quality impacts that will be generated by the Project during the construction and its operation. On the other hand, potential air pollution problem arising from the surrounding of the Site is also evaluated. Mitigation measures are recommended, where necessary, as part of the assessment.

2.2 Environmental Legislation and Standards

Air Quality Objectives

2.2.1 The Air Quality Objectives ("AQOs") established under the *Air Pollution Control Ordinance* ("APCO") Cap.3.11 are given in ***Table 2.1***.

Table 2-1 Hong Kong Air Quality Objectives

POLLUTANT	AVERAGING TIME	PREVAILING AQOs	
		CONCENTRATION LIMIT [NOTE 1], µg/m³	NO. OF EXCEEDANCE ALLOWED
Sulphur Dioxide ("SO_2")	10-minutes	500	3
	24-hour	50	3
Respirable Suspended Particulates ("RSP" or "PM_{10}")	24-hour	100	9
	Annual	50	N/A
Fine Suspended Particulates ("FSP" or "$PM_{2.5}$")	24-hour	50	35
	Annual	25	N/A
Nitrogen Dioxide (NO_2)	1-hour	200	18
	Annual	40	N/A
Ozone ("O_3")	8-Hour	160	9
Carbon Monoxide ("CO")	1-hour	30,000	0
	8-Hour	10,000	0
Lead ("Pb")	Annual	0.5	N/A

Notes:
1. All measurements of the concentration of gaseous air pollutants, i.e., sulphur dioxide, nitrogen dioxide, ozone and carbon monoxide, are to be adjusted to a reference temperature of 293 Kelvin and a reference pressure of 101.325 kilopascal.
2. RSP or PM_{10} means suspended particles in air with a nominal aerodynamic diameter of 10 µm or less.
3. FSP or $PM_{2.5}$ means suspended particles in air with a nominal aerodynamic diameter of 2.5 µm or less.

Air Pollution Control (Construction Dust) Regulation

2.2.2 Enacted under Section 43 of the APCO, the *Air Pollution Control (Construction Dust) Regulation* defines notifiable and regulatory works for achieving the purpose of dust control for a number of activities.

2.2.3 The Regulation requires that any notifiable work [Ref. #1] shall give advance notice to the Environmental Protection Department ("EPD"), and the contractor shall ensure that the notifiable and regulatory works are carried out in accordance with the Schedule of the Regulation. Dust control and suppression measures are also provided in the Schedule.

Air Pollution Control (Furnaces, Ovens and Chimneys) (Installation and Alteration) Regulations

2.2.4 Enacted under Section 43 of the APCO, the *Air Pollution Control (Furnaces, Ovens and Chimneys) (Installation and Alteration) Regulations* stipulate that a prior approval from EPD will be required if the total fuel consumption capacity of any fuel-burning equipment or its chimney on premises to be installed or altered exceeds (a) 25 litres ("L") of conventional liquid fuel per hour; or (b) 35 kilograms (kg) of conventional solid fuel per hour; or (c) 1,150 megajoules ("MJ") of any gaseous fuel per hour.

Air Pollution Control (Non-road Mobile Machinery) (Emission) Regulation

2.2.5 This Regulation takes effect on 1 June 2015 and requires Non-road Mobile Machinery ("NRMM"), except those exempted, to comply with the prescribed emission standards. As from 1 September 2015, all regulated machines sold or leased for use in Hong Kong must be approved or exempted with a proper label in a prescribed format issued by EPD. Starting from 1 December 2015, only approved or exempted NRMMs with a proper label are allowed to be used in specified activities and locations including construction sites, container terminals and back up facilities, restricted areas of the airport, designated waste disposal facilities and specified processes.

Hong Kong Planning Standards and Guidelines (HKPSG)

2.2.6 The minimum buffer distances required between the relevant class of roads and active open spaces are recommended in Chapter 9 of the Environment of *Hong Kong Planning Standards and Guidelines* ("HKPSG"). The relevant buffer distances of HKPSG are summarised in ***Table 2-2*** for ease of reference.

Table 2-2 HKPSG Minimum Setback Distances

POLLUTANT	TYPE OF ROAD	BUFFER DISTANCE	PERMITTED USES
Road and Highways	Trunk Road and Primary Distributor	>20m	Active and passive recreation use
		3 – 20m	Passive recreational use
		<3m	Amenity areas
	District Distributor	>10m	Active and passive recreational use
		<10m	Passive recreational uses
	Local Distributor	>5m	Active and passive recreational use
		<5m	Passive recreational use
	Under Flyovers	-	Passive recreational use

Source: Adapted from Table 3.1 of Chapter 9 Environment of HKPSG.

[1] Notifiable works include site formation, reclamation, demolition of a building, work carried out in any part of a tunnel that is within 100m of any exit to the open air, construction of the foundation of a building, construction of the superstructure of a building and road construction work.

2.3 Background Air Quality

2.3.1 The surrounding areas of the Site is generally located at a developed area in Yuen Long, which are surrounded by warehouses, factories, open storages, feed mill, some other industrial uses, and a number of residential blocks located to the west and northwest of the Site.

2.3.2 The major road networks at the surrounding of the Site include Castle Peak Road (Ping Shan) located to its south, Ping Ha Road runs along south-north, and then to the north of the Site. On the other hand, Ping Shan Heritage Trail is located to the northwest of the Site and connected to the north of the Site.

2.4 Assessment and Mitigation

Identification of Air Sensitive Receivers ("ASRs")

2.4.1 Based on the Site visit conducted on 24 March 2021 and the information on the survey map, several representative ASRs within an Air Quality Study Area of 500m from the Site boundary are identified, which are listed in ***Table 2-3*** and shown on ***Figure 2-1***.

Table 2-3 Representative ASRs

ASR NO.	DESCRIPTION	LAND USE	GROUND LEVEL (mPD)	APPROX. SHORTEST DISTANCE TO SITE BOUNDARY (m)
A1	Hang Mei Tsuen Sitting-out Area	Recreational	17.5	48
A2	No. 231 Hang Mei Tsuen	Residential	9	33
A3	No. 408 Tong Fong Tsuen	Residential	12.2	13
A4	Block 1, Weslen Garden	Residential	12.9	11
A5	Block 8, Weslen Garden	Residential	12.7	3
A6	No. 370 Ping Shan San Tsuen	Residential	11.4	30
A7	Century Centre	Industrial	13.4	4
A8	Green Orchid Tower 1	Residential	11.7	115
A9	Tong Yan San Tsuen Playground	Recreational	13.9	58
A10	Set Win Automobile Plaza	Industrial	11.8	64

Construction Phase

2.4.2 Fugitive dust is the major impact that will be generated during construction activities, such as excavation, stockpiling, earth moving, transferring or handling of dusty materials, site formation, foundation and superstructure of the proposed development. Two-storey underground carpark and plant rooms will be constructed. Therefore, excavation works and stockpiling are expected in construction stage. As shown in Appendix 3 of the Planning Statement, the Site area is approximately 14,536m^2 which can be assumed to be the area for Site formation. The excavation areas of Basement and Basement 2 will be approximately 8,885m^2 and 4,985m^2 respectively. Assuming the pavement of the Site is 300mm thick in average, the excavated material in bank volume arising from site formation will be approximately 4,361m^3. For excavation of basements, the height of Basement is 4m while that of Basement 2 is 3.85m as indicated in Appendix 3 of the Planning Statement. Therefore, the excavated material in bank volume for the basements will be approximately 54,732 m^3. Generally, site formation period will be approximately half a year. With reference to the Environmental Impact Assessment ("EIA") Report for Hung Shui Kiu New Development Area approved under the EIA Ordinance ("EIAO"), the possible concurrent major project may be the Site Formation and Infrastructure Works for Public Housing Developments at Long Bin, Yuen Long according to the website of the Civil Engineering and

Development Department ("CEDD"). The approximate location of the site formation works for the public housing site at Long Bin is shown on ***Figure 2-1***. Before the construction phase, the applicant/ consultant shall liaise with relevant parties of the concurrent project to avoid any heavy dusty activities to be conducted at the same time. Therefore, cumulative air quality impact arising from the concurrent project is not anticipated.

2.4.3 With the implementation of mitigation measures that are recommended in the *Air Pollution Control (Construction Dust) Regulation*, dust generation can be controlled and significant fugitive dust impact is therefore not anticipated.

2.4.4 To avoid adverse dust impact on the air sensitive uses nearby, good practice and dust control measures to be implemented during the construction phase are as follows:

- Provide hard paving on open area, regular watering to reduce dust emissions from exposed site surfaces and unpaved roads, particularly during dry weather.
- The working area of any excavation or earth moving operation shall be sprayed with water immediately before, during and immediately after the operation so as to maintain the entire surface wet.
- Frequent watering for particularly dusty areas and areas close to ASRs.
- Any stockpile of dusty materials shall be either covered entirely by impervious sheeting, placed in an area sheltered on the top and the 3 sides, or sprayed with water so as to maintain the entire surface wet.
- Where possible, dusty materials shall be sprayed with water immediately prior to any loading, unloading or transfer operation so as to maintain the dusty materials wet.
- The working area for the uprooting of trees, shrubs, or vegetation or for the removal of boulders, poles, pillars or temporary or permanent structures shall be sprayed with water immediately before, during and immediately after the operation so as to maintain the entire surface wet.
- All demolished items (including trees, shrubs, vegetation, boulders, poles, pillars, structures, debris, rubbish and other items arising from site clearance) that may dislodge dust particles shall be covered entirely by impervious sheeting or placed in an area sheltered on the top and the 3 sides within a day of demolition.
- Tarpaulin covering of all dusty vehicle loads transported to, from and between site locations.
- Vehicle washing facilities including a high-pressure water jet shall be provided at every discernible or designated vehicle exit point. The area where vehicle washing takes place and the section of the road between the washing facilities and the exit point shall be paved with concrete, bituminous materials or hardcore.
- Provision of not less than 2.4m high hoarding from ground level along site boundary where adjoins a road, streets or other accessible to the public except for a site entrance or exit.
- Spray water on the surface of façade before and during grinding work.
- Equip vacuum cleaner on grinder for façade grinding work as far as practicable.
- Main haul road shall be sprayed with water so as to maintain the entire road surface wet. Imposition of speed controls for vehicles on site haul roads and confine haulage and delivery vehicles to designated roadways inside the site.
- The portion of any road leading only to a construction site that is within 30m of a discernible or designated vehicle entrance or exit shall be kept clear of dusty materials.
- Where possible, routing of vehicles and positioning of construction plant should be at the maximum possible distance from ASRs.

- Every stock of more than 20 bags of cement or dry Pulverised Fuel Ash ("PFA") should be covered entirely by impervious sheeting or placed in an area sheltered on the top and three sides.
- Plan the site layout to locate machinery and dust causing activities, including haul roads and stockpiling areas away from receptor as far as possible.
- Erect solid screens or barriers around dusty activities as far as practicable.
- Where possible, connect the construction plant and equipment to mains electricity supply and avoid use of diesel generator and diesel-powered equipment to minimize air quality impact arising from the equipment.

2.4.5 The construction contractors shall also provide regular maintenance of any plant and equipment so as to minimise gaseous emissions.

2.4.6 With proper dust control measures as described above, significant fugitive dust impacts during the construction phase are not anticipated. For A5 and A7 which are in close proximity to the project site boundary, an Environmental Monitoring and Audit ("EM&A") programme for monitoring 1-hour average Total Suspended Particulate ("TSP") will be implemented to monitor the dust impact on the ASRs. The details of the 1-hour average TSP monitoring should be referred to Section 4 of EM&A Manual of Hung Shui Kiu New Development Area.

Operation Phase

2.4.7 The potential air quality impacts may arise during the operation phase of the Proposed Development include vehicular emissions from off-site traffic and other existing industrial emissions.

Vehicular Emissions from Off-site Traffic

2.4.8 Castle Peak Road (Ping Shan), Ping Ha Road, Unnamed Road, Ping Kwai Road, Ping Yeung Lane, Ping Shan Nam Pak Road and Ping Shan Shuk Lam Road shown on ***Figure 2.2*** are the public roads closest to the Site. With reference to *The Annual Traffic Census* (ATC) 2021 published by the Transport Department ("TD") in September 2022, Castle Peak Road (Ping Shan) is classified as Rural Trunk ("RT") Road (Station No. 5252). Considering the characteristics of RT are the same as those of Urban Trunk Road in accordance with Section 3.2 Road Types of Volume 2 – Highway Design Characteristics of the *Transport Planning and Design Manual* ("TPDM"), a buffer distance of 20m for Trunk Road recommended by the HKPSG should be adopted for Castle Peak Road (Ping Shan).

2.4.9 For Ping Ha Road, it is classified as Rural Road ("RR") according to the ATC 2021. Considering the characteristics of RR are similar to those of Local Distributor of Urban Road Types in accordance with Section 3.2 Road Types of Volume 2 – Highway Design Characteristics of the TPDM, a buffer distance of 5m recommended by the HKPSG should be adopted for Ping Ha Road.

2.4.10 For the other roads including the Unnamed Road to the east of the Site, Ping Kwai Road, Ping Yeung Lane, Ping Shan Nam Pak Road and Ping Shan Chuk Lam Road mentioned in ***paragraph 2.4.8*** and shown on ***Figure 2.2***, the road types of these roads are not mentioned in ATC 2021. After reviewing the natures of the roads, it is considered that Ping Kwai Road and Ping Yeung Lane are RR while Ping Shan Chuk Lam Road, Ping Shan Nam Pak Road and the Unnamed Road are Feeder Road. The interpreted road types were received with no comment from the TD shown in ***Appendix A***.

2.4.11 Similar to Ping Ha Road mentioned in ***paragraph 2.4.9*** above, Ping Kwai Road and Ping Yeung Lane are RR. Therefore, the buffer distance for Ping Kwai Road and Ping Yeung Lane should be 5m which is the same as that for Local Distributor mentioned in ***Table 2-2***.

2.4.12 For the Unnamed Road, Ping Shan Nam Pak Road and Ping Shan Chuk Lam Road, they are Feeder Roads which are roads connecting villages or remote settlements to RR, i.e., Ping Ha Road, as described in ***Appendix A***. Therefore, these three roads are not considered to be similar to RR and Local Distributor. There is no specific buffer distance requirement for Feeder Road recommended in Table 3.1, Chapter 9 of the HKPSG as re-provided in ***Table 2-2***. Nevertheless, a buffer distance of 5m for the feeder roads, i.e., the Unnamed Road, Ping Shan Nam Pak Road and Ping Shan Chuk Lam Road, is recommended.

2.4.13 The buffer distance requirements between air sensitive uses and the major roads in the vicinity of the Site are summarised in ***Table 2.4***.

Table 2.4: The Buffer Distance Requirements between Air Sensitive Uses and Roads in the Vicinity of the Site

ROAD NAME	ROAD TYPE	BUFFER DISTANCE REQUIREMENTS (m)	COMPLY WITH BUFFER DISTANCE REQUIREMENTS?
Castle Peak Road – Ping Shan	Rural Trunk Road	20	Yes with the provision of buffer zone shown on ***Figure 2-2***
Ping Ha Road	Rural Road	5	Yes with the provision of buffer zone shown on ***Figure 2-2***
Ping Kwai Road	Rural Road	5	Yes
Ping Yeung Lane	Rural Road	5	Yes
Ping Shan Chuk Lam Road	Feeder Road	5	Yes
Ping Shan Nam Pak Road	Feeder Road	5	Yes
Unnamed Road	Feeder Road	5	Yes with the provision of buffer zone shown on ***Figure 2-2***

2.4.14 As illustrated on ***Figure 2-2***, most of the Site area can satisfy the buffer distances summarised in ***Table 2.4***. For the Site areas within the buffer distances, buffer zones are recommended for the Proposed Development as shown on ***Figure 2-2***. No air sensitive uses, including openable windows, fresh air intake of mechanical ventilation and recreational uses in the open area, shall be located within the buffer zones.

2.4.15 With the provision of the buffer zones (shown in ***Figure 2-2***) in which no air sensitive uses, including openable windows, fresh air intake of mechanical ventilation and recreational uses in the open area shall be located within the buffer zones, no adverse air quality impact on the Site from traffic emission is anticipated.

Industrial emissions

2.4.16 As observed from the site visits on 13 April 2021, 7 March 2022 and 2 March 2023, the following industrial activities with potential emissions were identified as follows:

(1). A Concrete Batching Plant ("CBP") operated by Hong Kong Concrete Co. Ltd at the junction of San Fui Street and San Hi Tsuen Street was identified, which is located at about 210m

away from the Site boundary. As such, the buffer distance of at least 100m between CBP and air sensitive uses recommended in Section 3.3.10 of Chapter 9 of HKPSG will be complied with for the Proposed Development. No adverse air quality impact from the CBP on the Proposed Development is therefore anticipated.

(2). A chimney owned by Wing Kai Destruction and Recycle Co. located at about 160m away from the south of the Site which was assessed in an approved EIA report "*Housing Sites in Yuen Long South – Investigation*" in 2017 (EIA Reference No.: AEIAR-215/2017, thereafter namely the Approved EIA Report) was observed during the Site visit on 13 April 2021. During the Site visit, no emission from the chimney was observed. According to the register of waste collector of EPD, Wing Kai Destruction and Recycle Co. is a chemical waste collector licensed under the *Waste Disposal (Chemical Waste) (General) Regulation* [note 2]. In order to understand the status of the chimney, the relevant representative of this company was approached on 13 August 2021. It was verbally informed that the chimney was no longer in operation for chemical waste collection and recycling which is in line with the Site observation without emission from the chimney. Therefore, the chimney of Wing Kai Destruction and Recycle Co. is considered to be inactive.

(3). A chimney was observed at Wah On Tyres Retreading Co. to the north of Wing Kai Destruction and Recycle Co. Based on the Site observations on 13 April 2021 and 7 March 2022, no emission from the chimney of Wah On Tyres Retreading Co. was observed. Therefore, it is considered that the aforementioned chimney at Wah On Tyres Retreading Co. should be inactive.

2.4.17 Apart from the aforementioned CBP and chimneys, no other active chimney, dusty use such as CBP, and/or uses with air/odour nuisance is identified within the buffer distances recommended in the HKPSG.

2.4.18 Since no active chimney, dusty use and/or uses with air/odour nuisance is identified within the buffer distances from the Proposed Development, no adverse air quality impact arising industrial uses on the Proposed Development is anticipated.

Underground Carpark Emissions

2.4.19 The design and operation of the proposed 2-storey underground carpark shall follow *ProPECC PN 2/96 on Control of Air Pollution in Car Parks*. While the design of the ventilation system of the underground carpark is not available at this planning stage, the exhaust air should be discharged to the atmosphere in such a manner and at such a location as not to cause a nuisance to occupants in the building or of neighbouring buildings, or to the public.

2.5 Conclusion

2.5.1 With the implementation of the recommended mitigation measures and good site practice, adverse air quality impacts during the construction phases are not anticipated.

2.5.2 No adverse air quality impact on the proposed development from industrial emission and vehicular emissions is anticipated with the provision of sufficient buffer zones between the project site boundary and the nearby roads/industrial emission sources. Meanwhile, the operation of the Proposed Development will not cause any adverse air quality impact on the surrounding air sensitive uses.

2.5.3 Overall, therefore, no adverse air quality impacts are anticipated during the construction and operation phases of the Site.

[2] With reference to EPD's website https://cd.epic.epd.gov.hk/EPICDI/chemicalwaste/download/search/ on 23 August 2021.

Figure 2-1 Locations of Representative Air Sensitive Receivers and Concurrent Projects

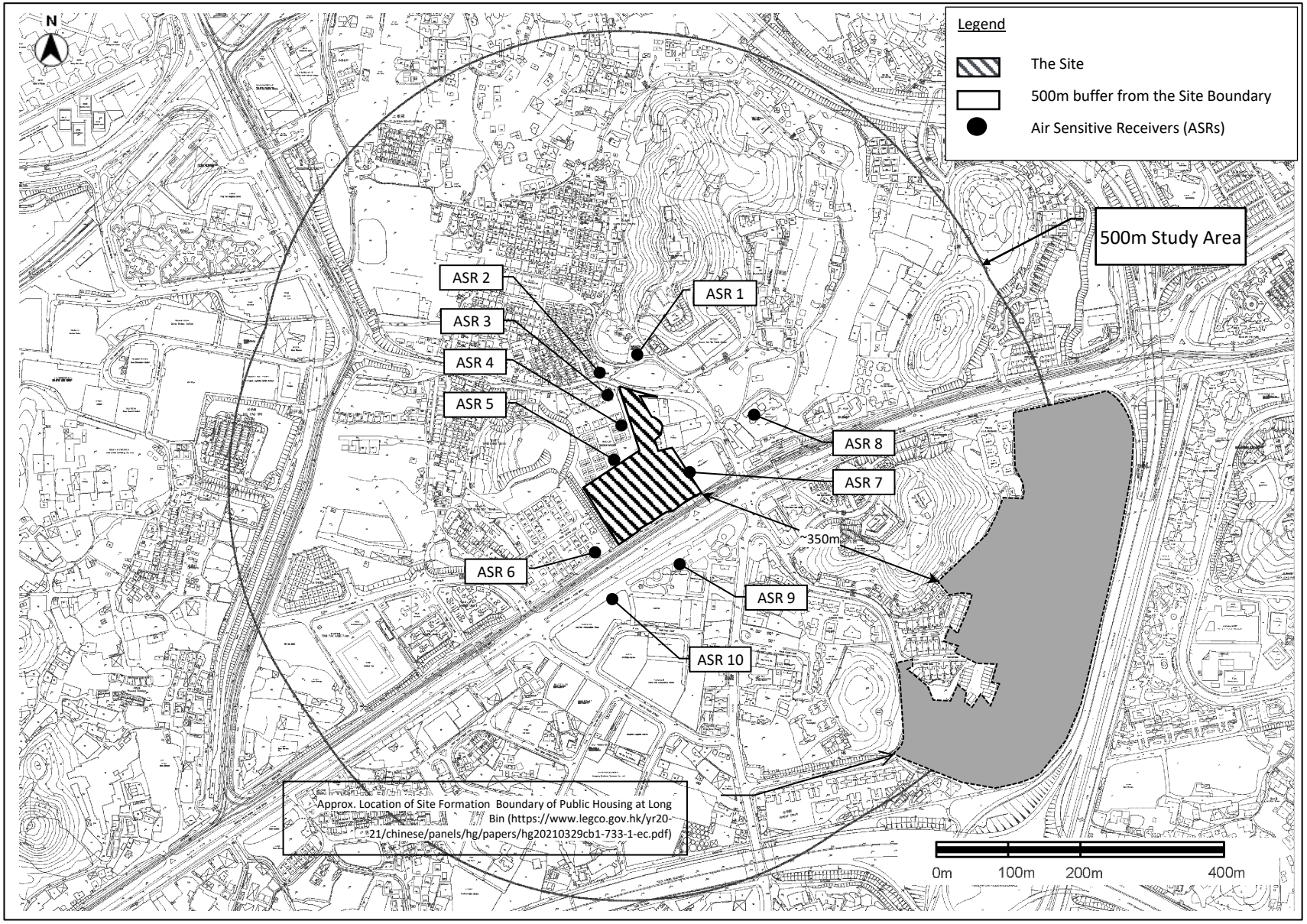
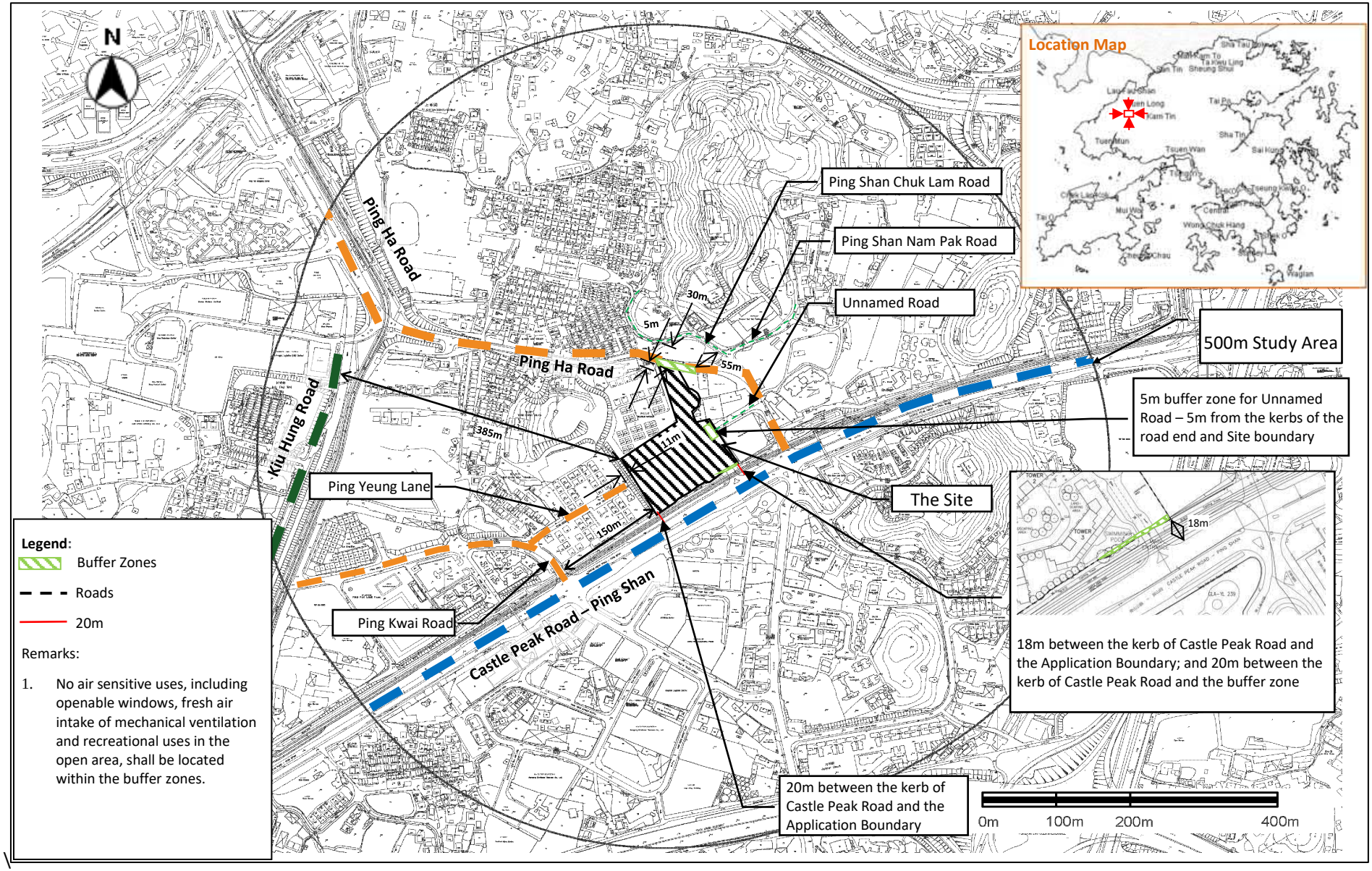


Figure 2-2 Shortest Horizontal Distances Between Nearby Roads and Site Boundary



3 NOISE IMPACT

3.1 Environmental Legislation and Standards

Noise Control Ordinance (Cap. 400)

3.1.1 The main piece of legislation controlling environmental noise nuisance is the *Noise Control Ordinance* ("NCO"). The NCO enables regulations and Technical Memoranda ("TMs") to be made, which introduce detailed control criteria, measurement procedures and other technical matters. The relevant TMs include:

- Technical Memorandum on Noise from Percussive Piling ("PP-TM").
- Technical Memorandum on Noise from Construction Work other than Percussive Piling ("GW-TM").
- Technical Memorandum for the Assessment of Noise from Places other than Domestic Premises, Public Places or Construction Sites ("IND-TM").

3.1.2 The Site falls within the Designated Area ("DA") in accordance with EPD's Plan No. EPD/AN/NT-01 for Yuen Long, Tin Shui Wai, Mai Po, Shek Kong and Kwu Tung. Therefore, the *Technical Memorandum on Noise from Construction Work in Designated Area* ("DA-TM") is applicable.

3.1.3 Construction noise during noise control restricted hours (for all days 1900-0700 of the next days and all times on general holidays or Sundays) is governed by the PP-TM and GW-TM

3.1.4 In addition, the Contractor shall comply with the following requirements under the NCO:

1. Hand-held breakers having a mass of above 10kg and any air compressor capable of supplying compressed air at 500kPa or above must be fitted with a Noise Emission Label issued under the *Noise Control (Hand Held Percussive Breakers) Regulation* and *Noise Control (Air Compressors) Regulation* of NCO.
2. Construction Noise Permit ("CNP") must be applied by the Contractor from EPD for any percussive piling at any time or any other construction activities conducted within restricted hours.

3.1.5 There is no statutory control for noise arising from construction activities (other than percussive pilling) during normal working hours (07:00 to 19:00 from Monday to Saturday, not including general holidays). Nevertheless, *Professional Persons Environmental Consultative Committee (ProPECC) Practice Note PN2/93 Noise from Construction Activities – Non-statutory Controls* (ProPECC PN2/93) recommends a guideline to minimise the potential construction noise impact during normal hours, the $L_{eq(30min)}$ should not exceed 75dB(A) at dwelling; 70dB(A) at School except examination periods, at which the noise level should not over 65dB(A).

3.1.6 Fixed noise during the site operation is governed under IND-TM. Table 2 of IND-TM stipulated the day, evening and night time Acceptable Noise Levels ("ANLs") for Noise Sensitive Receiver ("NSR") according to its corresponding Area Sensitivity Rating ("ASR"), which is determined by Influencing Factors ("IFs") in accordance with the IND-TM.

3.1.7 Appropriate Area Sensitivity Ratting ("ASR") shall be properly determined in accordance with Table 1 of IND-TM. Any NSR shall, irrespective of Table 1, be assigned an ASR of "C" if it is within 100m of a zone designated as "Industrial" or "Industrial Estate" on a statutory Outline Zoning Plan, or an ASR of "B" if it is between 100m and 250m from such a zone, except in case where Table indicates an ASR of "C". These are summarised in ***Table 3-1***.

Table 3-1 Area Sensitivity Ratings

TYPE OF AREA CONTAINING NSR	DEGREE TO WHICH NSR IS AFFECTED BY IF		
	NOT AFFECTED	INDIRECTLY AFFECTED	DIRECTLY AFFECTED
i) Rural area, including country parks or village type developments	A	B	B
ii) Low density residential area consisting of low-rise or isolated high-rise developments	A	B	C
iii) Urban Area	B	C	C
iv) Area other than those above	B	B	C

Note:

1. "country park" means an area that is designed as a country park pursuant to Section 14 of the *Country Parks Ordinance;*
2. "directly affected" means that the NSR is at such a location that noise generated by the IF is readily noticeable at the NSR and is a dominant feature of the noise climate of the NSR;
3. "indirectly affected" means that the NSR is at such a location that noise generated by the IF, whilst noticeable at the NSR, is not a dominant feature of the noise climate of the NSR;
4. "not affected" means that the NSR is at such a location that noise generated by the IF is not noticeable at the NSR;
5. "urban area" means an area of high density, diverse development including a mixture of such elements as industrial activities, major trade or commercial activities and residential premises.

3.1.8 The ANLs are summarised in Table 3-2.

Table 3-2 Acceptable Noise Levels

TIME PERIOD	ANL, dB(A)		
	ASR "A"	ASR "B"	ASR "C"
Day (0700 to 1900 hours)	60	65	70
Evening (1900 to 2300 hours)			
Night (2300 to 0700 hours)	50	55	60

3.1.9 In order to determine the ANL for the Proposed Development, it is essential to identify the type of area and whether the Proposed Development will be affected by IF.

3.1.10 The Site is located in residential areas with some other industrial uses nearby, i.e., Industrial Residential ("I/R") interface. The Site should not be classified as rural area, low density residential area or urban area. Its type should therefore be Type (iv) "Area other than the above".

3.1.11 There is an industrial zone located opposite to the Site and separated by the Castle Peak Road – Ping Shan Section. According to IND-TM, the identified representative NSRs located within industrial zone or within 100m from the industrial zone is considered as ASR "C" whereas NSRs located between 100m and 250m is considered as ASR "B". The location of industrial zone, 100m from industrial zone and 250m from industrial zone were shown on ***Figure 3-1***.

Road Traffic Noise Criteria

3.1.12 As recommended in Table 4.1 of Chapter 9 Environment of the *Hong Kong Planning Standards and Guidelines* ("HKPSG"), the standards of road traffic noise in terms of $L_{10(1\text{-hr})}$ for the following uses relying on opened windows for ventilation are:

- All domestic premises including temporary housing accommodation (residential): 70 dB(A).
- Hotels and hostels: 70 dB(A).
- Offices: 70 dB(A).
- Educational institutions including kindergartens, child care centres and all others where unaided voice communication is required (school): 65 dB(A).
- Places of public worship and courts of law: 65 dB(A).
- Hospitals, clinics, convalescence homes and residential care homes for the elderly: 55 dB(A).

3.1.13 HKPSG recommend the following noise criteria for fixed noise sources:

- 5 dB(A) below the appropriate ANLs of IND-TM; or
- Lower than the prevailing background noise levels if the background is 5 dB(A) lower than the ANLs.

Rail Noise Criteria

3.1.14 Table 4.1 of Chapter 9 of the HKPSG recommends two noise criteria for rail noise:

1. $L_{eq(24\text{-}hour)}$ of 65dB(A); and
2. $L_{max(2300-0700)}$ of 85dB(A).

3.1.15 Furthermore, with reference to Table 1A of the *Technical Memorandum under Environmental Impact Assessment Ordinance* ("EIAO-TM"), rail noise is under the control of the NCO and shall comply with the ANLs laid down in the IND-TM. There is an industrial zone located opposite to the Site and separated by Castle Peak Road – Ping Shan Section. According to IND-TM, the identified representative NSRs located within industrial zone or within 100m from the industrial zone is considered as ASR "C" whereas NSRs located between 100m and 250m is considered as ASR "B". The location of industrial zone, 100m from industrial zone and 250m from industrial zone were shown on ***Figure 3-1***.

3.2 Potential Noise Impact during Construction

3.2.1 Construction activities in particular with the use of Powered Mechanical Equipment (PME) and the vehicle movement within the Site are the major noise sources generated during the construction phase.

3.2.2 Construction shall be carried out during non-restricted hours as far as practicable. The mitigation measures recommended in ProPECC PN2/93 should be implemented where applicable. In addition, the following measures and on-site practice are recommended in order to minimise the potential construction noise impacts during daytime:

- Quiet PME and construction method should be adopted if possible.
- The Contractor shall devise and execute working methods to minimise the noise impacts on the surrounding sensitive uses, and provide experienced personnel with suitable training to ensure that those methods are implemented.
- Switch off idling equipment.
- Regular maintenance of equipment.
- Fit muffler or silencer for equipment.
- Noisy equipment and noisy activities should be located as far away from the NSRs as is practical.

- Use quiet construction method, e.g. use saw-cut or hydraulic crusher instead of excavator-mounted percussive breaker.
- PME should be kept to a minimum and the parallel use of noisy equipment / machineries should be avoided.
- Erect noise barriers or noise enclosure for the PME if appropriate.
- Implement good house-keeping and provide regular maintenance to the PME.
- Spot check resultant noise levels at nearby NSRs.

3.2.3 If construction work involving the use of PME will be required during restricted hours, a CNP shall be applied for under the NCO. The noise criteria and assessment procedures for obtaining a CNP are specified in GW-TM.

3.2.4 In addition, the EPD's *Recommended Pollution Control Clauses* ("RPCC") for Construction Contract in COP should be incorporated in the relevant works contract. The RPCC are generally good engineering practice to minimize inconvenience and environmental nuisance to nearby residents and other sensitive receivers. The general requirements are summarised as follows:

- The Contractor shall observe and comply with the NCO and its subsidiary regulation.
- The Contractor shall ensure that all plant and equipment to be used on the Site are properly maintained in good operating condition and noisy construction activities shall be effectively sound-reduced by means of silencers, mufflers, acoustic linings and shields, acoustic sheds or screen or other means, to avoid disturbance to nearby noise sensitive receivers.
- For carrying out any construction work other than percussive piling during the time period from 0700 to 1900 hours on any day not being a general holiday (including Sundays), the Contractor shall comply with the following requirements.
  - The noise level measured at 1m from most affected external façade of the nearby noise sensitive receivers from the construction works alone during any 30-minute period shall not exceed an equivalent sound level ("L_{eq}") of 75dB(A).
  - The noise level measured at 1m from most affected external façade of the nearby schools from the construction works alone during any 30-minute period shall not exceed an equivalent sound level (L_{eq}) of 70dB(A) [65dB(A) during school examination period]. The Contractor shall liaise with the schools and/or the Examination Authority to ascertain the exact dates and times of all examination periods during the course of the contract.
  - Should the limits stated in the above be exceeded, the construction shall stop and shall not recommence until appropriate measures acceptable to the Engineer that are necessary for compliance have been implemented.
  - The Contractor shall adopt, where necessary, the use of Quiet Construction Equipment ("QCE") and/or shall employ the quietist practicable working methods when carrying out demolition works, and /or road opening works during restricted hours.
- Before the commencement of any work, the Engineer may require the methods of working, plant equipment and sound-reducing measures to be used on the Site to be made available for trial demonstration inspection and approval to ensure that they are suitable for the project.
- The Contractor shall devise, arrange methods of working and carry out the Works in such a manner so as to minimise noise impacts on the surrounding environment, and shall provide experienced personnel with suitable training to ensure that these methods are implemented.
- Notwithstanding the requirements and limitations set out in the bullet above and subject to compliance with the second and fifth bullet above, the Engineer may upon application in writing by the Contractor, allow the use of equipment and the carrying out of any

construction activities for any duration provided that the Engineer is satisfied with the application which, in Engineer's opinion, is considered to be of absolute necessity and adequate noise insulation has been provided to the schools to be affected, or of emergency nature, and not in contravention with the Noise Control Ordinance in any respect.

- The Contractor shall, when necessary, apply for a construction noise permit in accordance with the Noise Control (General) Regulations prior to the commencement of the relevant part(s) of the works, display the permit as required and provide a copy to the Engineer.
- Measures that are to be taken to protect adjacent noise sensitive receivers, if necessary, shall include, but not be limited to, adequate noise barriers. The barriers shall be of substantial construction and designed to reduce transmission of noise (simple plywood hoarding will not be sufficient). The barriers shall be surmounted with baffle boxes designed to reduce transmission of noise. The barriers shall be designed to BS 5228(1984). The location and details of the barriers shall be submitted to the Engineer for approval before works commence adjacent to schools and other noise sensitive receivers.

3.2.5 Moreover, the construction programme, methods adopted and plant inventory for construction works, and the noise mitigation measures shall be proposed by the Contractor of the Proposed Development in the future. Practicable mitigation measures such as noise barriers/enclosures, quieter construction plants, phasing of construction works, etc. will be provided, implemented and maintained by the Contractor for the Proposed Development.

3.2.6 With the provision, implementation and maintenance of the abovementioned mitigation measures, adverse construction noise impact is not anticipated.

3.3 Fixed Noise Impacts during Operation

3.3.1 The surrounding areas of the Site include warehouses, factories, open storages, feed mill, some other industrial uses, and a number of residential blocks located to the west and northwest of the Site.

3.3.2 Based on the Site visit conducted on 13 April 2021, there is no direct line of sight from the Site to any existing off-site fixed noise source within 300m study area of the Site. The nearest fixed noise source is Century Centre located to west the Site, which is a furniture workshop. Based on the observation from a site visit on 16 August 2021, the workshop is only in operation during day time and it closes after 6:30pm. The potential noise impacts arising from the operation of workshop at the nearest on-site NSR of the Site shown on ***Figure 3-2*** were estimated and is summarised in ***Table 3-3*** below, which would comply with noise criterion of 65dB(A) of ASR "B". As such, no adverse fixed noise impact from the surroundings on the Site is anticipated.

Table 3-3 Summary of Predicted Noise Impact from the Operation of Century Centre at the Site

ITEM OF PME	SWL, dB(A)	HORIZONTAL DISTANCE (m)	DISTANCE CORRECTION, dB(A)	SCREENING EFFECT, dB(A)	CNL, dB(A)	ANL, dB(A)
Saw (CNP201)	108	48	42	10	62	65
Forklift (Other PME)	104					

3.3.3 For the fixed plant noise impacts that will be generated within the Proposed development, most of Mechanical and Electrical ("M&E") equipment such as emergency generators, water pumps including Fire Services ("FS") pumps and transformer of the Proposed Development will be enclosed or located within the building structures. It is anticipated that the noise impacts from these noise sources to the off-site NSRs will be relatively low and insignificant.

3.3.4 Split-type air conditioners and/or window-type air conditioners will be selected and installed at the residential units and club house. The noise from the aforementioned types of air conditioners is considered to be minimal. Therefore, no adverse noise impact arising from the aforementioned air conditioners is anticipated.

3.3.5 The guidance of "*Good Practices on Ventilation System Noise Control*" and "*Good Practices on Pumping System Noise Control*" issued by the Environmental Protection Department ("EPD") shall be referred to. The fixed noise sources within the Proposed Development will be designed to comply with the HKPSG standards as stipulated in ***paragraph 3.1.13***. No adverse noise impact arising from fixed sources of the Proposed Development on the surrounding NSRs is anticipated.

3.4 Traffic Noise Impact Assessment ("TNIA") during Operation

Assessment Methodology

Noise Prediction Methodology

3.4.1 The peak hour road traffic noise levels have been predicted using a computer noise model, RoadNoise, which mainly follows the prediction procedures of the UK Department of Transport's *Calculation of Road Traffic Noise* ("CRTN"), as recommended in Chapter 9 Environment of HKPSG.

Traffic Forecast

3.4.2 The tentative operation of the Proposed Development will be in 2029. The maximum traffic projections within 15 years upon operation of the Proposed Development in 2044 is therefore adopted. The traffic forecast data adopted in the TNIA was based on the projected peak hourly traffic flows in 2044. All road sections situated within 300m from the boundary of the Site have been considered. Traffic forecasts provided by the Project Traffic Consultant were adopted to assess the traffic noise impact at the Site. The traffic forecast data was submitted to the Transport Department ("TD") and no comment was received on the traffic forecast by TD. The TD's endorsement letter on the traffic forecast is shown in ***Appendix A***.

Noise Sensitive Receivers ("NSRs") for TNIA

3.4.3 The noise sensitive uses e.g. dormitories of the RCHE, living rooms and bedrooms of the residential buildings are considered to be NSRs of TNIA. As advised by the Applicant, there is no diagnostic room/wards in the proposed RCHE. For the multi-purpose rooms of RCHE, mechanical ventilation system would be provided, so that these rooms would not reply on the openable windows for ventilation. As such, the above traffic noise standard of 70dB(A) does not apply to these rooms.

3.4.4 These NSRs will be provided with prescribed windows for natural ventilation complying with the *Building (Planning) Regulations, Cap 123* ("B(P)R"). The noise standards stipulated in the HKPSG are applicable to noise sensitive uses which rely on opened windows for ventilation. Thus, Assessment Points ("APs") for NSRs are assigned to these prescribed windows.

3.4.5 The APs were all taken to be 1m from the exterior façade of opened windows and 1.2m above the floor of the APs as shown on ***Figure 3-3*** to ***Figure 3-9.***

Assessment Result - Unmitigated Scenario

3.4.6 Unmitigated Scenario is the original design layout without any mitigation measures. The predicted road traffic noise levels for base scenario are detailed in ***Appendix B*** and summarised in ***Table 3-4.***

Table 3-4 Summary of Unmitigated Scenario Traffic Noise Assessment Results

TOWER/ RCHE	NO. OF UNITS	NO. OF UNITS WITH NOISE EXCEEDANCE	NOISE LEVEL ($L_{10\ (1\text{-}hr)}$, dB(A))	NOISE CRITERIA ($L_{10\ (1\text{-}hr)}$, dB(A))	COMPLIANCE (%)
Tower 1	594	248	50-77	70	58
Tower 2	459	27	45-71		94
Tower 3	483	304	32-77		37
RCHE	38	0	64-70		100

Proposed Traffic Noise Mitigation Measures for the Proposed Redevelopment

3.4.7 From the results as shown in ***Table 3-3***, a number of units have exceedances of traffic noise levels under the Unmitigated Scenario. Acoustic Window (Baffle Type) will be provided to the opened windows which have noise exceedances to mitigate the road traffic noise impact.

3.4.8 To suit different room sizes, two types of Acoustic Window (Baffle Type) have been proposed. The design of the acoustic windows from precedent cases for San Po Kong Public Housing (namely Type 1) and Hang Seng Management College Hostel (namely Type 2) have been adopted for the proposed development. The locations of the proposed Acoustic Window (Baffle Type) are shown on **Figure 3-10**.

3.4.9 The typical design of Acoustic Window (Baffle Type) and the calculation of relative noise reduction are shown in ***Appendix C***. According to the calculation, the proposed Acoustic Window (Baffle Type) with SAM can provided relative noise reduction not less than 6dB(A).

3.4.10 It should be noted that the predicted noise level after adopting the Acoustic Window (Baffle Type) does not necessarily represent the noise level at 1m away from the external façade, but the equivalent noise level at 1m from the external façade after accounting the reduction in noise levels inside the flat offered by the Acoustic Window (Baffle Type).

3.4.11 Based on the actual design/layout during the detailed design stage, the Applicant of the Proposed Development have committed to provide a Noise Impact Assessment ("NIA") Report to review the noise impact submitted to the EPD for agreement. The NIA shall ensure that the proposed mitigation measures are fit-for-purpose so that the potential road traffic noise issue can be addressed.

3.4.12 The Schedule of Road Traffic Noise Mitigation Measures are summarized in ***Table 3-5*** below.

Table 3-5 Schedule of Road Traffic Noise Mitigation Measures

MITIGATION MEASURES	DESCRIPTION
For Room Size>7.0m^2: Type 1: Acoustic Window (Baffle Type) Gap Width: 175mm Overlapping Length: 340mm	**Tower 1** NSR ID – Floor No. T1-I2 – 3/F - 25/F T1-J2 – 1/F - 25/F T1-K1 – 1/F - 24/F T1-K3 – 1/F - 24/F T1-L1 – 1/F - 24/F T1-L2 – 1/F - 24/F T1-M2 – 1/F - 24/F T1-N1 – 1/F - 24/F T1-O1 – 1/F - 24/F T1-O3 – 2/F - 21/F **Tower 2** NSR ID – Floor No. T2-O1 – 10/F - 22/F T2-O3 – 14/F - 18/F **Tower 3** NSR ID – Floor No. T3-E4 – 24/F T3-J1 – 5/F – 22/F T3-K1 – 5/F – 23/F T3-K3 – 4/F – 23/F T3-L1 – 3/F – 23/F

MITIGATION MEASURES	DESCRIPTION
	T1-P1 2/F - 19/F T1-Q1 3/F - 18/F T1-R1 3/F - 19/F T1-R3 4/F - 19/F T1-S2 5/F, 15 – 18/F T1-T1 5/F - 17/F T1-T3 6/F - 15/F T1-U2 8/F - 11/F T3-M1 4/F – 23/F T3-M4 2/F – 23/F T3-N1 2/F – 23/F T3-O2 2/F – 23/F T3-P1 7/F – 23/F T3-P2 7/F – 23/F T3-Q1 2/F – 24/F T3-Q2 2/F – 24/F T3-R1 2/F – 24/F T3-S1 2/F – 24/F T3-T1 2/F – 24/F T3-U1 2/F – 24/F T3-U2 2/F – 24/F T3-V1 2/F – 24/F
For Room Size<7.0m^2: Type 2: Acoustic Window (Baffle Type) Gap Width: 200mm Overlapping Length: 200mm	**Tower 1** NSR ID — Floor No. T1-J1 1/F – 25/F T1-K2 1/F – 24/F T1-M1 1/F – 24/F T1-N2 1/F – 24/F T1-O2 1/F – 22/F T1-Q2 3/F – 19/F T1-R2 3/F – 19/F T1-S1 4/F - 5/F, 15/F – 19/F T1-T2 6/F – 16/F T1-U1 7/F – 14/F **Tower 2** NSR ID — Floor No. T2-N3 9/F – 22/F T2-O2 11/F – 22/F **Tower 3** NSR ID — Floor No. T3-A1 2/F – 24/F T3-K2 4/F – 23/F T3-M2 2/F – 23/F T3-M3 2/F – 23/F T3-N2 2/F – 23/F T3-O1 2/F – 23/F

3.4.13 With the implementation of the proposed noise mitigation measures, the predicted road traffic noise levels at all NSRs would comply with the noise criteria of 70 dB(A). The traffic noise results of Mitigated Scenario are summarised in ***Table 3-6*** and detailed in ***Appendix B.*** The overall noise compliance rate of 100% is achieved.

Table 3-6 Summary of Mitigated Scenario Traffic Noise Assessment Results

TOWER/ RCHE	NO. OF UNITS	NO. OF UNITS WITH NOISE EXCEEDANCE	NOISE LEVEL ($L_{10\ (1\text{-}hr)}$, dB(A))	NOISE CRITERIA ($L_{10\ (1\text{-}hr)}$, dB(A))	COMPLIANCE (%)
Tower 1	594	0	50-70	70	100
Tower 2	459	0	45-70		100
Tower 3	483	0	32-70		100
RCHE	38	0	64-70		100

3.5 Railway Noise Impacts during Operation

Assessment Methodology

Noise Sources

3.5.1 The key impact from the railway would be the train induced airborne noise of at grade section of Light Rail Train ("LRT") located at the vicinity of the Project area. The major noise source

identified from the LRT operation is rolling noise from train wheel and rail interaction. Noise from air conditioning unit on top of train cars was considered as insignificant as compared with the rolling noise during LRT operation. Therefore, noise from air conditioning units were not taken into account for Railway Noise Assessment.

3.5.2 Assumptions of relevant parameters adopted on railway noise assessment from LRT made reference to the approved EIA Reports listed below:

- Register No.: AEIAR-027/1999 - "Light Rail Transit (LRT) Extension in Tin Shui Wai Reserve Zone and Grade Separation of the LRT with Pui To Road and Tsing Lun Road in Tuen Mun" in 2000, and
- Register No.: AEIAR-248/2016 – "Hung Shui Kiu New Development Area" in 2016

Noise Sensitive Receivers (NSRs) for Railway Noise Impacts

3.5.3 The NSRs of the proposed development, which are located closest and/or at larger view angle to the light rail may be affected by the railway noise, have been identified to evaluate the railway noise impact. The first tier NSRs (i.e. Proposed Tower 1 and Tower 3) from the light rail track will be most affected by the railway noise as compared with that at Tower 2 as it is further away from the light rail. Therefore, NSRs at Tower 1 and Tower 3 have been identified as the representative NSRs for the railway noise impact assessment. The locations and sensitive uses of these NSRs are shown on ***Figure 3-11*** and summarised in ***Table 3-7.***

Table 3-7 Identified Representative NSRs for Rail Noise Assessment

NSR ID	Tower	No. of floors	ASRs	Assessment Criteria			
				L_{max} dB(A)	$L_{eq\ (24\ hr)}$ dB(A)	ANL, $L_{eq\ (30\ min)}$ dB(A)	
						Day & Evening Time	Night Time
RN1	Tower 1	24	C	85	65	70	60
RN2	Tower 3	24	B			65	55
RN3	Tower 3	24	B			65	55
RN4	Tower 3	23	B			65	55
RN5	Tower 1	25	B			65	55

Assessment Assumption

3.5.4 Railway noise assessment was conducted under the different scenarios including normal, abnormal, transient and emergency operation. The Sound Exposure Level ("SEL") of the LRT was evaluated from the L_{max} with reference to the approved EIA reports as mentioned in ***paragraph 3.5.2***. Some parameters of railway noise assessment as advised by MTR could be referred to ***Appendix F***. The railway track within 300m from the Site Boundary was divided into different segment according to LRT speed at particular segments. The predicted noise level of each segment was calculated. The assumptions and major parameters for the assessment are summarised in ***Table 3-8***.

Table 3-8 Rail Noise Assessment Assumptions

DESCRIPTIONS	ASSUMPTIONS / REMARKS
Sound Exposure Level (SEL)	SEL = Lmax + 10 log (L/V) +10.5 –10 log (4D / (4D2+1) + 2 tan-1 (1/2D))

DESCRIPTIONS	ASSUMPTIONS / REMARKS
	Where L = train length, m V = train speed, kph d = Distance from track, m D = d / L
Train type	LRV, 2 cars
Length of train	40m
L_{max}	65 dB(A) (with 2 cars running 50kph at 25m)
Train frequency	536 train/ 24 hours 13 trains/30mins for day and evening time (0700-2300) 12 trains/30mins for night time (2300-0700)
LRT speed	Please refer to ***Appendix D*** for details The maximum train speed between Tong Fong Tsuen Stop and Ping Shan Stop is 70km/h for both direction
Correction of train frequency	10 log (N) dB(A)
Correction of train speed	+20 Log 10 (V/Vref)
Correction of distance from the NSR to the train	-10 Log (10 (d'/dref)
Correction of view Angle	+10 Log 10 (πθ/180) - cos2 α sinθ) -5
Façade Correction	+2.5 dB(A)
Air Conditioning Noise	N/A as insignificant contribution
Track Ware Correction	+3dB(A)
Barrier Correction	Shadow Zone: -21dB(A) for δ >2.5m $-7.75\log_{10}(5.2+203\delta)$ dB(A) for 0≤ δ <2.5m Illuminate Zone: 0dB(A) for δ>0.4m $0.88+2.14\log_{10}(10^{-3}+\delta)$dB(A) for 0≤ δ <0.4m Note: δ=Path Difference

Assessment Result

3.5.5 The predicted railway noise levels from LTR are summarised in Table 3-9 and the detailed calculations are presented in Appendix E. As shown in Table 3-9, predicted railway noise levels would comply with the assessment criteria $L_{eq,\ 30min}$ for Day & Evening Time Period, L_{max} and L_{eq}, 24hr. A 4dB(A) noise exceedance in $L_{eq,\ 30min}$ is predicted for night-time period.

Table 3-9 Summary of Predicted Railway Noise Levels (Unmitigated)

NSR ID	AREA SENSITIVITY RATING (ASR)	PREDICTED RAILWAY NOISE LEVEL				NO. OF EXCEEDENCE
		$L_{eq\ (30mins)}$, dB(A)		L_{max}, dB(A)	$L_{eq,24hrs}$, dB(A)	
		Day & Evening Time (0700-2300)	Night Time (2300-0700)			
RN1	C	55-63	55-**62**	68-76	55-62	4
RN2	B	54-60	54-**59**	68-74	53-59	14

NSR ID	AREA SENSITIVITY RATING (ASR)	PREDICTED RAILWAY NOISE LEVEL				NO. OF EXCEEDENCE
		$L_{eq\ (30mins)}$, dB(A)		L_{max}, dB(A)	$L_{eq,24hrs}$, dB(A)	
		Day & Evening Time (0700-2300)	Night Time (2300-0700)			
RN3	B	53-59	53-**58**	68-74	53-58	10
RN4	B	52-55	51-55	68-72	51-55	0
RN5	B	51-54	51-54	68-71	50-54	0

Note: Number in Bold and underline denote exceedances of the noise criteria.

Proposed Mitigation Measure

3.5.6 According to the assessment results, the maximum exceeding level is 4dB(A) at RN2. Appropriate types of acoustic windows will be proposed for mitigation of railway noise impact. The noise reduction provided by acoustic window would be benefited to indoor environment. In accordance with the IND-TM, when the noise is transmitted primarily through the structural elements of the building (i.e. acoustic window in this case) the appropriate ANL shall be 10dB(A) less the relevant ANL as shown in Table 2 of the IND-TM. As the maximum predicted railway noise exceedance is 4.0 dB(A), acoustic window (e.g. baffle type) with in-out-difference (IOD) of not less than 14.0dB(A) could be adopted for mitigation of railway noise. Typical configuration of acoustic window (e.g. baffle type) is given in ***Appendix C***.

3.5.7 Careful design in window configuration, room dimensions and interior finishing shall be implemented so as to ensure railway noise compliance. Acoustic window (e.g. baffle type) is one of the potential mitigation measures to be considered in the detailed design stage. Taking into account the site characteristics and the future detail design, a combination of mitigation features for the purpose of achieving the overall noise reduction may be adopted. The acoustic window design could be combined with more noise reduction features, e.g. balcony design with full-height side wall(s), increased solid parapet height, additional screen wall(s), micro-perforated absorber (MPA) and/or additional Sound Absorptive Material (SAM) on more surfaces.

3.5.8 Based on the actual design/layout during the detailed design stage, the Applicant of the Proposed Development shall provide a Noise Impact Assessment ("NIA") Report to review the noise impact submitted to the EPD for agreement. The NIA shall ensure that the proposed mitigation measures are fit-for-purpose so that the potential railway noise issue can be addressed.

3.5.9 The details of railway noise assessment with proposed Acoustic Window (Baffle Type) were presented in ***Appendix E*** and summarised in ***Table 3-10***.

Table 3-10 Summary of Predicted Railway Noise Levels (Mitigated)

NSRD	ASR	ASSESSMENT CRITERIA (FAÇADE) $L_{eq\ (30mins)}$, dB(A))		ASSESSMENT CRITERIA (INDOOR) $L_{eq\ (30mins)}$, dB(A)		PREDICTED RAILWAY NOISE LEVEL (FAÇADE) $L_{eq\ (30mins)}$, dB(A)		IN-OUT DIFFERENCE BY ACOUSTIC WINDOW, dB(A)	PREDICTED RAILWAY NOISE LEVEL (INDOOR) $L_{eq\ (30mins)}$, dB(A)	
		Day & Evening Time (0700-2300)	Night Time (2300-0700)	Day & Evening Time (0700-2300)	Night Time (2300-0700)	Day & Evening Time (0700-2300)	Night Time (2300-0700)		Day & Evening Time (0700-2300)	Night Time (2300-0700)
RN1	C	70	60	60	50	55-63	55-**62**	14	55-60	55-60
RN2	B	65	55	55	45	54-60	54-**59**	14	52-56	52-55
RN3	B	65	55	55	45	53-59	53-**58**	14	52-56	52-55

3.5.11 With the implementation of proposed mitigation measures, the noise levels at all representative NSRs would comply with the noise criteria of railway noise impacts.

3.6 Conclusion

3.6.1 With implementation of noise mitigation measures, adverse noise impact is not anticipated during the construction stage.

3.6.2 The surrounding areas of the Site is generally located at the urban area in Yuen Long, which are surrounded by warehouses, factories, open storages, feed mill, some other industrial uses, and a number of residential blocks are located to the west and northwest of the Site. There is no direct line of sight from the Site to any existing off-site fixed noise sources within 300m of Site. Fixed plant noise impacts at the nearest on-site NSRs arising from the operation of the furniture workshop at Century Centre was estimated, the results are in compliance with the relevant noise criteria. As such, no adverse fixed source noise impact on the Site is anticipated.

3.6.3 Most of the M&E equipment of the Proposed Development will be installed inside plant rooms. With the implementation of good practices as mentioned in ***paragraph 3.3.5***, adverse fixed noise impact arising from the operation of the Proposed Development on the off-site NSRs is not anticipated.

3.6.4 For road traffic noise impacts, the predicted noise impact on the proposed development shall comply with the standards as recommended in Chapter 9 Environment of the HKPSG with the implementation of mitigation measures recommended in ***paragraph 3.4.7*** in place.

3.6.5 For railway noise impacts, the predicted noise impacts from LRT to the proposed development shall comply with the requirements as listed in IND-TM and HKPSG after the implementation of proposed mitigation measures including the provision of acoustic windows at selected units of NSRs.

3.6.6 This EA Report has been prepared based on the best available information to assess the noise impact that would not exceed the noise criteria at the NSRs. However, in order to demonstrate that the noise criteria will be complied with in practice, based on the actual design/layout during the detailed design stage, when this has been finalised the Applicant/landlord of the Proposed Development shall hire a qualified Acoustic Consultant to prepare a NIA Report. The Acoustic Consultant shall re-assess the noise impact on and arising from the Proposed Development, and prepare the NIA Report to be submitted to the relevant authorities for review. The compliance with the noise criteria specified in the HKPSG and NCO shall be demonstrated. The NIA Report to be certified by the Acoustic Consultant shall form part of the land lease of the Site. The Acoustic

Consultant shall be a member of the Hong Kong Institute of Acoustics ("MHKIOA"), a member of the Institute of Acoustics in UK ("MIOA"), a member of the Hong Kong Institute of Qualified Environmental Professional ("MHKIQEP"), or equivalent.

3.6.7 Overall, therefore, there will be no adverse noise impact during the construction and operation phases of the Proposed Development.

Figure 3-1 Identification of Area Sensitivity Ratings

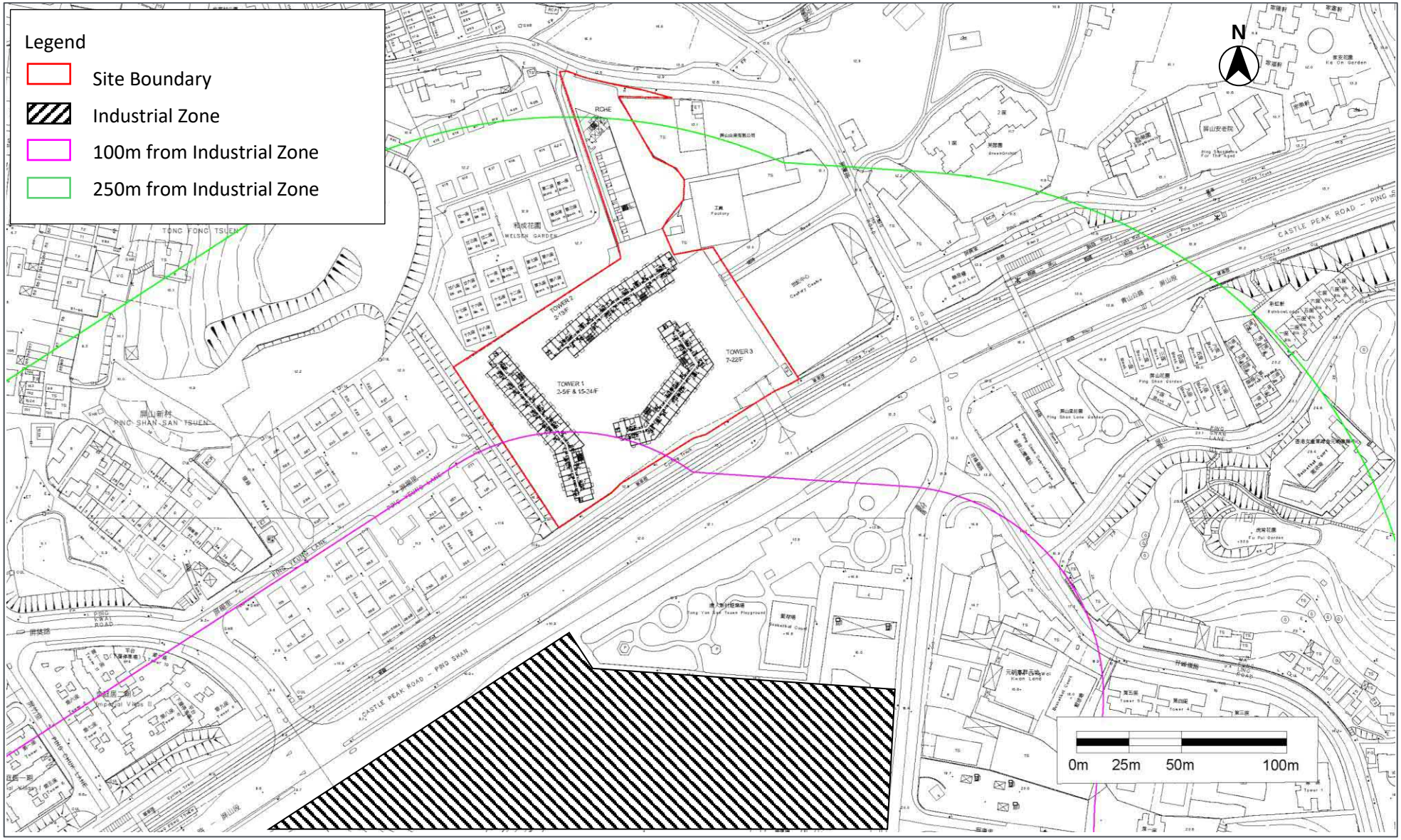


Figure 3-2 Location of Notional Noise Source of Century Centre and On-Site NSR

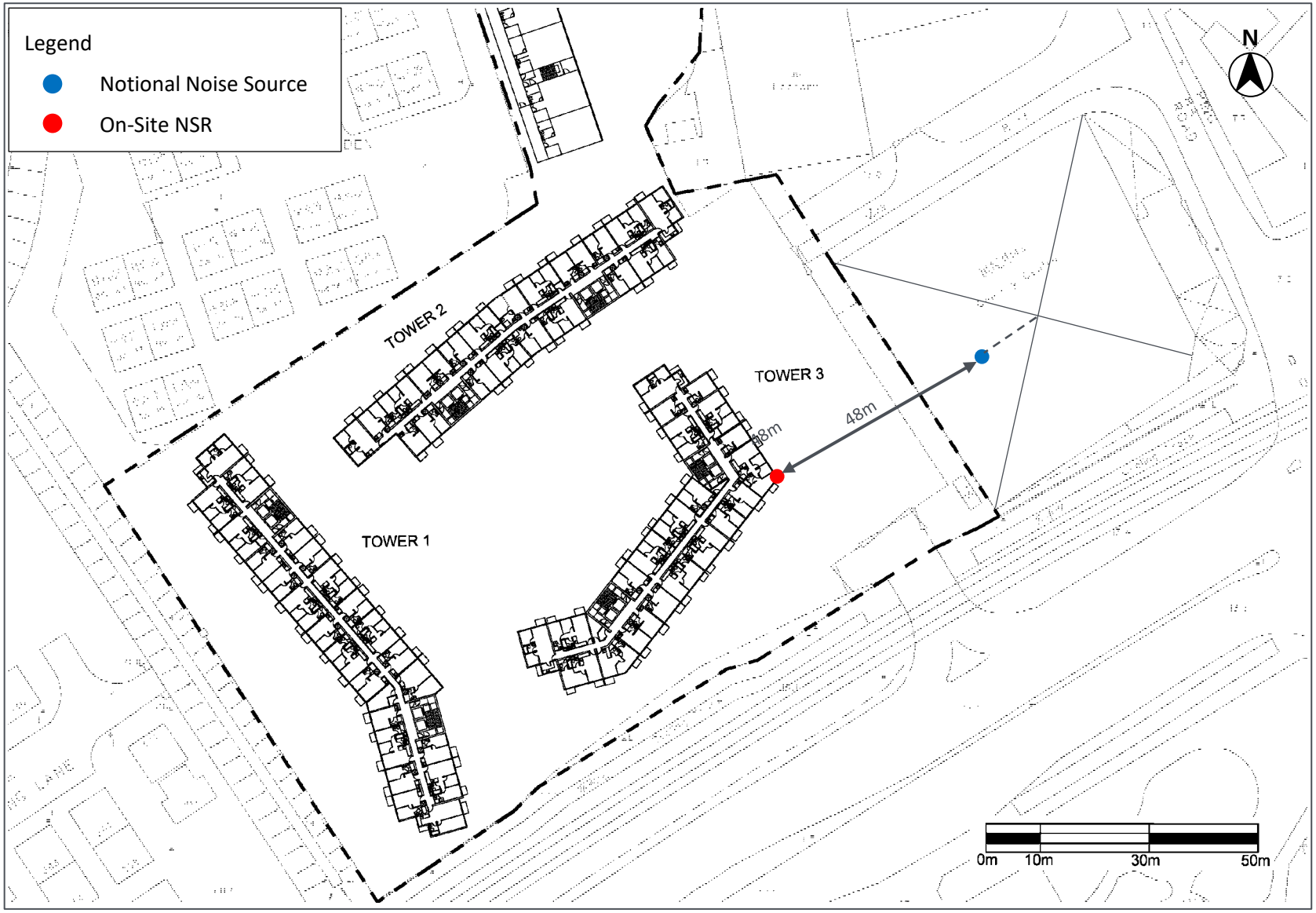


Figure 3-3 Location of Assessment Points for Noise Sensitive Receivers on G/F

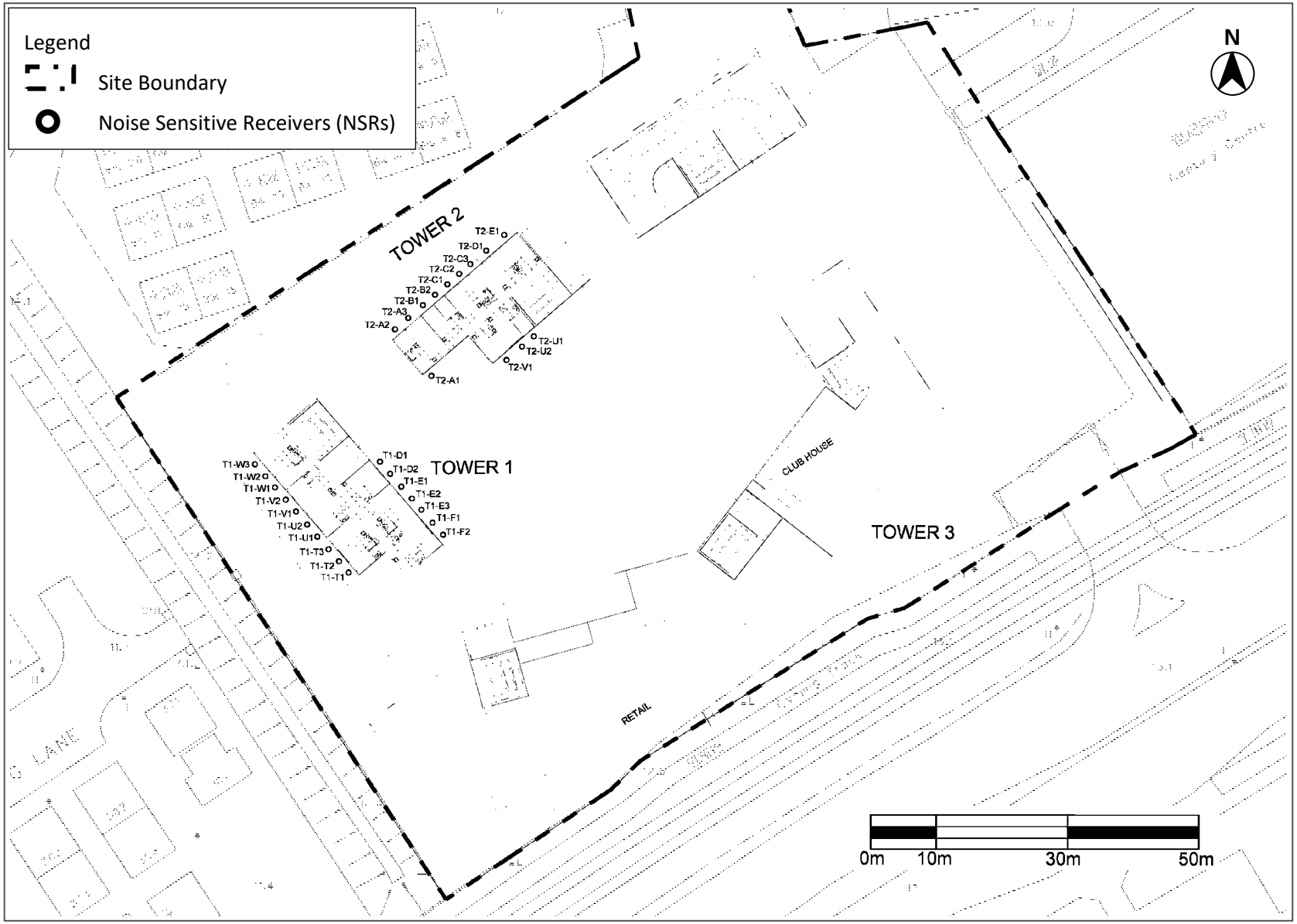


Figure 3-4 Location of Assessment Points for Noise Sensitive Receivers on 1/F

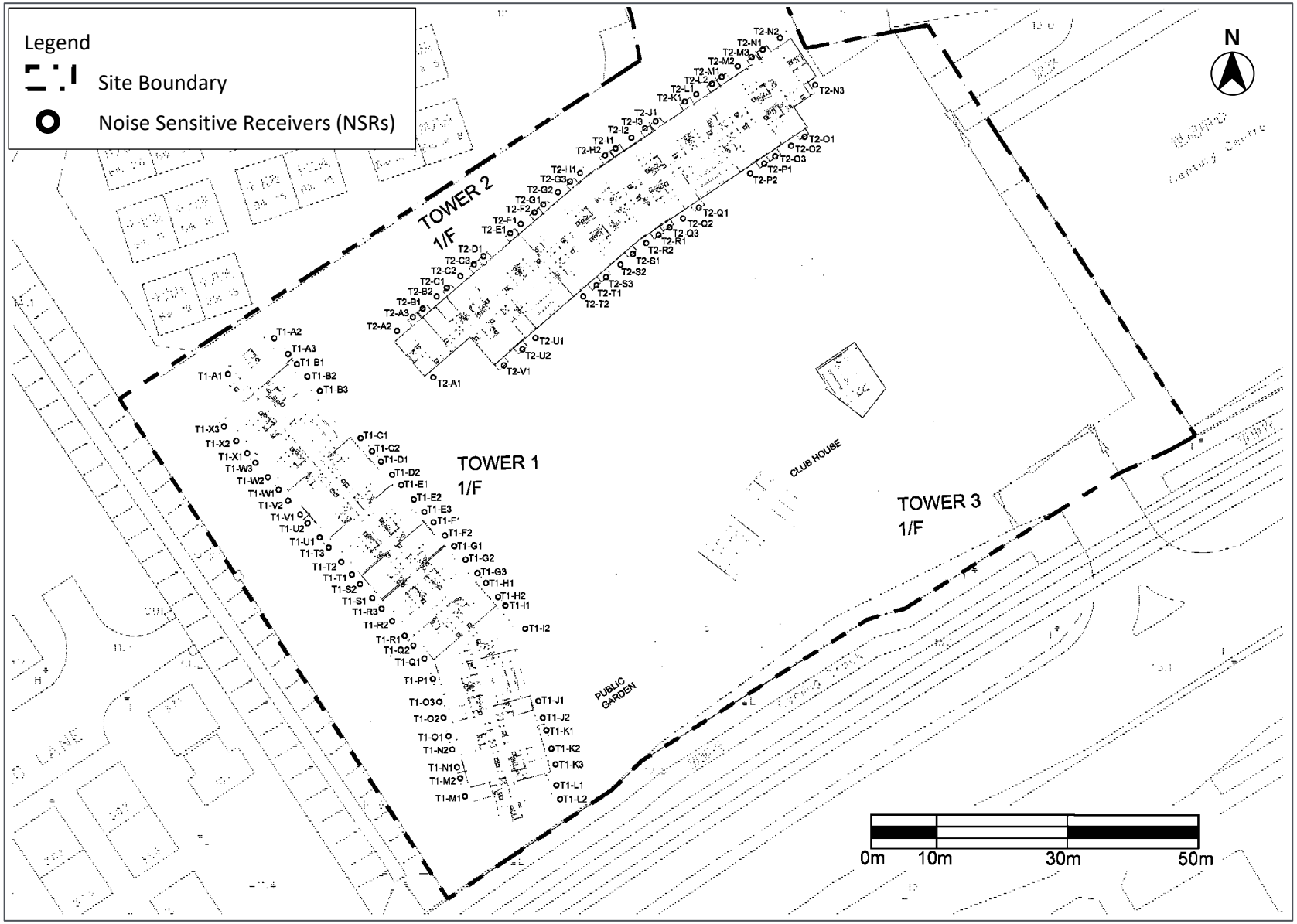


Figure 3-5 Location of Assessment Points for Noise Sensitive Receivers on Typical Floor A

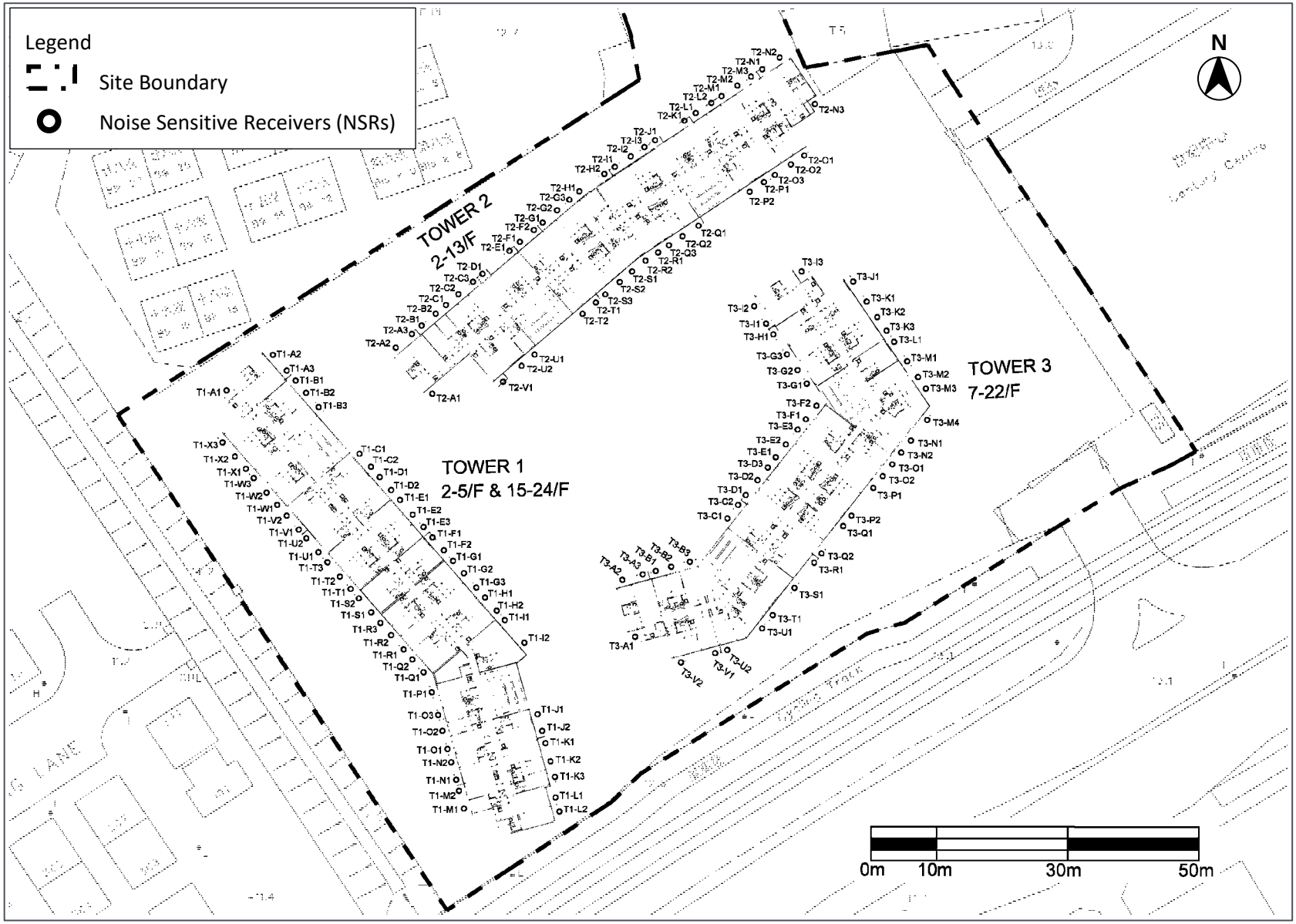


Figure 3-6 Location of Assessment Points for Noise Sensitive Receivers on Typical Floor B

Figure 3-7 Location of Assessment Points for Noise Sensitive Receivers on Typical Floor C

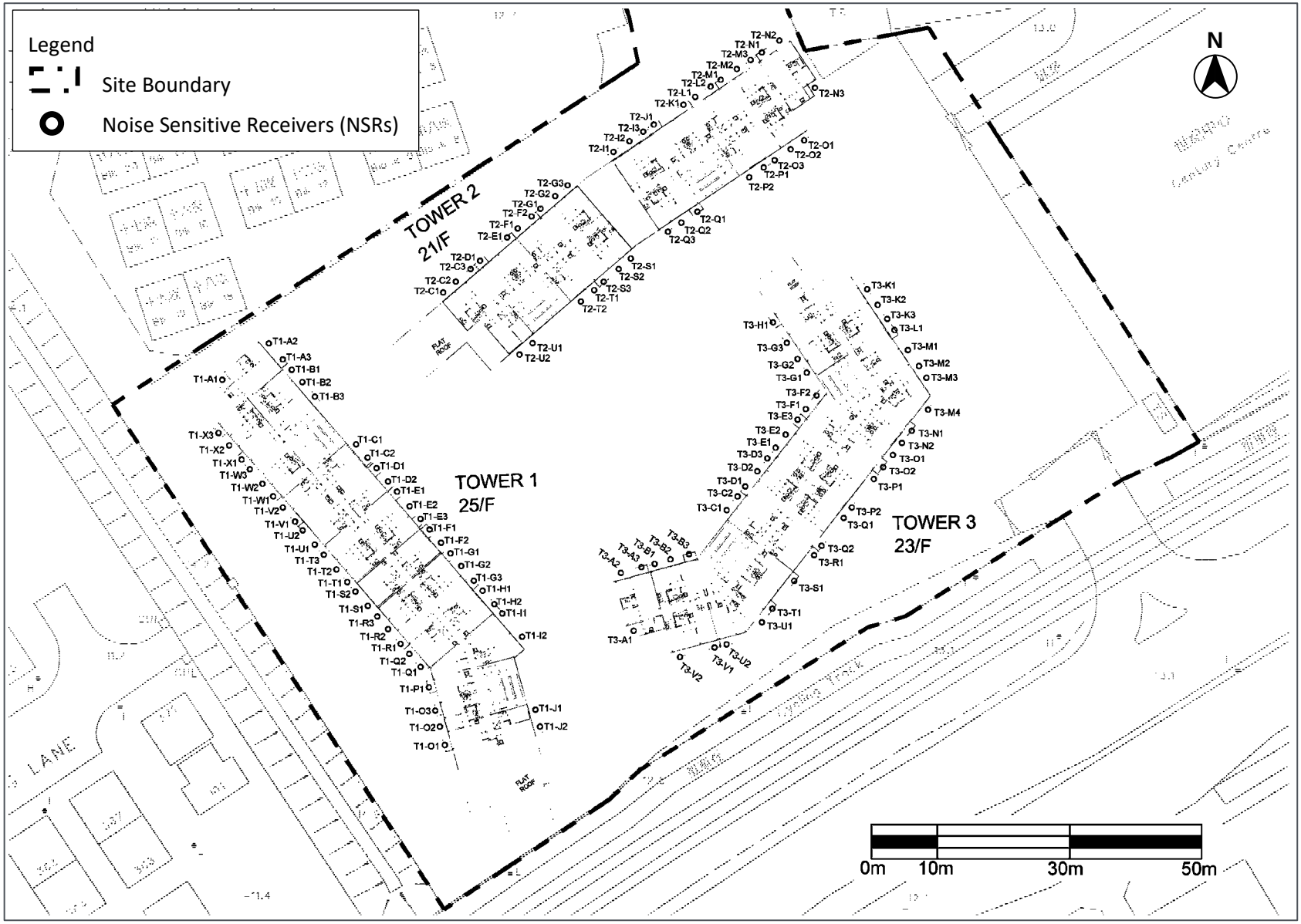


Figure 3-8 Location of Assessment Points for Noise Sensitive Receivers on Typical Floor D

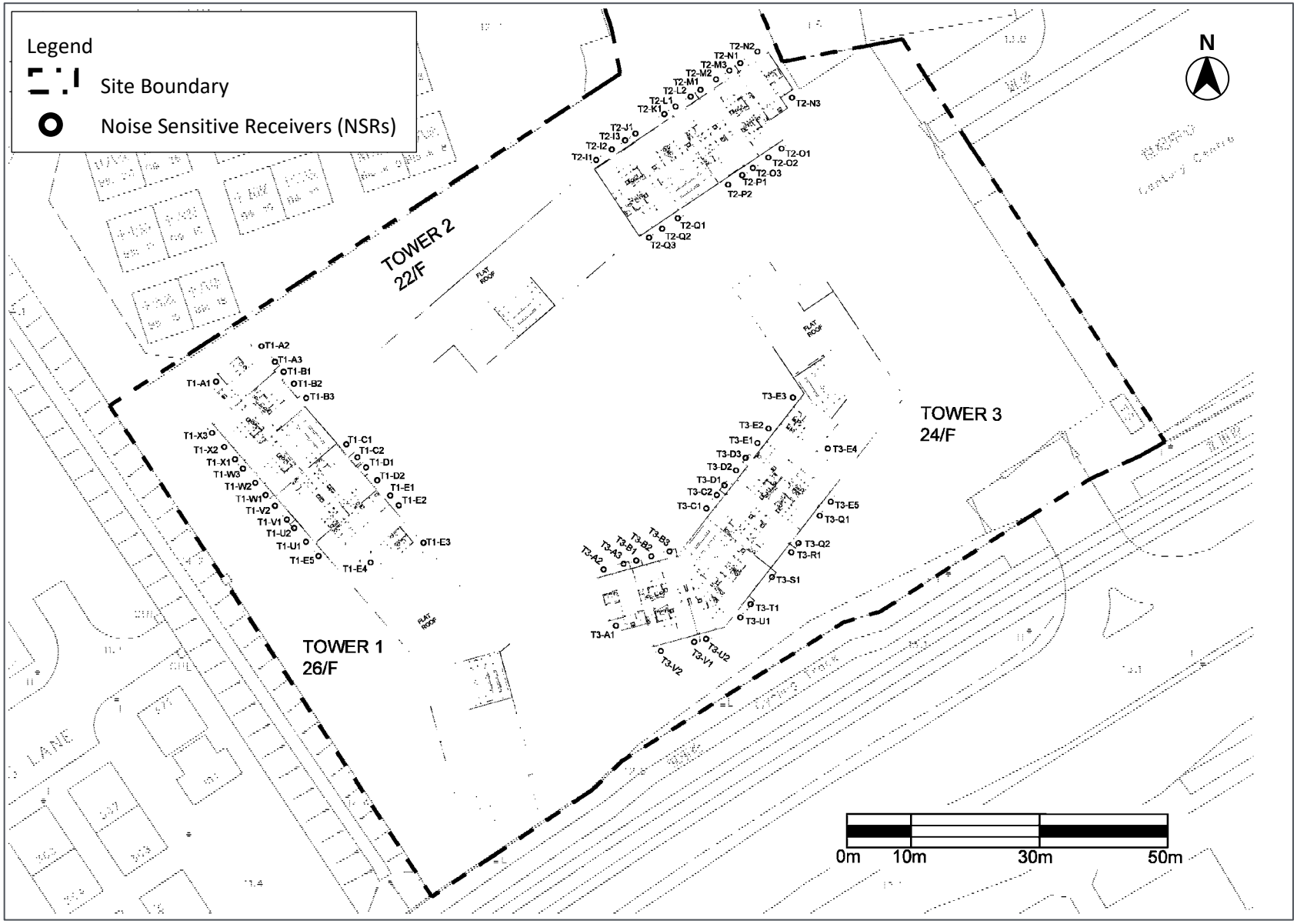


Figure 3-9 Location of Assessment Points for Noise Sensitive Receivers at RCHE

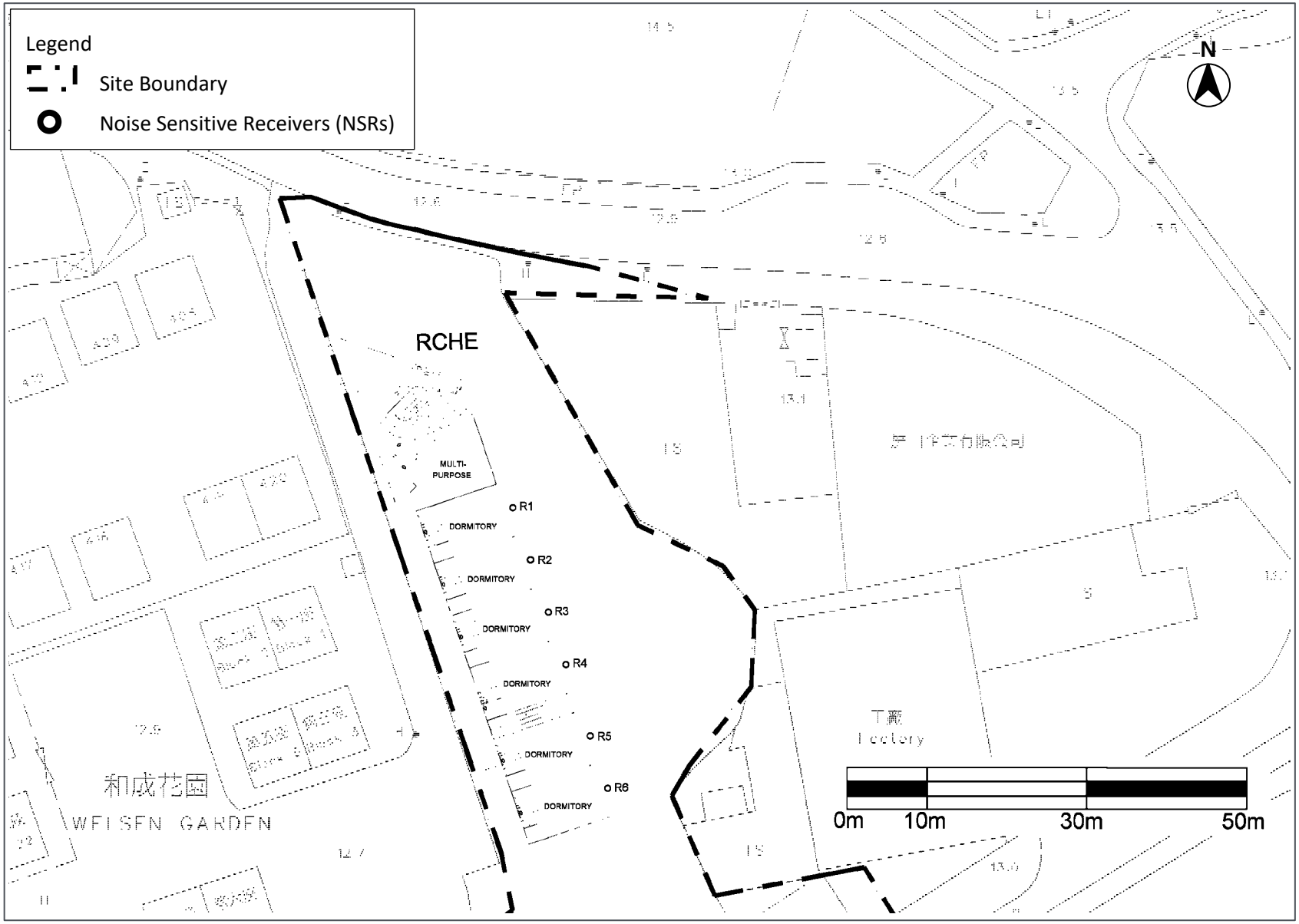


Figure 3-10 Proposed Noise Mitigation Measure

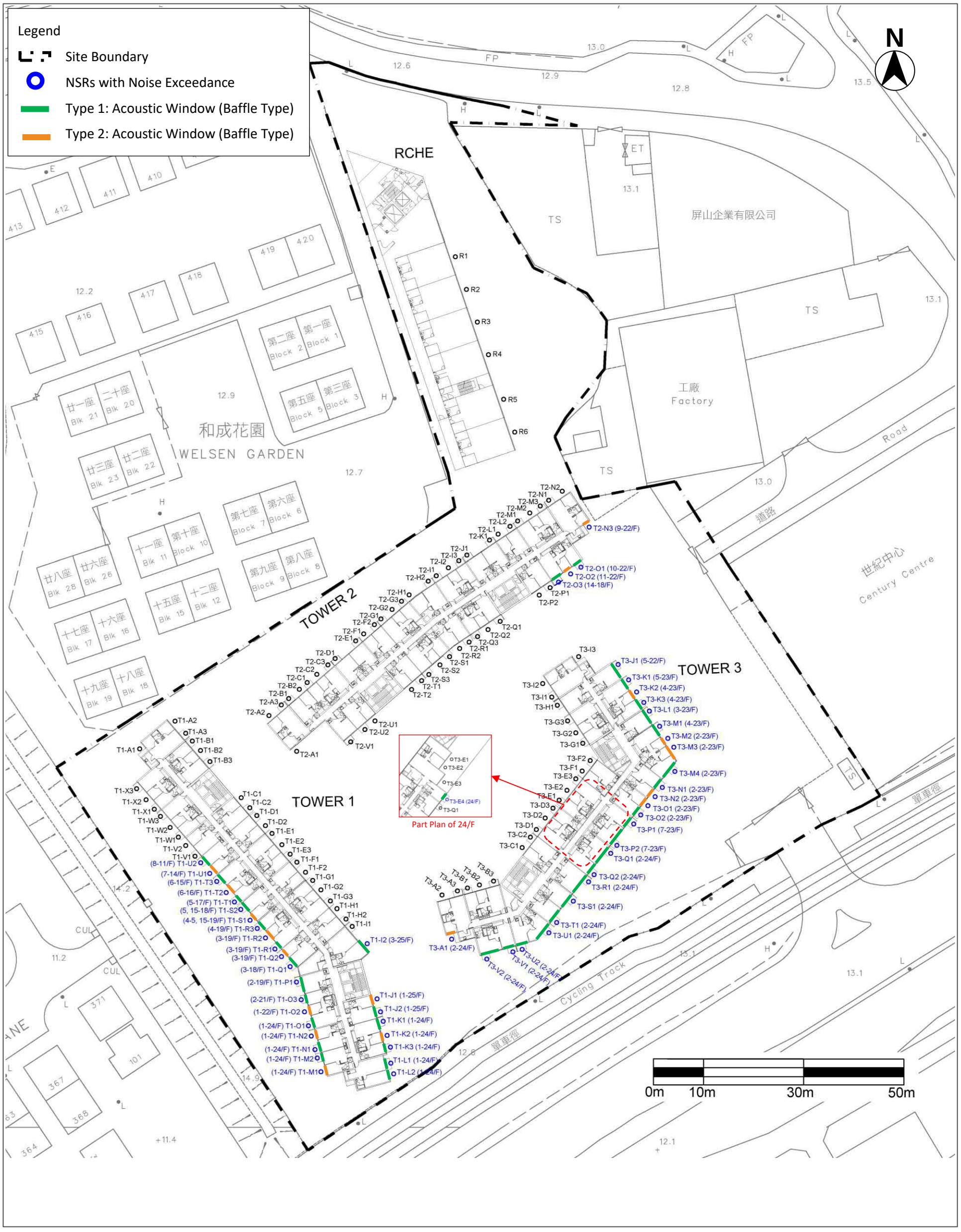
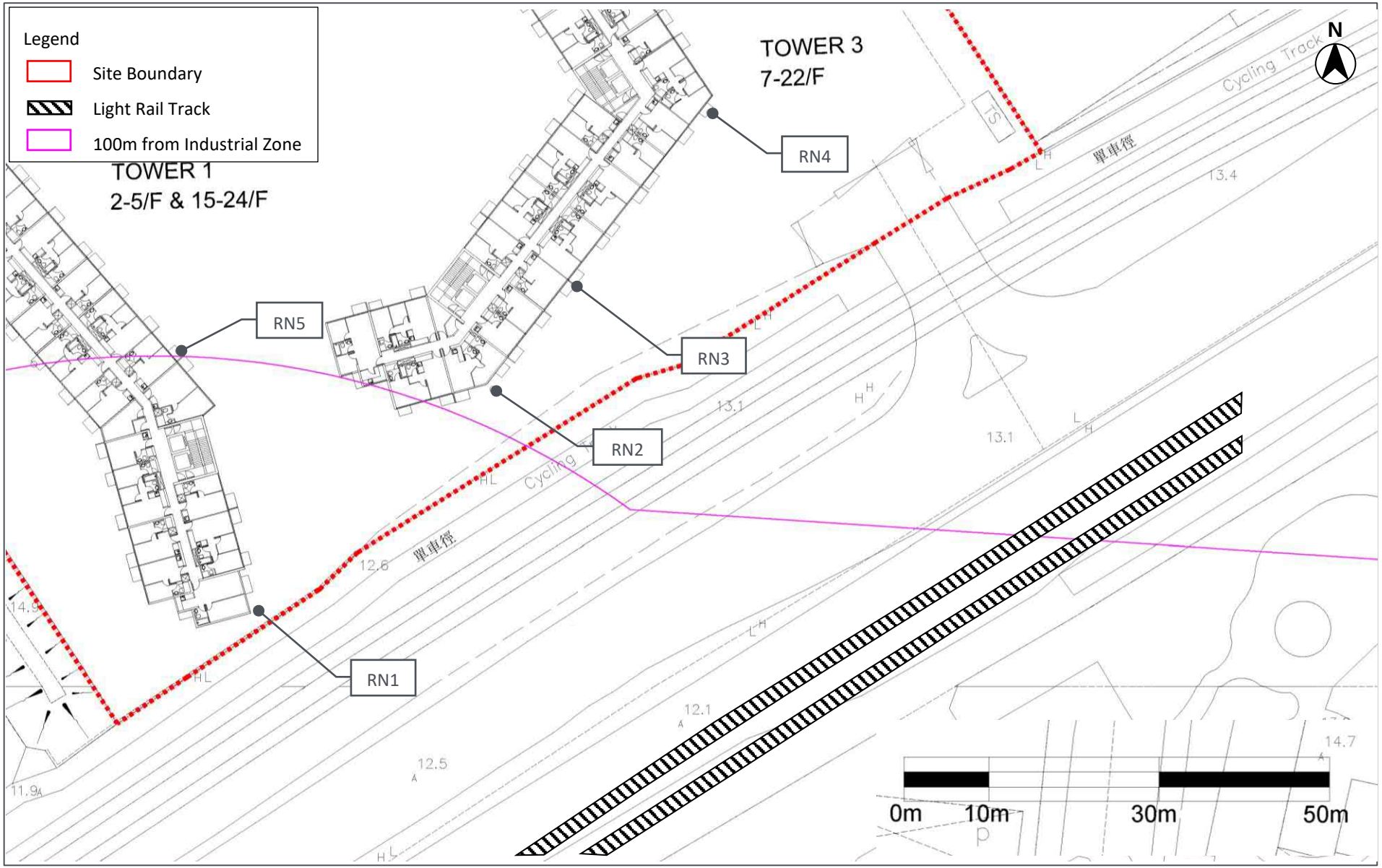


Figure 3-11 Locations of Noise Sensitive Receivers for Rail Noise Assessment



4 WATER QUALITY

4.1 Introduction

4.1.1 This section assesses the potential water quality impact arising from the Proposed Development during construction and operation phases. Mitigation measures are recommended, where necessary, as part of the assessment.

4.2 Environmental Legislation and Standards

Water Pollution Control Ordinance (Cap. 358)

4.2.1 An amendment to the *Water Pollution Control Ordinance* ("WPCO") was enacted in 1990 and provides a mechanism for setting effluent standards. These are included in the *Technical Memorandum Standards for Effluents Discharged in to Drainage and Sewerage Systems, Inland and Coastal Waters* (WPCO Cap 358, S.21). All discharges into government sewerage systems, marine and inland waters are required to comply with the standards stipulated in the Technical Memorandum.

Construction Site Drainage, ProPECC PN1/94

4.2.2 Under ProPECC Practice Note PN1/94 Construction Site Drainage (ProPECC PN1/94), various guidelines for the handling and disposal of construction site discharges are included. The guidelines include the use of sediment traps, wheel washing facilities for vehicles leaving the Site, adequate maintenance of drainage systems to prevent flooding and overflow, sewage collection and treatment, and comprehensive waste management (collection, handling, transportation, and disposal) procedures.

Drainage Plans subject to Comment by the Environmental Protection Department, ProPECC PN5/93

4.2.3 Under ProPECC Practice Note PN5/93, drainage plans submitted to the Building Authority are referred to the Environmental Protection Department ("EPD") for comment whenever there is a concern for pollution control. The EPD has, based on the experience of the common problems found in the drainage submissions, prepared this practice note for reference by Authorised Persons ("APs") in preparing drainage plans. Although the guidelines contained in this practice note are not meant to be exhaustive, it is hoped that they will help secure early approval of drainage plans.

4.3 Potential Water Quality Impacts

Water Sensitive Receiver ("WSR")

4.3.1 In accordance with the *Technical Memorandum on Environmental Impact Assessment Ordinance* ("EIAO-TM"), WSR is defined as existing or potential beneficial uses that are sensitive to water pollution, which include, but are not limited to, the following:

- Areas of ecological or conservation values including marine conservation areas, existing or gazetted proposed marine parks and marine reserves, Sites of Special Scientific Interest ("SSSI"), existing or gazetted proposed country parks and special areas, wetlands, mangroves and important freshwater habitats.
- Area for abstraction of water for potable water supply.
- Water abstraction for irrigation and aquaculture;

- Fish spawning grounds, fish culture zones, shellfish harvesting/culture site and brackish/freshwater fish ponds;
- Beaches or other recreational areas.
- Water abstraction for cooling, flushing and other industrial purposes.
- Areas for navigation/shipping including typhoon shelters, marinas and boat parks

4.3.2 Desktop study on the OZP, topographic map and site visit were conducted, one water sensitive receiver is identified within 500m from the Site boundary, which is listed as follows:

- WSR1 River along Hung Kiu Road

4.3.3 The location of WSR1 is shown in Figure 4-1.

Construction Phase

4.3.4 Muddy runoff from the Site may be generated during the construction phase, especially during the rainy season.

4.3.5 Wash water from vehicles and equipment; silt from any on-site stockpiles of soil, cement and grouting materials; and spillage of fuels, oil and lubricants from construction vehicles and plant may generate water quality impacts. If these pollution sources are not properly controlled, it would lead to increased amounts of suspended solids, grease and oil, pH, Biochemical Oxygen Demand ("BOD"), etc. in the drainage system.

4.3.6 There is also the issue of sewage generated by construction workers on-site.

Operation Phase

4.3.7 Wastewater arising from the Proposed Development will be discharged into the municipal sewerage system. Therefore, no adverse water quality impact will be arising from the operation phase of the Proposed Development.

4.4 Mitigation Measures

Construction Phase

4.4.1 During the Site visits on 24 March and 13 April 2021, no watercourse was observed within the Site boundary. In order to avoid muddy surface runoff from entering the existing watercourse/storm water drainage system outside the Site, channels along the site boundary shall be provided to collect and direct the muddy runoff to the wastewater treatment facilities for treatment prior to being discharged. The design of the construction site drainage system shall be independent from the existing watercourse. The details of wastewater treatment arrangement shall be submitted to EPD for review during the application of the wastewater discharge licence before commencement of the construction activities.

4.4.2 The construction contractor shall also follow good site practice and be responsible for the design construction, operation and maintenance of all the mitigation measures a specified in ProPECC PN 1/94 for construction site drainage:

- Surface run-off from construction sites shall be discharged into storm drains via adequately designed sand/silt removal facilities such as sand traps, silt traps and sediment basins. Channels or earth bunds or sand bag barriers shall be provided on site to properly direct storm water to such silt removal facilities. Perimeter channels at site boundaries shall be provided where necessary to intercept storm run-off from outside the Site so that it will not

wash across the Site. Catchpits and perimeter channels should be constructed in advance of site formation works and earthworks.

- Silt removal facilities, channels and manholes shall be maintained and the deposited silt and grit should be removed regularly, at the onset of and after each rainstorm to ensure that these facilities are functioning properly at all times.
- Construction works should be programmed to minimize soil excavation works in rainy seasons (April to September). If excavation in soil could not be avoided in these months or at any time of year when rainstorms are likely, for the purpose of preventing soil erosion, temporarily exposed slope surfaces should be covered e.g. by tarpaulin, and temporary access roads should be protected by crushed stone or gravel, as excavation proceeds. Intercepting channels should be provided (e.g. along the crest/edge of excavation) to prevent storm runoff from washing across exposed soil surfaces. Arrangements should always be in place to ensure that adequate surface protection measures can be safely carried out well before the arrival of a rainstorm.
- Earthworks final surfaces shall be well compacted and the subsequent permanent work or surface protection shall be carried out immediately after the final surfaces are formed to prevent erosion caused by rainstorms. Appropriate drainage like intercepting channels shall be provided where necessary.
- Measures shall be taken to minimise the ingress of rainwater into trenches. If excavation of trenches in wet seasons is necessary, they shall be dug and backfilled in short sections. Rainwater pumped out from trenches or foundation excavations shall be discharged into storm drains via silt removal facilities.
- Open stockpiles of construction materials (e.g. aggregates, sand and fill material) on sites shall be covered with tarpaulin or similar fabric during rainstorms. Measures shall be taken to prevent the washing away of construction materials, soil, silt or debris into any drainage system.
- Manholes shall always be adequately covered and temporarily sealed so as to prevent silt, construction materials or debris from getting into the drainage system, and to prevent storm run-off from getting into foul sewers. Discharge of surface run-off into foul sewers must always be prevented in order not to unduly overload the foul sewerage system.
- Wash water from vehicles shall be reused on site. The wastewater generated from potential pollution sources as stated in paragraph 4.3.5 shall be maintained as limited as possible, and shall be properly treated to fulfil the valid Water Discharge Licence before discharge.
- Vehicle and plant servicing areas, vehicle wash bays and lubrication bays should as far as possible be located within roofed areas. The drainage in these covered areas should be connected to foul sewers via a petrol interceptor. Oil leakage or spillage should be contained and cleaned up immediately. Waste oil should be collected and stored for recycling or disposal in accordance with the Waste Disposal Ordinance.
- Wastewater generated from building construction activities including concreting, plastering, internal decoration, cleaning of works and similar activities should not be discharged into the stormwater drainage system. If the wastewater is to be discharged into foul sewers, it should undergo the removal of settleable solids in a silt removal facility, and pH adjustment as necessary.

4.4.3 During construction, it is recommended that portable toilets should be provided for construction workers. These will be supplied, maintained and emptied (at a sewage treatment facility) by a special contractor.

Operation Phase

4.4.4 During operation, the best practice regarding the handling of main drain from swimming pool should be followed in accordance with ProPEC PN 5/93. Swimming pool main drain, footpath main drain and swimming pool make-up tank drain should be connected to stormwater drains (except in water gathering grounds where APs are advised to consult Water Supplies Department) while the filtration plant backwash should be discharged into foul sewers. Swimming pool drainage layout, filtration plant room drainage layout and filtration plant schematic line diagrams are required to be included in drainage plans.

4.4.5 Based on the preliminary design layout, there will have some landscape area with greening within the Proposed Development. To avoid any potential non-point source pollutions arising from application of agrochemicals, environmentally friendly fertilisers and pesticides will be adopted for these plantings to avoid contamination of the water ponds or other water resources and minimise any potential water quality impact generated. The types of fertilisers and pesticides to be used will make reference to the guidelines published by the Agriculture, Fisheries and Conservation Department ("AFCD") including "Good Agricultural Practices – General Guidelines: Production of Local Vegetables" and "Good Agricultural Practices for Crop Production: Farm Operation – Use of Fertilizers".

4.4.6 With the implementation of the good practice and control measures, no adverse water quality impact is anticipated from the Proposed Development since all the wastewater / sewage will discharged to municipal sewage systems.

4.5 Conclusion

4.5.1 During construction, water quality impacts can be properly controlled with the implementation of good site practice, as stated in ***paragraph 4.4.2***. Portable toilets will be provided for constructions workers on-site. Provided these measures are implemented, it is unlikely that any adverse water quality impacts from the Site will be generated during the construction phase.

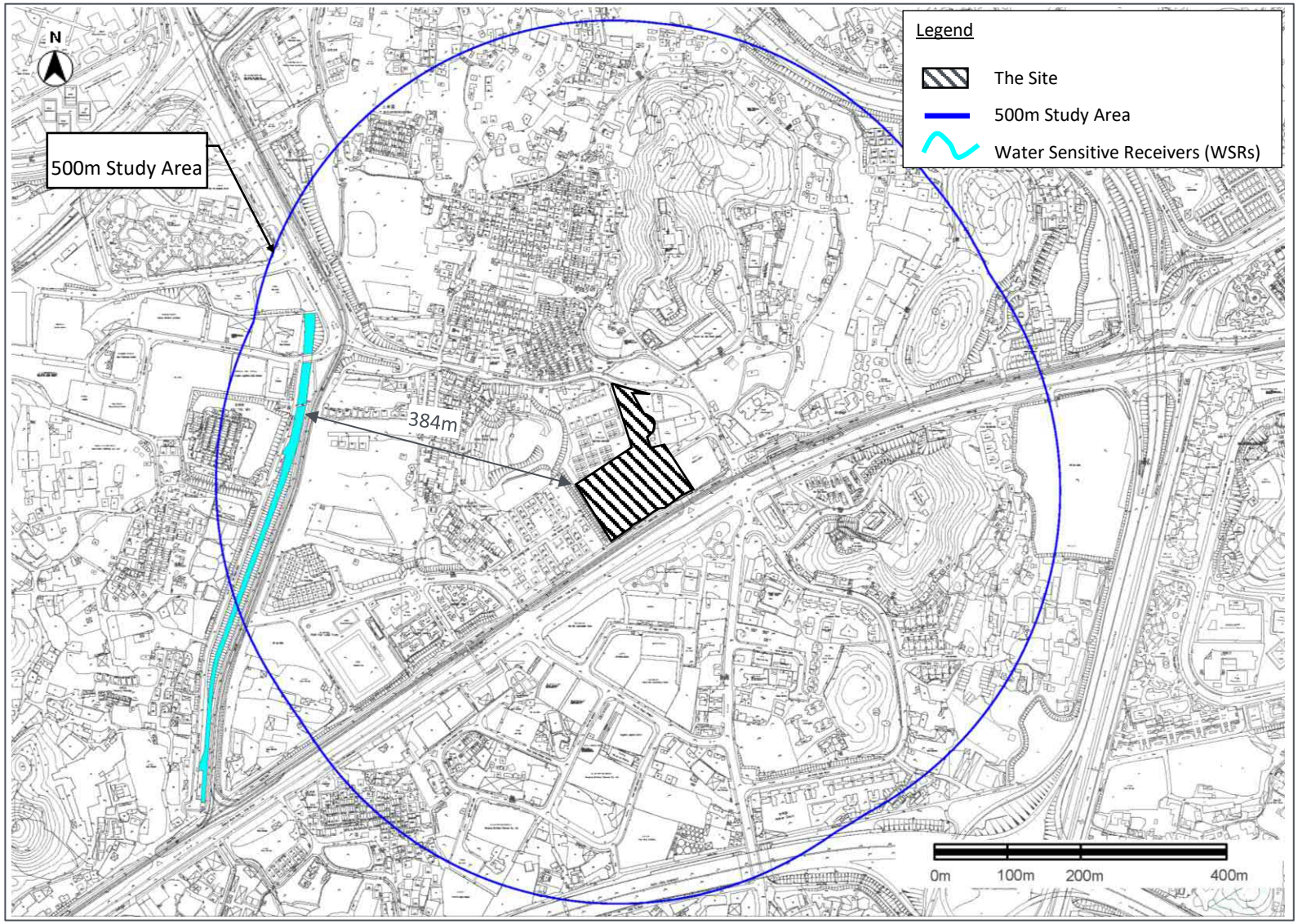
4.5.2 The contractor shall apply for a Discharge Licence from EPD under the WPCO. All site discharges shall be treated in accordance with the terms and conditions of the Discharge Licence.

4.5.3 The wastewater generated from the Proposed Development will be discharged into the municipal sewerage system and a separate SIA result indicated that the capacity of the existing sewerage system is sufficient for conveying the sewage generated from the Site to the downstream areas. During operation, no adverse water quality impact is anticipated arising from the wastewater / sewage generated by the residents and employees of the Site.

4.5.4 Moreover, there will be no adverse water quality impact due to runoff with the provision and implementation of the recommended mitigation measures for non-point sources as mentioned in ***Section 4.4***.

4.5.5 Overall, therefore, no adverse water quality impacts are anticipated during the construction or operational phases of the Proposed Development.

Figure 4-1 Location of Identified Water Sensitive Receiver (WSR)



5 WASTE MANAGEMENT

5.1 Environmental Legislation and Standards

5.1.1 In carrying out the assessment, references have been made to the following relevant legislation, documents and guidelines that are applicable to waste management and disposal in Hong Kong:

- The *Waste Disposal Ordinance* (Cap. 354) ("WDO") setting out requirements for storage, handling and transportation of all types of wastes, and subsidiary legislation such as the *Waste Disposal (Charges for Disposal of Construction Waste) Regulation* and the *Waste Disposal (Chemical Waste) (General) Regulation*.
- Waste Disposal (Chemical Waste) (General) Regulation (Cap. 354C).
- Waste Disposal (Charges for Disposal of Chemical Waste) Regulation (Cap. 354J).
- Waste Disposal (Charges for Disposal of Construction Waste) Regulation (Cap. 354N).
- Land (Miscellaneous Provisions) Ordinance (Cap. 28).
- Public Health and Municipal Services Ordinance (Cap.132BK) – Public Cleansing and Prevention of Nuisances Regulation
- Environmental, Transport and Works Bureau (ETWB) Technical Circular (Works) No. 19/2005, Environmental Management on Construction Sites.
- Environmental, Transport and Works Bureau (ETWB) Technical Circular (Works) No. 22/2003A, Additional Measures to improve Site Cleanliness and Control Mosquito Breeding on Construction Sites.
- Development Bureau ("DevB") Technical Circular (Works) No. 6/2010, Trip Ticket System for Disposal of Construction & Demolition Materials.
- Civil Engineering and Development Department ("CEDD") Technical Circulars (CEDD TC No. 03/2015), Management of Construction and Demolition Materials.
- Building Department Practice Note for Authorised Persons, Registered Structural Engineers and Registered Geotechnical Engineers – Construction and Demolition Waste ("ADV-19").
- Building Department Practice Note for Authorised Persons, Registered Structural Engineers and Registered Geotechnical Engineers Waste Minimisation – Provision of Fitments and Fittings in New Buildings ("APP-114").
- Building Department Practice Note for Registered Contractors ("PNRC 17"), Control of Environmental Nuisance from Construction Sites.
- CEDD Project Administration Handbook for Civil Engineering Works ("PAH").
- EPD Code of Practice on the Packaging, Labelling and Storage of Chemical Wastes.
- EPD Recommended Pollution Control Clauses ("RPCC") for Construction Contracts in COP.
- EPD Guidance Note for Contamination Land Assessment and Remediation.
- EPD Practice Guide for Investigation and Remediation of Contaminated Land.
- Guidance Manual for Use of Risk-Based Remediation Goals for Contaminated Land Management.

5.2 Potential Waste Management Impacts

Construction Phase

5.2.1 The key potential waste sources during the construction phase are:

- Inert Construction and Demolition ("C&D") materials (e.g. waste concrete, surplus soil, waste asphalt, etc.).
- Non-inert C&D Waste (e.g. wood and plastics).
- Chemical wastes (e.g. waste battery and waste lubricating oil from vehicles / plant maintenance)
- General refuse, i.e. Municipal Solid Waste (MSW), generated by site workers.

5.2.2 On-site waste management should be implemented to sort and separate inert and non-inert wastes prior to disposal. Inert C&D wastes should be re-used on-site as far as practicable. The remaining inert C&D wastes should be sent to public fill reception facilities, Fill Bank at Tuen Mun Area 38 and/or Fill Bank at Tseung Kwan O Area 137. Non-inert C&D wastes are materials that can decompose, and on-site sorting should be carried out for non-inert C&D wastes generated from the construction works. All non-inert wastes should be recycled as far as possible and landfill disposal should be adopted as the last resort. The nearest disposal facility to the Site is the West New Territories Landfill (WENT) Landfill.

5.2.3 Chemical wastes such as spent lubricants may be generated in small quantity. If any chemical wastes will be generated during the construction phase, the relevant contractors shall be registered as chemical waste producers with EPD. A licensed collector shall be employed to handle and dispose of the chemical wastes, if any. In addition, any chemical waste generated should be handled in accordance with EPD's Code of Practice on the Packaging, Labelling and Storage Chemical Waste.

5.2.4 For general refuse, provisions of recycle bins for different types of recyclable waste should be provided together with a general refuse bin to separate from C&D materials. Arrangements should be made with the recycling companies to collect the recycle waste. The remaining general refuse generated by site workers after sorting and recycling will be collected and stored in enclosed bin, and disposed of at the nearest Tai Kiu Refuse Collection Point regularly along with the existing Municipal Solid Waste ("MSW") generated from the Site so as to avoid creating odour impact or pest and vermin problem within the Site, and will finally be disposed of at WENT Landfill.

5.2.5 Common Good Site practices are recommended as follows:

- The construction contractor should adopt good housekeeping practices, such as waste segregation prior to disposal. Besides the provision of stockpiling and segregation areas within the site, effective collection of site wastes would be required to prevent waste materials being blown around by wind, flushed or leached into nearby waters, or creating odour impact or pest and vermin problems. Waste storage areas should be well maintained and cleaned regularly.
- General refuse, or MSW, should be stored in enclosed bins or compaction units. A waste collector will be used by the contractors to remove MSW from the Site. Preferably an enclosed and covered area should be provided to reduce the occurrence of windblown materials.

5.2.6 With the implementation of above measures, no unacceptable waste management impact during the construction phase is anticipated.

Operation Phase

5.2.7 During the operation phase, the major type of waste generated will be MSW generated from the residents of the Site, RCHE, and the staff of the Proposed Development. The general refuse generated will be stored in enclosed bins. The refuse bins will be collected and disposed of regularly by a licensed waste collector, and also disposed of at an appropriate waste disposal facility. Different types of waste will be considered to be reused or recycled by the operator of the project as far as practicable before they are disposed.

5.2.8 With the implementation of recommended MSW handling practices, no adverse waste management impact is anticipated.

5.3 Land Contamination

5.3.1 Site appraisal was conducted in order to identify any potential contamination sources generated by the past and present land-use activities within the Site and the associated causes for land contamination.

Historical Use of the Site

5.3.2 Aerial photographic records obtained from the Survey and Mapping Office ("SMO") of Lands Department between 1963 and 2020 were reviewed. These photographic records revealed that the Site was a vacant land on or before 1963. From 1967, the aerials indicated that the Site started to have a few temporary building structures were located to the southern part of the Site, while the norther part of the Site were mainly vegetation. More building structures were identified at the southern part of the Site since 1985, the same conditions last from 1985 to 1995. In 1995, the vegetation in the northern part of the Site was partly removed and this part seemed to be paved after 1995 and up to 2002. In 2003, some existing building structures were demolished and the Site was transformed to the same building structure of logistic plant and last the same condition up to present, and its norther part became vegetated again. In 2020, the northern part of the Site became an open carpark.

5.3.3 The Site has been in operation as a logistic plant for more than 18 years since from around 2003 with reference to the review of past aerial photos extracted from the Lands Department as shown in ***Figure 5-1*** to ***Figure 5-10.*** There was no other development on the site before the commencement operation and no existing contamination was present prior to the use as proposed development. The historical land uses of the Site as reviewed from the aerial photographic records is summarised in ***Table 5-1***.

Table 5-1 Historical Land Uses of the Site based on the Aerial Photographical Records

Photo Date	Land Use
Before 1963	Vacant land
1967	A few building structures were identified to the southern part of the Site, while the northern part of the Site was mainly vegetation. It started its operation as a Plant with storage of animal feeds.
1985	More building structures were found
1985 – mid 1990s	Building structures identified in 1985 and the condition remain unchanged until around mid 1990s. It was still operated as a Plant with storage of animal feeds up to about mid 1990s.
mid 1990s – 2002	From mid 1990s to 2002, the vegetation in the northern part of the Site was partly removed. This northern part was paved after 1995 and up to 2002. The operation of the Plant with storage of animal feeds ended in 2002.

Photo Date	Land Use
2003	A few existing building structures in the southern part of the Site were demolished. The structures of the warehouses within the Site is the existing logistic plant, which started its operation from 2003.
2003 – Present	Until 2003, the Site was transformed to the same building structure of logistic plant and remains the same condition up to present, and its norther part became vegetated again. In 2020, the northern part of the Site became an open carpark.

Site Walkover

5.3.4 A site walk was carried out on 13 April 2021. The Site is currently entirely paved with concrete and it is an existing logistic plant that is solely adopted as a storage of general goods. No Dangerous Good ("DG"), chemical or oil was observed to be stored in the plant. No stains were observed and there was no sign of vegetation stress, which can be indicative of contaminated soils. In addition, no equipment and vehicles repairing activities were observed onsite, and no underground fuel storage tank was found during the site walk. In addition, no leakage of chemical was observed. Therefore, no land contamination impact is anticipated owing to the existing use as a logistic plant. Site walkover photographs showing the current condition of the Site are shown on ***Figure 5-11*** for reference.

Dangerous Goods & Incident Records

5.3.5 Enquiries regarding the past records of registered Chemical Waste Producers or accident spillage/leakage of dangerous or chemical, as well as current/past licences for storage of Dangerous Good (DG), registration of DG licence, fire incidents, spillage/leakage of DG were made to the Environmental Protection Department ("EPD") and Fire Services Department ("FSD"), respectively. With reference to replies from both EPD and FSD (***Appendix F*** refers), it is confirmed that there is no accident spillage / leakage of dangerous or chemical, no current/past licences for storage of DG, no registration of DC licence, no fire incidents, and no records of spillage/leakage of DG from relevant authorities were found at the existing Site. Review of chemical waste producer records was made in EPD's office, no chemical waste producer record was registered within the existing Site.

5.4 Conclusion

5.4.1 With the implementation of good site practices recommended therein, the waste generation during construction phase can be greatly reduced. Provided that good site practices as recommended in ***paragraphs 5.2.2*** to ***5.2.5*** are followed, there should be no adverse impacts related to the management, handling and transportation of waste during the construction phase.

5.4.2 During the operation phase, the major type of waste generated will be MSW. With the implementation of recommended MSW handling practices, no adverse waste management impact is anticipated.

5.4.3 With the implementation of the recommended mitigation measures, adverse waste impacts generated during the construction and operational phases of the Proposed Development are not anticipated.

Figure 5-1 Site in 1963

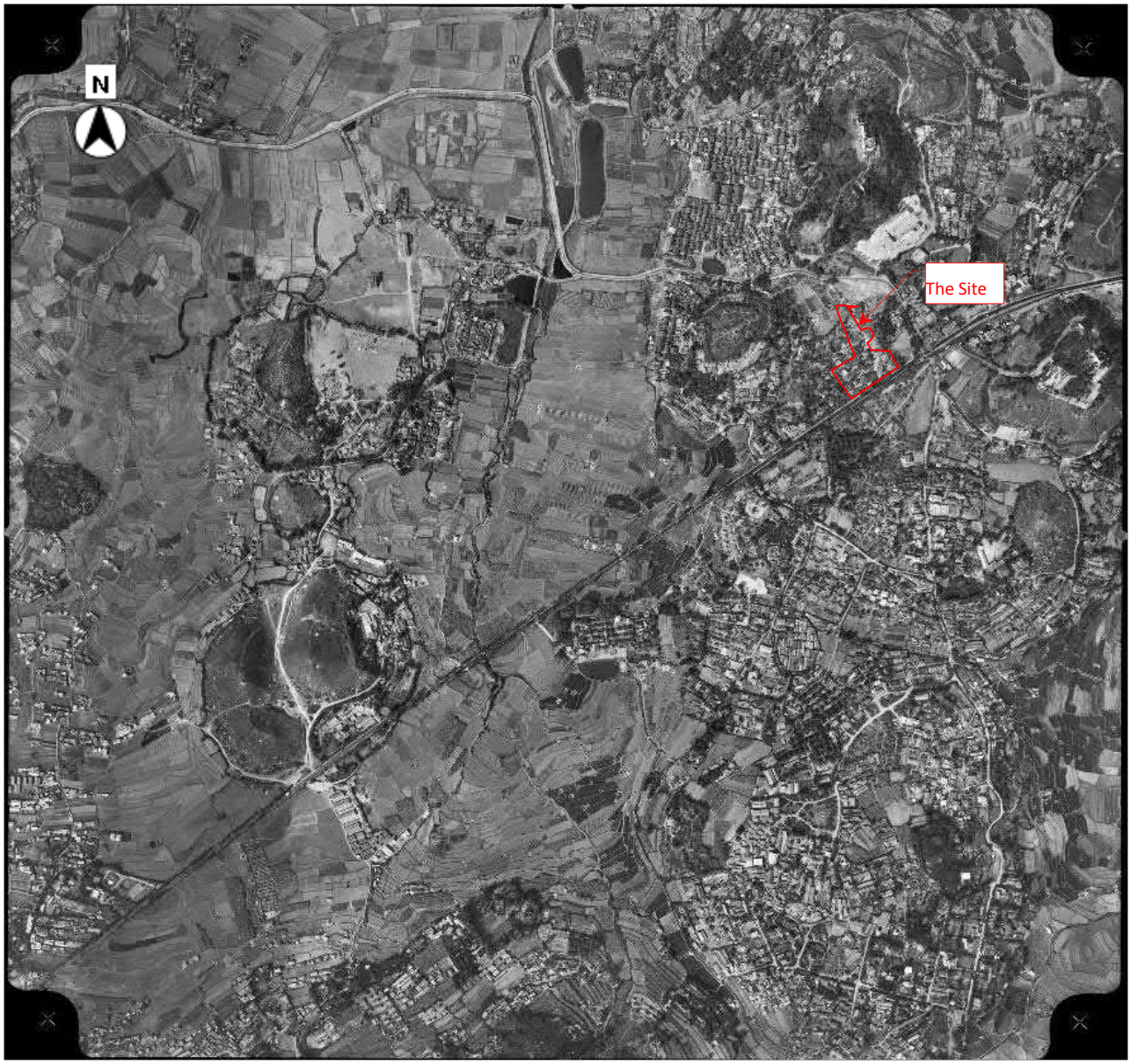


Figure 5-2 Site in 1967

Figure 5-3 Site in 1985

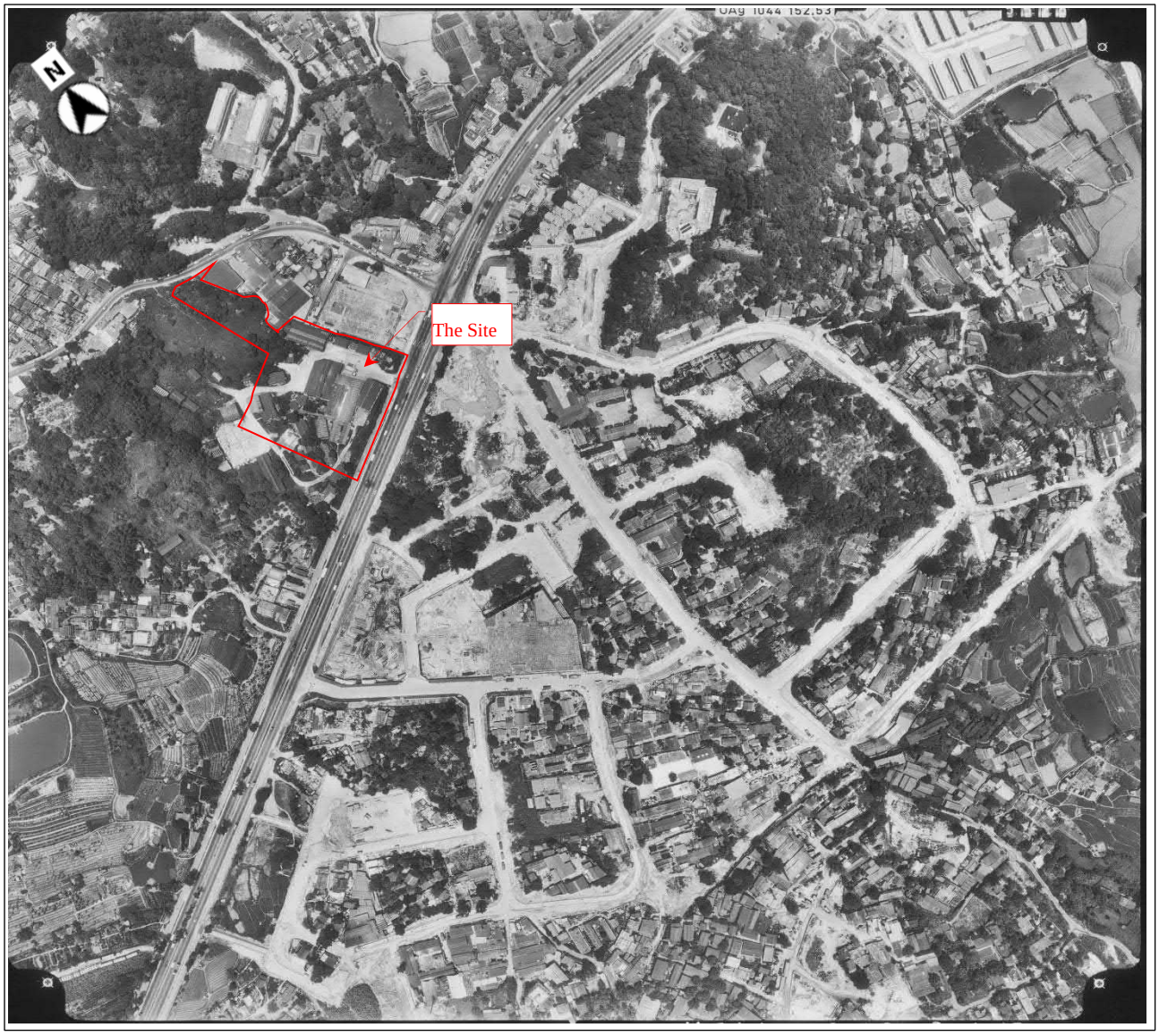


Figure 5-4 Site in 1991

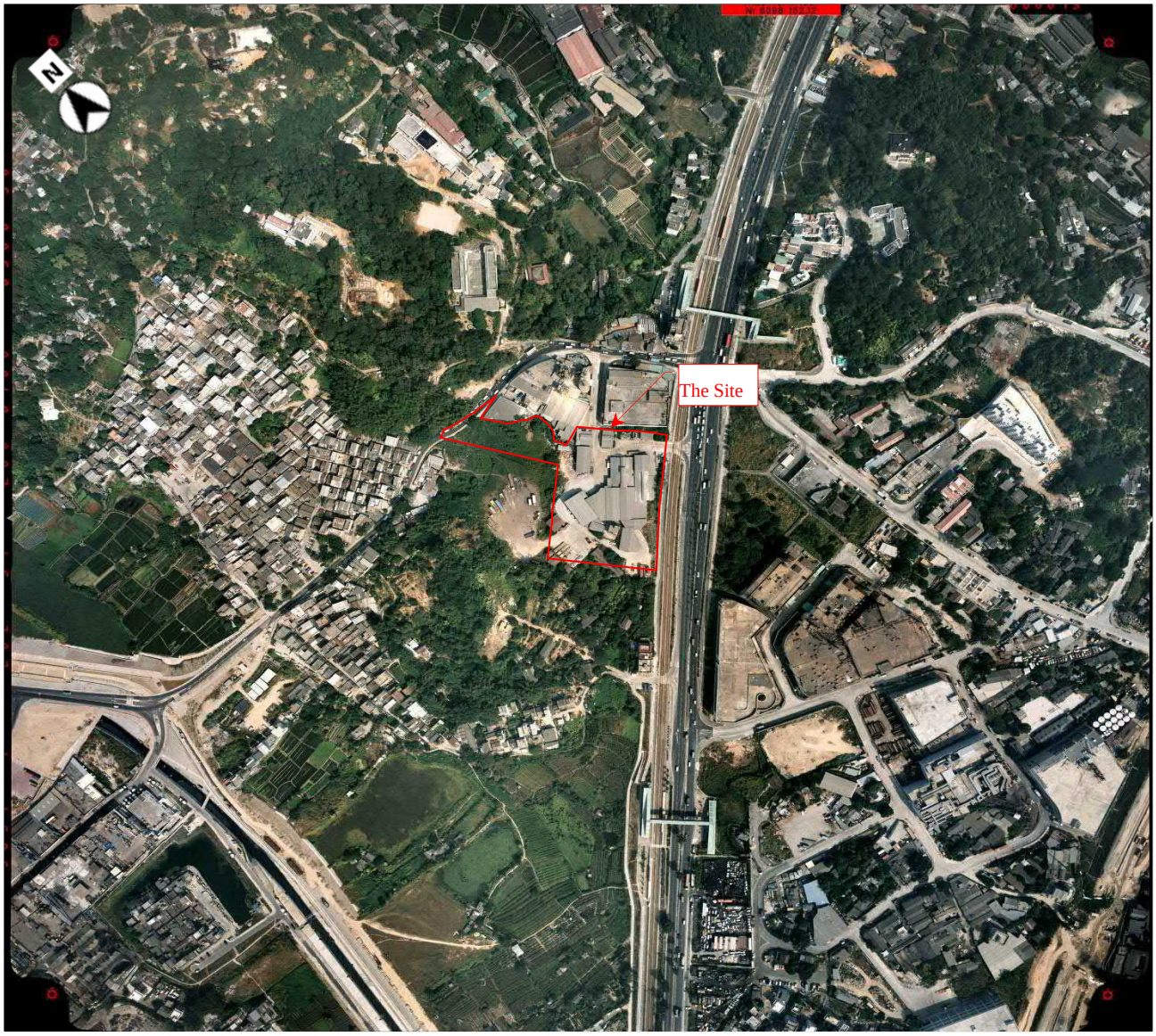


Figure 5-5 Site in 1995

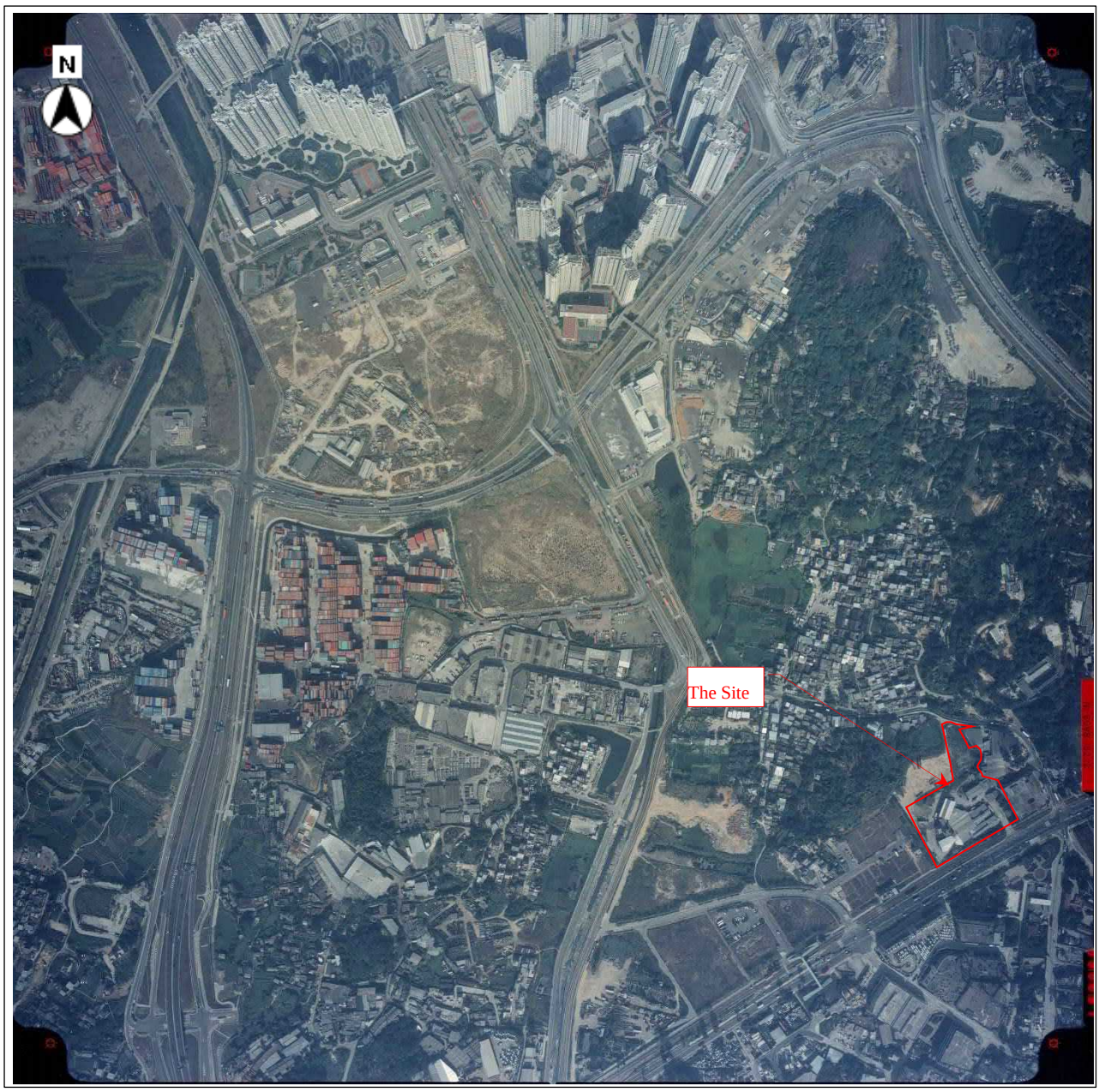


Figure 5-6 Site in 2000

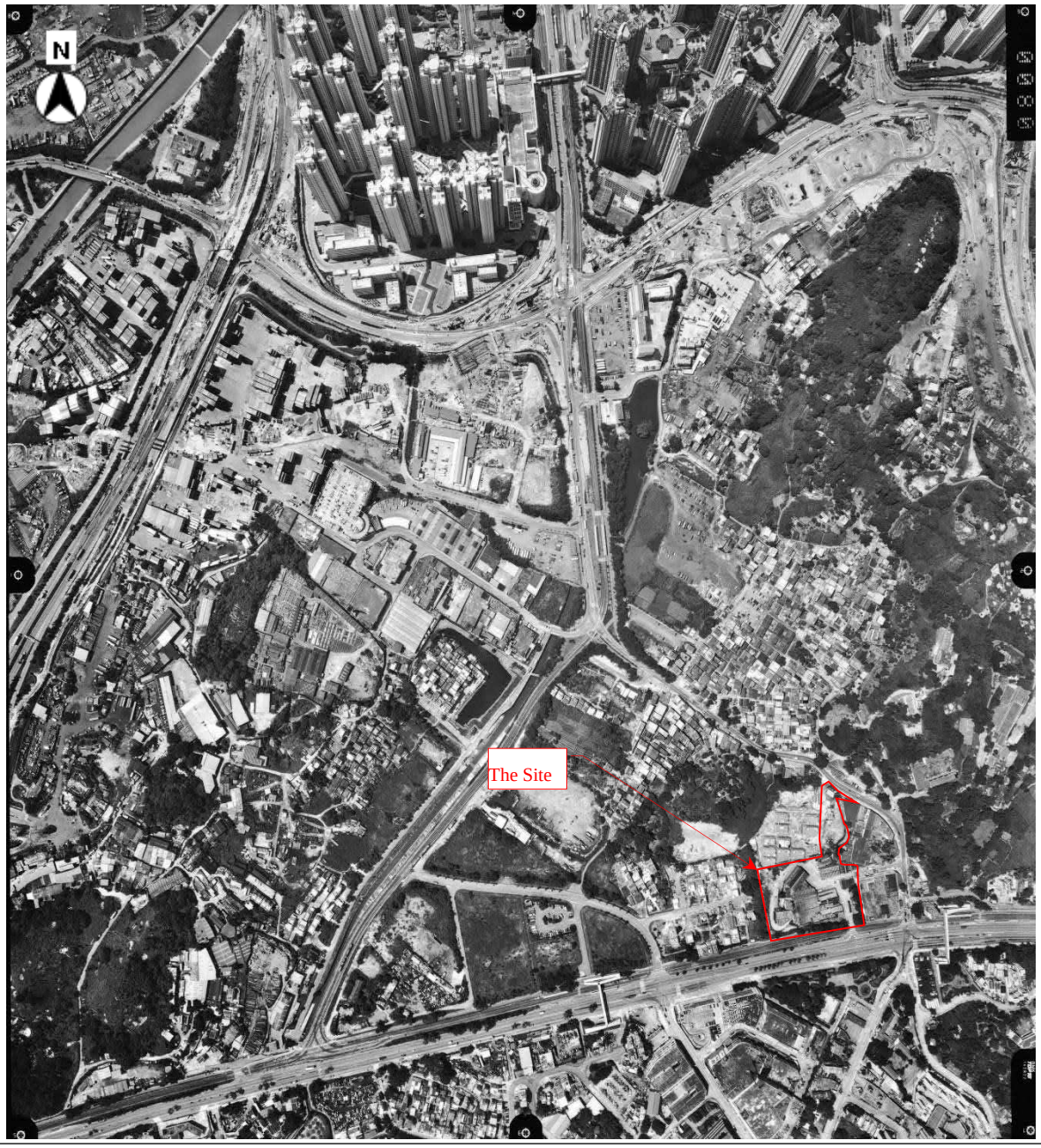


Figure 5-7 Site 2002

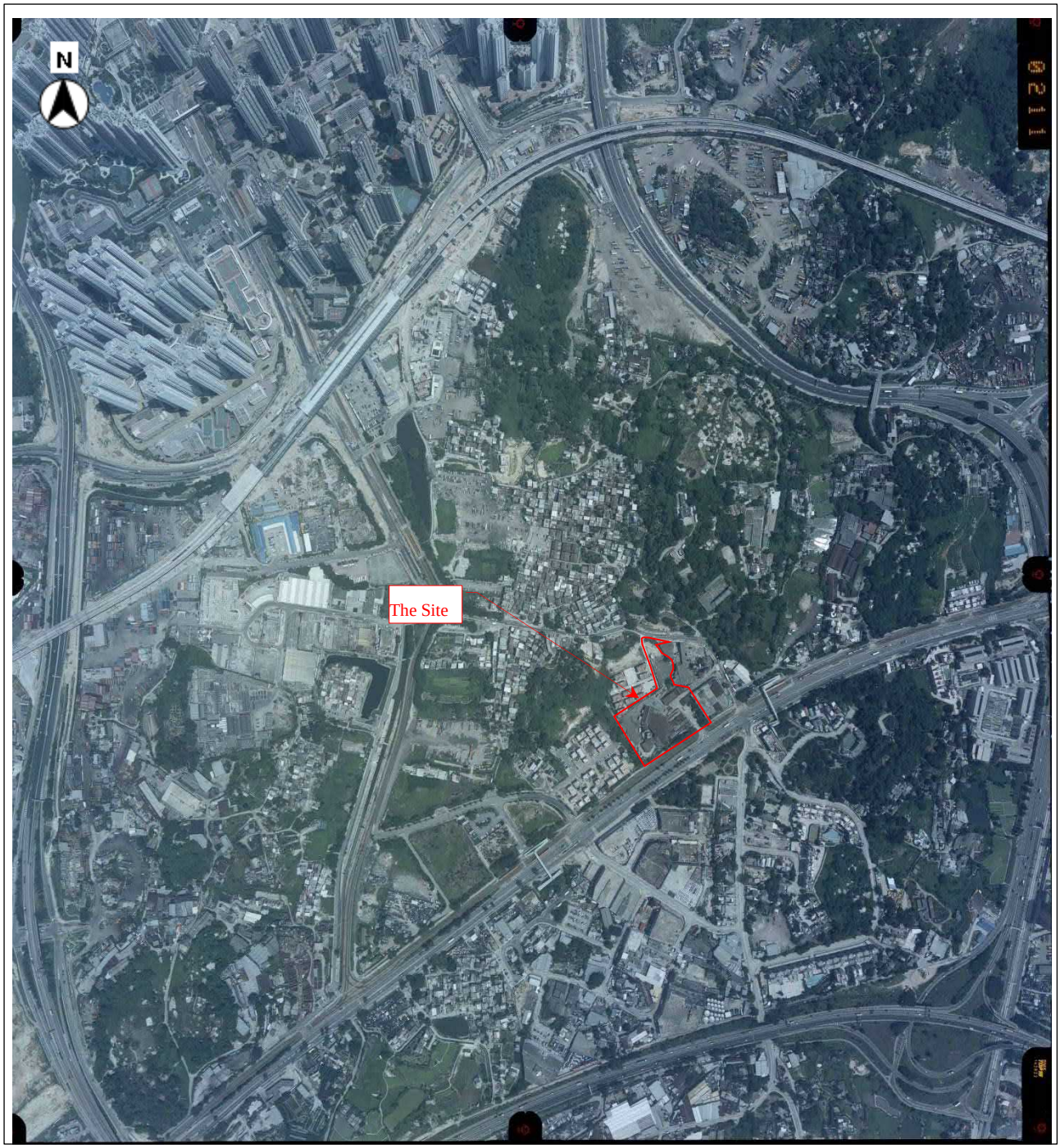


Figure 5-8 Site 2003

Figure 5-9 Site in 2004

Figure 5-10 Site in 2020

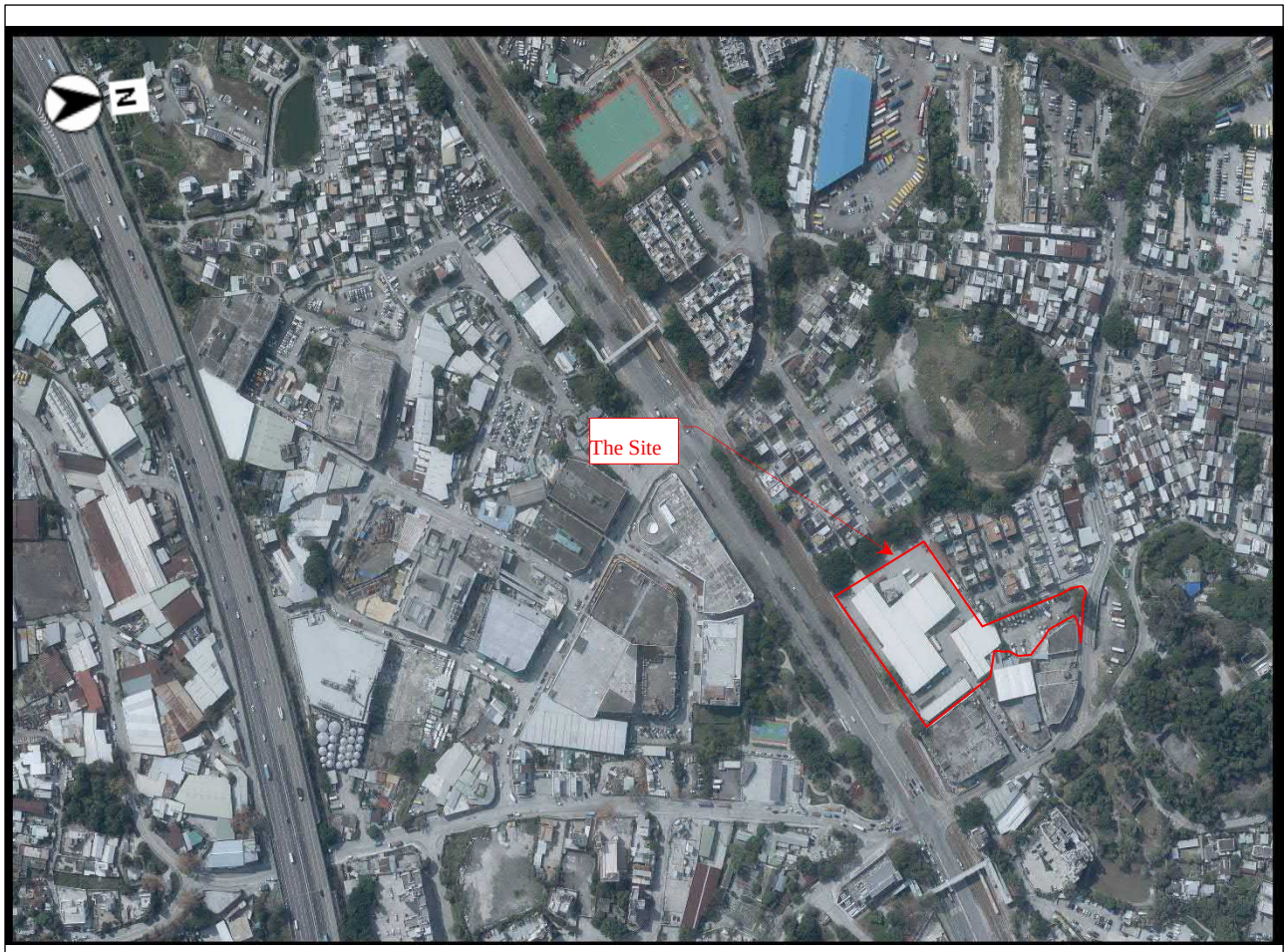
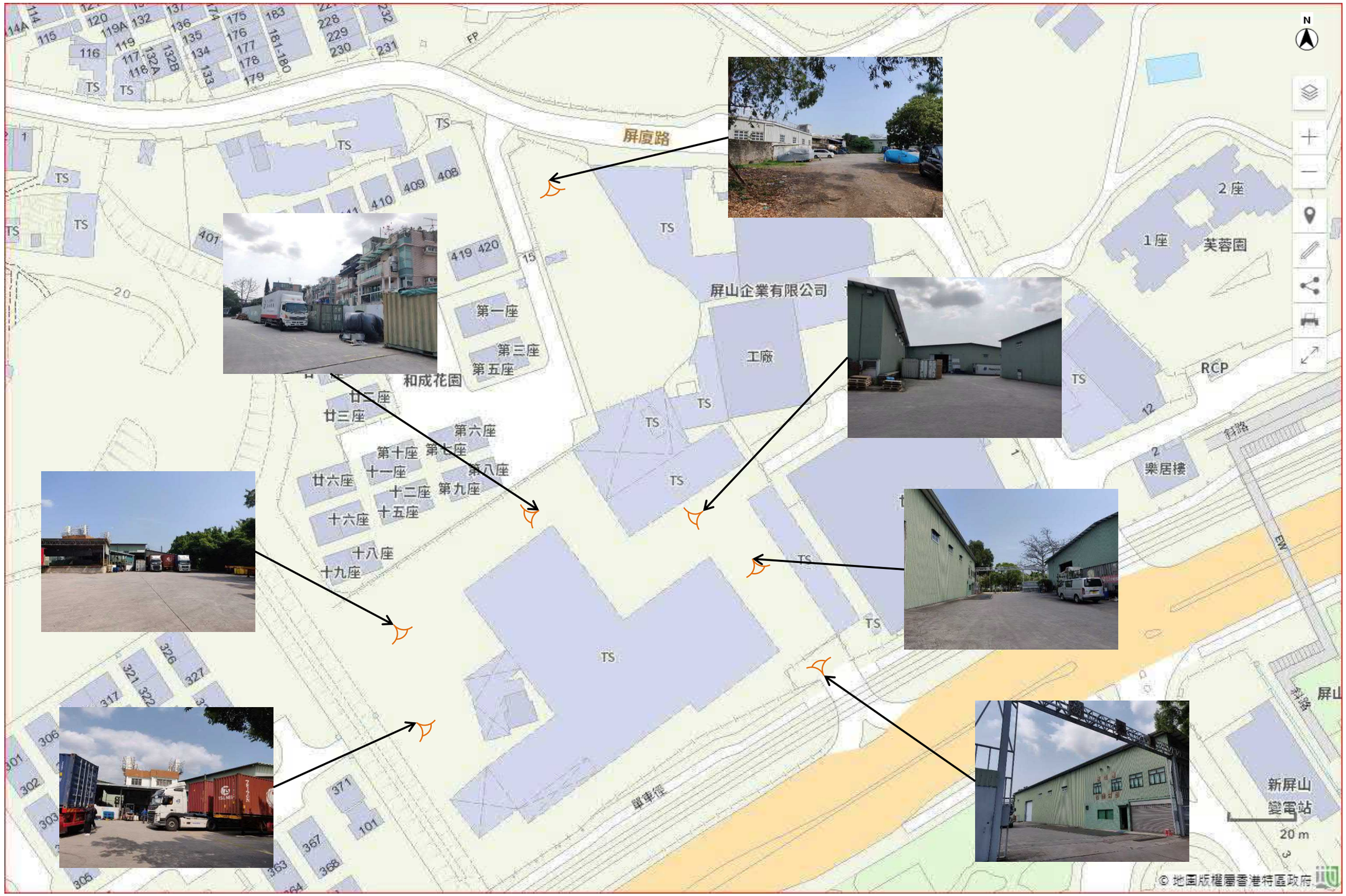


Figure 5-11 Site Walkover Photos



6 CONCLUSION

6.1.1 The potential environmental impacts arising from the Proposed Development on the nearby sensitive uses, have been assessed. Mitigation measures have been recommended, where appropriate, to alleviate any identified adverse environmental impacts during the construction and operation of the Project. This EA has indicated that the Proposed Development will not generate any unacceptable environmental impacts during construction and operation phases, provided that all the recommended mitigation measures and good site practice are strictly implemented.

6.1.2 The conclusions of the different aspects of environmental impact assessments are as follows:

Air Quality

6.1.3 With the implementation of the recommended mitigation measures and good site practice, adverse impacts during the construction phases are not anticipated.

6.1.4 No adverse air quality impact on the Proposed Development is anticipated with the provision of sufficient buffer zones between the project site boundary and the nearby roads/industrial emission sources.

6.1.5 Overall, therefore, no adverse air quality impact is anticipated during the construction or operation phases of the Proposed Development.

Noise

6.1.6 Adverse noise impact is not anticipated during the construction stage with the implementation of noise mitigation measures.

6.1.7 There is no direct line of sight from the Site to any existing off-site fixed noise sources within 300m of Site. Fixed plant noise impacts at the nearest on-site NSRs arising from the operation of the furniture workshop at Century Centre was estimated, the results are in compliance with the relevant noise criteria. As such, no adverse fixed source noise impact at the on-site NSRs is anticipated.

6.1.8 Most of the M&E equipment of the Proposed Development will be installed inside plant rooms. With the implementation of good practices, adverse fixed noise impact arising from the operation of the proposed development to the off-site NSRs is not anticipated.

6.1.9 For TNIA, the predicted noise impact on the proposed development shall comply with the standards as recommended in Chapter 9 Environment of the HKPSG with the implementation of mitigation measures recommended in ***paragraph 3.4.7*** in place.

6.1.10 For railway noise impacts, the predicted noise impacts from LRT to the proposed development shall comply with the requirements as listed in EIAO-TM, IND-TM and HKPSG with the implementation of mitigation measures at selected units of NSRs recommended in ***paragraph 3.5.6*** to ***3.5.8***.

6.1.11 Overall, therefore, there will be no adverse noise impact during the construction and operation phases of the proposed development. A NIA as mentioned in ***paragraph 3.6.6*** of this EA Report shall be conducted during the detailed design stage to ensure the proposed mitigation measures are feasible.

Water Quality

6.1.12 During construction, water quality impacts will be properly controlled with the implementation of good site practice. Portable or Container toilets, when necessary, will be provided for constructions workers on-site. Provided these measures are implemented, adverse water quality impact is not anticipated during the construction phase. The Contractor shall apply for a Discharge Licence under the WPCO and the effluent discharged from the construction site shall comply with the terms and conditions of the Discharge Licence.

6.1.13 The wastewater generated from the Proposed Development will be discharged into the municipal sewerage system and a separate SIA result indicated that the capacity of the existing sewerage system is sufficient for conveying the sewage generated from the Site to the downstream areas. During operation, no adverse water quality impact is anticipated arising from the wastewater / sewage generated by the residents and employees of the Site.

6.1.14 Overall, therefore, no adverse water quality impacts are anticipated during the construction or operational phases of the Proposed Development.

Waste Management

6.1.15 With the provision and implementation of the good site practices recommended therein, the waste generation during construction phase will be reduced. Provided that good site practices are followed, there should be no adverse impacts related to the management, handling and transportation of waste during the construction phase.

6.1.16 During operation stage, MSW generated will be stored in enclosed bins, which will be collected and disposed of regularly by a licensed waste collector and disposed of at an appropriate waste disposal facility. Different types of waste will be considered to be reused or recycled by the operator of the project as far as practicable before they are disposed.

6.1.17 No potential land contamination sources and issues were identified, further land contamination investigation is considered not necessary.

6.1.18 Therefore, no adverse waste management impacts will be arising during both the construction and operation stages with the implementations of recommended mitigation measures and control.

Overall Conclusions

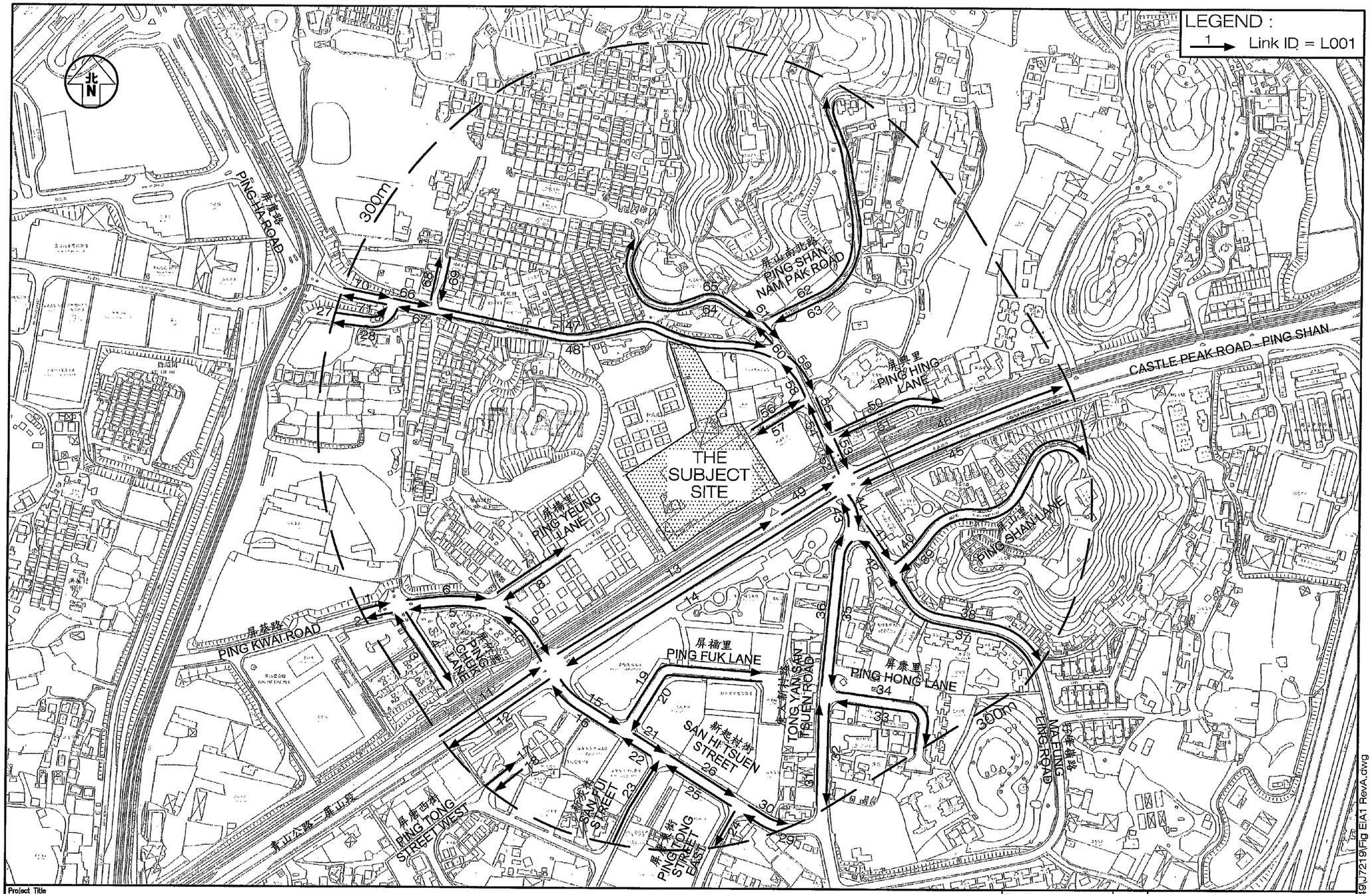
6.1.19 Overall, the findings of this EA concluded that the operation of the proposed Cold Storage <u>will not</u> result in any adverse environmental impact.

Appendix A TD'S ENDORSEMENT ON THE TRAFFIC FORECAST FOR YEAR 2044 AND NO COMMENT ON ROAD TYPES

Traffic Forecast – Year 2044

Link ID	Road Section	From Road	To Road	Peak Hour Traffic Flows (veh/hr	Vehicle Composition LV	Vehicle Composition HV
L001	Ping Kwai Road (EB)	Ping Pak Lane	Ping Chuk Lane	100	58.6%	41.4%
L002	Ping Kwai Road (WB)	Ping Chuk Lane	Ping Pak Lane	100	53.3%	46.7%
L003	Ping Chuk Lane (NB)	Cul-de-sac	Ping Kwai Road	50	80.0%	20.0%
L004	Ping Chuk Lane (SB)	Ping Kwai Road	Cul-de-sac	50	64.3%	35.7%
L005	Ping Kwai Road (WB)	Ping Yeung Lane	Ping Chuk Lane	100	54.2%	45.8%
L006	Ping Kwai Road (EB)	Ping Chuk Lane	Ping Yeung Lane	150	61.8%	38.2%
L007	Ping Yeung Lane (EB)	Ping Kwai Road	Cul-de-sac	50	66.7%	33.3%
L008	Ping Yeung Lane (WB)	Cul-de-sac	Ping Kwai Road	50	71.4%	28.6%
L009	Ping Kwai Road (SB)	Ping Yeung Lane	Castle Peak Road - Ping Shan	150	63.0%	37.0%
L010	Ping Kwai Road (NB)	Castle Peak Road - Ping Shan	Ping Yeung Lane	150	56.8%	43.2%
L011	Castle Peak Road - Ping Shan (EB)	Hung Tin Road	Ping Kwai Road	1,350	66.6%	33.4%
L012	Castle Peak Road - Ping Shan (WB)	Ping Kwai Road	Hung Tin Road	1,200	66.7%	33.3%
L013	Castle Peak Road - Ping Shan (EB)	Ping Kwai Road	Century Centre Access Road	1,400	69.2%	30.8%
L014	Castle Peak Road - Ping Shan (WB)	Ping Ha Road	Ping Kwai Road	1,150	66.7%	33.3%
L015	San Hi Tsuen Street (SB)	Castle Peak Road - Ping Shan	Ping Fuk Lane	200	57.2%	42.8%
L016	San Hi Tsuen Street (NB)	Ping Fuk Lane	Castle Peak Road - Ping Shan	300	65.7%	34.3%
L017	Ping Tong Street West (EB)	Ping Tong Street North	Cul-de-sac	50	55.0%	45.0%
L018	Ping Tong Street West (WB)	Cul-de-sac	Ping Tong Street North	50	56.0%	44.0%
L019	Ping Fuk Lane (NB)	San Hi Tsuen Street	Cul-de-sac	50	45.5%	54.5%
L020	Ping Fuk Lane (SB)	Cul-de-sac	San Hi Tsuen Street	50	59.1%	40.9%
L021	San Hi Tsuen Street (EB)	Ping Fuk Lane	San Fui Street	200	59.1%	40.9%
L022	San Hi Tsuen Street (WB)	San Fui Street	Ping Fuk Lane	300	65.6%	34.4%
L023	San Fui Street (NB)	Ping Tong Street North	San Hi Tsuen Street	100	39.1%	60.9%
L024	Ping Tong Street East (SB)	San Hi Tsuen Street	Ping Tong Street South	150	43.8%	56.2%
L025	San Hi Tsuen Street (WB)	Ping Tong Street East	San Fui Street	200	77.4%	22.6%
L026	San Hi Tsuen Street (EB)	San Fui Street	Ping Tong Street East	200	58.5%	41.5%
L027	Unnamed Road (EB)	Cul-de-sac	Ping Ha Road	50	57.1%	42.9%
L028	Unnamed Road (WB)	Ping Ha Road	Cul-de-sac	50	78.0%	22.0%
L029	San Hi Tsuen Street (WB)	Tong Yan San Tsuen Road	Ping Tong Street East	300	67.9%	32.1%
L030	San Hi Tsuen Street (EB)	Ping Tong Street East	Tong Yan San Tsuen Road	200	62.0%	38.0%
L031	Tong Yan San Tsuen Road (NB)	San Hi Tsuen Street	Ping Hong Lane	200	55.5%	44.5%
L032	Tong Yan San Tsuen Road (SB)	Ping Hong Lane	San Hi Tsuen Street	400	65.5%	34.5%
L033	Ping Hong Lane (WB)	Cul-de-sac	Tong Yan San Tsuen Road	100	55.3%	44.7%
L034	Ping Hong Lane (EB)	Tong Yan San Tsuen Road	Cul-de-sac	50	81.0%	19.0%
L035	Tong Yan San Tsuen Road (SB)	Ma Fung Ling Road	Ping Hong Lane	400	67.9%	32.1%
L036	Tong Yan San Tsuen Road (NB)	Ping Hong Lane	Ma Fung Ling Road	250	56.5%	43.5%
L037	Ma Fung Ling Road (NB)	Ping Kin Lane	Ping Shan Lane	50	71.7%	28.3%
L038	Ma Fung Ling Road (SB)	Ping Shan Lane	Ping Kin Lane	100	70.9%	29.1%
L039	Ping Shan Lane (WB)	Cul-de-sac	Ma Fung Ling Road	50	93.8%	6.3%
L040	Ping Shan Lane (EB)	Ma Fung Ling Road	Cul-de-sac	50	88.9%	11.1%
L041	Ma Fung Ling Road (SB)	Tong Yan San Tsuen Road	Ping Shan Lane	100	71.9%	28.1%
L042	Ma Fung Ling Road (NB)	Ping Shan Lane	Tong Yan San Tsuen Road	100	78.7%	21.3%
L043	Tong Yan San Tsuen Road (NB)	Ma Fung Ling Road	Castle Peak Road - Ping Shan	300	60.2%	39.8%
L044	Tong Yan San Tsuen Road (SB)	Castle Peak Road - Ping Shan	Ma Fung Ling Road	450	68.3%	31.7%
L045	Castle Peak Road - Ping Shan (WB)	Shui Pin Wai Interchange	Ping Ha Road	1,700	66.5%	33.5%
L046	Castle Peak Road - Ping Shan (EB)	Ping Ha Road	Yung Yuen Road	1,700	66.9%	33.1%
L047	Ping Ha Road (EB)	Hang Mei Tsuen Access Road	Ping Shan Nam Pak Road	400	66.9%	33.1%
L048	Ping Ha Road (WB)	Ping Shan Nam Pak Road	Hang Mei Tsuen Access Road	400	64.8%	35.2%
L049	Castle Peak Road - Ping Shan (EB)	Century Centre Access Road	Ping Ha Road	1,400	69.0%	31.0%
L050	Ping Hing Lane (EB)	Ping Ha Road	Cul-de-sac	50	44.4%	55.6%
L051	Ping Hing Lane (WB)	Cul-de-sac	Ping Ha Road	50	34.8%	65.2%
L052	Ping Ha Road (NB)	Castle Peak Road - Ping Shan	Ping Hing Lane	450	66.3%	33.7%
L053	Ping Ha Road (SB)	Ping Hing Lane	Castle Peak Road - Ping Shan	400	66.1%	33.9%
L054	Ping Ha Road (NB)	Ping Hing Lane	Unnamed Road	450	66.1%	33.9%
L055	Ping Ha Road (SB)	Unnamed Road	Ping Hing Lane	400	66.5%	33.5%
L056	Unnamed Road (EB)	Cul-de-sac	Ping Ha Road	50	28.0%	72.0%
L057	Unnamed Road (WB)	Ping Ha Road	Cul-de-sac	50	21.1%	78.9%
L058	Ping Ha Road (NB)	Unnamed Road	Ping Shan Nam Pak Road	450	66.7%	33.3%
L059	Ping Ha Road (SB)	Ping Shan Nam Pak Road	Unnamed Road	400	67.1%	32.9%
L060	Ping Shan Nam Pak Road (NB)	Ping Ha Road	Ping Shan Nam Pak Road	50	84.4%	15.6%
L061	Ping Shan Nam Pak Road (SB)	Ping Shan Nam Pak Road	Ping Ha Road	50	85.0%	15.0%
L062	Ping Shan Nam Pak Road (NB)	Unnamed Road	Cul-de-sac	50	80.0%	20.0%
L063	Ping Shan Nam Pak Road (SB)	Cul-de-sac	Unnamed Road	50	88.9%	11.1%
L064	Unnamed Road (NB)	Ping Shan Nam Pak Road	Cul-de-sac	50	94.4%	5.6%
L065	Unnamed Road (SB)	Cul-de-sac	Ping Shan Nam Pak Road	50	80.0%	20.0%
L066	Ping Ha Road (EB)	Unnamed Road	Hang Mei Tsuen Access Road	400	67.6%	32.4%
L067	Ping Ha Road (WB)	Hang Mei Tsuen Access Road	Unnamed Road	400	64.3%	35.7%
L068	Hang Mei Tsuen Access Road (NB)	Ping Ha Road	Cul-de-sac	50	88.5%	11.5%
L069	Hang Mei Tsuen Access Road (SB)	Cul-de-sac	Ping Ha Road	50	70.6%	29.4%
L070	Ping Ha Road (EB)	Kiu Wong Street	Unnamed Road	400	68.9%	31.1%
L071	Ping Ha Road (WB)	Unnamed Road	Kiu Wong Street	400	63.4%	36.6%
Note:	"LV" includes motorcycle, private car and taxi					
	"HV" includes light / medium / heavy goods vehicle, public / private light bus, non-franchised bus and franchised bus					

Road Segment ID Within 300m Study Area



Project Title

PROPOSED DEVELOPMENT AT VARIOUS LOTS IN D.D. 121, PING SHAN

J7219

Figure Title

LOCATION OF TRAFFIC DATA FOR TRAFFIC NOISE IMPACT ASSESSMENT

Figure No.	Revision
EIA1	A

Designed by	Drawn by	Checked by
THC	CCL	KC

Scale in A3	Date
1 : 3,500	19 OCT 2022

CKM Asia Limited
Traffic and Transportation Planning Consultants
21st Floor, Methodist House, 36 Hennessy Road
Wan Chai, Hong Kong
Tel : (852) 2520 5990 Fax : (852) 2528 6343
Email : mail@ckmasia.com.hk

T:\JOB\J7200-J7249\J7219\Fig EIA1 RevA.dwg

TD's Endorsement is PENDING

Antony WONG

From:	Wilson KH MAN <wilsonkhman@td.gov.hk>
Sent:	Sunday, 6 March 2022 9:48 AM
To:	Antony WONG
Cc:	Grace CHEUNG (gcheung@aikon.hk); Julie CHAN; kkhlee@pland.gov.hk; 'Thomas Luk'; wilsonkhman@td.gov.hk
Subject:	Re: 7076822 Planning Application No. Y/YL-PS/4 - Rezoning from "CDA" and "V" to "R(B)2", Ping Shan - Road Types
Attachments:	Figure 1 Public Roads.pdf
Importance:	High

Dear Antony,

I have no comment to the proposed classification on the road type for environmental assessment purpose.

Regards,
Wilson MAN

E/YLW, TD
Tel : 2399 2422

From: Antony WONG <Antony.Wong@smec.com>
To: "wilsonkhman@td.gov.hk" <wilsonkhman@td.gov.hk>
Cc: "kkhlee@pland.gov.hk" <kkhlee@pland.gov.hk>, "Grace CHEUNG (gcheung@aikon.hk)" <gcheung@aikon.hk>, 'Thomas Luk' <tluk@aikon.hk>, Julie CHAN <Julie.chan@smec.com>
Date: 2022/03/04 下午 08:37
Subject: 7076822 Planning Application No. Y/YL-PS/4 - Rezoning from "CDA" and "V" to "R(B)2", Ping Shan - Road Types

---

Dear Mr Man,

We are the Environmental Consultant appointed by the Applicant to support in the captioned planning application. Recently we received comments from EPD on our Environmental Assessment (EA) Report. One of EPD's comments is to seek the agreement from the Transport Department on the road types for the roads not included in the Annual Traffic Census.

In order to address the aforementioned comment provide by EPD, we would appreciate if you could review on the road types of the road sections listed below which are also shown on the attached figure:

1

ID	Road Section	Road Type	Remarks
1	Castle Peak Road – Ping Shan (from Ping Ha Road to Tin Ha Road)	Rural Trunk Road	ATC Station No. 5252
2	Ping Ha Road (from Castle Peak Road – Ping Shan to Tin Yiu Road)	Rural Road	ATC Station No. 6053
3	Ping Kwai Road	Rural Road	roads connecting the smaller centres of population to major road (i.e. Castle Peak Road)
4	Ping Yeung Lane	Rural Road	
5	Ping Shan Chuk Lam Road	Feeder Road	roads connecting villages or remote settlements to rural road (i.e. Ping Ha Road)
6	Ping Shan Nam Pak Road	Feeder Road	
7	Unnamed Road (between Ping Ha Road and the Application Site)	Feeder Road	

Please do not hesitate to contact me on 3995 8120 / 6779 2613 should you require any further information.

Kind regards,

Antony

Antony WONG
Technical Director – Water & Environment
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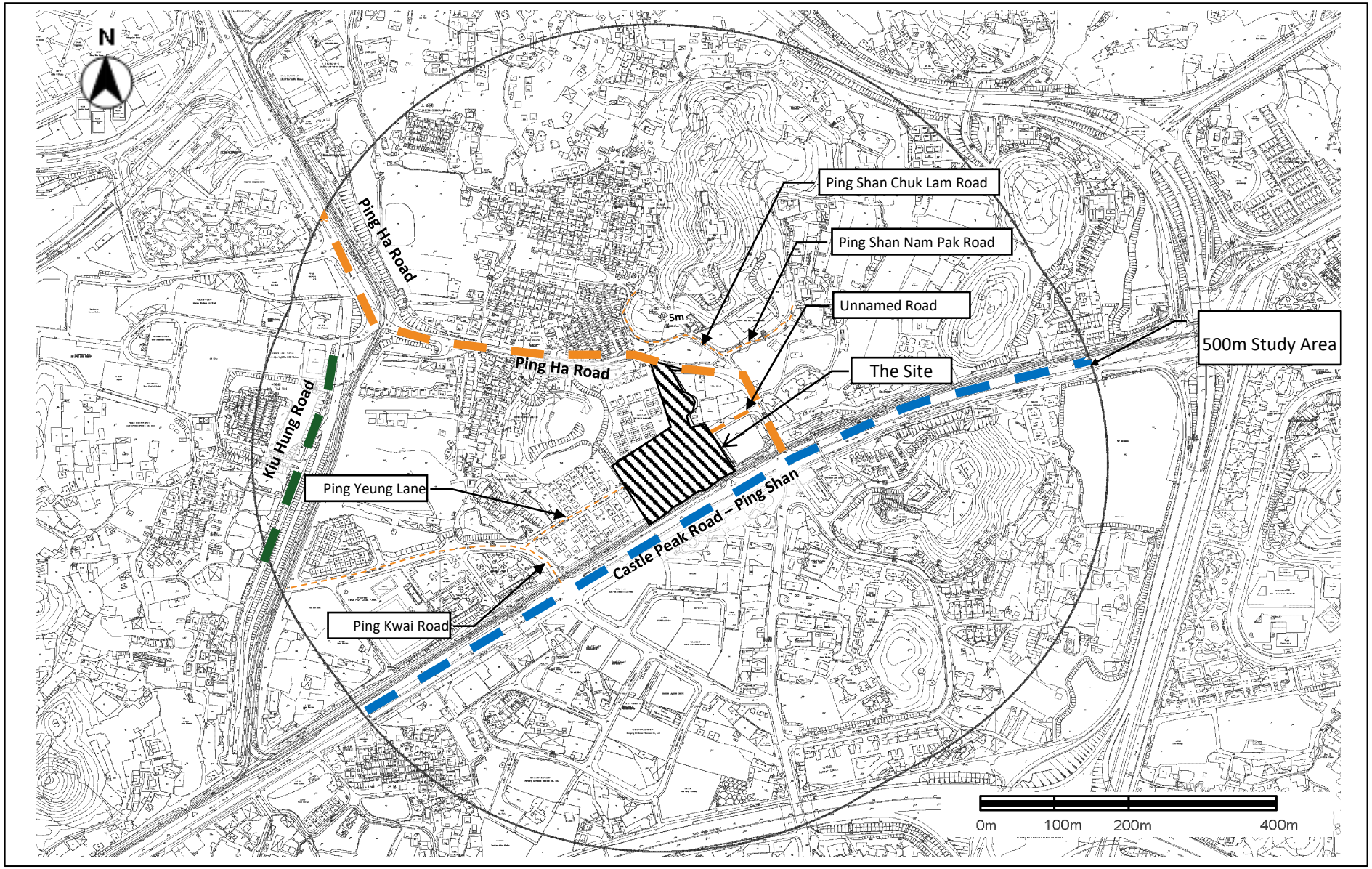
Figure 1 Roads and Site Boundary



Appendix B PREDICTED ROAD TRAFFIC NOISE LEVELS

Base Case – Tower 1

Floor	mPD	T1-A1	T1-A2	T1-A3	T1-B1	T1-B2	T1-B3	T1-C1	T1-C2	T1-D1	T1-D2	T1-E1	T1-E2	T1-E3	T1-E4	T1-F1	T1-F2	T1-G1	T1-G2	T1-G3
G	15.0	-	-	-	-	-	-	-	-	50	50	50	50	50	-	50	50	-	-	-
1	23.1	56	55	55	55	55	55	56	57	57	57	58	58	58	-	58	59	59	60	61
2	26.3	59	58	58	58	57	58	58	59	59	60	60	60	61	-	61	62	62	63	64
3	29.4	61	60	60	60	60	60	60	61	61	61	62	62	63	-	63	64	64	65	66
4	32.6	63	61	61	61	61	61	62	62	63	63	63	64	65	-	65	66	66	67	68
5	35.7	64	61	61	62	62	62	63	64	64	64	65	65	66	-	66	67	67	68	68
6	38.9	65	62	62	62	62	63	64	64	65	65	65	66	66	-	-	-	67	68	68
7	42.0	65	63	63	63	63	63	64	65	65	66	66	66	66	-	-	-	67	68	69
8	45.2	66	63	63	64	64	64	65	65	65	66	66	66	67	-	-	-	68	68	68
9	48.3	66	64	64	64	64	64	65	65	66	66	66	66	67	-	-	-	68	68	68
10	51.5	66	64	64	64	64	64	65	65	66	66	66	66	67	-	-	-	68	68	68
11	54.6	67	64	64	64	64	65	65	65	66	66	66	66	67	-	-	-	67	68	68
12	57.8	67	65	64	64	64	65	65	66	66	66	66	66	67	-	-	-	67	68	68
13	60.9	67	65	65	65	65	65	65	66	66	66	66	66	67	-	-	-	67	68	68
14	64.1	67	65	65	65	65	65	65	66	66	66	66	66	67	-	-	-	67	68	68
15	67.2	67	65	65	65	65	65	65	66	66	66	66	66	67	-	67	67	67	68	68
16	70.4	67	65	65	65	65	65	65	66	66	66	66	66	66	-	67	67	67	68	68
17	73.5	67	65	65	65	65	65	65	66	66	66	66	66	66	-	67	67	67	67	68
18	76.7	67	65	65	65	65	65	66	66	66	66	66	66	66	-	67	67	67	67	68
19	79.8	67	65	65	65	65	65	66	66	66	66	66	66	66	-	67	67	67	67	68
20	83.0	67	66	65	65	65	65	66	66	66	66	66	66	66	-	67	67	67	67	68
21	86.1	67	66	65	65	65	65	66	66	66	66	66	66	66	-	66	67	67	67	68
22	89.3	67	66	65	65	65	65	66	66	66	66	66	66	66	-	66	67	67	67	68
23	92.4	67	66	65	65	65	65	66	66	66	66	66	66	66	-	66	67	67	67	67
24	95.6	67	66	66	65	65	65	66	66	66	66	66	66	66	-	66	67	67	67	67
25	98.7	67	66	65	66	65	65	66	66	66	66	66	66	66	-	66	67	67	67	67
26	101.9	67	66	66	65	65	65	66	66	66	66	66	66	58	70	-	-	-	-	-

Floor	mPD	T1-H1	T1-H2	T1-I1	T1-I2	T1-J1	T1-J2	T1-K1	T1-K2	T1-K3	T1-L1	T1-L2	T1-M1	T1-M2	T1-N1	T1-N2	T1-O1	T1-O2	T1-O3	T1-P1
G	15.0	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1	23.1	62	59	64	66	72	73	74	75	76	76	77	75	73	72	72	71	71	70	69
2	26.3	65	62	67	70	74	75	75	76	76	76	77	75	74	73	73	72	72	72	71
3	29.4	67	65	69	72	75	75	75	75	76	76	77	75	74	73	73	73	72	72	72
4	32.6	68	66	70	72	75	75	75	75	76	76	77	75	74	73	73	73	72	72	72
5	35.7	69	67	70	72	75	75	75	75	76	76	77	75	74	73	73	73	72	72	72
6	38.9	69	67	70	72	74	75	75	75	76	76	77	75	74	73	73	73	72	72	72
7	42.0	69	68	70	72	74	75	75	75	75	76	76	75	74	73	73	73	72	72	72
8	45.2	69	68	70	72	74	74	75	75	75	76	76	75	73	73	73	72	72	72	72
9	48.3	69	68	70	72	74	74	74	75	75	75	76	75	73	73	73	72	72	72	72
10	51.5	69	68	70	72	74	74	74	75	75	75	76	75	73	73	72	72	72	72	72
11	54.6	69	67	70	72	74	74	74	74	75	75	76	74	73	73	72	72	72	72	71
12	57.8	69	67	70	72	74	74	74	74	75	75	75	74	73	72	72	72	72	72	71
13	60.9	69	67	70	72	74	74	74	74	74	75	75	74	73	72	72	72	72	71	71
14	64.1	69	67	70	72	73	73	74	74	74	74	75	74	73	72	72	72	71	71	71
15	67.2	68	67	70	72	73	73	73	74	74	74	75	74	72	72	72	72	71	71	71
16	70.4	68	67	69	72	73	73	73	74	74	74	75	74	72	72	72	71	71	71	71
17	73.5	68	67	69	71	73	73	73	73	74	74	75	73	72	72	72	71	71	71	71
18	76.7	68	67	69	71	73	73	73	73	74	74	74	73	72	72	71	71	71	71	71
19	79.8	68	67	69	71	73	73	73	73	73	74	74	73	72	71	71	71	71	71	71
20	83.0	68	67	69	71	73	73	73	73	73	73	74	73	72	71	71	71	71	71	70
21	86.1	68	67	69	71	72	73	73	73	73	73	74	73	72	71	71	71	71	71	70
22	89.3	68	67	69	71	72	72	73	73	73	73	74	73	71	71	71	71	71	70	70
23	92.4	68	67	69	71	72	72	72	73	73	73	74	73	71	71	71	71	70	70	70
24	95.6	68	67	69	71	72	72	72	72	73	73	74	73	71	71	71	71	70	70	70
25	98.7	68	67	69	71	72	72	-	-	-	-	-	-	-	-	-	70	70	70	70
26	101.9	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Floor	mPD	T1-Q1	T1-Q2	T1-R1	T1-R2	T1-R3	T1-S1	T1-S2	T1-T1	T1-T2	T1-T3	T1-U1	T1-U2	T1-V1	T1-V2	T1-W1	T1-W2	T1-W3	T1-X1	T1-X2	T1-X3
G	15.0	-	-	-	-	-	-	-	57	58	58	58	58	58	58	58	58	58	-	-	-
1	23.1	69	68	68	68	68	67	67	67	67	67	66	66	66	66	66	66	65	65	65	65
2	26.3	70	70	70	70	69	69	69	68	68	68	67	67	67	67	67	66	66	66	66	66
3	29.4	71	71	71	71	70	70	70	69	69	69	68	68	68	68	67	67	67	67	67	66
4	32.6	71	71	71	71	71	71	70	70	70	70	69	69	69	69	68	68	68	68	67	67
5	35.7	72	72	71	71	71	71	71	71	70	70	70	70	70	69	69	69	69	68	68	68
6	38.9	72	72	71	71	71	-	-	71	71	71	70	70	70	70	70	69	69	69	69	69
7	42.0	72	72	71	71	71	-	-	71	71	71	71	70	70	70	70	70	70	69	69	69
8	45.2	71	71	71	71	71	-	-	71	71	71	71	71	70	70	70	70	70	70	70	70
9	48.3	71	71	71	71	71	-	-	71	71	71	71	71	70	70	70	70	70	70	70	70
10	51.5	71	71	71	71	71	-	-	71	71	71	71	71	70	70	70	70	70	70	70	70
11	54.6	71	71	71	71	71	-	-	71	71	71	71	71	70	70	70	70	70	70	70	70
12	57.8	71	71	71	71	71	-	-	71	71	71	71	70	70	70	70	70	70	70	70	70
13	60.9	71	71	71	71	71	-	-	71	71	71	71	70	70	70	70	70	70	70	70	70
14	64.1	71	71	71	71	71	-	-	71	71	71	71	70	70	70	70	70	70	70	70	70
15	67.2	71	71	71	71	71	71	71	71	71	71	70	70	70	70	70	70	70	70	70	70
16	70.4	71	71	71	71	71	71	71	71	71	70	70	70	70	70	70	70	70	70	70	70
17	73.5	71	71	71	71	71	71	71	71	70	70	70	70	70	70	70	70	70	70	70	70
18	76.7	71	71	71	71	71	71	71	70	70	70	70	70	70	70	70	70	70	70	70	70
19	79.8	70	71	71	71	71	71	70	70	70	70	70	70	70	70	70	70	70	70	70	70
20	83.0	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70
21	86.1	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70
22	89.3	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70
23	92.4	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70
24	95.6	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70
25	98.7	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70
26	101.9	-	-	-	-	-	-	-	-	-	-	70	70	70	70	70	70	70	69	69	70

Notes:

1. "mPD" means the level of the assessment point.
2. Red shading indicates that predicted noise level exceeds road traffic noise standard of 70 dB(A) $L_{10(1\ hour)}$.

Base Case – Tower 2

Floor	mPD	T2-A1	T2-A2	T2-A3	T2-B1	T2-B2	T2-C1	T2-C2	T2-C3	T2-D1	T2-E1	T2-F1	T2-F2	T2-G1	T2-G2	T2-G3	T2-H1	T2-H2
G	**15.0**	49	46	45	45	45	45	45	45	45	45	-	-	-	-	-	-	-
1	**23.1**	54	50	50	50	50	50	50	50	50	50	50	50	50	52	53	54	55
2	**26.3**	57	52	52	52	52	51	51	51	51	51	51	51	52	53	54	55	55
3	**29.4**	58	55	55	54	54	54	53	53	53	53	53	54	54	55	55	56	56
4	**32.6**	60	56	56	56	56	55	55	55	55	55	55	56	56	56	57	57	57
5	**35.7**	62	57	57	57	57	57	57	57	57	57	57	57	58	58	58	58	58
6	**38.9**	63	58	58	58	58	58	58	58	58	58	58	59	59	59	59	59	59
7	**42.0**	64	58	58	59	59	59	59	59	59	59	59	59	59	59	60	60	60
8	**45.2**	64	59	59	59	59	59	59	59	59	59	60	60	60	60	60	60	60
9	**48.3**	64	59	60	60	60	60	60	60	60	60	60	60	60	61	61	61	61
10	**51.5**	64	60	60	60	60	60	60	60	60	61	61	61	61	61	61	61	62
11	**54.6**	65	60	60	60	61	61	61	61	61	61	61	61	62	62	62	62	62
12	**57.8**	64	61	61	61	61	61	61	61	61	62	62	62	62	62	63	63	63
13	**60.9**	64	61	61	61	62	62	62	62	62	62	62	63	63	63	63	64	64
14	**64.1**	64	62	62	62	62	62	62	62	62	63	63	63	63	64	64	-	-
15	**67.2**	64	62	62	62	62	63	63	63	63	63	63	64	64	64	64	-	-
16	**70.4**	64	62	63	63	63	63	63	63	63	64	64	64	64	64	64	-	-
17	**73.5**	64	63	63	63	63	63	63	63	63	64	64	64	64	64	64	-	-
18	**76.7**	64	63	63	63	63	63	63	64	64	64	64	64	64	64	64	-	-
19	**79.8**	64	63	63	63	63	63	64	64	64	64	64	64	64	64	65	-	-
20	**83.0**	64	63	63	63	64	64	64	64	64	64	64	64	64	65	65	-	-
21	**86.1**	-	-	-	-	-	64	64	64	64	64	64	64	65	65	65	-	-
22	**89.3**	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Floor	mPD	T2-I1	T2-I2	T2-I3	T2-J1	T2-K1	T2-L1	T2-L2	T2-M1	T2-M2	T2-M3	T2-N1	T2-N2	T2-N3	T2-O1	T2-O2	T2-O3
G	**15.0**	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1	**23.1**	55	56	56	56	56	56	58	59	61	62	62	64	65	65	64	64
2	**26.3**	56	56	56	57	56	56	58	60	61	62	62	64	66	66	66	66
3	**29.4**	56	57	57	57	57	57	59	60	61	62	62	65	68	67	67	67
4	**32.6**	57	58	58	58	57	58	59	60	62	62	63	66	69	68	68	67
5	**35.7**	59	59	59	59	58	59	60	61	62	63	63	67	69	69	69	68
6	**38.9**	59	59	59	60	59	59	61	61	63	63	64	67	70	69	69	69
7	**42.0**	60	60	60	60	60	60	61	62	63	63	64	67	70	70	70	69
8	**45.2**	60	61	61	61	61	61	62	63	63	64	64	67	70	70	70	70
9	**48.3**	61	61	61	62	62	63	63	63	64	64	65	67	71	70	70	70
10	**51.5**	62	62	62	63	63	63	64	64	64	65	65	68	71	71	70	70
11	**54.6**	63	63	63	63	64	64	64	64	65	65	65	68	71	71	71	70
12	**57.8**	63	64	64	64	64	65	65	65	65	65	65	68	71	71	71	70
13	**60.9**	64	64	64	64	65	65	65	65	65	65	66	68	71	71	71	70
14	**64.1**	64	64	65	65	65	65	65	65	66	66	66	68	71	71	71	71
15	**67.2**	64	65	65	65	65	65	65	65	66	66	66	69	71	71	71	71
16	**70.4**	65	65	65	65	65	65	66	66	66	66	66	69	71	71	71	71
17	**73.5**	65	65	65	65	65	65	66	66	66	66	66	69	71	71	71	71
18	**76.7**	65	65	65	65	65	66	66	66	66	66	66	69	71	71	71	71
19	**79.8**	65	65	65	65	65	66	66	66	66	66	66	69	71	71	71	70
20	**83.0**	65	65	65	65	65	66	66	66	66	66	66	69	71	71	71	70
21	**86.1**	65	65	65	65	65	66	66	66	66	66	66	69	71	71	71	70
22	**89.3**	65	65	65	65	65	66	66	66	66	66	66	69	71	71	71	70

Floor	mPD	T2-P1	T2-P2	T2-Q1	T2-Q2	T2-Q3	T2-R1	T2-R2	T2-S1	T2-S2	T2-S3	T2-T1	T2-T2	T2-U1	T2-U2	T2-V1
G	**15.0**	-	-	-	-	-	-	-	-	-	-	-	-	49	50	50
1	**23.1**	63	62	59	59	58	58	58	57	57	57	57	56	56	56	56
2	**26.3**	65	64	60	59	59	59	58	58	57	57	57	57	57	57	57
3	**29.4**	66	65	61	60	59	59	59	58	58	58	58	58	59	59	59
4	**32.6**	67	66	62	62	61	60	60	59	59	58	59	59	60	60	61
5	**35.7**	68	67	63	63	62	62	62	61	60	60	60	60	62	62	62
6	**38.9**	68	67	64	64	63	63	63	62	61	60	61	61	63	63	63
7	**42.0**	69	68	65	65	64	64	63	62	61	61	62	62	63	64	64
8	**45.2**	69	69	66	66	65	65	64	63	62	62	62	62	64	64	65
9	**48.3**	70	69	67	66	65	65	64	63	62	62	62	63	64	64	65
10	**51.5**	70	69	67	66	66	65	65	63	62	62	62	63	64	64	65
11	**54.6**	70	69	67	67	66	65	65	63	62	62	62	63	64	64	65
12	**57.8**	70	69	67	67	66	66	65	64	63	62	62	63	64	64	65
13	**60.9**	70	70	67	67	66	66	65	64	63	62	62	63	64	64	65
14	**64.1**	70	70	68	67	66	-	-	64	63	62	62	63	64	64	65
15	**67.2**	70	70	68	67	66	-	-	64	63	62	62	63	64	64	65
16	**70.4**	70	70	68	67	66	-	-	64	63	62	62	63	64	64	65
17	**73.5**	70	70	68	67	66	-	-	64	63	62	62	62	64	64	65
18	**76.7**	70	70	68	67	66	-	-	64	63	62	62	62	64	64	65
19	**79.8**	70	70	68	67	66	-	-	64	63	62	62	62	64	64	65
20	**83.0**	70	70	68	67	66	-	-	64	63	62	62	62	64	64	64
21	**86.1**	70	70	68	67	66	-	-	64	63	62	62	62	64	64	-
22	**89.3**	70	70	68	67	66	-	-	-	-	-	-	-	-	-	-

Notes:

1. "mPD" means the level of the assessment point.
2. Red shading indicates that predicted noise level exceeds road traffic noise standard of 70 dB(A) $L_{10(1\ hour)}$.

Base Case – Tower 3

Floor	mPD	T3-A1	T3-A2	T3-A3	T3-B1	T3-B2	T3-B3	T3-C1	T3-C2	T3-D1	T3-D2	T3-D3	T3-E1	T3-E2	T3-E3	T3-E4	T3-F1	T3-F2
G	15.0	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1	23.1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
2	26.3	73	42	40	39	39	38	33	33	33	33	33	-	-	-	-	32	32
3	29.4	73	42	41	40	39	38	33	33	33	33	33	-	-	-	-	32	32
4	32.6	74	43	41	40	40	39	33	33	33	33	33	-	-	-	-	32	32
5	35.7	74	43	42	41	40	39	33	33	33	33	33	-	-	-	-	32	32
6	38.9	73	43	42	42	41	40	33	33	33	33	33	-	-	-	-	32	32
7	42.0	73	44	43	42	42	41	33	33	33	33	33	33	33	32	-	32	32
8	45.2	73	44	44	43	43	42	33	33	33	33	33	33	33	33	-	32	32
9	48.3	73	45	45	44	44	43	33	33	33	33	33	33	33	33	-	33	32
10	51.5	73	45	46	45	45	44	33	33	33	34	34	34	34	33	-	33	33
11	54.6	73	46	46	46	45	45	33	33	34	34	34	34	34	34	-	33	33
12	57.8	73	47	47	47	46	45	33	34	34	34	34	35	35	34	-	34	33
13	60.9	73	47	48	47	47	46	34	34	34	35	35	35	36	35	-	35	34
14	64.1	72	48	48	48	47	46	34	34	35	35	36	36	37	36	-	36	35
15	67.2	72	48	49	48	47	47	34	35	35	36	37	37	38	38	-	37	37
16	70.4	72	49	49	48	48	47	35	36	36	37	38	39	39	39	-	39	38
17	73.5	72	49	49	49	48	47	36	37	38	39	40	41	41	42	-	41	41
18	76.7	72	50	50	49	48	47	37	39	40	41	42	43	44	44	-	44	44
19	79.8	72	50	50	49	49	48	39	41	42	43	45	46	48	48	-	48	48
20	83.0	72	51	50	49	49	48	42	44	45	47	48	50	51	51	-	51	50
21	86.1	72	51	51	50	49	48	45	46	48	49	50	51	52	52	-	52	51
22	89.3	71	52	51	50	49	48	47	48	49	50	51	52	53	53	-	52	51
23	92.4	71	52	51	50	50	49	48	48	49	51	52	52	53	53	-	52	51
24	95.6	71	52	52	51	50	49	49	49	50	51	52	60	59	63	74	-	-

Floor	mPD	T3-G1	T3-G2	T3-G3	T3-H1	T3-I1	T3-I2	T3-I3	T3-J1	T3-K1	T3-K2	T3-K3	T3-L1	T3-M1	T3-M2	T3-M3	T3-M4
G	15.0	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1	23.1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
2	26.3	32	34	35	36	37	38	60	68	69	69	70	70	66	71	72	75
3	29.4	32	34	35	36	37	38	61	69	69	70	70	71	70	72	73	75
4	32.6	32	34	35	36	37	38	63	70	70	71	71	71	71	73	73	76
5	35.7	32	34	35	36	37	38	65	71	71	71	72	72	71	73	74	76
6	38.9	32	34	35	36	37	38	66	71	71	72	72	72	72	73	74	76
7	42.0	32	34	35	36	37	38	66	71	72	72	72	73	73	73	74	76
8	45.2	32	34	35	36	37	38	67	72	72	72	72	73	73	73	74	76
9	48.3	32	34	35	36	36	38	67	72	72	72	72	73	73	73	74	76
10	51.5	32	34	35	36	37	38	67	72	72	72	72	73	73	73	74	75
11	54.6	33	34	35	36	37	38	67	72	72	72	72	73	73	73	74	75
12	57.8	33	35	36	36	37	38	67	72	72	72	72	72	73	73	73	75
13	60.9	34	35	36	37	37	38	68	72	72	72	72	72	73	73	73	75
14	64.1	35	36	37	38	38	39	68	72	72	72	72	72	73	73	73	75
15	67.2	37	38	39	40	40	41	68	72	72	72	72	72	73	73	73	75
16	70.4	39	40	42	43	44	45	68	72	72	72	72	72	73	73	73	75
17	73.5	42	44	46	48	49	47	68	72	72	72	72	72	72	73	73	75
18	76.7	47	48	50	50	50	47	68	72	72	72	72	72	72	73	73	75
19	79.8	50	51	51	51	50	48	68	71	72	72	72	72	72	72	73	75
20	83.0	51	51	52	51	50	48	68	71	72	72	72	72	72	72	73	74
21	86.1	51	52	52	51	50	48	68	71	72	72	72	72	72	72	73	74
22	89.3	51	52	52	51	51	49	68	71	71	72	72	72	72	72	73	74
23	92.4	52	52	52	51	-	-	-	-	71	71	72	72	72	72	73	74
24	95.6	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Floor	mPD	T3-N1	T3-N2	T3-O1	T3-O2	T3-P1	T3-P2	T3-Q1	T3-Q2	T3-R1	T3-S1	T3-T1	T3-U1	T3-U2	T3-V1	T3-V2
G	15.0	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1	23.1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
2	26.3	75	75	75	76	-	-	76	76	77	77	77	77	77	77	77
3	29.4	76	76	76	76	-	-	76	77	77	77	77	77	77	77	77
4	32.6	76	76	76	76	-	-	76	77	77	77	77	77	77	77	77
5	35.7	76	76	76	76	-	-	76	76	77	77	77	77	77	77	77
6	38.9	76	76	76	76	-	-	76	76	76	77	77	77	77	77	77
7	42.0	76	76	76	76	76	76	76	76	76	76	77	77	77	77	76
8	45.2	76	76	76	76	76	76	76	76	76	76	77	77	77	76	76
9	48.3	76	76	76	76	76	76	76	76	76	76	76	76	76	76	76
10	51.5	75	75	75	76	76	76	76	76	76	76	76	76	76	76	76
11	54.6	75	75	75	75	75	75	76	76	76	76	76	76	76	76	76
12	57.8	75	75	75	75	75	75	75	75	76	76	76	76	76	76	76
13	60.9	75	75	75	75	75	75	75	75	75	76	76	76	76	76	75
14	64.1	75	75	75	75	75	75	75	75	75	75	76	76	76	75	75
15	67.2	75	75	75	75	75	75	75	75	75	75	75	75	75	75	75
16	70.4	75	75	75	75	75	75	75	75	75	75	75	75	75	75	75
17	73.5	75	75	75	75	75	75	75	75	75	75	75	75	75	75	75
18	76.7	75	75	75	75	75	75	75	75	75	75	75	75	75	75	75
19	79.8	74	74	74	74	74	74	75	75	75	75	75	75	75	75	75
20	83.0	74	74	74	74	74	74	74	74	74	75	75	75	75	75	74
21	86.1	74	74	74	74	74	74	74	74	74	74	75	75	75	74	74
22	89.3	74	74	74	74	74	74	74	74	74	74	74	74	74	74	74
23	92.4	74	74	74	74	74	74	74	74	74	74	74	74	74	74	74
24	95.6	-	-	-	-	-	-	74	74	74	74	74	74	74	74	74

Base Case – RCHE

Floor	mPD	R1	R2	R3	R4	R5	R6
G	14.0	-	-	-	-	-	-
1	18.0	69	68	67	66	65	64
2	21.3	69	68	67	66	65	64
3	24.6	69	68	67	67	66	65
4	27.9	69	69	68	67	66	66
5	31.2	70	69	68	68	67	67
6	34.5	70	69	69	68	68	67
7	37.8	70	69	69	69	68	68

Notes:

1. "mPD" means the level of the assessment point.
2. Red shading indicates that predicted noise level exceeds road traffic noise standard of 70 dB(A) $L_{10(1\ hour)}$.

Mitigated Case – Tower

Floor	mPD	T1-A1	T1-A2	T1-A3	T1-B1	T1-B2	T1-B3	T1-C1	T1-C2	T1-D1	T1-D2	T1-E1	T1-E2	T1-E3	T1-E4	T1-F1	T1-F2	T1-G1	T1-G2	T1-G3
G	15.0	-	-	-	-	-	-	-	-	50	50	50	50	50	-	50	50	-	-	-
1	23.1	56	55	55	55	55	55	56	57	57	57	58	58	58	-	58	59	59	60	61
2	26.3	59	58	58	58	57	58	58	59	59	60	60	60	61	-	61	62	62	63	64
3	29.4	61	60	60	60	60	60	60	61	61	61	62	62	63	-	63	64	64	65	66
4	32.6	63	61	61	61	61	61	62	62	63	63	63	64	65	-	65	66	66	67	68
5	35.7	64	61	61	62	62	62	63	64	64	64	65	65	66	-	66	67	67	68	68
6	38.9	65	62	62	62	62	63	64	64	65	65	65	66	66	-	-	-	67	68	68
7	42.0	65	63	63	63	63	63	64	65	65	66	66	66	66	-	-	-	67	68	69
8	45.2	66	63	63	64	64	64	65	65	65	66	66	66	67	-	-	-	68	68	68
9	48.3	66	64	64	64	64	64	65	65	66	66	66	66	67	-	-	-	68	68	68
10	51.5	66	64	64	64	64	64	65	65	66	66	66	66	67	-	-	-	68	68	68
11	54.6	67	64	64	64	64	65	65	65	66	66	66	66	67	-	-	-	67	68	68
12	57.8	67	65	64	64	64	65	65	66	66	66	66	66	67	-	-	-	67	68	68
13	60.9	67	65	65	65	65	65	65	66	66	66	66	66	67	-	-	-	67	68	68
14	64.1	67	65	65	65	65	65	65	66	66	66	66	66	67	-	-	-	67	68	68
15	67.2	67	65	65	65	65	65	65	66	66	66	66	66	67	-	67	67	67	68	68
16	70.4	67	65	65	65	65	65	65	66	66	66	66	66	66	-	67	67	67	68	68
17	73.5	67	65	65	65	65	65	65	66	66	66	66	66	66	-	67	67	67	67	68
18	76.7	67	65	65	65	65	65	66	66	66	66	66	66	66	-	67	67	67	67	68
19	79.8	67	65	65	65	65	65	66	66	66	66	66	66	66	-	67	67	67	67	68
20	83.0	67	66	65	65	65	65	66	66	66	66	66	66	66	-	67	67	67	67	68
21	86.1	67	66	65	65	65	65	66	66	66	66	66	66	66	-	66	67	67	67	68
22	89.3	67	66	65	65	65	65	66	66	66	66	66	66	66	-	66	67	67	67	68
23	92.4	67	66	65	65	65	65	66	66	66	66	66	66	66	-	66	67	67	67	67
24	95.6	67	66	66	65	65	65	66	66	66	66	66	66	66	-	66	67	67	67	67
25	98.7	67	66	65	66	65	65	66	66	66	66	66	66	66	-	66	67	67	67	67
26	101.9	67	66	66	65	65	65	66	66	66	66	66	66	58	70	-	-	-	-	-

Floor	mPD	T1-H1	T1-H2	T1-I1	T1-I2	T1-J1	T1-J2	T1-K1	T1-K2	T1-K3	T1-L1	T1-L2	T1-M1	T1-M2	T1-N1	T1-N2	T1-O1	T1-O2	T1-O3	T1-P1
G	15.0	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1	23.1	62	59	64	66	66	66	67	69	70	69	70	69	66	65	66	64	65	70	69
2	26.3	65	62	67	70	68	68	68	70	70	69	70	69	67	66	67	65	66	66	64
3	29.4	67	65	69	65	69	68	68	69	70	69	70	69	67	66	67	66	66	66	65
4	32.6	68	66	70	65	69	68	68	69	70	69	70	69	67	66	67	66	66	66	65
5	35.7	69	67	70	65	69	68	68	69	70	69	70	69	67	66	67	66	66	66	65
6	38.9	69	67	70	65	68	68	68	69	70	69	70	69	67	66	67	66	66	66	65
7	42.0	69	68	70	65	68	68	68	69	69	69	69	69	67	66	67	66	66	66	65
8	45.2	69	68	70	65	68	67	68	69	69	69	69	69	66	66	67	65	66	66	65
9	48.3	69	68	70	65	68	67	67	69	69	68	69	69	66	66	67	65	66	66	65
10	51.5	69	68	70	65	68	67	67	69	69	68	69	69	66	66	66	65	66	66	65
11	54.6	69	67	70	65	68	67	67	68	69	68	69	68	66	66	66	65	66	66	64
12	57.8	69	67	70	65	68	67	67	68	69	68	68	68	66	65	66	65	66	66	64
13	60.9	69	67	70	65	68	67	67	68	68	68	68	68	66	65	66	65	66	65	64
14	64.1	69	67	70	65	67	66	67	68	68	67	68	68	66	65	66	65	65	65	64
15	67.2	68	67	70	65	67	66	66	68	68	67	68	68	65	65	66	65	65	65	64
16	70.4	68	67	69	65	67	66	66	68	68	67	68	68	65	65	66	64	65	65	64
17	73.5	68	67	69	64	67	66	66	67	68	67	68	67	65	65	66	64	65	65	64
18	76.7	68	67	69	64	67	66	66	67	68	67	67	67	65	65	65	64	65	65	64
19	79.8	68	67	69	64	67	66	66	67	67	67	67	67	65	64	65	64	65	65	64
20	83.0	68	67	69	64	67	66	66	67	67	66	67	67	65	64	65	64	65	65	70
21	86.1	68	67	69	64	66	66	66	67	67	66	67	67	65	64	65	64	65	65	70
22	89.3	68	67	69	64	66	65	66	67	67	66	67	67	64	64	65	64	65	70	70
23	92.4	68	67	69	64	66	65	65	67	67	66	67	67	64	64	65	64	70	70	70
24	95.6	68	67	69	64	66	65	65	66	67	66	67	67	64	64	65	64	70	70	70
25	98.7	68	67	69	64	66	65	-	-	-	-	-	-	-	-	-	70	70	70	70
26	101.9	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Floor	mPD	T1-Q1	T1-Q2	T1-R1	T1-R2	T1-R3	T1-S1	T1-S2	T1-T1	T1-T2	T1-T3	T1-U1	T1-U2	T1-V1	T1-V2	T1-W1	T1-W2	T1-W3	T1-X1	T1-X2	T1-X3
G	15.0	-	-	-	-	-	-	-	57	58	58	58	58	58	58	58	58	58	-	-	-
1	23.1	69	68	68	68	68	67	67	67	67	67	66	66	66	66	66	66	65	65	65	65
2	26.3	70	70	70	70	69	69	69	68	68	68	67	67	67	67	67	66	66	66	66	66
3	29.4	64	65	64	65	70	70	70	69	69	69	68	68	68	68	67	67	67	67	67	66
4	32.6	64	65	64	65	65	65	70	70	70	70	69	69	69	69	68	68	68	68	67	67
5	35.7	65	66	64	65	65	65	64	64	70	70	70	70	70	69	69	69	69	68	68	68
6	38.9	65	66	64	65	65	-	-	64	65	64	70	70	70	70	70	69	69	69	69	69
7	42.0	65	66	64	65	65	-	-	64	65	64	65	70	70	70	70	70	70	69	69	69
8	45.2	64	65	64	65	65	-	-	64	65	64	65	64	70	70	70	70	70	70	70	70
9	48.3	64	65	64	65	65	-	-	64	65	64	65	64	70	70	70	70	70	70	70	70
10	51.5	64	65	64	65	65	-	-	64	65	64	65	64	70	70	70	70	70	70	70	70
11	54.6	64	65	64	65	65	-	-	64	65	64	65	64	70	70	70	70	70	70	70	70
12	57.8	64	65	64	65	65	-	-	64	65	64	65	70	70	70	70	70	70	70	70	70
13	60.9	64	65	64	65	65	-	-	64	65	64	65	70	70	70	70	70	70	70	70	70
14	64.1	64	65	64	65	65	-	-	64	65	64	65	70	70	70	70	70	70	70	70	70
15	67.2	64	65	64	65	65	65	64	64	65	64	70	70	70	70	70	70	70	70	70	70
16	70.4	64	65	64	65	65	65	64	64	65	70	70	70	70	70	70	70	70	70	70	70
17	73.5	64	65	64	65	65	65	64	64	70	70	70	70	70	70	70	70	70	70	70	70
18	76.7	64	65	64	65	65	65	64	70	70	70	70	70	70	70	70	70	70	70	70	70
19	79.8	70	65	64	65	65	65	70	70	70	70	70	70	70	70	70	70	70	70	70	70
20	83.0	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70
21	86.1	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70
22	89.3	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70
23	92.4	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70
24	95.6	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70
25	98.7	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70
26	101.9	-	-	-	-	-	-	-	-	-	-	70	70	70	70	70	70	70	69	69	70

Notes:

1. "mPD" means the level of the assessment point.
2. Green shading indicates predicted noise level after adoption of **Type 1 Acoustic Window (Baffle Type).**
3. Orange shading indicates predicted noise level after adoption of **Type 2 Acoustic Window (Baffle Type).**

Mitigated Case – Tower 2

Floor	mPD	T2-A1	T2-A2	T2-A3	T2-B1	T2-B2	T2-C1	T2-C2	T2-C3	T2-D1	T2-E1	T2-F1	T2-F2	T2-G1	T2-G2	T2-G3	T2-H1	T2-H2
G	15.0	49	46	45	45	45	45	45	45	45	45	-	-	-	-	-	-	-
1	23.1	54	50	50	50	50	50	50	50	50	50	50	50	50	52	53	54	55
2	26.3	57	52	52	52	52	51	51	51	51	51	51	51	52	53	54	55	55
3	29.4	58	55	55	54	54	54	53	53	53	53	53	54	54	55	55	56	56
4	32.6	60	56	56	56	56	55	55	55	55	55	55	56	56	56	57	57	57
5	35.7	62	57	57	57	57	57	57	57	57	57	57	57	58	58	58	58	58
6	38.9	63	58	58	58	58	58	58	58	58	58	58	59	59	59	59	59	59
7	42.0	64	58	58	59	59	59	59	59	59	59	59	59	59	59	60	60	60
8	45.2	64	59	59	59	59	59	59	59	59	59	60	60	60	60	60	60	60
9	48.3	64	59	60	60	60	60	60	60	60	60	60	60	60	61	61	61	61
10	51.5	64	60	60	60	60	60	60	60	60	61	61	61	61	61	61	61	62
11	54.6	65	60	60	60	61	61	61	61	61	61	61	61	62	62	62	62	62
12	57.8	64	61	61	61	61	61	61	61	61	62	62	62	62	62	63	63	63
13	60.9	64	61	61	61	62	62	62	62	62	62	62	63	63	63	63	64	64
14	64.1	64	62	62	62	62	62	62	62	62	63	63	63	63	64	64	-	-
15	67.2	64	62	62	62	62	63	63	63	63	63	63	64	64	64	64	-	-
16	70.4	64	62	63	63	63	63	63	63	63	64	64	64	64	64	64	-	-
17	73.5	64	63	63	63	63	63	63	63	63	64	64	64	64	64	64	-	-
18	76.7	64	63	63	63	63	63	63	64	64	64	64	64	64	64	64	-	-
19	79.8	64	63	63	63	63	63	64	64	64	64	64	64	64	64	65	-	-
20	83.0	64	63	63	63	64	64	64	64	64	64	64	64	64	65	65	-	-
21	86.1	-	-	-	-	-	64	64	64	64	64	64	64	65	65	65	-	-
22	89.3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Floor	mPD	T2-I1	T2-I2	T2-I3	T2-J1	T2-K1	T2-L1	T2-L2	T2-M1	T2-M2	T2-M3	T2-N1	T2-N2	T2-N3	T2-O1	T2-O2	T2-O3
G	15.0	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1	23.1	55	56	56	56	56	56	58	59	61	62	62	64	65	65	64	64
2	26.3	56	56	56	57	56	56	58	60	61	62	62	64	66	66	66	66
3	29.4	56	57	57	57	57	57	59	60	61	62	62	65	68	67	67	67
4	32.6	57	58	58	58	57	58	59	60	62	62	63	66	69	68	68	67
5	35.7	59	59	59	59	58	59	60	61	62	63	63	67	69	69	69	68
6	38.9	59	59	59	60	59	59	61	61	63	63	64	67	70	69	69	69
7	42.0	60	60	60	60	60	60	61	62	63	63	64	67	70	70	70	69
8	45.2	60	61	61	61	61	61	62	63	63	64	64	67	70	70	70	70
9	48.3	61	61	61	62	62	63	63	63	64	64	65	67	65	70	70	70
10	51.5	62	62	62	63	63	63	64	64	64	65	65	68	65	65	70	70
11	54.6	63	63	63	63	64	64	64	64	65	65	65	68	65	65	65	70
12	57.8	63	64	64	64	64	65	65	65	65	65	65	68	65	65	65	70
13	60.9	64	64	64	64	65	65	65	65	65	65	66	68	65	65	65	70
14	64.1	64	64	65	65	65	65	65	65	66	66	66	68	65	65	65	64
15	67.2	64	65	65	65	65	65	65	65	66	66	66	69	65	65	65	64
16	70.4	65	65	65	65	65	65	66	66	66	66	66	69	65	65	65	64
17	73.5	65	65	65	65	65	65	66	66	66	66	66	69	65	65	65	64
18	76.7	65	65	65	65	65	66	66	66	66	66	66	69	65	65	65	64
19	79.8	65	65	65	65	65	66	66	66	66	66	66	69	65	65	65	70
20	83.0	65	65	65	65	65	66	66	66	66	66	66	69	65	65	65	70
21	86.1	65	65	65	65	65	66	66	66	66	66	66	69	65	65	65	70
22	89.3	65	65	65	65	65	66	66	66	66	66	66	69	65	65	65	70

Floor	mPD	T2-P1	T2-P2	T2-Q1	T2-Q2	T2-Q3	T2-R1	T2-R2	T2-S1	T2-S2	T2-S3	T2-T1	T2-T2	T2-U1	T2-U2	T2-V1
G	15.0	-	-	-	-	-	-	-	-	-	-	-	-	49	50	50
1	23.1	63	62	59	59	58	58	58	57	57	57	57	56	56	56	56
2	26.3	65	64	60	59	59	59	58	58	57	57	57	57	57	57	57
3	29.4	66	65	61	60	59	59	59	58	58	58	58	58	59	59	59
4	32.6	67	66	62	62	61	60	60	59	59	58	59	59	60	60	61
5	35.7	68	67	63	63	62	62	62	61	60	60	60	60	62	62	62
6	38.9	68	67	64	64	63	63	63	62	61	60	61	61	63	63	63
7	42.0	69	68	65	65	64	64	63	62	61	61	62	62	63	64	64
8	45.2	69	69	66	66	65	65	64	63	62	62	62	62	64	64	65
9	48.3	70	69	67	66	65	65	64	63	62	62	62	63	64	64	65
10	51.5	70	69	67	66	66	65	65	63	62	62	62	63	64	64	65
11	54.6	70	69	67	67	66	65	65	63	62	62	62	63	64	64	65
12	57.8	70	69	67	67	66	66	65	64	63	62	62	63	64	64	65
13	60.9	70	70	67	67	66	66	65	64	63	62	62	63	64	64	65
14	64.1	70	70	68	67	66	-	-	64	63	62	62	63	64	64	65
15	67.2	70	70	68	67	66	-	-	64	63	62	62	63	64	64	65
16	70.4	70	70	68	67	66	-	-	64	63	62	62	63	64	64	65
17	73.5	70	70	68	67	66	-	-	64	63	62	62	62	64	64	65
18	76.7	70	70	68	67	66	-	-	64	63	62	62	62	64	64	65
19	79.8	70	70	68	67	66	-	-	64	63	62	62	62	64	64	65
20	83.0	70	70	68	67	66	-	-	64	63	62	62	62	64	64	64
21	86.1	70	70	68	67	66	-	-	64	63	62	62	62	64	64	-
22	89.3	70	70	68	67	66	-	-	-	-	-	-	-	-	-	-

Notes:

1. "mPD" means the level of the assessment point.
2. Green shading indicates predicted noise level after adoption of **Type 1 Acoustic Window (Baffle Type).**
3. Yellow shading indicates predicted noise level after adoption of **Type 2 Acoustic Window (Baffle Type).**

Mitigated Case – Tower 3

Floor	mPD	T3-A1	T3-A2	T3-A3	T3-B1	T3-B2	T3-B3	T3-C1	T3-C2	T3-D1	T3-D2	T3-D3	T3-E1	T3-E2	T3-E3	T3-E4	T3-F1	T3-F2
G	15.0	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1	23.1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
2	26.3	67	42	40	39	39	38	33	33	33	33	33	-	-	-	-	32	32
3	29.4	67	42	41	40	39	38	33	33	33	33	33	-	-	-	-	32	32
4	32.6	68	43	41	40	40	39	33	33	33	33	33	-	-	-	-	32	32
5	35.7	68	43	42	41	40	39	33	33	33	33	33	-	-	-	-	32	32
6	38.9	67	43	42	42	41	40	33	33	33	33	33	-	-	-	-	32	32
7	42.0	67	44	43	42	42	41	33	33	33	33	33	33	33	32	-	32	32
8	45.2	67	44	44	43	43	42	33	33	33	33	33	33	33	33	-	32	32
9	48.3	67	45	45	44	44	43	33	33	33	33	33	33	33	33	-	33	32
10	51.5	67	45	46	45	45	44	33	33	33	34	34	34	34	33	-	33	33
11	54.6	67	46	46	46	45	45	33	33	34	34	34	34	34	34	-	33	33
12	57.8	67	47	47	47	46	45	33	34	34	34	34	35	35	34	-	34	33
13	60.9	67	47	48	47	47	46	34	34	34	35	35	35	36	35	-	35	34
14	64.1	66	48	48	48	47	46	34	34	35	35	36	36	37	36	-	36	35
15	67.2	66	48	49	48	47	47	34	35	35	36	37	37	38	38	-	37	37
16	70.4	66	49	49	48	48	47	35	36	36	37	38	39	39	39	-	39	38
17	73.5	66	49	49	49	48	47	36	37	38	39	40	41	41	42	-	41	41
18	76.7	66	50	50	49	48	47	37	39	40	41	42	43	44	44	-	44	44
19	79.8	66	50	50	49	49	48	39	41	42	43	45	46	48	48	-	48	48
20	83.0	66	51	50	49	49	48	42	44	45	47	48	50	51	51	-	51	50
21	86.1	66	51	51	50	49	48	45	46	48	49	50	51	52	52	-	52	51
22	89.3	65	52	51	50	49	48	47	48	49	50	51	52	53	53	-	52	51
23	92.4	65	52	51	50	50	49	48	48	49	51	52	52	53	53	-	52	51
24	95.6	65	52	52	51	50	49	49	49	50	51	52	60	59	63	67	-	-

Floor	mPD	T3-G1	T3-G2	T3-G3	T3-H1	T3-I1	T3-I2	T3-I3	T3-J1	T3-K1	T3-K2	T3-K3	T3-L1	T3-M1	T3-M2	T3-M3	T3-M4
G	15.0	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1	23.1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
2	26.3	32	34	35	36	37	38	60	68	69	69	70	70	66	65	66	68
3	29.4	32	34	35	36	37	38	61	69	69	70	70	64	70	66	67	68
4	32.6	32	34	35	36	37	38	63	70	70	65	65	64	64	67	67	69
5	35.7	32	34	35	36	37	38	65	64	64	65	66	65	64	67	68	69
6	38.9	32	34	35	36	37	38	66	64	64	66	66	65	65	67	68	69
7	42.0	32	34	35	36	37	38	66	64	65	66	66	66	66	67	68	69
8	45.2	32	34	35	36	37	38	67	65	65	66	66	66	66	67	68	69
9	48.3	32	34	35	36	36	38	67	65	65	66	66	66	66	67	68	69
10	51.5	32	34	35	36	37	38	67	65	65	66	66	66	66	67	68	68
11	54.6	33	34	35	36	37	38	67	65	65	66	66	66	66	67	68	68
12	57.8	33	35	36	36	37	38	67	65	65	66	66	65	66	67	67	68
13	60.9	34	35	36	37	37	38	68	65	65	66	66	65	66	67	67	68
14	64.1	35	36	37	38	38	39	68	65	65	66	66	65	66	67	67	68
15	67.2	37	38	39	40	40	41	68	65	65	66	66	65	66	67	67	68
16	70.4	39	40	42	43	44	45	68	65	65	66	66	65	66	67	67	68
17	73.5	42	44	46	48	49	47	68	65	65	66	66	65	65	67	67	68
18	76.7	47	48	50	50	50	47	68	65	65	66	66	65	65	67	67	68
19	79.8	50	51	51	51	50	48	68	64	65	66	66	65	65	66	67	68
20	83.0	51	51	52	51	50	48	68	64	65	66	66	65	65	66	67	67
21	86.1	51	52	52	51	50	48	68	64	65	66	66	65	65	66	67	67
22	89.3	51	52	52	51	51	49	68	64	64	66	66	65	65	66	67	67
23	92.4	52	52	52	51	-	-	-	-	64	65	66	65	65	66	67	67
24	95.6	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

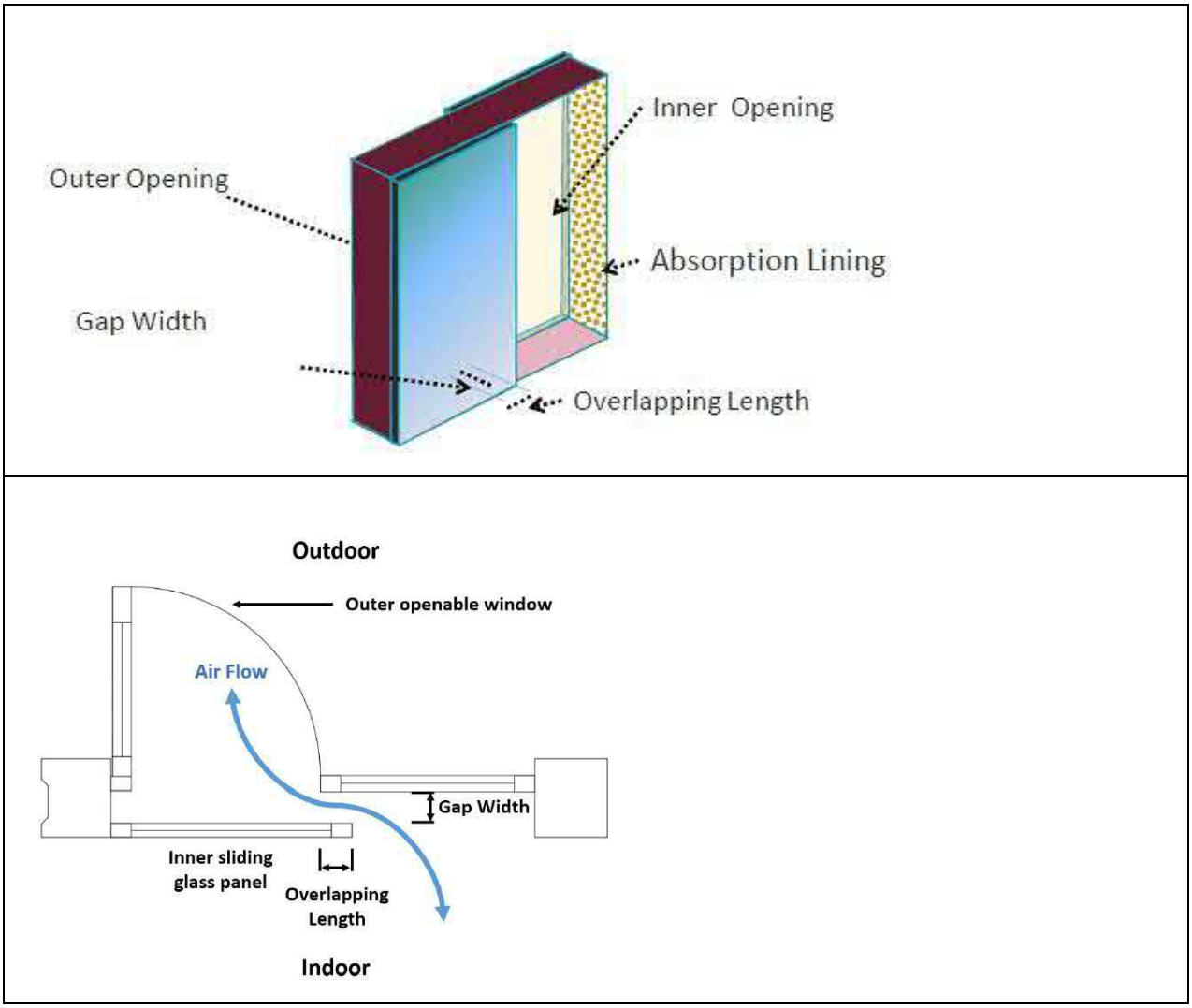
Floor	mPD	T3-N1	T3-N2	T3-O1	T3-O2	T3-P1	T3-P2	T3-Q1	T3-Q2	T3-R1	T3-S1	T3-T1	T3-U1	T3-U2	T3-V1	T3-V2
G	15.0	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1	23.1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
2	26.3	68	69	69	69	-	-	69	69	70	70	70	70	70	70	70
3	29.4	69	70	70	69	-	-	69	70	70	70	70	70	70	70	70
4	32.6	69	70	70	69	-	-	69	70	70	70	70	70	70	70	70
5	35.7	69	70	70	69	-	-	69	69	70	70	70	70	70	70	70
6	38.9	69	70	70	69	-	-	69	69	69	70	70	70	70	70	70
7	42.0	69	70	70	69	69	69	69	69	69	69	70	70	70	70	69
8	45.2	69	70	70	69	69	69	69	69	69	69	70	70	70	69	69
9	48.3	69	70	70	69	69	69	69	69	69	69	69	69	69	69	69
10	51.5	68	69	69	69	69	69	69	69	69	69	69	69	69	69	69
11	54.6	68	69	69	68	68	68	69	69	69	69	69	69	69	69	69
12	57.8	68	69	69	68	68	68	68	68	69	69	69	69	69	69	69
13	60.9	68	69	69	68	68	68	68	68	68	69	69	69	69	69	68
14	64.1	68	69	69	68	68	68	68	68	68	68	69	69	69	68	68
15	67.2	68	69	69	68	68	68	68	68	68	68	68	68	68	68	68
16	70.4	68	69	69	68	68	68	68	68	68	68	68	68	68	68	68
17	73.5	68	69	69	68	68	68	68	68	68	68	68	68	68	68	68
18	76.7	68	69	69	68	68	68	68	68	68	68	68	68	68	68	68
19	79.8	67	68	68	67	67	67	68	68	68	68	68	68	68	68	68
20	83.0	67	68	68	67	67	67	67	67	67	68	68	68	68	68	67
21	86.1	67	68	68	67	67	67	67	67	67	67	68	68	68	67	67
22	89.3	67	68	68	67	67	67	67	67	67	67	67	67	67	67	67
23	92.4	67	68	68	67	67	67	67	67	67	67	67	67	67	67	67
24	95.6	-	-	-	-	-	-	67	67	67	67	67	67	67	67	67

Notes:

1. "mPD" means the level of the assessment point.
2. Green shading indicates predicted noise level after adoption of **Type 1 acoustic window (baffle type).**
3. Yellow shading indicates predicted noise level after adoption of **Type 2 acoustic window (baffle type).**

Appendix C DETAILS OF ACOUSTIC WINDOW (BAFFLE TYPE)

Typical Design of Acoustic Windows (Baffle Type) with Sound Absorptive Materials (SAM) Lining



Relative Noise Reduction (RNR) of "Acoustic Windows (Baffle Type)"

Window Type	Outer Opening, m^2	Inner Opening, m^2	Gap width, mm	Overlapping Length, mm	Room Size, m^2	With SAM Lining	RNR, dB(A)
Type 1	1.2~2.3	1.1~2.1	175	340	9.8~23.3	Yes	7.1~8.1
Type 2	0.6	1.8	200	200	4	Yes	8

Note:

1. Type 1 Acoustic Window (Baffle Type) refers to precedent case of San Po Kong Public Housing.
2. Type 2 Acoustic Window (Baffle Type) refers to Practice Note on Application of Acoustic Windows (Baffle Type) in Planning Residential Developmes against Road Traffic Noise Impact published by EPD.

Tower 1

Window Type	NSR ID	Room Size, m^2	Outer Opening, m^2	Gap width, mm	Overlaping Length, mm	Calculated Noise Reduction, dB(A)	Proposed Noise Reduction, dB(A)
Type 1	T1-I2	12.1	1.2	175	340	7.1	7.0
	T1-J2	13.7	1.2	175	340	7.1	7.0
	T1-K1	13.9	1.2	175	340	7.1	7.0
	T1-K3	7.9	1.2	175	340	6.2	6.0
	T1-L1	19.4	1.2	175	340	7.3	7.0
	T1-L2	11.4	1.2	175	340	7.1	7.0
	T1-M2	13.4	1.2	175	340	7.1	7.0
	T1-N1	13.4	1.2	175	340	7.1	7.0
	T1-O1	13.4	1.2	175	340	7.1	7.0
	T1-O3	7.7	1.2	175	340	6.1	6.0
	T1-P1	14.7	1.2	175	340	7.4	7.0
	T1-Q1	13.7	1.2	175	340	7.1	7.0
	T1-R1	13.4	1.2	175	340	7.1	7.0
	T1-R3	7.7	1.2	175	340	6.1	6.0
	T1-S2	12.4	1.2	175	340	7.1	7.0
	T1-T1	7.7	1.2	175	340	6.1	6.0
	T1-T3	13.4	1.2	175	340	7.1	7.0
	T1-U2	12.4	1.2	175	340	7.1	7.0
Type 2	T1-J1	6.6	0.6	200	200	8.0	6.0
	T1-K2	5.0	0.6	200	200	8.0	6.0
	T1-M1	6.6	0.6	200	200	8.0	6.0
	T1-N2	6.6	0.6	200	200	8.0	6.0
	T1-O2	4.8	0.6	200	200	8.0	6.0
	T1-Q2	6.6	0.6	200	200	8.0	6.0
	T1-R2	4.8	0.6	200	200	8.0	6.0
	T1-S1	6.6	0.6	200	200	8.0	6.0
	T1-T2	4.8	0.6	200	200	8.0	6.0
	T1-U1	6.6	0.6	200	200	8.0	6.0

Tower 2

Window Type	NSR ID	Room Size, m^2	Outer Opening, m^2	Gap width, mm	Overlaping Length, mm	Relative Noise Reduction, dB(A)	Proposed Noise Reduction, dB(A)
Type 1	T2-O1	7.8	1.2	175	340	6.1	6.0
	T2-O3	13.9	1.2	175	340	7.1	7.0
Type 2	T2-N3	5.2	0.6	200	200	8.0	6.0
	T2-O2	5.0	0.6	200	200	8.0	6.0

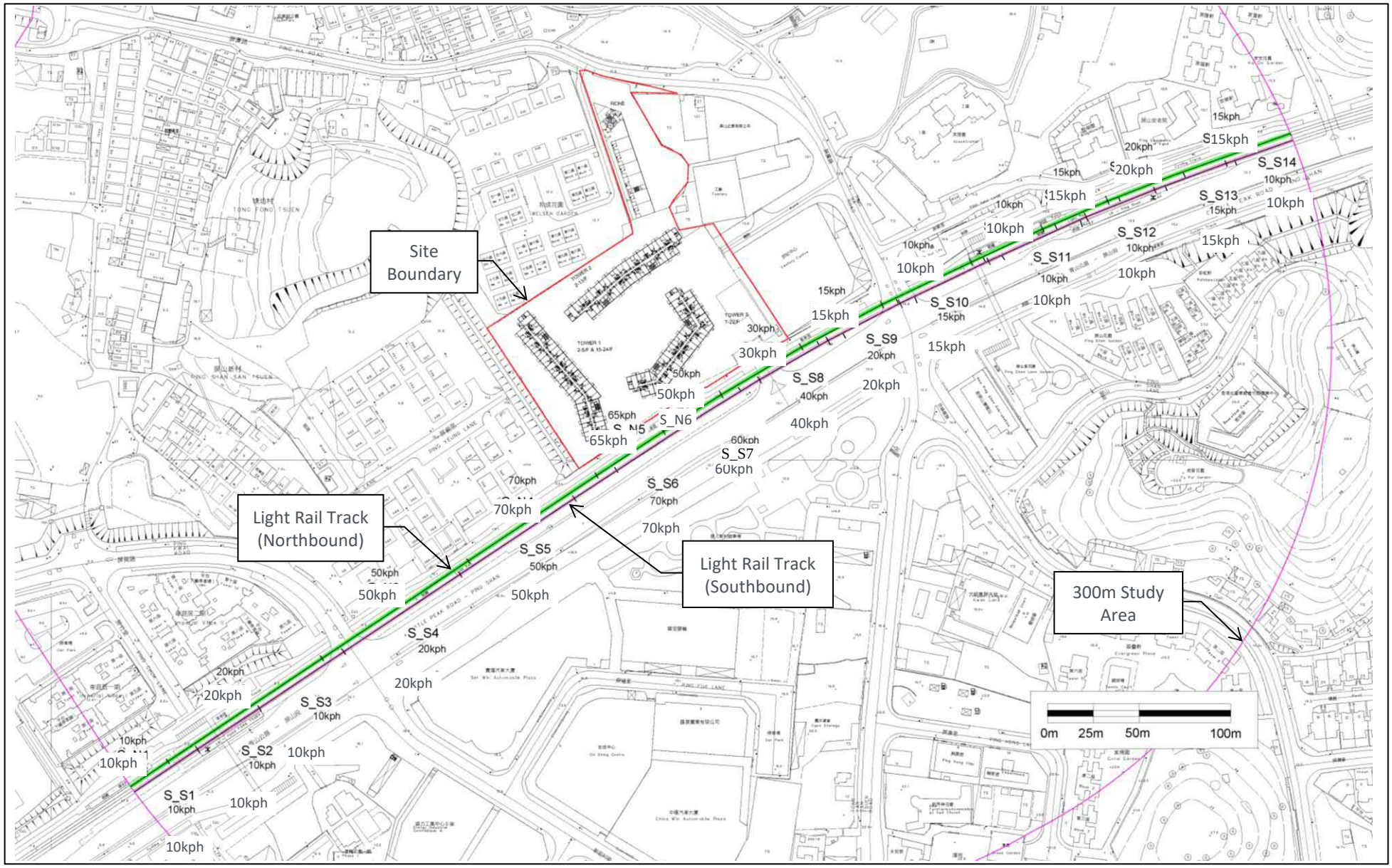
Tower 3

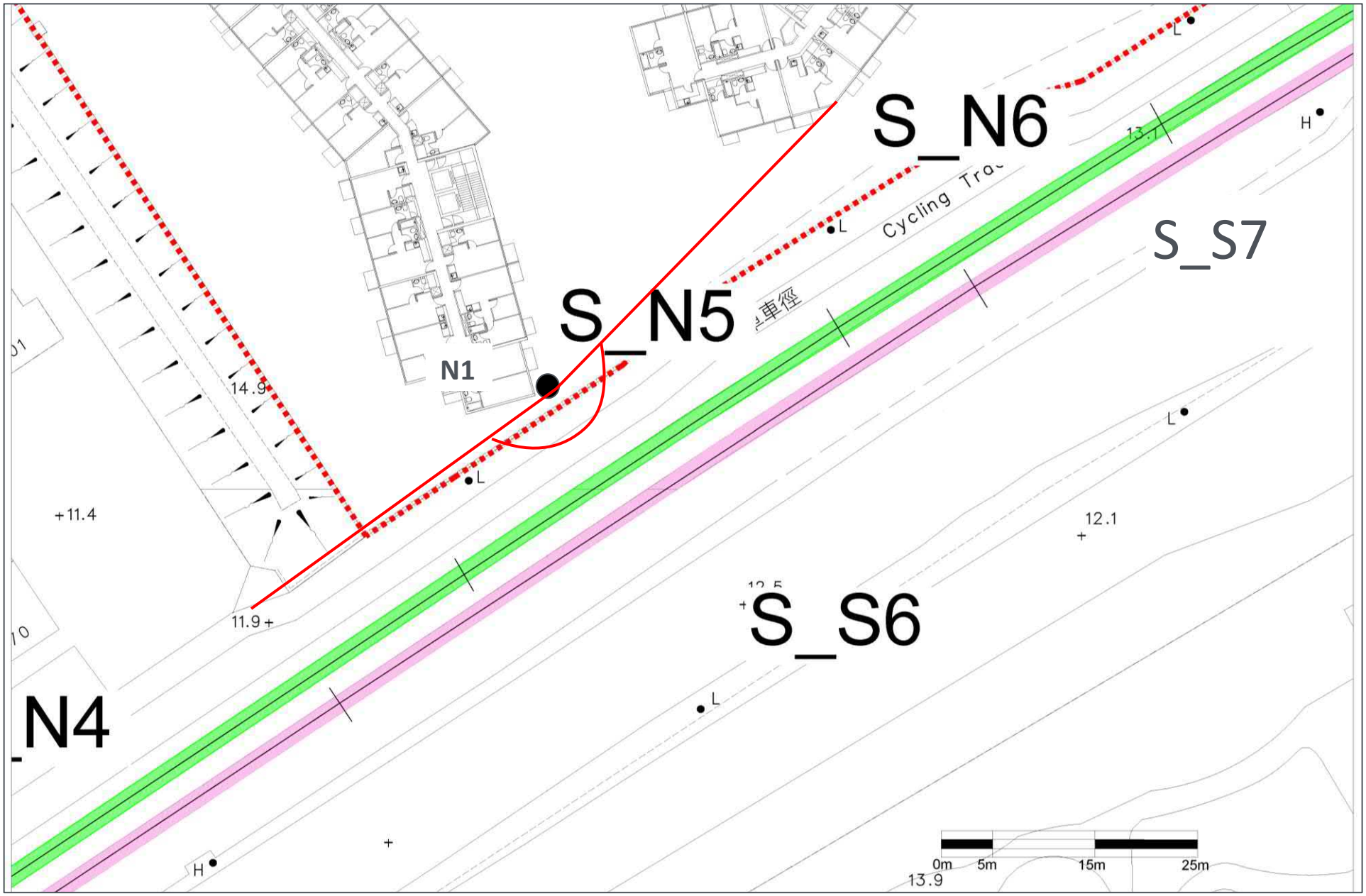
Window Type	NSR ID	Room Size, m^2	Outer Opening, m^2	Gap width, mm	Overlaping Length, mm	Relative Noise Reduction, dB(A)	Proposed Noise Reduction, dB(A)
Type 1	T3-E4	11.9	1.2	175	340	7.1	7.0
	T3-J1	14.7	1.2	175	340	7.4	7.0
	T3-K1	13.8	1.2	175	340	7.1	7.0
	T3-K3	8.6	1.2	175	340	6.5	6.0
	T3-L1	14.7	1.2	175	340	7.1	7.0
	T3-M1	13.8	1.2	175	340	7.1	7.0
	T3-M4	11.7	1.2	175	340	7.1	7.0
	T3-N1	13.8	1.2	175	340	7.1	7.0
	T3-O2	13.8	1.2	175	340	7.1	7.0
	T3-P1	13.4	1.2	175	340	7.1	7.0
	T3-P2	12.7	1.2	175	340	7.1	7.0
	T3-Q1	12.7	1.2	175	340	7.1	7.0
	T3-Q2	13.4	1.2	175	340	7.1	7.0
	T3-R1	20.2	1.2	175	340	7.5	7.0
	T3-S1	14.7	1.2	175	340	7.4	7.0
	T3-T1	14.7	1.2	175	340	7.4	7.0
	T3-U1	12.4	1.2	175	340	7.1	7.0
	T3-U2	11.8	1.2	175	340	7.1	7.0
	T3-V1	13.4	1.2	175	340	7.1	7.0
	T3-V2	12.7	1.2	175	340	7.1	7.0
Type 2	T3-A1	5.2	0.6	200	200	8.0	6.0
	T3-K2	4.8	0.6	200	200	8.0	6.0
	T3-M2	4.8	0.6	200	200	8.0	6.0
	T3-M3	4.8	0.6	200	200	8.0	6.0
	T3-N2	6.5	0.6	200	200	8.0	6.0
	T3-O1	6.5	0.6	200	200	8.0	6.0

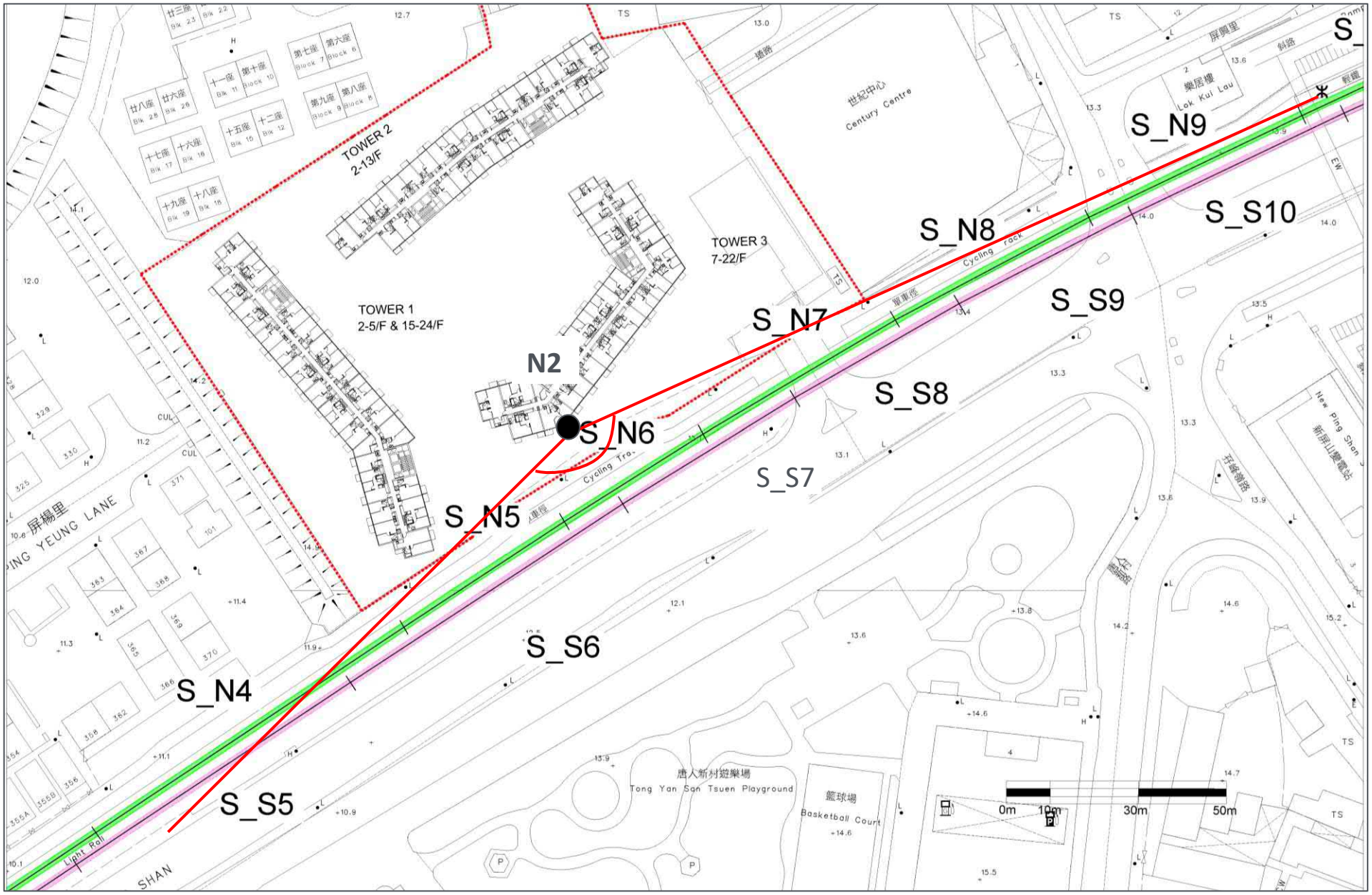
Note:

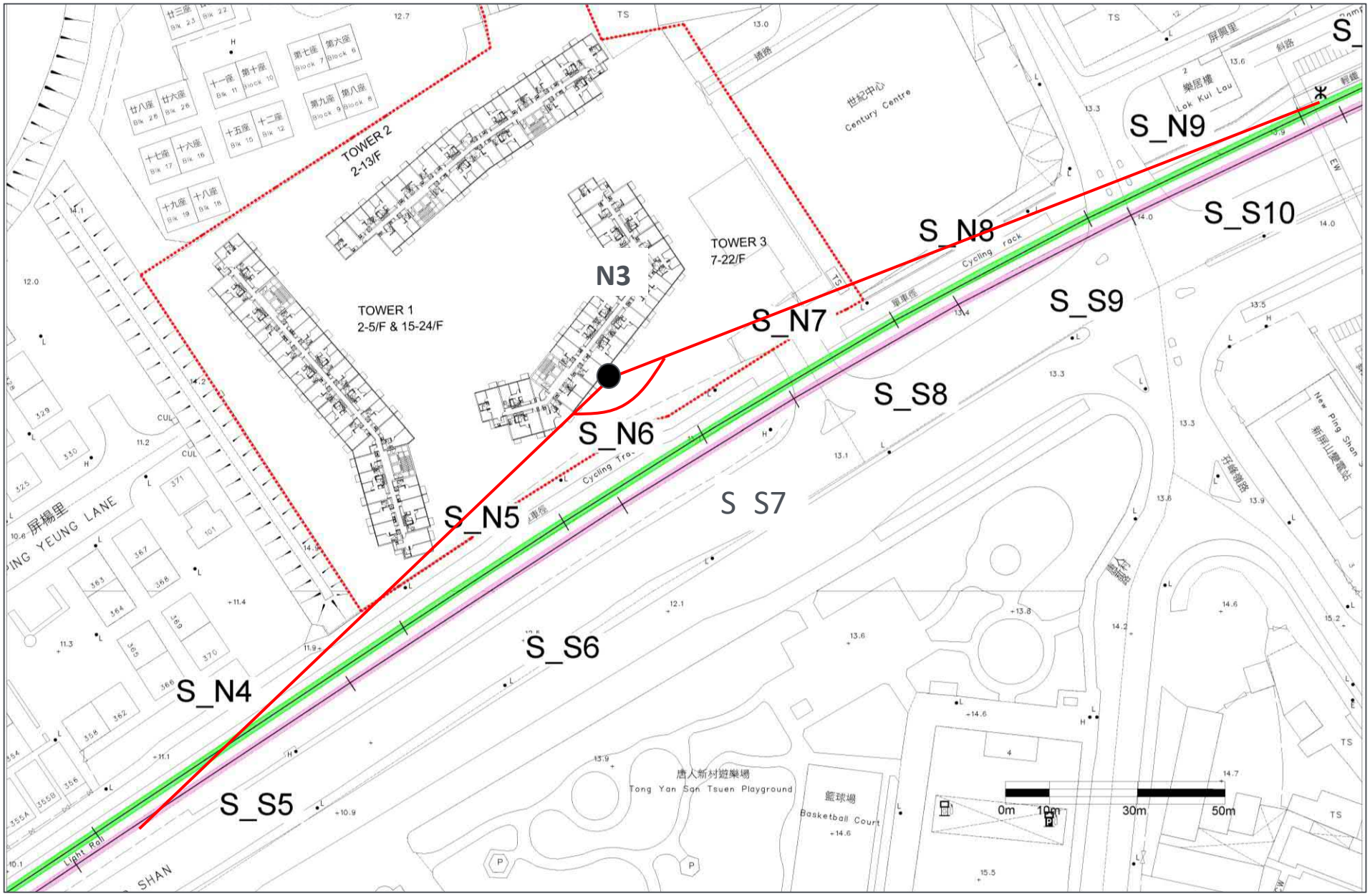
The Relative Noise Reduction (RNR) = Noise Reduction Reference + 10log(Room Size of Proposed Development/ Room Size of Reference); which shall be not greater than the reference value.

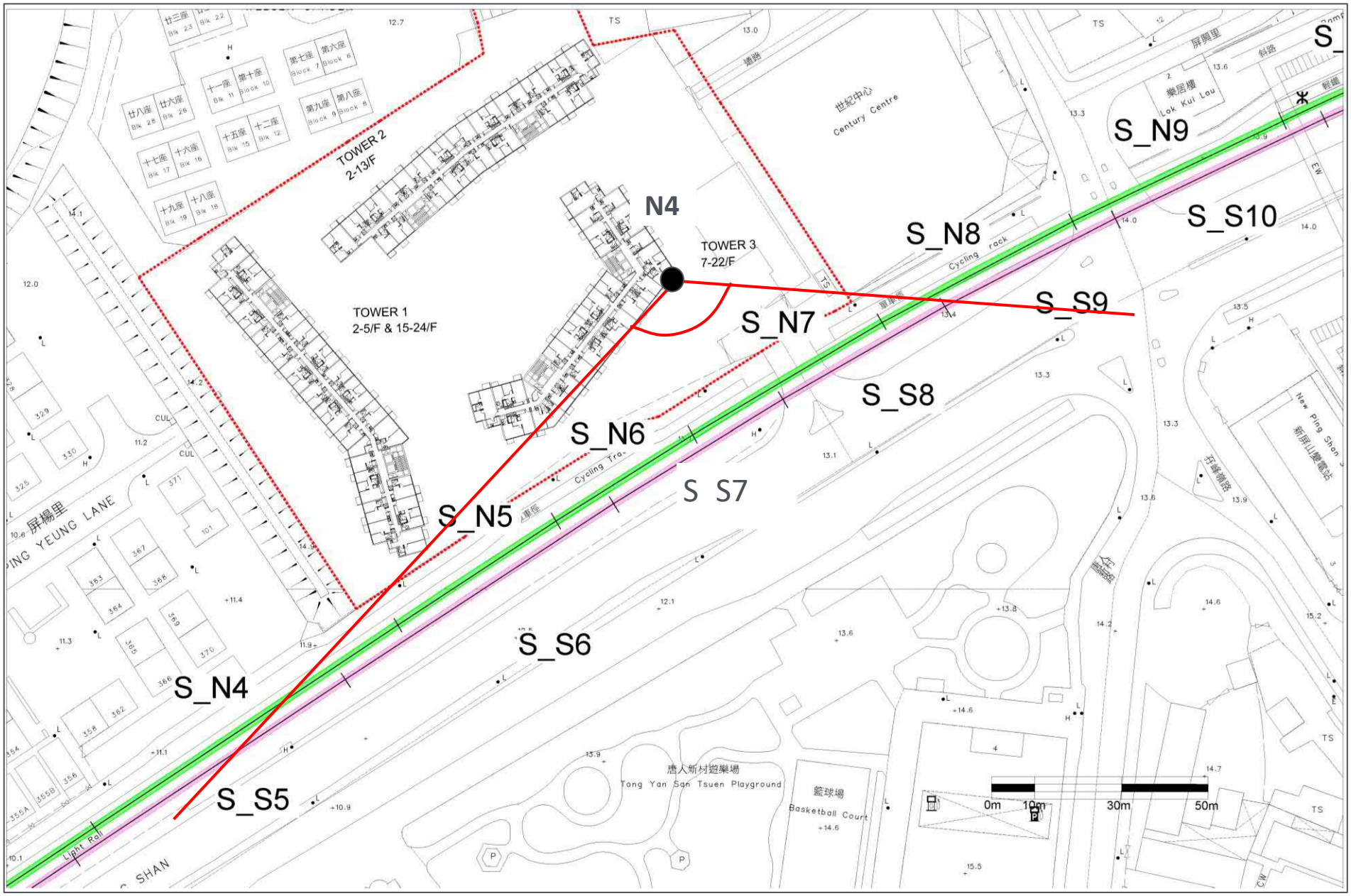
Appendix D TRAIN SPEED, IDENTIFIED RAIL SEGMENTS AND VIEW ANGLE

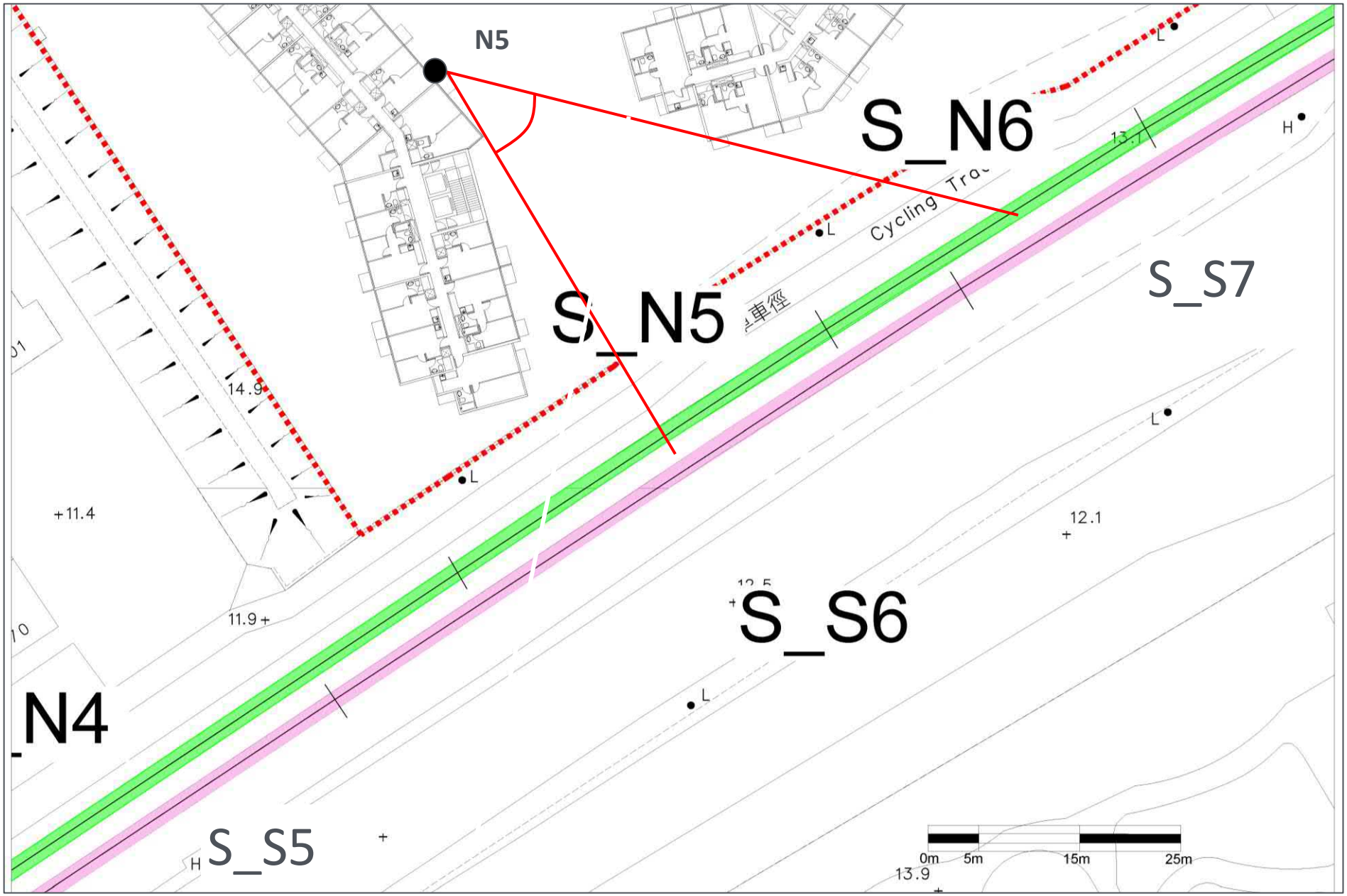

Site Boundary
Light Rail Track (Northbound)
Light Rail Track (Southbound)
300m Study Area
S_S1
S_S2
S_S3
S_S4
S_S5
S_S6
S_S7
S_S8
S_S9
S_S10
S_S11
S_S12
S_S13
S_S14
S_N5
S_N6
0m 25m 50m 100m


S_N6
S_S7
S_N5
N1
S_S6
N4
Cycling Tra
14.9
11.4
11.9
12.1
13.1
13.9
0m
5m
15m
25m


TOWER 2
2-13/F
TOWER 1
2-5/F & 15-24/F
TOWER 3
7-22/F
世紀中心
Century Centre
樂居樓
Lok Kui Lau
屏興里
屏楊里
PING YEUNG LANE
唐人新村遊樂場
Tong Yan San Tsuen Playground
籃球場
Basketball Court
Light Rail
Cycling rack
New Ping Shan
新屏山變電站
N2
S_N4
S_N5
S_N6
S_N7
S_N8
S_N9
S_S5
S_S6
S_S7
S_S8
S_S9
S_S10
0m
10m
30m
50m


TOWER 2
2-13/F
TOWER 1
2-5/F & 15-24/F
TOWER 3
7-22/F
N3
S_N4
S_N5
S_N6
S_N7
S_N8
S_N9
S_S5
S_S6
S_S7
S_S8
S_S9
S_S10
世紀中心
Century Centre
樂居樓
Lok Kui Lau
屏楊里
PING YEUNG LANE
唐人新村遊樂場
Tong Yan San Tsuen Playground
籃球場
Basketball Court
Light Rail
Cycling rack
0m
10m
30m
50m


TOWER 2
2-13/F
TOWER 1
2-5/F & 15-24/F
TOWER 3
7-22/F
N4
S_N4
S_N5
S_N6
S_N7
S_N8
S_N9
S_S5
S_S6
S_S7
S_S8
S_S9
S_S10
世紀中心
Century Centre
樂居樓
Lok Kui Lau
屏楊里
PING YEUNG LANE
唐人新村遊樂場
Tong Yan San Tsuen Playground
籃球場
Basketball Court
Cycling Track
Light Rail
New Ping Shan
0m
10m
30m
50m


N5
S_N6
S_N5
S_S7
S_S6
S_S5
N4
Cycling Tra
14.9
11.4
11.9
12.1
13.9
0m 5m 15m 25m

Appendix E CALCULATION OF RAIL NOISE ASSESSMENT

Base Case

RN1

Floor 1		Segment (Northbound)													Segment (Southbound)													
		N1	N2	N3	N4	N5	N6	N7	N8	N9	N10	N11	N12	N13	S1	S2	S3	S4	S5	S6	S7	S8	S9	S10	S11	S12	S13	S14
Parameters:																												
	Measured SEL	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9
Leq24	Total number of events	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536
	Horize distance from track to NSR	9.7	10.2	10.5	10.5	10.6	10.1	8.3	2.8	4.2	6.6	14.1	24.0	34.1	12.7	14.7	14.0	14.0	14.3	14.5	13.4	10.6	5.0	0.7	5.3	17.9	27.1	35.0
	track mPD + track head (0.2m)	7.9	8.7	9.9	11.3	12.5	13.1	13.4	13.6	14.0	14.1	13.9	13.6	13.1	8.0	8.4	9.1	10.0	11.2	12.5	13.2	13.5	13.9	14.2	14.1	13.7	13.3	12.9
	ground mPD + floor height	21.9	21.9	21.9	21.9	21.9	21.9	21.9	21.9	21.9	21.9	21.9	21.9	21.9	21.9	21.9	21.9	21.9	21.9	21.9	21.9	21.9	21.9	21.9	21.9	21.9	21.9	21.9
	Vert distance from track to NSR	14.0	13.2	12.0	10.7	9.5	8.9	8.6	8.3	8.0	7.9	8.0	8.3	8.9	13.9	13.5	12.8	11.9	10.7	9.4	8.7	8.4	8.0	7.8	7.9	8.2	8.7	9.0
	Slant distance	17.0	16.7	15.9	15.0	14.2	13.4	11.9	8.8	9.0	10.2	16.2	25.4	35.2	19	20	19	18	18	17	16	13	9	8	9	20	28	36
	View angle (α)	0.031	0.043	0.079	0.337	1.469	0.252	0.099	0.021	0.022	0.028	0.050	0.075	0.092	0.042	0.057	0.067	0.102	0.267	1.537	0.233	0.101	0.033	0.004	0.021	0.059	0.078	0.091
	View angle (α) (degree)	1.800	2.470	4.505	19.282	84.163	14.433	5.683	1.179	1.265	1.576	2.881	4.307	5.283	2.428	3.256	3.840	5.866	15.325	88.061	13.378	5.760	1.905	0.203	1.203	3.359	4.492	5.192
	View angle (Θ)	0.002	0.018	0.051	0.465	2.197	0.196	0.055	0.007	0.006	0.005	0.007	0.009	0.017	0.006	0.009	0.017	0.053	0.273	2.389	0.162	0.040	0.010	0.001	0.005	0.008	0.009	0.009
	View angle (Θ) (degree)	0.142	1.011	2.895	26.618	125.853	11.226	3.179	0.416	0.352	0.282	0.393	0.514	0.962	0.335	0.506	0.999	3.035	15.619	136.871	9.279	2.269	0.551	0.054	0.273	0.438	0.537	0.517
	Average Speed	10.0	20.0	50.0	70.0	65.0	50.0	30.0	15.0	10.0	10.0	15.0	20.0	15.0	10.0	10.0	10.0	20.0	50.0	70.0	60.0	40.0	20.0	15.0	10.0	10.0	15.0	10.0
	Corr for no. of event, 10log(N), dB(A)	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3
	Corr for distance, -10log(d/d_{ref}), dB(A)	1.7	1.8	2.0	2.2	2.5	2.7	3.2	4.6	4.4	3.9	1.9	-0.1	-1.5	1.2	1.0	1.2	1.3	1.5	1.6	2.0	2.7	4.2	5.1	4.2	1.0	-0.6	-1.6
	Corr for view angle, 10log(piΘ/180-cos2asinΘ)	-58.1	-46.8	-36.9	-14.4	-0.2	-20.9	-34.5	-57.1	-57.2	-56.3	-49.6	-44.9	-40.4	-51.8	-47.4	-43.0	-34.5	-18.9	-0.1	-22.5	-35.9	-51.7	-81.2	-58.8	-47.8	-44.4	-43.3
	Corr for screening/ absorption, dB(A)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, 20log(v/V_{ref}), dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0
	Corr for sound energy spread over 24 hr	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4
	Façade correctoin, dB(A)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
	Track wear correction, dB(A)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
	Leq 24hr for each train, dB(A)	-16.1	1.3	19.3	45.0	58.8	36.1	18.6	-8.7	-12.4	-12.1	-3.9	1.3	1.9	-10.2	-6.1	-1.5	13.2	36.9	58.7	35.4	19.1	-1.1	-32.3	-14.2	-6.4	-1.1	-4.6
	Leq 24hr for all train	61.9																										
Leq0.5 Day/Evening	Total number of events	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13
	Corr for no. of event, 10log(N), dB(A)	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1
	Corr for distance, -10log(d/dref), dB(A)	1.7	1.8	2.0	2.2	2.5	2.7	3.2	4.6	4.4	3.9	1.9	-0.1	-1.5	1.2	1.0	1.2	1.3	1.5	1.6	2.0	2.7	4.2	5.1	4.2	1.0	-0.6	-1.6
	Corr for view angle, 10log(piΘ/180-cos2asinΘ)	-58.1	-46.8	-36.9	-14.4	-0.2	-20.9	-34.5	-57.1	-57.2	-56.3	-49.6	-44.9	-40.4	-51.8	-47.4	-43.0	-34.5	-18.9	-0.1	-22.5	-35.9	-51.7	-81.2	-58.8	-47.8	-44.4	-43.3
	Corr for screening/ absorption, dB(A)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0
	Corr for sound energy spread over 24 hr	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6
	Façade correctoin, dB(A)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
	Track wear correction, dB(A)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
	Leq 0.5hr for each train, dB(A)	-15.5	2.0	20.0	45.7	59.4	36.7	19.2	-8.0	-11.8	-11.4	-3.2	2.0	2.6	-9.6	-5.5	-0.9	13.9	37.5	59.4	36.0	19.8	-0.5	-31.7	-13.6	-5.8	-0.5	-3.9
	Leq 0.5hr for all train	62.5																										
Leq0.5 Night	Total number of events	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12
	Corr for no. of event, 10log(N), dB(A)	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8
	Corr for distance, -10log(d/dref), dB(A)	1.7	1.8	2.0	2.2	2.5	2.7	3.2	4.6	4.4	3.9	1.9	-0.1	-1.5	1.2	1.0	1.2	1.3	1.5	1.6	2.0	2.7	4.2	5.1	4.2	1.0	-0.6	-1.6
	Corr for view angle, 10log(piΘ/180-cos2asinΘ)	-58.1	-46.8	-36.9	-14.4	-0.2	-20.9	-34.5	-57.1	-57.2	-56.3	-49.6	-44.9	-40.4	-51.8	-47.4	-43.0	-34.5	-18.9	-0.1	-22.5	-35.9	-51.7	-81.2	-58.8	-47.8	-44.4	-43.3
	Corr for screening/ absorption, dB(A)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0
	Corr for sound energy spread over 24 hr	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6
	Façade correctoin, dB(A)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
	Track wear correction, dB(A)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
	Leq 0.5hr for each train, dB(A)	-15.8	1.6	19.7	45.3	59.1	36.4	18.9	-8.4	-12.1	-11.8	-3.6	1.6	2.2	-9.9	-5.8	-1.2	13.5	37.2	59.0	35.7	19.4	-0.8	-32.0	-13.9	-6.1	-0.8	-4.3
	Leq 0.5hr for all train	62.2																										
Lmax	Measured Lmax	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65
	Corr for distance, -10log(d/dref), dB(A)	1.7	1.8	2.0	2.2	2.5	2.7	3.2	4.6	4.4	3.9	1.9	-0.1	-1.5	1.2	1.0	1.2	1.3	1.5	1.6	2.0	2.7	4.2	5.1	4.2	1.0	-0.6	-1.6
	Correction for screening/ absorption	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0
	Façade correctoin, dB(A)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
	Track wear correction, dB(A)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
	Lmax for each train, dB(A)	58.2	64.3	72.5	75.6	75.2	73.2	69.3	64.6	61.0	60.4	61.9	62.5	58.6	57.7	57.5	57.7	63.9	72.0	75.0	74.0	71.2	66.8	65.1	60.7	57.6	59.5	54.9
	Lmax for all train	75.6																										

Floor 2		Segment (Northbound)													Segment (Southbound)													
		N1	N2	N3	N4	N5	N6	N7	N8	N9	N10	N11	N12	N13	S1	S2	S3	S4	S5	S6	S7	S8	S9	S10	S11	S12	S13	S14
Parameters:																												
	Measured SEL	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9
Leq24	Total number of events	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536
	Horize distance from track to NSR	9.7	10.2	10.5	10.5	10.6	10.1	8.3	2.8	4.2	6.6	14.1	24.0	34.1	12.7	14.7	14.0	14.0	14.3	14.5	13.4	10.6	5.0	0.7	5.3	17.9	27.1	35.0
	track mPD + track head (0.2m)	7.9	8.7	9.9	11.3	12.5	13.1	13.4	13.6	14.0	14.1	13.9	13.6	13.1	8.0	8.4	9.1	10.0	11.2	12.5	13.2	13.5	13.9	14.2	14.1	13.7	13.3	12.9
	ground mPD + floor height	25.1	25.1	25.1	25.1	25.1	25.1	25.1	25.1	25.1	25.1	25.1	25.1	25.1	25.1	25.1	25.1	25.1	25.1	25.1	25.1	25.1	25.1	25.1	25.1	25.1	25.1	25.1
	Vert distance from track to NSR	17.2	16.4	15.2	13.8	12.6	12.0	11.7	11.5	11.1	11.0	11.2	11.5	12.0	17.1	16.7	16.0	15.1	13.9	12.6	11.9	11.6	11.2	10.9	11.0	11.4	11.8	12.2
	Slant distance	19.7	19.3	18.4	17.4	16.5	15.7	14.3	11.8	11.9	12.8	18.0	26.6	36.1	21	22	21	21	20	19	18	16	12	11	12	21	30	37
	View angle (α)	0.031	0.043	0.079	0.337	1.469	0.252	0.099	0.021	0.022	0.028	0.050	0.075	0.092	0.042	0.057	0.067	0.102	0.267	1.537	0.233	0.101	0.033	0.004	0.021	0.059	0.078	0.091
	View angle (α) (degree)	1.800	2.470	4.505	19.282	84.163	14.433	5.683	1.179	1.265	1.576	2.881	4.307	5.283	2.428	3.256	3.840	5.866	15.325	88.061	13.378	5.760	1.905	0.203	1.203	3.359	4.492	5.192
	View angle (Θ)	0.002	0.018	0.051	0.465	2.197	0.196	0.055	0.007	0.006	0.005	0.007	0.009	0.017	0.006	0.009	0.017	0.053	0.273	2.389	0.162	0.040	0.010	0.001	0.005	0.008	0.009	0.009
	View angle (Θ) (degree)	0.142	1.011	2.895	26.618	125.853	11.226	3.179	0.416	0.352	0.282	0.393	0.514	0.962	0.335	0.506	0.999	3.035	15.619	136.871	9.279	2.269	0.551	0.054	0.273	0.438	0.537	0.517
	Average Speed	10.0	20.0	50.0	70.0	65.0	50.0	30.0	15.0	10.0	10.0	15.0	20.0	15.0	10.0	10.0	10.0	20.0	50.0	70.0	60.0	40.0	20.0	15.0	10.0	10.0	15.0	10.0
	Corr for no. of event, 10log(N), dB(A)	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3
	Corr for distance, -10log(d/d_{ref}), dB(A)	1.0	1.1	1.3	1.6	1.8	2.0	2.4	3.3	3.2	2.9	1.4	-0.3	-1.6	0.7	0.5	0.7	0.8	1.0	1.2	1.5	2.0	3.1	3.6	3.1	0.7	-0.7	-1.7
	Corr for view angle, 10log(piΘ/180-cos2asinΘ)	-58.1	-46.8	-36.9	-14.4	-0.2	-20.9	-34.5	-57.1	-57.2	-56.3	-49.6	-44.9	-40.4	-51.8	-47.4	-43.0	-34.5	-18.9	-0.1	-22.5	-35.9	-51.7	-81.2	-58.8	-47.8	-44.4	-43.3
	Corr for screening/ absorption, dB(A)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, 20log(v/V_{ref}), dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0
	Corr for sound energy spread over 24 hr	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4
	Façade correctoin, dB(A)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
	Track wear correction, dB(A)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
	Leq 24hr for each train, dB(A)	-16.7	0.7	18.7	44.4	58.1	35.4	17.7	-10.0	-13.6	-13.1	-4.3	1.1	1.8	-10.8	-6.6	-2.0	12.7	36.4	58.2	34.9	18.5	-2.3	-33.8	-15.3	-6.8	-1.3	-4.7
	Leq 24hr for all train	61.3																										
Leq0.5 Day/Evening	Total number of events	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13
	Corr for no. of event, 10log(N), dB(A)	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1
	Corr for distance, -10log(d/dref), dB(A)	1.0	1.1	1.3	1.6	1.8	2.0	2.4	3.3	3.2	2.9	1.4	-0.3	-1.6	0.7	0.5	0.7	0.8	1.0	1.2	1.5	2.0	3.1	3.6	3.1	0.7	-0.7	-1.7
	Corr for view angle, 10log(piΘ/180-cos2asinΘ)	-58.1	-46.8	-36.9	-14.4	-0.2	-20.9	-34.5	-57.1	-57.2	-56.3	-49.6	-44.9	-40.4	-51.8	-47.4	-43.0	-34.5	-18.9	-0.1	-22.5	-35.9	-51.7	-81.2	-58.8	-47.8	-44.4	-43.3
	Corr for screening/ absorption, dB(A)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0
	Corr for sound energy spread over 24 hr	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6
	Façade correctoin, dB(A)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
	Track wear correction, dB(A)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
	Leq 0.5hr for each train, dB(A)	-16.1	1.3	19.4	45.0	58.8	36.0	18.4	-9.3	-13.0	-12.4	-3.7	1.8	2.5	-10.1	-5.9	-1.4	13.4	37.1	58.9	35.5	19.1	-1.6	-33.1	-14.7	-6.1	-0.6	-4.0
	Leq 0.5hr for all train	62.0																										
Leq0.5 Night	Total number of events	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12
	Corr for no. of event, 10log(N), dB(A)	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8
	Corr for distance, -10log(d/dref), dB(A)	1.0	1.1	1.3	1.6	1.8	2.0	2.4	3.3	3.2	2.9	1.4	-0.3	-1.6	0.7	0.5	0.7	0.8	1.0	1.2	1.5	2.0	3.1	3.6	3.1	0.7	-0.7	-1.7
	Corr for view angle, 10log(piΘ/180-cos2asinΘ)	-58.1	-46.8	-36.9	-14.4	-0.2	-20.9	-34.5	-57.1	-57.2	-56.3	-49.6	-44.9	-40.4	-51.8	-47.4	-43.0	-34.5	-18.9	-0.1	-22.5	-35.9	-51.7	-81.2	-58.8	-47.8	-44.4	-43.3
	Corr for screening/ absorption, dB(A)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0
	Corr for sound energy spread over 24 hr	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6
	Façade correctoin, dB(A)	2

Floor 3		Segment (Northbound)													Segment (Southbound)													
		N1	N2	N3	N4	N5	N6	N7	N8	N9	N10	N11	N12	N13	S1	S2	S3	S4	S5	S6	S7	S8	S9	S10	S11	S12	S13	S14
Parameters:																												
	Measured SEL	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9
Leq24	Total number of events	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536
	Horize distance from track to NSR	9.7	10.2	10.5	10.5	10.6	10.1	8.3	2.8	4.2	6.6	14.1	24.0	34.1	12.7	14.7	14.0	14.0	14.3	14.5	13.4	10.6	5.0	0.7	5.3	17.9	27.1	35.0
	track mPD + track head (0.2m)	7.9	8.7	9.9	11.3	12.5	13.1	13.4	13.6	14.0	14.1	13.9	13.6	13.1	8.0	8.4	9.1	10.0	11.2	12.5	13.2	13.5	13.9	14.2	14.1	13.7	13.3	12.9
	ground mPD + floor height	28.2	28.2	28.2	28.2	28.2	28.2	28.2	28.2	28.2	28.2	28.2	28.2	28.2	28.2	28.2	28.2	28.2	28.2	28.2	28.2	28.2	28.2	28.2	28.2	28.2	28.2	28.2
	Vert distance from track to NSR	20.3	19.5	18.3	17.0	15.8	15.2	14.9	14.6	14.3	14.2	14.3	14.6	15.2	20.2	19.8	19.1	18.2	17.0	15.7	15.0	14.7	14.3	14.1	14.2	14.5	15.0	15.3
	Slant distance	22.5	22.0	21.1	20.0	19.0	18.2	17.0	14.9	14.8	15.6	20.1	28.1	37.3	24	25	24	23	22	21	20	18	15	14	15	23	31	38
	View angle (α)	0.031	0.043	0.079	0.337	1.469	0.252	0.099	0.021	0.022	0.028	0.050	0.075	0.092	0.042	0.057	0.067	0.102	0.267	1.537	0.233	0.101	0.033	0.004	0.021	0.059	0.078	0.091
	View angle (α) (degree)	1.800	2.470	4.505	19.282	84.163	14.433	5.683	1.179	1.265	1.576	2.881	4.307	5.283	2.428	3.256	3.840	5.866	15.325	88.061	13.378	5.760	1.905	0.203	1.203	3.359	4.492	5.192
	View angle (Θ)	0.002	0.018	0.051	0.465	2.197	0.196	0.055	0.007	0.006	0.005	0.007	0.009	0.017	0.006	0.009	0.017	0.053	0.273	2.389	0.162	0.040	0.010	0.001	0.005	0.008	0.009	0.009
	View angle (Θ) (degree)	0.142	1.011	2.895	26.618	125.853	11.226	3.179	0.416	0.352	0.282	0.393	0.514	0.962	0.335	0.506	0.999	3.035	15.619	136.871	9.279	2.269	0.551	0.054	0.273	0.438	0.537	0.517
	Average Speed	10.0	20.0	50.0	70.0	65.0	50.0	30.0	15.0	10.0	10.0	15.0	20.0	15.0	10.0	10.0	10.0	20.0	50.0	70.0	60.0	40.0	20.0	15.0	10.0	10.0	15.0	10.0
	Corr for no. of event, 10log(N), dB(A)	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3
	Corr for distance, -10log(d/d_{ref}), dB(A)	0.5	0.6	0.7	1.0	1.2	1.4	1.7	2.3	2.3	2.0	0.9	-0.5	-1.7	0.2	0.1	0.2	0.4	0.5	0.7	1.0	1.4	2.2	2.5	2.2	0.4	-0.9	-1.8
	Corr for view angle, 10log($\mu\pi\Theta$/180-cos2αsinΘ)	-58.1	-46.8	-36.9	-14.4	-0.2	-20.9	-34.5	-57.1	-57.2	-56.3	-49.6	-44.9	-40.4	-51.8	-47.4	-43.0	-34.5	-18.9	-0.1	-22.5	-35.9	-51.7	-81.2	-58.8	-47.8	-44.4	-43.3
	Corr for screening/ absorption, dB(A)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, 20log(v/V_{ref}), dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0
	Corr for sound energy spread over 24 hr	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4
	Façade correction, dB(A)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
	Track wear correction, dB(A)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
	Leq 24hr for each train, dB(A)	-17.3	0.1	18.1	43.8	57.5	34.7	17.0	-11.0	-14.6	-13.9	-4.8	0.9	1.7	-11.3	-7.1	-2.5	12.2	35.9	57.8	34.4	17.8	-3.2	-34.9	-16.3	-7.1	-1.5	-4.8
	Leq 24hr for all train	60.8																										
Leq0.5 Day/Evening	Total number of events	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13
	Corr for no. of event, 10log(N), dB(A)	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1
	Corr for distance, -10log(d/dref), dB(A)	0.5	0.6	0.7	1.0	1.2	1.4	1.7	2.3	2.3	2.0	0.9	-0.5	-1.7	0.2	0.1	0.2	0.4	0.5	0.7	1.0	1.4	2.2	2.5	2.2	0.4	-0.9	-1.8
	Corr for view angle, 10log(piΘ/180-cos2αsinΘ)	-58.1	-46.8	-36.9	-14.4	-0.2	-20.9	-34.5	-57.1	-57.2	-56.3	-49.6	-44.9	-40.4	-51.8	-47.4	-43.0	-34.5	-18.9	-0.1	-22.5	-35.9	-51.7	-81.2	-58.8	-47.8	-44.4	-43.3
	Corr for screening/ absorption, dB(A)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0
	Corr for sound energy spread over 24 hr	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6
	Façade correction, dB(A)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
	Track wear correction, dB(A)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
	Leq 0.5hr for each train, dB(A)	-16.7	0.8	18.8	44.4	58.2	35.4	17.7	-10.3	-14.0	-13.3	-4.1	1.5	2.3	-10.6	-6.4	-1.8	12.9	36.6	58.4	35.0	18.5	-2.5	-34.2	-15.6	-6.5	-0.8	-4.2
		0.0	1.2	75.6	27752.6	657937.2	3460.6	58.4	0.1	0.0	0.0	0.4	1.4	1.7	0.1	0.2	0.7	19.5	4563.4	696465.9	3186.8	70.7	0.6	0.0	0.0	0.2	0.8	0.4
	Leq 0.5hr for all train	61.4																										
Leq0.5 Night	Total number of events	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12
	Corr for no. of event, 10log(N), dB(A)	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8
	Corr for distance, -10log(d/dref), dB(A)	0.5	0.6	0.7	1.0	1.2	1.4	1.7	2.3	2.3	2.0	0.9	-0.5	-1.7	0.2	0.1	0.2	0.4	0.5	0.7	1.0	1.4	2.2	2.5	2.2	0.4	-0.9	-1.8
	Corr for view angle, 10log(piΘ/180-cos2αsinΘ)	-58.1	-46.8	-36.9	-14.4	-0.2	-20.9	-34.5	-57.1	-57.2	-56.3	-49.6	-44.9	-40.4	-51.8	-47.4	-43.0	-34.5	-18.9	-0.1	-22.5	-35.9	-51.7	-81.2	-58.8	-47.8	-44.4	-43.3
	Corr for screening/ absorption, dB(A)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0
	Corr for sound energy spread over 24 hr	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6
	Façade correction, dB(A)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
	Track wear correction, dB(A)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
	Leq 0.5hr for each train, dB(A)	-17.0	0.4	18.4	44.1	57.8	35.0	17.3	-10.7	-14.3	-13.6	-4.5	1.2	2.0	-10.9	-6.7	-2.2	12.5	36.2	58.1	34.7	18.1	-2.9	-34.6	-15.9	-6.8	-1.2	-4.5
		0.0	1.1	69.8	25617.8	607326.6	3194.4	53.9	0.1	0.0	0.0	0.4	1.3	1.6	0.1	0.2	0.6	18.0	4212.4	642891.6	2941.6	65.2	0.5	0.0	0.0	0.2	0.8	0.4
	Leq 0.5hr for all train	61.1																										
Lmax	Measured Lmax	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65
	Corr for distance, -10log(d/dref), dB(A)	0.5	0.6	0.7	1.0	1.2	1.4	1.7	2.3	2.3	2.0	0.9	-0.5	-1.7	0.2	0.1	0.2	0.4	0.5	0.7	1.0	1.4	2.2	2.5	2.2	0.4	-0.9	-1.8
	Correction for screening/ absorption	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0
	Façade correction, dB(A)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
	Track wear correction, dB(A)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
	Lmax for each train, dB(A)	57.0	63.1	71.2	74.4	74.0	71.9	67.7	62.3	58.8	58.6	61.0	62.0	58.3	56.7	56.6	56.8	62.9	71.0	74.1	73.0	70.0	64.7	62.5	58.7	56.9	59.1	54.7
	Lmax for all train	74.4																										

Floor 4		Segment (Northbound)													Segment (Southbound)													
		N1	N2	N3	N4	N5	N6	N7	N8	N9	N10	N11	N12	N13	S1	S2	S3	S4	S5	S6	S7	S8	S9	S10	S11	S12	S13	S14
Parameters:																												
	Measured SEL	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9
Leq24	Total number of events	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536
	Horize distance from track to NSR	9.7	10.2	10.5	10.5	10.6	10.1	8.3	2.8	4.2	6.6	14.1	24.0	34.1	12.7	14.7	14.0	14.0	14.3	14.5	13.4	10.6	5.0	0.7	5.3	17.9	27.1	35.0
	track mPD + track head (0.2m)	7.9	8.7	9.9	11.3	12.5	13.1	13.4	13.6	14.0	14.1	13.9	13.6	13.1	8.0	8.4	9.1	10.0	11.2	12.5	13.2	13.5	13.9	14.2	14.1	13.7	13.3	12.9
	ground mPD + floor height	31.4	31.4	31.4	31.4	31.4	31.4	31.4	31.4	31.4	31.4	31.4	31.4	31.4	31.4	31.4	31.4	31.4	31.4	31.4	31.4	31.4	31.4	31.4	31.4	31.4	31.4	31.4
	Vert distance from track to NSR	23.5	22.7	21.5	20.1	18.9	18.3	18.0	17.8	17.4	17.3	17.5	17.8	18.3	23.4	23.0	22.3	21.4	20.2	18.9	18.2	17.9	17.5	17.2	17.3	17.7	18.1	18.5
	Slant distance	25.4	24.8	23.9	22.7	21.7	20.9	19.8	18.0	17.9	18.5	22.4	29.8	38.7	27	27	26	26	25	24	23	21	18	17	18	25	33	40
	View angle (α)	0.031	0.043	0.079	0.337	1.469	0.252	0.099	0.021	0.022	0.028	0.050	0.075	0.092	0.042	0.057	0.067	0.102	0.267	1.537	0.233	0.101	0.033	0.004	0.021	0.059	0.078	0.091
	View angle (α) (degree)	1.800	2.470	4.505	19.282	84.163	14.433	5.683	1.179	1.265	1.576	2.881	4.307	5.283	2.428	3.256	3.840	5.866	15.325	88.061	13.378	5.760	1.905	0.203	1.203	3.359	4.492	5.192
	View angle (Θ)	0.002	0.018	0.051	0.465	2.197	0.196	0.055	0.007	0.006	0.005	0.007	0.009	0.017	0.006	0.009	0.017	0.053	0.273	2.389	0.162	0.040	0.010	0.001	0.005	0.008	0.009	0.009
	View angle (Θ) (degree)	0.142	1.011	2.895	26.618	125.853	11.226	3.179	0.416	0.352	0.282	0.393	0.514	0.962	0.335	0.506	0.999	3.035	15.619	136.871	9.279	2.269	0.551	0.054	0.273	0.438	0.537	0.517
	Average Speed	10.0	20.0	50.0	70.0	65.0	50.0	30.0	15.0	10.0	10.0	15.0	20.0	15.0	10.0	10.0	10.0	20.0	50.0	70.0	60.0	40.0	20.0	15.0	10.0	10.0	15.0	10.0
	Corr for no. of event, 10log(N), dB(A)	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3
	Corr for distance, -10log(d/d_{ref}), dB(A)	-0.1	0.0	0.2	0.4	0.6	0.8	1.0	1.4	1.5	1.3	0.5	-0.8	-1.9	-0.3	-0.4	-0.2	-0.1	0.1	0.2	0.5	0.8	1.4	1.6	1.4	0.0	-1.2	-2.0
	Corr for view angle, 10log($\mu\pi\Theta$/180-cos2αsinΘ)	-58.1	-46.8	-36.9	-14.4	-0.2	-20.9	-34.5	-57.1	-57.2	-56.3	-49.6	-44.9	-40.4	-51.8	-47.4	-43.0	-34.5	-18.9	-0.1	-22.5	-35.9	-51.7	-81.2	-58.8	-47.8	-44.4	-43.3
	Corr for screening/ absorption, dB(A)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0
	Corr for sound energy spread over 24 hr	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6
	Façade correction, dB(A)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
	Track wear correction, dB(A)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
	Leq 24hr for each train, dB(A)	-17.8	-0.4	17.6	43.2	56.9	34.1	16.3	-11.8	-15.4	-14.7	-5.3	0.6	1.5	-11.7	-7.5	-2.9	11.8	35.5	57.3	33.9	17.2	-4.0	-35.8	-17.0	-7.5	-1.7	-5.0
	Leq 24hr for all train	60.3																										
Leq0.5	Total number of events	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13
	Corr for no. of event, 10log(N), dB(A)	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1
	Corr for distance, -10log(d/dref), dB(A)	-0.1	0.0	0.2	0.4	0.6	0.8	1.0	1.4	1.5	1.3	0.5	-0.8	-1.9	-0.3	-0.4	-0.2	-0.1	0.1	0.2	0.5	0.8	1.4	1.6	1.4	0.0	-1.2	-2.0
	Corr for view angle, 10log(piΘ/180-cos2αsinΘ)	-58.1	-46.8	-36.9	-14.4	-0.2	-20.9	-34.5	-57.1	-57.2	-56.3	-49.6	-44.9	-40.4	-51.8	-47.4	-43.0	-34.5	-18.9	-0.1	-22.5	-35.9	-51.7	-81.2	-58.8	-47.8	-44.4	-43.3
	Corr for screening/ absorption, dB(A)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0
	Corr for sound energy spread over 24 hr	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6
	Façade correction, dB(A)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
	Track wear correction, dB(A)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
	Leq 0.5hr for each train, dB(A)	-17.2	0.2	18.2	43.9	57.6	34.8	17.0	-11.1	-14.8	-14.0	-4.6	1.3	2.2	-11.1	-6.8	-2.3	12.4	36.1	58.0	34.5	17.9	-3.3	-35.1	-16.4	-6.8	-1.1	-4.3
	Leq 0.5hr for all train	60.9																										
Leq0.5	Total number of events	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12
	Corr for no. of event, 10log(N), dB(A)	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8
	Corr for distance, -10log(d/dref), dB(A)	-0.1	0.0	0.2	0.4	0.6	0.8	1.0	1.4	1.5	1.3	0.5	-0.8	-1.9	-0.3	-0.4	-0.2	-0.1	0.1	0.2	0.5	0.8	1.4	1.6	1.4	0.0	-1.2	-2.0
	Corr for view angle, 10log(piΘ/180-cos2αsinΘ)	-58.1	-46.8	-36.9	-14.4	-0.2	-20.9	-34.5	-57.1	-57.2	-56.3	-49.6	-44.9	-40.4	-51.8	-47.4	-43.0	-34.5	-18.9	-0.1	-22.5	-35.9	-51.7	-81.2	-58.8	-47.8	-44.4	-43.3
	Corr for screening/ absorption, dB(A)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, d

Floor		Segment (Northbound)													Segment (Southbound)													
5		N1	N2	N3	N4	N5	N6	N7	N8	N9	N10	N11	N12	N13	S1	S2	S3	S4	S5	S6	S7	S8	S9	S10	S11	S12	S13	S14
Parameters:																												
	Measured SEL	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9
Leq24	Total number of events	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536
	Horize distance from track to NSR	9.7	10.2	10.5	10.5	10.6	10.1	8.3	2.8	4.2	6.6	14.1	24.0	34.1	12.7	14.7	14.0	14.0	14.3	14.5	13.4	10.6	5.0	0.7	5.3	17.9	27.1	35.0
	track mPD + track head (0.2m)	7.9	8.7	9.9	11.3	12.5	13.1	13.4	13.6	14.0	14.1	13.9	13.6	13.1	8.0	8.4	9.1	10.0	11.2	12.5	13.2	13.5	13.9	14.2	14.1	13.7	13.3	12.9
	ground mPD + floor height	34.5	34.5	34.5	34.5	34.5	34.5	34.5	34.5	34.5	34.5	34.5	34.5	34.5	34.5	34.5	34.5	34.5	34.5	34.5	34.5	34.5	34.5	34.5	34.5	34.5	34.5	34.5
	Vert distance from track to NSR	26.6	25.8	24.6	23.3	22.1	21.5	21.2	20.9	20.6	20.5	20.6	20.9	21.5	26.5	26.1	25.4	24.5	23.3	22.0	21.3	21.0	20.6	20.4	20.5	20.8	21.3	21.6
	Slant distance	28.3	27.7	26.7	25.5	24.5	23.7	22.7	21.1	21.0	21.5	25.0	31.8	40.3	29	30	29	28	27	26	25	24	21	20	21	27	34	41
	View angle (α)	0.031	0.043	0.079	0.337	1.469	0.252	0.099	0.021	0.022	0.028	0.050	0.075	0.092	0.042	0.057	0.067	0.102	0.267	1.537	0.233	0.101	0.033	0.004	0.021	0.059	0.078	0.091
	View angle (α) (degree)	1.800	2.470	4.505	19.282	84.163	14.433	5.683	1.179	1.265	1.576	2.881	4.307	5.283	2.428	3.256	3.840	5.866	15.325	88.061	13.378	5.760	1.905	0.203	1.203	3.359	4.492	5.192
	View angle (Θ)	0.002	0.018	0.051	0.465	2.197	0.196	0.055	0.007	0.006	0.005	0.007	0.009	0.017	0.006	0.009	0.017	0.053	0.273	2.389	0.162	0.040	0.010	0.001	0.005	0.008	0.009	0.009
	View angle (Θ) (degree)	0.142	1.011	2.895	26.618	125.853	11.226	3.179	0.416	0.352	0.282	0.393	0.514	0.962	0.335	0.506	0.999	3.035	15.619	136.871	9.279	2.269	0.551	0.054	0.273	0.438	0.537	0.517
	Average Speed	10.0	20.0	50.0	70.0	65.0	50.0	30.0	15.0	10.0	10.0	15.0	20.0	15.0	10.0	10.0	10.0	20.0	50.0	70.0	60.0	40.0	20.0	15.0	10.0	10.0	15.0	10.0
	Corr for no. of event, 10log(N), dB(A)	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3
	Corr for distance, -10log(d/d_{ref}), dB(A)	-0.5	-0.5	-0.3	-0.1	0.1	0.2	0.4	0.7	0.8	0.7	0.0	-1.0	-2.1	-0.7	-0.8	-0.6	-0.5	-0.4	-0.2	0.0	0.3	0.7	0.9	0.7	-0.4	-1.4	-2.2
	Corr for view angle, 10log(piΘ/180-cos2αsinΘ)	-58.1	-46.8	-36.9	-14.4	-0.2	-20.9	-34.5	-57.1	-57.2	-56.3	-49.6	-44.9	-40.4	-51.8	-47.4	-43.0	-34.5	-18.9	-0.1	-22.5	-35.9	-51.7	-81.2	-58.8	-47.8	-44.4	-43.3
	Corr for screening/ absorption, dB(A)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, 20log(v/V_{ref}), dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0
	Corr for sound energy spread over 24 hr	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4
	Façade correctoin, dB(A)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
	Track wear correction, dB(A)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
	Leq 24hr for each train, dB(A)	-18.3	-0.9	17.1	42.7	56.4	33.6	15.7	-12.5	-16.1	-15.3	-5.7	0.3	1.3	-12.2	-7.9	-3.4	11.3	35.0	56.9	33.4	16.7	-4.6	-36.5	-17.7	-7.9	-2.0	-5.2
	Leq 24hr for all train	59.8																										
Leq0.5	Total number of events	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13
	Corr for no. of event, 10log(N), dB(A)	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1
	Corr for distance, -10log(d/dref), dB(A)	-0.5	-0.5	-0.3	-0.1	0.1	0.2	0.4	0.7	0.8	0.7	0.0	-1.0	-2.1	-0.7	-0.8	-0.6	-0.5	-0.4	-0.2	0.0	0.3	0.7	0.9	0.7	-0.4	-1.4	-2.2
	Corr for view angle, 10log(piΘ/180-cos2αsinΘ)	-58.1	-46.8	-36.9	-14.4	-0.2	-20.9	-34.5	-57.1	-57.2	-56.3	-49.6	-44.9	-40.4	-51.8	-47.4	-43.0	-34.5	-18.9	-0.1	-22.5	-35.9	-51.7	-81.2	-58.8	-47.8	-44.4	-43.3
	Corr for screening/ absorption, dB(A)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0
	Corr for sound energy spread over 24 hr	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6
	Façade correctoin, dB(A)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
	Track wear correction, dB(A)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
	Leq 0.5hr for each train, dB(A)	-17.7	-0.2	17.8	43.4	57.1	34.2	16.4	-11.8	-15.5	-14.6	-5.1	1.0	2.0	-11.5	-7.2	-2.7	12.0	35.7	57.5	34.1	17.4	-4.0	-35.8	-17.0	-7.2	-1.3	-4.5
	Leq 0.5hr for all train	60.4																										
Leq0.5	Total number of events	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12
	Corr for no. of event, 10log(N), dB(A)	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8
	Corr for distance, -10log(d/dref), dB(A)	-0.5	-0.5	-0.3	-0.1	0.1	0.2	0.4	0.7	0.8	0.7	0.0	-1.0	-2.1	-0.7	-0.8	-0.6	-0.5	-0.4	-0.2	0.0	0.3	0.7	0.9	0.7	-0.4	-1.4	-2.2
	Corr for view angle, 10log(piΘ/180-cos2αsinΘ)	-58.1	-46.8	-36.9	-14.4	-0.2	-20.9	-34.5	-57.1	-57.2	-56.3	-49.6	-44.9	-40.4	-51.8	-47.4	-43.0	-34.5	-18.9	-0.1	-22.5	-35.9	-51.7	-81.2	-58.8	-47.8	-44.4	-43.3
	Corr for screening/ absorption, dB(A)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0
	Corr for sound energy spread over 24 hr	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6
	Façade correctoin, dB(A)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
	Track wear correction, dB(A)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
	Leq 0.5hr for each train, dB(A)	-18.0	-0.6	17.4	43.0	56.7	33.9	16.1	-12.2	-15.8	-15.0	-5.4	0.7	1.6	-11.8	-7.6	-3.1	11.7	35.3	57.2	33.7	17.0	-4.3	-36.2	-17.4	-7.6	-1.6	-4.8
	Leq 0.5hr for all train	60.1																										
Lmax	Measured Lmax	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65
	Corr for distance, -10log(d/dref), dB(A)	-0.5	-0.5	-0.3	-0.1	0.1	0.2	0.4	0.7	0.8	0.7	0.0	-1.0	-2.1	-0.7	-0.8	-0.6	-0.5	-0.4	-0.2	0.0	0.3	0.7	0.9	0.7	-0.4	-1.4	-2.2
	Correction for screening/ absorption	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0
	Façade correctoin, dB(A)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
	Track wear correction, dB(A)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
	Lmax for each train, dB(A)	56.0	62.1	70.2	73.3	72.9	70.7	66.5	60.8	57.3	57.2	60.0	61.5	58.0	55.8	55.7	55.9	62.0	70.1	73.2	72.1	68.8	63.3	60.9	57.2	56.1	58.6	54.4
	Lmax for all train	73.3																										

Floor		Segment (Northbound)													Segment (Southbound)													
6		N1	N2	N3	N4	N5	N6	N7	N8	N9	N10	N11	N12	N13	S1	S2	S3	S4	S5	S6	S7	S8	S9	S10	S11	S12	S13	S14
Parameters:																												
	Measured SEL	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9
Leq24	Total number of events	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536
	Horize distance from track to NSR	9.7	10.2	10.5	10.5	10.6	10.1	8.3	2.8	4.2	6.6	14.1	24.0	34.1	12.7	14.7	14.0	14.0	14.3	14.5	13.4	10.6	5.0	0.7	5.3	17.9	27.1	35.0
	track mPD + track head (0.2m)	7.9	8.7	9.9	11.3	12.5	13.1	13.4	13.6	14.0	14.1	13.9	13.6	13.1	8.0	8.4	9.1	10.0	11.2	12.5	13.2	13.5	13.9	14.2	14.1	13.7	13.3	12.9
	ground mPD + floor height	37.7	37.7	37.7	37.7	37.7	37.7	37.7	37.7	37.7	37.7	37.7	37.7	37.7	37.7	37.7	37.7	37.7	37.7	37.7	37.7	37.7	37.7	37.7	37.7	37.7	37.7	37.7
	Vert distance from track to NSR	29.8	29.0	27.8	26.4	25.2	24.6	24.3	24.1	23.7	23.6	23.8	24.1	24.6	29.7	29.3	28.6	27.7	26.5	25.2	24.5	24.2	23.8	23.5	23.6	24.0	24.4	24.8
	Slant distance	31.3	30.7	29.7	28.4	27.3	26.6	25.7	24.2	24.1	24.5	27.6	34.0	42.0	32	33	32	31	30	29	28	26	24	24	24	30	36	43
	View angle (α)	0.031	0.043	0.079	0.337	1.469	0.252	0.099	0.021	0.022	0.028	0.050	0.075	0.092	0.042	0.057	0.067	0.102	0.267	1.537	0.233	0.101	0.033	0.004	0.021	0.059	0.078	0.091
	View angle (α) (degree)	1.800	2.470	4.505	19.282	84.163	14.433	5.683	1.179	1.265	1.576	2.881	4.307	5.283	2.428	3.256	3.840	5.866	15.325	88.061	13.378	5.760	1.905	0.203	1.203	3.359	4.492	5.192
	View angle (Θ)	0.002	0.018	0.051	0.465	2.197	0.196	0.055	0.007	0.006	0.005	0.007	0.009	0.017	0.006	0.009	0.017	0.053	0.273	2.389	0.162	0.040	0.010	0.001	0.005	0.008	0.009	0.009
	View angle (Θ) (degree)	0.142	1.011	2.895	26.618	125.853	11.226	3.179	0.416	0.352	0.282	0.393	0.514	0.962	0.335	0.506	0.999	3.035	15.619	136.871	9.279	2.269	0.551	0.054	0.273	0.438	0.537	0.517
	Average Speed	10.0	20.0	50.0	70.0	65.0	50.0	30.0	15.0	10.0	10.0	15.0	20.0	15.0	10.0	10.0	10.0	20.0	50.0	70.0	60.0	40.0	20.0	15.0	10.0	10.0	15.0	10.0
	Corr for no. of event, 10log(N), dB(A)	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3
	Corr for distance, -10log(d/d_{ref}), dB(A)	-1.0	-0.9	-0.7	-0.6	-0.4	-0.3	-0.1	0.1	0.2	0.1	-0.4	-1.3	-2.3	-1.1	-1.2	-1.0	-0.9	-0.8	-0.6	-0.5	-0.2	0.1	0.3	0.1	-0.8	-1.6	-2.3
	Corr for view angle, 10log(piΘ/180-cos2αsinΘ)	-58.1	-46.8	-36.9	-14.4	-0.2	-20.9	-34.5	-57.1	-57.2	-56.3	-49.6	-44.9	-40.4	-51.8	-47.4	-43.0	-34.5	-18.9	-0.1	-22.5	-35.9	-51.7	-81.2	-58.8	-47.8	-44.4	-43.3
	Corr for screening/ absorption, dB(A)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, 20log(v/V_{ref}), dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0
	Corr for sound energy spread over 24 hr	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4
	Façade correctoin, dB(A)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
	Track wear correction, dB(A)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
	Leq 24hr for each train, dB(A)	-18.8	-1.3	16.6	42.2	55.9	33.1	15.2	-13.1	-16.7	-15.9	-6.2	0.1	1.1	-12.6	-8.3	-3.8	10.9	34.6	56.4	33.0	16.2	-5.2	-37.1	-18.3	-8.3	-2.2	-5.3
	Leq 24hr for all train	59.3																										
Leq0.5	Total number of events	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13
	Corr for no. of event, 10log(N), dB(A)	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1
	Corr for distance, -10log(d/dref), dB(A)	-1.0	-0.9	-0.7	-0.6	-0.4	-0.3	-0.1	0.1	0.2	0.1	-0.4	-1.3	-2.3	-1.1	-1.2	-1.0	-0.9	-0.8	-0.6	-0.5	-0.2	0.1	0.3	0.1	-0.8	-1.6	-2.3
	Corr for view angle, 10log(piΘ/180-cos2αsinΘ)	-58.1	-46.8	-36.9	-14.4	-0.2	-20.9	-34.5	-57.1	-57.2	-56.3	-49.6	-44.9	-40.4	-51.8	-47.4	-43.0	-34.5	-18.9	-0.1	-22.5	-35.9	-51.7	-81.2	-58.8	-47.8	-44.4	-43.3
	Corr for screening/ absorption, dB(A)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0
	Corr for sound energy spread over 24 hr	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6
	Façade correctoin, dB(A)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
	Track wear correction, dB(A)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
	Leq 0.5hr for each train, dB(A)	-18.1	-0.7	17.3	42.9	56.6	33.7	15.9	-12.4	-16.1	-15.2	-5.5	0.7	1.8	-11.9	-7.6	-3.1	11.6	35.3	57.1	33.6	16.9	-4.6	-36.5	-17.6	-7.6	-1.5	-4.7
	Leq 0.5hr for all train	60.0																										
Leq0.5	Total number of events	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12
	Corr for no. of event, 10log(N), dB(A)	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8
	Corr for distance, -10log(d/dref), dB(A)	-1.0	-0.9	-0.7	-0.6	-0.4	-0.3	-0.1	0.1	0.2	0.1	-0.4	-1.3	-2.3	-1.1	-1.2	-1.0	-0.9	-0.8	-0.6	-0.5	-0.2	0.1	0.3	0.1	-0.8	-1.6	-2.3
	Corr for view angle, 10log(piΘ/180-cos2αsinΘ)	-58.1	-46.8	-36.9	-14.4	-0.2	-20.9	-34.5	-57.1	-57.2	-56.3	-49.6	-44.9	-40.4	-51.8	-47.4	-43.0	-34.5	-18.9	-0.1	-22.5	-35.9	-51.7	-81.2	-58.8	-47.8	-44.4	-43.3
	Corr for screening/ absorption, dB(A)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0
	Corr for sound energy spread over 24 hr	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-

Floor 7		Segment (Northbound)													Segment (Southbound)													
		N1	N2	N3	N4	N5	N6	N7	N8	N9	N10	N11	N12	N13	S1	S2	S3	S4	S5	S6	S7	S8	S9	S10	S11	S12	S13	S14
Parameters:																												
	Measured SEL	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9
Leq24	Total number of events	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536
	Horize distance from track to NSR	9.7	10.2	10.5	10.5	10.6	10.1	8.3	2.8	4.2	6.6	14.1	24.0	34.1	12.7	14.7	14.0	14.0	14.3	14.5	13.4	10.6	5.0	0.7	5.3	17.9	27.1	35.0
	track mPD + track head (0.2m)	7.9	8.7	9.9	11.3	12.5	13.1	13.4	13.6	14.0	14.1	13.9	13.6	13.1	8.0	8.4	9.1	10.0	11.2	12.5	13.2	13.5	13.9	14.2	14.1	13.7	13.3	12.9
	ground mPD + floor height	40.8	40.8	40.8	40.8	40.8	40.8	40.8	40.8	40.8	40.8	40.8	40.8	40.8	40.8	40.8	40.8	40.8	40.8	40.8	40.8	40.8	40.8	40.8	40.8	40.8	40.8	40.8
	Vert distance from track to NSR	32.9	32.1	30.9	29.6	28.4	27.8	27.5	27.2	26.9	26.8	26.9	27.2	27.8	32.8	32.4	31.7	30.8	29.6	28.3	27.6	27.3	26.9	26.7	26.8	27.1	27.6	27.9
	Slant distance	34.3	33.7	32.6	31.4	30.3	29.5	28.7	27.3	27.2	27.5	30.4	36.3	44.0	35	36	35	34	33	32	31	29	27	27	27	32	39	45
	View angle (α)	0.031	0.043	0.079	0.337	1.469	0.252	0.099	0.021	0.022	0.028	0.050	0.075	0.092	0.042	0.057	0.067	0.102	0.267	1.537	0.233	0.101	0.033	0.004	0.021	0.059	0.078	0.091
	View angle (α) (degree)	1.800	2.470	4.505	19.282	84.163	14.433	5.683	1.179	1.265	1.576	2.881	4.307	5.283	2.428	3.256	3.840	5.866	15.325	88.061	13.378	5.760	1.905	0.203	1.203	3.359	4.492	5.192
	View angle (Θ)	0.002	0.018	0.051	0.465	2.197	0.196	0.055	0.007	0.006	0.005	0.007	0.009	0.017	0.006	0.009	0.017	0.053	0.273	2.389	0.162	0.040	0.010	0.001	0.005	0.008	0.009	0.009
	View angle (Θ) (degree)	0.142	1.011	2.895	26.618	125.853	11.226	3.179	0.416	0.352	0.282	0.393	0.514	0.962	0.335	0.506	0.999	3.035	15.619	136.871	9.279	2.269	0.551	0.054	0.273	0.438	0.537	0.517
	Average Speed	10.0	20.0	50.0	70.0	65.0	50.0	30.0	15.0	10.0	10.0	15.0	20.0	15.0	10.0	10.0	10.0	20.0	50.0	70.0	60.0	40.0	20.0	15.0	10.0	10.0	15.0	10.0
	Corr for no. of event, 10log(N), dB(A)	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3
	Corr for distance, -10log(d/d_{ref}), dB(A)	-1.4	-1.3	-1.2	-1.0	-0.8	-0.7	-0.6	-0.4	-0.4	-0.4	-0.8	-1.6	-2.5	-1.5	-1.5	-1.4	-1.3	-1.2	-1.0	-0.9	-0.7	-0.4	-0.3	-0.4	-1.1	-1.9	-2.5
	Corr for view angle, 10log(piΘ/180-cos2αsinΘ)	-58.1	-46.8	-36.9	-14.4	-0.2	-20.9	-34.5	-57.1	-57.2	-56.3	-49.6	-44.9	-40.4	-51.8	-47.4	-43.0	-34.5	-18.9	-0.1	-22.5	-35.9	-51.7	-81.2	-58.8	-47.8	-44.4	-43.3
	Corr for screening/ absorption, dB(A)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, 20log(v/v_{ref}), dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0
	Corr for sound energy spread over 24 hr	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4
	Façade correctoin, dB(A)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
	Track wear correction, dB(A)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
	Leq 24hr for each train, dB(A)	-19.2	-1.7	16.2	41.8	55.5	32.6	14.7	-13.6	-17.2	-16.4	-6.6	-0.2	0.9	-12.9	-8.7	-4.1	10.6	34.2	56.0	32.5	15.7	-5.8	-37.7	-18.8	-8.6	-2.5	-5.5
	Leq 24hr for all train	58.9																										
Leq0.5	Total number of events	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13
	Corr for no. of event, 10log(N), dB(A)	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1
	Corr for distance, -10log(d/dref), dB(A)	-1.4	-1.3	-1.2	-1.0	-0.8	-0.7	-0.6	-0.4	-0.4	-0.4	-0.8	-1.6	-2.5	-1.5	-1.5	-1.4	-1.3	-1.2	-1.0	-0.9	-0.7	-0.4	-0.3	-0.4	-1.1	-1.9	-2.5
	Corr for view angle, 10log(piΘ/180-cos2αsinΘ)	-58.1	-46.8	-36.9	-14.4	-0.2	-20.9	-34.5	-57.1	-57.2	-56.3	-49.6	-44.9	-40.4	-51.8	-47.4	-43.0	-34.5	-18.9	-0.1	-22.5	-35.9	-51.7	-81.2	-58.8	-47.8	-44.4	-43.3
	Corr for screening/ absorption, dB(A)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0
	Corr for sound energy spread over 24 hr	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6
	Façade correctoin, dB(A)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
	Track wear correction, dB(A)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
	Leq 0.5hr for each train, dB(A)	-18.5	-1.1	16.9	42.5	56.2	33.3	15.4	-13.0	-16.6	-15.7	-5.9	0.4	1.6	-12.3	-8.0	-3.5	11.2	34.9	56.7	33.2	16.4	-5.1	-37.0	-18.2	-8.0	-1.8	-4.9
	Leq 0.5hr for all train	59.6																										
Leq0.5	Total number of events	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12
	Corr for no. of event, 10log(N), dB(A)	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8
	Corr for distance, -10log(d/dref), dB(A)	-1.4	-1.3	-1.2	-1.0	-0.8	-0.7	-0.6	-0.4	-0.4	-0.4	-0.8	-1.6	-2.5	-1.5	-1.5	-1.4	-1.3	-1.2	-1.0	-0.9	-0.7	-0.4	-0.3	-0.4	-1.1	-1.9	-2.5
	Corr for view angle, 10log(piΘ/180-cos2αsinΘ)	-58.1	-46.8	-36.9	-14.4	-0.2	-20.9	-34.5	-57.1	-57.2	-56.3	-49.6	-44.9	-40.4	-51.8	-47.4	-43.0	-34.5	-18.9	-0.1	-22.5	-35.9	-51.7	-81.2	-58.8	-47.8	-44.4	-43.3
	Corr for screening/ absorption, dB(A)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0
	Corr for sound energy spread over 24 hr	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6
	Façade correctoin, dB(A)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
	Track wear correction, dB(A)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
	Leq 0.5hr for each train, dB(A)	-18.8	-1.4	16.5	42.1	55.8	32.9	15.0	-13.3	-16.9	-16.1	-6.3	0.1	1.3	-12.6	-8.3	-3.8	10.9	34.5	56.4	32.8	16.1	-5.4	-37.4	-18.5	-8.3	-2.1	-5.2
	Leq 0.5hr for all train	59.2																										
Lmax	Measured Lmax	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65
	Corr for distance, -10log(d/dref), dB(A)	-1.4	-1.3	-1.2	-1.0	-0.8	-0.7	-0.6	-0.4	-0.4	-0.4	-0.8	-1.6	-2.5	-1.5	-1.5	-1.4	-1.3	-1.2	-1.0	-0.9	-0.7	-0.4	-0.3	-0.4	-1.1	-1.9	-2.5
	Correction for screening/ absorption	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0
	Façade correctoin, dB(A)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
	Track wear correction, dB(A)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
	Lmax for each train, dB(A)	55.1	61.2	69.3	72.4	71.9	69.8	65.5	59.7	56.2	56.1	59.2	60.9	57.6	55.0	55.0	55.1	61.2	69.3	72.4	71.2	67.9	62.1	59.8	56.1	55.4	58.1	54.0
	Lmax for all train	72.4																										

Floor 8		Segment (Northbound)													Segment (Southbound)													
		N1	N2	N3	N4	N5	N6	N7	N8	N9	N10	N11	N12	N13	S1	S2	S3	S4	S5	S6	S7	S8	S9	S10	S11	S12	S13	S14
Parameters:																												
	Measured SEL	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9
Leq24	Total number of events	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536
	Horize distance from track to NSR	9.7	10.2	10.5	10.5	10.6	10.1	8.3	2.8	4.2	6.6	14.1	24.0	34.1	12.7	14.7	14.0	14.0	14.3	14.5	13.4	10.6	5.0	0.7	5.3	17.9	27.1	35.0
	track mPD + track head (0.2m)	7.9	8.7	9.9	11.3	12.5	13.1	13.4	13.6	14.0	14.1	13.9	13.6	13.1	8.0	8.4	9.1	10.0	11.2	12.5	13.2	13.5	13.9	14.2	14.1	13.7	13.3	12.9
	ground mPD + floor height	44.0	44.0	44.0	44.0	44.0	44.0	44.0	44.0	44.0	44.0	44.0	44.0	44.0	44.0	44.0	44.0	44.0	44.0	44.0	44.0	44.0	44.0	44.0	44.0	44.0	44.0	44.0
	Vert distance from track to NSR	36.1	35.3	34.1	32.7	31.5	30.9	30.6	30.4	30.0	29.9	30.1	30.4	30.9	36.0	35.6	34.9	34.0	32.8	31.5	30.8	30.5	30.1	29.8	29.9	30.3	30.7	31.1
	Slant distance	37.3	36.7	35.6	34.4	33.2	32.5	31.7	30.5	30.3	30.6	33.2	38.7	46.0	38	38	38	37	36	35	34	32	30	30	30	35	41	47
	View angle (α)	0.031	0.043	0.079	0.337	1.469	0.252	0.099	0.021	0.022	0.028	0.050	0.075	0.092	0.042	0.057	0.067	0.102	0.267	1.537	0.233	0.101	0.033	0.004	0.021	0.059	0.078	0.091
	View angle (α) (degree)	1.800	2.470	4.505	19.282	84.163	14.433	5.683	1.179	1.265	1.576	2.881	4.307	5.283	2.428	3.256	3.840	5.866	15.325	88.061	13.378	5.760	1.905	0.203	1.203	3.359	4.492	5.192
	View angle (Θ)	0.002	0.018	0.051	0.465	2.197	0.196	0.055	0.007	0.006	0.005	0.007	0.009	0.017	0.006	0.009	0.017	0.053	0.273	2.389	0.162	0.040	0.010	0.001	0.005	0.008	0.009	0.009
	View angle (Θ) (degree)	0.142	1.011	2.895	26.618	125.853	11.226	3.179	0.416	0.352	0.282	0.393	0.514	0.962	0.335	0.506	0.999	3.035	15.619	136.871	9.279	2.269	0.551	0.054	0.273	0.438	0.537	0.517
	Average Speed	10.0	20.0	50.0	70.0	65.0	50.0	30.0	15.0	10.0	10.0	15.0	20.0	15.0	10.0	10.0	10.0	20.0	50.0	70.0	60.0	40.0	20.0	15.0	10.0	10.0	15.0	10.0
	Corr for no. of event, 10log(N), dB(A)	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3
	Corr for distance, -10log(d/d_{ref}), dB(A)	-1.7	-1.7	-1.5	-1.4	-1.2	-1.1	-1.0	-0.9	-0.8	-0.9	-1.2	-1.9	-2.6	-1.8	-1.9	-1.8	-1.7	-1.6	-1.4	-1.3	-1.1	-0.9	-0.8	-0.8	-1.5	-2.1	-2.7
	Corr for view angle, 10log(piΘ/180-cos2αsinΘ)	-58.1	-46.8	-36.9	-14.4	-0.2	-20.9	-34.5	-57.1	-57.2	-56.3	-49.6	-44.9	-40.4	-51.8	-47.4	-43.0	-34.5	-18.9	-0.1	-22.5	-35.9	-51.7	-81.2	-58.8	-47.8	-44.4	-43.3
	Corr for screening/ absorption, dB(A)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, 20log(v/v_{ref}), dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0
	Corr for sound energy spread over 24 hr	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4
	Façade correctoin, dB(A)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
	Track wear correction, dB(A)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
	Leq 24hr for each train, dB(A)	-19.5	-2.1	15.8	41.4	55.1	32.2	14.3	-14.1	-17.7	-16.8	-7.0	-0.5	0.7	-13.3	-9.0	-4.5	10.2	33.9	55.7	32.1	15.3	-6.2	-38.2	-19.3	-9.0	-2.7	-5.7
	Leq 24hr for all train	58.5																										
Leq0.5	Total number of events	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13
	Corr for no. of event, 10log(N), dB(A)	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1
	Corr for distance, -10log(d/dref), dB(A)	-1.7	-1.7	-1.5	-1.4	-1.2	-1.1	-1.0	-0.9	-0.8	-0.9	-1.2	-1.9	-2.6	-1.8	-1.9	-1.8	-1.7	-1.6	-1.4	-1.3	-1.1	-0.9	-0.8	-0.8	-1.5	-2.1	-2.7
	Corr for view angle, 10log(piΘ/180-cos2αsinΘ)	-58.1	-46.8	-36.9	-14.4	-0.2	-20.9	-34.5	-57.1	-57.2	-56.3	-49.6	-44.9	-40.4	-51.8	-47.4	-43.0	-34.5	-18.9	-0.1	-22.5	-35.9	-51.7	-81.2	-58.8	-47.8	-44.4	-43.3
	Corr for screening/ absorption, dB(A)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0
	Corr for sound energy spread over 24 hr	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6
	Façade correctoin, dB(A)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
	Track wear correction, dB(A)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
	Leq 0.5hr for each train, dB(A)	-18.9	-1.4	16.5	42.1	55.8	32.9	15.0	-13.4	-17.1	-16.2	-6.3	0.2	1.4	-12.6	-8.3	-3.8	10.9	34.5	56.3	32.8	16.0	-5.6	-37.5	-18.6	-8.3	-2.0	-5.1
	Leq 0.5hr for all train	59.2																										
Leq0.5	Total number of events	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12
	Corr for no. of event, 10log(N), dB(A)	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8
	Corr for distance, -10log(d/dref), dB(A)	-1.7	-1.7	-1.5	-1.4	-1.2	-1.1	-1.0	-0.9	-0.8	-0.9	-1.2	-1.9	-2.6	-1.8	-1.9	-1.8	-1.7	-1.6	-1.4	-1.3	-1.1	-0.9	-0.8	-0.8	-1.5	-2.1	-2.7
	Corr for view angle, 10log(piΘ/180-cos2αsinΘ)	-58.1	-46.8	-36.9	-14.4	-0.2	-20.9	-34.5	-57.1	-57.2	-56.3	-49.6	-44.9	-40.4	-51.8	-47.4	-43.0	-34.5	-18.9	-0.1	-22.5	-35.9	-51.7	-81.2	-58.8	-47.8	-44.4	-43.3
	Corr for screening/ absorption, dB(A)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0
	Corr for sound energy spread over 24 hr	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6
	Façade correctoin, dB(A)	2.5	2.5	2.5	2.5

Floor 9		Segment (Northbound)													Segment (Southbound)													
		N1	N2	N3	N4	N5	N6	N7	N8	N9	N10	N11	N12	N13	S1	S2	S3	S4	S5	S6	S7	S8	S9	S10	S11	S12	S13	S14
Parameters:																												
	Measured SEL	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9
Leq24	Total number of events	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536
	Horize distance from track to NSR	9.7	10.2	10.5	10.5	10.6	10.1	8.3	2.8	4.2	6.6	14.1	24.0	34.1	12.7	14.7	14.0	14.0	14.3	14.5	13.4	10.6	5.0	0.7	5.3	17.9	27.1	35.0
	track mPD + track head (0.2m)	7.9	8.7	9.9	11.3	12.5	13.1	13.4	13.6	14.0	14.1	13.9	13.6	13.1	8.0	8.4	9.1	10.0	11.2	12.5	13.2	13.5	13.9	14.2	14.1	13.7	13.3	12.9
	ground mPD + floor height	47.1	47.1	47.1	47.1	47.1	47.1	47.1	47.1	47.1	47.1	47.1	47.1	47.1	47.1	47.1	47.1	47.1	47.1	47.1	47.1	47.1	47.1	47.1	47.1	47.1	47.1	47.1
	Vert distance from track to NSR	39.2	38.4	37.2	35.9	34.7	34.1	33.8	33.5	33.2	33.1	33.2	33.5	34.1	39.1	38.7	38.0	37.1	35.9	34.6	33.9	33.6	33.2	33.0	33.1	33.4	33.9	34.2
	Slant distance	40.4	39.7	38.7	37.4	36.2	35.5	34.8	33.6	33.4	33.7	36.1	41.2	48.2	41	41	41	40	39	38	36	35	34	33	33	38	43	49
	View angle (α)	0.031	0.043	0.079	0.337	1.469	0.252	0.099	0.021	0.022	0.028	0.050	0.075	0.092	0.042	0.057	0.067	0.102	0.267	1.537	0.233	0.101	0.033	0.004	0.021	0.059	0.078	0.091
	View angle (α) (degree)	1.800	2.470	4.505	19.282	84.163	14.433	5.683	1.179	1.265	1.576	2.881	4.307	5.283	2.428	3.256	3.840	5.866	15.325	88.061	13.378	5.760	1.905	0.203	1.203	3.359	4.492	5.192
	View angle (Θ)	0.002	0.018	0.051	0.465	2.197	0.196	0.055	0.007	0.006	0.005	0.007	0.009	0.017	0.006	0.009	0.017	0.053	0.273	2.389	0.162	0.040	0.010	0.001	0.005	0.008	0.009	0.009
	View angle (Θ) (degree)	0.142	1.011	2.895	26.618	125.853	11.226	3.179	0.416	0.352	0.282	0.393	0.514	0.962	0.335	0.506	0.999	3.035	15.619	136.871	9.279	2.269	0.551	0.054	0.273	0.438	0.537	0.517
	Average Speed	10.0	20.0	50.0	70.0	65.0	50.0	30.0	15.0	10.0	10.0	15.0	20.0	15.0	10.0	10.0	10.0	20.0	50.0	70.0	60.0	40.0	20.0	15.0	10.0	10.0	15.0	10.0
	Corr for no. of event, 10log(N), dB(A)	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3
	Corr for distance, -10log(d/d_{ref}), dB(A)	-2.1	-2.0	-1.9	-1.7	-1.6	-1.5	-1.4	-1.3	-1.3	-1.3	-1.6	-2.2	-2.8	-2.2	-2.2	-2.1	-2.0	-1.9	-1.8	-1.6	-1.5	-1.3	-1.2	-1.3	-1.8	-2.4	-2.9
	Corr for view angle, 10log(μiΘ/180-cos2αsinΘ)	-58.1	-46.8	-36.9	-14.4	-0.2	-20.9	-34.5	-57.1	-57.2	-56.3	-49.6	-44.9	-40.4	-51.8	-47.4	-43.0	-34.5	-18.9	-0.1	-22.5	-35.9	-51.7	-81.2	-58.8	-47.8	-44.4	-43.3
	Corr for screening/ absorption, dB(A)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, 20log(v/V_{ref}), dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0
	Corr for sound energy spread over 24 hr	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4
	Façade correctoin, dB(A)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
	Track wear correction, dB(A)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
	Leq 24hr for each train, dB(A)	-19.9	-2.5	15.5	41.0	54.7	31.8	13.9	-14.5	-18.1	-17.3	-7.3	-0.8	0.5	-13.6	-9.3	-4.8	9.9	33.5	55.3	31.8	14.9	-6.6	-38.6	-19.7	-9.3	-3.0	-5.9
	Leq 24hr for all train	58.2																										
Leq0.5	Total number of events	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13
	Corr for no. of event, 10log(N), dB(A)	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1
	Corr for distance, -10log(d/dref), dB(A)	-2.1	-2.0	-1.9	-1.7	-1.6	-1.5	-1.4	-1.3	-1.3	-1.3	-1.6	-2.2	-2.8	-2.2	-2.2	-2.1	-2.0	-1.9	-1.8	-1.6	-1.5	-1.3	-1.2	-1.3	-1.8	-2.4	-2.9
	Corr for view angle, 10log(μiΘ/180-cos2αsinΘ)	-58.1	-46.8	-36.9	-14.4	-0.2	-20.9	-34.5	-57.1	-57.2	-56.3	-49.6	-44.9	-40.4	-51.8	-47.4	-43.0	-34.5	-18.9	-0.1	-22.5	-35.9	-51.7	-81.2	-58.8	-47.8	-44.4	-43.3
	Corr for screening/ absorption, dB(A)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0
	Corr for sound energy spread over 24 hr	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6
	Façade correctoin, dB(A)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
	Track wear correction, dB(A)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
	Leq 0.5hr for each train, dB(A)	-19.2	-1.8	16.2	41.7	55.4	32.5	14.6	-13.9	-17.5	-16.6	-6.7	-0.1	1.2	-13.0	-8.6	-4.2	10.5	34.2	56.0	32.4	15.6	-6.0	-37.9	-19.0	-8.6	-2.3	-5.2
	Leq 0.5hr for all train	58.8																										
Leq0.5	Total number of events	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12
	Corr for no. of event, 10log(N), dB(A)	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8
	Corr for distance, -10log(d/dref), dB(A)	-2.1	-2.0	-1.9	-1.7	-1.6	-1.5	-1.4	-1.3	-1.3	-1.3	-1.6	-2.2	-2.8	-2.2	-2.2	-2.1	-2.0	-1.9	-1.8	-1.6	-1.5	-1.3	-1.2	-1.3	-1.8	-2.4	-2.9
	Corr for view angle, 10log(μiΘ/180-cos2αsinΘ)	-58.1	-46.8	-36.9	-14.4	-0.2	-20.9	-34.5	-57.1	-57.2	-56.3	-49.6	-44.9	-40.4	-51.8	-47.4	-43.0	-34.5	-18.9	-0.1	-22.5	-35.9	-51.7	-81.2	-58.8	-47.8	-44.4	-43.3
	Corr for screening/ absorption, dB(A)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0
	Corr for sound energy spread over 24 hr	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6
	Façade correctoin, dB(A)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
	Track wear correction, dB(A)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
	Leq 0.5hr for each train, dB(A)	-19.6	-2.1	15.8	41.4	55.0	32.1	14.2	-14.2	-17.8	-16.9	-7.0	-0.5	0.9	-13.3	-9.0	-4.5	10.2	33.8	55.6	32.1	15.3	-6.3	-38.3	-19.4	-9.0	-2.6	-5.6
	Leq 0.5hr for all train	58.5																										
Lmax	Measured Lmax	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65
	Corr for distance, -10log(d/dref), dB(A)	-2.1	-2.0	-1.9	-1.7	-1.6	-1.5	-1.4	-1.3	-1.3	-1.3	-1.6	-2.2	-2.8	-2.2	-2.2	-2.1	-2.0	-1.9	-1.8	-1.6	-1.5	-1.3	-1.2	-1.3	-1.8	-2.4	-2.9
	Correction for screening/ absorption	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0
	Façade correctoin, dB(A)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
	Track wear correction, dB(A)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
	Lmax for each train, dB(A)	54.4	60.5	68.6	71.7	71.2	69.0	64.6	58.8	55.3	55.2	58.4	60.4	57.2	54.4	54.3	54.4	60.5	68.6	71.7	70.4	67.1	61.3	58.8	55.3	54.7	57.6	53.6
	Lmax for all train	71.7																										

Floor 10		Segment (Northbound)													Segment (Southbound)													
		N1	N2	N3	N4	N5	N6	N7	N8	N9	N10	N11	N12	N13	S1	S2	S3	S4	S5	S6	S7	S8	S9	S10	S11	S12	S13	S14
Parameters:																												
	Measured SEL	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9
Leq24	Total number of events	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536
	Horize distance from track to NSR	9.7	10.2	10.5	10.5	10.6	10.1	8.3	2.8	4.2	6.6	14.1	24.0	34.1	12.7	14.7	14.0	14.0	14.3	14.5	13.4	10.6	5.0	0.7	5.3	17.9	27.1	35.0
	track mPD + track head (0.2m)	7.9	8.7	9.9	11.3	12.5	13.1	13.4	13.6	14.0	14.1	13.9	13.6	13.1	8.0	8.4	9.1	10.0	11.2	12.5	13.2	13.5	13.9	14.2	14.1	13.7	13.3	12.9
	ground mPD + floor height	50.3	50.3	50.3	50.3	50.3	50.3	50.3	50.3	50.3	50.3	50.3	50.3	50.3	50.3	50.3	50.3	50.3	50.3	50.3	50.3	50.3	50.3	50.3	50.3	50.3	50.3	50.3
	Vert distance from track to NSR	42.4	41.6	40.4	39.0	37.8	37.2	36.9	36.7	36.3	36.2	36.4	36.7	37.2	42.3	41.9	41.2	40.3	39.1	37.8	37.1	36.8	36.4	36.1	36.2	36.6	37.0	37.4
	Slant distance	43.5	42.8	41.7	40.4	39.3	38.5	37.8	36.8	36.5	36.8	39.0	43.8	50.5	44	44	43	43	42	40	39	38	37	36	37	41	46	51
	View angle (α)	0.031	0.043	0.079	0.337	1.469	0.252	0.099	0.021	0.022	0.028	0.050	0.075	0.092	0.042	0.057	0.067	0.102	0.267	1.537	0.233	0.101	0.033	0.004	0.021	0.059	0.078	0.091
	View angle (α) (degree)	1.800	2.470	4.505	19.282	84.163	14.433	5.683	1.179	1.265	1.576	2.881	4.307	5.283	2.428	3.256	3.840	5.866	15.325	88.061	13.378	5.760	1.905	0.203	1.203	3.359	4.492	5.192
	View angle (Θ)	0.002	0.018	0.051	0.465	2.197	0.196	0.055	0.007	0.006	0.005	0.007	0.009	0.017	0.006	0.009	0.017	0.053	0.273	2.389	0.162	0.040	0.010	0.001	0.005	0.008	0.009	0.009
	View angle (Θ) (degree)	0.142	1.011	2.895	26.618	125.853	11.226	3.179	0.416	0.352	0.282	0.393	0.514	0.962	0.335	0.506	0.999	3.035	15.619	136.871	9.279	2.269	0.551	0.054	0.273	0.438	0.537	0.517
	Average Speed	10.0	20.0	50.0	70.0	65.0	50.0	30.0	15.0	10.0	10.0	15.0	20.0	15.0	10.0	10.0	10.0	20.0	50.0	70.0	60.0	40.0	20.0	15.0	10.0	10.0	15.0	10.0
	Corr for no. of event, 10log(N), dB(A)	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3
	Corr for distance, -10log(d/d_{ref}), dB(A)	-2.4	-2.3	-2.2	-2.1	-2.0	-1.9	-1.8	-1.7	-1.6	-1.7	-1.9	-2.4	-3.0	-2.5	-2.5	-2.4	-2.3	-2.2	-2.1	-2.0	-1.8	-1.7	-1.6	-1.7	-2.1	-2.6	-3.1
	Corr for view angle, 10log(μiΘ/180-cos2αsinΘ)	-58.1	-46.8	-36.9	-14.4	-0.2	-20.9	-34.5	-57.1	-57.2	-56.3	-49.6	-44.9	-40.4	-51.8	-47.4	-43.0	-34.5	-18.9	-0.1	-22.5	-35.9	-51.7	-81.2	-58.8	-47.8	-44.4	-43.3
	Corr for screening/ absorption, dB(A)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, 20log(v/V_{ref}), dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0
	Corr for sound energy spread over 24 hr	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4
	Façade correctoin, dB(A)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
	Track wear correction, dB(A)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
	Leq 24hr for each train, dB(A)	-20.2	-2.8	15.2	40.7	54.4	31.5	13.5	-14.9	-18.5	-17.6	-7.7	-1.0	0.3	-13.9	-9.6	-5.1	9.6	33.2	55.0	31.4	14.6	-7.0	-39.0	-20.1	-9.6	-3.2	-6.1
	Leq 24hr for all train	57.8																										
Leq0.5	Total number of events	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13
	Corr for no. of event, 10log(N), dB(A)	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1
	Corr for distance, -10log(d/dref), dB(A)	-2.4	-2.3	-2.2	-2.1	-2.0	-1.9	-1.8	-1.7	-1.6	-1.7	-1.9	-2.4	-3.0	-2.5	-2.5	-2.4	-2.3	-2.2	-2.1	-2.0	-1.8	-1.7	-1.6	-1.7	-2.1	-2.6	-3.1
	Corr for view angle, 10log(μiΘ/180-cos2αsinΘ)	-58.1	-46.8	-36.9	-14.4	-0.2	-20.9	-34.5	-57.1	-57.2	-56.3	-49.6	-44.9	-40.4	-51.8	-47.4	-43.0	-34.5	-18.9	-0.1	-22.5	-35.9	-51.7	-81.2	-58.8	-47.8	-44.4	-43.3
	Corr for screening/ absorption, dB(A)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0
	Corr for sound energy spread over 24 hr	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6
	Façade correctoin, dB(A)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
	Track wear correction, dB(A)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
	Leq 0.5hr for each train, dB(A)	-19.5	-2.1	15.8	41.4	55.0	32.1	14.2	-14.2	-17.9	-17.0	-7.0	-0.4	1.0	-13.3	-8.9	-4.5	10.2	33.9	55.7	32.1	15.2	-6.4	-38.3	-19.4	-8.9	-2.5	-5.4
	Leq 0.5hr for all train	58.5																										
Leq0.5	Total number of events	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12
	Corr for no. of event, 10log(N), dB(A)	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8
	Corr for distance, -10log(d/dref), dB(A)	-2.4	-2.3	-2.2	-2.1	-2.0	-1.9	-1.8	-1.7	-1.6	-1.7	-1.9	-2.4	-3.0	-2.5	-2.5	-2.4	-2.3	-2.2	-2.1	-2.0	-1.8	-1.7	-1.6	-1.7	-2.1	-2.6	-3.1
	Corr for view angle, 10log(μiΘ/180-cos2αsinΘ)	-58.1	-46.8	-36.9	-14.4	-0.2	-20.9	-34.5	-57.1	-57.2	-56.3	-49.6	-44.9	-40.4	-51.8	-47.4	-43.0	-34.5	-18.9	-0.1	-22.5	-35.9	-51.7	-81.2	-58.8	-47.8	-44.4	-43.3
	Corr for screening/ absorption, dB(A)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0
	Corr for sound energy spread over 24 hr	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-

Floor 11		Segment (Northbound)													Segment (Southbound)													
		N1	N2	N3	N4	N5	N6	N7	N8	N9	N10	N11	N12	N13	S1	S2	S3	S4	S5	S6	S7	S8	S9	S10	S11	S12	S13	S14
Parameters:																												
	Measured SEL	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9
Leq24	Total number of events	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536
	Horize distance from track to NSR	9.7	10.2	10.5	10.5	10.6	10.1	8.3	2.8	4.2	6.6	14.1	24.0	34.1	12.7	14.7	14.0	14.0	14.3	14.5	13.4	10.6	5.0	0.7	5.3	17.9	27.1	35.0
	track mPD + track head (0.2m)	7.9	8.7	9.9	11.3	12.5	13.1	13.4	13.6	14.0	14.1	13.9	13.6	13.1	8.0	8.4	9.1	10.0	11.2	12.5	13.2	13.5	13.9	14.2	14.1	13.7	13.3	12.9
	ground mPD + floor height	53.4	53.4	53.4	53.4	53.4	53.4	53.4	53.4	53.4	53.4	53.4	53.4	53.4	53.4	53.4	53.4	53.4	53.4	53.4	53.4	53.4	53.4	53.4	53.4	53.4	53.4	53.4
	Vert distance from track to NSR	45.5	44.7	43.5	42.2	41.0	40.4	40.1	39.8	39.5	39.4	39.5	39.8	40.4	45.4	45.0	44.3	43.4	42.2	40.9	40.2	39.9	39.5	39.3	39.4	39.7	40.2	40.5
	Slant distance	46.5	45.9	44.7	43.4	42.3	41.6	40.9	39.9	39.7	39.9	41.9	46.5	52.8	47	47	46	46	45	43	42	41	40	39	40	44	48	54
	View angle (α)	0.031	0.043	0.079	0.337	1.469	0.252	0.099	0.021	0.022	0.028	0.050	0.075	0.092	0.042	0.057	0.067	0.102	0.267	1.537	0.233	0.101	0.033	0.004	0.021	0.059	0.078	0.091
	View angle (α) (degree)	1.800	2.470	4.505	19.282	84.163	14.433	5.683	1.179	1.265	1.576	2.881	4.307	5.283	2.428	3.256	3.840	5.866	15.325	88.061	13.378	5.760	1.905	0.203	1.203	3.359	4.492	5.192
	View angle (θ)	0.002	0.018	0.051	0.465	2.197	0.196	0.055	0.007	0.006	0.005	0.007	0.009	0.017	0.006	0.009	0.017	0.053	0.273	2.389	0.162	0.040	0.010	0.001	0.005	0.008	0.009	0.009
	View angle (θ) (degree)	0.142	1.011	2.895	26.618	125.853	11.226	3.179	0.416	0.352	0.282	0.393	0.514	0.962	0.335	0.506	0.999	3.035	15.619	136.871	9.279	2.269	0.551	0.054	0.273	0.438	0.537	0.517
	Average Speed	10.0	20.0	50.0	70.0	65.0	50.0	30.0	15.0	10.0	10.0	15.0	20.0	15.0	10.0	10.0	10.0	20.0	50.0	70.0	60.0	40.0	20.0	15.0	10.0	10.0	15.0	10.0
	Corr for no. of event, 10log(N), dB(A)	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3
	Corr for distance, -10log(d/d_{ref}), dB(A)	-2.7	-2.6	-2.5	-2.4	-2.3	-2.2	-2.1	-2.0	-2.0	-2.0	-2.2	-2.7	-3.2	-2.8	-2.8	-2.7	-2.6	-2.5	-2.4	-2.3	-2.2	-2.0	-2.0	-2.0	-2.4	-2.9	-3.3
	Corr for view angle, 10log($\mu$$\theta$/180-cos2$\alpha$sin$\theta$)	-58.1	-46.8	-36.9	-14.4	-0.2	-20.9	-34.5	-57.1	-57.2	-56.3	-49.6	-44.9	-40.4	-51.8	-47.4	-43.0	-34.5	-18.9	-0.1	-22.5	-35.9	-51.7	-81.2	-58.8	-47.8	-44.4	-43.3
	Corr for screening/ absorption, dB(A)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, 20log(v/V_{ref}), dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0
	Corr for sound energy spread over 24 hr	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4
	Façade correctoin, dB(A)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
	Track wear correction, dB(A)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
	Leq 24hr for each train, dB(A)	-20.5	-3.1	14.9	40.4	54.0	31.1	13.2	-15.3	-18.9	-18.0	-8.0	-1.3	0.1	-14.2	-9.9	-5.4	9.3	32.9	54.7	31.1	14.3	-7.4	-39.4	-20.4	-9.9	-3.4	-6.3
	Leq 24hr for all train	57.5																										
Leq0.5	Total number of events	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13
	Corr for no. of event, 10log(N), dB(A)	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1
	Corr for distance, -10log(d/dref), dB(A)	-2.7	-2.6	-2.5	-2.4	-2.3	-2.2	-2.1	-2.0	-2.0	-2.0	-2.2	-2.7	-3.2	-2.8	-2.8	-2.7	-2.6	-2.5	-2.4	-2.3	-2.2	-2.0	-2.0	-2.0	-2.4	-2.9	-3.3
	Corr for view angle, 10log($\mu$$\theta$/180-cos2$\alpha$sin$\theta$)	-58.1	-46.8	-36.9	-14.4	-0.2	-20.9	-34.5	-57.1	-57.2	-56.3	-49.6	-44.9	-40.4	-51.8	-47.4	-43.0	-34.5	-18.9	-0.1	-22.5	-35.9	-51.7	-81.2	-58.8	-47.8	-44.4	-43.3
	Corr for screening/ absorption, dB(A)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0
	Corr for sound energy spread over 24 hr	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6
	Façade correctoin, dB(A)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
	Track wear correction, dB(A)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
	Leq 0.5hr for each train, dB(A)	-19.8	-2.4	15.5	41.1	54.7	31.8	13.9	-14.6	-18.2	-17.3	-7.3	-0.6	0.8	-13.6	-9.2	-4.8	9.9	33.6	55.4	31.8	14.9	-6.7	-38.7	-19.8	-9.2	-2.8	-5.6
	Leq 0.5hr for all train	58.2																										
Leq0.5	Total number of events	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12
	Corr for no. of event, 10log(N), dB(A)	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8
	Corr for distance, -10log(d/dref), dB(A)	-2.7	-2.6	-2.5	-2.4	-2.3	-2.2	-2.1	-2.0	-2.0	-2.0	-2.2	-2.7	-3.2	-2.8	-2.8	-2.7	-2.6	-2.5	-2.4	-2.3	-2.2	-2.0	-2.0	-2.0	-2.4	-2.9	-3.3
	Corr for view angle, 10log($\mu$$\theta$/180-cos2$\alpha$sin$\theta$)	-58.1	-46.8	-36.9	-14.4	-0.2	-20.9	-34.5	-57.1	-57.2	-56.3	-49.6	-44.9	-40.4	-51.8	-47.4	-43.0	-34.5	-18.9	-0.1	-22.5	-35.9	-51.7	-81.2	-58.8	-47.8	-44.4	-43.3
	Corr for screening/ absorption, dB(A)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0
	Corr for sound energy spread over 24 hr	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6
	Façade correctoin, dB(A)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
	Track wear correction, dB(A)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
	Leq 0.5hr for each train, dB(A)	-20.2	-2.8	15.2	40.7	54.4	31.5	13.5	-15.0	-18.6	-17.7	-7.7	-1.0	0.5	-13.9	-9.6	-5.1	9.6	33.2	55.0	31.4	14.6	-7.1	-39.0	-20.1	-9.6	-3.1	-6.0
	Leq 0.5hr for all train	57.8																										
Lmax	Measured Lmax	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65
	Corr for distance, -10log(d/dref), dB(A)	-2.7	-2.6	-2.5	-2.4	-2.3	-2.2	-2.1	-2.0	-2.0	-2.0	-2.2	-2.7	-3.2	-2.8	-2.8	-2.7	-2.6	-2.5	-2.4	-2.3	-2.2	-2.0	-2.0	-2.0	-2.4	-2.9	-3.3
	Correction for screening/ absorption	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0
	Façade correctoin, dB(A)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
	Track wear correction, dB(A)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
	Lmax for each train, dB(A)	53.8	59.9	68.0	71.0	70.5	68.3	63.9	58.0	54.5	54.5	57.8	59.8	56.8	53.8	53.7	53.8	59.9	68.0	71.0	69.8	66.4	60.5	58.1	54.5	54.1	57.2	53.2
	Lmax for all train	71.0																										

Floor 12		Segment (Northbound)													Segment (Southbound)													
		N1	N2	N3	N4	N5	N6	N7	N8	N9	N10	N11	N12	N13	S1	S2	S3	S4	S5	S6	S7	S8	S9	S10	S11	S12	S13	S14
Parameters:																												
	Measured SEL	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9
Leq24	Total number of events	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536
	Horize distance from track to NSR	9.7	10.2	10.5	10.5	10.6	10.1	8.3	2.8	4.2	6.6	14.1	24.0	34.1	12.7	14.7	14.0	14.0	14.3	14.5	13.4	10.6	5.0	0.7	5.3	17.9	27.1	35.0
	track mPD + track head (0.2m)	7.9	8.7	9.9	11.3	12.5	13.1	13.4	13.6	14.0	14.1	13.9	13.6	13.1	8.0	8.4	9.1	10.0	11.2	12.5	13.2	13.5	13.9	14.2	14.1	13.7	13.3	12.9
	ground mPD + floor height	56.6	56.6	56.6	56.6	56.6	56.6	56.6	56.6	56.6	56.6	56.6	56.6	56.6	56.6	56.6	56.6	56.6	56.6	56.6	56.6	56.6	56.6	56.6	56.6	56.6	56.6	56.6
	Vert distance from track to NSR	48.7	47.9	46.7	45.3	44.1	43.5	43.2	43.0	42.6	42.5	42.7	43.0	43.5	48.6	48.2	47.5	46.6	45.4	44.1	43.4	43.1	42.7	42.4	42.5	42.9	43.3	43.7
	Slant distance	49.6	48.9	47.8	46.5	45.4	44.6	44.0	43.0	42.8	43.0	44.9	49.2	55.3	50	50	49	49	48	46	45	44	43	42	43	46	51	56
	View angle (α)	0.031	0.043	0.079	0.337	1.469	0.252	0.099	0.021	0.022	0.028	0.050	0.075	0.092	0.042	0.057	0.067	0.102	0.267	1.537	0.233	0.101	0.033	0.004	0.021	0.059	0.078	0.091
	View angle (α) (degree)	1.800	2.470	4.505	19.282	84.163	14.433	5.683	1.179	1.265	1.576	2.881	4.307	5.283	2.428	3.256	3.840	5.866	15.325	88.061	13.378	5.760	1.905	0.203	1.203	3.359	4.492	5.192
	View angle (θ)	0.002	0.018	0.051	0.465	2.197	0.196	0.055	0.007	0.006	0.005	0.007	0.009	0.017	0.006	0.009	0.017	0.053	0.273	2.389	0.162	0.040	0.010	0.001	0.005	0.008	0.009	0.009
	View angle (θ) (degree)	0.142	1.011	2.895	26.618	125.853	11.226	3.179	0.416	0.352	0.282	0.393	0.514	0.962	0.335	0.506	0.999	3.035	15.619	136.871	9.279	2.269	0.551	0.054	0.273	0.438	0.537	0.517
	Average Speed	10.0	20.0	50.0	70.0	65.0	50.0	30.0	15.0	10.0	10.0	15.0	20.0	15.0	10.0	10.0	10.0	20.0	50.0	70.0	60.0	40.0	20.0	15.0	10.0	10.0	15.0	10.0
	Corr for no. of event, 10log(N), dB(A)	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3
	Corr for distance, -10log(d/d_{ref}), dB(A)	-3.0	-2.9	-2.8	-2.7	-2.6	-2.5	-2.5	-2.4	-2.3	-2.4	-2.5	-2.9	-3.4	-3.0	-3.0	-3.0	-2.9	-2.8	-2.7	-2.6	-2.5	-2.3	-2.3	-2.3	-2.7	-3.1	-3.5
	Corr for view angle, 10log($\mu$$\theta$/180-cos2$\alpha$sin$\theta$)	-58.1	-46.8	-36.9	-14.4	-0.2	-20.9	-34.5	-57.1	-57.2	-56.3	-49.6	-44.9	-40.4	-51.8	-47.4	-43.0	-34.5	-18.9	-0.1	-22.5	-35.9	-51.7	-81.2	-58.8	-47.8	-44.4	-43.3
	Corr for screening/ absorption, dB(A)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0
	Corr for sound energy spread over 24 hr	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6
	Façade correctoin, dB(A)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
	Track wear correction, dB(A)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
	Leq 24hr for each train, dB(A)	-20.8	-3.4	14.6	40.1	53.7	30.8	12.9	-15.6	-19.2	-18.3	-8.3	-1.6	-0.1	-14.5	-10.2	-5.7	9.0	32.6	54.4	30.8	13.9	-7.7	-39.7	-20.8	-10.2	-3.7	-6.5
	Leq 24hr for all train	57.2																										
Leq0.5	Total number of events	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13
	Corr for no. of event, 10log(N), dB(A)	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1
	Corr for distance, -10log(d/dref), dB(A)	-3.0	-2.9	-2.8	-2.7	-2.6	-2.5	-2.5	-2.4	-2.3	-2.4	-2.5	-2.9	-3.4	-3.0	-3.0	-3.0	-2.9	-2.8	-2.7	-2.6	-2.5	-2.3	-2.3	-2.3	-2.7	-3.1	-3.5
	Corr for view angle, 10log($\mu$$\theta$/180-cos2$\alpha$sin$\theta$)	-58.1	-46.8	-36.9	-14.4	-0.2	-20.9	-34.5	-57.1	-57.2	-56.3	-49.6	-44.9	-40.4	-51.8	-47.4	-43.0	-34.5	-18.9	-0.1	-22.5	-35.9	-51.7	-81.2	-58.8	-47.8	-44.4	-43.3
	Corr for screening/ absorption, dB(A)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0
	Corr for sound energy spread over 24 hr	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6
	Façade correctoin, dB(A)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
	Track wear correction, dB(A)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
	Leq 0.5hr for each train, dB(A)	-20.1	-2.7	15.2	40.8	54.4	31.5	13.5	-14.9	-18.6	-17.7	-7.6	-0.9	0.6	-13.8	-9.5	-5.0	9.6	33.3	55.1	31.5	14.6	-7.1	-39.0	-20.1	-9.5	-3.0	-5.8
	Leq 0.5hr for all train	57.9																										
Leq0.5	Total number of events	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12
	Corr for no. of event, 10log(N), dB(A)	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8
	Corr for distance, -10log(d/dref), dB(A)	-3.0	-2.9	-2.8	-2.7	-2.6	-2.5	-2.5	-2.4	-2.3	-2.4	-2.5	-2.9	-3.4	-3.0	-3.0	-3.0	-2.9	-2.8	-2.7	-2.6	-2.5	-2.3	-2.3	-2.3	-2.7	-3.1	-3.5
	Corr for view angle, 10log($\mu$$\theta$/180-cos2$\alpha$sin$\theta$)	-58.1	-46.8	-36.9	-14.4	-0.2	-20.9	-34.5	-57.1	-57.2	-56.3	-49.6	-44.9	-40.4	-51.8	-47.4	-43.0	-34.5	-18.9	-0.1	-22.5	-35.9	-51.7	-81.2	-58.8	-47.8	-44.4	-43.3
	Corr for screening/ absorption, dB(A)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0
	Corr for sound energy spread over 24 hr	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32

Floor 13		Segment (Northbound)													Segment (Southbound)													
		N1	N2	N3	N4	N5	N6	N7	N8	N9	N10	N11	N12	N13	S1	S2	S3	S4	S5	S6	S7	S8	S9	S10	S11	S12	S13	S14
Parameters:																												
	Measured SEL	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9
Leq24	Total number of events	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536
	Horize distance from track to NSR	9.7	10.2	10.5	10.5	10.6	10.1	8.3	2.8	4.2	6.6	14.1	24.0	34.1	12.7	14.7	14.0	14.0	14.3	14.5	13.4	10.6	5.0	0.7	5.3	17.9	27.1	35.0
	track mPD + track head (0.2m)	7.9	8.7	9.9	11.3	12.5	13.1	13.4	13.6	14.0	14.1	13.9	13.6	13.1	8.0	8.4	9.1	10.0	11.2	12.5	13.2	13.5	13.9	14.2	14.1	13.7	13.3	12.9
	ground mPD + floor height	59.7	59.7	59.7	59.7	59.7	59.7	59.7	59.7	59.7	59.7	59.7	59.7	59.7	59.7	59.7	59.7	59.7	59.7	59.7	59.7	59.7	59.7	59.7	59.7	59.7	59.7	59.7
	Vert distance from track to NSR	51.8	51.0	49.8	48.5	47.3	46.7	46.4	46.1	45.8	45.7	45.8	46.1	46.7	51.7	51.3	50.6	49.7	48.5	47.2	46.5	46.2	45.8	45.6	45.7	46.0	46.5	46.8
	Slant distance	52.7	52.0	50.9	49.6	48.4	47.7	47.1	46.2	45.9	46.1	47.9	52.0	57.8	53	53	53	52	51	49	48	47	46	46	46	49	54	58
	View angle (α)	0.031	0.043	0.079	0.337	1.469	0.252	0.099	0.021	0.022	0.028	0.050	0.075	0.092	0.042	0.057	0.067	0.102	0.267	1.537	0.233	0.101	0.033	0.004	0.021	0.059	0.078	0.091
	View angle (α) (degree)	1.800	2.470	4.505	19.282	84.163	14.433	5.683	1.179	1.265	1.576	2.881	4.307	5.283	2.428	3.256	3.840	5.866	15.325	88.061	13.378	5.760	1.905	0.203	1.203	3.359	4.492	5.192
	View angle (Θ)	0.002	0.018	0.051	0.465	2.197	0.196	0.055	0.007	0.006	0.005	0.007	0.009	0.017	0.006	0.009	0.017	0.053	0.273	2.389	0.162	0.040	0.010	0.001	0.005	0.008	0.009	0.009
	View angle (Θ) (degree)	0.142	1.011	2.895	26.618	125.853	11.226	3.179	0.416	0.352	0.282	0.393	0.514	0.962	0.335	0.506	0.999	3.035	15.619	136.871	9.279	2.269	0.551	0.054	0.273	0.438	0.537	0.517
	Average Speed	10.0	20.0	50.0	70.0	65.0	50.0	30.0	15.0	10.0	10.0	15.0	20.0	15.0	10.0	10.0	10.0	20.0	50.0	70.0	60.0	40.0	20.0	15.0	10.0	10.0	15.0	10.0
	Corr for no. of event, 10log(N), dB(A)	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3
	Corr for distance, -10log(d/d_{ref}), dB(A)	-3.2	-3.2	-3.1	-3.0	-2.9	-2.8	-2.7	-2.7	-2.6	-2.7	-2.8	-3.2	-3.6	-3.3	-3.3	-3.2	-3.2	-3.1	-3.0	-2.9	-2.8	-2.7	-2.6	-2.6	-3.0	-3.3	-3.7
	Corr for view angle, 10log($\mu i\Theta$/180-cos2αsinΘ)	-58.1	-46.8	-36.9	-14.4	-0.2	-20.9	-34.5	-57.1	-57.2	-56.3	-49.6	-44.9	-40.4	-51.8	-47.4	-43.0	-34.5	-18.9	-0.1	-22.5	-35.9	-51.7	-81.2	-58.8	-47.8	-44.4	-43.3
	Corr for screening/ absorption, dB(A)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, 20log(v/V_{ref}), dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0
	Corr for sound energy spread over 24 hr	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4
	Façade correctoin, dB(A)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
	Track wear correction, dB(A)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
	Leq 24hr for each train, dB(A)	-21.0	-3.6	14.3	39.8	53.5	30.5	12.6	-15.9	-19.5	-18.6	-8.6	-1.8	-0.2	-14.7	-10.4	-5.9	8.7	32.4	54.1	30.6	13.7	-8.0	-40.0	-21.1	-10.4	-3.9	-6.7
	Leq 24hr for all train	56.9																										
Leq0.5	Total number of events	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13
	Corr for no. of event, 10log(N), dB(A)	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1
	Corr for distance, -10log(d/d_{ref}), dB(A)	-3.2	-3.2	-3.1	-3.0	-2.9	-2.8	-2.7	-2.7	-2.6	-2.7	-2.8	-3.2	-3.6	-3.3	-3.3	-3.2	-3.2	-3.1	-3.0	-2.9	-2.8	-2.7	-2.6	-2.6	-3.0	-3.3	-3.7
	Corr for view angle, 10log($\mu i\Theta$/180-cos2αsinΘ)	-58.1	-46.8	-36.9	-14.4	-0.2	-20.9	-34.5	-57.1	-57.2	-56.3	-49.6	-44.9	-40.4	-51.8	-47.4	-43.0	-34.5	-18.9	-0.1	-22.5	-35.9	-51.7	-81.2	-58.8	-47.8	-44.4	-43.3
	Corr for screening/ absorption, dB(A)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0
	Corr for sound energy spread over 24 hr	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6
	Façade correctoin, dB(A)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
	Track wear correction, dB(A)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
	Leq 0.5hr for each train, dB(A)	-20.4	-3.0	15.0	40.5	54.1	31.2	13.2	-15.2	-18.9	-18.0	-7.9	-1.1	0.4	-14.1	-9.8	-5.3	9.4	33.0	54.8	31.2	14.3	-7.4	-39.3	-20.4	-9.8	-3.2	-6.0
	Leq 0.5hr for all train	57.6																										
Leq0.5	Total number of events	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12
	Corr for no. of event, 10log(N), dB(A)	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8
	Corr for distance, -10log(d/d_{ref}), dB(A)	-3.2	-3.2	-3.1	-3.0	-2.9	-2.8	-2.7	-2.7	-2.6	-2.7	-2.8	-3.2	-3.6	-3.3	-3.3	-3.2	-3.2	-3.1	-3.0	-2.9	-2.8	-2.7	-2.6	-2.6	-3.0	-3.3	-3.7
	Corr for view angle, 10log($\mu i\Theta$/180-cos2αsinΘ)	-58.1	-46.8	-36.9	-14.4	-0.2	-20.9	-34.5	-57.1	-57.2	-56.3	-49.6	-44.9	-40.4	-51.8	-47.4	-43.0	-34.5	-18.9	-0.1	-22.5	-35.9	-51.7	-81.2	-58.8	-47.8	-44.4	-43.3
	Corr for screening/ absorption, dB(A)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0
	Corr for sound energy spread over 24 hr	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6
	Façade correctoin, dB(A)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
	Track wear correction, dB(A)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
	Leq 0.5hr for each train, dB(A)	-20.7	-3.3	14.6	40.1	53.8	30.9	12.9	-15.6	-19.2	-18.3	-8.3	-1.5	0.1	-14.4	-10.1	-5.6	9.0	32.7	54.4	30.9	14.0	-7.7	-39.7	-20.8	-10.1	-3.6	-6.4
	Leq 0.5hr for all train	57.3																										
Lmax	Measured Lmax	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65
	Corr for distance, -10log(d/d_{ref}), dB(A)	-3.2	-3.2	-3.1	-3.0	-2.9	-2.8	-2.7	-2.7	-2.6	-2.7	-2.8	-3.2	-3.6	-3.3	-3.3	-3.2	-3.2	-3.1	-3.0	-2.9	-2.8	-2.7	-2.6	-2.6	-3.0	-3.3	-3.7
	Correction for screening/ absorption	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0
	Façade correctoin, dB(A)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
	Track wear correction, dB(A)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
	Lmax for each train, dB(A)	53.3	59.4	67.4	70.4	69.9	67.7	63.3	57.4	53.9	53.9	57.2	59.4	56.4	53.2	53.2	53.3	59.4	67.4	70.5	69.2	65.8	59.9	57.4	53.9	53.6	56.7	52.8
	Lmax for all train	70.5																										

Floor 14		Segment (Northbound)													Segment (Southbound)													
		N1	N2	N3	N4	N5	N6	N7	N8	N9	N10	N11	N12	N13	S1	S2	S3	S4	S5	S6	S7	S8	S9	S10	S11	S12	S13	S14
Parameters:																												
	Measured SEL	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9
Leq24	Total number of events	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536
	Horize distance from track to NSR	9.7	10.2	10.5	10.5	10.6	10.1	8.3	2.8	4.2	6.6	14.1	24.0	34.1	12.7	14.7	14.0	14.0	14.3	14.5	13.4	10.6	5.0	0.7	5.3	17.9	27.1	35.0
	track mPD + track head (0.2m)	7.9	8.7	9.9	11.3	12.5	13.1	13.4	13.6	14.0	14.1	13.9	13.6	13.1	8.0	8.4	9.1	10.0	11.2	12.5	13.2	13.5	13.9	14.2	14.1	13.7	13.3	12.9
	ground mPD + floor height	62.9	62.9	62.9	62.9	62.9	62.9	62.9	62.9	62.9	62.9	62.9	62.9	62.9	62.9	62.9	62.9	62.9	62.9	62.9	62.9	62.9	62.9	62.9	62.9	62.9	62.9	62.9
	Vert distance from track to NSR	55.0	54.2	53.0	51.6	50.4	49.8	49.5	49.3	48.9	48.8	49.0	49.3	49.8	54.9	54.5	53.8	52.9	51.7	50.4	49.7	49.4	49.0	48.7	48.8	49.2	49.6	50.0
	Slant distance	55.8	55.1	54.0	52.7	51.5	50.8	50.2	49.3	49.1	49.2	50.9	54.8	60.3	56	56	56	55	54	52	51	50	49	49	49	52	57	61
	View angle (α)	0.031	0.043	0.079	0.337	1.469	0.252	0.099	0.021	0.022	0.028	0.050	0.075	0.092	0.042	0.057	0.067	0.102	0.267	1.537	0.233	0.101	0.033	0.004	0.021	0.059	0.078	0.091
	View angle (α) (degree)	1.800	2.470	4.505	19.282	84.163	14.433	5.683	1.179	1.265	1.576	2.881	4.307	5.283	2.428	3.256	3.840	5.866	15.325	88.061	13.378	5.760	1.905	0.203	1.203	3.359	4.492	5.192
	View angle (Θ)	0.002	0.018	0.051	0.465	2.197	0.196	0.055	0.007	0.006	0.005	0.007	0.009	0.017	0.006	0.009	0.017	0.053	0.273	2.389	0.162	0.040	0.010	0.001	0.005	0.008	0.009	0.009
	View angle (Θ) (degree)	0.142	1.011	2.895	26.618	125.853	11.226	3.179	0.416	0.352	0.282	0.393	0.514	0.962	0.335	0.506	0.999	3.035	15.619	136.871	9.279	2.269	0.551	0.054	0.273	0.438	0.537	0.517
	Average Speed	10.0	20.0	50.0	70.0	65.0	50.0	30.0	15.0	10.0	10.0	15.0	20.0	15.0	10.0	10.0	10.0	20.0	50.0	70.0	60.0	40.0	20.0	15.0	10.0	10.0	15.0	10.0
	Corr for no. of event, 10log(N), dB(A)	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3
	Corr for distance, -10log(d/d_{ref}), dB(A)	-3.5	-3.4	-3.3	-3.2	-3.1	-3.1	-3.0	-3.0	-2.9	-2.9	-3.1	-3.4	-3.8	-3.5	-3.5	-3.5	-3.4	-3.3	-3.2	-3.1	-3.1	-2.9	-2.9	-3.2	-3.5	-3.9	-3.9
	Corr for view angle, 10log($\mu i\Theta$/180-cos2αsinΘ)	-58.1	-46.8	-36.9	-14.4	-0.2	-20.9	-34.5	-57.1	-57.2	-56.3	-49.6	-44.9	-40.4	-51.8	-47.4	-43.0	-34.5	-18.9	-0.1	-22.5	-35.9	-51.7	-81.2	-58.8	-47.8	-44.4	-43.3
	Corr for screening/ absorption, dB(A)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0
	Corr for sound energy spread over 24 hr	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6
	Façade correctoin, dB(A)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
	Track wear correction, dB(A)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
	Leq 24hr for each train, dB(A)	-21.3	-3.9	14.0	39.6	53.2	30.3	12.3	-16.2	-19.8	-18.9	-8.8	-2.0	-0.4	-15.0	-10.7	-6.2	8.5	32.1	53.9	30.3	13.4	-8.3	-40.3	-21.4	-10.7	-4.1	-6.9
	Leq 24hr for all train	56.7																										
Leq0.5	Total number of events	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13
	Corr for no. of event, 10log(N), dB(A)	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1
	Corr for distance, -10log(d/d_{ref}), dB(A)	-3.5	-3.4	-3.3	-3.2	-3.1	-3.1	-3.0	-3.0	-2.9	-2.9	-3.1	-3.4	-3.8	-3.5	-3.5	-3.5	-3.4	-3.3	-3.2	-3.1	-3.1	-2.9	-2.9	-3.2	-3.5	-3.9	-3.9
	Corr for view angle, 10log($\mu i\Theta$/180-cos2αsinΘ)	-58.1	-46.8	-36.9	-14.4	-0.2	-20.9	-34.5	-57.1	-57.2	-56.3	-49.6	-44.9	-40.4	-51.8	-47.4	-43.0	-34.5	-18.9	-0.1	-22.5	-35.9	-51.7	-81.2	-58.8	-47.8	-44.4	-43.3
	Corr for screening/ absorption, dB(A)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0
	Corr for sound energy spread over 24 hr	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6
	Façade correctoin, dB(A)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
	Track wear correction, dB(A)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
	Leq 0.5hr for each train, dB(A)	-20.6	-3.2	14.7	40.2	53.8	30.9	13.0	-15.5	-19.2	-18.2	-8.2	-1.4	0.2	-14.3	-10.0	-5.5	9.1	32.8	54.5	31.0	14.0	-7.6	-39.6	-20.7	-10.0	-3.4	-6.2
	Leq 0.5hr for all train	57.3																										
Leq0.5	Total number of events	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12
	Corr for no. of event, 10log(N), dB(A)	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8
	Corr for distance, -10log(d/d_{ref}), dB(A)	-3.5	-3.4	-3.3	-3.2	-3.1	-3.1	-3.0	-3.0	-2.9	-2.9	-3.1	-3.4	-3.8	-3.5	-3.5	-3.5	-3.4	-3.3	-3.2	-3.1	-3.1	-2.9	-2.9	-3.2	-3.5	-3.9	-3.9
	Corr for view angle, 10log($\mu i\Theta$/180-cos2αsinΘ)	-58.1	-46.8	-36.9	-14.4	-0.2	-20.9	-34.5	-57.1	-57.2	-56.3	-49.6	-44.9	-40.4	-51.8	-47.4	-43.0	-34.5	-18.9	-0.1	-22.5	-35.9	-51.7	-81.2	-58.8	-47.8	-44.4	-43.3
	Corr for screening/ absorption, dB(A)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0
	Corr for sound energy spread over 24 hr	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6

Floor 15		Segment (Northbound)													Segment (Southbound)													
		N1	N2	N3	N4	N5	N6	N7	N8	N9	N10	N11	N12	N13	S1	S2	S3	S4	S5	S6	S7	S8	S9	S10	S11	S12	S13	S14
Parameters:																												
	Measured SEL	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9
Leq24	Total number of events	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536
	Horize distance from track to NSR	9.7	10.2	10.5	10.5	10.6	10.1	8.3	2.8	4.2	6.6	14.1	24.0	34.1	12.7	14.7	14.0	14.0	14.3	14.5	13.4	10.6	5.0	0.7	5.3	17.9	27.1	35.0
	track mPD + track head (0.2m)	7.9	8.7	9.9	11.3	12.5	13.1	13.4	13.6	14.0	14.1	13.9	13.6	13.1	8.0	8.4	9.1	10.0	11.2	12.5	13.2	13.5	13.9	14.2	14.1	13.7	13.3	12.9
	ground mPD + floor height	66.0	66.0	66.0	66.0	66.0	66.0	66.0	66.0	66.0	66.0	66.0	66.0	66.0	66.0	66.0	66.0	66.0	66.0	66.0	66.0	66.0	66.0	66.0	66.0	66.0	66.0	66.0
	Vert distance from track to NSR	58.1	57.3	56.1	54.8	53.6	53.0	52.7	52.4	52.1	52.0	52.1	52.4	53.0	58.0	57.6	56.9	56.0	54.8	53.5	52.8	52.5	52.1	51.9	52.0	52.3	52.8	53.1
	Slant distance	58.9	58.2	57.1	55.8	54.6	53.9	53.3	52.5	52.2	52.4	54.0	57.6	63.0	59	59	59	58	57	55	54	54	52	52	52	55	59	64
	View angle (α)	0.031	0.043	0.079	0.337	1.469	0.252	0.099	0.021	0.022	0.028	0.050	0.075	0.092	0.042	0.057	0.067	0.102	0.267	1.537	0.233	0.101	0.033	0.004	0.021	0.059	0.078	0.091
	View angle (α) (degree)	1.800	2.470	4.505	19.282	84.163	14.433	5.683	1.179	1.265	1.576	2.881	4.307	5.283	2.428	3.256	3.840	5.866	15.325	88.061	13.378	5.760	1.905	0.203	1.203	3.359	4.492	5.192
	View angle (Θ)	0.002	0.018	0.051	0.465	2.197	0.196	0.055	0.007	0.006	0.005	0.007	0.009	0.017	0.006	0.009	0.017	0.053	0.273	2.389	0.162	0.040	0.010	0.001	0.005	0.008	0.009	0.009
	View angle (Θ) (degree)	0.142	1.011	2.895	26.618	125.853	11.226	3.179	0.416	0.352	0.282	0.393	0.514	0.962	0.335	0.506	0.999	3.035	15.619	136.871	9.279	2.269	0.551	0.054	0.273	0.438	0.537	0.517
	Average Speed	10.0	20.0	50.0	70.0	65.0	50.0	30.0	15.0	10.0	10.0	15.0	20.0	15.0	10.0	10.0	10.0	20.0	50.0	70.0	60.0	40.0	20.0	15.0	10.0	10.0	15.0	10.0
	Corr for no. of event, 10log(N), dB(A)	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3
	Corr for distance, -10log(d/d_{ref}), dB(A)	-3.7	-3.7	-3.6	-3.5	-3.4	-3.3	-3.3	-3.2	-3.2	-3.2	-3.3	-3.6	-4.0	-3.8	-3.8	-3.7	-3.6	-3.6	-3.5	-3.4	-3.3	-3.2	-3.2	-3.2	-3.4	-3.8	-4.1
	Corr for view angle, 10log($\mu\Theta$/180-cos2αsinΘ)	-58.1	-46.8	-36.9	-14.4	-0.2	-20.9	-34.5	-57.1	-57.2	-56.3	-49.6	-44.9	-40.4	-51.8	-47.4	-43.0	-34.5	-18.9	-0.1	-22.5	-35.9	-51.7	-81.2	-58.8	-47.8	-44.4	-43.3
	Corr for screening/ absorption, dB(A)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, 20log(v/V_{ref}), dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0
	Corr for sound energy spread over 24 hr	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4
	Façade correctoin, dB(A)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
	Track wear correction, dB(A)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
	Leq 24hr for each train, dB(A)	-21.5	-4.1	13.8	39.3	52.9	30.0	12.0	-16.5	-20.1	-19.2	-9.1	-2.2	-0.6	-15.2	-10.9	-6.4	8.2	31.9	53.6	30.0	13.1	-8.6	-40.6	-21.6	-10.9	-4.3	-7.0
	Leq 24hr for all train	56.4																										
Leq0.5	Total number of events	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13
	Corr for no. of event, 10log(N), dB(A)	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1
	Corr for distance, -10log(d/d_{ref}), dB(A)	-3.7	-3.7	-3.6	-3.5	-3.4	-3.3	-3.3	-3.2	-3.2	-3.2	-3.3	-3.6	-4.0	-3.8	-3.8	-3.7	-3.6	-3.6	-3.5	-3.4	-3.3	-3.2	-3.2	-3.2	-3.4	-3.8	-4.1
	Corr for view angle, 10log($\mu\Theta$/180-cos2αsinΘ)	-58.1	-46.8	-36.9	-14.4	-0.2	-20.9	-34.5	-57.1	-57.2	-56.3	-49.6	-44.9	-40.4	-51.8	-47.4	-43.0	-34.5	-18.9	-0.1	-22.5	-35.9	-51.7	-81.2	-58.8	-47.8	-44.4	-43.3
	Corr for screening/ absorption, dB(A)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0
	Corr for sound energy spread over 24 hr	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6
	Façade correctoin, dB(A)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
	Track wear correction, dB(A)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
	Leq 0.5hr for each train, dB(A)	-20.8	-3.5	14.5	40.0	53.6	30.7	12.7	-15.8	-19.4	-18.5	-8.4	-1.6	0.0	-14.6	-10.2	-5.8	8.9	32.5	54.3	30.7	13.8	-7.9	-39.9	-21.0	-10.3	-3.7	-6.4
	Leq 0.5hr for all train	57.1																										
Leq0.5	Total number of events	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12
	Corr for no. of event, 10log(N), dB(A)	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8
	Corr for distance, -10log(d/d_{ref}), dB(A)	-3.7	-3.7	-3.6	-3.5	-3.4	-3.3	-3.3	-3.2	-3.2	-3.2	-3.3	-3.6	-4.0	-3.8	-3.8	-3.7	-3.6	-3.6	-3.5	-3.4	-3.3	-3.2	-3.2	-3.2	-3.4	-3.8	-4.1
	Corr for view angle, 10log($\mu\Theta$/180-cos2αsinΘ)	-58.1	-46.8	-36.9	-14.4	-0.2	-20.9	-34.5	-57.1	-57.2	-56.3	-49.6	-44.9	-40.4	-51.8	-47.4	-43.0	-34.5	-18.9	-0.1	-22.5	-35.9	-51.7	-81.2	-58.8	-47.8	-44.4	-43.3
	Corr for screening/ absorption, dB(A)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0
	Corr for sound energy spread over 24 hr	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6
	Façade correctoin, dB(A)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
	Track wear correction, dB(A)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
	Leq 0.5hr for each train, dB(A)	-21.2	-3.8	14.1	39.6	53.2	30.3	12.4	-16.1	-19.8	-18.9	-8.8	-1.9	-0.3	-14.9	-10.6	-6.1	8.5	32.2	53.9	30.4	13.4	-8.3	-40.3	-21.3	-10.6	-4.0	-6.7
	Leq 0.5hr for all train	56.7																										
Lmax	Measured Lmax	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65
	Corr for distance, -10log(d/d_{ref}), dB(A)	-3.7	-3.7	-3.6	-3.5	-3.4	-3.3	-3.3	-3.2	-3.2	-3.2	-3.3	-3.6	-4.0	-3.8	-3.8	-3.7	-3.6	-3.6	-3.5	-3.4	-3.3	-3.2	-3.2	-3.2	-3.4	-3.8	-4.1
	Correction for screening/ absorption	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0
	Façade correctoin, dB(A)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
	Track wear correction, dB(A)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
	Lmax for each train, dB(A)	52.8	58.9	66.9	69.9	69.4	67.2	62.8	56.8	53.3	53.3	56.7	58.9	56.0	52.8	52.8	52.8	58.9	66.9	70.0	68.7	65.3	59.3	56.9	53.3	53.1	56.3	52.5
	Lmax for all train	70.0																										

Floor 16		Segment (Northbound)													Segment (Southbound)													
		N1	N2	N3	N4	N5	N6	N7	N8	N9	N10	N11	N12	N13	S1	S2	S3	S4	S5	S6	S7	S8	S9	S10	S11	S12	S13	S14
Parameters:																												
	Measured SEL	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9
Leq24	Total number of events	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536
	Horize distance from track to NSR	9.7	10.2	10.5	10.5	10.6	10.1	8.3	2.8	4.2	6.6	14.1	24.0	34.1	12.7	14.7	14.0	14.0	14.3	14.5	13.4	10.6	5.0	0.7	5.3	17.9	27.1	35.0
	track mPD + track head (0.2m)	7.9	8.7	9.9	11.3	12.5	13.1	13.4	13.6	14.0	14.1	13.9	13.6	13.1	8.0	8.4	9.1	10.0	11.2	12.5	13.2	13.5	13.9	14.2	14.1	13.7	13.3	12.9
	ground mPD + floor height	69.2	69.2	69.2	69.2	69.2	69.2	69.2	69.2	69.2	69.2	69.2	69.2	69.2	69.2	69.2	69.2	69.2	69.2	69.2	69.2	69.2	69.2	69.2	69.2	69.2	69.2	69.2
	Vert distance from track to NSR	61.3	60.5	59.3	57.9	56.7	56.1	55.8	55.6	55.2	55.1	55.3	55.6	56.1	61.2	60.8	60.1	59.2	58.0	56.7	56.0	55.7	55.3	55.0	55.1	55.5	55.9	56.3
	Slant distance	62.0	61.3	60.2	58.8	57.7	57.0	56.4	55.6	55.4	55.5	57.0	60.5	65.6	62	63	62	61	60	58	58	57	55	55	55	58	62	66
	View angle (α)	0.031	0.043	0.079	0.337	1.469	0.252	0.099	0.021	0.022	0.028	0.050	0.075	0.092	0.042	0.057	0.067	0.102	0.267	1.537	0.233	0.101	0.033	0.004	0.021	0.059	0.078	0.091
	View angle (α) (degree)	1.800	2.470	4.505	19.282	84.163	14.433	5.683	1.179	1.265	1.576	2.881	4.307	5.283	2.428	3.256	3.840	5.866	15.325	88.061	13.378	5.760	1.905	0.203	1.203	3.359	4.492	5.192
	View angle (Θ)	0.002	0.018	0.051	0.465	2.197	0.196	0.055	0.007	0.006	0.005	0.007	0.009	0.017	0.006	0.009	0.017	0.053	0.273	2.389	0.162	0.040	0.010	0.001	0.005	0.008	0.009	0.009
	View angle (Θ) (degree)	0.142	1.011	2.895	26.618	125.853	11.226	3.179	0.416	0.352	0.282	0.393	0.514	0.962	0.335	0.506	0.999	3.035	15.619	136.871	9.279	2.269	0.551	0.054	0.273	0.438	0.537	0.517
	Average Speed	10.0	20.0	50.0	70.0	65.0	50.0	30.0	15.0	10.0	10.0	15.0	20.0	15.0	10.0	10.0	10.0	20.0	50.0	70.0	60.0	40.0	20.0	15.0	10.0	10.0	15.0	10.0
	Corr for no. of event, 10log(N), dB(A)	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3
	Corr for distance, -10log(d/d_{ref}), dB(A)	-3.9	-3.9	-3.8	-3.7	-3.6	-3.6	-3.5	-3.5	-3.5	-3.5	-3.6	-3.8	-4.2	-4.0	-4.0	-3.9	-3.9	-3.8	-3.7	-3.6	-3.6	-3.5	-3.4	-3.5	-3.7	-4.0	-4.2
	Corr for view angle, 10log($\mu\Theta$/180-cos2αsinΘ)	-58.1	-46.8	-36.9	-14.4	-0.2	-20.9	-34.5	-57.1	-57.2	-56.3	-49.6	-44.9	-40.4	-51.8	-47.4	-43.0	-34.5	-18.9	-0.1	-22.5	-35.9	-51.7	-81.2	-58.8	-47.8	-44.4	-43.3
	Corr for screening/ absorption, dB(A)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, 20log(v/V_{ref}), dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0
	Corr for sound energy spread over 24 hr	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4
	Façade correctoin, dB(A)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
	Track wear correction, dB(A)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
	Leq 24hr for each train, dB(A)	-21.7	-4.3	13.6	39.1	52.7	29.8	11.8	-16.7	-20.3	-19.4	-9.3	-2.5	-0.8	-15.4	-11.1	-6.6	8.0	31.6	53.4	29.8	12.9	-8.8	-40.8	-21.9	-11.2	-4.5	-7.2
	Leq 24hr for all train	56.2																										
Leq0.5	Total number of events	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13
	Corr for no. of event, 10log(N), dB(A)	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1
	Corr for distance, -10log(d/d_{ref}), dB(A)	-3.9	-3.9	-3.8	-3.7	-3.6	-3.6	-3.5	-3.5	-3.5	-3.5	-3.6	-3.8	-4.2	-4.0	-4.0	-3.9	-3.9	-3.8	-3.7	-3.6	-3.6	-3.5	-3.4	-3.5	-3.7	-4.0	-4.2
	Corr for view angle, 10log($\mu\Theta$/180-cos2αsinΘ)	-58.1	-46.8	-36.9	-14.4	-0.2	-20.9	-34.5	-57.1	-57.2	-56.3	-49.6	-44.9	-40.4	-51.8	-47.4	-43.0	-34.5	-18.9	-0.1	-22.5	-35.9	-51.7	-81.2	-58.8	-47.8	-44.4	-43.3
	Corr for screening/ absorption, dB(A)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0
	Corr for sound energy spread over 24 hr	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6
	Façade correctoin, dB(A)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
	Track wear correction, dB(A)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
	Leq 0.5hr for each train, dB(A)	-21.1	-3.7	14.2	39.7	53.4	30.4	12.5	-16.0	-19.7	-18.8	-8.7	-1.8	-0.1	-14.8	-10.4	-6.0	8.7	32.3	54.1	30.5	13.5	-8.2	-40.2	-21.2	-10.5	-3.9	-6.6
	Leq 0.5hr for all train	56.9																										
Leq0.5	Total number of events	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12
	Corr for no. of event, 10log(N), dB(A)	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8
	Corr for distance, -10log(d/d_{ref}), dB(A)	-3.9	-3.9	-3.8	-3.7	-3.6	-3.6	-3.5	-3.5	-3.5	-3.5	-3.6	-3.8	-4.2	-4.0	-4.0	-3.9	-3.9	-3.8	-3.7	-3.6	-3.6	-3.5	-3.4	-3.5	-3.7	-4.0	-4.2
	Corr for view angle, 10log($\mu\Theta$/180-cos2αsinΘ)	-58.1	-46.8	-36.9	-14.4	-0.2	-20.9	-34.5	-57.1	-57.2	-56.3	-49.6	-44.9	-40.4	-51.8	-47.4	-43.0	-34.5	-18.9	-0.1	-22.5	-35.9	-51.7	-81.2	-58.8	-47.8	-44.4	-43.3
	Corr for screening/ absorption, dB(A)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0
	Corr for sound energy spread over 24 hr	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6

Floor 17		Segment (Northbound)													Segment (Southbound)													
		N1	N2	N3	N4	N5	N6	N7	N8	N9	N10	N11	N12	N13	S1	S2	S3	S4	S5	S6	S7	S8	S9	S10	S11	S12	S13	S14
Parameters:																												
	Measured SEL	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9
Leq24	Total number of events	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536
	Horize distance from track to NSR	9.7	10.2	10.5	10.5	10.6	10.1	8.3	2.8	4.2	6.6	14.1	24.0	34.1	12.7	14.7	14.0	14.0	14.3	14.5	13.4	10.6	5.0	0.7	5.3	17.9	27.1	35.0
	track mPD + track head (0.2m)	7.9	8.7	9.9	11.3	12.5	13.1	13.4	13.6	14.0	14.1	13.9	13.6	13.1	8.0	8.4	9.1	10.0	11.2	12.5	13.2	13.5	13.9	14.2	14.1	13.7	13.3	12.9
	ground mPD + floor height	72.3	72.3	72.3	72.3	72.3	72.3	72.3	72.3	72.3	72.3	72.3	72.3	72.3	72.3	72.3	72.3	72.3	72.3	72.3	72.3	72.3	72.3	72.3	72.3	72.3	72.3	72.3
	Vert distance from track to NSR	64.4	63.6	62.4	61.1	59.9	59.3	59.0	58.7	58.4	58.3	58.4	58.7	59.3	64.3	63.9	63.2	62.3	61.1	59.8	59.1	58.8	58.4	58.2	58.3	58.6	59.1	59.4
	Slant distance	65.1	64.4	63.3	62.0	60.8	60.1	59.5	58.8	58.5	58.6	60.1	63.4	68.4	66	66	65	64	63	62	61	60	59	58	58	61	65	69
	View angle (α)	0.031	0.043	0.079	0.337	1.469	0.252	0.099	0.021	0.022	0.028	0.050	0.075	0.092	0.042	0.057	0.067	0.102	0.267	1.537	0.233	0.101	0.033	0.004	0.021	0.059	0.078	0.091
	View angle (α) (degree)	1.800	2.470	4.505	19.282	84.163	14.433	5.683	1.179	1.265	1.576	2.881	4.307	5.283	2.428	3.256	3.840	5.866	15.325	88.061	13.378	5.760	1.905	0.203	1.203	3.359	4.492	5.192
	View angle (Θ)	0.002	0.018	0.051	0.465	2.197	0.196	0.055	0.007	0.006	0.005	0.007	0.009	0.017	0.006	0.009	0.017	0.053	0.273	2.389	0.162	0.040	0.010	0.001	0.005	0.008	0.009	0.009
	View angle (Θ) (degree)	0.142	1.011	2.895	26.618	125.853	11.226	3.179	0.416	0.352	0.282	0.393	0.514	0.962	0.335	0.506	0.999	3.035	15.619	136.871	9.279	2.269	0.551	0.054	0.273	0.438	0.537	0.517
	Average Speed	10.0	20.0	50.0	70.0	65.0	50.0	30.0	15.0	10.0	10.0	15.0	20.0	15.0	10.0	10.0	10.0	20.0	50.0	70.0	60.0	40.0	20.0	15.0	10.0	10.0	15.0	10.0
	Corr for no. of event, 10log(N), dB(A)	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3
	Corr for distance, -10log(d/d_{ref}), dB(A)	-4.2	-4.1	-4.0	-3.9	-3.9	-3.8	-3.8	-3.7	-3.7	-3.7	-3.8	-4.0	-4.4	-4.2	-4.2	-4.1	-4.1	-4.0	-3.9	-3.8	-3.8	-3.7	-3.7	-3.7	-3.9	-4.1	-4.4
	Corr for view angle, 10log($\pi\Theta$/180-cos2αsinΘ)	-58.1	-46.8	-36.9	-14.4	-0.2	-20.9	-34.5	-57.1	-57.2	-56.3	-49.6	-44.9	-40.4	-51.8	-47.4	-43.0	-34.5	-18.9	-0.1	-22.5	-35.9	-51.7	-81.2	-58.8	-47.8	-44.4	-43.3
	Corr for screening/ absorption, dB(A)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, 20log(v/V_{ref}), dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0
	Corr for sound energy spread over 24 hr	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4
	Façade correctoin, dB(A)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
	Track wear correction, dB(A)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
	Leq 24hr for each train, dB(A)	-21.9	-4.6	13.4	38.9	52.5	29.5	11.6	-16.9	-20.6	-19.7	-9.6	-2.7	-1.0	-15.6	-11.3	-6.9	7.8	31.4	53.2	29.6	12.6	-9.1	-41.1	-22.1	-11.4	-4.7	-7.4
	Leq 24hr for all train	56.0																										
Leq0.5	Total number of events	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13
	Corr for no. of event, 10log(N), dB(A)	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1
	Corr for distance, -10log(d/dref), dB(A)	-4.2	-4.1	-4.0	-3.9	-3.9	-3.8	-3.8	-3.7	-3.7	-3.7	-3.8	-4.0	-4.4	-4.2	-4.2	-4.1	-4.1	-4.0	-3.9	-3.8	-3.8	-3.7	-3.7	-3.7	-3.9	-4.1	-4.4
	Corr for view angle, 10log($\pi\Theta$/180-cos2αsinΘ)	-58.1	-46.8	-36.9	-14.4	-0.2	-20.9	-34.5	-57.1	-57.2	-56.3	-49.6	-44.9	-40.4	-51.8	-47.4	-43.0	-34.5	-18.9	-0.1	-22.5	-35.9	-51.7	-81.2	-58.8	-47.8	-44.4	-43.3
	Corr for screening/ absorption, dB(A)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0
	Corr for sound energy spread over 24 hr	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6
	Façade correctoin, dB(A)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
	Track wear correction, dB(A)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
	Leq 0.5hr for each train, dB(A)	-21.3	-3.9	14.0	39.5	53.1	30.2	12.2	-16.3	-19.9	-19.0	-8.9	-2.0	-0.3	-15.0	-10.6	-6.2	8.5	32.1	53.8	30.2	13.3	-8.4	-40.4	-21.5	-10.7	-4.0	-6.7
	Leq 0.5hr for all train	56.6																										
Leq0.5	Total number of events	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12
	Corr for no. of event, 10log(N), dB(A)	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8
	Corr for distance, -10log(d/dref), dB(A)	-4.2	-4.1	-4.0	-3.9	-3.9	-3.8	-3.8	-3.7	-3.7	-3.7	-3.8	-4.0	-4.4	-4.2	-4.2	-4.1	-4.1	-4.0	-3.9	-3.8	-3.8	-3.7	-3.7	-3.7	-3.9	-4.1	-4.4
	Corr for view angle, 10log($\pi\Theta$/180-cos2αsinΘ)	-58.1	-46.8	-36.9	-14.4	-0.2	-20.9	-34.5	-57.1	-57.2	-56.3	-49.6	-44.9	-40.4	-51.8	-47.4	-43.0	-34.5	-18.9	-0.1	-22.5	-35.9	-51.7	-81.2	-58.8	-47.8	-44.4	-43.3
	Corr for screening/ absorption, dB(A)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0
	Corr for sound energy spread over 24 hr	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6
	Façade correctoin, dB(A)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
	Track wear correction, dB(A)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
	Leq 0.5hr for each train, dB(A)	-21.6	-4.2	13.7	39.2	52.8	29.9	11.9	-16.6	-20.3	-19.4	-9.2	-2.3	-0.7	-15.3	-11.0	-6.5	8.1	31.7	53.5	29.9	13.0	-8.7	-40.8	-21.8	-11.1	-4.4	-7.1
	Leq 0.5hr for all train	56.3																										
Lmax	Measured Lmax	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65
	Corr for distance, -10log(d/dref), dB(A)	-4.2	-4.1	-4.0	-3.9	-3.9	-3.8	-3.8	-3.7	-3.7	-3.7	-3.8	-4.0	-4.4	-4.2	-4.2	-4.1	-4.1	-4.0	-3.9	-3.8	-3.8	-3.7	-3.7	-3.7	-3.9	-4.1	-4.4
	Correction for screening/ absorption	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0
	Façade correctoin, dB(A)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
	Track wear correction, dB(A)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
	Lmax for each train, dB(A)	52.4	58.4	66.5	69.5	68.9	66.7	62.3	56.3	52.8	52.8	56.2	58.5	55.7	52.3	52.3	52.4	58.5	66.5	69.5	68.2	64.8	58.8	56.4	52.8	52.6	55.9	52.1
	Lmax for all train	69.5																										

Floor 18		Segment (Northbound)													Segment (Southbound)													
		N1	N2	N3	N4	N5	N6	N7	N8	N9	N10	N11	N12	N13	S1	S2	S3	S4	S5	S6	S7	S8	S9	S10	S11	S12	S13	S14
Parameters:																												
	Measured SEL	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9
Leq24	Total number of events	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536
	Horize distance from track to NSR	9.7	10.2	10.5	10.5	10.6	10.1	8.3	2.8	4.2	6.6	14.1	24.0	34.1	12.7	14.7	14.0	14.0	14.3	14.5	13.4	10.6	5.0	0.7	5.3	17.9	27.1	35.0
	track mPD + track head (0.2m)	7.9	8.7	9.9	11.3	12.5	13.1	13.4	13.6	14.0	14.1	13.9	13.6	13.1	8.0	8.4	9.1	10.0	11.2	12.5	13.2	13.5	13.9	14.2	14.1	13.7	13.3	12.9
	ground mPD + floor height	75.5	75.5	75.5	75.5	75.5	75.5	75.5	75.5	75.5	75.5	75.5	75.5	75.5	75.5	75.5	75.5	75.5	75.5	75.5	75.5	75.5	75.5	75.5	75.5	75.5	75.5	75.5
	Vert distance from track to NSR	67.6	66.8	65.6	64.2	63.0	62.4	62.1	61.9	61.5	61.4	61.6	61.9	62.4	67.5	67.1	66.4	65.5	64.3	63.0	62.3	62.0	61.6	61.3	61.4	61.8	62.2	62.6
	Slant distance	68.2	67.5	66.4	65.1	63.9	63.2	62.7	61.9	61.6	61.8	63.1	66.3	71.1	69	69	68	67	66	65	64	63	62	61	62	64	68	72
	View angle (α)	0.031	0.043	0.079	0.337	1.469	0.252	0.099	0.021	0.022	0.028	0.050	0.075	0.092	0.042	0.057	0.067	0.102	0.267	1.537	0.233	0.101	0.033	0.004	0.021	0.059	0.078	0.091
	View angle (α) (degree)	1.800	2.470	4.505	19.282	84.163	14.433	5.683	1.179	1.265	1.576	2.881	4.307	5.283	2.428	3.256	3.840	5.866	15.325	88.061	13.378	5.760	1.905	0.203	1.203	3.359	4.492	5.192
	View angle (Θ)	0.002	0.018	0.051	0.465	2.197	0.196	0.055	0.007	0.006	0.005	0.007	0.009	0.017	0.006	0.009	0.017	0.053	0.273	2.389	0.162	0.040	0.010	0.001	0.005	0.008	0.009	0.009
	View angle (Θ) (degree)	0.142	1.011	2.895	26.618	125.853	11.226	3.179	0.416	0.352	0.282	0.393	0.514	0.962	0.335	0.506	0.999	3.035	15.619	136.871	9.279	2.269	0.551	0.054	0.273	0.438	0.537	0.517
	Average Speed	10.0	20.0	50.0	70.0	65.0	50.0	30.0	15.0	10.0	10.0	15.0	20.0	15.0	10.0	10.0	10.0	20.0	50.0	70.0	60.0	40.0	20.0	15.0	10.0	10.0	15.0	10.0
	Corr for no. of event, 10log(N), dB(A)	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3
	Corr for distance, -10log(d/d_{ref}), dB(A)	-4.4	-4.3	-4.2	-4.2	-4.1	-4.0	-4.0	-3.9	-3.9	-3.9	-4.0	-4.2	-4.5	-4.4	-4.4	-4.3	-4.3	-4.2	-4.1	-4.1	-4.0	-3.9	-3.9	-3.9	-4.1	-4.3	-4.6
	Corr for view angle, 10log($\pi\Theta$/180-cos2αsinΘ)	-58.1	-46.8	-36.9	-14.4	-0.2	-20.9	-34.5	-57.1	-57.2	-56.3	-49.6	-44.9	-40.4	-51.8	-47.4	-43.0	-34.5	-18.9	-0.1	-22.5	-35.9	-51.7	-81.2	-58.8	-47.8	-44.4	-43.3
	Corr for screening/ absorption, dB(A)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0
	Corr for sound energy spread over 24 hr	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4
	Façade correctoin, dB(A)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
	Track wear correction, dB(A)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
	Leq 24hr for each train, dB(A)	-22.1	-4.8	13.1	38.6	52.3	29.3	11.3	-17.2	-20.8	-19.9	-9.8	-2.9	-1.1	-15.8	-11.5	-7.1	7.6	31.2	53.0	29.4	12.4	-9.3	-41.3	-22.4	-11.6	-4.9	-7.6
	Leq 24hr for all train	55.8																										
Leq0.5	Total number of events	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13
	Corr for no. of event, 10log(N), dB(A)	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1
	Corr for distance, -10log(d/dref), dB(A)	-4.4	-4.3	-4.2	-4.2	-4.1	-4.0	-4.0	-3.9	-3.9	-3.9	-4.0	-4.2	-4.5	-4.4	-4.4	-4.3	-4.3	-4.2	-4.1	-4.1	-4.0	-3.9	-3.9	-3.9	-4.1	-4.3	-4.6
	Corr for view angle, 10log($\pi\Theta$/180-cos2αsinΘ)	-58.1	-46.8	-36.9	-14.4	-0.2	-20.9	-34.5	-57.1	-57.2	-56.3	-49.6	-44.9	-40.4	-51.8	-47.4	-43.0	-34.5	-18.9	-0.1	-22.5	-35.9	-51.7	-81.2	-58.8	-47.8	-44.4	-43.3
	Corr for screening/ absorption, dB(A)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0
	Corr for sound energy spread over 24 hr	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6
	Façade correctoin, dB(A)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
	Track wear correction, dB(A)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
	Leq 0.5hr for each train, dB(A)	-21.5	-4.1	13.8	39.3	52.9	30.0	12.0	-16.5	-20.1	-19.2	-9.1	-2.2	-0.5	-15.2	-10.8	-6.4	8.3	31.9	53.6	30.0	13.1	-8.6	-40.6	-21.7	-10.9	-4.2	-6.9
	Leq 0.5hr for all train	56.4																										
Leq0.5	Total number of events	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12
	Corr for no. of event, 10log(N), dB(A)	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8
	Corr for distance, -10log(d/dref), dB(A)	-4.4	-4.3	-4.2	-4.2	-4.1	-4.0	-4.0	-3.9	-3.9	-3.9	-4.0	-4.2	-4.5	-4.4	-4.4	-4.3	-4.3	-4.2	-4.1	-4.1	-4.0	-3.9	-3.9	-3.9	-4.1	-4.3	-4.6
	Corr for view angle, 10log($\pi\Theta$/180-cos2αsinΘ)	-58.1	-46.8	-36.9	-14.4	-0.2	-20.9	-34.5	-57.1	-57.2	-56.3	-49.6	-44.9	-40.4	-51.8	-47.4	-43.0	-34.5	-18.9	-0.1	-22.5	-35.9	-51.7	-81.2	-58.8	-47.8	-44.4	-43.3
	Corr for screening/ absorption, dB(A)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0
	Corr for sound energy spread over 24 hr	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6

Floor 19		Segment (Northbound)													Segment (Southbound)													
		N1	N2	N3	N4	N5	N6	N7	N8	N9	N10	N11	N12	N13	S1	S2	S3	S4	S5	S6	S7	S8	S9	S10	S11	S12	S13	S14
Parameters:																												
	Measured SEL	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9
Leq24	Total number of events	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536
	Horize distance from track to NSR	9.7	10.2	10.5	10.5	10.6	10.1	8.3	2.8	4.2	6.6	14.1	24.0	34.1	12.7	14.7	14.0	14.0	14.3	14.5	13.4	10.6	5.0	0.7	5.3	17.9	27.1	35.0
	track mPD + track head (0.2m)	7.9	8.7	9.9	11.3	12.5	13.1	13.4	13.6	14.0	14.1	13.9	13.6	13.1	8.0	8.4	9.1	10.0	11.2	12.5	13.2	13.5	13.9	14.2	14.1	13.7	13.3	12.9
	ground mPD + floor height	78.6	78.6	78.6	78.6	78.6	78.6	78.6	78.6	78.6	78.6	78.6	78.6	78.6	78.6	78.6	78.6	78.6	78.6	78.6	78.6	78.6	78.6	78.6	78.6	78.6	78.6	78.6
	Vert distance from track to NSR	70.7	69.9	68.7	67.4	66.2	65.6	65.3	65.0	64.7	64.6	64.7	65.0	65.6	70.6	70.2	69.5	68.6	67.4	66.1	65.4	65.1	64.7	64.5	64.6	64.9	65.4	65.7
	Slant distance	71.4	70.6	69.5	68.2	67.0	66.3	65.8	65.1	64.8	64.9	66.2	69.3	73.9	72	72	71	70	69	68	67	66	65	64	65	67	71	74
	View angle (α)	0.031	0.043	0.079	0.337	1.469	0.252	0.099	0.021	0.022	0.028	0.050	0.075	0.092	0.042	0.057	0.067	0.102	0.267	1.537	0.233	0.101	0.033	0.004	0.021	0.059	0.078	0.091
	View angle (α) (degree)	1.800	2.470	4.505	19.282	84.163	14.433	5.683	1.179	1.265	1.576	2.881	4.307	5.283	2.428	3.256	3.840	5.866	15.325	88.061	13.378	5.760	1.905	0.203	1.203	3.359	4.492	5.192
	View angle (θ)	0.002	0.018	0.051	0.465	2.197	0.196	0.055	0.007	0.006	0.005	0.007	0.009	0.017	0.006	0.009	0.017	0.053	0.273	2.389	0.162	0.040	0.010	0.001	0.005	0.008	0.009	0.009
	View angle (θ) (degree)	0.142	1.011	2.895	26.618	125.853	11.226	3.179	0.416	0.352	0.282	0.393	0.514	0.962	0.335	0.506	0.999	3.035	15.619	136.871	9.279	2.269	0.551	0.054	0.273	0.438	0.537	0.517
	Average Speed	10.0	20.0	50.0	70.0	65.0	50.0	30.0	15.0	10.0	10.0	15.0	20.0	15.0	10.0	10.0	10.0	20.0	50.0	70.0	60.0	40.0	20.0	15.0	10.0	10.0	15.0	10.0
	Corr for no. of event, 10log(N), dB(A)	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3
	Corr for distance, -10log(d/d_{ref}), dB(A)	-4.6	-4.5	-4.4	-4.4	-4.3	-4.2	-4.2	-4.2	-4.1	-4.1	-4.2	-4.4	-4.7	-4.6	-4.6	-4.5	-4.5	-4.4	-4.3	-4.3	-4.2	-4.1	-4.1	-4.1	-4.3	-4.5	-4.7
	Corr for view angle, 10log($\mu\theta$/180-cos2αsinθ)	-58.1	-46.8	-36.9	-14.4	-0.2	-20.9	-34.5	-57.1	-57.2	-56.3	-49.6	-44.9	-40.4	-51.8	-47.4	-43.0	-34.5	-18.9	-0.1	-22.5	-35.9	-51.7	-81.2	-58.8	-47.8	-44.4	-43.3
	Corr for screening/ absorption, dB(A)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, 20log(v/V_{ref}), dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0
	Corr for sound energy spread over 24 hr	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4
	Façade correctoin, dB(A)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
	Track wear correction, dB(A)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
	Leq 24hr for each train, dB(A)	-22.3	-5.0	12.9	38.4	52.0	29.1	11.1	-17.4	-21.0	-20.1	-10.0	-3.0	-1.3	-16.0	-11.7	-7.2	7.4	31.0	52.8	29.2	12.2	-9.5	-41.5	-22.6	-11.8	-5.1	-7.7
	Leq 24hr for all train	55.6																										
Leq0.5	Total number of events	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13
	Corr for no. of event, 10log(N), dB(A)	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1
	Corr for distance, -10log(d/dref), dB(A)	-4.6	-4.5	-4.4	-4.4	-4.3	-4.2	-4.2	-4.2	-4.1	-4.1	-4.2	-4.4	-4.7	-4.6	-4.6	-4.5	-4.5	-4.4	-4.3	-4.3	-4.2	-4.1	-4.1	-4.1	-4.3	-4.5	-4.7
	Corr for view angle, 10log($\mu\theta$/180-cos2αsinθ)	-58.1	-46.8	-36.9	-14.4	-0.2	-20.9	-34.5	-57.1	-57.2	-56.3	-49.6	-44.9	-40.4	-51.8	-47.4	-43.0	-34.5	-18.9	-0.1	-22.5	-35.9	-51.7	-81.2	-58.8	-47.8	-44.4	-43.3
	Corr for screening/ absorption, dB(A)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0
	Corr for sound energy spread over 24 hr	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6
	Façade correctoin, dB(A)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
	Track wear correction, dB(A)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
	Leq 0.5hr for each train, dB(A)	-21.7	-4.3	13.6	39.1	52.7	29.8	11.8	-16.7	-20.4	-19.4	-9.3	-2.4	-0.7	-15.4	-11.0	-6.6	8.1	31.7	53.4	29.8	12.9	-8.8	-40.9	-21.9	-11.1	-4.4	-7.1
	Leq 0.5hr for all train	56.2																										
Leq0.5	Total number of events	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12
	Corr for no. of event, 10log(N), dB(A)	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8
	Corr for distance, -10log(d/dref), dB(A)	-4.6	-4.5	-4.4	-4.4	-4.3	-4.2	-4.2	-4.2	-4.1	-4.1	-4.2	-4.4	-4.7	-4.6	-4.6	-4.5	-4.5	-4.4	-4.3	-4.3	-4.2	-4.1	-4.1	-4.1	-4.3	-4.5	-4.7
	Corr for view angle, 10log($\mu\theta$/180-cos2αsinθ)	-58.1	-46.8	-36.9	-14.4	-0.2	-20.9	-34.5	-57.1	-57.2	-56.3	-49.6	-44.9	-40.4	-51.8	-47.4	-43.0	-34.5	-18.9	-0.1	-22.5	-35.9	-51.7	-81.2	-58.8	-47.8	-44.4	-43.3
	Corr for screening/ absorption, dB(A)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0
	Corr for sound energy spread over 24 hr	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6
	Façade correctoin, dB(A)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
	Track wear correction, dB(A)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
	Leq 0.5hr for each train, dB(A)	-22.0	-4.6	13.3	38.7	52.4	29.4	11.4	-17.1	-20.7	-19.8	-9.7	-2.7	-1.0	-15.7	-11.4	-6.9	7.7	31.3	53.1	29.5	12.5	-9.2	-41.2	-22.3	-11.5	-4.8	-7.4
	Leq 0.5hr for all train	55.9																										
Lmax	Measured Lmax	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65
	Corr for distance, -10log(d/dref), dB(A)	-4.6	-4.5	-4.4	-4.4	-4.3	-4.2	-4.2	-4.2	-4.1	-4.1	-4.2	-4.4	-4.7	-4.6	-4.6	-4.5	-4.5	-4.4	-4.3	-4.3	-4.2	-4.1	-4.1	-4.1	-4.3	-4.5	-4.7
	Correction for screening/ absorption	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0
	Façade correctoin, dB(A)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
	Track wear correction, dB(A)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
	Lmax for each train, dB(A)	52.0	58.0	66.1	69.1	68.5	66.3	61.9	55.9	52.4	52.4	55.8	58.1	55.3	51.9	51.9	52.0	58.1	66.1	69.1	67.8	64.3	58.4	55.9	52.4	52.2	55.5	51.8
	Lmax for all train	69.1																										

Floor 20		Segment (Northbound)													Segment (Southbound)													
		N1	N2	N3	N4	N5	N6	N7	N8	N9	N10	N11	N12	N13	S1	S2	S3	S4	S5	S6	S7	S8	S9	S10	S11	S12	S13	S14
Parameters:																												
	Measured SEL	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9
Leq24	Total number of events	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536
	Horize distance from track to NSR	9.7	10.2	10.5	10.5	10.6	10.1	8.3	2.8	4.2	6.6	14.1	24.0	34.1	12.7	14.7	14.0	14.0	14.3	14.5	13.4	10.6	5.0	0.7	5.3	17.9	27.1	35.0
	track mPD + track head (0.2m)	7.9	8.7	9.9	11.3	12.5	13.1	13.4	13.6	14.0	14.1	13.9	13.6	13.1	8.0	8.4	9.1	10.0	11.2	12.5	13.2	13.5	13.9	14.2	14.1	13.7	13.3	12.9
	ground mPD + floor height	81.8	81.8	81.8	81.8	81.8	81.8	81.8	81.8	81.8	81.8	81.8	81.8	81.8	81.8	81.8	81.8	81.8	81.8	81.8	81.8	81.8	81.8	81.8	81.8	81.8	81.8	81.8
	Vert distance from track to NSR	73.9	73.1	71.9	70.5	69.3	68.7	68.4	68.2	67.8	67.7	67.9	68.2	68.7	73.8	73.4	72.7	71.8	70.6	69.3	68.6	68.3	67.9	67.6	67.7	68.1	68.5	68.9
	Slant distance	74.5	73.8	72.6	71.3	70.1	69.4	68.9	68.2	67.9	68.0	69.3	72.2	76.7	75	75	74	73	72	71	70	69	68	68	68	70	74	77
	View angle (α)	0.031	0.043	0.079	0.337	1.469	0.252	0.099	0.021	0.022	0.028	0.050	0.075	0.092	0.042	0.057	0.067	0.102	0.267	1.537	0.233	0.101	0.033	0.004	0.021	0.059	0.078	0.091
	View angle (α) (degree)	1.800	2.470	4.505	19.282	84.163	14.433	5.683	1.179	1.265	1.576	2.881	4.307	5.283	2.428	3.256	3.840	5.866	15.325	88.061	13.378	5.760	1.905	0.203	1.203	3.359	4.492	5.192
	View angle (θ)	0.002	0.018	0.051	0.465	2.197	0.196	0.055	0.007	0.006	0.005	0.007	0.009	0.017	0.006	0.009	0.017	0.053	0.273	2.389	0.162	0.040	0.010	0.001	0.005	0.008	0.009	0.009
	View angle (θ) (degree)	0.142	1.011	2.895	26.618	125.853	11.226	3.179	0.416	0.352	0.282	0.393	0.514	0.962	0.335	0.506	0.999	3.035	15.619	136.871	9.279	2.269	0.551	0.054	0.273	0.438	0.537	0.517
	Average Speed	10.0	20.0	50.0	70.0	65.0	50.0	30.0	15.0	10.0	10.0	15.0	20.0	15.0	10.0	10.0	10.0	20.0	50.0	70.0	60.0	40.0	20.0	15.0	10.0	10.0	15.0	10.0
	Corr for no. of event, 10log(N), dB(A)	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3
	Corr for distance, -10log(d/d_{ref}), dB(A)	-4.7	-4.7	-4.6	-4.6	-4.5	-4.4	-4.4	-4.4	-4.3	-4.3	-4.4	-4.6	-4.9	-4.8	-4.8	-4.7	-4.7	-4.6	-4.5	-4.5	-4.4	-4.3	-4.3	-4.3	-4.5	-4.7	-4.9
	Corr for view angle, 10log($\mu\theta$/180-cos2αsinθ)	-58.1	-46.8	-36.9	-14.4	-0.2	-20.9	-34.5	-57.1	-57.2	-56.3	-49.6	-44.9	-40.4	-51.8	-47.4	-43.0	-34.5	-18.9	-0.1	-22.5	-35.9	-51.7	-81.2	-58.8	-47.8	-44.4	-43.3
	Corr for screening/ absorption, dB(A)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, 20log(v/V_{ref}), dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0
	Corr for sound energy spread over 24 hr	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4
	Façade correctoin, dB(A)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
	Track wear correction, dB(A)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
	Leq 24hr for each train, dB(A)	-22.5	-5.1	12.8	38.2	51.9	28.9	10.9	-17.6	-21.2	-20.3	-10.2	-3.2	-1.5	-16.2	-11.9	-7.4	7.2	30.8	52.6	29.0	12.0	-9.7	-41.7	-22.8	-12.0	-5.3	-7.9
	Leq 24hr for all train	55.4																										
Leq0.5	Total number of events	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13
	Corr for no. of event, 10log(N), dB(A)	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1
	Corr for distance, -10log(d/dref), dB(A)	-4.7	-4.7	-4.6	-4.6	-4.5	-4.4	-4.4	-4.4	-4.3	-4.3	-4.4	-4.6	-4.9	-4.8	-4.8	-4.7	-4.7	-4.6	-4.5	-4.5	-4.4	-4.3	-4.3	-4.3	-4.5	-4.7	-4.9
	Corr for view angle, 10log($\mu\theta$/180-cos2αsinθ)	-58.1	-46.8	-36.9	-14.4	-0.2	-20.9	-34.5	-57.1	-57.2	-56.3	-49.6	-44.9	-40.4	-51.8	-47.4	-43.0	-34.5	-18.9	-0.1	-22.5	-35.9	-51.7	-81.2	-58.8	-47.8	-44.4	-43.3
	Corr for screening/ absorption, dB(A)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0
	Corr for sound energy spread over 24 hr	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6
	Façade correctoin, dB(A)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
	Track wear correction, dB(A)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
	Leq 0.5hr for each train, dB(A)	-21.9	-4.5	13.4	38.9	52.5	29.6	11.6	-16.9	-20.6	-19.7	-9.5	-2.6	-0.8	-15.6	-11.2	-6.8	7.9	31.5	53.2	29.6	12.7	-9.0	-41.1	-22.1	-11.3	-4.6	-7.2
	Leq 0.5hr for all train	56.0																										
Leq0.5	Total number of events	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12
	Corr for no. of event, 10log(N), dB(A)	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8
	Corr for distance, -10log(d/dref), dB(A)	-4.7	-4.7	-4.6	-4.6	-4.5	-4.4	-4.4	-4.4	-4.3	-4.3	-4.4	-4.6	-4.9	-4.8	-4.8	-4.7	-4.7	-4.6	-4.5	-4.5	-4.4	-4.3	-4.3	-4.3	-4.5	-4.7	-4.9
	Corr for view angle, 10log($\mu\theta$/180-cos2αsinθ)	-58.1	-46.8	-36.9	-14.4	-0.2	-20.9	-34.5	-57.1	-57.2	-56.3	-49.6	-44.9	-40.4	-51.8	-47.4	-43.0	-34.5	-18.9	-0.1	-22.5	-35.9	-51.7	-81.2	-58.8	-47.8	-44.4	-43.3
	Corr for screening/ absorption, dB(A)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0
	Corr for sound energy spread over 24 hr	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6

Floor 21		Segment (Northbound)													Segment (Southbound)													
		N1	N2	N3	N4	N5	N6	N7	N8	N9	N10	N11	N12	N13	S1	S2	S3	S4	S5	S6	S7	S8	S9	S10	S11	S12	S13	S14
Parameters:																												
	Measured SEL	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9
Leq24	Total number of events	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536
	Horize distance from track to NSR	9.7	10.2	10.5	10.5	10.6	10.1	8.3	2.8	4.2	6.6	14.1	24.0	34.1	12.7	14.7	14.0	14.0	14.3	14.5	13.4	10.6	5.0	0.7	5.3	17.9	27.1	35.0
	track mPD + track head (0.2m)	7.9	8.7	9.9	11.3	12.5	13.1	13.4	13.6	14.0	14.1	13.9	13.6	13.1	8.0	8.4	9.1	10.0	11.2	12.5	13.2	13.5	13.9	14.2	14.1	13.7	13.3	12.9
	ground mPD + floor height	84.9	84.9	84.9	84.9	84.9	84.9	84.9	84.9	84.9	84.9	84.9	84.9	84.9	84.9	84.9	84.9	84.9	84.9	84.9	84.9	84.9	84.9	84.9	84.9	84.9	84.9	84.9
	Vert distance from track to NSR	77.0	76.2	75.0	73.7	72.5	71.9	71.6	71.3	71.0	70.9	71.0	71.3	71.9	76.9	76.5	75.8	74.9	73.7	72.4	71.7	71.4	71.0	70.8	70.9	71.2	71.7	72.0
	Slant distance	77.6	76.9	75.7	74.4	73.2	72.5	72.0	71.4	71.1	71.2	72.4	75.2	79.5	78	78	77	76	75	74	73	72	71	71	71	73	77	80
	View angle (α)	0.031	0.043	0.079	0.337	1.469	0.252	0.099	0.021	0.022	0.028	0.050	0.075	0.092	0.042	0.057	0.067	0.102	0.267	1.537	0.233	0.101	0.033	0.004	0.021	0.059	0.078	0.091
	View angle (α) (degree)	1.800	2.470	4.505	19.282	84.163	14.433	5.683	1.179	1.265	1.576	2.881	4.307	5.283	2.428	3.256	3.840	5.866	15.325	88.061	13.378	5.760	1.905	0.203	1.203	3.359	4.492	5.192
	View angle (θ)	0.002	0.018	0.051	0.465	2.197	0.196	0.055	0.007	0.006	0.005	0.007	0.009	0.017	0.006	0.009	0.017	0.053	0.273	2.389	0.162	0.040	0.010	0.001	0.005	0.008	0.009	0.009
	View angle (θ) (degree)	0.142	1.011	2.895	26.618	125.853	11.226	3.179	0.416	0.352	0.282	0.393	0.514	0.962	0.335	0.506	0.999	3.035	15.619	136.871	9.279	2.269	0.551	0.054	0.273	0.438	0.537	0.517
	Average Speed	10.0	20.0	50.0	70.0	65.0	50.0	30.0	15.0	10.0	10.0	15.0	20.0	15.0	10.0	10.0	10.0	20.0	50.0	70.0	60.0	40.0	20.0	15.0	10.0	10.0	15.0	10.0
	Corr for no. of event, 10log(N), dB(A)	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3
	Corr for distance, -10log(d/d_{ref}), dB(A)	-4.9	-4.9	-4.8	-4.7	-4.7	-4.6	-4.6	-4.6	-4.5	-4.5	-4.6	-4.8	-5.0	-4.9	-4.9	-4.9	-4.8	-4.8	-4.7	-4.6	-4.6	-4.5	-4.5	-4.5	-4.7	-4.9	-5.1
	Corr for view angle, 10log($\mu\theta$/180-cos2αsinθ)	-58.1	-46.8	-36.9	-14.4	-0.2	-20.9	-34.5	-57.1	-57.2	-56.3	-49.6	-44.9	-40.4	-51.8	-47.4	-43.0	-34.5	-18.9	-0.1	-22.5	-35.9	-51.7	-81.2	-58.8	-47.8	-44.4	-43.3
	Corr for screening/ absorption, dB(A)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, 20log(v/V_{ref}), dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0
	Corr for sound energy spread over 24 hr	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4
	Façade correctoin, dB(A)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
	Track wear correction, dB(A)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
	Leq 24hr for each train, dB(A)	-22.7	-5.3	12.6	38.1	51.7	28.7	10.7	-17.8	-21.4	-20.5	-10.4	-3.4	-1.6	-16.4	-12.1	-7.6	7.0	30.6	52.4	28.8	11.8	-9.9	-41.9	-23.0	-12.2	-5.4	-8.0
	Leq 24hr for all train	55.2																										
Leq0.5	Total number of events	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13
	Corr for no. of event, 10log(N), dB(A)	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1
	Corr for distance, -10log(d/d_{ref}), dB(A)	-4.9	-4.9	-4.8	-4.7	-4.7	-4.6	-4.6	-4.6	-4.5	-4.5	-4.6	-4.8	-5.0	-4.9	-4.9	-4.9	-4.8	-4.8	-4.7	-4.6	-4.6	-4.5	-4.5	-4.5	-4.7	-4.9	-5.1
	Corr for view angle, 10log($\mu\theta$/180-cos2αsinθ)	-58.1	-46.8	-36.9	-14.4	-0.2	-20.9	-34.5	-57.1	-57.2	-56.3	-49.6	-44.9	-40.4	-51.8	-47.4	-43.0	-34.5	-18.9	-0.1	-22.5	-35.9	-51.7	-81.2	-58.8	-47.8	-44.4	-43.3
	Corr for screening/ absorption, dB(A)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0
	Corr for sound energy spread over 24 hr	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6
	Façade correctoin, dB(A)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
	Track wear correction, dB(A)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
	Leq 0.5hr for each train, dB(A)	-22.0	-4.7	13.2	38.7	52.3	29.4	11.4	-17.1	-20.8	-19.8	-9.7	-2.7	-1.0	-15.7	-11.4	-7.0	7.7	31.3	53.0	29.4	12.5	-9.2	-41.3	-22.3	-11.5	-4.8	-7.4
	Leq 0.5hr for all train	55.8																										
Leq0.5	Total number of events	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12
	Corr for no. of event, 10log(N), dB(A)	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8
	Corr for distance, -10log(d/d_{ref}), dB(A)	-4.9	-4.9	-4.8	-4.7	-4.7	-4.6	-4.6	-4.6	-4.5	-4.5	-4.6	-4.8	-5.0	-4.9	-4.9	-4.9	-4.8	-4.8	-4.7	-4.6	-4.6	-4.5	-4.5	-4.5	-4.7	-4.9	-5.1
	Corr for view angle, 10log($\mu\theta$/180-cos2αsinθ)	-58.1	-46.8	-36.9	-14.4	-0.2	-20.9	-34.5	-57.1	-57.2	-56.3	-49.6	-44.9	-40.4	-51.8	-47.4	-43.0	-34.5	-18.9	-0.1	-22.5	-35.9	-51.7	-81.2	-58.8	-47.8	-44.4	-43.3
	Corr for screening/ absorption, dB(A)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0
	Corr for sound energy spread over 24 hr	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6
	Façade correctoin, dB(A)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
	Track wear correction, dB(A)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
	Leq 0.5hr for each train, dB(A)	-22.4	-5.0	12.9	38.4	52.0	29.0	11.0	-17.5	-21.1	-20.2	-10.1	-3.1	-1.3	-16.1	-11.7	-7.3	7.3	31.0	52.7	29.1	12.1	-9.6	-41.6	-22.7	-11.8	-5.1	-7.7
	Leq 0.5hr for all train	55.5																										
Lmax	Measured Lmax	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65
	Corr for distance, -10log(d/d_{ref}), dB(A)	-4.9	-4.9	-4.8	-4.7	-4.7	-4.6	-4.6	-4.6	-4.5	-4.5	-4.6	-4.8	-5.0	-4.9	-4.9	-4.9	-4.8	-4.8	-4.7	-4.6	-4.6	-4.5	-4.5	-4.5	-4.7	-4.9	-5.1
	Correction for screening/ absorption	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0
	Façade correctoin, dB(A)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
	Track wear correction, dB(A)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
	Lmax for each train, dB(A)	51.6	57.7	65.7	68.7	68.1	65.9	61.5	55.5	52.0	52.0	55.4	57.8	55.0	51.6	51.6	51.6	57.7	65.7	68.7	67.4	64.0	58.0	55.5	52.0	51.8	55.2	51.5
	Lmax for all train	68.7																										

Floor 22		Segment (Northbound)													Segment (Southbound)													
		N1	N2	N3	N4	N5	N6	N7	N8	N9	N10	N11	N12	N13	S1	S2	S3	S4	S5	S6	S7	S8	S9	S10	S11	S12	S13	S14
Parameters:																												
	Measured SEL	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9
Leq24	Total number of events	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536
	Horize distance from track to NSR	9.7	10.2	10.5	10.5	10.6	10.1	8.3	2.8	4.2	6.6	14.1	24.0	34.1	12.7	14.7	14.0	14.0	14.3	14.5	13.4	10.6	5.0	0.7	5.3	17.9	27.1	35.0
	track mPD + track head (0.2m)	7.9	8.7	9.9	11.3	12.5	13.1	13.4	13.6	14.0	14.1	13.9	13.6	13.1	8.0	8.4	9.1	10.0	11.2	12.5	13.2	13.5	13.9	14.2	14.1	13.7	13.3	12.9
	ground mPD + floor height	88.1	88.1	88.1	88.1	88.1	88.1	88.1	88.1	88.1	88.1	88.1	88.1	88.1	88.1	88.1	88.1	88.1	88.1	88.1	88.1	88.1	88.1	88.1	88.1	88.1	88.1	88.1
	Vert distance from track to NSR	80.2	79.4	78.2	76.8	75.6	75.0	74.7	74.5	74.1	74.0	74.2	74.5	75.0	80.1	79.7	79.0	78.1	76.9	75.6	74.9	74.6	74.2	73.9	74.0	74.4	74.8	75.2
	Slant distance	80.7	80.0	78.9	77.5	76.3	75.7	75.2	74.5	74.2	74.3	75.5	78.2	82.4	81	81	80	79	78	77	76	75	74	74	74	76	80	83
	View angle (α)	0.031	0.043	0.079	0.337	1.469	0.252	0.099	0.021	0.022	0.028	0.050	0.075	0.092	0.042	0.057	0.067	0.102	0.267	1.537	0.233	0.101	0.033	0.004	0.021	0.059	0.078	0.091
	View angle (α) (degree)	1.800	2.470	4.505	19.282	84.163	14.433	5.683	1.179	1.265	1.576	2.881	4.307	5.283	2.428	3.256	3.840	5.866	15.325	88.061	13.378	5.760	1.905	0.203	1.203	3.359	4.492	5.192
	View angle (θ)	0.002	0.018	0.051	0.465	2.197	0.196	0.055	0.007	0.006	0.005	0.007	0.009	0.017	0.006	0.009	0.017	0.053	0.273	2.389	0.162	0.040	0.010	0.001	0.005	0.008	0.009	0.009
	View angle (θ) (degree)	0.142	1.011	2.895	26.618	125.853	11.226	3.179	0.416	0.352	0.282	0.393	0.514	0.962	0.335	0.506	0.999	3.035	15.619	136.871	9.279	2.269	0.551	0.054	0.273	0.438	0.537	0.517
	Average Speed	10.0	20.0	50.0	70.0	65.0	50.0	30.0	15.0	10.0	10.0	15.0	20.0	15.0	10.0	10.0	10.0	20.0	50.0	70.0	60.0	40.0	20.0	15.0	10.0	10.0	15.0	10.0
	Corr for no. of event, 10log(N), dB(A)	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3
	Corr for distance, -10log(d/d_{ref}), dB(A)	-5.1	-5.1	-5.0	-4.9	-4.8	-4.8	-4.8	-4.7	-4.7	-4.7	-4.8	-5.0	-5.2	-5.1	-5.1	-5.1	-5.0	-5.0	-4.9	-4.8	-4.8	-4.7	-4.7	-4.7	-4.9	-5.0	-5.2
	Corr for view angle, 10log($\mu\theta$/180-cos2αsinθ)	-58.1	-46.8	-36.9	-14.4	-0.2	-20.9	-34.5	-57.1	-57.2	-56.3	-49.6	-44.9	-40.4	-51.8	-47.4	-43.0	-34.5	-18.9	-0.1	-22.5	-35.9	-51.7	-81.2	-58.8	-47.8	-44.4	-43.3
	Corr for screening/ absorption, dB(A)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, 20log(v/V_{ref}), dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0
	Corr for sound energy spread over 24 hr	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4
	Façade correctoin, dB(A)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
	Track wear correction, dB(A)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
	Leq 24hr for each train, dB(A)	-22.9	-5.5	12.4	37.9	51.5	28.5	10.6	-18.0	-21.6	-20.7	-10.6	-3.6	-1.8	-16.6	-12.2	-7.8	6.9	30.5	52.2	28.6	11.6	-10.1	-42.1	-23.2	-12.3	-5.6	-8.2
	Leq 24hr for all train	55.0																										
Leq0.5	Total number of events	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13
	Corr for no. of event, 10log(N), dB(A)	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1
	Corr for distance, -10log(d/d_{ref}), dB(A)	-5.1	-5.1	-5.0	-4.9	-4.8	-4.8	-4.8	-4.7	-4.7	-4.7	-4.8	-5.0	-5.2	-5.1	-5.1	-5.1	-5.0	-5.0	-4.9	-4.8	-4.8	-4.7	-4.7	-4.7	-4.9	-5.0	-5.2
	Corr for view angle, 10log($\mu\theta$/180-cos2αsinθ)	-58.1	-46.8	-36.9	-14.4	-0.2	-20.9	-34.5	-57.1	-57.2	-56.3	-49.6	-44.9	-40.4	-51.8	-47.4	-43.0	-34.5	-18.9	-0.1	-22.5	-35.9	-51.7	-81.2	-58.8	-47.8	-44.4	-43.3
	Corr for screening/ absorption, dB(A)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0
	Corr for sound energy spread over 24 hr	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6
	Façade correctoin, dB(A)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
	Track wear correction, dB(A)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
	Leq 0.5hr for each train, dB(A)	-22.2	-4.8	13.1	38.5	52.1	29.2	11.2	-17.3	-20.9	-20.0	-9.9	-2.9	-1.1	-15.9	-11.6	-7.1	7.5	31.1	52.9	29.3	12.3	-9.4	-41.4	-22.5	-11.7	-4.9	-7.5
	Leq 0.5hr for all train	55.7																										
Leq0.5	Total number of events	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12
	Corr for no. of event, 10log(N), dB(A)	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8
	Corr for distance, -10log(d/d_{ref}), dB(A)	-5.1	-5.1	-5.0	-4.9	-4.8	-4.8	-4.8	-4.7	-4.7	-4.7	-4.8	-5.0	-5.2	-5.1	-5.1	-5.1	-5.0	-5.0	-4.9	-4.8	-4.8	-4.7	-4.7	-4.7	-4.9	-5.0	-5.2
	Corr for view angle, 10log($\mu\theta$/180-cos2αsinθ)	-58.1	-46.8	-36.9	-14.4	-0.2	-20.9	-34.5	-57.1	-57.2	-56.3	-49.6	-44.9	-40.4	-51.8	-47.4	-43.0	-34.5	-18.9	-0.1	-22.5	-35.9	-51.7	-81.2	-58.8	-47.8	-44.4	-43.3
	Corr for screening/ absorption, dB(A)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0
	Corr for sound energy spread over 24 hr	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32

Floor 23		Segment (Northbound)													Segment (Southbound)													
		N1	N2	N3	N4	N5	N6	N7	N8	N9	N10	N11	N12	N13	S1	S2	S3	S4	S5	S6	S7	S8	S9	S10	S11	S12	S13	S14
Parameters:																												
	Measured SEL	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9
Leq24	Total number of events	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536
	Horize distance from track to NSR	9.7	10.2	10.5	10.5	10.6	10.1	8.3	2.8	4.2	6.6	14.1	24.0	34.1	12.7	14.7	14.0	14.0	14.3	14.5	13.4	10.6	5.0	0.7	5.3	17.9	27.1	35.0
	track mPD + track head (0.2m)	7.9	8.7	9.9	11.3	12.5	13.1	13.4	13.6	14.0	14.1	13.9	13.6	13.1	8.0	8.4	9.1	10.0	11.2	12.5	13.2	13.5	13.9	14.2	14.1	13.7	13.3	12.9
	ground mPD + floor height	91.2	91.2	91.2	91.2	91.2	91.2	91.2	91.2	91.2	91.2	91.2	91.2	91.2	91.2	91.2	91.2	91.2	91.2	91.2	91.2	91.2	91.2	91.2	91.2	91.2	91.2	91.2
	Vert distance from track to NSR	83.3	82.5	81.3	80.0	78.8	78.2	77.9	77.6	77.3	77.2	77.3	77.6	78.2	83.2	82.8	82.1	81.2	80.0	78.7	78.0	77.7	77.3	77.1	77.2	77.5	78.0	78.3
	Slant distance	83.9	83.1	82.0	80.6	79.5	78.8	78.3	77.7	77.4	77.4	78.6	81.2	85.3	84	84	83	82	81	80	79	78	77	77	77	80	83	86
	View angle (α)	0.031	0.043	0.079	0.337	1.469	0.252	0.099	0.021	0.022	0.028	0.050	0.075	0.092	0.042	0.057	0.067	0.102	0.267	1.537	0.233	0.101	0.033	0.004	0.021	0.059	0.078	0.091
	View angle (α) (degree)	1.800	2.470	4.505	19.282	84.163	14.433	5.683	1.179	1.265	1.576	2.881	4.307	5.283	2.428	3.256	3.840	5.866	15.325	88.061	13.378	5.760	1.905	0.203	1.203	3.359	4.492	5.192
	View angle (Θ)	0.002	0.018	0.051	0.465	2.197	0.196	0.055	0.007	0.006	0.005	0.007	0.009	0.017	0.006	0.009	0.017	0.053	0.273	2.389	0.162	0.040	0.010	0.001	0.005	0.008	0.009	0.009
	View angle (Θ) (degree)	0.142	1.011	2.895	26.618	125.853	11.226	3.179	0.416	0.352	0.282	0.393	0.514	0.962	0.335	0.506	0.999	3.035	15.619	136.871	9.279	2.269	0.551	0.054	0.273	0.438	0.537	0.517
	Average Speed	10.0	20.0	50.0	70.0	65.0	50.0	30.0	15.0	10.0	10.0	15.0	20.0	15.0	10.0	10.0	10.0	20.0	50.0	70.0	60.0	40.0	20.0	15.0	10.0	10.0	15.0	10.0
	Corr for no. of event, 10log(N), dB(A)	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3
	Corr for distance, -10log(d/d_{ref}), dB(A)	-5.3	-5.2	-5.2	-5.1	-5.0	-5.0	-5.0	-4.9	-4.9	-4.9	-5.0	-5.1	-5.3	-5.3	-5.3	-5.2	-5.2	-5.1	-5.1	-5.0	-5.0	-4.9	-4.9	-4.9	-5.0	-5.2	-5.4
	Corr for view angle, 10log(μiΘ/180-cos2αsinΘ)	-58.1	-46.8	-36.9	-14.4	-0.2	-20.9	-34.5	-57.1	-57.2	-56.3	-49.6	-44.9	-40.4	-51.8	-47.4	-43.0	-34.5	-18.9	-0.1	-22.5	-35.9	-51.7	-81.2	-58.8	-47.8	-44.4	-43.3
	Corr for screening/ absorption, dB(A)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, 20log(v/V_{ref}), dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0
	Corr for sound energy spread over 24 hr	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4
	Façade correctoin, dB(A)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
	Track wear correction, dB(A)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
	Leq 24hr for each train, dB(A)	-23.0	-5.7	12.2	37.7	51.3	28.4	10.4	-18.2	-21.8	-20.9	-10.7	-3.7	-1.9	-16.7	-12.4	-7.9	6.7	30.3	52.0	28.4	11.5	-10.3	-42.3	-23.3	-12.5	-5.7	-8.3
	Leq 24hr for all train	54.8																										
Leq0.5	Total number of events	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13
	Corr for no. of event, 10log(N), dB(A)	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1
	Corr for distance, -10log(d/dref), dB(A)	-5.3	-5.2	-5.2	-5.1	-5.0	-5.0	-5.0	-4.9	-4.9	-4.9	-5.0	-5.1	-5.3	-5.3	-5.3	-5.2	-5.2	-5.1	-5.1	-5.0	-5.0	-4.9	-4.9	-4.9	-5.0	-5.2	-5.4
	Corr for view angle, 10log(μiΘ/180-cos2αsinΘ)	-58.1	-46.8	-36.9	-14.4	-0.2	-20.9	-34.5	-57.1	-57.2	-56.3	-49.6	-44.9	-40.4	-51.8	-47.4	-43.0	-34.5	-18.9	-0.1	-22.5	-35.9	-51.7	-81.2	-58.8	-47.8	-44.4	-43.3
	Corr for screening/ absorption, dB(A)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0
	Corr for sound energy spread over 24 hr	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6
	Façade correctoin, dB(A)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
	Track wear correction, dB(A)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
	Leq 0.5hr for each train, dB(A)	-22.4	-5.0	12.9	38.4	52.0	29.0	11.0	-17.5	-21.1	-20.2	-10.1	-3.1	-1.3	-16.1	-11.7	-7.3	7.3	31.0	52.7	29.1	12.1	-9.6	-41.6	-22.7	-11.8	-5.1	-7.7
	Leq 0.5hr for all train	55.5																										
Leq0.5	Total number of events	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12
	Corr for no. of event, 10log(N), dB(A)	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8
	Corr for distance, -10log(d/dref), dB(A)	-5.3	-5.2	-5.2	-5.1	-5.0	-5.0	-5.0	-4.9	-4.9	-4.9	-5.0	-5.1	-5.3	-5.3	-5.3	-5.2	-5.2	-5.1	-5.1	-5.0	-5.0	-4.9	-4.9	-4.9	-5.0	-5.2	-5.4
	Corr for view angle, 10log(μiΘ/180-cos2αsinΘ)	-58.1	-46.8	-36.9	-14.4	-0.2	-20.9	-34.5	-57.1	-57.2	-56.3	-49.6	-44.9	-40.4	-51.8	-47.4	-43.0	-34.5	-18.9	-0.1	-22.5	-35.9	-51.7	-81.2	-58.8	-47.8	-44.4	-43.3
	Corr for screening/ absorption, dB(A)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0
	Corr for sound energy spread over 24 hr	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6
	Façade correctoin, dB(A)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
	Track wear correction, dB(A)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
	Leq 0.5hr for each train, dB(A)	-22.7	-5.3	12.5	38.0	51.6	28.7	10.7	-17.8	-21.5	-20.6	-10.4	-3.4	-1.6	-16.4	-12.1	-7.6	7.0	30.6	52.3	28.7	11.8	-10.0	-42.0	-23.0	-12.2	-5.4	-8.0
	Leq 0.5hr for all train	55.1																										
Lmax	Measured Lmax	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65
	Corr for distance, -10log(d/dref), dB(A)	-5.3	-5.2	-5.2	-5.1	-5.0	-5.0	-5.0	-4.9	-4.9	-4.9	-5.0	-5.1	-5.3	-5.3	-5.3	-5.2	-5.2	-5.1	-5.1	-5.0	-5.0	-4.9	-4.9	-4.9	-5.0	-5.2	-5.4
	Correction for screening/ absorption	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0
	Façade correctoin, dB(A)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
	Track wear correction, dB(A)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
	Lmax for each train, dB(A)	51.3	57.3	65.3	68.3	67.8	65.5	61.1	55.1	51.6	51.6	55.1	57.4	54.7	51.2	51.3	51.3	57.4	65.4	68.4	67.1	63.6	57.6	55.2	51.6	51.5	54.9	51.2
	Lmax for all train	68.4																										

Floor 24		Segment (Northbound)													Segment (Southbound)													
		N1	N2	N3	N4	N5	N6	N7	N8	N9	N10	N11	N12	N13	S1	S2	S3	S4	S5	S6	S7	S8	S9	S10	S11	S12	S13	S14
Parameters:																												
	Measured SEL	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9
Leq24	Total number of events	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536
	Horize distance from track to NSR	9.7	10.2	10.5	10.5	10.6	10.1	8.3	2.8	4.2	6.6	14.1	24.0	34.1	12.7	14.7	14.0	14.0	14.3	14.5	13.4	10.6	5.0	0.7	5.3	17.9	27.1	35.0
	track mPD + track head (0.2m)	7.9	8.7	9.9	11.3	12.5	13.1	13.4	13.6	14.0	14.1	13.9	13.6	13.1	8.0	8.4	9.1	10.0	11.2	12.5	13.2	13.5	13.9	14.2	14.1	13.7	13.3	12.9
	ground mPD + floor height	94.4	94.4	94.4	94.4	94.4	94.4	94.4	94.4	94.4	94.4	94.4	94.4	94.4	94.4	94.4	94.4	94.4	94.4	94.4	94.4	94.4	94.4	94.4	94.4	94.4	94.4	94.4
	Vert distance from track to NSR	86.5	85.7	84.5	83.1	81.9	81.3	81.0	80.8	80.4	80.3	80.5	80.8	81.3	86.4	86.0	85.3	84.4	83.2	81.9	81.2	80.9	80.5	80.2	80.3	80.7	81.1	81.5
	Slant distance	87.0	86.3	85.1	83.8	82.6	81.9	81.4	80.8	80.5	80.6	81.7	84.2	88.2	87	87	86	86	84	83	82	82	81	80	80	83	86	89
	View angle (α)	0.031	0.043	0.079	0.337	1.469	0.252	0.099	0.021	0.022	0.028	0.050	0.075	0.092	0.042	0.057	0.067	0.102	0.267	1.537	0.233	0.101	0.033	0.004	0.021	0.059	0.078	0.091
	View angle (α) (degree)	1.800	2.470	4.505	19.282	84.163	14.433	5.683	1.179	1.265	1.576	2.881	4.307	5.283	2.428	3.256	3.840	5.866	15.325	88.061	13.378	5.760	1.905	0.203	1.203	3.359	4.492	5.192
	View angle (Θ)	0.002	0.018	0.051	0.465	2.197	0.196	0.055	0.007	0.006	0.005	0.007	0.009	0.017	0.006	0.009	0.017	0.053	0.273	2.389	0.162	0.040	0.010	0.001	0.005	0.008	0.009	0.009
	View angle (Θ) (degree)	0.142	1.011	2.895	26.618	125.853	11.226	3.179	0.416	0.352	0.282	0.393	0.514	0.962	0.335	0.506	0.999	3.035	15.619	136.871	9.279	2.269	0.551	0.054	0.273	0.438	0.537	0.517
	Average Speed	10.0	20.0	50.0	70.0	65.0	50.0	30.0	15.0	10.0	10.0	15.0	20.0	15.0	10.0	10.0	10.0	20.0	50.0	70.0	60.0	40.0	20.0	15.0	10.0	10.0	15.0	10.0
	Corr for no. of event, 10log(N), dB(A)	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3
	Corr for distance, -10log(d/d_{ref}), dB(A)	-5.4	-5.4	-5.3	-5.3	-5.2	-5.2	-5.1	-5.1	-5.1	-5.1	-5.1	-5.3	-5.5	-5.4	-5.4	-5.4	-5.3	-5.3	-5.2	-5.2	-5.1	-5.1	-5.1	-5.1	-5.2	-5.3	-5.5
	Corr for view angle, 10log(μiΘ/180-cos2αsinΘ)	-58.1	-46.8	-36.9	-14.4	-0.2	-20.9	-34.5	-57.1	-57.2	-56.3	-49.6	-44.9	-40.4	-51.8	-47.4	-43.0	-34.5	-18.9	-0.1	-22.5	-35.9	-51.7	-81.2	-58.8	-47.8	-44.4	-43.3
	Corr for screening/ absorption, dB(A)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, 20log(v/V_{ref}), dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0
	Corr for sound energy spread over 24 hr	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4
	Façade correctoin, dB(A)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
	Track wear correction, dB(A)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
	Leq 24hr for each train, dB(A)	-23.2	-5.8	12.1	37.5	51.1	28.2	10.2	-18.3	-22.0	-21.0	-10.9	-3.9	-2.1	-16.9	-12.5	-8.1	6.5	30.1	51.9	28.3	11.3	-10.4	-42.5	-23.5	-12.7	-5.9	-8.5
	Leq 24hr for all train	54.7																										
Leq0.5	Total number of events	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13
	Corr for no. of event, 10log(N), dB(A)	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1
	Corr for distance, -10log(d/dref), dB(A)	-5.4	-5.4	-5.3	-5.3	-5.2	-5.2	-5.1	-5.1	-5.1	-5.1	-5.1	-5.3	-5.5	-5.4	-5.4	-5.4	-5.3	-5.3	-5.2	-5.2	-5.1	-5.1	-5.1	-5.1	-5.2	-5.3	-5.5
	Corr for view angle, 10log(μiΘ/180-cos2αsinΘ)	-58.1	-46.8	-36.9	-14.4	-0.2	-20.9	-34.5	-57.1	-57.2	-56.3	-49.6	-44.9	-40.4	-51.8	-47.4	-43.0	-34.5	-18.9	-0.1	-22.5	-35.9	-51.7	-81.2	-58.8	-47.8	-44.4	-43.3
	Corr for screening/ absorption, dB(A)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0
	Corr for sound energy spread over 24 hr	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6
	Façade correctoin, dB(A)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
	Track wear correction, dB(A)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
	Leq 0.5hr for each train, dB(A)	-22.5	-5.2	12.7	38.2	51.8	28.9	10.9	-17.7	-21.3	-20.4	-10.2	-3.2	-1.4	-16.2	-11.9	-7.4	7.2	30.8	52.5	28.9	12.0	-9.8	-41.8	-22.9	-12.0	-5.2	-7.8
	Leq 0.5hr for all train	55.3																										
Leq0.5	Total number of events	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12
	Corr for no. of event, 10log(N), dB(A)	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8
	Corr for distance, -10log(d/dref), dB(A)	-5.4	-5.4	-5.3	-5.3	-5.2	-5.2	-5.1	-5.1	-5.1	-5.1	-5.1	-5.3	-5.5	-5.4	-5.4	-5.4	-5.3	-5.3	-5.2	-5.2	-5.1	-5.1	-5.1	-5.1	-5.2	-5.3	-5.5
	Corr for view angle, 10log(μiΘ/180-cos2αsinΘ)	-58.1	-46.8	-36.9	-14.4	-0.2	-20.9	-34.5	-57.1	-57.2	-56.3	-49.6	-44.9	-40.4	-51.8	-47.4	-43.0	-34.5	-18.9	-0.1	-22.5	-35.9	-51.7	-81.2	-58.8	-47.8	-44.4	-43.3
	Corr for screening/ absorption, dB(A)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0
	Corr for sound energy spread over 24 hr	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-

RN2

Floor 2		Segment (Northbound)													Segment (Southbound)														
		N1	N2	N3	N4	N5	N6	N7	N8	N9	N10	N11	N12	N13	S1	S2	S3	S4	S5	S6	S7	S8	S9	S10	S11	S12	S13	S14
Parameters:																													
	Measured SEL	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9
Leq24	Total number of events	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536
	Horiz distance from track to NSR	16.1	16.7	17.0	17.1	17.4	17.6	16.9	13.3	7.9	5.9	0.6	9.2	18.2	19.1	21.3	20.5	20.5	20.9	21.4	21.3	19.8	15.8	11.4	7.5	3.4	11.6	18.7
	track mPD + track head (0.2m)	7.9	8.7	9.9	11.3	12.5	13.1	13.4	13.6	14.0	14.1	13.9	13.6	13.1	8.0	8.4	9.1	10.0	11.2	12.5	13.2	13.5	13.9	14.2	14.1	13.7	13.3	12.9
	ground mPD + floor height	25.1	25.1	25.1	25.1	25.1	25.1	25.1	25.1	25.1	25.1	25.1	25.1	25.1	25.1	25.1	25.1	25.1	25.1	25.1	25.1	25.1	25.1	25.1	25.1	25.1	25.1	25.1
	Vert distance from track to NSR	17.2	16.4	15.2	13.8	12.6	12.0	11.7	11.5	11.1	11.0	11.2	11.5	12.0	17.1	16.7	16.0	15.1	13.9	12.6	11.9	11.6	11.2	10.9	11.0	11.4	11.8	12.2
	Slant distance	23.5	23.4	22.8	21.9	21.5	21.3	20.6	17.5	13.6	12.5	11.2	14.7	21.8	26	27	26	25	25	25	24	23	19	16	13	12	17	22
	View angle (α)	0.046	0.060	0.097	0.231	0.637	1.375	0.395	0.136	0.052	0.029	0.002	0.033	0.055	0.056	0.071	0.082	0.115	0.224	0.963	0.946	0.299	0.142	0.071	0.035	0.013	0.038	0.054
	View angle (α) (degree)	2.648	3.441	5.534	13.245	36.511	78.778	22.621	7.801	3.001	1.676	0.133	1.876	3.144	3.214	4.093	4.718	6.586	12.858	55.200	54.185	17.138	8.152	4.076	1.987	0.734	2.155	3.069
	View angle (θ)	0.003	0.021	0.049	0.132	0.669	1.549	0.358	0.065	0.018	0.006	0.000	0.004	0.011	0.007	0.010	0.018	0.047	0.111	1.354	1.055	0.174	0.054	0.023	0.009	0.002	0.005	0.006
	View angle (θ) (degree)	0.186	1.214	2.807	7.580	38.314	88.727	20.490	3.738	1.038	0.355	0.021	0.254	0.637	0.392	0.553	1.034	2.683	6.358	77.587	60.430	9.976	3.106	1.326	0.527	0.109	0.289	0.338
	Average Speed	10.0	20.0	50.0	70.0	65.0	50.0	30.0	15.0	10.0	10.0	15.0	20.0	15.0	10.0	10.0	10.0	20.0	50.0	70.0	60.0	40.0	20.0	15.0	10.0	10.0	15.0	10.0
	Corr for no. of event, 10log(N), dB(A)	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3
	Corr for distance, -10log(d/d_{ref}), dB(A)	0.3	0.3	0.4	0.6	0.7	0.7	0.8	1.5	2.6	3.0	3.5	2.3	0.6	-0.1	-0.3	-0.2	-0.1	0.0	0.0	0.1	0.4	1.1	2.0	2.7	3.2	1.8	0.5
	Corr for view angle, 10log[φ+θ/180-cos2αsinθ]	-53.6	-43.1	-35.3	-23.5	-8.1	-1.1	-14.5	-31.1	-45.0	-54.7	-89.0	-55.2	-46.7	-48.7	-45.1	-41.1	-34.0	-24.5	-2.7	-3.8	-20.1	-31.6	-41.3	-51.5	-67.0	-53.5	-49.7
	Corr for screening/ absorption, dB(A)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, 20 log(V_{veh}), dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0
	Corr for sound energy spread over 24 hr	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4
	Façade correctoin, dB(A)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
	Track wear correction, dB(A)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
	Leq 24hr for each train, dB(A)				34.3	49.1	53.9	36.2	14.3	-2.0	-11.4	-41.7	-6.6	-2.3					29.8	54.5	52.2	32.6	15.9	4.6	-8.5	-23.5	-7.8	-8.9
	Leq 24hr for all train	59.0																										
Leq0.5	Total number of events	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13
	Corr for no. of event, 10log(N), dB(A)	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1
	Corr for distance, -10log(d/dref), dB(A)	0.3	0.3	0.4	0.6	0.7	0.7	0.8	1.5	2.6	3.0	3.5	2.3	0.6	-0.1	-0.3	-0.2	-0.1	0.0	0.0	0.1	0.4	1.1	2.0	2.7	3.2	1.8	0.5
	Corr for view angle, 10log[φ+θ/180-cos2αsinθ]	-53.6	-43.1	-35.3	-23.5	-8.1	-1.1	-14.5	-31.1	-45.0	-54.7	-89.0	-55.2	-46.7	-48.7	-45.1	-41.1	-34.0	-24.5	-2.7	-3.8	-20.1	-31.6	-41.3	-51.5	-67.0	-53.5	-49.7
	Corr for screening/ absorption, dB(A)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0
	Corr for sound energy spread over 24 hr	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6
	Façade correctoin, dB(A)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
	Track wear correction, dB(A)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
	Leq 0.5hr for each train, dB(A)				35.0	49.8	54.6	36.8	14.9	-1.4	-10.7	-41.0	-5.9	-1.6					30.4	55.2	52.9	33.3	16.5	5.2	-7.8	-22.8	-7.2	-8.2
	Leq 0.5hr for all train	59.6																										
Leq0.5	Total number of events	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12
	Corr for no. of event, 10log(N), dB(A)	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8
	Corr for distance, -10log(d/dref), dB(A)	0.3	0.3	0.4	0.6	0.7	0.7	0.8	1.5	2.6	3.0	3.5	2.3	0.6	-0.1	-0.3	-0.2	-0.1	0.0	0.0	0.1	0.4	1.1	2.0	2.7	3.2	1.8	0.5
	Corr for view angle, 10log[φ+θ/180-cos2αsinθ]	-53.6	-43.1	-35.3	-23.5	-8.1	-1.1	-14.5	-31.1	-45.0	-54.7	-89.0	-55.2	-46.7	-48.7	-45.1	-41.1	-34.0	-24.5	-2.7	-3.8	-20.1	-31.6	-41.3	-51.5	-67.0	-53.5	-49.7
	Corr for screening/ absorption, dB(A)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0
	Corr for sound energy spread over 24 hr	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6
	Façade correctoin, dB(A)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
	Track wear correction, dB(A)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
	Leq 0.5hr for each train, dB(A)				34.6	49.4	54.2	36.5	14.6	-1.7	-11.1	-41.3	-6.3	-2.0					30.1	54.9	52.5	33.0	16.2	4.9	-8.2	-23.2	-7.5	-8.6
	Leq 0.5hr for all train	59.3																										
Lmax	Measured Lmax	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65
	Corr for distance, -10log(d/dref), dB(A)	0.3	0.3	0.4	0.6	0.7	0.7	0.8	1.5	2.6	3.0	3.5	2.3	0.6	-0.1	-0.3	-0.2	-0.1	0.0	0.0	0.1	0.4	1.1	2.0	2.7	3.2	1.8	0.5
	Correction for screening/ absorption	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0
	Façade correctoin, dB(A)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
	Track wear correction, dB(A)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
	Lmax for each train, dB(A)				74.0	73.4	71.2	66.9	61.6	59.2	59.5	63.5	64.8	60.6					70.5	73.5	72.2	68.9	63.7	62.0	59.3	59.8	61.8	57.0
	Lmax for all train	74.0																										

Floor 3		Segment (Northbound)													Segment (Southbound)														
		N1	N2	N3	N4	N5	N6	N7	N8	N9	N10	N11	N12	N13	S1	S2	S3	S4	S5	S6	S7	S8	S9	S10	S11	S12	S13	S14
Parameters:																													
	Measured SEL	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9
Leq24	Total number of events	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536
	Horiz distance from track to NSR	16.1	16.7	17.0	17.1	17.4	17.6	16.9	13.3	7.9	5.9	0.6	9.2	18.2	19.1	21.3	20.5	20.5	20.9	21.4	21.3	19.8	15.8	11.4	7.5	3.4	11.6	18.7
	track mPD + track head (0.2m)	7.9	8.7	9.9	11.3	12.5	13.1	13.4	13.6	14.0	14.1	13.9	13.6	13.1	8.0	8.4	9.1	10.0	11.2	12.5	13.2	13.5	13.9	14.2	14.1	13.7	13.3	12.9
	ground mPD + floor height	28.2	28.2	28.2	28.2	28.2	28.2	28.2	28.2	28.2	28.2	28.2	28.2	28.2	28.2	28.2	28.2	28.2	28.2	28.2	28.2	28.2	28.2	28.2	28.2	28.2	28.2	28.2
	Vert distance from track to NSR	20.3	19.5	18.3	17.0	15.8	15.2	14.9	14.6	14.3	14.2	14.3	14.6	15.2	20.2	19.8	19.1	18.2	17.0	15.7	15.0	14.7	14.3	14.1	14.2	14.5	15.0	15.3
	Slant distance	25.9	25.7	25.0	24.1	23.5	23.2	22.5	19.7	16.3	15.3	14.3	17.3	23.7	28	29	28	27	27	27	26	25	21	18	16	15	19	24
	View angle (α)	0.046	0.060	0.097	0.231	0.637	1.375	0.395	0.136	0.052	0.029	0.002	0.033	0.055	0.056	0.071	0.082	0.115	0.224	0.963	0.946	0.299	0.142	0.071	0.035	0.013	0.038	0.054
	View angle (α) (degree)	2.648	3.441	5.534	13.245	36.511	78.778	22.621	7.801	3.001	1.676	0.133	1.876	3.144	3.214	4.093	4.718	6.586	12.858	55.200	54.185	17.138	8.152	4.076	1.987	0.734	2.155	3.069
	View angle (θ)	0.003	0.021	0.049	0.132	0.669	1.549	0.358	0.065	0.018	0.006	0.000	0.004	0.011	0.007	0.010	0.018	0.047	0.111	1.354	1.055	0.174	0.054	0.023	0.009	0.002	0.005	0.006
	View angle (θ) (degree)	0.186	1.214	2.807	7.580	38.314	88.727	20.490	3.738	1.038	0.355	0.021	0.254	0.637	0.392	0.553	1.034	2.683	6.358	77.587	60.430	9.976	3.106	1.326	0.527	0.109	0.289	0.338
	Average Speed	10.0	20.0	50.0	70.0	65.0	50.0	30.0	15.0	10.0	10.0	15.0	20.0	15.0	10.0	10.0	10.0	20.0	50.0	70.0	60.0	40.0	20.0	15.0	10.0	10.0	15.0	10.0
	Corr for no. of event, 10log(N), dB(A)	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3
	Corr for distance, -10log(d/d_{ref}), dB(A)	-0.2	-0.1	0.0	0.2	0.3	0.3	0.5	1.0	1.9	2.1	2.4	1.6	0.2	-0.5	-0.7	-0.5	-0.4	-0.3	-0.3	-0.2	0.1	0.7	1.4	1.9	2.2	1.2	0.1
	Corr for view angle, 10log[φ+θ/180-cos2αsinθ]	-53.6	-43.1	-35.3	-23.5	-8.1	-1.1	-14.5	-31.1	-45.0	-54.7	-89.0	-55.2	-46.7	-48.7	-45.1	-41.1	-34.0	-24.5	-2.7	-3.8	-20.1	-31.6	-41.3	-51.5	-67.0	-53.5	-49.7
	Corr for screening/ absorption, dB(A)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0
	Corr for sound energy spread over 24 hr	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4
	Façade correctoin, dB(A)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
	Track wear correction, dB(A)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
	Leq 24hr for each train, dB(A)				33.9	48.7	53.5	35.8	13.8	-2.8	-12.3	-42.7	-7.3	-2.7					29.5	54.3	51.9	32.3	15.5	4.0	-9.3	-24.5	-8.4	-9.2
	Leq 24hr for all train	58.6																										
Leq0.5	Total number of events	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13
	Corr for no. of event, 10log(N), dB(A)	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1
	Corr for distance, -10log(d/dref), dB(A)	-0.2	-0.1	0.0	0.2	0.3	0.3	0.5	1.0	1.9	2.1	2.4	1.6	0.2	-0.5	-0.7	-0.5	-0.4	-0.3	-0.3	-0.2	0.1	0.7	1.4	1.9	2.2	1.2	0.1
	Corr for view angle, 10log[φ+θ/180-cos2αsinθ]	-53.6	-43.1	-35.3	-23.5	-8.1	-1.1	-14.5	-31.1	-45.0	-54.7	-89.0	-55.2	-46.7	-48.7	-45.1	-41.1	-34.0	-24.5	-2.7	-3.8	-20.1	-31.6	-41.3	-51.5	-67.0	-53.5	-49.7
	Corr for screening/ absorption, dB(A)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0
	Corr for sound energy spread over 24 hr	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6
	Façade correctoin, dB(A)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
	Track wear correction, dB(A)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
	Leq 0.5hr for each train, dB(A)				34.6	49.4	54.2	36.4	14.4	-2.1	-11.6	-42.1	-6.6	-2.0					30.1	54.9	52.6	33.0	16.1	4.6	-8.6	-23.8	-7.8	-8.6
	Leq 0.5hr for all train	59.3																										
Leq0.5	Total number of events	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12
	Corr for no. of event, 10log(N), dB(A)	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8
	Corr for distance, -10log(d/dref), dB(A)	-0.2	-0.1	0.0	0.2	0.3	0.3	0.5	1.0	1.9	2.1	2.4	1.6	0.2	-0.5	-0.7	-0.5	-0.4	-0.3	-0.3	-0.2	0.1	0.7	1.4	1.9	2.2	1.2	0.1
	Corr for view angle, 10log[φ+θ/180-cos2αsinθ]	-53.6	-43.1	-35.3	-23.5	-8.1	-1.1	-14.5	-31.1	-45.0	-54.7	-89.0	-55.2	-46.7	-48.7	-45.1	-41.1	-34.0	-24.5	-2.7	-3.8	-20.1	-31.6	-41.3	-51.5	-67.0	-53.5	-49.7
	Corr for screening/ absorption, dB(A)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0
	Corr for sound energy spread over 24 hr	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6
	Façade correctoin, dB(A)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
	Track wear correction, dB(A)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0

Floor 4		Segment (Northbound)													Segment (Southbound)													
		N1	N2	N3	N4	N5	N6	N7	N8	N9	N10	N11	N12	N13	S1	S2	S3	S4	S5	S6	S7	S8	S9	S10	S11	S12	S13	S14
Parameters:																												
	Measured SEL	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9
Leq24	Total number of events	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536
	Horize distance from track to NSR	16.1	16.7	17.0	17.1	17.4	17.6	16.9	13.3	7.9	5.9	0.6	9.2	18.2	19.1	21.3	20.5	20.5	20.9	21.4	21.3	19.8	15.8	11.4	7.5	3.4	11.6	18.7
	track mPD + track head (0.2m)	7.9	8.7	9.9	11.3	12.5	13.1	13.4	13.6	14.0	14.1	13.9	13.6	13.1	8.0	8.4	9.1	10.0	11.2	12.5	13.2	13.5	13.9	14.2	14.1	13.7	13.3	12.9
	ground mPD + floor height	31.4	31.4	31.4	31.4	31.4	31.4	31.4	31.4	31.4	31.4	31.4	31.4	31.4	31.4	31.4	31.4	31.4	31.4	31.4	31.4	31.4	31.4	31.4	31.4	31.4	31.4	31.4
	Vert distance from track to NSR	23.5	22.7	21.5	20.1	18.9	18.3	18.0	17.8	17.4	17.3	17.5	17.8	18.3	23.4	23.0	22.3	21.4	20.2	18.9	18.2	17.9	17.5	17.2	17.3	17.7	18.1	18.5
	Slant distance	28.5	28.1	27.4	26.4	25.7	25.4	24.7	22.2	19.1	18.3	17.5	20.0	25.8	30	31	30	30	29	28	28	27	24	21	19	18	22	26
	View angle (α)	0.046	0.060	0.097	0.231	0.637	1.375	0.395	0.136	0.052	0.029	0.002	0.033	0.055	0.056	0.071	0.082	0.115	0.224	0.963	0.946	0.299	0.142	0.071	0.035	0.013	0.038	0.054
	View angle (α) (degree)	2.648	3.441	5.534	13.245	36.511	78.778	22.621	7.801	3.001	1.676	0.133	1.876	3.144	3.214	4.093	4.718	6.586	12.858	55.200	54.185	17.138	8.152	4.076	1.987	0.734	2.155	3.069
	View angle (θ)	0.003	0.021	0.049	0.132	0.669	1.549	0.358	0.065	0.018	0.006	0.000	0.004	0.011	0.007	0.010	0.018	0.047	0.111	1.354	1.055	0.174	0.054	0.023	0.009	0.002	0.005	0.006
	View angle (θ) (degree)	0.186	1.214	2.807	7.580	38.314	88.727	20.490	3.738	1.038	0.355	0.021	0.254	0.637	0.392	0.553	1.034	2.683	6.358	77.587	60.430	9.976	3.106	1.326	0.527	0.109	0.289	0.338
	Average Speed	10.0	20.0	50.0	70.0	65.0	50.0	30.0	15.0	10.0	10.0	15.0	20.0	15.0	10.0	10.0	10.0	20.0	50.0	70.0	60.0	40.0	20.0	15.0	10.0	10.0	15.0	10.0
	Corr for no. of event, 10log(N), dB(A)	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3
	Corr for distance, -10log(d/d_{ref}), dB(A)	-0.6	-0.5	-0.4	-0.2	-0.1	-0.1	0.1	0.5	1.2	1.4	1.6	1.0	-0.1	-0.8	-1.0	-0.8	-0.7	-0.6	-0.6	-0.5	-0.3	0.3	0.8	1.2	1.4	0.7	-0.2
	Corr for view angle, 10log(pi*θ/180-cos2αsinθ)	-53.6	-43.1	-35.3	-23.5	-8.1	-1.1	-14.5	-31.1	-45.0	-54.7	-89.0	-55.2	-46.7	-48.7	-45.1	-41.1	-34.0	-24.5	-2.7	-3.8	-20.1	-31.6	-41.3	-51.5	-67.0	-53.5	-49.7
	Corr for screening/ absorption, dB(A)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, 20log(v/V_{ref}), dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0
	Corr for sound energy spread over 24 hr	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4
	Façade correctoin, dB(A)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
	Track wear correction, dB(A)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
	Leq 24hr for each train, dB(A)				33.5	48.3	53.2	35.4	13.2	-3.5	-13.1	-43.6	-7.9	-3.0					29.1	53.9	51.6	32.0	15.0	3.4	-10.0	-25.3	-9.0	-9.6
	Leq 24hr for all train	58.3																										
Leq0.5	Total number of events	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13
	Corr for no. of event, 10log(N), dB(A)	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1
	Corr for distance, -10log(d/dref), dB(A)	-0.6	-0.5	-0.4	-0.2	-0.1	-0.1	0.1	0.5	1.2	1.4	1.6	1.0	-0.1	-0.8	-1.0	-0.8	-0.7	-0.6	-0.6	-0.5	-0.3	0.3	0.8	1.2	1.4	0.7	-0.2
	Corr for view angle, 10log(pi*θ/180-cos2αsinθ)	-53.6	-43.1	-35.3	-23.5	-8.1	-1.1	-14.5	-31.1	-45.0	-54.7	-89.0	-55.2	-46.7	-48.7	-45.1	-41.1	-34.0	-24.5	-2.7	-3.8	-20.1	-31.6	-41.3	-51.5	-67.0	-53.5	-49.7
	Corr for screening/ absorption, dB(A)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0
	Corr for sound energy spread over 24 hr	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6
	Façade correctoin, dB(A)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
	Track wear correction, dB(A)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
	Leq 0.5hr for each train, dB(A)				34.2	49.0	53.8	36.0	13.9	-2.8	-12.4	-42.9	-7.3	-2.4					29.8	54.6	52.3	32.7	15.7	4.1	-9.3	-24.6	-8.3	-8.9
	Leq 0.5hr for all train	59.0																										
Leq0.5	Total number of events	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12
	Corr for no. of event, 10log(N), dB(A)	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8
	Corr for distance, -10log(d/dref), dB(A)	-0.6	-0.5	-0.4	-0.2	-0.1	-0.1	0.1	0.5	1.2	1.4	1.6	1.0	-0.1	-0.8	-1.0	-0.8	-0.7	-0.6	-0.6	-0.5	-0.3	0.3	0.8	1.2	1.4	0.7	-0.2
	Corr for view angle, 10log(pi*θ/180-cos2αsinθ)	-53.6	-43.1	-35.3	-23.5	-8.1	-1.1	-14.5	-31.1	-45.0	-54.7	-89.0	-55.2	-46.7	-48.7	-45.1	-41.1	-34.0	-24.5	-2.7	-3.8	-20.1	-31.6	-41.3	-51.5	-67.0	-53.5	-49.7
	Corr for screening/ absorption, dB(A)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0
	Corr for sound energy spread over 24 hr	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6
	Façade correctoin, dB(A)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
	Track wear correction, dB(A)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
	Leq 0.5hr for each train, dB(A)				33.8	48.6	53.5	35.7	13.6	-3.2	-12.7	-43.3	-7.6	-2.7					29.4	54.3	51.9	32.3	15.3	3.7	-9.7	-25.0	-8.7	-9.3
	Leq 0.5hr for all train	58.6																										
Lmax	Measured Lmax	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65
	Corr for distance, -10log(d/dref), dB(A)	-0.6	-0.5	-0.4	-0.2	-0.1	-0.1	0.1	0.5	1.2	1.4	1.6	1.0	-0.1	-0.8	-1.0	-0.8	-0.7	-0.6	-0.6	-0.5	-0.3	0.3	0.8	1.2	1.4	0.7	-0.2
	Correction for screening/ absorption	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0
	Façade correctoin, dB(A)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
	Track wear correction, dB(A)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
	Lmax for each train, dB(A)				73.2	72.7	70.4	66.1	60.6	57.7	57.9	61.6	63.5	59.9					69.9	72.9	71.6	68.3	62.8	60.9	57.7	58.0	60.7	56.3
	Lmax for all train	73.2																										

Floor 5		Segment (Northbound)													Segment (Southbound)													
		N1	N2	N3	N4	N5	N6	N7	N8	N9	N10	N11	N12	N13	S1	S2	S3	S4	S5	S6	S7	S8	S9	S10	S11	S12	S13	S14
Parameters:																												
	Measured SEL	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9
Leq24	Total number of events	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536
	Horize distance from track to NSR	16.1	16.7	17.0	17.1	17.4	17.6	16.9	13.3	7.9	5.9	0.6	9.2	18.2	19.1	21.3	20.5	20.5	20.9	21.4	21.3	19.8	15.8	11.4	7.5	3.4	11.6	18.7
	track mPD + track head (0.2m)	7.9	8.7	9.9	11.3	12.5	13.1	13.4	13.6	14.0	14.1	13.9	13.6	13.1	8.0	8.4	9.1	10.0	11.2	12.5	13.2	13.5	13.9	14.2	14.1	13.7	13.3	12.9
	ground mPD + floor height	34.5	34.5	34.5	34.5	34.5	34.5	34.5	34.5	34.5	34.5	34.5	34.5	34.5	34.5	34.5	34.5	34.5	34.5	34.5	34.5	34.5	34.5	34.5	34.5	34.5	34.5	34.5
	Vert distance from track to NSR	26.6	25.8	24.6	23.3	22.1	21.5	21.2	20.9	20.6	20.5	20.6	20.9	21.5	26.5	26.1	25.4	24.5	23.3	22.0	21.3	21.0	20.6	20.4	20.5	20.8	21.3	21.6
	Slant distance	31.1	30.7	29.9	28.8	28.1	27.8	27.1	24.8	22.0	21.3	20.6	22.8	28.1	33	34	33	32	31	31	30	29	26	23	22	21	24	29
	View angle (α)	0.046	0.060	0.097	0.231	0.637	1.375	0.395	0.136	0.052	0.029	0.002	0.033	0.055	0.056	0.071	0.082	0.115	0.224	0.963	0.946	0.299	0.142	0.071	0.035	0.013	0.038	0.054
	View angle (α) (degree)	2.648	3.441	5.534	13.245	36.511	78.778	22.621	7.801	3.001	1.676	0.133	1.876	3.144	3.214	4.093	4.718	6.586	12.858	55.200	54.185	17.138	8.152	4.076	1.987	0.734	2.155	3.069
	View angle (θ)	0.003	0.021	0.049	0.132	0.669	1.549	0.358	0.065	0.018	0.006	0.000	0.004	0.011	0.007	0.010	0.018	0.047	0.111	1.354	1.055	0.174	0.054	0.023	0.009	0.002	0.005	0.006
	View angle (θ) (degree)	0.186	1.214	2.807	7.580	38.314	88.727	20.490	3.738	1.038	0.355	0.021	0.254	0.637	0.392	0.553	1.034	2.683	6.358	77.587	60.430	9.976	3.106	1.326	0.527	0.109	0.289	0.338
	Average Speed	10.0	20.0	50.0	70.0	65.0	50.0	30.0	15.0	10.0	10.0	15.0	20.0	15.0	10.0	10.0	10.0	20.0	50.0	70.0	60.0	40.0	20.0	15.0	10.0	10.0	15.0	10.0
	Corr for no. of event, 10log(N), dB(A)	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3
	Corr for distance, -10log(d/d_{ref}), dB(A)	-0.9	-0.9	-0.8	-0.6	-0.5	-0.5	-0.3	0.0	0.6	0.7	0.8	0.4	-0.5	-1.2	-1.3	-1.2	-1.1	-1.0	-0.9	-0.8	-0.6	-0.2	0.3	0.6	0.7	0.1	-0.6
	Corr for view angle, 10log(pi*θ/180-cos2αsinθ)	-53.6	-43.1	-35.3	-23.5	-8.1	-1.1	-14.5	-31.1	-45.0	-54.7	-89.0	-55.2	-46.7	-48.7	-45.1	-41.1	-34.0	-24.5	-2.7	-3.8	-20.1	-31.6	-41.3	-51.5	-67.0	-53.5	-49.7
	Corr for screening/ absorption, dB(A)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, 20log(v/V_{ref}), dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0
	Corr for sound energy spread over 24 hr	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4
	Façade correctoin, dB(A)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
	Track wear correction, dB(A)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
	Leq 24hr for each train, dB(A)				33.1	47.9	52.8	35.0	12.8	-4.1	-13.7	-44.3	-8.5	-3.4					28.8	53.6	51.3	31.6	14.6	2.9	-10.6	-26.0	-9.5	-10.0
	Leq 24hr for all train	58.0																										
Leq0.5	Total number of events	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13
	Corr for no. of event, 10log(N), dB(A)	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1
	Corr for distance, -10log(d/dref), dB(A)	-0.9	-0.9	-0.8	-0.6	-0.5	-0.5	-0.3	0.0	0.6	0.7	0.8	0.4	-0.5	-1.2	-1.3	-1.2	-1.1	-1.0	-0.9	-0.8	-0.6	-0.2	0.3	0.6	0.7	0.1	-0.6
	Corr for view angle, 10log(pi*θ/180-cos2αsinθ)	-53.6	-43.1	-35.3	-23.5	-8.1	-1.1	-14.5	-31.1	-45.0	-54.7	-89.0	-55.2	-46.7	-48.7	-45.1	-41.1	-34.0	-24.5	-2.7	-3.8	-20.1	-31.6	-41.3	-51.5	-67.0	-53.5	-49.7
	Corr for screening/ absorption, dB(A)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0
	Corr for sound energy spread over 24 hr	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6
	Façade correctoin, dB(A)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
	Track wear correction, dB(A)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
	Leq 0.5hr for each train, dB(A)				33.8	48.6	53.4	35.6	13.4	-3.5	-13.1	-43.7	-7.8	-2.7					29.5	54.3	52.0	32.3	15.3	3.5	-10.0	-25.3	-8.8	-9.3
	Leq 0.5hr for all train	58.6																										
Leq0.5	Total number of events	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12
	Corr for no. of event, 10log(N), dB(A)	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8
	Corr for distance, -10log(d/dref), dB(A)	-0.9	-0.9	-0.8	-0.6	-0.5	-0.5	-0.3	0.0	0.6	0.7	0.8	0.4	-0.5	-1.2	-1.3	-1.2	-1.1	-1.0	-0.9	-0.8	-0.6	-0.2	0.3	0.6	0.7	0.1	-0.6
	Corr for view angle, 10log(pi*θ/180-cos2αsinθ)	-53.6	-43.1	-35.3	-23.5	-8.1	-1.1	-14.5	-31.1	-45.0	-54.7	-89.0	-55.2	-46.7	-48.7	-45.1	-41.1	-34.0	-24.5	-2.7	-3.8	-20.1	-31.6	-41.3	-51.5	-67.0	-53.5	-49.7
	Corr for screening/ absorption, dB(A)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0
	Corr for sound energy spread over 24 hr	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6
	Façade correctoin, dB(A)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
	Track wear correction, dB(A)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0

Floor 6		Segment (Northbound)													Segment (Southbound)													
		N1	N2	N3	N4	N5	N6	N7	N8	N9	N10	N11	N12	N13	S1	S2	S3	S4	S5	S6	S7	S8	S9	S10	S11	S12	S13	S14
Parameters:																												
	Measured SEL	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9
Leq24	Total number of events	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536
	Horize distance from track to NSR	16.1	16.7	17.0	17.1	17.4	17.6	16.9	13.3	7.9	5.9	0.6	9.2	18.2	19.1	21.3	20.5	20.5	20.9	21.4	21.3	19.8	15.8	11.4	7.5	3.4	11.6	18.7
	track mPD + track head (0.2m)	7.9	8.7	9.9	11.3	12.5	13.1	13.4	13.6	14.0	14.1	13.9	13.6	13.1	8.0	8.4	9.1	10.0	11.2	12.5	13.2	13.5	13.9	14.2	14.1	13.7	13.3	12.9
	ground mPD + floor height	37.7	37.7	37.7	37.7	37.7	37.7	37.7	37.7	37.7	37.7	37.7	37.7	37.7	37.7	37.7	37.7	37.7	37.7	37.7	37.7	37.7	37.7	37.7	37.7	37.7	37.7	37.7
	Vert distance from track to NSR	29.8	29.0	27.8	26.4	25.2	24.6	24.3	24.1	23.7	23.6	23.8	24.1	24.6	29.7	29.3	28.6	27.7	26.5	25.2	24.5	24.2	23.8	23.5	23.6	24.0	24.4	24.8
	Slant distance	33.8	33.4	32.6	31.4	30.6	30.3	29.6	27.5	25.0	24.3	23.8	25.8	30.6	35	36	35	34	34	33	32	31	29	26	25	24	27	31
	View angle (α)	0.046	0.060	0.097	0.231	0.637	1.375	0.395	0.136	0.052	0.029	0.002	0.033	0.055	0.056	0.071	0.082	0.115	0.224	0.963	0.946	0.299	0.142	0.071	0.035	0.013	0.038	0.054
	View angle (α)(degree)	2.648	3.441	5.534	13.245	36.511	78.778	22.621	7.801	3.001	1.676	0.133	1.876	3.144	3.214	4.093	4.718	6.586	12.858	55.200	54.185	17.138	8.152	4.076	1.987	0.734	2.155	3.069
	View angle (θ)	0.003	0.021	0.049	0.132	0.669	1.549	0.358	0.065	0.018	0.006	0.000	0.004	0.011	0.007	0.010	0.018	0.047	0.111	1.354	1.055	0.174	0.054	0.023	0.009	0.002	0.005	0.006
	View angle (θ) (degree)	0.186	1.214	2.807	7.580	38.314	88.727	20.490	3.738	1.038	0.355	0.021	0.254	0.637	0.392	0.553	1.034	2.683	6.358	77.587	60.430	9.976	3.106	1.326	0.527	0.109	0.289	0.338
	Average Speed	10.0	20.0	50.0	70.0	65.0	50.0	30.0	15.0	10.0	10.0	15.0	20.0	15.0	10.0	10.0	10.0	20.0	50.0	70.0	60.0	40.0	20.0	15.0	10.0	10.0	15.0	10.0
	Corr for no. of event, 10log(N), dB(A)	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3
	Corr for distance, -10log(d/d_{ref}), dB(A)	-1.3	-1.3	-1.1	-1.0	-0.9	-0.8	-0.7	-0.4	0.0	0.1	0.2	-0.1	-0.9	-1.5	-1.6	-1.5	-1.4	-1.3	-1.2	-1.1	-1.0	-0.6	-0.2	0.0	0.1	-0.3	-0.9
	Corr for view angle, 10log(pi*θ/180-cos2αsinθ)	-53.6	-43.1	-35.3	-23.5	-8.1	-1.1	-14.5	-31.1	-45.0	-54.7	-89.0	-55.2	-46.7	-48.7	-45.1	-41.1	-34.0	-24.5	-2.7	-3.8	-20.1	-31.6	-41.3	-51.5	-67.0	-53.5	-49.7
	Corr for screening/ absorption, dB(A)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, 20log(V_{ref}/V_{train}), dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0
	Corr for sound energy spread over 24 hr	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4
	Façade correctoin, dB(A)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
	Track wear correction, dB(A)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
	Leq 24hr for each train, dB(A)				32.8	47.6	52.4	34.6	12.3	-4.7	-14.3	-44.9	-9.0	-3.8					28.5	53.3	51.0	31.3	14.2	2.4	-11.2	-26.6	-10.0	-10.3
	Leq 24hr for all train	57.6																										
Leq0.5	Total number of events	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13
	Corr for no. of event, 10log(N), dB(A)	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1
	Corr for distance, -10log(d/dref), dB(A)	-1.3	-1.3	-1.1	-1.0	-0.9	-0.8	-0.7	-0.4	0.0	0.1	0.2	-0.1	-0.9	-1.5	-1.6	-1.5	-1.4	-1.3	-1.2	-1.1	-1.0	-0.6	-0.2	0.0	0.1	-0.3	-0.9
	Corr for view angle, 10log(pi*θ/180-cos2αsinθ)	-53.6	-43.1	-35.3	-23.5	-8.1	-1.1	-14.5	-31.1	-45.0	-54.7	-89.0	-55.2	-46.7	-48.7	-45.1	-41.1	-34.0	-24.5	-2.7	-3.8	-20.1	-31.6	-41.3	-51.5	-67.0	-53.5	-49.7
	Corr for screening/ absorption, dB(A)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0
	Corr for sound energy spread over 24 hr	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6
	Façade correctoin, dB(A)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
	Track wear correction, dB(A)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
	Leq 0.5hr for each train, dB(A)				33.4	48.2	53.1	35.2	13.0	-4.0	-13.6	-44.3	-8.4	-3.1					29.1	54.0	51.6	32.0	14.9	3.0	-10.5	-25.9	-9.3	-9.7
	Leq 0.5hr for all train	58.3																										
Leq0.5	Total number of events	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12
	Corr for no. of event, 10log(N), dB(A)	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8
	Corr for distance, -10log(d/dref), dB(A)	-1.3	-1.3	-1.1	-1.0	-0.9	-0.8	-0.7	-0.4	0.0	0.1	0.2	-0.1	-0.9	-1.5	-1.6	-1.5	-1.4	-1.3	-1.2	-1.1	-1.0	-0.6	-0.2	0.0	0.1	-0.3	-0.9
	Corr for view angle, 10log(pi*θ/180-cos2αsinθ)	-53.6	-43.1	-35.3	-23.5	-8.1	-1.1	-14.5	-31.1	-45.0	-54.7	-89.0	-55.2	-46.7	-48.7	-45.1	-41.1	-34.0	-24.5	-2.7	-3.8	-20.1	-31.6	-41.3	-51.5	-67.0	-53.5	-49.7
	Corr for screening/ absorption, dB(A)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0
	Corr for sound energy spread over 24 hr	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6
	Façade correctoin, dB(A)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
	Track wear correction, dB(A)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
	Leq 0.5hr for each train, dB(A)				33.1	47.9	52.7	34.9	12.6	-4.4	-14.0	-44.6	-8.7	-3.5					28.8	53.6	51.3	31.6	14.5	2.7	-10.9	-26.3	-9.6	-10.0
	Leq 0.5hr for all train	57.9																										
Lmax	Measured Lmax	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65
	Corr for distance, -10log(d/dref), dB(A)	-1.3	-1.3	-1.1	-1.0	-0.9	-0.8	-0.7	-0.4	0.0	0.1	0.2	-0.1	-0.9	-1.5	-1.6	-1.5	-1.4	-1.3	-1.2	-1.1	-1.0	-0.6	-0.2	0.0	0.1	-0.3	-0.9
	Correction for screening/ absorption	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0
	Façade correctoin, dB(A)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
	Track wear correction, dB(A)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
	Lmax for each train, dB(A)				72.4	71.9	69.7	65.3	59.6	56.5	56.6	60.3	62.4	59.2					69.2	72.2	71.0	67.6	62.0	59.9	56.6	56.7	59.7	55.6
	Lmax for all train	72.4																										

Floor 7		Segment (Northbound)													Segment (Southbound)													
		N1	N2	N3	N4	N5	N6	N7	N8	N9	N10	N11	N12	N13	S1	S2	S3	S4	S5	S6	S7	S8	S9	S10	S11	S12	S13	S14
Parameters:																												
	Measured SEL	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9
Leq24	Total number of events	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536
	Horize distance from track to NSR	16.1	16.7	17.0	17.1	17.4	17.6	16.9	13.3	7.9	5.9	0.6	9.2	18.2	19.1	21.3	20.5	20.5	20.9	21.4	21.3	19.8	15.8	11.4	7.5	3.4	11.6	18.7
	track mPD + track head (0.2m)	7.9	8.7	9.9	11.3	12.5	13.1	13.4	13.6	14.0	14.1	13.9	13.6	13.1	8.0	8.4	9.1	10.0	11.2	12.5	13.2	13.5	13.9	14.2	14.1	13.7	13.3	12.9
	ground mPD + floor height	40.8	40.8	40.8	40.8	40.8	40.8	40.8	40.8	40.8	40.8	40.8	40.8	40.8	40.8	40.8	40.8	40.8	40.8	40.8	40.8	40.8	40.8	40.8	40.8	40.8	40.8	40.8
	Vert distance from track to NSR	32.9	32.1	30.9	29.6	28.4	27.8	27.5	27.2	26.9	26.8	26.9	27.2	27.8	32.8	32.4	31.7	30.8	29.6	28.3	27.6	27.3	26.9	26.7	26.8	27.1	27.6	27.9
	Slant distance	36.6	36.2	35.3	34.1	33.3	32.9	32.2	30.3	28.0	27.4	26.9	28.7	33.2	38	39	38	37	36	35	35	34	31	29	28	27	30	34
	View angle (α)	0.046	0.060	0.097	0.231	0.637	1.375	0.395	0.136	0.052	0.029	0.002	0.033	0.055	0.056	0.071	0.082	0.115	0.224	0.963	0.946	0.299	0.142	0.071	0.035	0.013	0.038	0.054
	View angle (α)(degree)	2.648	3.441	5.534	13.245	36.511	78.778	22.621	7.801	3.001	1.676	0.133	1.876	3.144	3.214	4.093	4.718	6.586	12.858	55.200	54.185	17.138	8.152	4.076	1.987	0.734	2.155	3.069
	View angle (θ)	0.003	0.021	0.049	0.132	0.669	1.549	0.358	0.065	0.018	0.006	0.000	0.004	0.011	0.007	0.010	0.018	0.047	0.111	1.354	1.055	0.174	0.054	0.023	0.009	0.002	0.005	0.006
	View angle (θ) (degree)	0.186	1.214	2.807	7.580	38.314	88.727	20.490	3.738	1.038	0.355	0.021	0.254	0.637	0.392	0.553	1.034	2.683	6.358	77.587	60.430	9.976	3.106	1.326	0.527	0.109	0.289	0.338
	Average Speed	10.0	20.0	50.0	70.0	65.0	50.0	30.0	15.0	10.0	10.0	15.0	20.0	15.0	10.0	10.0	10.0	20.0	50.0	70.0	60.0	40.0	20.0	15.0	10.0	10.0	15.0	10.0
	Corr for no. of event, 10log(N), dB(A)	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3
	Corr for distance, -10log(d/d_{ref}), dB(A)	-1.7	-1.6	-1.5	-1.4	-1.2	-1.2	-1.1	-0.8	-0.5	-0.4	-0.3	-0.6	-1.2	-1.8	-1.9	-1.8	-1.7	-1.6	-1.5	-1.4	-1.3	-1.0	-0.6	-0.5	-0.4	-0.8	-1.3
	Corr for view angle, 10log(pi*θ/180-cos2αsinθ)	-53.6	-43.1	-35.3	-23.5	-8.1	-1.1	-14.5	-31.1	-45.0	-54.7	-89.0	-55.2	-46.7	-48.7	-45.1	-41.1	-34.0	-24.5	-2.7	-3.8	-20.1	-31.6	-41.3	-51.5	-67.0	-53.5	-49.7
	Corr for screening/ absorption, dB(A)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0
	Corr for sound energy spread over 24 hr	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4
	Façade correctoin, dB(A)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
	Track wear correction, dB(A)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
	Leq 24hr for each train, dB(A)				32.4	47.2	52.0	34.2	11.9	-5.2	-14.8	-45.5	-9.5	-4.1					28.2	53.0	50.7	31.0	13.8	1.9	-11.7	-27.1	-10.4	-10.7
	Leq 24hr for all train	57.3																										
Leq0.5	Total number of events	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13
	Corr for no. of event, 10log(N), dB(A)	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1
	Corr for distance, -10log(d/dref), dB(A)	-1.7	-1.6	-1.5	-1.4	-1.2	-1.2	-1.1	-0.8	-0.5	-0.4	-0.3	-0.6	-1.2	-1.8	-1.9	-1.8	-1.7	-1.6	-1.5	-1.4	-1.3	-1.0	-0.6	-0.5	-0.4	-0.8	-1.3
	Corr for view angle, 10log(pi*θ/180-cos2αsinθ)	-53.6	-43.1	-35.3	-23.5	-8.1	-1.1	-14.5	-31.1	-45.0	-54.7	-89.0	-55.2	-46.7	-48.7	-45.1	-41.1	-34.0	-24.5	-2.7	-3.8	-20.1	-31.6	-41.3	-51.5	-67.0	-53.5	-49.7
	Corr for screening/ absorption, dB(A)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0
	Corr for sound energy spread over 24 hr	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6
	Façade correctoin, dB(A)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
	Track wear correction, dB(A)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
	Leq 0.5hr for each train, dB(A)				33.1	47.9	52.7	34.9	12.6	-4.5	-14.1	-44.8	-8.8	-3.5					28.8	53.6	51.3	31.6	14.5	2.6	-11.0	-26.4	-9.7	-10.0
	Leq 0.5hr for all train	57.9																										
Leq0.5	Total number of events	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12
	Corr for no. of event, 10log(N), dB(A)	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8
	Corr for distance, -10log(d/dref), dB(A)	-1.7	-1.6	-1.5	-1.4	-1.2	-1.2	-1.1	-0.8	-0.5	-0.4	-0.3	-0.6	-1.2	-1.8	-1.9	-1.8	-1.7	-1.6	-1.5	-1.4	-1.3	-1.0	-0.6	-0.5	-0.4	-0.8	-1.3
	Corr for view angle, 10log(pi*θ/180-cos2αsinθ)	-53.6	-43.1	-35.3	-23.5	-8.1	-1.1	-14.5	-31.1	-45.0	-54.7	-89.0	-55.2	-46.7	-48.7	-45.1	-41.1	-34.0	-24.5	-2.7	-3.8	-20.1	-31.6	-41.3	-51.5	-67.0	-53.5	-49.7
	Corr for screening/ absorption, dB(A)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0
	Corr for sound energy spread over 24 hr	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6
	Façade correctoin, dB(A)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
	Track wear correction, dB(A)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3

Floor 8		Segment (Northbound)													Segment (Southbound)													
		N1	N2	N3	N4	N5	N6	N7	N8	N9	N10	N11	N12	N13	S1	S2	S3	S4	S5	S6	S7	S8	S9	S10	S11	S12	S13	S14
Parameters:																												
	Measured SEL	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9
Leq24	Total number of events	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536
	Horize distance from track to NSR	16.1	16.7	17.0	17.1	17.4	17.6	16.9	13.3	7.9	5.9	0.6	9.2	18.2	19.1	21.3	20.5	20.5	20.9	21.4	21.3	19.8	15.8	11.4	7.5	3.4	11.6	18.7
	track mPD + track head (0.2m)	7.9	8.7	9.9	11.3	12.5	13.1	13.4	13.6	14.0	14.1	13.9	13.6	13.1	8.0	8.4	9.1	10.0	11.2	12.5	13.2	13.5	13.9	14.2	14.1	13.7	13.3	12.9
	ground mPD + floor height	44.0	44.0	44.0	44.0	44.0	44.0	44.0	44.0	44.0	44.0	44.0	44.0	44.0	44.0	44.0	44.0	44.0	44.0	44.0	44.0	44.0	44.0	44.0	44.0	44.0	44.0	44.0
	Vert distance from track to NSR	36.1	35.3	34.1	32.7	31.5	30.9	30.6	30.4	30.0	29.9	30.1	30.4	30.9	36.0	35.6	34.9	34.0	32.8	31.5	30.8	30.5	30.1	29.8	29.9	30.3	30.7	31.1
	Slant distance	39.5	39.0	38.1	36.9	36.0	35.6	35.0	33.1	31.0	30.5	30.1	31.7	35.9	41	41	40	40	39	38	37	36	34	32	31	30	33	36
	View angle (α)	0.046	0.060	0.097	0.231	0.637	1.375	0.395	0.136	0.052	0.029	0.002	0.033	0.055	0.056	0.071	0.082	0.115	0.224	0.963	0.946	0.299	0.142	0.071	0.035	0.013	0.038	0.054
	View angle (α)(degree)	2.648	3.441	5.534	13.245	36.511	78.778	22.621	7.801	3.001	1.676	0.133	1.876	3.144	3.214	4.093	4.718	6.586	12.858	55.200	54.185	17.138	8.152	4.076	1.987	0.734	2.155	3.069
	View angle (θ)	0.003	0.021	0.049	0.132	0.669	1.549	0.358	0.065	0.018	0.006	0.000	0.004	0.011	0.007	0.010	0.018	0.047	0.111	1.354	1.055	0.174	0.054	0.023	0.009	0.002	0.005	0.006
	View angle (θ) (degree)	0.186	1.214	2.807	7.580	38.314	88.727	20.490	3.738	1.038	0.355	0.021	0.254	0.637	0.392	0.553	1.034	2.683	6.358	77.587	60.430	9.976	3.106	1.326	0.527	0.109	0.289	0.338
	Average Speed	10.0	20.0	50.0	70.0	65.0	50.0	30.0	15.0	10.0	10.0	15.0	20.0	15.0	10.0	10.0	10.0	20.0	50.0	70.0	60.0	40.0	20.0	15.0	10.0	10.0	15.0	10.0
	Corr for no. of event, 10log(N), dB(A)	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3
	Corr for distance, -10log(d/d_{ref}), dB(A)	-2.0	-1.9	-1.8	-1.7	-1.6	-1.5	-1.5	-1.2	-0.9	-0.9	-0.8	-1.0	-1.6	-2.1	-2.2	-2.1	-2.0	-1.9	-1.8	-1.8	-1.6	-1.3	-1.1	-0.9	-0.9	-1.2	-1.6
	Corr for view angle, 10log(pi*θ/180-cos2αsinθ)	-53.6	-43.1	-35.3	-23.5	-8.1	-1.1	-14.5	-31.1	-45.0	-54.7	-89.0	-55.2	-46.7	-48.7	-45.1	-41.1	-34.0	-24.5	-2.7	-3.8	-20.1	-31.6	-41.3	-51.5	-67.0	-53.5	-49.7
	Corr for screening/ absorption, dB(A)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, 20log(v/V_{ref}), dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0
	Corr for sound energy spread over 24 hr	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4
	Façade correctoin, dB(A)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
	Track wear correction, dB(A)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
	Leq 24hr for each train, dB(A)				32.1	46.9	51.7	33.9	11.5	-5.6	-15.3	-46.0	-9.9	-4.5					27.9	52.7	50.4	30.6	13.4	1.5	-12.1	-27.6	-10.8	-11.0
	Leq 24hr for all train	57.0																										
Leq0.5	Total number of events	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13
	Corr for no. of event, 10log(N), dB(A)	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1
	Corr for distance, -10log(d/dref), dB(A)	-2.0	-1.9	-1.8	-1.7	-1.6	-1.5	-1.5	-1.2	-0.9	-0.9	-0.8	-1.0	-1.6	-2.1	-2.2	-2.1	-2.0	-1.9	-1.8	-1.8	-1.6	-1.3	-1.1	-0.9	-0.9	-1.2	-1.6
	Corr for view angle, 10log(pi*θ/180-cos2αsinθ)	-53.6	-43.1	-35.3	-23.5	-8.1	-1.1	-14.5	-31.1	-45.0	-54.7	-89.0	-55.2	-46.7	-48.7	-45.1	-41.1	-34.0	-24.5	-2.7	-3.8	-20.1	-31.6	-41.3	-51.5	-67.0	-53.5	-49.7
	Corr for screening/ absorption, dB(A)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0
	Corr for sound energy spread over 24 hr	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6
	Façade correctoin, dB(A)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
	Track wear correction, dB(A)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
	Leq 0.5hr for each train, dB(A)				32.7	47.5	52.4	34.5	12.2	-4.9	-14.6	-45.3	-9.3	-3.8					28.5	53.3	51.0	31.3	14.1	2.2	-11.5	-26.9	-10.1	-10.3
	Leq 0.5hr for all train	57.6																										
Leq0.5	Total number of events	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12
	Corr for no. of event, 10log(N), dB(A)	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8
	Corr for distance, -10log(d/dref), dB(A)	-2.0	-1.9	-1.8	-1.7	-1.6	-1.5	-1.5	-1.2	-0.9	-0.9	-0.8	-1.0	-1.6	-2.1	-2.2	-2.1	-2.0	-1.9	-1.8	-1.8	-1.6	-1.3	-1.1	-0.9	-0.9	-1.2	-1.6
	Corr for view angle, 10log(pi*θ/180-cos2αsinθ)	-53.6	-43.1	-35.3	-23.5	-8.1	-1.1	-14.5	-31.1	-45.0	-54.7	-89.0	-55.2	-46.7	-48.7	-45.1	-41.1	-34.0	-24.5	-2.7	-3.8	-20.1	-31.6	-41.3	-51.5	-67.0	-53.5	-49.7
	Corr for screening/ absorption, dB(A)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0
	Corr for sound energy spread over 24 hr	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6
	Façade correctoin, dB(A)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
	Track wear correction, dB(A)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
	Leq 0.5hr for each train, dB(A)				32.4	47.2	52.0	34.2	11.8	-5.3	-15.0	-45.6	-9.6	-4.2					28.2	53.0	50.7	31.0	13.8	1.8	-11.8	-27.3	-10.5	-10.7
	Leq 0.5hr for all train	57.3																										
Lmax	Measured Lmax	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65
	Corr for distance, -10log(d/dref), dB(A)	-2.0	-1.9	-1.8	-1.7	-1.6	-1.5	-1.5	-1.2	-0.9	-0.9	-0.8	-1.0	-1.6	-2.1	-2.2	-2.1	-2.0	-1.9	-1.8	-1.8	-1.6	-1.3	-1.1	-0.9	-0.9	-1.2	-1.6
	Correction for screening/ absorption	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0
	Façade correctoin, dB(A)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
	Track wear correction, dB(A)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
	Lmax for each train, dB(A)				71.7	71.2	69.0	64.6	58.8	55.6	55.7	59.2	61.5	58.5					68.6	71.6	70.3	66.9	61.2	59.0	55.6	55.7	58.9	54.9
	Lmax for all train	71.7																										

Floor 9		Segment (Northbound)													Segment (Southbound)													
		N1	N2	N3	N4	N5	N6	N7	N8	N9	N10	N11	N12	N13	S1	S2	S3	S4	S5	S6	S7	S8	S9	S10	S11	S12	S13	S14
Parameters:																												
	Measured SEL	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9
Leq24	Total number of events	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536
	Horize distance from track to NSR	16.1	16.7	17.0	17.1	17.4	17.6	16.9	13.3	7.9	5.9	0.6	9.2	18.2	19.1	21.3	20.5	20.5	20.9	21.4	21.3	19.8	15.8	11.4	7.5	3.4	11.6	18.7
	track mPD + track head (0.2m)	7.9	8.7	9.9	11.3	12.5	13.1	13.4	13.6	14.0	14.1	13.9	13.6	13.1	8.0	8.4	9.1	10.0	11.2	12.5	13.2	13.5	13.9	14.2	14.1	13.7	13.3	12.9
	ground mPD + floor height	47.1	47.1	47.1	47.1	47.1	47.1	47.1	47.1	47.1	47.1	47.1	47.1	47.1	47.1	47.1	47.1	47.1	47.1	47.1	47.1	47.1	47.1	47.1	47.1	47.1	47.1	47.1
	Vert distance from track to NSR	39.2	38.4	37.2	35.9	34.7	34.1	33.8	33.5	33.2	33.1	33.2	33.5	34.1	39.1	38.7	38.0	37.1	35.9	34.6	33.9	33.6	33.2	33.0	33.1	33.4	33.9	34.2
	Slant distance	42.4	41.9	40.9	39.7	38.8	38.3	37.8	36.0	34.1	33.6	33.2	34.7	38.6	43	44	43	42	42	41	40	39	37	35	34	34	36	39
	View angle (α)	0.046	0.060	0.097	0.231	0.637	1.375	0.395	0.136	0.052	0.029	0.002	0.033	0.055	0.056	0.071	0.082	0.115	0.224	0.963	0.946	0.299	0.142	0.071	0.035	0.013	0.038	0.054
	View angle (α)(degree)	2.648	3.441	5.534	13.245	36.511	78.778	22.621	7.801	3.001	1.676	0.133	1.876	3.144	3.214	4.093	4.718	6.586	12.858	55.200	54.185	17.138	8.152	4.076	1.987	0.734	2.155	3.069
	View angle (θ)	0.003	0.021	0.049	0.132	0.669	1.549	0.358	0.065	0.018	0.006	0.000	0.004	0.011	0.007	0.010	0.018	0.047	0.111	1.354	1.055	0.174	0.054	0.023	0.009	0.002	0.005	0.006
	View angle (θ) (degree)	0.186	1.214	2.807	7.580	38.314	88.727	20.490	3.738	1.038	0.355	0.021	0.254	0.637	0.392	0.553	1.034	2.683	6.358	77.587	60.430	9.976	3.106	1.326	0.527	0.109	0.289	0.338
	Average Speed	10.0	20.0	50.0	70.0	65.0	50.0	30.0	15.0	10.0	10.0	15.0	20.0	15.0	10.0	10.0	10.0	20.0	50.0	70.0	60.0	40.0	20.0	15.0	10.0	10.0	15.0	10.0
	Corr for no. of event, 10log(N), dB(A)	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3
	Corr for distance, -10log(d/d_{ref}), dB(A)	-2.3	-2.2	-2.1	-2.0	-1.9	-1.9	-1.8	-1.6	-1.3	-1.3	-1.2	-1.4	-1.9	-2.4	-2.5	-2.4	-2.3	-2.2	-2.1	-2.0	-1.9	-1.7	-1.4	-1.3	-1.3	-1.6	-1.9
	Corr for view angle, 10log(pi*θ/180-cos2αsinθ)	-53.6	-43.1	-35.3	-23.5	-8.1	-1.1	-14.5	-31.1	-45.0	-54.7	-89.0	-55.2	-46.7	-48.7	-45.1	-41.1	-34.0	-24.5	-2.7	-3.8	-20.1	-31.6	-41.3	-51.5	-67.0	-53.5	-49.7
	Corr for screening/ absorption, dB(A)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, 20log(v/V_{ref}), dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0
	Corr for sound energy spread over 24 hr	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4
	Façade correctoin, dB(A)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
	Track wear correction, dB(A)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
	Leq 24hr for each train, dB(A)				31.7	46.5	51.4	33.5	11.1	-6.0	-15.7	-46.4	-10.3	-4.8					27.6	52.4	50.1	30.3	13.1	1.1	-12.5	-28.0	-11.2	-11.3
	Leq 24hr for all train	56.7																										
Leq0.5	Total number of events	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13
	Corr for no. of event, 10log(N), dB(A)	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1
	Corr for distance, -10log(d/dref), dB(A)	-2.3	-2.2	-2.1	-2.0	-1.9	-1.9	-1.8	-1.6	-1.3	-1.3	-1.2	-1.4	-1.9	-2.4	-2.5	-2.4	-2.3	-2.2	-2.1	-2.0	-1.9	-1.7	-1.4	-1.3	-1.3	-1.6	-1.9
	Corr for view angle, 10log(pi*θ/180-cos2αsinθ)	-53.6	-43.1	-35.3	-23.5	-8.1	-1.1	-14.5	-31.1	-45.0	-54.7	-89.0	-55.2	-46.7	-48.7	-45.1	-41.1	-34.0	-24.5	-2.7	-3.8	-20.1	-31.6	-41.3	-51.5	-67.0	-53.5	-49.7
	Corr for screening/ absorption, dB(A)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0
	Corr for sound energy spread over 24 hr	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6
	Façade correctoin, dB(A)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
	Track wear correction, dB(A)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
	Leq 0.5hr for each train, dB(A)				32.4	47.2	52.0	34.2	11.8	-5.4	-15.0	-45.7	-9.7	-4.1					28.2	53.1	50.7	31.0	13.8	1.8	-11.9	-27.3	-10.5	-10.7
	Leq 0.5hr for all train	57.3																										
Leq0.5	Total number of events	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12
	Corr for no. of event, 10log(N), dB(A)	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8
	Corr for distance, -10log(d/dref), dB(A)	-2.3	-2.2	-2.1	-2.0	-1.9	-1.9	-1.8	-1.6	-1.3	-1.3	-1.2	-1.4	-1.9	-2.4	-2.5	-2.4	-2.3	-2.2	-2.1	-2.0	-1.9	-1.7	-1.4	-1.3	-1.3	-1.6	-1.9
	Corr for view angle, 10log(pi*θ/180-cos2αsinθ)	-53.6	-43.1	-35.3	-23.5	-8.1	-1.1	-14.5	-31.1	-45.0	-54.7	-89.0	-55.2	-46.7	-48.7	-45.1	-41.1	-34.0	-24.5	-2.7	-3.8	-20.1	-31.6	-41.3	-51.5	-67.0	-53.5	-49.7
	Corr for screening/ absorption, dB(A)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0
	Corr for sound energy spread over 24 hr	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6
	Façade correctoin, dB(A)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
	Track wear correction, dB(A)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0

Floor		Segment (Northbound)													Segment (Southbound)													
10		N1	N2	N3	N4	N5	N6	N7	N8	N9	N10	N11	N12	N13	S1	S2	S3	S4	S5	S6	S7	S8	S9	S10	S11	S12	S13	S14
Parameters:																												
	Measured SEL	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9
Leq24	Total number of events	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536
	Horize distance from track to NSR	16.1	16.7	17.0	17.1	17.4	17.6	16.9	13.3	7.9	5.9	0.6	9.2	18.2	19.1	21.3	20.5	20.5	20.9	21.4	21.3	19.8	15.8	11.4	7.5	3.4	11.6	18.7
	track mPD + track head (0.2m)	7.9	8.7	9.9	11.3	12.5	13.1	13.4	13.6	14.0	14.1	13.9	13.6	13.1	8.0	8.4	9.1	10.0	11.2	12.5	13.2	13.5	13.9	14.2	14.1	13.7	13.3	12.9
	ground mPD + floor height	50.3	50.3	50.3	50.3	50.3	50.3	50.3	50.3	50.3	50.3	50.3	50.3	50.3	50.3	50.3	50.3	50.3	50.3	50.3	50.3	50.3	50.3	50.3	50.3	50.3	50.3	50.3
	Vert distance from track to NSR	42.4	41.6	40.4	39.0	37.8	37.2	36.9	36.7	36.3	36.2	36.4	36.7	37.2	42.3	41.9	41.2	40.3	39.1	37.8	37.1	36.8	36.4	36.1	36.2	36.6	37.0	37.4
	Slant distance	45.3	44.8	43.8	42.6	41.6	41.2	40.6	39.0	37.1	36.7	36.4	37.8	41.4	46	47	46	45	44	43	43	42	40	38	37	37	39	42
	View angle (α)	0.046	0.060	0.097	0.231	0.637	1.375	0.395	0.136	0.052	0.029	0.002	0.033	0.055	0.056	0.071	0.082	0.115	0.224	0.963	0.946	0.299	0.142	0.071	0.035	0.013	0.038	0.054
	View angle (α) (degree)	2.648	3.441	5.534	13.245	36.511	78.778	22.621	7.801	3.001	1.676	0.133	1.876	3.144	3.214	4.093	4.718	6.586	12.858	55.200	54.185	17.138	8.152	4.076	1.987	0.734	2.155	3.069
	View angle (θ)	0.003	0.021	0.049	0.132	0.669	1.549	0.358	0.065	0.018	0.006	0.000	0.004	0.011	0.007	0.010	0.018	0.047	0.111	1.354	1.055	0.174	0.054	0.023	0.009	0.002	0.005	0.006
	View angle (θ) (degree)	0.186	1.214	2.807	7.580	38.314	88.727	20.490	3.738	1.038	0.355	0.021	0.254	0.637	0.392	0.553	1.034	2.683	6.358	77.587	60.430	9.976	3.106	1.326	0.527	0.109	0.289	0.338
	Average Speed	10.0	20.0	50.0	70.0	65.0	50.0	30.0	15.0	10.0	10.0	15.0	20.0	15.0	10.0	10.0	10.0	20.0	50.0	70.0	60.0	40.0	20.0	15.0	10.0	10.0	15.0	10.0
	Corr for no. of event, 10log(N), dB(A)	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3
	Corr for distance, -10log(d/d_{ref}), dB(A)	-2.6	-2.5	-2.4	-2.3	-2.2	-2.2	-2.1	-1.9	-1.7	-1.7	-1.6	-1.8	-2.2	-2.7	-2.7	-2.6	-2.6	-2.5	-2.4	-2.3	-2.2	-2.0	-1.8	-1.7	-1.7	-1.9	-2.2
	Corr for view angle, 10log(pi*θ/180-cos2αsinθ)	-53.6	-43.1	-35.3	-23.5	-8.1	-1.1	-14.5	-31.1	-45.0	-54.7	-89.0	-55.2	-46.7	-48.7	-45.1	-41.1	-34.0	-24.5	-2.7	-3.8	-20.1	-31.6	-41.3	-51.5	-67.0	-53.5	-49.7
	Corr for screening/ absorption, dB(A)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, 20log(v/V_{ref}), dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0
	Corr for sound energy spread over 24 hr	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4
	Façade correctoin, dB(A)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
	Track wear correction, dB(A)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
	Leq 24hr for each train, dB(A)				31.4	46.2	51.1	33.2	10.8	-6.4	-16.1	-46.8	-10.7	-5.1					27.3	52.1	49.8	30.0	12.8	0.8	-12.9	-28.4	-11.5	-11.6
	Leq 24hr for all train	56.4																										
Leq0.5	Total number of events	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13
	Corr for no. of event, 10log(N), dB(A)	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1
	Corr for distance, -10log(d/dref), dB(A)	-2.6	-2.5	-2.4	-2.3	-2.2	-2.2	-2.1	-1.9	-1.7	-1.7	-1.6	-1.8	-2.2	-2.7	-2.7	-2.6	-2.6	-2.5	-2.4	-2.3	-2.2	-2.0	-1.8	-1.7	-1.7	-1.9	-2.2
	Corr for view angle, 10log(pi*θ/180-cos2αsinθ)	-53.6	-43.1	-35.3	-23.5	-8.1	-1.1	-14.5	-31.1	-45.0	-54.7	-89.0	-55.2	-46.7	-48.7	-45.1	-41.1	-34.0	-24.5	-2.7	-3.8	-20.1	-31.6	-41.3	-51.5	-67.0	-53.5	-49.7
	Corr for screening/ absorption, dB(A)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0
	Corr for sound energy spread over 24 hr	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6
	Façade correctoin, dB(A)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
	Track wear correction, dB(A)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
	Leq 0.5hr for each train, dB(A)				32.1	46.9	51.7	33.9	11.5	-5.7	-15.4	-46.1	-10.0	-4.4					28.0	52.8	50.4	30.7	13.4	1.4	-12.3	-27.7	-10.9	-11.0
	Leq 0.5hr for all train	57.0																										
Leq0.5	Total number of events	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12
	Corr for no. of event, 10log(N), dB(A)	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8
	Corr for distance, -10log(d/dref), dB(A)	-2.6	-2.5	-2.4	-2.3	-2.2	-2.2	-2.1	-1.9	-1.7	-1.7	-1.6	-1.8	-2.2	-2.7	-2.7	-2.6	-2.6	-2.5	-2.4	-2.3	-2.2	-2.0	-1.8	-1.7	-1.7	-1.9	-2.2
	Corr for view angle, 10log(pi*θ/180-cos2αsinθ)	-53.6	-43.1	-35.3	-23.5	-8.1	-1.1	-14.5	-31.1	-45.0	-54.7	-89.0	-55.2	-46.7	-48.7	-45.1	-41.1	-34.0	-24.5	-2.7	-3.8	-20.1	-31.6	-41.3	-51.5	-67.0	-53.5	-49.7
	Corr for screening/ absorption, dB(A)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0
	Corr for sound energy spread over 24 hr	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6
	Façade correctoin, dB(A)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
	Track wear correction, dB(A)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
	Leq 0.5hr for each train, dB(A)				31.7	46.6	51.4	33.5	11.1	-6.1	-15.8	-46.5	-10.4	-4.8					27.6	52.4	50.1	30.4	13.1	1.1	-12.6	-28.1	-11.2	-11.3
	Leq 0.5hr for all train	56.7																										
Lmax	Measured Lmax	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65
	Corr for distance, -10log(d/dref), dB(A)	-2.6	-2.5	-2.4	-2.3	-2.2	-2.2	-2.1	-1.9	-1.7	-1.7	-1.6	-1.8	-2.2	-2.7	-2.7	-2.6	-2.6	-2.5	-2.4	-2.3	-2.2	-2.0	-1.8	-1.7	-1.7	-1.9	-2.2
	Correction for screening/ absorption	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0
	Façade correctoin, dB(A)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
	Track wear correction, dB(A)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
	Lmax for each train, dB(A)				71.1	70.6	68.3	64.0	58.1	54.8	54.9	58.4	60.7	57.8					68.0	71.0	69.8	66.3	60.5	58.2	54.8	54.9	58.1	54.3
	Lmax for all train	71.1																										

Floor		Segment (Northbound)													Segment (Southbound)													
11		N1	N2	N3	N4	N5	N6	N7	N8	N9	N10	N11	N12	N13	S1	S2	S3	S4	S5	S6	S7	S8	S9	S10	S11	S12	S13	S14
Parameters:																												
	Measured SEL	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9
Leq24	Total number of events	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536
	Horize distance from track to NSR	16.1	16.7	17.0	17.1	17.4	17.6	16.9	13.3	7.9	5.9	0.6	9.2	18.2	19.1	21.3	20.5	20.5	20.9	21.4	21.3	19.8	15.8	11.4	7.5	3.4	11.6	18.7
	track mPD + track head (0.2m)	7.9	8.7	9.9	11.3	12.5	13.1	13.4	13.6	14.0	14.1	13.9	13.6	13.1	8.0	8.4	9.1	10.0	11.2	12.5	13.2	13.5	13.9	14.2	14.1	13.7	13.3	12.9
	ground mPD + floor height	53.4	53.4	53.4	53.4	53.4	53.4	53.4	53.4	53.4	53.4	53.4	53.4	53.4	53.4	53.4	53.4	53.4	53.4	53.4	53.4	53.4	53.4	53.4	53.4	53.4	53.4	53.4
	Vert distance from track to NSR	45.5	44.7	43.5	42.2	41.0	40.4	40.1	39.8	39.5	39.4	39.5	39.8	40.4	45.4	45.0	44.3	43.4	42.2	40.9	40.2	39.9	39.5	39.3	39.4	39.7	40.2	40.5
	Slant distance	48.3	47.7	46.7	45.5	44.5	44.0	43.5	42.0	40.2	39.8	39.5	40.9	44.3	49	50	49	48	47	46	45	45	43	41	40	40	42	45
	View angle (α)	0.046	0.060	0.097	0.231	0.637	1.375	0.395	0.136	0.052	0.029	0.002	0.033	0.055	0.056	0.071	0.082	0.115	0.224	0.963	0.946	0.299	0.142	0.071	0.035	0.013	0.038	0.054
	View angle (α) (degree)	2.648	3.441	5.534	13.245	36.511	78.778	22.621	7.801	3.001	1.676	0.133	1.876	3.144	3.214	4.093	4.718	6.586	12.858	55.200	54.185	17.138	8.152	4.076	1.987	0.734	2.155	3.069
	View angle (θ)	0.003	0.021	0.049	0.132	0.669	1.549	0.358	0.065	0.018	0.006	0.000	0.004	0.011	0.007	0.010	0.018	0.047	0.111	1.354	1.055	0.174	0.054	0.023	0.009	0.002	0.005	0.006
	View angle (θ) (degree)	0.186	1.214	2.807	7.580	38.314	88.727	20.490	3.738	1.038	0.355	0.021	0.254	0.637	0.392	0.553	1.034	2.683	6.358	77.587	60.430	9.976	3.106	1.326	0.527	0.109	0.289	0.338
	Average Speed	10.0	20.0	50.0	70.0	65.0	50.0	30.0	15.0	10.0	10.0	15.0	20.0	15.0	10.0	10.0	10.0	20.0	50.0	70.0	60.0	40.0	20.0	15.0	10.0	10.0	15.0	10.0
	Corr for no. of event, 10log(N), dB(A)	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3
	Corr for distance, -10log(d/d_{ref}), dB(A)	-2.9	-2.8	-2.7	-2.6	-2.5	-2.5	-2.4	-2.2	-2.1	-2.0	-2.0	-2.1	-2.5	-2.9	-3.0	-2.9	-2.8	-2.7	-2.7	-2.6	-2.5	-2.3	-2.1	-2.0	-2.0	-2.2	-2.5
	Corr for view angle, 10log(pi*θ/180-cos2αsinθ)	-53.6	-43.1	-35.3	-23.5	-8.1	-1.1	-14.5	-31.1	-45.0	-54.7	-89.0	-55.2	-46.7	-48.7	-45.1	-41.1	-34.0	-24.5	-2.7	-3.8	-20.1	-31.6	-41.3	-51.5	-67.0	-53.5	-49.7
	Corr for screening/ absorption, dB(A)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, 20log(v/V_{ref}), dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0
	Corr for sound energy spread over 24 hr	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4
	Façade correctoin, dB(A)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
	Track wear correction, dB(A)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
	Leq 24hr for each train, dB(A)				31.2	46.0	50.8	32.9	10.5	-6.7	-16.4	-47.1	-11.0	-5.4					27.0	51.8	49.5	29.8	12.5	0.4	-13.3	-28.7	-11.9	-11.9
	Leq 24hr for all train	56.1																										
Leq0.5	Total number of events	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13
	Corr for no. of event, 10log(N), dB(A)	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1
	Corr for distance, -10log(d/dref), dB(A)	-2.9	-2.8	-2.7	-2.6	-2.5	-2.5	-2.4	-2.2	-2.1	-2.0	-2.0	-2.1	-2.5	-2.9	-3.0	-2.9	-2.8	-2.7	-2.7	-2.6	-2.5	-2.3	-2.1	-2.0	-2.0	-2.2	-2.5
	Corr for view angle, 10log(pi*θ/180-cos2αsinθ)	-53.6	-43.1	-35.3	-23.5	-8.1	-1.1	-14.5	-31.1	-45.0	-54.7	-89.0	-55.2	-46.7	-48.7	-45.1	-41.1	-34.0	-24.5	-2.7	-3.8	-20.1	-31.6	-41.3	-51.5	-67.0	-53.5	-49.7
	Corr for screening/ absorption, dB(A)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0
	Corr for sound energy spread over 24 hr	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6
	Façade correctoin, dB(A)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
	Track wear correction, dB(A)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
	Leq 0.5hr for each train, dB(A)				31.8	46.6	51.4	33.6	11.1	-6.1	-15.8	-46.5	-10.4	-4.7					27.7	52.5	50.2	30.4	13.1	1.1	-12.6	-28.1	-11.2	-11.2
	Leq 0.5hr for all train	56.7																										
Leq0.5	Total number of events	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12
	Corr for no. of event, 10log(N), dB(A)	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8
	Corr for distance, -10log(d/dref), dB(A)	-2.9	-2.8	-2.7	-2.6	-2.5	-2.5	-2.4	-2.2	-2.1	-2.0	-2.0	-2.1	-2.5	-2.9	-3.0	-2.9	-2.8	-2.7	-2.7	-2.6	-2.5	-2.3	-2.1	-2.0	-2.0	-2.2	-2.5
	Corr for view angle, 10log(pi*θ/180-cos2αsinθ)	-53.6	-43.1	-35.3	-23.5	-8.1	-1.1	-14.5	-31.1	-45.0	-54.7	-89.0	-55.2	-46.7	-48.7	-45.1	-41.1	-34.0	-24.5	-2.7	-3.8	-20.1	-31.6	-41.3	-51.5	-67.0	-53.5	-49.7
	Corr for screening/ absorption, dB(A)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0
	Corr for sound energy spread over 24 hr	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6
	Façade correctoin, dB(A)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
	Track wear correction, dB(A)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0

Floor		Segment (Northbound)													Segment (Southbound)													
12		N1	N2	N3	N4	N5	N6	N7	N8	N9	N10	N11	N12	N13	S1	S2	S3	S4	S5	S6	S7	S8	S9	S10	S11	S12	S13	S14
Parameters:																												
	Measured SEL	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9
Leq24	Total number of events	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536
	Horize distance from track to NSR	16.1	16.7	17.0	17.1	17.4	17.6	16.9	13.3	7.9	5.9	0.6	9.2	18.2	19.1	21.3	20.5	20.5	20.9	21.4	21.3	19.8	15.8	11.4	7.5	3.4	11.6	18.7
	track mPD + track head (0.2m)	7.9	8.7	9.9	11.3	12.5	13.1	13.4	13.6	14.0	14.1	13.9	13.6	13.1	8.0	8.4	9.1	10.0	11.2	12.5	13.2	13.5	13.9	14.2	14.1	13.7	13.3	12.9
	ground mPD + floor height	56.6	56.6	56.6	56.6	56.6	56.6	56.6	56.6	56.6	56.6	56.6	56.6	56.6	56.6	56.6	56.6	56.6	56.6	56.6	56.6	56.6	56.6	56.6	56.6	56.6	56.6	56.6
	Vert distance from track to NSR	48.7	47.9	46.7	45.3	44.1	43.5	43.2	43.0	42.6	42.5	42.7	43.0	43.5	48.6	48.2	47.5	46.6	45.4	44.1	43.4	43.1	42.7	42.4	42.5	42.9	43.3	43.7
	Slant distance	51.3	50.7	49.7	48.4	47.4	46.9	46.4	45.0	43.3	42.9	42.7	43.9	47.2	52	53	52	51	50	49	48	47	45	44	43	43	45	47
	View angle (α)	0.046	0.060	0.097	0.231	0.637	1.375	0.395	0.136	0.052	0.029	0.002	0.033	0.055	0.056	0.071	0.082	0.115	0.224	0.963	0.946	0.299	0.142	0.071	0.035	0.013	0.038	0.054
	View angle (α) (degree)	2.648	3.441	5.534	13.245	36.511	78.778	22.621	7.801	3.001	1.676	0.133	1.876	3.144	3.214	4.093	4.718	6.586	12.858	55.200	54.185	17.138	8.152	4.076	1.987	0.734	2.155	3.069
	View angle (Θ)	0.003	0.021	0.049	0.132	0.669	1.549	0.358	0.065	0.018	0.006	0.000	0.004	0.011	0.007	0.010	0.018	0.047	0.111	1.354	1.055	0.174	0.054	0.023	0.009	0.002	0.005	0.006
	View angle (Θ) (degree)	0.186	1.214	2.807	7.580	38.314	88.727	20.490	3.738	1.038	0.355	0.021	0.254	0.637	0.392	0.553	1.034	2.683	6.358	77.587	60.430	9.976	3.106	1.326	0.527	0.109	0.289	0.338
	Average Speed	10.0	20.0	50.0	70.0	65.0	50.0	30.0	15.0	10.0	10.0	15.0	20.0	15.0	10.0	10.0	10.0	20.0	50.0	70.0	60.0	40.0	20.0	15.0	10.0	10.0	15.0	10.0
	Corr for no. of event, 10log(N), dB(A)	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3
	Corr for distance, -10log(d/d_{ref}), dB(A)	-3.1	-3.1	-3.0	-2.9	-2.8	-2.7	-2.7	-2.5	-2.4	-2.3	-2.3	-2.4	-2.8	-3.2	-3.2	-3.2	-3.1	-3.0	-2.9	-2.9	-2.8	-2.6	-2.4	-2.4	-2.4	-2.5	-2.8
	Corr for view angle, 10log[(π-Θ)/180-cos2αsinΘ]	-53.6	-43.1	-35.3	-23.5	-8.1	-1.1	-14.5	-31.1	-45.0	-54.7	-89.0	-55.2	-46.7	-48.7	-45.1	-41.1	-34.0	-24.5	-2.7	-3.8	-20.1	-31.6	-41.3	-51.5	-67.0	-53.5	-49.7
	Corr for screening/ absorption, dB(A)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, 20log(V_{train}/V_{ref}), dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0
	Corr for sound energy spread over 24 hr	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4
	Façade correctoin, dB(A)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
	Track wear correction, dB(A)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
	Leq 24hr for each train, dB(A)				30.9	45.7	50.5	32.6	10.2	-7.1	-16.8	-47.5	-11.3	-5.7					26.8	51.6	49.3	29.5	12.2	0.1	-13.6	-29.1	-12.2	-12.2
	Leq 24hr for all train	55.8																										
Leq0.5	Total number of events	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13
	Corr for no. of event, 10log(N), dB(A)	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1
	Corr for distance, -10log(d/dref), dB(A)	-3.1	-3.1	-3.0	-2.9	-2.8	-2.7	-2.7	-2.5	-2.4	-2.3	-2.3	-2.4	-2.8	-3.2	-3.2	-3.2	-3.1	-3.0	-2.9	-2.9	-2.8	-2.6	-2.4	-2.4	-2.4	-2.5	-2.8
	Corr for view angle, 10log[(π-Θ)/180-cos2αsinΘ]	-53.6	-43.1	-35.3	-23.5	-8.1	-1.1	-14.5	-31.1	-45.0	-54.7	-89.0	-55.2	-46.7	-48.7	-45.1	-41.1	-34.0	-24.5	-2.7	-3.8	-20.1	-31.6	-41.3	-51.5	-67.0	-53.5	-49.7
	Corr for screening/ absorption, dB(A)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0
	Corr for sound energy spread over 24 hr	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6
	Façade correctoin, dB(A)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
	Track wear correction, dB(A)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
	Leq 0.5hr for each train, dB(A)				31.5	46.3	51.1	33.3	10.8	-6.4	-16.1	-46.8	-10.7	-5.0					27.4	52.2	49.9	30.1	12.8	0.8	-12.9	-28.4	-11.5	-11.5
	Leq 0.5hr for all train	56.5																										
Leq0.5	Total number of events	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12
	Corr for no. of event, 10log(N), dB(A)	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8
	Corr for distance, -10log(d/dref), dB(A)	-3.1	-3.1	-3.0	-2.9	-2.8	-2.7	-2.7	-2.5	-2.4	-2.3	-2.3	-2.4	-2.8	-3.2	-3.2	-3.2	-3.1	-3.0	-2.9	-2.9	-2.8	-2.6	-2.4	-2.4	-2.4	-2.5	-2.8
	Corr for view angle, 10log[(π-Θ)/180-cos2αsinΘ]	-53.6	-43.1	-35.3	-23.5	-8.1	-1.1	-14.5	-31.1	-45.0	-54.7	-89.0	-55.2	-46.7	-48.7	-45.1	-41.1	-34.0	-24.5	-2.7	-3.8	-20.1	-31.6	-41.3	-51.5	-67.0	-53.5	-49.7
	Corr for screening/ absorption, dB(A)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0
	Corr for sound energy spread over 24 hr	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6
	Façade correctoin, dB(A)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
	Track wear correction, dB(A)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
	Leq 0.5hr for each train, dB(A)				31.2	46.0	50.8	32.9	10.5	-6.7	-16.4	-47.2	-11.0	-5.3					27.1	51.9	49.6	29.8	12.5	0.4	-13.3	-28.8	-11.8	-11.9
	Leq 0.5hr for all train	56.1																										
Lmax	Measured Lmax	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65
	Corr for distance, -10log(d/dref), dB(A)	-3.1	-3.1	-3.0	-2.9	-2.8	-2.7	-2.7	-2.5	-2.4	-2.3	-2.3	-2.4	-2.8	-3.2	-3.2	-3.2	-3.1	-3.0	-2.9	-2.9	-2.8	-2.6	-2.4	-2.4	-2.4	-2.5	-2.8
	Correction for screening/ absorption	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0
	Façade correctoin, dB(A)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
	Track wear correction, dB(A)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
	Lmax for each train, dB(A)				70.6	70.0	67.8	63.4	57.5	54.1	54.2	57.7	60.1	57.3					67.5	70.5	69.2	65.8	59.9	57.6	54.1	54.2	57.5	53.7
	Lmax for all train	70.6																										

Floor		Segment (Northbound)													Segment (Southbound)													
13		N1	N2	N3	N4	N5	N6	N7	N8	N9	N10	N11	N12	N13	S1	S2	S3	S4	S5	S6	S7	S8	S9	S10	S11	S12	S13	S14
Parameters:																												
	Measured SEL	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9
Leq24	Total number of events	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536
	Horize distance from track to NSR	16.1	16.7	17.0	17.1	17.4	17.6	16.9	13.3	7.9	5.9	0.6	9.2	18.2	19.1	21.3	20.5	20.5	20.9	21.4	21.3	19.8	15.8	11.4	7.5	3.4	11.6	18.7
	track mPD + track head (0.2m)	7.9	8.7	9.9	11.3	12.5	13.1	13.4	13.6	14.0	14.1	13.9	13.6	13.1	8.0	8.4	9.1	10.0	11.2	12.5	13.2	13.5	13.9	14.2	14.1	13.7	13.3	12.9
	ground mPD + floor height	59.7	59.7	59.7	59.7	59.7	59.7	59.7	59.7	59.7	59.7	59.7	59.7	59.7	59.7	59.7	59.7	59.7	59.7	59.7	59.7	59.7	59.7	59.7	59.7	59.7	59.7	59.7
	Vert distance from track to NSR	51.8	51.0	49.8	48.5	47.3	46.7	46.4	46.1	45.8	45.7	45.8	46.1	46.7	51.7	51.3	50.6	49.7	48.5	47.2	46.5	46.2	45.8	45.6	45.7	46.0	46.5	46.8
	Slant distance	54.3	53.7	52.6	51.4	50.3	49.9	49.3	48.0	46.4	46.0	45.8	47.0	50.1	55	56	55	54	53	52	51	50	48	47	46	46	48	50
	View angle (α)	0.046	0.060	0.097	0.231	0.637	1.375	0.395	0.136	0.052	0.029	0.002	0.033	0.055	0.056	0.071	0.082	0.115	0.224	0.963	0.946	0.299	0.142	0.071	0.035	0.013	0.038	0.054
	View angle (α) (degree)	2.648	3.441	5.534	13.245	36.511	78.778	22.621	7.801	3.001	1.676	0.133	1.876	3.144	3.214	4.093	4.718	6.586	12.858	55.200	54.185	17.138	8.152	4.076	1.987	0.734	2.155	3.069
	View angle (Θ)	0.003	0.021	0.049	0.132	0.669	1.549	0.358	0.065	0.018	0.006	0.000	0.004	0.011	0.007	0.010	0.018	0.047	0.111	1.354	1.055	0.174	0.054	0.023	0.009	0.002	0.005	0.006
	View angle (Θ) (degree)	0.186	1.214	2.807	7.580	38.314	88.727	20.490	3.738	1.038	0.355	0.021	0.254	0.637	0.392	0.553	1.034	2.683	6.358	77.587	60.430	9.976	3.106	1.326	0.527	0.109	0.289	0.338
	Average Speed	10.0	20.0	50.0	70.0	65.0	50.0	30.0	15.0	10.0	10.0	15.0	20.0	15.0	10.0	10.0	10.0	20.0	50.0	70.0	60.0	40.0	20.0	15.0	10.0	10.0	15.0	10.0
	Corr for no. of event, 10log(N), dB(A)	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3
	Corr for distance, -10log(d/d_{ref}), dB(A)	-3.4	-3.3	-3.2	-3.1	-3.0	-3.0	-2.8	-2.7	-2.7	-2.6	-2.6	-2.7	-3.0	-3.4	-3.5	-3.4	-3.3	-3.2	-3.2	-3.1	-3.0	-2.9	-2.7	-2.7	-2.7	-2.8	-3.0
	Corr for view angle, 10log[(π-Θ)/180-cos2αsinΘ]	-53.6	-43.1	-35.3	-23.5	-8.1	-1.1	-14.5	-31.1	-45.0	-54.7	-89.0	-55.2	-46.7	-48.7	-45.1	-41.1	-34.0	-24.5	-2.7	-3.8	-20.1	-31.6	-41.3	-51.5	-67.0	-53.5	-49.7
	Corr for screening/ absorption, dB(A)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, 20log(V_{train}/V_{ref}), dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0
	Corr for sound energy spread over 24 hr	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4
	Façade correctoin, dB(A)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
	Track wear correction, dB(A)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
	Leq 24hr for each train, dB(A)				30.6	45.4	50.2	32.4	9.9	-7.4	-17.1	-47.8	-11.6	-5.9					26.5	51.3	49.0	29.2	11.9	-0.2	-13.9	-29.4	-12.4	-12.4
	Leq 24hr for all train	55.6																										
Leq0.5	Total number of events	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13
	Corr for no. of event, 10log(N), dB(A)	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1
	Corr for distance, -10log(d/dref), dB(A)	-3.4	-3.3	-3.2	-3.1	-3.0	-3.0	-3.0	-2.8	-2.7	-2.7	-2.6	-2.7	-3.0	-3.4	-3.5	-3.4	-3.3	-3.2	-3.2	-3.1	-3.0	-2.9	-2.7	-2.7	-2.7	-2.8	-3.0
	Corr for view angle, 10log[(π-Θ)/180-cos2αsinΘ]	-53.6	-43.1	-35.3	-23.5	-8.1	-1.1	-14.5	-31.1	-45.0	-54.7	-89.0	-55.2	-46.7	-48.7	-45.1	-41.1	-34.0	-24.5	-2.7	-3.8	-20.1	-31.6	-41.3	-51.5	-67.0	-53.5	-49.7
	Corr for screening/ absorption, dB(A)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0
	Corr for sound energy spread over 24 hr	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6
	Façade correctoin, dB(A)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
	Track wear correction, dB(A)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
	Leq 0.5hr for each train, dB(A)				31.3	46.1	50.9	33.0	10.6	-6.7	-16.4	-47.1	-11.0	-5.3					27.2	52.0	49.7	29.9	12.6	0.5	-13.2	-28.7	-11.8	-11.8
	Leq 0.5hr for all train	56.2																										
Leq0.5	Total number of events	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12
	Corr for no. of event, 10log(N), dB(A)	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8
	Corr for distance, -10log(d/dref), dB(A)	-3.4	-3.3	-3.2	-3.1	-3.0	-3.0	-3.0	-2.8	-2.7	-2.7	-2.6	-2.7	-3.0	-3.4	-3.5	-3.4	-3.3	-3.2	-3.2	-3.1	-3.0	-2.9	-2.7	-2.7	-2.7	-2.8	-3.0
	Corr for view angle, 10log[(π-Θ)/180-cos2αsinΘ]	-53.6	-43.1	-35.3	-23.5	-8.1	-1.1	-14.5	-31.1	-45.0	-54.7	-89.0	-55.2	-46.7	-48.7	-45.1	-41.1	-34.0	-24.5	-2.7	-3.8	-20.1	-31.6	-41.3	-51.5	-67.0	-53.5	-49.7
	Corr for screening/ absorption, dB(A)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0
	Corr for sound energy spread over 24 hr	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6
	Façade correctoin, dB(A)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
	Track wear correction, dB(A)	3.0	3.0	3.0	3.0	3

Floor		Segment (Northbound)													Segment (Southbound)													
14		N1	N2	N3	N4	N5	N6	N7	N8	N9	N10	N11	N12	N13	S1	S2	S3	S4	S5	S6	S7	S8	S9	S10	S11	S12	S13	S14
Parameters:																												
	Measured SEL	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9
Leq24	Total number of events	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536
	Horize distance from track to NSR	16.1	16.7	17.0	17.1	17.4	17.6	16.9	13.3	7.9	5.9	0.6	9.2	18.2	19.1	21.3	20.5	20.5	20.9	21.4	21.3	19.8	15.8	11.4	7.5	3.4	11.6	18.7
	track mPD + track head (0.2m)	7.9	8.7	9.9	11.3	12.5	13.1	13.4	13.6	14.0	14.1	13.9	13.6	13.1	8.0	8.4	9.1	10.0	11.2	12.5	13.2	13.5	13.9	14.2	14.1	13.7	13.3	12.9
	ground mPD + floor height	62.9	62.9	62.9	62.9	62.9	62.9	62.9	62.9	62.9	62.9	62.9	62.9	62.9	62.9	62.9	62.9	62.9	62.9	62.9	62.9	62.9	62.9	62.9	62.9	62.9	62.9	62.9
	Vert distance from track to NSR	55.0	54.2	53.0	51.6	50.4	49.8	49.5	49.3	48.9	48.8	49.0	49.3	49.8	54.9	54.5	53.8	52.9	51.7	50.4	49.7	49.4	49.0	48.7	48.8	49.2	49.6	50.0
	Slant distance	57.3	56.7	55.6	54.3	53.3	52.8	52.3	51.0	49.5	49.2	49.0	50.1	53.0	58	58	58	57	56	55	54	53	51	50	49	49	51	53
	View angle (α)	0.046	0.060	0.097	0.231	0.637	1.375	0.395	0.136	0.052	0.029	0.002	0.033	0.055	0.056	0.071	0.082	0.115	0.224	0.963	0.946	0.299	0.142	0.071	0.035	0.013	0.038	0.054
	View angle (α)(degree)	2.648	3.441	5.534	13.245	36.511	78.778	22.621	7.801	3.001	1.676	0.133	1.876	3.144	3.214	4.093	4.718	6.586	12.858	55.200	54.185	17.138	8.152	4.076	1.987	0.734	2.155	3.069
	View angle (Θ)	0.003	0.021	0.049	0.132	0.669	1.549	0.358	0.065	0.018	0.006	0.000	0.004	0.011	0.007	0.010	0.018	0.047	0.111	1.354	1.055	0.174	0.054	0.023	0.009	0.002	0.005	0.006
	View angle (Θ) (degree)	0.186	1.214	2.807	7.580	38.314	88.727	20.490	3.738	1.038	0.355	0.021	0.254	0.637	0.392	0.553	1.034	2.683	6.358	77.587	60.430	9.976	3.106	1.326	0.527	0.109	0.289	0.338
	Average Speed	10.0	20.0	50.0	70.0	65.0	50.0	30.0	15.0	10.0	10.0	15.0	20.0	15.0	10.0	10.0	10.0	20.0	50.0	70.0	60.0	40.0	20.0	15.0	10.0	10.0	15.0	10.0
	Corr for no. of event, 10log(N), dB(A)	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3
	Corr for distance, -10log(d/d_{ref}), dB(A)	-3.6	-3.6	-3.5	-3.4	-3.3	-3.2	-3.2	-3.1	-3.0	-2.9	-2.9	-3.0	-3.3	-3.7	-3.7	-3.6	-3.6	-3.5	-3.4	-3.3	-3.3	-3.1	-3.0	-3.0	-2.9	-3.1	-3.3
	Corr for view angle, 10log[φ+θ/180-cos2αsinθ]	-53.6	-43.1	-35.3	-23.5	-8.1	-1.1	-14.5	-31.1	-45.0	-54.7	-89.0	-55.2	-46.7	-48.7	-45.1	-41.1	-34.0	-24.5	-2.7	-3.8	-20.1	-31.6	-41.3	-51.5	-67.0	-53.5	-49.7
	Corr for screening/ absorption, dB(A)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, 20log(V_{ref}/V_{train}), dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0
	Corr for sound energy spread over 24 hr	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4
	Façade correctoin, dB(A)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
	Track wear correction, dB(A)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
	Leq 24hr for each train, dB(A)				30.4	45.2	50.0	32.1	9.6	-7.6	-17.3	-48.1	-11.9	-6.2					26.3	51.1	48.8	29.0	11.6	-0.4	-14.2	-29.7	-12.7	-12.7
	Leq 24hr for all train	55.3																										
Leq0.5	Total number of events	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13
	Corr for no. of event, 10log(N), dB(A)	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1
	Corr for distance, -10log(d/dref), dB(A)	-3.6	-3.6	-3.5	-3.4	-3.3	-3.2	-3.2	-3.1	-3.0	-2.9	-2.9	-3.0	-3.3	-3.7	-3.7	-3.6	-3.6	-3.5	-3.4	-3.3	-3.3	-3.1	-3.0	-3.0	-2.9	-3.1	-3.3
	Corr for view angle, 10log[φ+θ/180-cos2αsinθ]	-53.6	-43.1	-35.3	-23.5	-8.1	-1.1	-14.5	-31.1	-45.0	-54.7	-89.0	-55.2	-46.7	-48.7	-45.1	-41.1	-34.0	-24.5	-2.7	-3.8	-20.1	-31.6	-41.3	-51.5	-67.0	-53.5	-49.7
	Corr for screening/ absorption, dB(A)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0
	Corr for sound energy spread over 24 hr	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6
	Façade correctoin, dB(A)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
	Track wear correction, dB(A)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
	Leq 0.5hr for each train, dB(A)				31.0	45.8	50.6	32.8	10.3	-7.0	-16.7	-47.4	-11.2	-5.5					27.0	51.8	49.4	29.6	12.3	0.2	-13.5	-29.0	-12.0	-12.0
	Leq 0.5hr for all train	56.0																										
Leq0.5	Total number of events	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12
	Corr for no. of event, 10log(N), dB(A)	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8
	Corr for distance, -10log(d/dref), dB(A)	-3.6	-3.6	-3.5	-3.4	-3.3	-3.2	-3.2	-3.1	-3.0	-2.9	-2.9	-3.0	-3.3	-3.7	-3.7	-3.6	-3.6	-3.5	-3.4	-3.3	-3.3	-3.1	-3.0	-3.0	-2.9	-3.1	-3.3
	Corr for view angle, 10log[φ+θ/180-cos2αsinθ]	-53.6	-43.1	-35.3	-23.5	-8.1	-1.1	-14.5	-31.1	-45.0	-54.7	-89.0	-55.2	-46.7	-48.7	-45.1	-41.1	-34.0	-24.5	-2.7	-3.8	-20.1	-31.6	-41.3	-51.5	-67.0	-53.5	-49.7
	Corr for screening/ absorption, dB(A)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0
	Corr for sound energy spread over 24 hr	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6
	Façade correctoin, dB(A)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
	Track wear correction, dB(A)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
	Leq 0.5hr for each train, dB(A)				30.7	45.5	50.3	32.4	9.9	-7.3	-17.0	-47.8	-11.6	-5.8					26.6	51.4	49.1	29.3	11.9	-0.1	-13.9	-29.4	-12.4	-12.4
	Leq 0.5hr for all train	55.6																										
Lmax	Measured Lmax	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65
	Corr for distance, -10log(d/dref), dB(A)	-3.6	-3.6	-3.5	-3.4	-3.3	-3.2	-3.2	-3.1	-3.0	-2.9	-2.9	-3.0	-3.3	-3.7	-3.7	-3.6	-3.6	-3.5	-3.4	-3.3	-3.3	-3.1	-3.0	-3.0	-2.9	-3.1	-3.3
	Correction for screening/ absorption	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0
	Façade correctoin, dB(A)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
	Track wear correction, dB(A)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
	Lmax for each train, dB(A)				70.0	69.5	67.3	62.9	56.9	53.6	53.6	57.1	59.5	56.8					67.0	70.0	68.7	65.3	59.4	57.0	53.6	53.6	57.0	53.2
	Lmax for all train	70.0																										

Floor		Segment (Northbound)													Segment (Southbound)													
15		N1	N2	N3	N4	N5	N6	N7	N8	N9	N10	N11	N12	N13	S1	S2	S3	S4	S5	S6	S7	S8	S9	S10	S11	S12	S13	S14
Parameters:																												
	Measured SEL	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9
Leq24	Total number of events	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536
	Horize distance from track to NSR	16.1	16.7	17.0	17.1	17.4	17.6	16.9	13.3	7.9	5.9	0.6	9.2	18.2	19.1	21.3	20.5	20.5	20.9	21.4	21.3	19.8	15.8	11.4	7.5	3.4	11.6	18.7
	track mPD + track head (0.2m)	7.9	8.7	9.9	11.3	12.5	13.1	13.4	13.6	14.0	14.1	13.9	13.6	13.1	8.0	8.4	9.1	10.0	11.2	12.5	13.2	13.5	13.9	14.2	14.1	13.7	13.3	12.9
	ground mPD + floor height	66.0	66.0	66.0	66.0	66.0	66.0	66.0	66.0	66.0	66.0	66.0	66.0	66.0	66.0	66.0	66.0	66.0	66.0	66.0	66.0	66.0	66.0	66.0	66.0	66.0	66.0	66.0
	Vert distance from track to NSR	58.1	57.3	56.1	54.8	53.6	53.0	52.7	52.4	52.1	52.0	52.1	52.4	53.0	58.0	57.6	56.9	56.0	54.8	53.5	52.8	52.5	52.1	51.9	52.0	52.3	52.8	53.1
	Slant distance	60.3	59.7	58.6	57.3	56.3	55.8	55.3	54.1	52.6	52.3	52.1	53.2	56.0	61	61	60	60	59	58	57	56	54	53	52	52	54	56
	View angle (α)	0.046	0.060	0.097	0.231	0.637	1.375	0.395	0.136	0.052	0.029	0.002	0.033	0.055	0.056	0.071	0.082	0.115	0.224	0.963	0.946	0.299	0.142	0.071	0.035	0.013	0.038	0.054
	View angle (α)(degree)	2.648	3.441	5.534	13.245	36.511	78.778	22.621	7.801	3.001	1.676	0.133	1.876	3.144	3.214	4.093	4.718	6.586	12.858	55.200	54.185	17.138	8.152	4.076	1.987	0.734	2.155	3.069
	View angle (Θ)	0.003	0.021	0.049	0.132	0.669	1.549	0.358	0.065	0.018	0.006	0.000	0.004	0.011	0.007	0.010	0.018	0.047	0.111	1.354	1.055	0.174	0.054	0.023	0.009	0.002	0.005	0.006
	View angle (Θ) (degree)	0.186	1.214	2.807	7.580	38.314	88.727	20.490	3.738	1.038	0.355	0.021	0.254	0.637	0.392	0.553	1.034	2.683	6.358	77.587	60.430	9.976	3.106	1.326	0.527	0.109	0.289	0.338
	Average Speed	10.0	20.0	50.0	70.0	65.0	50.0	30.0	15.0	10.0	10.0	15.0	20.0	15.0	10.0	10.0	10.0	20.0	50.0	70.0	60.0	40.0	20.0	15.0	10.0	10.0	15.0	10.0
	Corr for no. of event, 10log(N), dB(A)	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3
	Corr for distance, -10log(d/d_{ref}), dB(A)	-3.8	-3.8	-3.7	-3.6	-3.5	-3.5	-3.4	-3.3	-3.2	-3.2	-3.2	-3.3	-3.5	-3.9	-3.9	-3.8	-3.8	-3.7	-3.6	-3.6	-3.5	-3.4	-3.3	-3.2	-3.2	-3.3	-3.5
	Corr for view angle, 10log[φ+θ/180-cos2αsinθ]	-53.6	-43.1	-35.3	-23.5	-8.1	-1.1	-14.5	-31.1	-45.0	-54.7	-89.0	-55.2	-46.7	-48.7	-45.1	-41.1	-34.0	-24.5	-2.7	-3.8	-20.1	-31.6	-41.3	-51.5	-67.0	-53.5	-49.7
	Corr for screening/ absorption, dB(A)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, 20log(V_{ref}/V_{train}), dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0
	Corr for sound energy spread over 24 hr	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4
	Façade correctoin, dB(A)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
	Track wear correction, dB(A)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
	Leq 24hr for each train, dB(A)				30.1	44.9	49.7	31.9	9.4	-7.9	-17.6	-48.3	-12.2	-6.4					26.1	50.9	48.5	28.8	11.4	-0.7	-14.4	-29.9	-13.0	-12.9
	Leq 24hr for all train	55.1																										
Leq0.5	Total number of events	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13
	Corr for no. of event, 10log(N), dB(A)	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1
	Corr for distance, -10log(d/dref), dB(A)	-3.8	-3.8	-3.7	-3.6	-3.5	-3.5	-3.4	-3.3	-3.2	-3.2	-3.2	-3.3	-3.5	-3.9	-3.9	-3.8	-3.8	-3.7	-3.6	-3.6	-3.5	-3.4	-3.3	-3.2	-3.2	-3.3	-3.5
	Corr for view angle, 10log[φ+θ/180-cos2αsinθ]	-53.6	-43.1	-35.3	-23.5	-8.1	-1.1	-14.5	-31.1	-45.0	-54.7	-89.0	-55.2	-46.7	-48.7	-45.1	-41.1	-34.0	-24.5	-2.7	-3.8	-20.1	-31.6	-41.3	-51.5	-67.0	-53.5	-49.7
	Corr for screening/ absorption, dB(A)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0
	Corr for sound energy spread over 24 hr	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6
	Façade correctoin, dB(A)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
	Track wear correction, dB(A)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
	Leq 0.5hr for each train, dB(A)				30.8	45.6	50.4	32.5	10.0	-7.2	-17.0	-47.7	-11.5	-5.7					26.7	51.5	49.2	29.4	12.0	0.0	-13.8	-29.3	-12.3	-12.3
	Leq 0.5hr for all train	55.8																										
Leq0.5	Total number of events	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12
	Corr for no. of event, 10log(N), dB(A)	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8
	Corr for distance, -10log(d/dref), dB(A)	-3.8	-3.8	-3.7	-3.6	-3.5	-3.5	-3.4	-3.3	-3.2	-3.2	-3.2	-3.3	-3.5	-3.9	-3.9	-3.8	-3.8	-3.7	-3.6	-3.6	-3.5	-3.4	-3.3	-3.2	-3.2	-3.3	-3.5
	Corr for view angle, 10log[φ+θ/180-cos2αsinθ]	-53.6	-43.1	-35.3	-23.5	-8.1	-1.1	-14.5	-31.1	-45.0	-54.7	-89.0	-55.2	-46.7	-48.7	-45.1	-41.1	-34.0	-24.5	-2.7	-3.8	-20.1	-31.6	-41.3	-51.5	-67.0	-53.5	-49.7
	Corr for screening/ absorption, dB(A)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0
	Corr for sound energy spread over 24 hr	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6
	Façade correctoin, dB(A)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
	Track wear correction, dB(A)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3

Floor 16		Segment (Northbound)													Segment (Southbound)														
		N1	N2	N3	N4	N5	N6	N7	N8	N9	N10	N11	N12	N13	S1	S2	S3	S4	S5	S6	S7	S8	S9	S10	S11	S12	S13	S14
Parameters:																													
	Measured SEL	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9
Leq24	Total number of events	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536
	Horize distance from track to NSR	16.1	16.7	17.0	17.1	17.4	17.6	16.9	13.3	7.9	5.9	0.6	9.2	18.2	19.1	21.3	20.5	20.5	20.9	21.4	21.3	19.8	15.8	11.4	7.5	3.4	11.6	18.7
	track mPD + track head (0.2m)	7.9	8.7	9.9	11.3	12.5	13.1	13.4	13.6	14.0	14.1	13.9	13.6	13.1	8.0	8.4	9.1	10.0	11.2	12.5	13.2	13.5	13.9	14.2	14.1	13.7	13.3	12.9
	ground mPD + floor height	69.2	69.2	69.2	69.2	69.2	69.2	69.2	69.2	69.2	69.2	69.2	69.2	69.2	69.2	69.2	69.2	69.2	69.2	69.2	69.2	69.2	69.2	69.2	69.2	69.2	69.2	69.2
	Vert distance from track to NSR	61.3	60.5	59.3	57.9	56.7	56.1	55.8	55.6	55.2	55.1	55.3	55.6	56.1	61.2	60.8	60.1	59.2	58.0	56.7	56.0	55.7	55.3	55.0	55.1	55.5	55.9	56.3
	Slant distance	63.3	62.7	61.6	60.4	59.3	58.8	58.3	57.1	55.8	55.4	55.3	56.3	59.0	64	64	63	63	62	61	60	59	57	56	56	56	57	59
	View angle (α)	0.046	0.060	0.097	0.231	0.637	1.375	0.395	0.136	0.052	0.029	0.002	0.033	0.055	0.056	0.071	0.082	0.115	0.224	0.963	0.946	0.299	0.142	0.071	0.035	0.013	0.038	0.054
	View angle (α)(degree)	2.648	3.441	5.534	13.245	36.511	78.778	22.621	7.801	3.001	1.676	0.133	1.876	3.144	3.214	4.093	4.718	6.586	12.858	55.200	54.185	17.138	8.152	4.076	1.987	0.734	2.155	3.069
	View angle (θ)	0.003	0.021	0.049	0.132	0.669	1.549	0.358	0.065	0.018	0.006	0.000	0.004	0.011	0.007	0.010	0.018	0.047	0.111	1.354	1.055	0.174	0.054	0.023	0.009	0.002	0.005	0.006
	View angle (θ) (degree)	0.186	1.214	2.807	7.580	38.314	88.727	20.490	3.738	1.038	0.355	0.021	0.254	0.637	0.392	0.553	1.034	2.683	6.358	77.587	60.430	9.976	3.106	1.326	0.527	0.109	0.289	0.338
	Average Speed	10.0	20.0	50.0	70.0	65.0	50.0	30.0	15.0	10.0	10.0	15.0	20.0	15.0	10.0	10.0	10.0	20.0	50.0	70.0	60.0	40.0	20.0	15.0	10.0	10.0	15.0	10.0
	Corr for no. of event, 10log(N), dB(A)	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3
	Corr for distance, -10log(d/d_{ref}), dB(A)	-4.0	-4.0	-3.9	-3.8	-3.8	-3.7	-3.7	-3.6	-3.5	-3.5	-3.4	-3.5	-3.7	-4.1	-4.1	-4.0	-4.0	-3.9	-3.8	-3.8	-3.7	-3.6	-3.5	-3.5	-3.5	-3.6	-3.7
	Corr for view angle, 10log(μθ/180-cos2αsinθ)	-53.6	-43.1	-35.3	-23.5	-8.1	-1.1	-14.5	-31.1	-45.0	-54.7	-89.0	-55.2	-46.7	-48.7	-45.1	-41.1	-34.0	-24.5	-2.7	-3.8	-20.1	-31.6	-41.3	-51.5	-67.0	-53.5	-49.7
	Corr for screening/ absorption, dB(A)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, 20 log(v/V_{ref}), dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0
	Corr for sound energy spread over 24 hr	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4
	Façade correctoin, dB(A)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
	Track wear correction, dB(A)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
	Leq 24hr for each train, dB(A)				29.9	44.7	49.5	31.6	9.1	-8.2	-17.9	-48.6	-12.4	-6.6					25.9	50.7	48.3	28.5	11.2	-1.0	-14.7	-30.2	-13.2	-13.1
	Leq 24hr for all train	54.9																										
Leq0.5	Total number of events	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13
	Corr for no. of event, 10log(N), dB(A)	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1
	Corr for distance, -10log(d/dref), dB(A)	-4.0	-4.0	-3.9	-3.8	-3.8	-3.7	-3.7	-3.6	-3.5	-3.5	-3.4	-3.5	-3.7	-4.1	-4.1	-4.0	-4.0	-3.9	-3.8	-3.8	-3.7	-3.6	-3.5	-3.5	-3.5	-3.6	-3.7
	Corr for view angle, 10log(μθ/180-cos2αsinθ)	-53.6	-43.1	-35.3	-23.5	-8.1	-1.1	-14.5	-31.1	-45.0	-54.7	-89.0	-55.2	-46.7	-48.7	-45.1	-41.1	-34.0	-24.5	-2.7	-3.8	-20.1	-31.6	-41.3	-51.5	-67.0	-53.5	-49.7
	Corr for screening/ absorption, dB(A)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0
	Corr for sound energy spread over 24 hr	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6
	Façade correctoin, dB(A)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
	Track wear correction, dB(A)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
	Leq 0.5hr for each train, dB(A)				30.6	45.4	50.2	32.3	9.8	-7.5	-17.2	-47.9	-11.8	-6.0					26.5	51.3	49.0	29.2	11.8	-0.3	-14.0	-29.5	-12.5	-12.5
	Leq 0.5hr for all train	55.5																										
Leq0.5	Total number of events	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12
	Corr for no. of event, 10log(N), dB(A)	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8
	Corr for distance, -10log(d/dref), dB(A)	-4.0	-4.0	-3.9	-3.8	-3.8	-3.7	-3.7	-3.6	-3.5	-3.5	-3.4	-3.5	-3.7	-4.1	-4.1	-4.0	-4.0	-3.9	-3.8	-3.8	-3.7	-3.6	-3.5	-3.5	-3.5	-3.6	-3.7
	Corr for view angle, 10log(μθ/180-cos2αsinθ)	-53.6	-43.1	-35.3	-23.5	-8.1	-1.1	-14.5	-31.1	-45.0	-54.7	-89.0	-55.2	-46.7	-48.7	-45.1	-41.1	-34.0	-24.5	-2.7	-3.8	-20.1	-31.6	-41.3	-51.5	-67.0	-53.5	-49.7
	Corr for screening/ absorption, dB(A)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0
	Corr for sound energy spread over 24 hr	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6
	Façade correctoin, dB(A)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
	Track wear correction, dB(A)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
	Leq 0.5hr for each train, dB(A)				30.2	45.0	49.8	31.9	9.4	-7.8	-17.6	-48.3	-12.1	-6.3					26.2	51.0	48.6	28.8	11.5	-0.6	-14.4	-29.9	-12.9	-12.8
	Leq 0.5hr for all train	55.2																										
Lmax	Measured Lmax	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65
	Corr for distance, -10log(d/dref), dB(A)	-4.0	-4.0	-3.9	-3.8	-3.8	-3.7	-3.7	-3.6	-3.5	-3.5	-3.4	-3.5	-3.7	-4.1	-4.1	-4.0	-4.0	-3.9	-3.8	-3.8	-3.7	-3.6	-3.5	-3.5	-3.5	-3.6	-3.7
	Correction for screening/ absorption	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0
	Façade correctoin, dB(A)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
	Track wear correction, dB(A)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
	Lmax for each train, dB(A)				69.6	69.0	66.8	62.4	56.5	53.0	53.1	56.6	59.0	56.3					66.6	69.6	68.3	64.8	58.9	56.5	53.0	53.1	56.5	52.8
	Lmax for all train	69.6																										

Floor 17		Segment (Northbound)													Segment (Southbound)														
		N1	N2	N3	N4	N5	N6	N7	N8	N9	N10	N11	N12	N13	S1	S2	S3	S4	S5	S6	S7	S8	S9	S10	S11	S12	S13	S14
Parameters:																													
	Measured SEL	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9
Leq24	Total number of events	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536
	Horize distance from track to NSR	16.1	16.7	17.0	17.1	17.4	17.6	16.9	13.3	7.9	5.9	0.6	9.2	18.2	19.1	21.3	20.5	20.5	20.9	21.4	21.3	19.8	15.8	11.4	7.5	3.4	11.6	18.7
	track mPD + track head (0.2m)	7.9	8.7	9.9	11.3	12.5	13.1	13.4	13.6	14.0	14.1	13.9	13.6	13.1	8.0	8.4	9.1	10.0	11.2	12.5	13.2	13.5	13.9	14.2	14.1	13.7	13.3	12.9
	ground mPD + floor height	72.3	72.3	72.3	72.3	72.3	72.3	72.3	72.3	72.3	72.3	72.3	72.3	72.3	72.3	72.3	72.3	72.3	72.3	72.3	72.3	72.3	72.3	72.3	72.3	72.3	72.3	72.3
	Vert distance from track to NSR	64.4	63.6	62.4	61.1	59.9	59.3	59.0	58.7	58.4	58.3	58.4	58.7	59.3	64.3	63.9	63.2	62.3	61.1	59.8	59.1	58.8	58.4	58.2	58.3	58.6	59.1	59.4
	Slant distance	66.4	65.8	64.7	63.4	62.3	61.8	61.3	60.2	58.9	58.5	58.4	59.4	62.0	67	67	66	66	65	63	63	62	61	59	59	59	60	62
	View angle (α)	0.046	0.060	0.097	0.231	0.637	1.375	0.395	0.136	0.052	0.029	0.002	0.033	0.055	0.056	0.071	0.082	0.115	0.224	0.963	0.946	0.299	0.142	0.071	0.035	0.013	0.038	0.054
	View angle (α)(degree)	2.648	3.441	5.534	13.245	36.511	78.778	22.621	7.801	3.001	1.676	0.133	1.876	3.144	3.214	4.093	4.718	6.586	12.858	55.200	54.185	17.138	8.152	4.076	1.987	0.734	2.155	3.069
	View angle (θ)	0.003	0.021	0.049	0.132	0.669	1.549	0.358	0.065	0.018	0.006	0.000	0.004	0.011	0.007	0.010	0.018	0.047	0.111	1.354	1.055	0.174	0.054	0.023	0.009	0.002	0.005	0.006
	View angle (θ) (degree)	0.186	1.214	2.807	7.580	38.314	88.727	20.490	3.738	1.038	0.355	0.021	0.254	0.637	0.392	0.553	1.034	2.683	6.358	77.587	60.430	9.976	3.106	1.326	0.527	0.109	0.289	0.338
	Average Speed	10.0	20.0	50.0	70.0	65.0	50.0	30.0	15.0	10.0	10.0	15.0	20.0	15.0	10.0	10.0	10.0	20.0	50.0	70.0	60.0	40.0	20.0	15.0	10.0	10.0	15.0	10.0
	Corr for no. of event, 10log(N), dB(A)	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3
	Corr for distance, -10log(d/d_{ref}), dB(A)	-4.2	-4.2	-4.1	-4.0	-4.0	-3.9	-3.9	-3.8	-3.7	-3.7	-3.7	-3.8	-3.9	-4.3	-4.3	-4.2	-4.2	-4.1	-4.0	-4.0	-3.9	-3.8	-3.7	-3.7	-3.7	-3.8	-4.0
	Corr for view angle, 10log(μθ/180-cos2αsinθ)	-53.6	-43.1	-35.3	-23.5	-8.1	-1.1	-14.5	-31.1	-45.0	-54.7	-89.0	-55.2	-46.7	-48.7	-45.1	-41.1	-34.0	-24.5	-2.7	-3.8	-20.1	-31.6	-41.3	-51.5	-67.0	-53.5	-49.7
	Corr for screening/ absorption, dB(A)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0
	Corr for sound energy spread over 24 hr	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4
	Façade correctoin, dB(A)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
	Track wear correction, dB(A)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
	Leq 24hr for each train, dB(A)				29.7	44.5	49.3	31.4	8.9	-8.4	-18.1	-48.8	-12.6	-6.8					25.7	50.5	48.1	28.3	10.9	-1.2	-14.9	-30.4	-13.4	-13.4
	Leq 24hr for all train	54.7																										
Leq0.5	Total number of events	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13
	Corr for no. of event, 10log(N), dB(A)	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1
	Corr for distance, -10log(d/dref), dB(A)	-4.2	-4.2	-4.1	-4.0	-4.0	-3.9	-3.9	-3.8	-3.7	-3.7	-3.7	-3.8	-3.9	-4.3	-4.3	-4.2	-4.2	-4.1	-4.0	-4.0	-3.9	-3.8	-3.7	-3.7	-3.7	-3.8	-4.0
	Corr for view angle, 10log(μθ/180-cos2αsinθ)	-53.6	-43.1	-35.3	-23.5	-8.1	-1.1	-14.5	-31.1	-45.0	-54.7	-89.0	-55.2	-46.7	-48.7	-45.1	-41.1	-34.0	-24.5	-2.7	-3.8	-20.1	-31.6	-41.3	-51.5	-67.0	-53.5	-49.7
	Corr for screening/ absorption, dB(A)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0
	Corr for sound energy spread over 24 hr	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6
	Façade correctoin, dB(A)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
	Track wear correction, dB(A)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
	Leq 0.5hr for each train, dB(A)				30.4	45.1	50.0	32.1	9.6	-7.7	-17.4	-48.2	-12.0	-6.2					26.3	51.1	48.8	29.0	11.6	-0.5	-14.3	-29.8	-12.8	-12.7
	Leq 0.5hr for all train	55.3																										
Leq0.5	Total number of events	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12
	Corr for no. of event, 10log(N), dB(A)	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8
	Corr for distance, -10log(d/dref), dB(A)	-4.2	-4.2	-4.1	-4.0	-4.0	-3.9	-3.9	-3.8	-3.7	-3.7	-3.7	-3.8	-3.9	-4.3	-4.3	-4.2	-4.2	-4.1	-4.0	-4.0	-3.9	-3.8	-3.7	-3.7	-3.7	-3.8	-4.0
	Corr for view angle, 10log(μθ/180-cos2αsinθ)	-53.6	-43.1	-35.3	-23.5	-8.1	-1.1	-14.5	-31.1	-45.0	-54.7	-89.0	-55.2	-46.7	-48.7	-45.1	-41.1	-34.0	-24.5	-2.7	-3.8	-20.1	-31.6	-41.3	-51.5	-67.0	-53.5	-49.7
	Corr for screening/ absorption, dB(A)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0
	Corr for sound energy spread over 24 hr	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6
	Façade correctoin, dB(A)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
	Track wear correction, dB(A)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0

Floor 18		Segment (Northbound)													Segment (Southbound)													
		N1	N2	N3	N4	N5	N6	N7	N8	N9	N10	N11	N12	N13	S1	S2	S3	S4	S5	S6	S7	S8	S9	S10	S11	S12	S13	S14
Parameters:																												
	Measured SEL	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9
Leq24	Total number of events	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536
	Horize distance from track to NSR	16.1	16.7	17.0	17.1	17.4	17.6	16.9	13.3	7.9	5.9	0.6	9.2	18.2	19.1	21.3	20.5	20.5	20.9	21.4	21.3	19.8	15.8	11.4	7.5	3.4	11.6	18.7
	track mPD + track head (0.2m)	7.9	8.7	9.9	11.3	12.5	13.1	13.4	13.6	14.0	14.1	13.9	13.6	13.1	8.0	8.4	9.1	10.0	11.2	12.5	13.2	13.5	13.9	14.2	14.1	13.7	13.3	12.9
	ground mPD + floor height	75.5	75.5	75.5	75.5	75.5	75.5	75.5	75.5	75.5	75.5	75.5	75.5	75.5	75.5	75.5	75.5	75.5	75.5	75.5	75.5	75.5	75.5	75.5	75.5	75.5	75.5	75.5
	Vert distance from track to NSR	67.6	66.8	65.6	64.2	63.0	62.4	62.1	61.9	61.5	61.4	61.6	61.9	62.4	67.5	67.1	66.4	65.5	64.3	63.0	62.3	62.0	61.6	61.3	61.4	61.8	62.2	62.6
	Slant distance	69.5	68.8	67.7	66.4	65.4	64.8	64.4	63.3	62.0	61.7	61.6	62.5	65.0	70	70	69	69	68	66	66	65	64	62	62	62	63	65
	View angle (α)	0.046	0.060	0.097	0.231	0.637	1.375	0.395	0.136	0.052	0.029	0.002	0.033	0.055	0.056	0.071	0.082	0.115	0.224	0.963	0.946	0.299	0.142	0.071	0.035	0.013	0.038	0.054
	View angle (α)(degree)	2.648	3.441	5.534	13.245	36.511	78.778	22.621	7.801	3.001	1.676	0.133	1.876	3.144	3.214	4.093	4.718	6.586	12.858	55.200	54.185	17.138	8.152	4.076	1.987	0.734	2.155	3.069
	View angle (Θ)	0.003	0.021	0.049	0.132	0.669	1.549	0.358	0.065	0.018	0.006	0.000	0.004	0.011	0.007	0.010	0.018	0.047	0.111	1.354	1.055	0.174	0.054	0.023	0.009	0.002	0.005	0.006
	View angle (Θ) (degree)	0.186	1.214	2.807	7.580	38.314	88.727	20.490	3.738	1.038	0.355	0.021	0.254	0.637	0.392	0.553	1.034	2.683	6.358	77.587	60.430	9.976	3.106	1.326	0.527	0.109	0.289	0.338
	Average Speed	10.0	20.0	50.0	70.0	65.0	50.0	30.0	15.0	10.0	10.0	15.0	20.0	15.0	10.0	10.0	10.0	20.0	50.0	70.0	60.0	40.0	20.0	15.0	10.0	10.0	15.0	10.0
	Corr for no. of event, 10log(N), dB(A)	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3
	Corr for distance, -10log(d/d_{ref}), dB(A)	-4.4	-4.4	-4.3	-4.2	-4.2	-4.1	-4.1	-4.0	-3.9	-3.9	-3.9	-4.0	-4.2	-4.5	-4.5	-4.4	-4.4	-4.3	-4.2	-4.2	-4.2	-4.1	-4.0	-3.9	-3.9	-4.0	-4.2
	Corr for view angle, 10log[pi*θ/180-cos2αsinθ]	-53.6	-43.1	-35.3	-23.5	-8.1	-1.1	-14.5	-31.1	-45.0	-54.7	-89.0	-55.2	-46.7	-48.7	-45.1	-41.1	-34.0	-24.5	-2.7	-3.8	-20.1	-31.6	-41.3	-51.5	-67.0	-53.5	-49.7
	Corr for screening/ absorption, dB(A)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, 20log(V_{ref}/V_{train}), dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0
	Corr for sound energy spread over 24 hr	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4
	Façade correctoin, dB(A)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
	Track wear correction, dB(A)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
	Leq 24hr for each train, dB(A)				29.5	44.3	49.1	31.2	8.7	-8.6	-18.3	-49.1	-12.9	-7.0					25.5	50.3	47.9	28.1	10.7	-1.4	-15.1	-30.7	-13.7	-13.6
	Leq 24hr for all train	54.5																										
Leq0.5	Total number of events	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13
	Corr for no. of event, 10log(N), dB(A)	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1
	Corr for distance, -10log(d/dref), dB(A)	-4.4	-4.4	-4.3	-4.2	-4.2	-4.1	-4.1	-4.0	-3.9	-3.9	-3.9	-4.0	-4.2	-4.5	-4.5	-4.4	-4.4	-4.3	-4.2	-4.2	-4.2	-4.1	-4.0	-3.9	-3.9	-4.0	-4.2
	Corr for view angle, 10log[pi*θ/180-cos2αsinθ]	-53.6	-43.1	-35.3	-23.5	-8.1	-1.1	-14.5	-31.1	-45.0	-54.7	-89.0	-55.2	-46.7	-48.7	-45.1	-41.1	-34.0	-24.5	-2.7	-3.8	-20.1	-31.6	-41.3	-51.5	-67.0	-53.5	-49.7
	Corr for screening/ absorption, dB(A)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0
	Corr for sound energy spread over 24 hr	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6
	Façade correctoin, dB(A)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
	Track wear correction, dB(A)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
	Leq 0.5hr for each train, dB(A)				30.2	44.9	49.7	31.9	9.4	-8.0	-17.7	-48.4	-12.2	-6.4					26.1	50.9	48.6	28.8	11.4	-0.7	-14.5	-30.0	-13.0	-12.9
	Leq 0.5hr for all train	55.1																										
Leq0.5	Total number of events	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12
	Corr for no. of event, 10log(N), dB(A)	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8
	Corr for distance, -10log(d/dref), dB(A)	-4.4	-4.4	-4.3	-4.2	-4.2	-4.1	-4.1	-4.0	-3.9	-3.9	-3.9	-4.0	-4.2	-4.5	-4.5	-4.4	-4.4	-4.3	-4.2	-4.2	-4.2	-4.1	-4.0	-3.9	-3.9	-4.0	-4.2
	Corr for view angle, 10log[pi*θ/180-cos2αsinθ]	-53.6	-43.1	-35.3	-23.5	-8.1	-1.1	-14.5	-31.1	-45.0	-54.7	-89.0	-55.2	-46.7	-48.7	-45.1	-41.1	-34.0	-24.5	-2.7	-3.8	-20.1	-31.6	-41.3	-51.5	-67.0	-53.5	-49.7
	Corr for screening/ absorption, dB(A)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0
	Corr for sound energy spread over 24 hr	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6
	Façade correctoin, dB(A)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
	Track wear correction, dB(A)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
	Leq 0.5hr for each train, dB(A)				29.8	44.6	49.4	31.5	9.0	-8.3	-18.0	-48.8	-12.6	-6.7					25.8	50.6	48.2	28.4	11.0	-1.1	-14.8	-30.3	-13.3	-13.2
	Leq 0.5hr for all train	54.8																										
Lmax	Measured Lmax	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65
	Corr for distance, -10log(d/dref), dB(A)	-4.4	-4.4	-4.3	-4.2	-4.2	-4.1	-4.1	-4.0	-3.9	-3.9	-3.9	-4.0	-4.2	-4.5	-4.5	-4.4	-4.4	-4.3	-4.2	-4.2	-4.2	-4.1	-4.0	-3.9	-3.9	-4.0	-4.2
	Correction for screening/ absorption	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0
	Façade correctoin, dB(A)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
	Track wear correction, dB(A)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
	Lmax for each train, dB(A)				69.2	68.6	66.4	62.0	56.0	52.6	52.6	56.1	58.6	55.9					66.2	69.2	67.9	64.4	58.5	56.1	52.6	52.6	56.0	52.4
	Lmax for all train	69.2																										

Floor 19		Segment (Northbound)													Segment (Southbound)													
		N1	N2	N3	N4	N5	N6	N7	N8	N9	N10	N11	N12	N13	S1	S2	S3	S4	S5	S6	S7	S8	S9	S10	S11	S12	S13	S14
Parameters:																												
	Measured SEL	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9
Leq24	Total number of events	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536
	Horize distance from track to NSR	16.1	16.7	17.0	17.1	17.4	17.6	16.9	13.3	7.9	5.9	0.6	9.2	18.2	19.1	21.3	20.5	20.5	20.9	21.4	21.3	19.8	15.8	11.4	7.5	3.4	11.6	18.7
	track mPD + track head (0.2m)	7.9	8.7	9.9	11.3	12.5	13.1	13.4	13.6	14.0	14.1	13.9	13.6	13.1	8.0	8.4	9.1	10.0	11.2	12.5	13.2	13.5	13.9	14.2	14.1	13.7	13.3	12.9
	ground mPD + floor height	78.6	78.6	78.6	78.6	78.6	78.6	78.6	78.6	78.6	78.6	78.6	78.6	78.6	78.6	78.6	78.6	78.6	78.6	78.6	78.6	78.6	78.6	78.6	78.6	78.6	78.6	78.6
	Vert distance from track to NSR	70.7	69.9	68.7	67.4	66.2	65.6	65.3	65.0	64.7	64.6	64.7	65.0	65.6	70.6	70.2	69.5	68.6	67.4	66.1	65.4	65.1	64.7	64.5	64.6	64.9	65.4	65.7
	Slant distance	72.5	71.9	70.8	69.5	68.4	67.9	67.4	66.3	65.1	64.8	64.7	65.6	68.0	73	73	72	72	71	69	69	68	67	65	65	65	66	68
	View angle (α)	0.046	0.060	0.097	0.231	0.637	1.375	0.395	0.136	0.052	0.029	0.002	0.033	0.055	0.056	0.071	0.082	0.115	0.224	0.963	0.946	0.299	0.142	0.071	0.035	0.013	0.038	0.054
	View angle (α)(degree)	2.648	3.441	5.534	13.245	36.511	78.778	22.621	7.801	3.001	1.676	0.133	1.876	3.144	3.214	4.093	4.718	6.586	12.858	55.200	54.185	17.138	8.152	4.076	1.987	0.734	2.155	3.069
	View angle (Θ)	0.003	0.021	0.049	0.132	0.669	1.549	0.358	0.065	0.018	0.006	0.000	0.004	0.011	0.007	0.010	0.018	0.047	0.111	1.354	1.055	0.174	0.054	0.023	0.009	0.002	0.005	0.006
	View angle (Θ) (degree)	0.186	1.214	2.807	7.580	38.314	88.727	20.490	3.738	1.038	0.355	0.021	0.254	0.637	0.392	0.553	1.034	2.683	6.358	77.587	60.430	9.976	3.106	1.326	0.527	0.109	0.289	0.338
	Average Speed	10.0	20.0	50.0	70.0	65.0	50.0	30.0	15.0	10.0	10.0	15.0	20.0	15.0	10.0	10.0	10.0	20.0	50.0	70.0	60.0	40.0	20.0	15.0	10.0	10.0	15.0	10.0
	Corr for no. of event, 10log(N), dB(A)	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3
	Corr for distance, -10log(d/d_{ref}), dB(A)	-4.6	-4.6	-4.5	-4.4	-4.4	-4.3	-4.3	-4.2	-4.2	-4.1	-4.1	-4.2	-4.3	-4.7	-4.7	-4.6	-4.6	-4.5	-4.4	-4.4	-4.3	-4.3	-4.2	-4.1	-4.1	-4.2	-4.4
	Corr for view angle, 10log[pi*θ/180-cos2αsinθ]	-53.6	-43.1	-35.3	-23.5	-8.1	-1.1	-14.5	-31.1	-45.0	-54.7	-89.0	-55.2	-46.7	-48.7	-45.1	-41.1	-34.0	-24.5	-2.7	-3.8	-20.1	-31.6	-41.3	-51.5	-67.0	-53.5	-49.7
	Corr for screening/ absorption, dB(A)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0
	Corr for sound energy spread over 24 hr	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4
	Façade correctoin, dB(A)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
	Track wear correction, dB(A)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
	Leq 24hr for each train, dB(A)				29.3	44.1	48.9	31.0	8.5	-8.8	-18.6	-49.3	-13.1	-7.2					25.3	50.1	47.7	27.9	10.5	-1.6	-15.4	-30.9	-13.9	-13.8
	Leq 24hr for all train	54.3																										
Leq0.5	Total number of events	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13
	Corr for no. of event, 10log(N), dB(A)	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1
	Corr for distance, -10log(d/dref), dB(A)	-4.6	-4.6	-4.5	-4.4	-4.4	-4.3	-4.3	-4.2	-4.2	-4.1	-4.1	-4.2	-4.3	-4.7	-4.7	-4.6	-4.6	-4.5	-4.4	-4.4	-4.3	-4.3	-4.2	-4.1	-4.1	-4.2	-4.4
	Corr for view angle, 10log[pi*θ/180-cos2αsinθ]	-53.6	-43.1	-35.3	-23.5	-8.1	-1.1	-14.5	-31.1	-45.0	-54.7	-89.0	-55.2	-46.7	-48.7	-45.1	-41.1	-34.0	-24.5	-2.7	-3.8	-20.1	-31.6	-41.3	-51.5	-67.0	-53.5	-49.7
	Corr for screening/ absorption, dB(A)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0
	Corr for sound energy spread over 24 hr	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6
	Façade correctoin, dB(A)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
	Track wear correction, dB(A)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
	Leq 0.5hr for each train, dB(A)				30.0	44.7	49.5	31.7	9.1	-8.2	-17.9	-48.6	-12.4	-6.6					25.9	50.7	48.4	28.6	11.2	-1.0	-14.7	-30.2	-13.2	-13.1
	Leq 0.5hr for all train	54.9																										
Leq0.5	Total number of events	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12
	Corr for no. of event, 10log(N), dB(A)	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8
	Corr for distance, -10log(d/dref), dB(A)	-4.6	-4.6	-4.5	-4.4	-4.4	-4.3	-4.3	-4.2	-4.2	-4.1	-4.1	-4.2	-4.3	-4.7	-4.7	-4.6	-4.6	-4.5	-4.4	-4.4	-4.3	-4.3	-4.2	-4.1	-4.1	-4.2	-4.4
	Corr for view angle, 10log[pi*θ/180-cos2αsinθ]	-53.6	-43.1	-35.3	-23.5	-8.1	-1.1	-14.5	-31.1	-45.0	-54.7	-89.0	-55.2	-46.7	-48.7	-45.1	-41.1	-34.0	-24.5	-2.7	-3.8	-20.1	-31.6	-41.3	-51.5	-67.0	-53.5	-49.7
	Corr for screening/ absorption, dB(A)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0
	Corr for sound energy spread over 24 hr	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6
	Façade correctoin, dB(A)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
	Track wear correction, dB(A)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0

Floor		Segment (Northbound)													Segment (Southbound)													
20		N1	N2	N3	N4	N5	N6	N7	N8	N9	N10	N11	N12	N13	S1	S2	S3	S4	S5	S6	S7	S8	S9	S10	S11	S12	S13	S14
Parameters:																												
	Measured SEL	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9
Leq24	Total number of events	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536
	Horize distance from track to NSR	16.1	16.7	17.0	17.1	17.4	17.6	16.9	13.3	7.9	5.9	0.6	9.2	18.2	19.1	21.3	20.5	20.5	20.9	21.4	21.3	19.8	15.8	11.4	7.5	3.4	11.6	18.7
	track mPD + track head (0.2m)	7.9	8.7	9.9	11.3	12.5	13.1	13.4	13.6	14.0	14.1	13.9	13.6	13.1	8.0	8.4	9.1	10.0	11.2	12.5	13.2	13.5	13.9	14.2	14.1	13.7	13.3	12.9
	ground mPD + floor height	81.8	81.8	81.8	81.8	81.8	81.8	81.8	81.8	81.8	81.8	81.8	81.8	81.8	81.8	81.8	81.8	81.8	81.8	81.8	81.8	81.8	81.8	81.8	81.8	81.8	81.8	81.8
	Vert distance from track to NSR	73.9	73.1	71.9	70.5	69.3	68.7	68.4	68.2	67.8	67.7	67.9	68.2	68.7	73.8	73.4	72.7	71.8	70.6	69.3	68.6	68.3	67.9	67.6	67.7	68.1	68.5	68.9
	Slant distance	75.6	74.9	73.8	72.5	71.4	70.9	70.5	69.4	68.3	68.0	67.9	68.8	71.1	76	76	75	75	74	72	72	71	70	69	68	68	69	71
	View angle (α)	0.046	0.060	0.097	0.231	0.637	1.375	0.395	0.136	0.052	0.029	0.002	0.033	0.055	0.056	0.071	0.082	0.115	0.224	0.963	0.946	0.299	0.142	0.071	0.035	0.013	0.038	0.054
	View angle (α)(degree)	2.648	3.441	5.534	13.245	36.511	78.778	22.621	7.801	3.001	1.676	0.133	1.876	3.144	3.214	4.093	4.718	6.586	12.858	55.200	54.185	17.138	8.152	4.076	1.987	0.734	2.155	3.069
	View angle (θ)	0.003	0.021	0.049	0.132	0.669	1.549	0.358	0.065	0.018	0.006	0.000	0.004	0.011	0.007	0.010	0.018	0.047	0.111	1.354	1.055	0.174	0.054	0.023	0.009	0.002	0.005	0.006
	View angle (θ) (degree)	0.186	1.214	2.807	7.580	38.314	88.727	20.490	3.738	1.038	0.355	0.021	0.254	0.637	0.392	0.553	1.034	2.683	6.358	77.587	60.430	9.976	3.106	1.326	0.527	0.109	0.289	0.338
	Average Speed	10.0	20.0	50.0	70.0	65.0	50.0	30.0	15.0	10.0	10.0	15.0	20.0	15.0	10.0	10.0	10.0	20.0	50.0	70.0	60.0	40.0	20.0	15.0	10.0	10.0	15.0	10.0
	Corr for no. of event, 10log(N), dB(A)	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3
	Corr for distance, -10log(d/d_{ref}), dB(A)	-4.8	-4.8	-4.7	-4.6	-4.6	-4.5	-4.5	-4.4	-4.4	-4.3	-4.3	-4.4	-4.5	-4.8	-4.9	-4.8	-4.8	-4.7	-4.6	-4.6	-4.5	-4.5	-4.4	-4.4	-4.4	-4.4	-4.6
	Corr for view angle, 10log[φ+θ/180-cos2αsinθ]	-53.6	-43.1	-35.3	-23.5	-8.1	-1.1	-14.5	-31.1	-45.0	-54.7	-89.0	-55.2	-46.7	-48.7	-45.1	-41.1	-34.0	-24.5	-2.7	-3.8	-20.1	-31.6	-41.3	-51.5	-67.0	-53.5	-49.7
	Corr for screening/ absorption, dB(A)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, 20log(V_{ref}/V_{train}), dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0
	Corr for sound energy spread over 24 hr	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4
	Façade correctoin, dB(A)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
	Track wear correction, dB(A)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
	Leq 24hr for each train, dB(A)				29.1	43.9	48.7	30.8	8.3	-9.0	-18.8	-49.5	-13.3	-7.4					25.1	49.9	47.5	27.7	10.3	-1.8	-15.6	-31.1	-14.1	-13.9
	Leq 24hr for all train	54.1																										
Leq0.5	Total number of events	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13
	Corr for no. of event, 10log(N), dB(A)	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1
	Corr for distance, -10log(d/dref), dB(A)	-4.8	-4.8	-4.7	-4.6	-4.6	-4.5	-4.5	-4.4	-4.4	-4.3	-4.3	-4.4	-4.5	-4.8	-4.9	-4.8	-4.8	-4.7	-4.6	-4.6	-4.5	-4.5	-4.4	-4.4	-4.4	-4.4	-4.6
	Corr for view angle, 10log[φ+θ/180-cos2αsinθ]	-53.6	-43.1	-35.3	-23.5	-8.1	-1.1	-14.5	-31.1	-45.0	-54.7	-89.0	-55.2	-46.7	-48.7	-45.1	-41.1	-34.0	-24.5	-2.7	-3.8	-20.1	-31.6	-41.3	-51.5	-67.0	-53.5	-49.7
	Corr for screening/ absorption, dB(A)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0
	Corr for sound energy spread over 24 hr	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6
	Façade correctoin, dB(A)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
	Track wear correction, dB(A)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
	Leq 0.5hr for each train, dB(A)				29.8	44.6	49.4	31.5	8.9	-8.4	-18.1	-48.8	-12.6	-6.8					25.8	50.5	48.2	28.4	11.0	-1.2	-14.9	-30.4	-13.4	-13.3
	Leq 0.5hr for all train	54.7																										
Leq0.5	Total number of events	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12
	Corr for no. of event, 10log(N), dB(A)	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8
	Corr for distance, -10log(d/dref), dB(A)	-4.8	-4.8	-4.7	-4.6	-4.6	-4.5	-4.5	-4.4	-4.4	-4.3	-4.3	-4.4	-4.5	-4.8	-4.9	-4.8	-4.8	-4.7	-4.6	-4.6	-4.5	-4.5	-4.4	-4.4	-4.4	-4.4	-4.6
	Corr for view angle, 10log[φ+θ/180-cos2αsinθ]	-53.6	-43.1	-35.3	-23.5	-8.1	-1.1	-14.5	-31.1	-45.0	-54.7	-89.0	-55.2	-46.7	-48.7	-45.1	-41.1	-34.0	-24.5	-2.7	-3.8	-20.1	-31.6	-41.3	-51.5	-67.0	-53.5	-49.7
	Corr for screening/ absorption, dB(A)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0
	Corr for sound energy spread over 24 hr	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6
	Façade correctoin, dB(A)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
	Track wear correction, dB(A)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
	Leq 0.5hr for each train, dB(A)				29.4	44.2	49.0	31.1	8.6	-8.7	-18.4	-49.2	-13.0	-7.1					25.4	50.2	47.8	28.0	10.6	-1.5	-15.3	-30.8	-13.7	-13.6
	Leq 0.5hr for all train	54.4																										
Lmax	Measured Lmax	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65
	Corr for distance, -10log(d/dref), dB(A)	-4.8	-4.8	-4.7	-4.6	-4.6	-4.5	-4.5	-4.4	-4.4	-4.3	-4.3	-4.4	-4.5	-4.8	-4.9	-4.8	-4.8	-4.7	-4.6	-4.6	-4.5	-4.5	-4.4	-4.4	-4.4	-4.4	-4.6
	Correction for screening/ absorption	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0
	Façade correctoin, dB(A)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
	Track wear correction, dB(A)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
	Lmax for each train, dB(A)				68.8	68.2	66.0	61.6	55.6	52.2	52.2	55.7	58.1	55.5					65.8	68.8	67.5	64.0	58.1	55.7	52.2	52.2	55.6	52.0
	Lmax for all train	68.8																										

Floor		Segment (Northbound)													Segment (Southbound)													
21		N1	N2	N3	N4	N5	N6	N7	N8	N9	N10	N11	N12	N13	S1	S2	S3	S4	S5	S6	S7	S8	S9	S10	S11	S12	S13	S14
Parameters:																												
	Measured SEL	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9
Leq24	Total number of events	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536
	Horize distance from track to NSR	16.1	16.7	17.0	17.1	17.4	17.6	16.9	13.3	7.9	5.9	0.6	9.2	18.2	19.1	21.3	20.5	20.5	20.9	21.4	21.3	19.8	15.8	11.4	7.5	3.4	11.6	18.7
	track mPD + track head (0.2m)	7.9	8.7	9.9	11.3	12.5	13.1	13.4	13.6	14.0	14.1	13.9	13.6	13.1	8.0	8.4	9.1	10.0	11.2	12.5	13.2	13.5	13.9	14.2	14.1	13.7	13.3	12.9
	ground mPD + floor height	84.9	84.9	84.9	84.9	84.9	84.9	84.9	84.9	84.9	84.9	84.9	84.9	84.9	84.9	84.9	84.9	84.9	84.9	84.9	84.9	84.9	84.9	84.9	84.9	84.9	84.9	84.9
	Vert distance from track to NSR	77.0	76.2	75.0	73.7	72.5	71.9	71.6	71.3	71.0	70.9	71.0	71.3	71.9	76.9	76.5	75.8	74.9	73.7	72.4	71.7	71.4	71.0	70.8	70.9	71.2	71.7	72.0
	Slant distance	78.7	78.0	76.9	75.6	74.5	74.0	73.5	72.5	71.4	71.1	71.0	71.9	74.1	79	79	79	78	77	75	75	74	73	72	71	71	73	74
	View angle (α)	0.046	0.060	0.097	0.231	0.637	1.375	0.395	0.136	0.052	0.029	0.002	0.033	0.055	0.056	0.071	0.082	0.115	0.224	0.963	0.946	0.299	0.142	0.071	0.035	0.013	0.038	0.054
	View angle (α)(degree)	2.648	3.441	5.534	13.245	36.511	78.778	22.621	7.801	3.001	1.676	0.133	1.876	3.144	3.214	4.093	4.718	6.586	12.858	55.200	54.185	17.138	8.152	4.076	1.987	0.734	2.155	3.069
	View angle (θ)	0.003	0.021	0.049	0.132	0.669	1.549	0.358	0.065	0.018	0.006	0.000	0.004	0.011	0.007	0.010	0.018	0.047	0.111	1.354	1.055	0.174	0.054	0.023	0.009	0.002	0.005	0.006
	View angle (θ) (degree)	0.186	1.214	2.807	7.580	38.314	88.727	20.490	3.738	1.038	0.355	0.021	0.254	0.637	0.392	0.553	1.034	2.683	6.358	77.587	60.430	9.976	3.106	1.326	0.527	0.109	0.289	0.338
	Average Speed	10.0	20.0	50.0	70.0	65.0	50.0	30.0	15.0	10.0	10.0	15.0	20.0	15.0	10.0	10.0	10.0	20.0	50.0	70.0	60.0	40.0	20.0	15.0	10.0	10.0	15.0	10.0
	Corr for no. of event, 10log(N), dB(A)	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3
	Corr for distance, -10log(d/d_{ref}), dB(A)	-5.0	-4.9	-4.9	-4.8	-4.7	-4.7	-4.7	-4.6	-4.6	-4.5	-4.5	-4.6	-4.7	-5.0	-5.0	-5.0	-4.9	-4.9	-4.8	-4.8	-4.7	-4.6	-4.6	-4.5	-4.6	-4.6	-4.7
	Corr for view angle, 10log[φ+θ/180-cos2αsinθ]	-53.6	-43.1	-35.3	-23.5	-8.1	-1.1	-14.5	-31.1	-45.0	-54.7	-89.0	-55.2	-46.7	-48.7	-45.1	-41.1	-34.0	-24.5	-2.7	-3.8	-20.1	-31.6	-41.3	-51.5	-67.0	-53.5	-49.7
	Corr for screening/ absorption, dB(A)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, 20log(V_{ref}/V_{train}), dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0
	Corr for sound energy spread over 24 hr	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4
	Façade correctoin, dB(A)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
	Track wear correction, dB(A)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
	Leq 24hr for each train, dB(A)				28.9	43.7	48.5	30.6	8.1	-9.2	-19.0	-49.7	-13.5	-7.6					24.9	49.7	47.4	27.5	10.1	-2.0	-15.8	-31.3	-14.2	-14.1
	Leq 24hr for all train	53.9																										
Leq0.5	Total number of events	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13
	Corr for no. of event, 10log(N), dB(A)	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1
	Corr for distance, -10log(d/dref), dB(A)	-5.0	-4.9	-4.9	-4.8	-4.7	-4.7	-4.7	-4.6	-4.6	-4.5	-4.5	-4.6	-4.7	-5.0	-5.0	-5.0	-4.9	-4.9	-4.8	-4.8	-4.7	-4.6	-4.6	-4.5	-4.6	-4.6	-4.7
	Corr for view angle, 10log[φ+θ/180-cos2αsinθ]	-53.6	-43.1	-35.3	-23.5	-8.1	-1.1	-14.5	-31.1	-45.0	-54.7	-89.0	-55.2	-46.7	-48.7	-45.1	-41.1	-34.0	-24.5	-2.7	-3.8	-20.1	-31.6	-41.3	-51.5	-67.0	-53.5	-49.7
	Corr for screening/ absorption, dB(A)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0
	Corr for sound energy spread over 24 hr	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6
	Façade correctoin, dB(A)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
	Track wear correction, dB(A)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
	Leq 0.5hr for each train, dB(A)				29.6	44.4	49.2	31.3	8.8	-8.6	-18.3	-49.0	-12.8	-7.0					25.6	50.4	48.0	28.2	10.8	-1.3	-15.1	-30.6	-13.6	-13.5
	Leq 0.5hr for all train	54.6																										
Leq0.5	Total number of events	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12
	Corr for no. of event, 10log(N), dB(A)	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8
	Corr for distance, -10log(d/dref), dB(A)	-5.0	-4.9	-4.9	-4.8	-4.7	-4.7	-4.7	-4.6	-4.6	-4.5	-4.5	-4.6	-4.7	-5.0	-5.0	-5.0	-4.9	-4.9	-4.8	-4.8	-4.7	-4.6	-4.6	-4.5	-4.6	-4.6	-4.7
	Corr for view angle, 10log[φ+θ/180-cos2αsinθ]	-53.6	-43.1	-35.3	-23.5	-8.1	-1.1	-14.5	-31.1	-45.0	-54.7	-89.0	-55.2	-46.7	-48.7	-45.1	-41.1	-34.0	-24.5	-2.7	-3.8	-20.1	-31.6	-41.3	-51.5	-67.0	-53.5	-49.7
	Corr for screening/ absorption, dB(A)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0
	Corr for sound energy spread over 24 hr	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6
	Façade correctoin, dB(A)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
	Track wear correction, dB(A)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0

Floor		Segment (Northbound)													Segment (Southbound)													
22		N1	N2	N3	N4	N5	N6	N7	N8	N9	N10	N11	N12	N13	S1	S2	S3	S4	S5	S6	S7	S8	S9	S10	S11	S12	S13	S14
Parameters:																												
	Measured SEL	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9
Leq24	Total number of events	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536
	Horize distance from track to NSR	16.1	16.7	17.0	17.1	17.4	17.6	16.9	13.3	7.9	5.9	0.6	9.2	18.2	19.1	21.3	20.5	20.5	20.9	21.4	21.3	19.8	15.8	11.4	7.5	3.4	11.6	18.7
	track mPD + track head (0.2m)	7.9	8.7	9.9	11.3	12.5	13.1	13.4	13.6	14.0	14.1	13.9	13.6	13.1	8.0	8.4	9.1	10.0	11.2	12.5	13.2	13.5	13.9	14.2	14.1	13.7	13.3	12.9
	ground mPD + floor height	88.1	88.1	88.1	88.1	88.1	88.1	88.1	88.1	88.1	88.1	88.1	88.1	88.1	88.1	88.1	88.1	88.1	88.1	88.1	88.1	88.1	88.1	88.1	88.1	88.1	88.1	88.1
	Vert distance from track to NSR	80.2	79.4	78.2	76.8	75.6	75.0	74.7	74.5	74.1	74.0	74.2	74.5	75.0	80.1	79.7	79.0	78.1	76.9	75.6	74.9	74.6	74.2	73.9	74.0	74.4	74.8	75.2
	Slant distance	81.8	81.1	80.0	78.7	77.6	77.0	76.6	75.6	74.5	74.2	74.2	75.0	77.2	82	82	82	81	80	79	78	77	76	75	74	74	76	77
	View angle (α)	0.046	0.060	0.097	0.231	0.637	1.375	0.395	0.136	0.052	0.029	0.002	0.033	0.055	0.056	0.071	0.082	0.115	0.224	0.963	0.946	0.299	0.142	0.071	0.035	0.013	0.038	0.054
	View angle (α)(degree)	2.648	3.441	5.534	13.245	36.511	78.778	22.621	7.801	3.001	1.676	0.133	1.876	3.144	3.214	4.093	4.718	6.586	12.858	55.200	54.185	17.138	8.152	4.076	1.987	0.734	2.155	3.069
	View angle (θ)	0.003	0.021	0.049	0.132	0.669	1.549	0.358	0.065	0.018	0.006	0.000	0.004	0.011	0.007	0.010	0.018	0.047	0.111	1.354	1.055	0.174	0.054	0.023	0.009	0.002	0.005	0.006
	View angle (θ) (degree)	0.186	1.214	2.807	7.580	38.314	88.727	20.490	3.738	1.038	0.355	0.021	0.254	0.637	0.392	0.553	1.034	2.683	6.358	77.587	60.430	9.976	3.106	1.326	0.527	0.109	0.289	0.338
	Average Speed	10.0	20.0	50.0	70.0	65.0	50.0	30.0	15.0	10.0	10.0	15.0	20.0	15.0	10.0	10.0	10.0	20.0	50.0	70.0	60.0	40.0	20.0	15.0	10.0	10.0	15.0	10.0
	Corr for no. of event, 10log(N), dB(A)	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3
	Corr for distance, -10log(d/d_{ref}), dB(A)	-5.1	-5.1	-5.1	-5.0	-4.9	-4.9	-4.9	-4.8	-4.7	-4.7	-4.7	-4.8	-4.9	-5.2	-5.2	-5.1	-5.1	-5.0	-5.0	-4.9	-4.9	-4.8	-4.8	-4.7	-4.7	-4.8	-4.9
	Corr for view angle, 10log[pi*θ/180-cos2αsinθ]	-53.6	-43.1	-35.3	-23.5	-8.1	-1.1	-14.5	-31.1	-45.0	-54.7	-89.0	-55.2	-46.7	-48.7	-45.1	-41.1	-34.0	-24.5	-2.7	-3.8	-20.1	-31.6	-41.3	-51.5	-67.0	-53.5	-49.7
	Corr for screening/ absorption, dB(A)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, 20log(V_{veh}), dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0
	Corr for sound energy spread over 24 hr	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4
	Façade correctoin, dB(A)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
	Track wear correction, dB(A)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
	Leq 24hr for each train, dB(A)				28.8	43.5	48.3	30.5	7.9	-9.4	-19.1	-49.9	-13.7	-7.8					24.8	49.5	47.2	27.4	10.0	-2.2	-15.9	-31.5	-14.4	-14.3
	Leq 24hr for all train	53.7																										
Leq0.5	Total number of events	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13
	Corr for no. of event, 10log(N), dB(A)	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1
	Corr for distance, -10log(d/dref), dB(A)	-5.1	-5.1	-5.1	-5.0	-4.9	-4.9	-4.9	-4.8	-4.7	-4.7	-4.7	-4.8	-4.9	-5.2	-5.2	-5.1	-5.1	-5.0	-5.0	-4.9	-4.9	-4.8	-4.8	-4.7	-4.7	-4.8	-4.9
	Corr for view angle, 10log[pi*θ/180-cos2αsinθ]	-53.6	-43.1	-35.3	-23.5	-8.1	-1.1	-14.5	-31.1	-45.0	-54.7	-89.0	-55.2	-46.7	-48.7	-45.1	-41.1	-34.0	-24.5	-2.7	-3.8	-20.1	-31.6	-41.3	-51.5	-67.0	-53.5	-49.7
	Corr for screening/ absorption, dB(A)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0
	Corr for sound energy spread over 24 hr	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6
	Façade correctoin, dB(A)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
	Track wear correction, dB(A)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
	Leq 0.5hr for each train, dB(A)				29.4	44.2	49.0	31.1	8.6	-8.8	-18.5	-49.2	-13.0	-7.1					25.4	50.2	47.8	28.0	10.6	-1.5	-15.3	-30.8	-13.8	-13.6
	Leq 0.5hr for all train	54.4																										
Leq0.5	Total number of events	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12
	Corr for no. of event, 10log(N), dB(A)	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8
	Corr for distance, -10log(d/dref), dB(A)	-5.1	-5.1	-5.1	-5.0	-4.9	-4.9	-4.9	-4.8	-4.7	-4.7	-4.7	-4.8	-4.9	-5.2	-5.2	-5.1	-5.1	-5.0	-5.0	-4.9	-4.9	-4.8	-4.8	-4.7	-4.7	-4.8	-4.9
	Corr for view angle, 10log[pi*θ/180-cos2αsinθ]	-53.6	-43.1	-35.3	-23.5	-8.1	-1.1	-14.5	-31.1	-45.0	-54.7	-89.0	-55.2	-46.7	-48.7	-45.1	-41.1	-34.0	-24.5	-2.7	-3.8	-20.1	-31.6	-41.3	-51.5	-67.0	-53.5	-49.7
	Corr for screening/ absorption, dB(A)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0
	Corr for sound energy spread over 24 hr	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6
	Façade correctoin, dB(A)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
	Track wear correction, dB(A)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
	Leq 0.5hr for each train, dB(A)				29.1	43.8	48.6	30.8	8.2	-9.1	-18.8	-49.6	-13.3	-7.5					25.1	49.8	47.5	27.7	10.3	-1.9	-15.6	-31.1	-14.1	-14.0
	Leq 0.5hr for all train	54.0																										
Lmax	Measured Lmax	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65
	Corr for distance, -10log(d/dref), dB(A)	-5.1	-5.1	-5.1	-5.0	-4.9	-4.9	-4.9	-4.8	-4.7	-4.7	-4.7	-4.8	-4.9	-5.2	-5.2	-5.1	-5.1	-5.0	-5.0	-4.9	-4.9	-4.8	-4.8	-4.7	-4.7	-4.8	-4.9
	Correction for screening/ absorption	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0
	Façade correctoin, dB(A)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
	Track wear correction, dB(A)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
	Lmax for each train, dB(A)				68.4	67.9	65.6	61.2	55.2	51.8	51.8	55.3	57.8	55.1					65.5	68.5	67.2	63.7	57.7	55.3	51.8	51.8	55.2	51.6
	Lmax for all train	68.5																										

Floor		Segment (Northbound)													Segment (Southbound)													
23		N1	N2	N3	N4	N5	N6	N7	N8	N9	N10	N11	N12	N13	S1	S2	S3	S4	S5	S6	S7	S8	S9	S10	S11	S12	S13	S14
Parameters:																												
	Measured SEL	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9
Leq24	Total number of events	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536
	Horize distance from track to NSR	16.1	16.7	17.0	17.1	17.4	17.6	16.9	13.3	7.9	5.9	0.6	9.2	18.2	19.1	21.3	20.5	20.5	20.9	21.4	21.3	19.8	15.8	11.4	7.5	3.4	11.6	18.7
	track mPD + track head (0.2m)	7.9	8.7	9.9	11.3	12.5	13.1	13.4	13.6	14.0	14.1	13.9	13.6	13.1	8.0	8.4	9.1	10.0	11.2	12.5	13.2	13.5	13.9	14.2	14.1	13.7	13.3	12.9
	ground mPD + floor height	91.2	91.2	91.2	91.2	91.2	91.2	91.2	91.2	91.2	91.2	91.2	91.2	91.2	91.2	91.2	91.2	91.2	91.2	91.2	91.2	91.2	91.2	91.2	91.2	91.2	91.2	91.2
	Vert distance from track to NSR	83.3	82.5	81.3	80.0	78.8	78.2	77.9	77.6	77.3	77.2	77.3	77.6	78.2	83.2	82.8	82.1	81.2	80.0	78.7	78.0	77.7	77.3	77.1	77.2	77.5	78.0	78.3
	Slant distance	84.8	84.2	83.1	81.8	80.6	80.1	79.7	78.7	77.7	77.4	77.3	78.1	80.2	85	86	85	84	83	82	81	80	79	78	78	78	79	81
	View angle (α)	0.046	0.060	0.097	0.231	0.637	1.375	0.395	0.136	0.052	0.029	0.002	0.033	0.055	0.056	0.071	0.082	0.115	0.224	0.963	0.946	0.299	0.142	0.071	0.035	0.013	0.038	0.054
	View angle (α)(degree)	2.648	3.441	5.534	13.245	36.511	78.778	22.621	7.801	3.001	1.676	0.133	1.876	3.144	3.214	4.093	4.718	6.586	12.858	55.200	54.185	17.138	8.152	4.076	1.987	0.734	2.155	3.069
	View angle (θ)	0.003	0.021	0.049	0.132	0.669	1.549	0.358	0.065	0.018	0.006	0.000	0.004	0.011	0.007	0.010	0.018	0.047	0.111	1.354	1.055	0.174	0.054	0.023	0.009	0.002	0.005	0.006
	View angle (θ) (degree)	0.186	1.214	2.807	7.580	38.314	88.727	20.490	3.738	1.038	0.355	0.021	0.254	0.637	0.392	0.553	1.034	2.683	6.358	77.587	60.430	9.976	3.106	1.326	0.527	0.109	0.289	0.338
	Average Speed	10.0	20.0	50.0	70.0	65.0	50.0	30.0	15.0	10.0	10.0	15.0	20.0	15.0	10.0	10.0	10.0	20.0	50.0	70.0	60.0	40.0	20.0	15.0	10.0	10.0	15.0	10.0
	Corr for no. of event, 10log(N), dB(A)	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3
	Corr for distance, -10log(d/d_{ref}), dB(A)	-5.3	-5.3	-5.2	-5.1	-5.1	-5.1	-5.0	-5.0	-4.9	-4.9	-4.9	-4.9	-5.1	-5.3	-5.3	-5.3	-5.3	-5.2	-5.1	-5.1	-5.1	-5.0	-4.9	-4.9	-4.9	-5.0	-5.1
	Corr for view angle, 10log[pi*θ/180-cos2αsinθ]	-53.6	-43.1	-35.3	-23.5	-8.1	-1.1	-14.5	-31.1	-45.0	-54.7	-89.0	-55.2	-46.7	-48.7	-45.1	-41.1	-34.0	-24.5	-2.7	-3.8	-20.1	-31.6	-41.3	-51.5	-67.0	-53.5	-49.7
	Corr for screening/ absorption, dB(A)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, 20log(V_{veh}), dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0
	Corr for sound energy spread over 24 hr	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4
	Façade correctoin, dB(A)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
	Track wear correction, dB(A)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
	Leq 24hr for each train, dB(A)				28.6	43.4	48.2	30.3	7.7	-9.6	-19.3	-50.1	-13.8	-8.0					24.6	49.4	47.0	27.2	9.8	-2.4	-16.1	-31.6	-14.6	-14.5
	Leq 24hr for all train	53.6																										
Leq0.5	Total number of events	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13
	Corr for no. of event, 10log(N), dB(A)	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1
	Corr for distance, -10log(d/dref), dB(A)	-5.3	-5.3	-5.2	-5.1	-5.1	-5.1	-5.0	-5.0	-4.9	-4.9	-4.9	-4.9	-5.1	-5.3	-5.3	-5.3	-5.3	-5.2	-5.1	-5.1	-5.1	-5.0	-4.9	-4.9	-4.9	-5.0	-5.1
	Corr for view angle, 10log[pi*θ/180-cos2αsinθ]	-53.6	-43.1	-35.3	-23.5	-8.1	-1.1	-14.5	-31.1	-45.0	-54.7	-89.0	-55.2	-46.7	-48.7	-45.1	-41.1	-34.0	-24.5	-2.7	-3.8	-20.1	-31.6	-41.3	-51.5	-67.0	-53.5	-49.7
	Corr for screening/ absorption, dB(A)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0
	Corr for sound energy spread over 24 hr	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6
	Façade correctoin, dB(A)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
	Track wear correction, dB(A)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
	Leq 0.5hr for each train, dB(A)				29.3	44.0	48.8	30.9	8.4	-8.9	-18.7	-49.4	-13.2	-7.3					25.2	50.0	47.7	27.9	10.4	-1.7	-15.5	-31.0	-13.9	-13.8
	Leq 0.5hr for all train	54.2																										
Leq0.5	Total number of events	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12
	Corr for no. of event, 10log(N), dB(A)	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8
	Corr for distance, -10log(d/dref), dB(A)	-5.3	-5.3	-5.2	-5.1	-5.1	-5.1	-5.0	-5.0	-4.9	-4.9	-4.9	-4.9	-5.1	-5.3	-5.3	-5.3	-5.3	-5.2	-5.1	-5.1	-5.1	-5.0	-4.9	-4.9	-4.9	-5.0	-5.1
	Corr for view angle, 10log[pi*θ/180-cos2αsinθ]	-53.6	-43.1	-35.3	-23.5	-8.1	-1.1	-14.5	-31.1	-45.0	-54.7	-89.0	-55.2	-46.7	-48.7	-45.1	-41.1	-34.0	-24.5	-2.7	-3.8	-20.1	-31.6	-41.3	-51.5	-67.0	-53.5	-49.7
	Corr for screening/ absorption, dB(A)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0
	Corr for sound energy spread over 24 hr	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6
	Façade correctoin, dB(A)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
	Track wear correction, dB(A)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0

Floor		Segment (Northbound)													Segment (Southbound)													
24		N1	N2	N3	N4	N5	N6	N7	N8	N9	N10	N11	N12	N13	S1	S2	S3	S4	S5	S6	S7	S8	S9	S10	S11	S12	S13	S14
Parameters:																												
	Measured SEL	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9
Leq24	Total number of events	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536
	Horize distance from track to NSR	16.1	16.7	17.0	17.1	17.4	17.6	16.9	13.3	7.9	5.9	0.6	9.2	18.2	19.1	21.3	20.5	20.5	20.9	21.4	21.3	19.8	15.8	11.4	7.5	3.4	11.6	18.7
	track mPD + track head (0.2m)	7.9	8.7	9.9	11.3	12.5	13.1	13.4	13.6	14.0	14.1	13.9	13.6	13.1	8.0	8.4	9.1	10.0	11.2	12.5	13.2	13.5	13.9	14.2	14.1	13.7	13.3	12.9
	ground mPD + floor height	94.4	94.4	94.4	94.4	94.4	94.4	94.4	94.4	94.4	94.4	94.4	94.4	94.4	94.4	94.4	94.4	94.4	94.4	94.4	94.4	94.4	94.4	94.4	94.4	94.4	94.4	94.4
	Vert distance from track to NSR	86.5	85.7	84.5	83.1	81.9	81.3	81.0	80.8	80.4	80.3	80.5	80.8	81.3	86.4	86.0	85.3	84.4	83.2	81.9	81.2	80.9	80.5	80.2	80.3	80.7	81.1	81.5
	Slant distance	87.9	87.3	86.1	84.8	83.7	83.2	82.7	81.8	80.8	80.5	80.5	81.3	83.3	88	89	88	87	86	85	84	83	82	81	81	81	82	84
	View angle (α)	0.046	0.060	0.097	0.231	0.637	1.375	0.395	0.136	0.052	0.029	0.002	0.033	0.055	0.056	0.071	0.082	0.115	0.224	0.963	0.946	0.299	0.142	0.071	0.035	0.013	0.038	0.054
	View angle (α) (degree)	2.648	3.441	5.534	13.245	36.511	78.778	22.621	7.801	3.001	1.676	0.133	1.876	3.144	3.214	4.093	4.718	6.586	12.858	55.200	54.185	17.138	8.152	4.076	1.987	0.734	2.155	3.069
	View angle (θ)	0.003	0.021	0.049	0.132	0.669	1.549	0.358	0.065	0.018	0.006	0.000	0.004	0.011	0.007	0.010	0.018	0.047	0.111	1.354	1.055	0.174	0.054	0.023	0.009	0.002	0.005	0.006
	View angle (θ) (degree)	0.186	1.214	2.807	7.580	38.314	88.727	20.490	3.738	1.038	0.355	0.021	0.254	0.637	0.392	0.553	1.034	2.683	6.358	77.587	60.430	9.976	3.106	1.326	0.527	0.109	0.289	0.338
	Average Speed	10.0	20.0	50.0	70.0	65.0	50.0	30.0	15.0	10.0	10.0	15.0	20.0	15.0	10.0	10.0	10.0	20.0	50.0	70.0	60.0	40.0	20.0	15.0	10.0	10.0	15.0	10.0
	Corr for no. of event, 10log(N), dB(A)	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3
	Corr for distance, -10log(d/d_{ref}), dB(A)	-5.5	-5.4	-5.4	-5.3	-5.2	-5.2	-5.2	-5.1	-5.1	-5.1	-5.1	-5.1	-5.2	-5.5	-5.5	-5.4	-5.4	-5.4	-5.3	-5.3	-5.2	-5.2	-5.1	-5.1	-5.1	-5.2	-5.2
	Corr for view angle, 10Log[ρ+θ/180-cos2αsinθ]	-53.6	-43.1	-35.3	-23.5	-8.1	-1.1	-14.5	-31.1	-45.0	-54.7	-89.0	-55.2	-46.7	-48.7	-45.1	-41.1	-34.0	-24.5	-2.7	-3.8	-20.1	-31.6	-41.3	-51.5	-67.0	-53.5	-49.7
	Corr for screening/ absorption, dB(A)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, 20log(v/V_{ref}), dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0
	Corr for sound energy spread over 24 hr	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4
	Façade correctoin, dB(A)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
	Track wear correction, dB(A)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
	Leq 24hr for each train, dB(A)				28.4	43.2	48.0	30.1	7.6	-9.8	-19.5	-50.2	-14.0	-8.1					24.4	49.2	46.9	27.0	9.6	-2.5	-16.3	-31.8	-14.8	-14.6
	Leq 24hr for all train	53.4																										
Leq0.5	Total number of events	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13
	Corr for no. of event, 10log(N), dB(A)	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1
	Corr for distance, -10log(d/dref), dB(A)	-5.5	-5.4	-5.4	-5.3	-5.2	-5.2	-5.2	-5.1	-5.1	-5.1	-5.1	-5.1	-5.2	-5.5	-5.5	-5.4	-5.4	-5.4	-5.3	-5.3	-5.2	-5.2	-5.1	-5.1	-5.1	-5.2	-5.2
	Corr for view angle, 10Log[ρ+θ/180-cos2αsinθ]	-53.6	-43.1	-35.3	-23.5	-8.1	-1.1	-14.5	-31.1	-45.0	-54.7	-89.0	-55.2	-46.7	-48.7	-45.1	-41.1	-34.0	-24.5	-2.7	-3.8	-20.1	-31.6	-41.3	-51.5	-67.0	-53.5	-49.7
	Corr for screening/ absorption, dB(A)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0
	Corr for sound energy spread over 24 hr	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6
	Façade correctoin, dB(A)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
	Track wear correction, dB(A)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
	Leq 0.5hr for each train, dB(A)				29.1	43.9	48.7	30.8	8.2	-9.1	-18.8	-49.6	-13.3	-7.5					25.1	49.9	47.5	27.7	10.3	-1.9	-15.6	-31.2	-14.1	-14.0
	Leq 0.5hr for all train	54.1																										
Leq0.5	Total number of events	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12
	Corr for no. of event, 10log(N), dB(A)	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8
	Corr for distance, -10log(d/dref), dB(A)	-5.5	-5.4	-5.4	-5.3	-5.2	-5.2	-5.2	-5.1	-5.1	-5.1	-5.1	-5.1	-5.2	-5.5	-5.5	-5.4	-5.4	-5.4	-5.3	-5.3	-5.2	-5.2	-5.1	-5.1	-5.1	-5.2	-5.2
	Corr for view angle, 10Log[ρ+θ/180-cos2αsinθ]	-53.6	-43.1	-35.3	-23.5	-8.1	-1.1	-14.5	-31.1	-45.0	-54.7	-89.0	-55.2	-46.7	-48.7	-45.1	-41.1	-34.0	-24.5	-2.7	-3.8	-20.1	-31.6	-41.3	-51.5	-67.0	-53.5	-49.7
	Corr for screening/ absorption, dB(A)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0
	Corr for sound energy spread over 24 hr	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6
	Façade correctoin, dB(A)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
	Track wear correction, dB(A)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
	Leq 0.5hr for each train, dB(A)				28.8	43.5	48.3	30.4	7.9	-9.5	-19.2	-49.9	-13.7	-7.8					24.7	49.5	47.2	27.4	9.9	-2.2	-16.0	-31.5	-14.5	-14.3
	Leq 0.5hr for all train	53.7																										
Lmax	Measured Lmax	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65
	Corr for distance, -10log(d/dref), dB(A)	-5.5	-5.4	-5.4	-5.3	-5.2	-5.2	-5.2	-5.1	-5.1	-5.1	-5.1	-5.1	-5.2	-5.5	-5.5	-5.4	-5.4	-5.4	-5.3	-5.3	-5.2	-5.2	-5.1	-5.1	-5.1	-5.2	-5.2
	Correction for screening/ absorption	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0
	Façade correctoin, dB(A)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
	Track wear correction, dB(A)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
	Lmax for each train, dB(A)				68.1	67.5	65.3	60.9	54.9	51.4	51.4	55.0	57.4	54.8					65.1	68.1	66.8	63.3	57.4	54.9	51.4	51.4	54.9	51.3
	Lmax for all train	68.1																										

RN3

Floor 2		Segment (Northbound)													Segment (Southbound)													
		N1	N2	N3	N4	N5	N6	N7	N8	N9	N10	N11	N12	N13	S1	S2	S3	S4	S5	S6	S7	S8	S9	S10	S11	S12	S13	S14
Parameters:																												
	Measured SEL	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9
Leq24	Total number of events	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536
	Horizontal distance from track to NSR	21.2	21.8	22.2	22.2	22.6	23.2	22.9	20.0	15.2	13.4	7.3	0.8	9.4	24.1	26.5	25.7	25.7	26.1	26.6	27.0	26.0	22.7	18.7	15.1	4.8	3.0	9.8
	track mPD + track head (0.2m)	7.9	8.7	9.9	11.3	12.5	13.1	13.4	13.6	14.0	14.1	13.9	13.6	13.1	8.0	8.4	9.1	10.0	11.2	12.5	13.2	13.5	13.9	14.2	14.1	13.7	13.3	12.9
	ground mPD + floor height	25.1	25.1	25.1	25.1	25.1	25.1	25.1	25.1	25.1	25.1	25.1	25.1	25.1	25.1	25.1	25.1	25.1	25.1	25.1	25.1	25.1	25.1	25.1	25.1	25.1	25.1	25.1
	Vertical distance from track to NSR	17.2	16.4	15.2	13.8	12.6	12.0	11.7	11.5	11.1	11.0	11.2	11.5	12.0	17.1	16.7	16.0	15.1	13.9	12.6	11.9	11.6	11.2	10.9	11.0	11.4	11.8	12.2
	Slant distance	27.3	27.3	26.9	26.2	25.9	26.1	25.7	23.0	18.8	17.3	13.3	11.5	15.3	29.6	31.3	30.2	29.8	29.5	29.4	29.5	28.4	25.3	21.6	18.7	12.3	12.2	15.6
	View angle (α)	0.058	0.074	0.115	0.254	0.499	1.349	0.741	0.241	0.112	0.072	0.032	0.003	0.030	0.068	0.084	0.097	0.132	0.248	0.689	1.361	0.494	0.234	0.129	0.075	0.019	0.010	0.029
	View angle (α) (degree)	3.335	4.249	6.579	14.550	28.573	77.304	42.437	13.833	6.416	4.103	1.839	0.182	1.702	3.888	4.831	5.543	7.536	14.225	39.503	77.962	28.301	13.414	7.373	4.294	1.089	0.577	1.668
	View angle (θ)	0.004	0.025	0.054	0.096	0.382	1.278	0.772	0.132	0.043	0.016	0.005	0.000	0.006	0.008	0.011	0.020	0.049	0.078	0.792	1.335	0.334	0.100	0.046	0.021	0.003	0.001	0.003
	View angle (θ) (degree)	0.224	1.420	3.073	5.525	21.881	73.199	44.223	7.573	2.437	0.934	0.308	0.026	0.360	0.453	0.619	1.142	2.824	4.462	45.355	76.499	19.137	5.747	2.615	1.217	0.171	0.081	0.192
	Average Speed	10.0	20.0	50.0	70.0	65.0	50.0	30.0	15.0	10.0	10.0	15.0	20.0	15.0	10.0	10.0	10.0	20.0	50.0	70.0	60.0	40.0	20.0	15.0	10.0	10.0	15.0	10.0
	Corr for no. of event, 10log(N), dB(A)	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3
	Corr for distance, -10log(d/d_{ref}), dB(A)	-0.4	-0.4	-0.3	-0.2	-0.2	-0.2	-0.1	0.4	1.2	1.6	2.7	3.4	2.1	-0.7	-1.0	-0.8	-0.8	-0.7	-0.7	-0.7	-0.6	0.0	0.6	1.3	3.1	3.1	2.1
	Corr for view angle, 10log(pi*θ/180-cos2θsinθ)	-50.8	-40.6	-33.4	-24.1	-12.5	-1.7	-6.5	-23.1	-34.7	-42.8	-54.5	-85.4	-54.5	-46.4	-43.1	-39.3	-32.7	-25.2	-6.8	-1.5	-13.1	-24.6	-33.2	-41.2	-61.7	-70.4	-57.5
	Corr for screening/ absorption, dB(A)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, 20log(V_{ref}/V_{train}), dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0
	Corr for sound energy spread over 24 hr	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4
	Façade correctoin, dB(A)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
	Track wear correction, dB(A)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
	Leq 24hr for each train, dB(A)				32.9	44.0	52.4	43.2	21.1	6.9	-0.8	-8.0	-35.7	-8.6					28.3	49.7	53.6	38.7	21.7	11.3	0.4	-18.3	-23.5	-15.1
	Leq 24hr for all train	57.4																										
Leq0.5	Total number of events	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13
	Corr for no. of event, 10log(N), dB(A)	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1
	Corr for distance, -10log(d/dref), dB(A)	-0.4	-0.4	-0.3	-0.2	-0.2	-0.2	-0.1	0.4	1.2	1.6	2.7	3.4	2.1	-0.7	-1.0	-0.8	-0.8	-0.7	-0.7	-0.7	-0.6	0.0	0.6	1.3	3.1	3.1	2.1
	Corr for view angle, 10log(pi*θ/180-cos2θsinθ)	-50.8	-40.6	-33.4	-24.1	-12.5	-1.7	-6.5	-23.1	-34.7	-42.8	-54.5	-85.4	-54.5	-46.4	-43.1	-39.3	-32.7	-25.2	-6.8	-1.5	-13.1	-24.6	-33.2	-41.2	-61.7	-70.4	-57.5
	Corr for screening/ absorption, dB(A)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0
	Corr for sound energy spread over 24 hr	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6
	Façade correctoin, dB(A)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
	Track wear correction, dB(A)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
	Leq 0.5hr for each train, dB(A)				33.6	44.6	53.1	43.9	21.7	7.5	-0.2	-7.3	-35.0	-7.9					29.0	50.3	54.3	39.3	22.3	11.9	1.0	-17.6	-22.8	-14.4
	Leq 0.5hr for all train	58.1																										
Leq0.5	Total number of events	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12
	Corr for no. of event, 10log(N), dB(A)	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8
	Corr for distance, -10log(d/dref), dB(A)	-0.4	-0.4	-0.3	-0.2	-0.2	-0.2	-0.1	0.4	1.2	1.6	2.7	3.4	2.1	-0.7	-1.0	-0.8	-0.8	-0.7	-0.7	-0.7	-0.6	0.0	0.6	1.3	3.1	3.1	2.1
	Corr for view angle, 10log(pi*θ/180-cos2θsinθ)	-50.8	-40.6	-33.4	-24.1	-12.5	-1.7	-6.5	-23.1	-34.7	-42.8	-54.5	-85.4	-54.5	-46.4	-43.1	-39.3	-32.7	-25.2	-6.8	-1.5	-13.1	-24.6	-33.2	-41.2	-61.7	-70.4	-57.5
	Corr for screening/ absorption, dB(A)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0
	Corr for sound energy spread over 24 hr	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6
	Façade correctoin, dB(A)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
	Track wear correction, dB(A)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
	Leq 0.5hr for each train, dB(A)				33.2	44.3	52.8	43.8	21.7	7.5	-0.3	-8.3	-37.5	-8.2					28.6	50.0	53.9	39.0	22.0	11.6	0.7	-18.0	-23.2	-14.8
	Leq 0.5hr for all train	57.7																										
Lmax	Measured Lmax	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65
	Corr for distance, -10log(d/dref), dB(A)	-0.4	-0.4	-0.3	-0.2	-0.2	-0.2	-0.1	0.4	1.2	1.6	2.7	3.4	2.1	-0.7	-1.0	-0.8	-0.8	-0.7	-0.7	-0.7	-0.6	0.0	0.6	1.3	3.1	3.1	2.1
	Correction for screening/ absorption	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0
	Façade correctoin, dB(A)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
	Track wear correction, dB(A)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
	Lmax for each train, dB(A)				73.2	72.6	70.3	65.9	60.4	57.8	58.1	62.8	65.9	62.2					69.8	72.7	71.4	68.0	62.5	60.7	57.8	59.6	63.2	58.6
	Lmax for all train	73.2																										

Floor 3		Segment (Northbound)													Segment (Southbound)													
		N1	N2	N3	N4	N5	N6	N7	N8	N9	N10	N11	N12	N13	S1	S2	S3	S4	S5	S6	S7	S8	S9	S10	S11	S12	S13	S14
Parameters:																												
	Measured SEL	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9
Leq24	Total number of events	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536
	Horizontal distance from track to NSR	16.8	17.4	17.7	17.8	18.0	18.2	17.4	13.5	7.9	5.9	0.7	9.5	18.7	19.8	22.0	21.2	21.2	21.6	22.0	21.8	20.1	16.0	11.4	7.4	3.7	12.0	19.2
	track mPD + track head (0.2m)	7.9	8.7	9.9	11.3	12.5	13.1	13.4	13.6	14.0	14.1	13.9	13.6	13.1	8.0	8.4	9.1	10.0	11.2	12.5	13.2	13.5	13.9	14.2	14.1	13.7	13.3	12.9
	ground mPD + floor height	28.2	28.2	28.2	28.2	28.2	28.2	28.2	28.2	28.2	28.2	28.2	28.2	28.2	28.2	28.2	28.2	28.2	28.2	28.2	28.2	28.2	28.2	28.2	28.2	28.2	28.2	28.2
	Vertical distance from track to NSR	20.3	19.5	18.3	17.0	15.8	15.2	14.9	14.6	14.3	14.2	14.3	14.6	15.2	20.2	19.8	19.1	18.2	17.0	15.7	15.0	14.7	14.3	14.1	14.2	14.5	15.0	15.3
	Slant distance	26.4	26.1	25.5	24.5	23.9	23.7	22.8	19.9	16.3	15.3	14.3	17.4	24.0	28.3	29.6	28.5	28.0	27.5	27.0	26.5	24.9	21.5	18.1	16.0	15.0	19.2	24.6
	View angle (α)	0.058	0.074	0.115	0.254	0.499	1.349	0.741	0.241	0.112	0.072	0.032	0.003	0.030	0.068	0.084	0.097	0.132	0.248	0.689	1.361	0.494	0.234	0.129	0.075	0.019	0.010	0.029
	View angle (α) (degree)	3.335	4.249	6.579	14.550	28.573	77.304	42.437	13.833	6.416	4.103	1.839	0.182	1.702	3.888	4.831	5.543	7.536	14.225	39.503	77.962	28.301	13.414	7.373	4.294	1.089	0.577	1.668
	View angle (θ)	0.004	0.025	0.054	0.096	0.382	1.278	0.772	0.132	0.043	0.016	0.005	0.000	0.006	0.008	0.011	0.020	0.049	0.078	0.792	1.335	0.334	0.100	0.046	0.021	0.003	0.001	0.003
	View angle (θ) (degree)	0.224	1.420	3.073	5.525	21.881	73.199	44.223	7.573	2.437	0.934	0.308	0.026	0.360	0.453	0.619	1.142	2.824	4.462	45.355	76.499	19.137	5.747	2.615	1.217	0.171	0.081	0.192
	Average Speed	10.0	20.0	50.0	70.0	65.0	50.0	30.0	15.0	10.0	10.0	15.0	20.0	15.0	10.0	10.0	10.0	20.0	50.0	70.0	60.0	40.0	20.0	15.0	10.0	10.0	15.0	10.0
	Corr for no. of event, 10log(N), dB(A)	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3
	Corr for distance, -10log(d/d_{ref}), dB(A)	-0.2	-0.2	-0.1	0.1	0.2	0.2	0.4	1.0	1.9	2.1	2.4	1.6	0.2	-0.5	-0.7	-0.6	-0.5	-0.4	-0.3	-0.3	0.0	0.7	1.4	1.9	2.2	1.1	0.1
	Corr for view angle, 10log(pi*θ/180-cos2θsinθ)	-50.8	-40.6	-33.4	-24.1	-12.5	-1.7	-6.5	-23.1	-34.7	-42.8	-54.5	-85.4	-54.5	-46.4	-43.1	-39.3	-32.7	-25.2	-6.8	-1.5	-13.1	-24.6	-33.2	-41.2	-61.7	-70.4	-57.5
	Corr for screening/ absorption, dB(A)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0
	Corr for Speed, 20log(V_{ref}/V_{train}), dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0
	Corr for sound energy spread over 24 hr	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4
	Façade correctoin, dB(A)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
	Track wear correction, dB(A)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
	Leq 24hr for each train, dB(A)				33.2	44.3	52.8	43.8	21.7	7.5	-0.3	-8.3	-37.5	-10.5					28.7	50.0	54.1	39.2	22.4	12.1	1.1	-19.1	-25.4	-17.1
	Leq 24hr for all train	57.9																										
Leq0.5	Total number of events	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13
	Corr for no. of event, 10log(N), dB(A)	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1
	Corr for distance, -10log(d/dref), dB(A)	-0.2	-0.2	-0.1	0.1	0.2	0.2	0.4	1.0	1.9	2.1	2.4	1.6	0.2	-0.5	-0.7	-0.6	-0.5	-0.4	-0.3	-0.3	0.0	0.7	1.4	1.9	2.2	1.1	0.1
	Corr for view angle, 10log(pi*θ/180-cos2θsinθ)	-50.8	-40.6	-33.4	-24.1	-12.5	-1.7	-6.5	-23.1	-34.7	-42.8	-54.5	-85.4	-54.5	-46.4	-43.1	-39.3	-32.7	-25.2	-6.8	-1.5	-13.1	-24.6	-33.2	-41.2	-61.7	-70.4	-57.5
	Corr for screening/ absorption, dB(A)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0
	Corr for sound energy spread over 24 hr	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6
	Façade correctoin, dB(A)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
	Track wear correction, dB(A)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
	Leq 0.5hr for each train, dB(A)				33.9	45.0	53.5	44.4	22.4	8.1	0.3	-7.6	-36.9	-9.9					29.3	50.7	54.8	39.9	23.1	12.7	1.7	-18.5	-24.8	-16.4
	Leq 0.5hr for all train	58.5																										
Leq0.5	Total number of events	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12
	Corr for no. of event, 10log(N), dB(A)	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8
	Corr for distance, -10log(d/dref), dB(A)	-0.2	-0.2	-0.1	0.1	0.2	0.2	0.4	1.0	1.9	2.1	2.4	1.6	0.2	-0.5	-0.7	-0.6	-0.5	-0.4	-0.3	-0.3	0.0	0.7	1.4	1.9	2.2	1.1	0.1
	Corr for view angle, 10log(pi*θ/180-cos2θsinθ)	-50.8	-40.6	-33.4	-24.1	-12.5	-1.7	-6.5	-23.1	-34.7	-42.8	-54.5	-85.4	-54.5	-46.4	-43.1	-39.3	-32.7	-25.2	-6.8	-1.5	-13.1	-24.6	-33.2	-41.2	-61.7	-70.4	-57.5
	Corr for screening/ absorption, dB(A)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0
	Corr for sound energy spread over 24 hr	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6

Floor 4		Segment (Northbound)													Segment (Southbound)													
		N1	N2	N3	N4	N5	N6	N7	N8	N9	N10	N11	N12	N13	S1	S2	S3	S4	S5	S6	S7	S8	S9	S10	S11	S12	S13	S14
Parameters:																												
	Measured SEL	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9
Leq24	Total number of events	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536
	Horize distance from track to NSR	21.2	21.8	22.2	22.2	22.6	23.2	22.9	20.0	15.2	13.4	7.3	0.8	9.4	24.1	26.5	25.7	25.7	26.1	26.6	27.0	26.0	22.7	18.7	15.1	4.8	3.0	9.8
	track mPD + track head (0.2m)	7.9	8.7	9.9	11.3	12.5	13.1	13.4	13.6	14.0	14.1	13.9	13.6	13.1	8.0	8.4	9.1	10.0	11.2	12.5	13.2	13.5	13.9	14.2	14.1	13.7	13.3	12.9
	ground mPD + floor height	31.4	31.4	31.4	31.4	31.4	31.4	31.4	31.4	31.4	31.4	31.4	31.4	31.4	31.4	31.4	31.4	31.4	31.4	31.4	31.4	31.4	31.4	31.4	31.4	31.4	31.4	31.4
	Vert distance from track to NSR	23.5	22.7	21.5	20.1	18.9	18.3	18.0	17.8	17.4	17.3	17.5	17.8	18.3	23.4	23.0	22.3	21.4	20.2	18.9	18.2	17.9	17.5	17.2	17.3	17.7	18.1	18.5
	Slant distance	31.6	31.4	30.8	30.0	29.5	29.5	29.1	26.7	23.1	21.9	18.9	17.8	20.6	33.6	35.1	34.0	33.4	32.9	32.6	32.5	31.5	28.6	25.4	23.0	18.3	18.3	20.9
	View angle (α)	0.058	0.074	0.115	0.254	0.499	1.349	0.741	0.241	0.112	0.072	0.032	0.003	0.030	0.068	0.084	0.097	0.132	0.248	0.689	1.361	0.494	0.234	0.129	0.075	0.019	0.010	0.029
	View angle (α)(degree)	3.335	4.249	6.579	14.550	28.573	77.304	42.437	13.833	6.416	4.103	1.839	0.182	1.702	3.888	4.831	5.543	7.536	14.225	39.503	77.962	28.301	13.414	7.373	4.294	1.089	0.577	1.668
	View angle (θ)	0.004	0.025	0.054	0.096	0.382	1.278	0.772	0.132	0.043	0.016	0.005	0.000	0.006	0.008	0.011	0.020	0.049	0.078	0.792	1.335	0.334	0.100	0.046	0.021	0.003	0.001	0.003
	View angle (θ) (degree)	0.224	1.420	3.073	5.525	21.881	73.199	44.223	7.573	2.437	0.934	0.308	0.026	0.360	0.453	0.619	1.142	2.824	4.462	45.355	76.499	19.137	5.747	2.615	1.217	0.171	0.081	0.192
	Average Speed	10.0	20.0	50.0	70.0	65.0	50.0	30.0	15.0	10.0	10.0	15.0	20.0	15.0	10.0	10.0	10.0	20.0	50.0	70.0	60.0	40.0	20.0	15.0	10.0	10.0	15.0	10.0
	Corr for no. of event, 10log(N), dB(A)	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3
	Corr for distance, -10log(d/d_{ref}), dB(A)	-1.0	-1.0	-0.9	-0.8	-0.7	-0.7	-0.7	-0.3	0.3	0.6	1.2	1.5	0.8	-1.3	-1.5	-1.3	-1.3	-1.2	-1.2	-1.1	-1.0	-0.6	-0.1	0.4	1.4	1.3	0.8
	Corr for view angle, 10log(pi*θ/180-cos2αsinθ)	-50.8	-40.6	-33.4	-24.1	-12.5	-1.7	-6.5	-23.1	-34.7	-42.8	-54.5	-85.4	-54.5	-46.4	-43.1	-39.3	-32.7	-25.2	-6.8	-1.5	-13.1	-24.6	-33.2	-41.2	-61.7	-70.4	-57.5
	Corr for screening/ absorption, dB(A)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, 20log(V_{veh}/V_{ref}), dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0
	Corr for sound energy spread over 24 hr	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4
	Façade correctoin, dB(A)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
	Track wear correction, dB(A)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
	Leq 24hr for each train, dB(A)				32.3	43.4	51.9	42.7	20.4	6.0	-1.9	-9.5	-37.6	-9.9					27.9	49.2	53.2	38.2	21.1	10.6	-0.5	-20.0	-25.2	-16.4
	Leq 24hr for all train	57.0																										
Leq0.5	Total number of events	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13
	Corr for no. of event, 10log(N), dB(A)	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1
	Corr for distance, -10log(d/dref), dB(A)	-1.0	-1.0	-0.9	-0.8	-0.7	-0.7	-0.7	-0.3	0.3	0.6	1.2	1.5	0.8	-1.3	-1.5	-1.3	-1.3	-1.2	-1.2	-1.1	-1.0	-0.6	-0.1	0.4	1.4	1.3	0.8
	Corr for view angle, 10log(pi*θ/180-cos2αsinθ)	-50.8	-40.6	-33.4	-24.1	-12.5	-1.7	-6.5	-23.1	-34.7	-42.8	-54.5	-85.4	-54.5	-46.4	-43.1	-39.3	-32.7	-25.2	-6.8	-1.5	-13.1	-24.6	-33.2	-41.2	-61.7	-70.4	-57.5
	Corr for screening/ absorption, dB(A)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0
	Corr for sound energy spread over 24 hr	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6
	Façade correctoin, dB(A)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
	Track wear correction, dB(A)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
	Leq 0.5hr for each train, dB(A)				33.0	44.1	52.5	43.4	21.1	6.6	-1.2	-8.8	-36.9	-9.2					28.5	49.9	53.9	38.9	21.8	11.2	0.1	-19.3	-24.6	-15.7
	Leq 0.5hr for all train	57.6																										
Leq0.5	Total number of events	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12
	Corr for no. of event, 10log(N), dB(A)	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8
	Corr for distance, -10log(d/dref), dB(A)	-1.0	-1.0	-0.9	-0.8	-0.7	-0.7	-0.7	-0.3	0.3	0.6	1.2	1.5	0.8	-1.3	-1.5	-1.3	-1.3	-1.2	-1.2	-1.1	-1.0	-0.6	-0.1	0.4	1.4	1.3	0.8
	Corr for view angle, 10log(pi*θ/180-cos2αsinθ)	-50.8	-40.6	-33.4	-24.1	-12.5	-1.7	-6.5	-23.1	-34.7	-42.8	-54.5	-85.4	-54.5	-46.4	-43.1	-39.3	-32.7	-25.2	-6.8	-1.5	-13.1	-24.6	-33.2	-41.2	-61.7	-70.4	-57.5
	Corr for screening/ absorption, dB(A)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0
	Corr for sound energy spread over 24 hr	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6
	Façade correctoin, dB(A)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
	Track wear correction, dB(A)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
	Leq 0.5hr for each train, dB(A)				32.6	43.7	52.2	43.0	20.8	6.3	-1.5	-9.2	-37.3	-9.5					28.2	49.5	53.5	38.5	21.5	10.9	-0.2	-19.7	-24.9	-16.1
	Leq 0.5hr for all train	57.3																										
Lmax	Measured Lmax	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65
	Corr for distance, -10log(d/dref), dB(A)	-1.0	-1.0	-0.9	-0.8	-0.7	-0.7	-0.7	-0.3	0.3	0.6	1.2	1.5	0.8	-1.3	-1.5	-1.3	-1.3	-1.2	-1.2	-1.1	-1.0	-0.6	-0.1	0.4	1.4	1.3	0.8
	Correction for screening/ absorption	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0
	Façade correctoin, dB(A)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
	Track wear correction, dB(A)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
	Lmax for each train, dB(A)				72.6	72.1	69.8	65.4	59.8	56.9	57.1	61.3	64.0	60.9					69.3	72.3	70.9	67.6	62.0	60.0	56.9	57.9	61.4	57.3
	Lmax for all train	72.6																										

Floor 5		Segment (Northbound)													Segment (Southbound)													
		N1	N2	N3	N4	N5	N6	N7	N8	N9	N10	N11	N12	N13	S1	S2	S3	S4	S5	S6	S7	S8	S9	S10	S11	S12	S13	S14
Parameters:																												
	Measured SEL	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9
Leq24	Total number of events	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536
	Horize distance from track to NSR	21.2	21.8	22.2	22.2	22.6	23.2	22.9	20.0	15.2	13.4	7.3	0.8	9.4	24.1	26.5	25.7	25.7	26.1	26.6	27.0	26.0	22.7	18.7	15.1	4.8	3.0	9.8
	track mPD + track head (0.2m)	7.9	8.7	9.9	11.3	12.5	13.1	13.4	13.6	14.0	14.1	13.9	13.6	13.1	8.0	8.4	9.1	10.0	11.2	12.5	13.2	13.5	13.9	14.2	14.1	13.7	13.3	12.9
	ground mPD + floor height	34.5	34.5	34.5	34.5	34.5	34.5	34.5	34.5	34.5	34.5	34.5	34.5	34.5	34.5	34.5	34.5	34.5	34.5	34.5	34.5	34.5	34.5	34.5	34.5	34.5	34.5	34.5
	Vert distance from track to NSR	26.6	25.8	24.6	23.3	22.1	21.5	21.2	20.9	20.6	20.5	20.6	20.9	21.5	26.5	26.1	25.4	24.5	23.3	22.0	21.3	21.0	20.6	20.4	20.5	20.8	21.3	21.6
	Slant distance	34.0	33.8	33.1	32.2	31.6	31.6	31.2	28.9	25.6	24.4	21.9	20.9	23.4	35.8	37.2	36.1	35.5	35.0	34.5	34.4	33.4	30.6	27.6	25.4	21.4	21.5	23.7
	View angle (α)	0.058	0.074	0.115	0.254	0.499	1.349	0.741	0.241	0.112	0.072	0.032	0.003	0.030	0.068	0.084	0.097	0.132	0.248	0.689	1.361	0.494	0.234	0.129	0.075	0.019	0.010	0.029
	View angle (α)(degree)	3.335	4.249	6.579	14.550	28.573	77.304	42.437	13.833	6.416	4.103	1.839	0.182	1.702	3.888	4.831	5.543	7.536	14.225	39.503	77.962	28.301	13.414	7.373	4.294	1.089	0.577	1.668
	View angle (θ)	0.004	0.025	0.054	0.096	0.382	1.278	0.772	0.132	0.043	0.016	0.005	0.000	0.006	0.008	0.011	0.020	0.049	0.078	0.792	1.335	0.334	0.100	0.046	0.021	0.003	0.001	0.003
	View angle (θ) (degree)	0.224	1.420	3.073	5.525	21.881	73.199	44.223	7.573	2.437	0.934	0.308	0.026	0.360	0.453	0.619	1.142	2.824	4.462	45.355	76.499	19.137	5.747	2.615	1.217	0.171	0.081	0.192
	Average Speed	10.0	20.0	50.0	70.0	65.0	50.0	30.0	15.0	10.0	10.0	15.0	20.0	15.0	10.0	10.0	10.0	20.0	50.0	70.0	60.0	40.0	20.0	15.0	10.0	10.0	15.0	10.0
	Corr for no. of event, 10log(N), dB(A)	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3
	Corr for distance, -10log(d/d_{ref}), dB(A)	-1.3	-1.3	-1.2	-1.1	-1.0	-1.0	-1.0	-0.6	-0.1	0.1	0.6	0.8	0.3	-1.6	-1.7	-1.6	-1.5	-1.5	-1.4	-1.3	-0.9	-0.4	-0.1	0.7	0.7	0.2	
	Corr for view angle, 10log(pi*θ/180-cos2αsinθ)	-50.8	-40.6	-33.4	-24.1	-12.5	-1.7	-6.5	-23.1	-34.7	-42.8	-54.5	-85.4	-54.5	-46.4	-43.1	-39.3	-32.7	-25.2	-6.8	-1.5	-13.1	-24.6	-33.2	-41.2	-61.7	-70.4	-57.5
	Corr for screening/ absorption, dB(A)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0
	Corr for sound energy spread over 24 hr	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4
	Façade correctoin, dB(A)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
	Track wear correction, dB(A)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
	Leq 24hr for each train, dB(A)				32.0	43.1	51.6	42.4	20.1	5.5	-2.3	-10.1	-38.3	-10.4					27.6	49.0	53.0	38.0	20.8	10.2	-1.0	-20.7	-25.9	-16.9
	Leq 24hr for all train	56.7																										
Leq0.5	Total number of events	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13
	Corr for no. of event, 10log(N), dB(A)	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1
	Corr for distance, -10log(d/dref), dB(A)	-1.3	-1.3	-1.2	-1.1	-1.0	-1.0	-1.0	-0.6	-0.1	0.1	0.6	0.8	0.3	-1.6	-1.7	-1.6	-1.5	-1.5	-1.4	-1.4	-1.3	-0.9	-0.4	-0.1	0.7	0.7	0.2
	Corr for view angle, 10log(pi*θ/180-cos2αsinθ)	-50.8	-40.6	-33.4	-24.1	-12.5	-1.7	-6.5	-23.1	-34.7	-42.8	-54.5	-85.4	-54.5	-46.4	-43.1	-39.3	-32.7	-25.2	-6.8	-1.5	-13.1	-24.6	-33.2	-41.2	-61.7	-70.4	-57.5
	Corr for screening/ absorption, dB(A)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0
	Corr for sound energy spread over 24 hr	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6
	Façade correctoin, dB(A)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
	Track wear correction, dB(A)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
	Leq 0.5hr for each train, dB(A)				32.7	43.8	52.2	43.1	20.8	6.2	-1.7	-9.5	-37.7	-9.8					28.3	49.6	53.6	38.6	21.5	10.9	-0.3	-20.0	-25.3	-16.3
	Leq 0.5hr for all train	57.4																										
Leq0.5	Total number of events	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12
	Corr for no. of event, 10log(N), dB(A)	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8
	Corr for distance, -10log(d/dref), dB(A)	-1.3	-1.3	-1.2	-1.1	-1.0	-1.0	-1.0	-0.6	-0.1	0.1	0.6	0.8	0.3	-1.6	-1.7	-1.6	-1.5	-1.5	-1.4	-1.4	-1.3	-0.9	-0.4	-0.1	0.7	0.7	0.2
	Corr for view angle, 10log(pi*θ/180-cos2αsinθ)	-50.8	-40.6	-33.4	-24.1	-12.5	-1.7	-6.5	-23.1	-34.7	-42.8	-54.5	-85.4	-54.5	-46.4	-43.1	-39.3	-32.7	-25.2	-6.8	-1.5	-13.1	-24.6	-33.2	-41.2	-61.7	-70.4	-57.5
	Corr for screening/ absorption, dB(A)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0
	Corr for sound energy spread over 24 hr	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6
	Façade correctoin, dB(A)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
	Track wear correction, dB(A)	3.0	3.0	3.0

Floor 6		Segment (Northbound)													Segment (Southbound)													
		N1	N2	N3	N4	N5	N6	N7	N8	N9	N10	N11	N12	N13	S1	S2	S3	S4	S5	S6	S7	S8	S9	S10	S11	S12	S13	S14
Parameters:																												
	Measured SEL	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9
Leq24	Total number of events	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536
	Horize distance from track to NSR	21.2	21.8	22.2	22.2	22.6	23.2	22.9	20.0	15.2	13.4	7.3	0.8	9.4	24.1	26.5	25.7	25.7	26.1	26.6	27.0	26.0	22.7	18.7	15.1	4.8	3.0	9.8
	track mPD + track head (0.2m)	7.9	8.7	9.9	11.3	12.5	13.1	13.4	13.6	14.0	14.1	13.9	13.6	13.1	8.0	8.4	9.1	10.0	11.2	12.5	13.2	13.5	13.9	14.2	14.1	13.7	13.3	12.9
	ground mPD + floor height	37.7	37.7	37.7	37.7	37.7	37.7	37.7	37.7	37.7	37.7	37.7	37.7	37.7	37.7	37.7	37.7	37.7	37.7	37.7	37.7	37.7	37.7	37.7	37.7	37.7	37.7	37.7
	Vert distance from track to NSR	29.8	29.0	27.8	26.4	25.2	24.6	24.3	24.1	23.7	23.6	23.8	24.1	24.6	29.7	29.3	28.6	27.7	26.5	25.2	24.5	24.2	23.8	23.5	23.6	24.0	24.4	24.8
	Slant distance	36.6	36.2	35.5	34.5	33.9	33.8	33.4	31.3	28.2	27.1	24.9	24.1	26.4	38.2	39.5	38.4	37.7	37.1	36.6	36.4	35.5	32.8	30.0	28.0	24.4	24.6	26.6
	View angle (α)	0.058	0.074	0.115	0.254	0.499	1.349	0.741	0.241	0.112	0.072	0.032	0.003	0.030	0.068	0.084	0.097	0.132	0.248	0.689	1.361	0.494	0.234	0.129	0.075	0.019	0.010	0.029
	View angle (α)(degree)	3.335	4.249	6.579	14.550	28.573	77.304	42.437	13.833	6.416	4.103	1.839	0.182	1.702	3.888	4.831	5.543	7.536	14.225	39.503	77.962	28.301	13.414	7.373	4.294	1.089	0.577	1.668
	View angle (Θ)	0.004	0.025	0.054	0.096	0.382	1.278	0.772	0.132	0.043	0.016	0.005	0.000	0.006	0.008	0.011	0.020	0.049	0.078	0.792	1.335	0.334	0.100	0.046	0.021	0.003	0.001	0.003
	View angle (Θ) (degree)	0.224	1.420	3.073	5.525	21.881	73.199	44.223	7.573	2.437	0.934	0.308	0.026	0.360	0.453	0.619	1.142	2.824	4.462	45.355	76.499	19.137	5.747	2.615	1.217	0.171	0.081	0.192
	Average Speed	10.0	20.0	50.0	70.0	65.0	50.0	30.0	15.0	10.0	10.0	15.0	20.0	15.0	10.0	10.0	10.0	20.0	50.0	70.0	60.0	40.0	20.0	15.0	10.0	10.0	15.0	10.0
	Corr for no. of event, 10log(N), dB(A)	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3
	Corr for distance, -10log(d/d_{ref}), dB(A)	-1.6	-1.6	-1.5	-1.4	-1.3	-1.3	-1.3	-1.0	-0.5	-0.4	0.0	0.2	-0.2	-1.8	-2.0	-1.9	-1.8	-1.7	-1.7	-1.6	-1.5	-1.2	-0.8	-0.5	0.1	0.1	-0.3
	Corr for view angle, 10log(pi*θ/180-cos2αsinθ)	-50.8	-40.6	-33.4	-24.1	-12.5	-1.7	-6.5	-23.1	-34.7	-42.8	-54.5	-85.4	-54.5	-46.4	-43.1	-39.3	-32.7	-25.2	-6.8	-1.5	-13.1	-24.6	-33.2	-41.2	-61.7	-70.4	-57.5
	Corr for screening/ absorption, dB(A)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, 20log(v/V_{ref}), dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0
	Corr for sound energy spread over 24 hr	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4
	Façade correctoin, dB(A)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
	Track wear correction, dB(A)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
	Leq 24hr for each train, dB(A)				31.7	42.8	51.3	42.1	19.8	5.1	-2.8	-10.7	-38.9	-10.9					27.3	48.7	52.7	37.7	20.5	9.9	-1.4	-21.2	-26.5	-17.4
	Leq 24hr for all train	56.4																										
Leq0.5	Total number of events	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13
	Corr for no. of event, 10log(N), dB(A)	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1
	Corr for distance, -10log(d/dref), dB(A)	-1.6	-1.6	-1.5	-1.4	-1.3	-1.3	-1.3	-1.0	-0.5	-0.4	0.0	0.2	-0.2	-1.8	-2.0	-1.9	-1.8	-1.7	-1.7	-1.6	-1.5	-1.2	-0.8	-0.5	0.1	0.1	-0.3
	Corr for view angle, 10log(pi*θ/180-cos2αsinθ)	-50.8	-40.6	-33.4	-24.1	-12.5	-1.7	-6.5	-23.1	-34.7	-42.8	-54.5	-85.4	-54.5	-46.4	-43.1	-39.3	-32.7	-25.2	-6.8	-1.5	-13.1	-24.6	-33.2	-41.2	-61.7	-70.4	-57.5
	Corr for screening/ absorption, dB(A)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0
	Corr for sound energy spread over 24 hr	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6
	Façade correctoin, dB(A)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
	Track wear correction, dB(A)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
	Leq 0.5hr for each train, dB(A)				32.4	43.5	52.0	42.8	20.4	5.8	-2.1	-10.0	-38.3	-10.3					28.0	49.4	53.4	38.4	21.2	10.5	-0.7	-20.6	-25.9	-16.8
	Leq 0.5hr for all train	57.1																										
Leq0.5	Total number of events	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12
	Corr for no. of event, 10log(N), dB(A)	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8
	Corr for distance, -10log(d/dref), dB(A)	-1.6	-1.6	-1.5	-1.4	-1.3	-1.3	-1.3	-1.0	-0.5	-0.4	0.0	0.2	-0.2	-1.8	-2.0	-1.9	-1.8	-1.7	-1.7	-1.6	-1.5	-1.2	-0.8	-0.5	0.1	0.1	-0.3
	Corr for view angle, 10log(pi*θ/180-cos2αsinθ)	-50.8	-40.6	-33.4	-24.1	-12.5	-1.7	-6.5	-23.1	-34.7	-42.8	-54.5	-85.4	-54.5	-46.4	-43.1	-39.3	-32.7	-25.2	-6.8	-1.5	-13.1	-24.6	-33.2	-41.2	-61.7	-70.4	-57.5
	Corr for screening/ absorption, dB(A)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0
	Corr for sound energy spread over 24 hr	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6
	Façade correctoin, dB(A)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
	Track wear correction, dB(A)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
	Leq 0.5hr for each train, dB(A)				32.0	43.1	51.6	42.4	20.1	5.4	-2.5	-10.4	-38.6	-10.6					27.7	49.0	53.0	38.0	20.9	10.2	-1.1	-20.9	-26.2	-17.1
	Leq 0.5hr for all train	56.7																										
Lmax	Measured Lmax	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65
	Corr for distance, -10log(d/dref), dB(A)	-1.6	-1.6	-1.5	-1.4	-1.3	-1.3	-1.3	-1.0	-0.5	-0.4	0.0	0.2	-0.2	-1.8	-2.0	-1.9	-1.8	-1.7	-1.7	-1.6	-1.5	-1.2	-0.8	-0.5	0.1	0.1	-0.3
	Correction for screening/ absorption	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0
	Façade correctoin, dB(A)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
	Track wear correction, dB(A)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
	Lmax for each train, dB(A)				72.0	71.5	69.2	64.8	59.1	56.0	56.2	60.1	62.7	59.8					68.8	71.8	70.4	67.0	61.4	59.2	56.0	56.6	60.1	56.3
	Lmax for all train	72.0																										

Floor 7		Segment (Northbound)													Segment (Southbound)													
		N1	N2	N3	N4	N5	N6	N7	N8	N9	N10	N11	N12	N13	S1	S2	S3	S4	S5	S6	S7	S8	S9	S10	S11	S12	S13	S14
Parameters:																												
	Measured SEL	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9
Leq24	Total number of events	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536
	Horize distance from track to NSR	21.2	21.8	22.2	22.2	22.6	23.2	22.9	20.0	15.2	13.4	7.3	0.8	9.4	24.1	26.5	25.7	25.7	26.1	26.6	27.0	26.0	22.7	18.7	15.1	4.8	3.0	9.8
	track mPD + track head (0.2m)	7.9	8.7	9.9	11.3	12.5	13.1	13.4	13.6	14.0	14.1	13.9	13.6	13.1	8.0	8.4	9.1	10.0	11.2	12.5	13.2	13.5	13.9	14.2	14.1	13.7	13.3	12.9
	ground mPD + floor height	40.8	40.8	40.8	40.8	40.8	40.8	40.8	40.8	40.8	40.8	40.8	40.8	40.8	40.8	40.8	40.8	40.8	40.8	40.8	40.8	40.8	40.8	40.8	40.8	40.8	40.8	40.8
	Vert distance from track to NSR	32.9	32.1	30.9	29.6	28.4	27.8	27.5	27.2	26.9	26.8	26.9	27.2	27.8	32.8	32.4	31.7	30.8	29.6	28.3	27.6	27.3	26.9	26.7	26.8	27.1	27.6	27.9
	Slant distance	39.2	38.8	38.0	37.0	36.3	36.2	35.7	33.7	30.9	29.9	27.9	27.2	29.3	40.7	41.9	40.8	40.1	39.4	38.9	38.6	37.7	35.2	32.6	30.7	27.5	27.7	29.6
	View angle (α)	0.058	0.074	0.115	0.254	0.499	1.349	0.741	0.241	0.112	0.072	0.032	0.003	0.030	0.068	0.084	0.097	0.132	0.248	0.689	1.361	0.494	0.234	0.129	0.075	0.019	0.010	0.029
	View angle (α)(degree)	3.335	4.249	6.579	14.550	28.573	77.304	42.437	13.833	6.416	4.103	1.839	0.182	1.702	3.888	4.831	5.543	7.536	14.225	39.503	77.962	28.301	13.414	7.373	4.294	1.089	0.577	1.668
	View angle (Θ)	0.004	0.025	0.054	0.096	0.382	1.278	0.772	0.132	0.043	0.016	0.005	0.000	0.006	0.008	0.011	0.020	0.049	0.078	0.792	1.335	0.334	0.100	0.046	0.021	0.003	0.001	0.003
	View angle (Θ) (degree)	0.224	1.420	3.073	5.525	21.881	73.199	44.223	7.573	2.437	0.934	0.308	0.026	0.360	0.453	0.619	1.142	2.824	4.462	45.355	76.499	19.137	5.747	2.615	1.217	0.171	0.081	0.192
	Average Speed	10.0	20.0	50.0	70.0	65.0	50.0	30.0	15.0	10.0	10.0	15.0	20.0	15.0	10.0	10.0	10.0	20.0	50.0	70.0	60.0	40.0	20.0	15.0	10.0	10.0	15.0	10.0
	Corr for no. of event, 10log(N), dB(A)	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3
	Corr for distance, -10log(d/d_{ref}), dB(A)	-1.9	-1.9	-1.8	-1.7	-1.6	-1.6	-1.6	-1.3	-0.9	-0.8	-0.5	-0.4	-0.7	-2.1	-2.2	-2.1	-2.1	-2.0	-1.9	-1.9	-1.8	-1.5	-1.1	-0.9	-0.4	-0.4	-0.7
	Corr for view angle, 10log(pi*θ/180-cos2αsinθ)	-50.8	-40.6	-33.4	-24.1	-12.5	-1.7	-6.5	-23.1	-34.7	-42.8	-54.5	-85.4	-54.5	-46.4	-43.1	-39.3	-32.7	-25.2	-6.8	-1.5	-13.1	-24.6	-33.2	-41.2	-61.7	-70.4	-57.5
	Corr for screening/ absorption, dB(A)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, 20log(v/V_{ref}), dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0
	Corr for sound energy spread over 24 hr	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4
	Façade correctoin, dB(A)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
	Track wear correction, dB(A)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
	Leq 24hr for each train, dB(A)				31.4	42.5	51.0	41.8	19.4	4.7	-3.2	-11.2	-39.5	-11.4					27.1	48.5	52.5	37.4	20.2	9.5	-1.8	-21.8	-27.0	-17.9
	Leq 24hr for all train	56.2																										
Leq0.5	Total number of events	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13
	Corr for no. of event, 10log(N), dB(A)	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1
	Corr for distance, -10log(d/dref), dB(A)	-1.9	-1.9	-1.8	-1.7	-1.6	-1.6	-1.6	-1.3	-0.9	-0.8	-0.5	-0.4	-0.7	-2.1	-2.2	-2.1	-2.1	-2.0	-1.9	-1.9	-1.8	-1.5	-1.1	-0.9	-0.4	-0.4	-0.7
	Corr for view angle, 10log(pi*θ/180-cos2αsinθ)	-50.8	-40.6	-33.4	-24.1	-12.5	-1.7	-6.5	-23.1	-34.7	-42.8	-54.5	-85.4	-54.5	-46.4	-43.1	-39.3	-32.7	-25.2	-6.8	-1.5	-13.1	-24.6	-33.2	-41.2	-61.7	-70.4	-57.5
	Corr for screening/ absorption, dB(A)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0
	Corr for sound energy spread over 24 hr	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6
	Façade correctoin, dB(A)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
	Track wear correction, dB(A)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
	Leq 0.5hr for each train, dB(A)				32.1	43.2	51.7	42.5	20.1	5.4	-2.6	-10.5	-38.8	-10.7					27.7	49.1	53.1	38.1	20.9	10.2	-1.1	-21.1	-26.4	-17.2
	Leq 0.5hr for all train	56.8																										
Leq0.5	Total number of events	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12
	Corr for no. of event, 10log(N), dB(A)	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8
	Corr for distance, -10log(d/dref), dB(A)	-1.9	-1.9	-1.8	-1.7	-1.6	-1.6	-1.6	-1.3	-0.9	-0.8	-0.5	-0.4	-0.7	-2.1	-2.2	-2.1	-2.1	-2.0	-1.9	-1.9	-1.8	-1.5	-1.1	-0.9	-0.4	-0.4	-0.7
	Corr for view angle, 10log(pi*θ/180-cos2αsinθ)	-50.8	-40.6	-33.4	-24.1	-12.5	-1.7	-6.5	-23.1	-34.7	-42.8	-54.5	-85.4	-54.5	-46.4	-43.1	-39.3	-32.7	-25.2	-6.8	-1.5	-13.1	-24.6	-33.2	-41.2	-61.7	-70.4	-57.5
	Corr for screening/ absorption, dB(A)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0
	Corr for sound energy spread over 24 hr	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6
	Façade correctoin, dB(A)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
	Track wear correction, dB(A

Floor 8		Segment (Northbound)													Segment (Southbound)													
		N1	N2	N3	N4	N5	N6	N7	N8	N9	N10	N11	N12	N13	S1	S2	S3	S4	S5	S6	S7	S8	S9	S10	S11	S12	S13	S14
Parameters:																												
	Measured SEL	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9
Leq24	Total number of events	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536
	Horize distance from track to NSR	21.2	21.8	22.2	22.2	22.6	23.2	22.9	20.0	15.2	13.4	7.3	0.8	9.4	24.1	26.5	25.7	25.7	26.1	26.6	27.0	26.0	22.7	18.7	15.1	4.8	3.0	9.8
	track mPD + track head (0.2m)	7.9	8.7	9.9	11.3	12.5	13.1	13.4	13.6	14.0	14.1	13.9	13.6	13.1	8.0	8.4	9.1	10.0	11.2	12.5	13.2	13.5	13.9	14.2	14.1	13.7	13.3	12.9
	ground mPD + floor height	44.0	44.0	44.0	44.0	44.0	44.0	44.0	44.0	44.0	44.0	44.0	44.0	44.0	44.0	44.0	44.0	44.0	44.0	44.0	44.0	44.0	44.0	44.0	44.0	44.0	44.0	44.0
	Vert distance from track to NSR	36.1	35.3	34.1	32.7	31.5	30.9	30.6	30.4	30.0	29.9	30.1	30.4	30.9	36.0	35.6	34.9	34.0	32.8	31.5	30.8	30.5	30.1	29.8	29.9	30.3	30.7	31.1
	Slant distance	41.8	41.4	40.6	39.5	38.8	38.6	38.2	36.3	33.6	32.8	30.9	30.4	32.3	43.3	44.4	43.3	42.6	41.9	41.2	40.9	40.0	37.6	35.2	33.5	30.6	30.8	32.5
	View angle (α)	0.058	0.074	0.115	0.254	0.499	1.349	0.741	0.241	0.112	0.072	0.032	0.003	0.030	0.068	0.084	0.097	0.132	0.248	0.689	1.361	0.494	0.234	0.129	0.075	0.019	0.010	0.029
	View angle (α)(degree)	3.335	4.249	6.579	14.550	28.573	77.304	42.437	13.833	6.416	4.103	1.839	0.182	1.702	3.888	4.831	5.543	7.536	14.225	39.503	77.962	28.301	13.414	7.373	4.294	1.089	0.577	1.668
	View angle (θ)	0.004	0.025	0.054	0.096	0.382	1.278	0.772	0.132	0.043	0.016	0.005	0.000	0.006	0.008	0.011	0.020	0.049	0.078	0.792	1.335	0.334	0.100	0.046	0.021	0.003	0.001	0.003
	View angle (θ) (degree)	0.224	1.420	3.073	5.525	21.881	73.199	44.223	7.573	2.437	0.934	0.308	0.026	0.360	0.453	0.619	1.142	2.824	4.462	45.355	76.499	19.137	5.747	2.615	1.217	0.171	0.081	0.192
	Average Speed	10.0	20.0	50.0	70.0	65.0	50.0	30.0	15.0	10.0	10.0	15.0	20.0	15.0	10.0	10.0	10.0	20.0	50.0	70.0	60.0	40.0	20.0	15.0	10.0	10.0	15.0	10.0
	Corr for no. of event, 10log(N), dB(A)	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3
	Corr for distance, -10log(d/d_{ref}), dB(A)	-2.2	-2.2	-2.1	-2.0	-1.9	-1.9	-1.8	-1.6	-1.3	-1.2	-0.9	-0.8	-1.1	-2.4	-2.5	-2.4	-2.3	-2.2	-2.2	-2.1	-2.0	-1.8	-1.5	-1.3	-0.9	-0.9	-1.1
	Corr for view angle, 10log(pi*θ/180-cos2αsinθ)	-50.8	-40.6	-33.4	-24.1	-12.5	-1.7	-6.5	-23.1	-34.7	-42.8	-54.5	-85.4	-54.5	-46.4	-43.1	-39.3	-32.7	-25.2	-6.8	-1.5	-13.1	-24.6	-33.2	-41.2	-61.7	-70.4	-57.5
	Corr for screening/ absorption, dB(A)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, 20log(v/V_{ref}), dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0
	Corr for sound energy spread over 24 hr	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4
	Façade correctoin, dB(A)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
	Track wear correction, dB(A)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
	Leq 24hr for each train, dB(A)				31.1	42.2	50.7	41.5	19.1	4.3	-3.6	-11.6	-39.9	-11.8					26.8	48.2	52.2	37.2	19.9	9.2	-2.2	-22.2	-27.5	-18.3
	Leq 24hr for all train	55.9																										
Leq0.5	Total number of events	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13
	Corr for no. of event, 10log(N), dB(A)	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1
	Corr for distance, -10log(d/dref), dB(A)	-2.2	-2.2	-2.1	-2.0	-1.9	-1.9	-1.8	-1.6	-1.3	-1.2	-0.9	-0.8	-1.1	-2.4	-2.5	-2.4	-2.3	-2.2	-2.2	-2.1	-2.0	-1.8	-1.5	-1.3	-0.9	-0.9	-1.1
	Corr for view angle, 10log(pi*θ/180-cos2αsinθ)	-50.8	-40.6	-33.4	-24.1	-12.5	-1.7	-6.5	-23.1	-34.7	-42.8	-54.5	-85.4	-54.5	-46.4	-43.1	-39.3	-32.7	-25.2	-6.8	-1.5	-13.1	-24.6	-33.2	-41.2	-61.7	-70.4	-57.5
	Corr for screening/ absorption, dB(A)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0
	Corr for sound energy spread over 24 hr	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6
	Façade correctoin, dB(A)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
	Track wear correction, dB(A)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
	Leq 0.5hr for each train, dB(A)				31.8	42.9	51.4	42.2	19.8	5.0	-3.0	-11.0	-39.3	-11.1					27.5	48.9	52.9	37.8	20.6	9.8	-1.5	-21.6	-26.8	-17.6
	Leq 0.5hr for all train	56.6																										
Leq0.5	Total number of events	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12
	Corr for no. of event, 10log(N), dB(A)	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8
	Corr for distance, -10log(d/dref), dB(A)	-2.2	-2.2	-2.1	-2.0	-1.9	-1.9	-1.8	-1.6	-1.3	-1.2	-0.9	-0.8	-1.1	-2.4	-2.5	-2.4	-2.3	-2.2	-2.2	-2.1	-2.0	-1.8	-1.5	-1.3	-0.9	-0.9	-1.1
	Corr for view angle, 10log(pi*θ/180-cos2αsinθ)	-50.8	-40.6	-33.4	-24.1	-12.5	-1.7	-6.5	-23.1	-34.7	-42.8	-54.5	-85.4	-54.5	-46.4	-43.1	-39.3	-32.7	-25.2	-6.8	-1.5	-13.1	-24.6	-33.2	-41.2	-61.7	-70.4	-57.5
	Corr for screening/ absorption, dB(A)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0
	Corr for sound energy spread over 24 hr	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6
	Façade correctoin, dB(A)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
	Track wear correction, dB(A)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
	Leq 0.5hr for each train, dB(A)				31.4	42.5	51.0	41.8	19.4	4.7	-3.3	-11.3	-39.6	-11.5					27.1	48.5	52.5	37.5	20.3	9.5	-1.9	-21.9	-27.2	-18.0
	Leq 0.5hr for all train	56.2																										
Lmax	Measured Lmax	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65
	Corr for distance, -10log(d/dref), dB(A)	-2.2	-2.2	-2.1	-2.0	-1.9	-1.9	-1.8	-1.6	-1.3	-1.2	-0.9	-0.8	-1.1	-2.4	-2.5	-2.4	-2.3	-2.2	-2.2	-2.1	-2.0	-1.8	-1.5	-1.3	-0.9	-0.9	-1.1
	Correction for screening/ absorption	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0
	Façade correctoin, dB(A)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
	Track wear correction, dB(A)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
	Lmax for each train, dB(A)				71.4	70.9	68.6	64.2	58.4	55.2	55.3	59.1	61.7	58.9					68.3	71.3	69.9	66.5	60.8	58.6	55.2	55.6	59.1	55.4
	Lmax for all train	71.4																										

Floor 9		Segment (Northbound)													Segment (Southbound)													
		N1	N2	N3	N4	N5	N6	N7	N8	N9	N10	N11	N12	N13	S1	S2	S3	S4	S5	S6	S7	S8	S9	S10	S11	S12	S13	S14
Parameters:																												
	Measured SEL	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9
Leq24	Total number of events	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536
	Horize distance from track to NSR	21.2	21.8	22.2	22.2	22.6	23.2	22.9	20.0	15.2	13.4	7.3	0.8	9.4	24.1	26.5	25.7	25.7	26.1	26.6	27.0	26.0	22.7	18.7	15.1	4.8	3.0	9.8
	track mPD + track head (0.2m)	7.9	8.7	9.9	11.3	12.5	13.1	13.4	13.6	14.0	14.1	13.9	13.6	13.1	8.0	8.4	9.1	10.0	11.2	12.5	13.2	13.5	13.9	14.2	14.1	13.7	13.3	12.9
	ground mPD + floor height	47.1	47.1	47.1	47.1	47.1	47.1	47.1	47.1	47.1	47.1	47.1	47.1	47.1	47.1	47.1	47.1	47.1	47.1	47.1	47.1	47.1	47.1	47.1	47.1	47.1	47.1	47.1
	Vert distance from track to NSR	39.2	38.4	37.2	35.9	34.7	34.1	33.8	33.5	33.2	33.1	33.2	33.5	34.1	39.1	38.7	38.0	37.1	35.9	34.6	33.9	33.6	33.2	33.0	33.1	33.4	33.9	34.2
	Slant distance	44.6	44.2	43.3	42.2	41.4	41.2	40.8	39.0	36.5	35.7	34.0	33.5	35.3	46.0	46.9	45.8	45.1	44.4	43.7	43.4	42.5	40.2	37.9	36.3	33.7	34.0	35.6
	View angle (α)	0.058	0.074	0.115	0.254	0.499	1.349	0.741	0.241	0.112	0.072	0.032	0.003	0.030	0.068	0.084	0.097	0.132	0.248	0.689	1.361	0.494	0.234	0.129	0.075	0.019	0.010	0.029
	View angle (α)(degree)	3.335	4.249	6.579	14.550	28.573	77.304	42.437	13.833	6.416	4.103	1.839	0.182	1.702	3.888	4.831	5.543	7.536	14.225	39.503	77.962	28.301	13.414	7.373	4.294	1.089	0.577	1.668
	View angle (θ)	0.004	0.025	0.054	0.096	0.382	1.278	0.772	0.132	0.043	0.016	0.005	0.000	0.006	0.008	0.011	0.020	0.049	0.078	0.792	1.335	0.334	0.100	0.046	0.021	0.003	0.001	0.003
	View angle (θ) (degree)	0.224	1.420	3.073	5.525	21.881	73.199	44.223	7.573	2.437	0.934	0.308	0.026	0.360	0.453	0.619	1.142	2.824	4.462	45.355	76.499	19.137	5.747	2.615	1.217	0.171	0.081	0.192
	Average Speed	10.0	20.0	50.0	70.0	65.0	50.0	30.0	15.0	10.0	10.0	15.0	20.0	15.0	10.0	10.0	10.0	20.0	50.0	70.0	60.0	40.0	20.0	15.0	10.0	10.0	15.0	10.0
	Corr for no. of event, 10log(N), dB(A)	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3
	Corr for distance, -10log(d/d_{ref}), dB(A)	-2.5	-2.5	-2.4	-2.3	-2.2	-2.2	-2.1	-1.9	-1.6	-1.5	-1.3	-1.3	-1.5	-2.6	-2.7	-2.6	-2.6	-2.5	-2.4	-2.4	-2.3	-2.1	-1.8	-1.6	-1.3	-1.3	-1.5
	Corr for view angle, 10log(pi*θ/180-cos2αsinθ)	-50.8	-40.6	-33.4	-24.1	-12.5	-1.7	-6.5	-23.1	-34.7	-42.8	-54.5	-85.4	-54.5	-46.4	-43.1	-39.3	-32.7	-25.2	-6.8	-1.5	-13.1	-24.6	-33.2	-41.2	-61.7	-70.4	-57.5
	Corr for screening/ absorption, dB(A)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0
	Corr for sound energy spread over 24 hr	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4
	Façade correctoin, dB(A)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
	Track wear correction, dB(A)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
	Leq 24hr for each train, dB(A)				30.8	41.9	50.4	41.2	18.8	4.0	-4.0	-12.0	-40.4	-12.2					26.6	48.0	52.0	36.9	19.7	8.8	-2.5	-22.6	-27.9	-18.7
	Leq 24hr for all train	55.6																										
Leq0.5	Total number of events	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13
	Corr for no. of event, 10log(N), dB(A)	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1
	Corr for distance, -10log(d/dref), dB(A)	-2.5	-2.5	-2.4	-2.3	-2.2	-2.2	-2.1	-1.9	-1.6	-1.5	-1.3	-1.3	-1.5	-2.6	-2.7	-2.6	-2.6	-2.5	-2.4	-2.4	-2.3	-2.1	-1.8	-1.6	-1.3	-1.3	-1.5
	Corr for view angle, 10log(pi*θ/180-cos2αsinθ)	-50.8	-40.6	-33.4	-24.1	-12.5	-1.7	-6.5	-23.1	-34.7	-42.8	-54.5	-85.4	-54.5	-46.4	-43.1	-39.3	-32.7	-25.2	-6.8	-1.5	-13.1	-24.6	-33.2	-41.2	-61.7	-70.4	-57.5
	Corr for screening/ absorption, dB(A)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0
	Corr for sound energy spread over 24 hr	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6
	Façade correctoin, dB(A)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
	Track wear correction, dB(A)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
	Leq 0.5hr for each train, dB(A)				31.5	42.6	51.1	41.9	19.5	4.6	-3.3	-11.4	-39.7	-11.5					27.2	48.6	52.6	37.6	20.3	9.5	-1.9	-22.0	-27.3	-18.0
	Leq 0.5hr for all train	56.3																										
Leq0.5	Total number of events	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12
	Corr for no. of event, 10log(N), dB(A)	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8
	Corr for distance, -10log(d/dref), dB(A)	-2.5	-2.5	-2.4	-2.3	-2.2	-2.2	-2.1	-1.9	-1.6	-1.5	-1.3	-1.3	-1.5	-2.6	-2.7	-2.6	-2.6	-2.5	-2.4	-2.4	-2.3	-2.1	-1.8	-1.6	-1.3	-1.3	-1.5
	Corr for view angle, 10log(pi*θ/180-cos2αsinθ)	-50.8	-40.6	-33.4	-24.1	-12.5	-1.7	-6.5	-23.1	-34.7	-42.8	-54.5	-85.4	-54.5	-46.4	-43.1	-39.3	-32.7	-25.2	-6.8	-1.5	-13.1	-24.6	-33.2	-41.2	-61.7	-70.4	-57.5
	Corr for screening/ absorption, dB(A)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0
	Corr for sound energy spread over 24 hr	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6
	Façade correctoin, dB(A)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
	Track wear correction, dB(A)	3.0	3.0	3.0

Floor		Segment (Northbound)													Segment (Southbound)													
10		N1	N2	N3	N4	N5	N6	N7	N8	N9	N10	N11	N12	N13	S1	S2	S3	S4	S5	S6	S7	S8	S9	S10	S11	S12	S13	S14
Parameters:																												
	Measured SEL	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9
Leq24	Total number of events	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536
	Horize distance from track to NSR	21.2	21.8	22.2	22.2	22.6	23.2	22.9	20.0	15.2	13.4	7.3	0.8	9.4	24.1	26.5	25.7	25.7	26.1	26.6	27.0	26.0	22.7	18.7	15.1	4.8	3.0	9.8
	track mPD + track head (0.2m)	7.9	8.7	9.9	11.3	12.5	13.1	13.4	13.6	14.0	14.1	13.9	13.6	13.1	8.0	8.4	9.1	10.0	11.2	12.5	13.2	13.5	13.9	14.2	14.1	13.7	13.3	12.9
	ground mPD + floor height	50.3	50.3	50.3	50.3	50.3	50.3	50.3	50.3	50.3	50.3	50.3	50.3	50.3	50.3	50.3	50.3	50.3	50.3	50.3	50.3	50.3	50.3	50.3	50.3	50.3	50.3	50.3
	Vert distance from track to NSR	42.4	41.6	40.4	39.0	37.8	37.2	36.9	36.7	36.3	36.2	36.4	36.7	37.2	42.3	41.9	41.2	40.3	39.1	37.8	37.1	36.8	36.4	36.1	36.2	36.6	37.0	37.4
	Slant distance	47.4	46.9	46.0	44.9	44.1	43.8	43.4	41.7	39.4	38.6	37.1	36.7	38.4	48.7	49.5	48.5	47.8	47.0	46.2	45.9	45.0	42.8	40.7	39.2	36.9	37.1	38.6
	View angle (α)	0.058	0.074	0.115	0.254	0.499	1.349	0.741	0.241	0.112	0.072	0.032	0.003	0.030	0.068	0.084	0.097	0.132	0.248	0.689	1.361	0.494	0.234	0.129	0.075	0.019	0.010	0.029
	View angle (α) (degree)	3.335	4.249	6.579	14.550	28.573	77.304	42.437	13.833	6.416	4.103	1.839	0.182	1.702	3.888	4.831	5.543	7.536	14.225	39.503	77.962	28.301	13.414	7.373	4.294	1.089	0.577	1.668
	View angle (Θ)	0.004	0.025	0.054	0.096	0.382	1.278	0.772	0.132	0.043	0.016	0.005	0.000	0.006	0.008	0.011	0.020	0.049	0.078	0.792	1.335	0.334	0.100	0.046	0.021	0.003	0.001	0.003
	View angle (Θ) (degree)	0.224	1.420	3.073	5.525	21.881	73.199	44.223	7.573	2.437	0.934	0.308	0.026	0.360	0.453	0.619	1.142	2.824	4.462	45.355	76.499	19.137	5.747	2.615	1.217	0.171	0.081	0.192
	Average Speed	10.0	20.0	50.0	70.0	65.0	50.0	30.0	15.0	10.0	10.0	15.0	20.0	15.0	10.0	10.0	10.0	20.0	50.0	70.0	60.0	40.0	20.0	15.0	10.0	10.0	15.0	10.0
	Corr for no. of event, 10log(N), dB(A)	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3
	Corr for distance, -10log(d/d_{ref}), dB(A)	-2.8	-2.7	-2.7	-2.5	-2.5	-2.4	-2.4	-2.2	-2.0	-1.9	-1.7	-1.7	-1.9	-2.9	-3.0	-2.9	-2.8	-2.7	-2.7	-2.6	-2.6	-2.3	-2.1	-2.0	-1.7	-1.7	-1.9
	Corr for view angle, 10log(pi*θ/180-cos2αsinθ)	-50.8	-40.6	-33.4	-24.1	-12.5	-1.7	-6.5	-23.1	-34.7	-42.8	-54.5	-85.4	-54.5	-46.4	-43.1	-39.3	-32.7	-25.2	-6.8	-1.5	-13.1	-24.6	-33.2	-41.2	-61.7	-70.4	-57.5
	Corr for screening/ absorption, dB(A)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, 20log(v/V_{ref}), dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0
	Corr for sound energy spread over 24 hr	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4
	Façade correctoin, dB(A)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
	Track wear correction, dB(A)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
	Leq 24hr for each train, dB(A)				30.6	41.7	50.2	41.0	18.5	3.7	-4.3	-12.4	-40.8	-12.6					26.3	47.7	51.7	36.7	19.4	8.5	-2.8	-23.0	-28.3	-19.0
	Leq 24hr for all train	55.4																										
Leq0.5	Total number of events	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13
	Corr for no. of event, 10log(N), dB(A)	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1
	Corr for distance, -10log(d/dref), dB(A)	-2.8	-2.7	-2.7	-2.5	-2.5	-2.4	-2.4	-2.2	-2.0	-1.9	-1.7	-1.7	-1.9	-2.9	-3.0	-2.9	-2.8	-2.7	-2.7	-2.6	-2.6	-2.3	-2.1	-2.0	-1.7	-1.7	-1.9
	Corr for view angle, 10log(pi*θ/180-cos2αsinθ)	-50.8	-40.6	-33.4	-24.1	-12.5	-1.7	-6.5	-23.1	-34.7	-42.8	-54.5	-85.4	-54.5	-46.4	-43.1	-39.3	-32.7	-25.2	-6.8	-1.5	-13.1	-24.6	-33.2	-41.2	-61.7	-70.4	-57.5
	Corr for screening/ absorption, dB(A)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0
	Corr for sound energy spread over 24 hr	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6
	Façade correctoin, dB(A)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
	Track wear correction, dB(A)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
	Leq 0.5hr for each train, dB(A)				31.2	42.3	50.8	41.6	19.2	4.3	-3.7	-11.8	-40.1	-11.9					27.0	48.4	52.4	37.3	20.0	9.2	-2.2	-22.4	-27.6	-18.4
	Leq 0.5hr for all train	56.0																										
Leq0.5	Total number of events	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12
	Corr for no. of event, 10log(N), dB(A)	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8
	Corr for distance, -10log(d/dref), dB(A)	-2.8	-2.7	-2.7	-2.5	-2.5	-2.4	-2.4	-2.2	-2.0	-1.9	-1.7	-1.7	-1.9	-2.9	-3.0	-2.9	-2.8	-2.7	-2.7	-2.6	-2.6	-2.3	-2.1	-2.0	-1.7	-1.7	-1.9
	Corr for view angle, 10log(pi*θ/180-cos2αsinθ)	-50.8	-40.6	-33.4	-24.1	-12.5	-1.7	-6.5	-23.1	-34.7	-42.8	-54.5	-85.4	-54.5	-46.4	-43.1	-39.3	-32.7	-25.2	-6.8	-1.5	-13.1	-24.6	-33.2	-41.2	-61.7	-70.4	-57.5
	Corr for screening/ absorption, dB(A)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0
	Corr for sound energy spread over 24 hr	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6
	Façade correctoin, dB(A)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
	Track wear correction, dB(A)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
	Leq 0.5hr for each train, dB(A)				30.9	42.0	50.5	41.3	18.8	4.0	-4.0	-12.1	-40.4	-12.2					26.6	48.0	52.0	37.0	19.7	8.9	-2.5	-22.7	-28.0	-18.7
	Leq 0.5hr for all train	55.7																										
Lmax	Measured Lmax	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65
	Corr for distance, -10log(d/dref), dB(A)	-2.8	-2.7	-2.7	-2.5	-2.5	-2.4	-2.4	-2.2	-2.0	-1.9	-1.7	-1.7	-1.9	-2.9	-3.0	-2.9	-2.8	-2.7	-2.7	-2.6	-2.6	-2.3	-2.1	-2.0	-1.7	-1.7	-1.9
	Correction for screening/ absorption	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0
	Façade correctoin, dB(A)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
	Track wear correction, dB(A)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
	Lmax for each train, dB(A)				70.9	70.3	68.1	63.7	57.8	54.6	54.6	58.3	60.9	58.2					67.8	70.8	69.4	66.0	60.2	57.9	54.6	54.8	58.3	54.6
	Lmax for all train	70.9																										

Floor		Segment (Northbound)													Segment (Southbound)													
11		N1	N2	N3	N4	N5	N6	N7	N8	N9	N10	N11	N12	N13	S1	S2	S3	S4	S5	S6	S7	S8	S9	S10	S11	S12	S13	S14
Parameters:																												
	Measured SEL	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9
Leq24	Total number of events	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536
	Horize distance from track to NSR	21.2	21.8	22.2	22.2	22.6	23.2	22.9	20.0	15.2	13.4	7.3	0.8	9.4	24.1	26.5	25.7	25.7	26.1	26.6	27.0	26.0	22.7	18.7	15.1	4.8	3.0	9.8
	track mPD + track head (0.2m)	7.9	8.7	9.9	11.3	12.5	13.1	13.4	13.6	14.0	14.1	13.9	13.6	13.1	8.0	8.4	9.1	10.0	11.2	12.5	13.2	13.5	13.9	14.2	14.1	13.7	13.3	12.9
	ground mPD + floor height	53.4	53.4	53.4	53.4	53.4	53.4	53.4	53.4	53.4	53.4	53.4	53.4	53.4	53.4	53.4	53.4	53.4	53.4	53.4	53.4	53.4	53.4	53.4	53.4	53.4	53.4	53.4
	Vert distance from track to NSR	45.5	44.7	43.5	42.2	41.0	40.4	40.1	39.8	39.5	39.4	39.5	39.8	40.4	45.4	45.0	44.3	43.4	42.2	40.9	40.2	39.9	39.5	39.3	39.4	39.7	40.2	40.5
	Slant distance	50.2	49.7	48.8	47.6	46.8	46.5	46.1	44.5	42.3	41.6	40.2	39.8	41.4	51.4	52.2	51.2	50.4	49.6	48.8	48.4	47.6	45.5	43.5	42.2	40.0	40.3	41.7
	View angle (α)	0.058	0.074	0.115	0.254	0.499	1.349	0.741	0.241	0.112	0.072	0.032	0.003	0.030	0.068	0.084	0.097	0.132	0.248	0.689	1.361	0.494	0.234	0.129	0.075	0.019	0.010	0.029
	View angle (α) (degree)	3.335	4.249	6.579	14.550	28.573	77.304	42.437	13.833	6.416	4.103	1.839	0.182	1.702	3.888	4.831	5.543	7.536	14.225	39.503	77.962	28.301	13.414	7.373	4.294	1.089	0.577	1.668
	View angle (Θ)	0.004	0.025	0.054	0.096	0.382	1.278	0.772	0.132	0.043	0.016	0.005	0.000	0.006	0.008	0.011	0.020	0.049	0.078	0.792	1.335	0.334	0.100	0.046	0.021	0.003	0.001	0.003
	View angle (Θ) (degree)	0.224	1.420	3.073	5.525	21.881	73.199	44.223	7.573	2.437	0.934	0.308	0.026	0.360	0.453	0.619	1.142	2.824	4.462	45.355	76.499	19.137	5.747	2.615	1.217	0.171	0.081	0.192
	Average Speed	10.0	20.0	50.0	70.0	65.0	50.0	30.0	15.0	10.0	10.0	15.0	20.0	15.0	10.0	10.0	10.0	20.0	50.0	70.0	60.0	40.0	20.0	15.0	10.0	10.0	15.0	10.0
	Corr for no. of event, 10log(N), dB(A)	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3
	Corr for distance, -10log(d/d_{ref}), dB(A)	-3.0	-3.0	-2.9	-2.8	-2.7	-2.7	-2.7	-2.5	-2.3	-2.2	-2.1	-2.0	-2.2	-3.1	-3.2	-3.1	-3.0	-3.0	-2.9	-2.9	-2.8	-2.6	-2.4	-2.3	-2.0	-2.1	-2.2
	Corr for view angle, 10log(pi*θ/180-cos2αsinθ)	-50.8	-40.6	-33.4	-24.1	-12.5	-1.7	-6.5	-23.1	-34.7	-42.8	-54.5	-85.4	-54.5	-46.4	-43.1	-39.3	-32.7	-25.2	-6.8	-1.5	-13.1	-24.6	-33.2	-41.2	-61.7	-70.4	-57.5
	Corr for screening/ absorption, dB(A)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, 20log(v/V_{ref}), dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0
	Corr for sound energy spread over 24 hr	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4
	Façade correctoin, dB(A)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
	Track wear correction, dB(A)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
	Leq 24hr for each train, dB(A)				30.3	41.4	49.9	40.7	18.2	3.3	-4.7	-12.8	-41.1	-12.9					26.1	47.5	51.5	36.4	19.1	8.2	-3.2	-23.4	-28.7	-19.4
	Leq 24hr for all train	55.1																										
Leq0.5	Total number of events	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13
	Corr for no. of event, 10log(N), dB(A)	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1
	Corr for distance, -10log(d/dref), dB(A)	-3.0	-3.0	-2.9	-2.8	-2.7	-2.7	-2.7	-2.5	-2.3	-2.2	-2.1	-2.0	-2.2	-3.1	-3.2	-3.1	-3.0	-3.0	-2.9	-2.9	-2.8	-2.6	-2.4	-2.3	-2.0	-2.1	-2.2
	Corr for view angle, 10log(pi*θ/180-cos2αsinθ)	-50.8	-40.6	-33.4	-24.1	-12.5	-1.7	-6.5	-23.1	-34.7	-42.8	-54.5	-85.4	-54.5	-46.4	-43.1	-39.3	-32.7	-25.2	-6.8	-1.5	-13.1	-24.6	-33.2	-41.2	-61.7	-70.4	-57.5
	Corr for screening/ absorption, dB(A)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0
	Corr for sound energy spread over 24 hr	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6
	Façade correctoin, dB(A)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
	Track wear correction, dB(A)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
	Leq 0.5hr for each train, dB(A)				31.0	42.1	50.6	41.4	18.9	4.0	-4.0	-12.1	-40.4	-12.2					26.7	48.1	52.1	37.1	19.8	8.9	-2.5	-22.7	-28.0	-18.7
	Leq 0.5hr for all train	55.8																										
Leq0.5	Total number of events	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12
	Corr for no. of event, 10log(N), dB(A)	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8
	Corr for distance, -10log(d/dref), dB(A)	-3.0	-3.0	-2.9	-2.8	-2.7	-2.7	-2.7	-2.5	-2.3	-2.2	-2.1	-2.0	-2.2	-3.1	-3.2	-3.1	-3.0	-3.0	-2.9	-2.9	-2.8	-2.6	-2.4	-2.3	-2.0	-2.1	-2.2
	Corr for view angle, 10log(pi*θ/180-cos2αsinθ)	-50.8	-40.6	-33.4	-24.1	-12.5	-1.7	-6.5	-23.1	-34.7	-42.8	-54.5	-85.4	-54.5	-46.4	-43.1	-39.3	-32.7	-25.2	-6.8	-1.5	-13.1	-24.6	-33.2	-41.2	-61.7	-70.4	-57.5
	Corr for screening/ absorption, dB(A)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0
	Corr for sound energy spread over 24 hr	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6
	Façade correctoin, dB(A)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
	Track wear correction, dB(A

Floor		Segment (Northbound)													Segment (Southbound)													
12		N1	N2	N3	N4	N5	N6	N7	N8	N9	N10	N11	N12	N13	S1	S2	S3	S4	S5	S6	S7	S8	S9	S10	S11	S12	S13	S14
Parameters:																												
	Measured SEL	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9
Leq24	Total number of events	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536
	Horize distance from track to NSR	21.2	21.8	22.2	22.2	22.6	23.2	22.9	20.0	15.2	13.4	7.3	0.8	9.4	24.1	26.5	25.7	25.7	26.1	26.6	27.0	26.0	22.7	18.7	15.1	4.8	3.0	9.8
	track mPD + track head (0.2m)	7.9	8.7	9.9	11.3	12.5	13.1	13.4	13.6	14.0	14.1	13.9	13.6	13.1	8.0	8.4	9.1	10.0	11.2	12.5	13.2	13.5	13.9	14.2	14.1	13.7	13.3	12.9
	ground mPD + floor height	56.6	56.6	56.6	56.6	56.6	56.6	56.6	56.6	56.6	56.6	56.6	56.6	56.6	56.6	56.6	56.6	56.6	56.6	56.6	56.6	56.6	56.6	56.6	56.6	56.6	56.6	56.6
	Vert distance from track to NSR	48.7	47.9	46.7	45.3	44.1	43.5	43.2	43.0	42.6	42.5	42.7	43.0	43.5	48.6	48.2	47.5	46.6	45.4	44.1	43.4	43.1	42.7	42.4	42.5	42.9	43.3	43.7
	Slant distance	53.1	52.6	51.7	50.5	49.6	49.3	48.9	47.4	45.2	44.6	43.3	43.0	44.5	54.2	55.0	53.9	53.2	52.3	51.5	51.1	50.3	48.3	46.3	45.1	43.1	43.4	44.7
	View angle (α)	0.058	0.074	0.115	0.254	0.499	1.349	0.741	0.241	0.112	0.072	0.032	0.003	0.030	0.068	0.084	0.097	0.132	0.248	0.689	1.361	0.494	0.234	0.129	0.075	0.019	0.010	0.029
	View angle (α)(degree)	3.335	4.249	6.579	14.550	28.573	77.304	42.437	13.833	6.416	4.103	1.839	0.182	1.702	3.888	4.831	5.543	7.536	14.225	39.503	77.962	28.301	13.414	7.373	4.294	1.089	0.577	1.668
	View angle (θ)	0.004	0.025	0.054	0.096	0.382	1.278	0.772	0.132	0.043	0.016	0.005	0.000	0.006	0.008	0.011	0.020	0.049	0.078	0.792	1.335	0.334	0.100	0.046	0.021	0.003	0.001	0.003
	View angle (θ) (degree)	0.224	1.420	3.073	5.525	21.881	73.199	44.223	7.573	2.437	0.934	0.308	0.026	0.360	0.453	0.619	1.142	2.824	4.462	45.355	76.499	19.137	5.747	2.615	1.217	0.171	0.081	0.192
	Average Speed	10.0	20.0	50.0	70.0	65.0	50.0	30.0	15.0	10.0	10.0	15.0	20.0	15.0	10.0	10.0	10.0	20.0	50.0	70.0	60.0	40.0	20.0	15.0	10.0	10.0	15.0	10.0
	Corr for no. of event, 10log(N), dB(A)	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3
	Corr for distance, -10log(d/d_{ref}), dB(A)	-3.3	-3.2	-3.2	-3.0	-3.0	-2.9	-2.9	-2.8	-2.6	-2.5	-2.4	-2.4	-2.5	-3.4	-3.4	-3.3	-3.3	-3.2	-3.1	-3.1	-3.0	-2.9	-2.7	-2.6	-2.4	-2.4	-2.5
	Corr for view angle, 10log(pi*θ/180-cos2αsinθ)	-50.8	-40.6	-33.4	-24.1	-12.5	-1.7	-6.5	-23.1	-34.7	-42.8	-54.5	-85.4	-54.5	-46.4	-43.1	-39.3	-32.7	-25.2	-6.8	-1.5	-13.1	-24.6	-33.2	-41.2	-61.7	-70.4	-57.5
	Corr for screening/ absorption, dB(A)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, 20log(V_{ref}/V_{train}), dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0
	Corr for sound energy spread over 24 hr	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4
	Façade correctoin, dB(A)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
	Track wear correction, dB(A)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
	Leq 24hr for each train, dB(A)				30.1	41.1	49.7	40.5	18.0	3.1	-5.0	-13.1	-41.4	-13.2					25.9	47.2	51.2	36.2	18.9	8.0	-3.5	-23.7	-29.0	-19.7
	Leq 24hr for all train	54.9																										
Leq0.5	Total number of events	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13
	Corr for no. of event, 10log(N), dB(A)	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1
	Corr for distance, -10log(d/dref), dB(A)	-3.3	-3.2	-3.2	-3.0	-3.0	-2.9	-2.9	-2.8	-2.6	-2.5	-2.4	-2.4	-2.5	-3.4	-3.4	-3.3	-3.3	-3.2	-3.1	-3.1	-3.0	-2.9	-2.7	-2.6	-2.4	-2.4	-2.5
	Corr for view angle, 10log(pi*θ/180-cos2αsinθ)	-50.8	-40.6	-33.4	-24.1	-12.5	-1.7	-6.5	-23.1	-34.7	-42.8	-54.5	-85.4	-54.5	-46.4	-43.1	-39.3	-32.7	-25.2	-6.8	-1.5	-13.1	-24.6	-33.2	-41.2	-61.7	-70.4	-57.5
	Corr for screening/ absorption, dB(A)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0
	Corr for sound energy spread over 24 hr	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6
	Façade correctoin, dB(A)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
	Track wear correction, dB(A)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
	Leq 0.5hr for each train, dB(A)				30.7	41.8	50.3	41.1	18.6	3.7	-4.3	-12.4	-40.8	-12.5					26.5	47.9	51.9	36.8	19.5	8.6	-2.8	-23.0	-28.3	-19.0
	Leq 0.5hr for all train	55.6																										
Leq0.5	Total number of events	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12
	Corr for no. of event, 10log(N), dB(A)	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8
	Corr for distance, -10log(d/dref), dB(A)	-3.3	-3.2	-3.2	-3.0	-3.0	-2.9	-2.9	-2.8	-2.6	-2.5	-2.4	-2.4	-2.5	-3.4	-3.4	-3.3	-3.3	-3.2	-3.1	-3.1	-3.0	-2.9	-2.7	-2.6	-2.4	-2.4	-2.5
	Corr for view angle, 10log(pi*θ/180-cos2αsinθ)	-50.8	-40.6	-33.4	-24.1	-12.5	-1.7	-6.5	-23.1	-34.7	-42.8	-54.5	-85.4	-54.5	-46.4	-43.1	-39.3	-32.7	-25.2	-6.8	-1.5	-13.1	-24.6	-33.2	-41.2	-61.7	-70.4	-57.5
	Corr for screening/ absorption, dB(A)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0
	Corr for sound energy spread over 24 hr	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6
	Façade correctoin, dB(A)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
	Track wear correction, dB(A)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
	Leq 0.5hr for each train, dB(A)				30.4	41.5	50.0	40.8	18.3	3.4	-4.6	-12.8	-41.1	-12.9					26.2	47.6	51.6	36.5	19.2	8.3	-3.1	-23.4	-28.7	-19.4
	Leq 0.5hr for all train	55.2																										
Lmax	Measured Lmax	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65
	Corr for distance, -10log(d/dref), dB(A)	-3.3	-3.2	-3.2	-3.0	-3.0	-2.9	-2.9	-2.8	-2.6	-2.5	-2.4	-2.4	-2.5	-3.4	-3.4	-3.3	-3.3	-3.2	-3.1	-3.1	-3.0	-2.9	-2.7	-2.6	-2.4	-2.4	-2.5
	Correction for screening/ absorption	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0
	Façade correctoin, dB(A)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
	Track wear correction, dB(A)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
	Lmax for each train, dB(A)				70.4	69.8	67.6	63.1	57.3	53.9	54.0	57.7	60.2	57.5					67.3	70.3	69.0	65.5	59.7	57.4	54.0	54.2	57.6	54.0
	Lmax for all train	70.4																										

Floor		Segment (Northbound)													Segment (Southbound)													
13		N1	N2	N3	N4	N5	N6	N7	N8	N9	N10	N11	N12	N13	S1	S2	S3	S4	S5	S6	S7	S8	S9	S10	S11	S12	S13	S14
Parameters:																												
	Measured SEL	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9
Leq24	Total number of events	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536
	Horize distance from track to NSR	21.2	21.8	22.2	22.2	22.6	23.2	22.9	20.0	15.2	13.4	7.3	0.8	9.4	24.1	26.5	25.7	25.7	26.1	26.6	27.0	26.0	22.7	18.7	15.1	4.8	3.0	9.8
	track mPD + track head (0.2m)	7.9	8.7	9.9	11.3	12.5	13.1	13.4	13.6	14.0	14.1	13.9	13.6	13.1	8.0	8.4	9.1	10.0	11.2	12.5	13.2	13.5	13.9	14.2	14.1	13.7	13.3	12.9
	ground mPD + floor height	59.7	59.7	59.7	59.7	59.7	59.7	59.7	59.7	59.7	59.7	59.7	59.7	59.7	59.7	59.7	59.7	59.7	59.7	59.7	59.7	59.7	59.7	59.7	59.7	59.7	59.7	59.7
	Vert distance from track to NSR	51.8	51.0	49.8	48.5	47.3	46.7	46.4	46.1	45.8	45.7	45.8	46.1	46.7	51.7	51.3	50.6	49.7	48.5	47.2	46.5	46.2	45.8	45.6	45.7	46.0	46.5	46.8
	Slant distance	56.0	55.5	54.5	53.3	52.4	52.1	51.7	50.2	48.2	47.6	46.4	46.1	47.6	57.1	57.8	56.7	55.9	55.1	54.2	53.8	53.0	51.1	49.2	48.1	46.3	46.5	47.8
	View angle (α)	0.058	0.074	0.115	0.254	0.499	1.349	0.741	0.241	0.112	0.072	0.032	0.003	0.030	0.068	0.084	0.097	0.132	0.248	0.689	1.361	0.494	0.234	0.129	0.075	0.019	0.010	0.029
	View angle (α)(degree)	3.335	4.249	6.579	14.550	28.573	77.304	42.437	13.833	6.416	4.103	1.839	0.182	1.702	3.888	4.831	5.543	7.536	14.225	39.503	77.962	28.301	13.414	7.373	4.294	1.089	0.577	1.668
	View angle (θ)	0.004	0.025	0.054	0.096	0.382	1.278	0.772	0.132	0.043	0.016	0.005	0.000	0.006	0.008	0.011	0.020	0.049	0.078	0.792	1.335	0.334	0.100	0.046	0.021	0.003	0.001	0.003
	View angle (θ) (degree)	0.224	1.420	3.073	5.525	21.881	73.199	44.223	7.573	2.437	0.934	0.308	0.026	0.360	0.453	0.619	1.142	2.824	4.462	45.355	76.499	19.137	5.747	2.615	1.217	0.171	0.081	0.192
	Average Speed	10.0	20.0	50.0	70.0	65.0	50.0	30.0	15.0	10.0	10.0	15.0	20.0	15.0	10.0	10.0	10.0	20.0	50.0	70.0	60.0	40.0	20.0	15.0	10.0	10.0	15.0	10.0
	Corr for no. of event, 10log(N), dB(A)	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3
	Corr for distance, -10log(d/d_{ref}), dB(A)	-3.5	-3.5	-3.4	-3.3	-3.2	-3.2	-3.2	-3.0	-2.9	-2.8	-2.7	-2.7	-2.8	-3.6	-3.6	-3.6	-3.5	-3.4	-3.4	-3.3	-3.3	-3.1	-2.9	-2.8	-2.7	-2.7	-2.8
	Corr for view angle, 10log(pi*θ/180-cos2αsinθ)	-50.8	-40.6	-33.4	-24.1	-12.5	-1.7	-6.5	-23.1	-34.7	-42.8	-54.5	-85.4	-54.5	-46.4	-43.1	-39.3	-32.7	-25.2	-6.8	-1.5	-13.1	-24.6	-33.2	-41.2	-61.7	-70.4	-57.5
	Corr for screening/ absorption, dB(A)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, 20log(V_{ref}/V_{train}), dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0
	Corr for sound energy spread over 24 hr	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4
	Façade correctoin, dB(A)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
	Track wear correction, dB(A)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
	Leq 24hr for each train, dB(A)				29.8	40.9	49.4	40.2	17.7	2.8	-5.2	-13.4	-41.7	-13.5					25.6	47.0	51.0	36.0	18.6	7.7	-3.7	-24.0	-29.3	-20.0
	Leq 24hr for all train	54.7																										
Leq0.5	Total number of events	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13
	Corr for no. of event, 10log(N), dB(A)	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1
	Corr for distance, -10log(d/dref), dB(A)	-3.5	-3.5	-3.4	-3.3	-3.2	-3.2	-3.2	-3.0	-2.9	-2.8	-2.7	-2.7	-2.8	-3.6	-3.6	-3.6	-3.5	-3.4	-3.4	-3.3	-3.3	-3.1	-2.9	-2.8	-2.7	-2.7	-2.8
	Corr for view angle, 10log(pi*θ/180-cos2αsinθ)	-50.8	-40.6	-33.4	-24.1	-12.5	-1.7	-6.5	-23.1	-34.7	-42.8	-54.5	-85.4	-54.5	-46.4	-43.1	-39.3	-32.7	-25.2	-6.8	-1.5	-13.1	-24.6	-33.2	-41.2	-61.7	-70.4	-57.5
	Corr for screening/ absorption, dB(A)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0
	Corr for sound energy spread over 24 hr	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6
	Façade correctoin, dB(A)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
	Track wear correction, dB(A)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
	Leq 0.5hr for each train, dB(A)				30.5	41.6	50.1	40.9	18.4	3.4	-4.6	-12.7	-41.1	-12.8					26.3	47.7	51.7	36.6	19.3	8.4	-3.1	-23.4	-28.6	-19.3
	Leq 0.5hr for all train	55.3																										
Leq0.5	Total number of events	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12
	Corr for no. of event, 10log(N), dB(A)	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8
	Corr for distance, -10log(d/dref), dB(A)	-3.5	-3.5	-3.4	-3.3	-3.2	-3.2	-3.2	-3.0	-2.9	-2.8	-2.7	-2.7	-2.8	-3.6	-3.6	-3.6	-3.5	-3.4	-3.4	-3.3	-3.3	-3.1	-2.9	-2.8	-2.7	-2.7	-2.8
	Corr for view angle, 10log(pi*θ/180-cos2αsinθ)	-50.8	-40.6	-33.4	-24.1	-12.5	-1.7	-6.5	-23.1	-34.7	-42.8	-54.5	-85.4	-54.5	-46.4	-43.1	-39.3	-32.7	-25.2	-6.8	-1.5	-13.1	-24.6	-33.2	-41.2	-61.7	-70.4	-57.5
	Corr for screening/ absorption, dB(A)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0
	Corr for sound energy spread over 24 hr	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6
	Façade correctoin, dB(A)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
	Track wear corre

Floor		Segment (Northbound)													Segment (Southbound)														
14		N1	N2	N3	N4	N5	N6	N7	N8	N9	N10	N11	N12	N13	S1	S2	S3	S4	S5	S6	S7	S8	S9	S10	S11	S12	S13	S14
Parameters:																													
	Measured SEL	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9
Leq24	Total number of events	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536
	Horize distance from track to NSR	21.2	21.8	22.2	22.2	22.6	23.2	22.9	20.0	15.2	13.4	7.3	0.8	9.4	24.1	26.5	25.7	25.7	26.1	26.6	27.0	26.0	22.7	18.7	15.1	4.8	3.0	9.8
	track mPD + track head (0.2m)	7.9	8.7	9.9	11.3	12.5	13.1	13.4	13.6	14.0	14.1	13.9	13.6	13.1	8.0	8.4	9.1	10.0	11.2	12.5	13.2	13.5	13.9	14.2	14.1	13.7	13.3	12.9
	ground mPD + floor height	62.9	62.9	62.9	62.9	62.9	62.9	62.9	62.9	62.9	62.9	62.9	62.9	62.9	62.9	62.9	62.9	62.9	62.9	62.9	62.9	62.9	62.9	62.9	62.9	62.9	62.9	62.9
	Vert distance from track to NSR	55.0	54.2	53.0	51.6	50.4	49.8	49.5	49.3	48.9	48.8	49.0	49.3	49.8	54.9	54.5	53.8	52.9	51.7	50.4	49.7	49.4	49.0	48.7	48.8	49.2	49.6	50.0
	Slant distance	58.9	58.4	57.4	56.2	55.2	54.9	54.5	53.1	51.2	50.6	49.5	49.3	50.7	59.9	60.6	59.6	58.8	57.9	57.0	56.5	55.8	53.9	52.2	51.1	49.4	49.7	50.9
	View angle (α)	0.058	0.074	0.115	0.254	0.499	1.349	0.741	0.241	0.112	0.072	0.032	0.003	0.030	0.068	0.084	0.097	0.132	0.248	0.689	1.361	0.494	0.234	0.129	0.075	0.019	0.010	0.029
	View angle (α) (degree)	3.335	4.249	6.579	14.550	28.573	77.304	42.437	13.833	6.416	4.103	1.839	0.182	1.702	3.888	4.831	5.543	7.536	14.225	39.503	77.962	28.301	13.414	7.373	4.294	1.089	0.577	1.668
	View angle (θ)	0.004	0.025	0.054	0.096	0.382	1.278	0.772	0.132	0.043	0.016	0.005	0.000	0.006	0.008	0.011	0.020	0.049	0.078	0.792	1.335	0.334	0.100	0.046	0.021	0.003	0.001	0.003
	View angle (θ) (degree)	0.224	1.420	3.073	5.525	21.881	73.199	44.223	7.573	2.437	0.934	0.308	0.026	0.360	0.453	0.619	1.142	2.824	4.462	45.355	76.499	19.137	5.747	2.615	1.217	0.171	0.081	0.192
	Average Speed	10.0	20.0	50.0	70.0	65.0	50.0	30.0	15.0	10.0	10.0	15.0	20.0	15.0	10.0	10.0	10.0	20.0	50.0	70.0	60.0	40.0	20.0	15.0	10.0	10.0	15.0	10.0
	Corr for no. of event, 10log(N), dB(A)	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3
	Corr for distance, -10log(d/d_{ref}), dB(A)	-3.7	-3.7	-3.6	-3.5	-3.4	-3.4	-3.4	-3.3	-3.1	-3.1	-3.0	-2.9	-3.1	-3.8	-3.8	-3.8	-3.7	-3.6	-3.6	-3.5	-3.5	-3.3	-3.2	-3.1	-3.0	-3.0	-3.1
	Corr for view angle, 10log(pi*θ/180-cos2αsinθ)	-50.8	-40.6	-33.4	-24.1	-12.5	-1.7	-6.5	-23.1	-34.7	-42.8	-54.5	-85.4	-54.5	-46.4	-43.1	-39.3	-32.7	-25.2	-6.8	-1.5	-13.1	-24.6	-33.2	-41.2	-61.7	-70.4	-57.5
	Corr for screening/ absorption, dB(A)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, 20log(v/V_{ref}), dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0
	Corr for sound energy spread over 24 hr	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4
	Façade correctoin, dB(A)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
	Track wear correction, dB(A)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
	Leq 24hr for each train, dB(A)				29.6	40.7	49.2	40.0	17.5	2.5	-5.5	-13.7	-42.0	-13.8					25.4	46.8	50.8	35.7	18.4	7.5	-4.0	-24.3	-29.6	-20.2
	Leq 24hr for all train	54.4																										
Leq0.5	Total number of events	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13
	Corr for no. of event, 10log(N), dB(A)	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1
	Corr for distance, -10log(d/dref), dB(A)	-3.7	-3.7	-3.6	-3.5	-3.4	-3.4	-3.4	-3.3	-3.1	-3.1	-3.0	-2.9	-3.1	-3.8	-3.8	-3.8	-3.7	-3.6	-3.6	-3.5	-3.5	-3.3	-3.2	-3.1	-3.0	-3.0	-3.1
	Corr for view angle, 10log(pi*θ/180-cos2αsinθ)	-50.8	-40.6	-33.4	-24.1	-12.5	-1.7	-6.5	-23.1	-34.7	-42.8	-54.5	-85.4	-54.5	-46.4	-43.1	-39.3	-32.7	-25.2	-6.8	-1.5	-13.1	-24.6	-33.2	-41.2	-61.7	-70.4	-57.5
	Corr for screening/ absorption, dB(A)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0
	Corr for sound energy spread over 24 hr	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6
	Façade correctoin, dB(A)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
	Track wear correction, dB(A)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
	Leq 0.5hr for each train, dB(A)				30.3	41.3	49.8	40.6	18.1	3.2	-4.8	-13.0	-41.4	-13.1					26.1	47.5	51.5	36.4	19.0	8.1	-3.3	-23.6	-28.9	-19.6
	Leq 0.5hr for all train	55.1																										
Leq0.5	Total number of events	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12
	Corr for no. of event, 10log(N), dB(A)	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8
	Corr for distance, -10log(d/dref), dB(A)	-3.7	-3.7	-3.6	-3.5	-3.4	-3.4	-3.4	-3.3	-3.1	-3.1	-3.0	-2.9	-3.1	-3.8	-3.8	-3.8	-3.7	-3.6	-3.6	-3.5	-3.5	-3.3	-3.2	-3.1	-3.0	-3.0	-3.1
	Corr for view angle, 10log(pi*θ/180-cos2αsinθ)	-50.8	-40.6	-33.4	-24.1	-12.5	-1.7	-6.5	-23.1	-34.7	-42.8	-54.5	-85.4	-54.5	-46.4	-43.1	-39.3	-32.7	-25.2	-6.8	-1.5	-13.1	-24.6	-33.2	-41.2	-61.7	-70.4	-57.5
	Corr for screening/ absorption, dB(A)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0
	Corr for sound energy spread over 24 hr	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6
	Façade correctoin, dB(A)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
	Track wear correction, dB(A)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
	Leq 0.5hr for each train, dB(A)				29.9	41.0	49.5	40.3	17.8	2.8	-5.2	-13.4	-41.7	-13.5					25.7	47.1	51.1	36.0	18.7	7.8	-3.7	-24.0	-29.3	-19.9
	Leq 0.5hr for all train	54.8																										
Lmax	Measured Lmax	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65
	Corr for distance, -10log(d/dref), dB(A)	-3.7	-3.7	-3.6	-3.5	-3.4	-3.4	-3.4	-3.3	-3.1	-3.1	-3.0	-2.9	-3.1	-3.8	-3.8	-3.8	-3.7	-3.6	-3.6	-3.5	-3.5	-3.3	-3.2	-3.1	-3.0	-3.0	-3.1
	Correction for screening/ absorption	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0
	Façade correctoin, dB(A)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
	Track wear correction, dB(A)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
	Lmax for each train, dB(A)				69.9	69.3	67.1	62.7	56.8	53.4	53.5	57.1	59.6	57.0					66.9	69.8	68.5	65.1	59.2	56.8	53.4	53.6	57.1	53.4
	Lmax for all train	69.9																										

Floor		Segment (Northbound)													Segment (Southbound)														
15		N1	N2	N3	N4	N5	N6	N7	N8	N9	N10	N11	N12	N13	S1	S2	S3	S4	S5	S6	S7	S8	S9	S10	S11	S12	S13	S14
Parameters:																													
	Measured SEL	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9
Leq24	Total number of events	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536
	Horize distance from track to NSR	21.2	21.8	22.2	22.2	22.6	23.2	22.9	20.0	15.2	13.4	7.3	0.8	9.4	24.1	26.5	25.7	25.7	26.1	26.6	27.0	26.0	22.7	18.7	15.1	4.8	3.0	9.8
	track mPD + track head (0.2m)	7.9	8.7	9.9	11.3	12.5	13.1	13.4	13.6	14.0	14.1	13.9	13.6	13.1	8.0	8.4	9.1	10.0	11.2	12.5	13.2	13.5	13.9	14.2	14.1	13.7	13.3	12.9
	ground mPD + floor height	66.0	66.0	66.0	66.0	66.0	66.0	66.0	66.0	66.0	66.0	66.0	66.0	66.0	66.0	66.0	66.0	66.0	66.0	66.0	66.0	66.0	66.0	66.0	66.0	66.0	66.0	66.0
	Vert distance from track to NSR	58.1	57.3	56.1	54.8	53.6	53.0	52.7	52.4	52.1	52.0	52.1	52.4	53.0	58.0	57.6	56.9	56.0	54.8	53.5	52.8	52.5	52.1	51.9	52.0	52.3	52.8	53.1
	Slant distance	61.9	61.3	60.3	59.1	58.1	57.8	57.4	56.1	54.2	53.6	52.6	52.4	53.8	62.8	63.4	62.4	61.6	60.7	59.8	59.3	58.6	56.8	55.1	54.1	52.5	52.8	54.0
	View angle (α)	0.058	0.074	0.115	0.254	0.499	1.349	0.741	0.241	0.112	0.072	0.032	0.003	0.030	0.068	0.084	0.097	0.132	0.248	0.689	1.361	0.494	0.234	0.129	0.075	0.019	0.010	0.029
	View angle (α) (degree)	3.335	4.249	6.579	14.550	28.573	77.304	42.437	13.833	6.416	4.103	1.839	0.182	1.702	3.888	4.831	5.543	7.536	14.225	39.503	77.962	28.301	13.414	7.373	4.294	1.089	0.577	1.668
	View angle (θ)	0.004	0.025	0.054	0.096	0.382	1.278	0.772	0.132	0.043	0.016	0.005	0.000	0.006	0.008	0.011	0.020	0.049	0.078	0.792	1.335	0.334	0.100	0.046	0.021	0.003	0.001	0.003
	View angle (θ) (degree)	0.224	1.420	3.073	5.525	21.881	73.199	44.223	7.573	2.437	0.934	0.308	0.026	0.360	0.453	0.619	1.142	2.824	4.462	45.355	76.499	19.137	5.747	2.615	1.217	0.171	0.081	0.192
	Average Speed	10.0	20.0	50.0	70.0	65.0	50.0	30.0	15.0	10.0	10.0	15.0	20.0	15.0	10.0	10.0	10.0	20.0	50.0	70.0	60.0	40.0	20.0	15.0	10.0	10.0	15.0	10.0
	Corr for no. of event, 10log(N), dB(A)	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3
	Corr for distance, -10log(d/d_{ref}), dB(A)	-3.9	-3.9	-3.8	-3.7	-3.7	-3.6	-3.6	-3.5	-3.4	-3.3	-3.2	-3.2	-3.3	-4.0	-4.0	-4.0	-3.9	-3.9	-3.8	-3.8	-3.7	-3.6	-3.4	-3.4	-3.2	-3.2	-3.3
	Corr for view angle, 10log(pi*θ/180-cos2αsinθ)	-50.8	-40.6	-33.4	-24.1	-12.5	-1.7	-6.5	-23.1	-34.7	-42.8	-54.5	-85.4	-54.5	-46.4	-43.1	-39.3	-32.7	-25.2	-6.8	-1.5	-13.1	-24.6	-33.2	-41.2	-61.7	-70.4	-57.5
	Corr for screening/ absorption, dB(A)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, 20log(v/V_{ref}), dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0
	Corr for sound energy spread over 24 hr	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4
	Façade correctoin, dB(A)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
	Track wear correction, dB(A)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
	Leq 24hr for each train, dB(A)				29.4	40.5	49.0	39.8	17.2	2.3	-5.8	-13.9	-42.3	-14.0					25.2	46.6	50.6	35.5	18.2	7.2	-4.2	-24.6	-29.8	-20.5
	Leq 24hr for all train	54.2																										
Leq0.5	Total number of events	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13
	Corr for no. of event, 10log(N), dB(A)	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1
	Corr for distance, -10log(d/dref), dB(A)	-3.9	-3.9	-3.8	-3.7	-3.7	-3.6	-3.6	-3.5	-3.4	-3.3	-3.2	-3.2	-3.3	-4.0	-4.0	-4.0	-3.9	-3.9	-3.8	-3.8	-3.7	-3.6	-3.4	-3.4	-3.2	-3.2	-3.3
	Corr for view angle, 10log(pi*θ/180-cos2αsinθ)	-50.8	-40.6	-33.4	-24.1	-12.5	-1.7	-6.5	-23.1	-34.7	-42.8	-54.5	-85.4	-54.5	-46.4	-43.1	-39.3	-32.7	-25.2	-6.8	-1.5	-13.1	-24.6	-33.2	-41.2	-61.7	-70.4	-57.5
	Corr for screening/ absorption, dB(A)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0
	Corr for sound energy spread over 24 hr	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6
	Façade correctoin, dB(A)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
	Track wear correction, dB(A)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
	Leq 0.5hr for each train, dB(A)				30.0	41.1	49.6	40.4	17.9	2.9	-5.1	-13.3	-41.6	-13.4					25.9	47.3	51.3	36.2	18.8	7.9	-3.6	-23.9	-29.2	-19.8
	Leq 0.5hr for all train	54.9																										
Leq0.5	Total number of events	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12
	Corr for no. of event, 10log(N), dB(A)	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8
	Corr for distance, -10log(d/dref), dB(A)	-3.9	-3.9	-3.8	-3.7	-3.7	-3.6	-3.6	-3.5	-3.4	-3.3	-3.2	-3.2	-3.3	-4.0	-4.0	-4.0	-3.9	-3.9	-3.8	-3.8	-3.7	-3.6	-3.4	-3.4	-3.2	-3.2	-3.3
	Corr for view angle, 10log(pi*θ/180-cos2αsinθ)	-50.8	-40.6	-33.4	-24.1	-12.5	-1.7	-6.5	-23.1	-34.7	-42.8	-54.5	-85.4	-54.5	-46.4	-43.1	-39.3	-32.7	-25.2	-6.8	-1.5	-13.1	-24.6	-33.2	-41.2	-61.7	-70.4	-57.5
	Corr for screening/ absorption, dB(A)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0
	Corr for sound energy spread over 24 hr	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6
	Façade correctoin, dB(A)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
	Track wear correction,

Floor 16		Segment (Northbound)													Segment (Southbound)													
		N1	N2	N3	N4	N5	N6	N7	N8	N9	N10	N11	N12	N13	S1	S2	S3	S4	S5	S6	S7	S8	S9	S10	S11	S12	S13	S14
Parameters:																												
	Measured SEL	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9
Leq24	Total number of events	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536
	Horize distance from track to NSR	21.2	21.8	22.2	22.2	22.6	23.2	22.9	20.0	15.2	13.4	7.3	0.8	9.4	24.1	26.5	25.7	25.7	26.1	26.6	27.0	26.0	22.7	18.7	15.1	4.8	3.0	9.8
	track mPD + track head (0.2m)	7.9	8.7	9.9	11.3	12.5	13.1	13.4	13.6	14.0	14.1	13.9	13.6	13.1	8.0	8.4	9.1	10.0	11.2	12.5	13.2	13.5	13.9	14.2	14.1	13.7	13.3	12.9
	ground mPD + floor height	69.2	69.2	69.2	69.2	69.2	69.2	69.2	69.2	69.2	69.2	69.2	69.2	69.2	69.2	69.2	69.2	69.2	69.2	69.2	69.2	69.2	69.2	69.2	69.2	69.2	69.2	69.2
	Vert distance from track to NSR	61.3	60.5	59.3	57.9	56.7	56.1	55.8	55.6	55.2	55.1	55.3	55.6	56.1	61.2	60.8	60.1	59.2	58.0	56.7	56.0	55.7	55.3	55.0	55.1	55.5	55.9	56.3
	Slant distance	64.8	64.3	63.3	62.0	61.0	60.7	60.3	59.0	57.3	56.7	55.7	55.6	56.9	65.7	66.3	65.3	64.5	63.5	62.6	62.1	61.4	59.7	58.1	57.1	55.7	56.0	57.1
	View angle (α)	0.058	0.074	0.115	0.254	0.499	1.349	0.741	0.241	0.112	0.072	0.032	0.003	0.030	0.068	0.084	0.097	0.132	0.248	0.689	1.361	0.494	0.234	0.129	0.075	0.019	0.010	0.029
	View angle (α)(degree)	3.335	4.249	6.579	14.550	28.573	77.304	42.437	13.833	6.416	4.103	1.839	0.182	1.702	3.888	4.831	5.543	7.536	14.225	39.503	77.962	28.301	13.414	7.373	4.294	1.089	0.577	1.668
	View angle (Θ)	0.004	0.025	0.054	0.096	0.382	1.278	0.772	0.132	0.043	0.016	0.005	0.000	0.006	0.008	0.011	0.020	0.049	0.078	0.792	1.335	0.334	0.100	0.046	0.021	0.003	0.001	0.003
	View angle (Θ) (degree)	0.224	1.420	3.073	5.525	21.881	73.199	44.223	7.573	2.437	0.934	0.308	0.026	0.360	0.453	0.619	1.142	2.824	4.462	45.355	76.499	19.137	5.747	2.615	1.217	0.171	0.081	0.192
	Average Speed	10.0	20.0	50.0	70.0	65.0	50.0	30.0	15.0	10.0	10.0	15.0	20.0	15.0	10.0	10.0	10.0	20.0	50.0	70.0	60.0	40.0	20.0	15.0	10.0	10.0	15.0	10.0
	Corr for no. of event, 10log(N), dB(A)	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3
	Corr for distance, -10log(d/d_{ref}), dB(A)	-4.1	-4.1	-4.0	-3.9	-3.9	-3.9	-3.8	-3.7	-3.6	-3.6	-3.5	-3.5	-3.6	-4.2	-4.2	-4.2	-4.1	-4.1	-4.0	-4.0	-3.9	-3.8	-3.7	-3.6	-3.5	-3.5	-3.6
	Corr for view angle, 10log(pi*θ/180-cos2αsinθ)	-50.8	-40.6	-33.4	-24.1	-12.5	-1.7	-6.5	-23.1	-34.7	-42.8	-54.5	-85.4	-54.5	-46.4	-43.1	-39.3	-32.7	-25.2	-6.8	-1.5	-13.1	-24.6	-33.2	-41.2	-61.7	-70.4	-57.5
	Corr for screening/ absorption, dB(A)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, 20log(v/V_{ref}), dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0
	Corr for sound energy spread over 24 hr	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4
	Façade correctoin, dB(A)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
	Track wear correction, dB(A)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
	Leq 24hr for each train, dB(A)				29.2	40.2	48.7	39.5	17.0	2.0	-6.0	-14.2	-42.6	-14.3					25.0	46.4	50.4	35.3	17.9	7.0	-4.5	-24.8	-30.1	-20.7
	Leq 24hr for all train	54.0																										
Leq0.5	Total number of events	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13
	Corr for no. of event, 10log(N), dB(A)	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1
	Corr for distance, -10log(d/dref), dB(A)	-4.1	-4.1	-4.0	-3.9	-3.9	-3.9	-3.8	-3.7	-3.6	-3.6	-3.5	-3.5	-3.6	-4.2	-4.2	-4.2	-4.1	-4.1	-4.0	-4.0	-3.9	-3.8	-3.7	-3.6	-3.5	-3.5	-3.6
	Corr for view angle, 10log(pi*θ/180-cos2αsinθ)	-50.8	-40.6	-33.4	-24.1	-12.5	-1.7	-6.5	-23.1	-34.7	-42.8	-54.5	-85.4	-54.5	-46.4	-43.1	-39.3	-32.7	-25.2	-6.8	-1.5	-13.1	-24.6	-33.2	-41.2	-61.7	-70.4	-57.5
	Corr for screening/ absorption, dB(A)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0
	Corr for sound energy spread over 24 hr	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6
	Façade correctoin, dB(A)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
	Track wear correction, dB(A)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
	Leq 0.5hr for each train, dB(A)				29.8	40.9	49.4	40.2	17.7	2.7	-5.3	-13.5	-41.9	-13.6					25.7	47.1	51.1	36.0	18.6	7.6	-3.8	-24.2	-29.4	-20.1
	Leq 0.5hr for all train	54.7																										
Leq0.5	Total number of events	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12
	Corr for no. of event, 10log(N), dB(A)	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8
	Corr for distance, -10log(d/dref), dB(A)	-4.1	-4.1	-4.0	-3.9	-3.9	-3.9	-3.8	-3.7	-3.6	-3.6	-3.5	-3.5	-3.6	-4.2	-4.2	-4.2	-4.1	-4.1	-4.0	-4.0	-3.9	-3.8	-3.7	-3.6	-3.5	-3.5	-3.6
	Corr for view angle, 10log(pi*θ/180-cos2αsinθ)	-50.8	-40.6	-33.4	-24.1	-12.5	-1.7	-6.5	-23.1	-34.7	-42.8	-54.5	-85.4	-54.5	-46.4	-43.1	-39.3	-32.7	-25.2	-6.8	-1.5	-13.1	-24.6	-33.2	-41.2	-61.7	-70.4	-57.5
	Corr for screening/ absorption, dB(A)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0
	Corr for sound energy spread over 24 hr	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6
	Façade correctoin, dB(A)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
	Track wear correction, dB(A)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
	Leq 0.5hr for each train, dB(A)				29.5	40.6	49.1	39.9	17.3	2.3	-5.7	-13.9	-42.2	-14.0					25.3	46.7	50.7	35.6	18.3	7.3	-4.2	-24.5	-29.8	-20.4
	Leq 0.5hr for all train	54.3																										
Lmax	Measured Lmax	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65
	Corr for distance, -10log(d/dref), dB(A)	-4.1	-4.1	-4.0	-3.9	-3.9	-3.9	-3.8	-3.7	-3.6	-3.6	-3.5	-3.5	-3.6	-4.2	-4.2	-4.2	-4.1	-4.1	-4.0	-4.0	-3.9	-3.8	-3.7	-3.6	-3.5	-3.5	-3.6
	Correction for screening/ absorption	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0
	Façade correctoin, dB(A)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
	Track wear correction, dB(A)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
	Lmax for each train, dB(A)				69.5	68.9	66.6	62.2	56.3	52.9	53.0	56.6	59.1	56.5					66.4	69.4	68.1	64.7	58.8	56.4	52.9	53.0	56.5	52.9
	Lmax for all train	69.5																										

Floor 17		Segment (Northbound)													Segment (Southbound)													
		N1	N2	N3	N4	N5	N6	N7	N8	N9	N10	N11	N12	N13	S1	S2	S3	S4	S5	S6	S7	S8	S9	S10	S11	S12	S13	S14
Parameters:																												
	Measured SEL	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9
Leq24	Total number of events	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536
	Horize distance from track to NSR	21.2	21.8	22.2	22.2	22.6	23.2	22.9	20.0	15.2	13.4	7.3	0.8	9.4	24.1	26.5	25.7	25.7	26.1	26.6	27.0	26.0	22.7	18.7	15.1	4.8	3.0	9.8
	track mPD + track head (0.2m)	7.9	8.7	9.9	11.3	12.5	13.1	13.4	13.6	14.0	14.1	13.9	13.6	13.1	8.0	8.4	9.1	10.0	11.2	12.5	13.2	13.5	13.9	14.2	14.1	13.7	13.3	12.9
	ground mPD + floor height	72.3	72.3	72.3	72.3	72.3	72.3	72.3	72.3	72.3	72.3	72.3	72.3	72.3	72.3	72.3	72.3	72.3	72.3	72.3	72.3	72.3	72.3	72.3	72.3	72.3	72.3	72.3
	Vert distance from track to NSR	64.4	63.6	62.4	61.1	59.9	59.3	59.0	58.7	58.4	58.3	58.4	58.7	59.3	64.3	63.9	63.2	62.3	61.1	59.8	59.1	58.8	58.4	58.2	58.3	58.6	59.1	59.4
	Slant distance	67.8	67.2	66.2	65.0	64.0	63.6	63.2	62.0	60.3	59.8	58.9	58.7	60.0	68.7	69.2	68.2	67.4	66.4	65.5	65.0	64.3	62.6	61.1	60.2	58.8	59.1	60.2
	View angle (α)	0.058	0.074	0.115	0.254	0.499	1.349	0.741	0.241	0.112	0.072	0.032	0.003	0.030	0.068	0.084	0.097	0.132	0.248	0.689	1.361	0.494	0.234	0.129	0.075	0.019	0.010	0.029
	View angle (α)(degree)	3.335	4.249	6.579	14.550	28.573	77.304	42.437	13.833	6.416	4.103	1.839	0.182	1.702	3.888	4.831	5.543	7.536	14.225	39.503	77.962	28.301	13.414	7.373	4.294	1.089	0.577	1.668
	View angle (Θ)	0.004	0.025	0.054	0.096	0.382	1.278	0.772	0.132	0.043	0.016	0.005	0.000	0.006	0.008	0.011	0.020	0.049	0.078	0.792	1.335	0.334	0.100	0.046	0.021	0.003	0.001	0.003
	View angle (Θ) (degree)	0.224	1.420	3.073	5.525	21.881	73.199	44.223	7.573	2.437	0.934	0.308	0.026	0.360	0.453	0.619	1.142	2.824	4.462	45.355	76.499	19.137	5.747	2.615	1.217	0.171	0.081	0.192
	Average Speed	10.0	20.0	50.0	70.0	65.0	50.0	30.0	15.0	10.0	10.0	15.0	20.0	15.0	10.0	10.0	10.0	20.0	50.0	70.0	60.0	40.0	20.0	15.0	10.0	10.0	15.0	10.0
	Corr for no. of event, 10log(N), dB(A)	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3
	Corr for distance, -10log(d/d_{ref}), dB(A)	-4.3	-4.3	-4.2	-4.1	-4.1	-4.1	-4.0	-3.9	-3.8	-3.8	-3.7	-3.7	-3.8	-4.4	-4.4	-4.4	-4.3	-4.2	-4.2	-4.1	-4.1	-4.0	-3.9	-3.8	-3.7	-3.7	-3.8
	Corr for view angle, 10log(pi*θ/180-cos2αsinθ)	-50.8	-40.6	-33.4	-24.1	-12.5	-1.7	-6.5	-23.1	-34.7	-42.8	-54.5	-85.4	-54.5	-46.4	-43.1	-39.3	-32.7	-25.2	-6.8	-1.5	-13.1	-24.6	-33.2	-41.2	-61.7	-70.4	-57.5
	Corr for screening/ absorption, dB(A)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, 20log(v/V_{ref}), dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0
	Corr for sound energy spread over 24 hr	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4
	Façade correctoin, dB(A)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
	Track wear correction, dB(A)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
	Leq 24hr for each train, dB(A)				29.0	40.0	48.5	39.3	16.8	1.8	-6.2	-14.4	-42.8	-14.5					24.8	46.2	50.2	35.1	17.7	6.8	-4.7	-25.1	-30.3	-21.0
	Leq 24hr for all train	53.8																										
Leq0.5	Total number of events	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13
	Corr for no. of event, 10log(N), dB(A)	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1
	Corr for distance, -10log(d/dref), dB(A)	-4.3	-4.3	-4.2	-4.1	-4.1	-4.1	-4.0	-3.9	-3.8	-3.8	-3.7	-3.7	-3.8	-4.4	-4.4	-4.4	-4.3	-4.2	-4.2	-4.1	-4.1	-4.0	-3.9	-3.8	-3.7	-3.7	-3.8
	Corr for view angle, 10log(pi*θ/180-cos2αsinθ)	-50.8	-40.6	-33.4	-24.1	-12.5	-1.7	-6.5	-23.1	-34.7	-42.8	-54.5	-85.4	-54.5	-46.4	-43.1	-39.3	-32.7	-25.2	-6.8	-1.5	-13.1	-24.6	-33.2	-41.2	-61.7	-70.4	-57.5
	Corr for screening/ absorption, dB(A)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0
	Corr for sound energy spread over 24 hr	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6
	Façade correctoin, dB(A)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
	Track wear correction, dB(A)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
	Leq 0.5hr for each train, dB(A)				29.6	40.7	49.2	40.0	17.4	2.5	-5.6	-13.8	-42.1	-13.8					25.5	46.9	50.9	35.8	18.4	7.4	-4.0	-24.4	-29.7	-20.3
	Leq 0.5hr for all train	54.5																										
Leq0.5	Total number of events	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12
	Corr for no. of event, 10log(N), dB(A)	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8
	Corr for distance, -10log(d/dref), dB(A)	-4.3	-4.3	-4.2	-4.1	-4.1	-4.1	-4.0	-3.9	-3.8	-3.8	-3.7	-3.7	-3.8	-4.4	-4.4	-4.4	-4.3	-4.2	-4.2	-4.1	-4.1	-4.0	-3.9	-3.8	-3.7	-3.7	-3.8
	Corr for view angle, 10log(pi*θ/180-cos2αsinθ)	-50.8	-40.6	-33.4	-24.1	-12.5	-1.7	-6.5	-23.1	-34.7	-42.8	-54.5	-85.4	-54.5	-46.4	-43.1	-39.3	-32.7	-25.2	-6.8	-1.5	-13.1	-24.6	-33.2	-41.2	-61.7	-70.4	-57.5
	Corr for screening/ absorption, dB(A)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0
	Corr for sound energy spread over 24 hr	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6
	Façade correctoin, dB(A)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
	Track wear correction, dB(A

Floor 20		Segment (Northbound)													Segment (Southbound)													
		N1	N2	N3	N4	N5	N6	N7	N8	N9	N10	N11	N12	N13	S1	S2	S3	S4	S5	S6	S7	S8	S9	S10	S11	S12	S13	S14
Parameters:																												
	Measured SEL	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9
Leq24	Total number of events	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536
	Horize distance from track to NSR	21.2	21.8	22.2	22.2	22.6	23.2	22.9	20.0	15.2	13.4	7.3	0.8	9.4	24.1	26.5	25.7	25.7	26.1	26.6	27.0	26.0	22.7	18.7	15.1	4.8	3.0	9.8
	track mPD + track head (0.2m)	7.9	8.7	9.9	11.3	12.5	13.1	13.4	13.6	14.0	14.1	13.9	13.6	13.1	8.0	8.4	9.1	10.0	11.2	12.5	13.2	13.5	13.9	14.2	14.1	13.7	13.3	12.9
	ground mPD + floor height	81.8	81.8	81.8	81.8	81.8	81.8	81.8	81.8	81.8	81.8	81.8	81.8	81.8	81.8	81.8	81.8	81.8	81.8	81.8	81.8	81.8	81.8	81.8	81.8	81.8	81.8	81.8
	Vert distance from track to NSR	73.9	73.1	71.9	70.5	69.3	68.7	68.4	68.2	67.8	67.7	67.9	68.2	68.7	73.8	73.4	72.7	71.8	70.6	69.3	68.6	68.3	67.9	67.6	67.7	68.1	68.5	68.9
	Slant distance	76.8	76.2	75.2	73.9	72.9	72.5	72.1	71.0	69.5	69.0	68.2	68.2	69.3	77.6	78.0	77.0	76.2	75.2	74.2	73.7	73.0	71.5	70.1	69.4	68.2	68.6	69.5
	View angle (α)	0.058	0.074	0.115	0.254	0.499	1.349	0.741	0.241	0.112	0.072	0.032	0.003	0.030	0.068	0.084	0.097	0.132	0.248	0.689	1.361	0.494	0.234	0.129	0.075	0.019	0.010	0.029
	View angle (α)(degree)	3.335	4.249	6.579	14.550	28.573	77.304	42.437	13.833	6.416	4.103	1.839	0.182	1.702	3.888	4.831	5.543	7.536	14.225	39.503	77.962	28.301	13.414	7.373	4.294	1.089	0.577	1.668
	View angle (Θ)	0.004	0.025	0.054	0.096	0.382	1.278	0.772	0.132	0.043	0.016	0.005	0.000	0.006	0.008	0.011	0.020	0.049	0.078	0.792	1.335	0.334	0.100	0.046	0.021	0.003	0.001	0.003
	View angle (Θ) (degree)	0.224	1.420	3.073	5.525	21.881	73.199	44.223	7.573	2.437	0.934	0.308	0.026	0.360	0.453	0.619	1.142	2.824	4.462	45.355	76.499	19.137	5.747	2.615	1.217	0.171	0.081	0.192
	Average Speed	10.0	20.0	50.0	70.0	65.0	50.0	30.0	15.0	10.0	10.0	15.0	20.0	15.0	10.0	10.0	10.0	20.0	50.0	70.0	60.0	40.0	20.0	15.0	10.0	10.0	15.0	10.0
	Corr for no. of event, 10log(N), dB(A)	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3
	Corr for distance, -10log(d/d_{ref}), dB(A)	-4.9	-4.8	-4.8	-4.7	-4.6	-4.6	-4.6	-4.5	-4.4	-4.4	-4.4	-4.4	-4.4	-4.9	-4.9	-4.9	-4.8	-4.8	-4.7	-4.7	-4.7	-4.6	-4.5	-4.4	-4.4	-4.4	-4.4
	Corr for view angle, 10log(pπθ/180-cos2αinθ)	-50.8	-40.6	-33.4	-24.1	-12.5	-1.7	-6.5	-23.1	-34.7	-42.8	-54.5	-85.4	-54.5	-46.4	-43.1	-39.3	-32.7	-25.2	-6.8	-1.5	-13.1	-24.6	-33.2	-41.2	-61.7	-70.4	-57.5
	Corr for screening/ absorption, dB(A)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, 20log(v/V_{ref}), dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0
	Corr for sound energy spread over 24 hr	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4
	Façade correctoin, dB(A)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
	Track wear correction, dB(A)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
	Leq 24hr for each train, dB(A)				28.4	39.5	48.0	38.8	16.2	1.2	-6.9	-15.1	-43.4	-15.1					24.3	45.7	49.7	34.6	17.2	6.2	-5.3	-25.7	-31.0	-21.6
	Leq 24hr for all train	53.3																										
Leq0.5	Total number of events	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13
	Corr for no. of event, 10log(N), dB(A)	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1
	Corr for distance, -10log(d/dref), dB(A)	-4.9	-4.8	-4.8	-4.7	-4.6	-4.6	-4.6	-4.5	-4.4	-4.4	-4.4	-4.4	-4.4	-4.9	-4.9	-4.9	-4.8	-4.8	-4.7	-4.7	-4.7	-4.6	-4.5	-4.4	-4.4	-4.4	-4.4
	Corr for view angle, 10log(pπθ/180-cos2αinθ)	-50.8	-40.6	-33.4	-24.1	-12.5	-1.7	-6.5	-23.1	-34.7	-42.8	-54.5	-85.4	-54.5	-46.4	-43.1	-39.3	-32.7	-25.2	-6.8	-1.5	-13.1	-24.6	-33.2	-41.2	-61.7	-70.4	-57.5
	Corr for screening/ absorption, dB(A)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0
	Corr for sound energy spread over 24 hr	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6
	Façade correctoin, dB(A)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
	Track wear correction, dB(A)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
	Leq 0.5hr for each train, dB(A)				29.1	40.1	48.6	39.4	16.9	1.8	-6.2	-14.4	-42.8	-14.5					24.9	46.3	50.3	35.2	17.8	6.8	-4.7	-25.0	-30.3	-20.9
	Leq 0.5hr for all train	53.9																										
Leq0.5	Total number of events	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12
	Corr for no. of event, 10log(N), dB(A)	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8
	Corr for distance, -10log(d/dref), dB(A)	-4.9	-4.8	-4.8	-4.7	-4.6	-4.6	-4.6	-4.5	-4.4	-4.4	-4.4	-4.4	-4.4	-4.9	-4.9	-4.9	-4.8	-4.8	-4.7	-4.7	-4.7	-4.6	-4.5	-4.4	-4.4	-4.4	-4.4
	Corr for view angle, 10log(pπθ/180-cos2αinθ)	-50.8	-40.6	-33.4	-24.1	-12.5	-1.7	-6.5	-23.1	-34.7	-42.8	-54.5	-85.4	-54.5	-46.4	-43.1	-39.3	-32.7	-25.2	-6.8	-1.5	-13.1	-24.6	-33.2	-41.2	-61.7	-70.4	-57.5
	Corr for screening/ absorption, dB(A)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0
	Corr for sound energy spread over 24 hr	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6
	Façade correctoin, dB(A)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
	Track wear correction, dB(A)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
	Leq 0.5hr for each train, dB(A)				28.7	39.8	48.3	39.1	16.5	1.5	-6.5	-14.8	-43.1	-14.8					24.6	46.0	50.0	34.9	17.5	6.5	-5.0	-25.4	-30.7	-21.3
	Leq 0.5hr for all train	53.6																										
Lmax	Measured Lmax	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65
	Corr for distance, -10log(d/dref), dB(A)	-4.9	-4.8	-4.8	-4.7	-4.6	-4.6	-4.6	-4.5	-4.4	-4.4	-4.4	-4.4	-4.4	-4.9	-4.9	-4.9	-4.8	-4.8	-4.7	-4.7	-4.7	-4.6	-4.5	-4.4	-4.4	-4.4	-4.4
	Correction for screening/ absorption	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0
	Façade correctoin, dB(A)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
	Track wear correction, dB(A)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
	Lmax for each train, dB(A)				68.7	68.1	65.9	61.5	55.5	52.1	52.1	55.7	58.2	55.6					65.7	68.7	67.4	63.9	58.0	55.6	52.1	52.2	55.7	52.1
	Lmax for all train	68.7																										

Floor 21		Segment (Northbound)													Segment (Southbound)													
		N1	N2	N3	N4	N5	N6	N7	N8	N9	N10	N11	N12	N13	S1	S2	S3	S4	S5	S6	S7	S8	S9	S10	S11	S12	S13	S14
Parameters:																												
	Measured SEL	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9
Leq24	Total number of events	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536
	Horize distance from track to NSR	21.2	21.8	22.2	22.2	22.6	23.2	22.9	20.0	15.2	13.4	7.3	0.8	9.4	24.1	26.5	25.7	25.7	26.1	26.6	27.0	26.0	22.7	18.7	15.1	4.8	3.0	9.8
	track mPD + track head (0.2m)	7.9	8.7	9.9	11.3	12.5	13.1	13.4	13.6	14.0	14.1	13.9	13.6	13.1	8.0	8.4	9.1	10.0	11.2	12.5	13.2	13.5	13.9	14.2	14.1	13.7	13.3	12.9
	ground mPD + floor height	84.9	84.9	84.9	84.9	84.9	84.9	84.9	84.9	84.9	84.9	84.9	84.9	84.9	84.9	84.9	84.9	84.9	84.9	84.9	84.9	84.9	84.9	84.9	84.9	84.9	84.9	84.9
	Vert distance from track to NSR	77.0	76.2	75.0	73.7	72.5	71.9	71.6	71.3	71.0	70.9	71.0	71.3	71.9	76.9	76.5	75.8	74.9	73.7	72.4	71.7	71.4	71.0	70.8	70.9	71.2	71.7	72.0
	Slant distance	79.9	79.3	78.2	76.9	75.9	75.5	75.1	74.0	72.6	72.1	71.4	71.3	72.5	80.6	81.0	80.0	79.2	78.2	77.1	76.6	76.0	74.5	73.2	72.4	71.4	71.7	72.7
	View angle (α)	0.058	0.074	0.115	0.254	0.499	1.349	0.741	0.241	0.112	0.072	0.032	0.003	0.030	0.068	0.084	0.097	0.132	0.248	0.689	1.361	0.494	0.234	0.129	0.075	0.019	0.010	0.029
	View angle (α)(degree)	3.335	4.249	6.579	14.550	28.573	77.304	42.437	13.833	6.416	4.103	1.839	0.182	1.702	3.888	4.831	5.543	7.536	14.225	39.503	77.962	28.301	13.414	7.373	4.294	1.089	0.577	1.668
	View angle (Θ)	0.004	0.025	0.054	0.096	0.382	1.278	0.772	0.132	0.043	0.016	0.005	0.000	0.006	0.008	0.011	0.020	0.049	0.078	0.792	1.335	0.334	0.100	0.046	0.021	0.003	0.001	0.003
	View angle (Θ) (degree)	0.224	1.420	3.073	5.525	21.881	73.199	44.223	7.573	2.437	0.934	0.308	0.026	0.360	0.453	0.619	1.142	2.824	4.462	45.355	76.499	19.137	5.747	2.615	1.217	0.171	0.081	0.192
	Average Speed	10.0	20.0	50.0	70.0	65.0	50.0	30.0	15.0	10.0	10.0	15.0	20.0	15.0	10.0	10.0	10.0	20.0	50.0	70.0	60.0	40.0	20.0	15.0	10.0	10.0	15.0	10.0
	Corr for no. of event, 10log(N), dB(A)	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3
	Corr for distance, -10log(d/d_{ref}), dB(A)	-5.0	-5.0	-5.0	-4.9	-4.8	-4.8	-4.8	-4.7	-4.6	-4.6	-4.6	-4.6	-4.6	-5.1	-5.1	-5.1	-5.0	-5.0	-4.9	-4.9	-4.8	-4.7	-4.7	-4.6	-4.6	-4.6	-4.6
	Corr for view angle, 10log(pπθ/180-cos2αinθ)	-50.8	-40.6	-33.4	-24.1	-12.5	-1.7	-6.5	-23.1	-34.7	-42.8	-54.5	-85.4	-54.5	-46.4	-43.1	-39.3	-32.7	-25.2	-6.8	-1.5	-13.1	-24.6	-33.2	-41.2	-61.7	-70.4	-57.5
	Corr for screening/ absorption, dB(A)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, 20log(v/V_{ref}), dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0
	Corr for sound energy spread over 24 hr	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4
	Façade correctoin, dB(A)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
	Track wear correction, dB(A)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
	Leq 24hr for each train, dB(A)				28.2	39.3	47.8	38.6	16.0	1.0	-7.0	-15.3	-43.6	-15.3					24.1	45.5	49.5	34.4	17.0	6.0	-5.5	-25.9	-31.2	-21.8
	Leq 24hr for all train	53.1																										
Leq0.5	Total number of events	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13
	Corr for no. of event, 10log(N), dB(A)	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1
	Corr for distance, -10log(d/dref), dB(A)	-5.0	-5.0	-5.0	-4.9	-4.8	-4.8	-4.8	-4.7	-4.6	-4.6	-4.6	-4.6	-4.6	-5.1	-5.1	-5.1	-5.0	-5.0	-4.9	-4.9	-4.8	-4.7	-4.7	-4.6	-4.6	-4.6	-4.6
	Corr for view angle, 10log(pπθ/180-cos2αinθ)	-50.8	-40.6	-33.4	-24.1	-12.5	-1.7	-6.5	-23.1	-34.7	-42.8	-54.5	-85.4	-54.5	-46.4	-43.1	-39.3	-32.7	-25.2	-6.8	-1.5	-13.1	-24.6	-33.2	-41.2	-61.7	-70.4	-57.5
	Corr for screening/ absorption, dB(A)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0
	Corr for sound energy spread over 24 hr	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6
	Façade correctoin, dB(A)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
	Track wear correction, dB(A)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
	Leq 0.5hr for each train, dB(A)				28.9	40.0	48.5	39.2	16.7	1.7	-6.4	-14.6	-43.0	-14.7					24.8	46.2	50.1	35.1	17.6	6.6	-4.9	-25.2	-30.5	-21.1
	Leq 0.5hr for all train	53.8																										
Leq0.5	Total number of events	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12
	Corr for no. of event, 10log(N), dB(A)	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8
	Corr for distance, -10log(d/dref), dB(A)	-5.0	-5.0	-5.0	-4.9	-4.8	-4.8	-4.8	-4.7	-4.6	-4.6	-4.6	-4.6	-4.6	-5.1	-5.1	-5.1	-5.0	-5.0	-4.9	-4.9	-4.8	-4.7	-4.7	-4.6	-4.6	-4.6	-4.6
	Corr for view angle, 10log(pπθ/180-cos2αinθ)	-50.8	-40.6	-33.4	-24.1	-12.5	-1.7	-6.5	-23.1	-34.7	-42.8	-54.5	-85.4	-54.5	-46.4	-43.1	-39.3	-32.7	-25.2	-6.8	-1.5	-13.1	-24.6	-33.2	-41.2	-61.7	-70.4	-57.5
	Corr for screening/ absorption, dB(A)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0
	Corr for sound energy spread over 24 hr	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6
	Façade correctoin, dB(A)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
	Track wear correction, dB(A)	3.0	3.0

Floor 18		Segment (Northbound)													Segment (Southbound)													
		N1	N2	N3	N4	N5	N6	N7	N8	N9	N10	N11	N12	N13	S1	S2	S3	S4	S5	S6	S7	S8	S9	S10	S11	S12	S13	S14
Parameters:																												
	Measured SEL	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9
Leq24	Total number of events	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536
	Horize distance from track to NSR	21.2	21.8	22.2	22.2	22.6	23.2	22.9	20.0	15.2	13.4	7.3	0.8	9.4	24.1	26.5	25.7	25.7	26.1	26.6	27.0	26.0	22.7	18.7	15.1	4.8	3.0	9.8
	track mPD + track head (0.2m)	7.9	8.7	9.9	11.3	12.5	13.1	13.4	13.6	14.0	14.1	13.9	13.6	13.1	8.0	8.4	9.1	10.0	11.2	12.5	13.2	13.5	13.9	14.2	14.1	13.7	13.3	12.9
	ground mPD + floor height	75.5	75.5	75.5	75.5	75.5	75.5	75.5	75.5	75.5	75.5	75.5	75.5	75.5	75.5	75.5	75.5	75.5	75.5	75.5	75.5	75.5	75.5	75.5	75.5	75.5	75.5	75.5
	Vert distance from track to NSR	67.6	66.8	65.6	64.2	63.0	62.4	62.1	61.9	61.5	61.4	61.6	61.9	62.4	67.5	67.1	66.4	65.5	64.3	63.0	62.3	62.0	61.6	61.3	61.4	61.8	62.2	62.6
	Slant distance	70.8	70.2	69.2	67.9	66.9	66.6	66.2	65.0	63.3	62.8	62.0	61.9	63.1	71.6	72.1	71.1	70.3	69.3	68.4	67.9	67.2	65.6	64.1	63.2	61.9	62.3	63.3
	View angle (α)	0.058	0.074	0.115	0.254	0.499	1.349	0.741	0.241	0.112	0.072	0.032	0.003	0.030	0.068	0.084	0.097	0.132	0.248	0.689	1.361	0.494	0.234	0.129	0.075	0.019	0.010	0.029
	View angle (α)(degree)	3.335	4.249	6.579	14.550	28.573	77.304	42.437	13.833	6.416	4.103	1.839	0.182	1.702	3.888	4.831	5.543	7.536	14.225	39.503	77.962	28.301	13.414	7.373	4.294	1.089	0.577	1.668
	View angle (θ)	0.004	0.025	0.054	0.096	0.382	1.278	0.772	0.132	0.043	0.016	0.005	0.000	0.006	0.008	0.011	0.020	0.049	0.078	0.792	1.335	0.334	0.100	0.046	0.021	0.003	0.001	0.003
	View angle (θ) (degree)	0.224	1.420	3.073	5.525	21.881	73.199	44.223	7.573	2.437	0.934	0.308	0.026	0.360	0.453	0.619	1.142	2.824	4.462	45.355	76.499	19.137	5.747	2.615	1.217	0.171	0.081	0.192
	Average Speed	10.0	20.0	50.0	70.0	65.0	50.0	30.0	15.0	10.0	10.0	15.0	20.0	15.0	10.0	10.0	10.0	20.0	50.0	70.0	60.0	40.0	20.0	15.0	10.0	10.0	15.0	10.0
	Corr for no. of event, 10log(N), dB(A)	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3
	Corr for distance, -10log(d/d_{ref}), dB(A)	-4.5	-4.5	-4.4	-4.3	-4.3	-4.3	-4.2	-4.1	-4.0	-4.0	-3.9	-3.9	-4.0	-4.6	-4.6	-4.5	-4.5	-4.4	-4.4	-4.3	-4.3	-4.2	-4.1	-4.0	-3.9	-4.0	-4.0
	Corr for view angle, 10log(pi*θ/180-cos2αsinθ)	-50.8	-40.6	-33.4	-24.1	-12.5	-1.7	-6.5	-23.1	-34.7	-42.8	-54.5	-85.4	-54.5	-46.4	-43.1	-39.3	-32.7	-25.2	-6.8	-1.5	-13.1	-24.6	-33.2	-41.2	-61.7	-70.4	-57.5
	Corr for screening/ absorption, dB(A)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, 20log(v/V_{ref}), dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0
	Corr for sound energy spread over 24 hr	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4
	Façade correctoin, dB(A)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
	Track wear correction, dB(A)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
	Leq 24hr for each train, dB(A)				28.8	39.8	48.3	39.1	16.6	1.6	-6.4	-14.7	-43.0	-14.7					24.6	46.0	50.0	34.9	17.5	6.6	-4.9	-25.3	-30.6	-21.2
	Leq 24hr for all train	53.6																										
Leq0.5	Total number of events	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13
	Corr for no. of event, 10log(N), dB(A)	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1
	Corr for distance, -10log(d/dref), dB(A)	-4.5	-4.5	-4.4	-4.3	-4.3	-4.3	-4.2	-4.1	-4.0	-4.0	-3.9	-3.9	-4.0	-4.6	-4.6	-4.5	-4.5	-4.4	-4.4	-4.3	-4.3	-4.2	-4.1	-4.0	-3.9	-4.0	-4.0
	Corr for view angle, 10log(pi*θ/180-cos2αsinθ)	-50.8	-40.6	-33.4	-24.1	-12.5	-1.7	-6.5	-23.1	-34.7	-42.8	-54.5	-85.4	-54.5	-46.4	-43.1	-39.3	-32.7	-25.2	-6.8	-1.5	-13.1	-24.6	-33.2	-41.2	-61.7	-70.4	-57.5
	Corr for screening/ absorption, dB(A)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0
	Corr for sound energy spread over 24 hr	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6
	Façade correctoin, dB(A)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
	Track wear correction, dB(A)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
	Leq 0.5hr for each train, dB(A)				29.4	40.5	49.0	39.8	17.2	2.2	-5.8	-14.0	-42.4	-14.1					25.3	46.7	50.7	35.6	18.2	7.2	-4.3	-24.6	-29.9	-20.5
	Leq 0.5hr for all train	54.3																										
Leq0.5	Total number of events	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12
	Corr for no. of event, 10log(N), dB(A)	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8
	Corr for distance, -10log(d/dref), dB(A)	-4.5	-4.5	-4.4	-4.3	-4.3	-4.3	-4.2	-4.1	-4.0	-4.0	-3.9	-3.9	-4.0	-4.6	-4.6	-4.5	-4.5	-4.4	-4.4	-4.3	-4.3	-4.2	-4.1	-4.0	-3.9	-4.0	-4.0
	Corr for view angle, 10log(pi*θ/180-cos2αsinθ)	-50.8	-40.6	-33.4	-24.1	-12.5	-1.7	-6.5	-23.1	-34.7	-42.8	-54.5	-85.4	-54.5	-46.4	-43.1	-39.3	-32.7	-25.2	-6.8	-1.5	-13.1	-24.6	-33.2	-41.2	-61.7	-70.4	-57.5
	Corr for screening/ absorption, dB(A)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0
	Corr for sound energy spread over 24 hr	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6
	Façade correctoin, dB(A)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
	Track wear correction, dB(A)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
	Leq 0.5hr for each train, dB(A)				29.1	40.2	48.7	39.4	16.9	1.9	-6.1	-14.3	-42.7	-14.4					24.9	46.3	50.3	35.2	17.9	6.9	-4.6	-25.0	-30.2	-20.9
	Leq 0.5hr for all train	53.9																										
Lmax	Measured Lmax	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65
	Corr for distance, -10log(d/dref), dB(A)	-4.5	-4.5	-4.4	-4.3	-4.3	-4.3	-4.2	-4.1	-4.0	-4.0	-3.9	-3.9	-4.0	-4.6	-4.6	-4.5	-4.5	-4.4	-4.4	-4.3	-4.3	-4.2	-4.1	-4.0	-3.9	-4.0	-4.0
	Correction for screening/ absorption	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0
	Façade correctoin, dB(A)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
	Track wear correction, dB(A)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
	Lmax for each train, dB(A)				69.1	68.5	66.2	61.8	55.9	52.5	52.5	56.1	58.6	56.0					66.1	69.1	67.7	64.3	58.4	56.0	52.5	52.6	56.1	52.5
	Lmax for all train	69.1																										

Floor 19		Segment (Northbound)													Segment (Southbound)													
		N1	N2	N3	N4	N5	N6	N7	N8	N9	N10	N11	N12	N13	S1	S2	S3	S4	S5	S6	S7	S8	S9	S10	S11	S12	S13	S14
Parameters:																												
	Measured SEL	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9
Leq24	Total number of events	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536
	Horize distance from track to NSR	21.2	21.8	22.2	22.2	22.6	23.2	22.9	20.0	15.2	13.4	7.3	0.8	9.4	24.1	26.5	25.7	25.7	26.1	26.6	27.0	26.0	22.7	18.7	15.1	4.8	3.0	9.8
	track mPD + track head (0.2m)	7.9	8.7	9.9	11.3	12.5	13.1	13.4	13.6	14.0	14.1	13.9	13.6	13.1	8.0	8.4	9.1	10.0	11.2	12.5	13.2	13.5	13.9	14.2	14.1	13.7	13.3	12.9
	ground mPD + floor height	78.6	78.6	78.6	78.6	78.6	78.6	78.6	78.6	78.6	78.6	78.6	78.6	78.6	78.6	78.6	78.6	78.6	78.6	78.6	78.6	78.6	78.6	78.6	78.6	78.6	78.6	78.6
	Vert distance from track to NSR	70.7	69.9	68.7	67.4	66.2	65.6	65.3	65.0	64.7	64.6	64.7	65.0	65.6	70.6	70.2	69.5	68.6	67.4	66.1	65.4	65.1	64.7	64.5	64.6	64.9	65.4	65.7
	Slant distance	73.8	73.2	72.2	70.9	69.9	69.5	69.2	68.0	66.4	65.9	65.1	65.0	66.2	74.6	75.0	74.1	73.3	72.3	71.3	70.8	70.1	68.6	67.1	66.3	65.1	65.4	66.4
	View angle (α)	0.058	0.074	0.115	0.254	0.499	1.349	0.741	0.241	0.112	0.072	0.032	0.003	0.030	0.068	0.084	0.097	0.132	0.248	0.689	1.361	0.494	0.234	0.129	0.075	0.019	0.010	0.029
	View angle (α)(degree)	3.335	4.249	6.579	14.550	28.573	77.304	42.437	13.833	6.416	4.103	1.839	0.182	1.702	3.888	4.831	5.543	7.536	14.225	39.503	77.962	28.301	13.414	7.373	4.294	1.089	0.577	1.668
	View angle (θ)	0.004	0.025	0.054	0.096	0.382	1.278	0.772	0.132	0.043	0.016	0.005	0.000	0.006	0.008	0.011	0.020	0.049	0.078	0.792	1.335	0.334	0.100	0.046	0.021	0.003	0.001	0.003
	View angle (θ) (degree)	0.224	1.420	3.073	5.525	21.881	73.199	44.223	7.573	2.437	0.934	0.308	0.026	0.360	0.453	0.619	1.142	2.824	4.462	45.355	76.499	19.137	5.747	2.615	1.217	0.171	0.081	0.192
	Average Speed	10.0	20.0	50.0	70.0	65.0	50.0	30.0	15.0	10.0	10.0	15.0	20.0	15.0	10.0	10.0	10.0	20.0	50.0	70.0	60.0	40.0	20.0	15.0	10.0	10.0	15.0	10.0
	Corr for no. of event, 10log(N), dB(A)	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3
	Corr for distance, -10log(d/d_{ref}), dB(A)	-4.7	-4.7	-4.6	-4.5	-4.5	-4.4	-4.4	-4.3	-4.2	-4.2	-4.2	-4.2	-4.2	-4.7	-4.8	-4.7	-4.7	-4.6	-4.5	-4.5	-4.5	-4.4	-4.3	-4.2	-4.2	-4.2	-4.2
	Corr for view angle, 10log(pi*θ/180-cos2αsinθ)	-50.8	-40.6	-33.4	-24.1	-12.5	-1.7	-6.5	-23.1	-34.7	-42.8	-54.5	-85.4	-54.5	-46.4	-43.1	-39.3	-32.7	-25.2	-6.8	-1.5	-13.1	-24.6	-33.2	-41.2	-61.7	-70.4	-57.5
	Corr for screening/ absorption, dB(A)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, 20log(v/V_{ref}), dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0
	Corr for sound energy spread over 24 hr	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4
	Façade correctoin, dB(A)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
	Track wear correction, dB(A)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
	Leq 24hr for each train, dB(A)				28.6	39.7	48.2	38.9	16.4	1.4	-6.7	-14.9	-43.2	-14.9					24.4	45.8	49.8	34.7	17.3	6.4	-5.1	-25.5	-30.8	-21.4
	Leq 24hr for all train	53.4																										
Leq0.5	Total number of events	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13
	Corr for no. of event, 10log(N), dB(A)	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1
	Corr for distance, -10log(d/dref), dB(A)	-4.7	-4.7	-4.6	-4.5	-4.5	-4.4	-4.4	-4.3	-4.2	-4.2	-4.2	-4.2	-4.2	-4.7	-4.8	-4.7	-4.7	-4.6	-4.5	-4.5	-4.5	-4.4	-4.3	-4.2	-4.2	-4.2	-4.2
	Corr for view angle, 10log(pi*θ/180-cos2αsinθ)	-50.8	-40.6	-33.4	-24.1	-12.5	-1.7	-6.5	-23.1	-34.7	-42.8	-54.5	-85.4	-54.5	-46.4	-43.1	-39.3	-32.7	-25.2	-6.8	-1.5	-13.1	-24.6	-33.2	-41.2	-61.7	-70.4	-57.5
	Corr for screening/ absorption, dB(A)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0
	Corr for sound energy spread over 24 hr	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6
	Façade correctoin, dB(A)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
	Track wear correction, dB(A)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
	Leq 0.5hr for each train, dB(A)				29.2	40.3	48.8	39.6	17.0	2.0	-6.0	-14.2	-42.6	-14.3					25.1	46.5	50.5	35.4	18.0	7.0	-4.5	-24.8	-30.1	-20.7
	Leq 0.5hr for all train	54.1																										
Leq0.5	Total number of events	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12
	Corr for no. of event, 10log(N), dB(A)	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8
	Corr for distance, -10log(d/dref), dB(A)	-4.7	-4.7	-4.6	-4.5	-4.5	-4.4	-4.4	-4.3	-4.2	-4.2	-4.2	-4.2	-4.2	-4.7	-4.8	-4.7	-4.7	-4.6	-4.5	-4.5	-4.5	-4.4	-4.3	-4.2	-4.2	-4.2	-4.2
	Corr for view angle, 10log(pi*θ/180-cos2αsinθ)	-50.8	-40.6	-33.4	-24.1	-12.5	-1.7	-6.5	-23.1	-34.7	-42.8	-54.5	-85.4	-54.5	-46.4	-43.1	-39.3	-32.7	-25.2	-6.8	-1.5	-13.1	-24.6	-33.2	-41.2	-61.7	-70.4	-57.5
	Corr for screening/ absorption, dB(A)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0
	Corr for sound energy spread over 24 hr	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6
	Façade correctoin, dB(A)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
	Track wear correction, dB(A)	3

Floor		Segment (Northbound)													Segment (Southbound)														
20		N1	N2	N3	N4	N5	N6	N7	N8	N9	N10	N11	N12	N13	S1	S2	S3	S4	S5	S6	S7	S8	S9	S10	S11	S12	S13	S14
Parameters:																													
	Measured SEL	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9
Leq24	Total number of events	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536
	Horize distance from track to NSR	21.2	21.8	22.2	22.2	22.6	23.2	22.9	20.0	15.2	13.4	7.3	0.8	9.4	24.1	26.5	25.7	25.7	26.1	26.6	27.0	26.0	22.7	18.7	15.1	4.8	3.0	9.8
	track mPD + track head (0.2m)	7.9	8.7	9.9	11.3	12.5	13.1	13.4	13.6	14.0	14.1	13.9	13.6	13.1	8.0	8.4	9.1	10.0	11.2	12.5	13.2	13.5	13.9	14.2	14.1	13.7	13.3	12.9
	ground mPD + floor height	81.8	81.8	81.8	81.8	81.8	81.8	81.8	81.8	81.8	81.8	81.8	81.8	81.8	81.8	81.8	81.8	81.8	81.8	81.8	81.8	81.8	81.8	81.8	81.8	81.8	81.8	81.8
	Vert distance from track to NSR	73.9	73.1	71.9	70.5	69.3	68.7	68.4	68.2	67.8	67.7	67.9	68.2	68.7	73.8	73.4	72.7	71.8	70.6	69.3	68.6	68.3	67.9	67.6	67.7	68.1	68.5	68.9
	Slant distance	76.8	76.2	75.2	73.9	72.9	72.5	72.1	71.0	69.5	69.0	68.2	68.2	69.3	77.6	78.0	77.0	76.2	75.2	74.2	73.7	73.0	71.5	70.1	69.4	68.2	68.6	69.5
	View angle (α)	0.058	0.074	0.115	0.254	0.499	1.349	0.741	0.241	0.112	0.072	0.032	0.003	0.030	0.068	0.084	0.097	0.132	0.248	0.689	1.361	0.494	0.234	0.129	0.075	0.019	0.010	0.029
	View angle (α)(degree)	3.335	4.249	6.579	14.550	28.573	77.304	42.437	13.833	6.416	4.103	1.839	0.182	1.702	3.888	4.831	5.543	7.536	14.225	39.503	77.962	28.301	13.414	7.373	4.294	1.089	0.577	1.668
	View angle (θ)	0.004	0.025	0.054	0.096	0.382	1.278	0.772	0.132	0.043	0.016	0.005	0.000	0.006	0.008	0.011	0.020	0.049	0.078	0.792	1.335	0.334	0.100	0.046	0.021	0.003	0.001	0.003
	View angle (θ) (degree)	0.224	1.420	3.073	5.525	21.881	73.199	44.223	7.573	2.437	0.934	0.308	0.026	0.360	0.453	0.619	1.142	2.824	4.462	45.355	76.499	19.137	5.747	2.615	1.217	0.171	0.081	0.192
	Average Speed	10.0	20.0	50.0	70.0	65.0	50.0	30.0	15.0	10.0	10.0	15.0	20.0	15.0	10.0	10.0	10.0	20.0	50.0	70.0	60.0	40.0	20.0	15.0	10.0	10.0	15.0	10.0
	Corr for no. of event, 10log(N), dB(A)	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3
	Corr for distance, -10log(d/d_{ref}), dB(A)	-4.9	-4.8	-4.8	-4.7	-4.6	-4.6	-4.6	-4.5	-4.4	-4.4	-4.4	-4.4	-4.4	-4.9	-4.9	-4.9	-4.8	-4.8	-4.7	-4.7	-4.7	-4.6	-4.5	-4.4	-4.4	-4.4	-4.4
	Corr for view angle, 10Log(pi*θ/180-cos2αsinθ)	-50.8	-40.6	-33.4	-24.1	-12.5	-1.7	-6.5	-23.1	-34.7	-42.8	-54.5	-85.4	-54.5	-46.4	-43.1	-39.3	-32.7	-25.2	-6.8	-1.5	-13.1	-24.6	-33.2	-41.2	-61.7	-70.4	-57.5
	Corr for screening/ absorption, dB(A)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, 20log(v/V_{ref}), dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0
	Corr for sound energy spread over 24 hr	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4
	Façade correctoin, dB(A)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
	Track wear correction, dB(A)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
	Leq 24hr for each train, dB(A)				28.4	39.5	48.0	38.8	16.2	1.2	-6.9	-15.1	-43.4	-15.1					24.3	45.7	49.7	34.6	17.2	6.2	-5.3	-25.7	-31.0	-21.6
	Leq 24hr for all train	53.3																										
Leq0.5	Total number of events	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13
	Corr for no. of event, 10log(N), dB(A)	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1
	Corr for distance, -10log(d/dref), dB(A)	-4.9	-4.8	-4.8	-4.7	-4.6	-4.6	-4.6	-4.5	-4.4	-4.4	-4.4	-4.4	-4.4	-4.9	-4.9	-4.9	-4.8	-4.8	-4.7	-4.7	-4.7	-4.6	-4.5	-4.4	-4.4	-4.4	-4.4
	Corr for view angle, 10Log(pi*θ/180-cos2αsinθ)	-50.8	-40.6	-33.4	-24.1	-12.5	-1.7	-6.5	-23.1	-34.7	-42.8	-54.5	-85.4	-54.5	-46.4	-43.1	-39.3	-32.7	-25.2	-6.8	-1.5	-13.1	-24.6	-33.2	-41.2	-61.7	-70.4	-57.5
	Corr for screening/ absorption, dB(A)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0
	Corr for sound energy spread over 24 hr	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6
	Façade correctoin, dB(A)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
	Track wear correction, dB(A)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
	Leq 0.5hr for each train, dB(A)				29.1	40.1	48.6	39.4	16.9	1.8	-6.2	-14.4	-42.8	-14.5					24.9	46.3	50.3	35.2	17.8	6.8	-4.7	-25.0	-30.3	-20.9
	Leq 0.5hr for all train	53.9																										
Leq0.5	Total number of events	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12
	Corr for no. of event, 10log(N), dB(A)	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8
	Corr for distance, -10log(d/dref), dB(A)	-4.9	-4.8	-4.8	-4.7	-4.6	-4.6	-4.6	-4.5	-4.4	-4.4	-4.4	-4.4	-4.4	-4.9	-4.9	-4.9	-4.8	-4.8	-4.7	-4.7	-4.7	-4.6	-4.5	-4.4	-4.4	-4.4	-4.4
	Corr for view angle, 10Log(pi*θ/180-cos2αsinθ)	-50.8	-40.6	-33.4	-24.1	-12.5	-1.7	-6.5	-23.1	-34.7	-42.8	-54.5	-85.4	-54.5	-46.4	-43.1	-39.3	-32.7	-25.2	-6.8	-1.5	-13.1	-24.6	-33.2	-41.2	-61.7	-70.4	-57.5
	Corr for screening/ absorption, dB(A)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0
	Corr for sound energy spread over 24 hr	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6
	Façade correctoin, dB(A)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
	Track wear correction, dB(A)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
	Leq 0.5hr for each train, dB(A)				28.7	39.8	48.3	39.1	16.5	1.5	-6.5	-14.8	-43.1	-14.8					24.6	46.0	50.0	34.9	17.5	6.5	-5.0	-25.4	-30.7	-21.3
	Leq 0.5hr for all train	53.6																										
Lmax	Measured Lmax	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65
	Corr for distance, -10log(d/dref), dB(A)	-4.9	-4.8	-4.8	-4.7	-4.6	-4.6	-4.6	-4.5	-4.4	-4.4	-4.4	-4.4	-4.4	-4.9	-4.9	-4.9	-4.8	-4.8	-4.7	-4.7	-4.7	-4.6	-4.5	-4.4	-4.4	-4.4	-4.4
	Correction for screening/ absorption	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0
	Façade correctoin, dB(A)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
	Track wear correction, dB(A)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
	Lmax for each train, dB(A)				68.7	68.1	65.9	61.5	55.5	52.1	52.1	55.7	58.2	55.6					65.7	68.7	67.4	63.9	58.0	55.6	52.1	52.2	55.7	52.1
	Lmax for all train	68.7																										

Floor		Segment (Northbound)													Segment (Southbound)														
21		N1	N2	N3	N4	N5	N6	N7	N8	N9	N10	N11	N12	N13	S1	S2	S3	S4	S5	S6	S7	S8	S9	S10	S11	S12	S13	S14
Parameters:																													
	Measured SEL	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9
Leq24	Total number of events	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536
	Horize distance from track to NSR	21.2	21.8	22.2	22.2	22.6	23.2	22.9	20.0	15.2	13.4	7.3	0.8	9.4	24.1	26.5	25.7	25.7	26.1	26.6	27.0	26.0	22.7	18.7	15.1	4.8	3.0	9.8
	track mPD + track head (0.2m)	7.9	8.7	9.9	11.3	12.5	13.1	13.4	13.6	14.0	14.1	13.9	13.6	13.1	8.0	8.4	9.1	10.0	11.2	12.5	13.2	13.5	13.9	14.2	14.1	13.7	13.3	12.9
	ground mPD + floor height	84.9	84.9	84.9	84.9	84.9	84.9	84.9	84.9	84.9	84.9	84.9	84.9	84.9	84.9	84.9	84.9	84.9	84.9	84.9	84.9	84.9	84.9	84.9	84.9	84.9	84.9	84.9
	Vert distance from track to NSR	77.0	76.2	75.0	73.7	72.5	71.9	71.6	71.3	71.0	70.9	71.0	71.3	71.9	76.9	76.5	75.8	74.9	73.7	72.4	71.7	71.4	71.0	70.8	70.9	71.2	71.7	72.0
	Slant distance	79.9	79.3	78.2	76.9	75.9	75.5	75.1	74.0	72.6	72.1	71.4	71.3	72.5	80.6	81.0	80.0	79.2	78.2	77.1	76.6	76.0	74.5	73.2	72.4	71.4	71.7	72.7
	View angle (α)	0.058	0.074	0.115	0.254	0.499	1.349	0.741	0.241	0.112	0.072	0.032	0.003	0.030	0.068	0.084	0.097	0.132	0.248	0.689	1.361	0.494	0.234	0.129	0.075	0.019	0.010	0.029
	View angle (α)(degree)	3.335	4.249	6.579	14.550	28.573	77.304	42.437	13.833	6.416	4.103	1.839	0.182	1.702	3.888	4.831	5.543	7.536	14.225	39.503	77.962	28.301	13.414	7.373	4.294	1.089	0.577	1.668
	View angle (θ)	0.004	0.025	0.054	0.096	0.382	1.278	0.772	0.132	0.043	0.016	0.005	0.000	0.006	0.008	0.011	0.020	0.049	0.078	0.792	1.335	0.334	0.100	0.046	0.021	0.003	0.001	0.003
	View angle (θ) (degree)	0.224	1.420	3.073	5.525	21.881	73.199	44.223	7.573	2.437	0.934	0.308	0.026	0.360	0.453	0.619	1.142	2.824	4.462	45.355	76.499	19.137	5.747	2.615	1.217	0.171	0.081	0.192
	Average Speed	10.0	20.0	50.0	70.0	65.0	50.0	30.0	15.0	10.0	10.0	15.0	20.0	15.0	10.0	10.0	10.0	20.0	50.0	70.0	60.0	40.0	20.0	15.0	10.0	10.0	15.0	10.0
	Corr for no. of event, 10log(N), dB(A)	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3
	Corr for distance, -10log(d/d_{ref}), dB(A)	-5.0	-5.0	-5.0	-4.9	-4.8	-4.8	-4.8	-4.7	-4.6	-4.6	-4.6	-4.6	-4.6	-5.1	-5.1	-5.1	-5.0	-5.0	-4.9	-4.9	-4.8	-4.7	-4.7	-4.6	-4.6	-4.6	-4.6
	Corr for view angle, 10Log(pi*θ/180-cos2αsinθ)	-50.8	-40.6	-33.4	-24.1	-12.5	-1.7	-6.5	-23.1	-34.7	-42.8	-54.5	-85.4	-54.5	-46.4	-43.1	-39.3	-32.7	-25.2	-6.8	-1.5	-13.1	-24.6	-33.2	-41.2	-61.7	-70.4	-57.5
	Corr for screening/ absorption, dB(A)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, 20log(v/V_{ref}), dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0
	Corr for sound energy spread over 24 hr	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4
	Façade correctoin, dB(A)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
	Track wear correction, dB(A)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
	Leq 24hr for each train, dB(A)				28.2	39.3	47.8	38.6	16.0	1.0	-7.0	-15.3	-43.6	-15.3					24.1	45.5	49.5	34.4	17.0	6.0	-5.5	-25.9	-31.2	-21.8
	Leq 24hr for all train	53.1																										
Leq0.5	Total number of events	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13
	Corr for no. of event, 10log(N), dB(A)	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1
	Corr for distance, -10log(d/dref), dB(A)	-5.0	-5.0	-5.0	-4.9	-4.8	-4.8	-4.8	-4.7	-4.6	-4.6	-4.6	-4.6	-4.6	-5.1	-5.1	-5.1	-5.0	-5.0	-4.9	-4.9	-4.8	-4.7	-4.7	-4.6	-4.6	-4.6	-4.6
	Corr for view angle, 10Log(pi*θ/180-cos2αsinθ)	-50.8	-40.6	-33.4	-24.1	-12.5	-1.7	-6.5	-23.1	-34.7	-42.8	-54.5	-85.4	-54.5	-46.4	-43.1	-39.3	-32.7	-25.2	-6.8	-1.5	-13.1	-24.6	-33.2	-41.2	-61.7	-70.4	-57.5
	Corr for screening/ absorption, dB(A)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0
	Corr for sound energy spread over 24 hr	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6
	Façade correctoin, dB(A)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
	Track wear correction, dB(A)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
	Leq 0.5hr for each train, dB(A)				28.9	40.0	48.5	39.2	16.7	1.7	-6.4	-14.6	-43.0	-14.7					24.8	46.2	50.1	35.1	17.6	6.6	-4.9	-25.2	-30.5	-21.1
	Leq 0.5hr for all train	53.8																										
Leq0.5	Total number of events	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12
	Corr for no. of event, 10log(N), dB(A)	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8
	Corr for distance, -10log(d/dref), dB(A)	-5.0	-5.0	-5.0	-4.9	-4.8	-4.8	-4.8	-4.7	-4.6	-4.6	-4.6	-4.6	-4.6	-5.1	-5.1	-5.1	-5.0	-5.0	-4.9	-4.9	-4.8	-4.7	-4.7	-4.6	-4.6	-4.6	-4.6
	Corr for view angle, 10Log(pi*θ/180-cos2αsinθ)	-50.8	-40.6	-33.4	-24.1	-12.5	-1.7	-6.5	-23.1	-34.7	-42.8	-54.5	-85.4	-54.5	-46.4	-43.1	-39.3	-32.7	-25.2	-6.8	-1.5	-13.1	-24.6	-33.2	-41.2	-61.7	-70.4	-57.5
	Corr for screening/ absorption, dB(A)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0
	Corr for sound energy spread over 24 hr	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6
	Façade correctoin, dB(A)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5

Floor 22		Segment (Northbound)													Segment (Southbound)													
		N1	N2	N3	N4	N5	N6	N7	N8	N9	N10	N11	N12	N13	S1	S2	S3	S4	S5	S6	S7	S8	S9	S10	S11	S12	S13	S14
Parameters:																												
	Measured SEL	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9
Leq24	Total number of events	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536
	Horize distance from track to NSR	21.2	21.8	22.2	22.2	22.6	23.2	22.9	20.0	15.2	13.4	7.3	0.8	9.4	24.1	26.5	25.7	25.7	26.1	26.6	27.0	26.0	22.7	18.7	15.1	4.8	3.0	9.8
	track mPD + track head (0.2m)	7.9	8.7	9.9	11.3	12.5	13.1	13.4	13.6	14.0	14.1	13.9	13.6	13.1	8.0	8.4	9.1	10.0	11.2	12.5	13.2	13.5	13.9	14.2	14.1	13.7	13.3	12.9
	ground mPD + floor height	88.1	88.1	88.1	88.1	88.1	88.1	88.1	88.1	88.1	88.1	88.1	88.1	88.1	88.1	88.1	88.1	88.1	88.1	88.1	88.1	88.1	88.1	88.1	88.1	88.1	88.1	88.1
	Vert distance from track to NSR	80.2	79.4	78.2	76.8	75.6	75.0	74.7	74.5	74.1	74.0	74.2	74.5	75.0	80.1	79.7	79.0	78.1	76.9	75.6	74.9	74.6	74.2	73.9	74.0	74.4	74.8	75.2
	Slant distance	82.9	82.3	81.2	80.0	78.9	78.5	78.1	77.1	75.6	75.2	74.5	74.5	75.6	83.6	84.0	83.0	82.2	81.2	80.1	79.6	78.9	77.5	76.2	75.5	74.5	74.9	75.8
	View angle (α)	0.058	0.074	0.115	0.254	0.499	1.349	0.741	0.241	0.112	0.072	0.032	0.003	0.030	0.068	0.084	0.097	0.132	0.248	0.689	1.361	0.494	0.234	0.129	0.075	0.019	0.010	0.029
	View angle (α) (degree)	3.335	4.249	6.579	14.550	28.573	77.304	42.437	13.833	6.416	4.103	1.839	0.182	1.702	3.888	4.831	5.543	7.536	14.225	39.503	77.962	28.301	13.414	7.373	4.294	1.089	0.577	1.668
	View angle (θ)	0.004	0.025	0.054	0.096	0.382	1.278	0.772	0.132	0.043	0.016	0.005	0.000	0.006	0.008	0.011	0.020	0.049	0.078	0.792	1.335	0.334	0.100	0.046	0.021	0.003	0.001	0.003
	View angle (θ) (degree)	0.224	1.420	3.073	5.525	21.881	73.199	44.223	7.573	2.437	0.934	0.308	0.026	0.360	0.453	0.619	1.142	2.824	4.462	45.355	76.499	19.137	5.747	2.615	1.217	0.171	0.081	0.192
	Average Speed	10.0	20.0	50.0	70.0	65.0	50.0	30.0	15.0	10.0	10.0	15.0	20.0	15.0	10.0	10.0	10.0	20.0	50.0	70.0	60.0	40.0	20.0	15.0	10.0	10.0	15.0	10.0
	Corr for no. of event, 10log(N), dB(A)	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3
	Corr for distance, -10log(d/d_{ref}), dB(A)	-5.2	-5.2	-5.1	-5.0	-5.0	-5.0	-4.9	-4.9	-4.8	-4.8	-4.7	-4.7	-4.8	-5.2	-5.3	-5.2	-5.2	-5.1	-5.1	-5.0	-5.0	-4.9	-4.8	-4.8	-4.7	-4.8	-4.8
	Corr for view angle, 10log(pi*θ/180-cos2αsinθ)	-50.8	-40.6	-33.4	-24.1	-12.5	-1.7	-6.5	-23.1	-34.7	-42.8	-54.5	-85.4	-54.5	-46.4	-43.1	-39.3	-32.7	-25.2	-6.8	-1.5	-13.1	-24.6	-33.2	-41.2	-61.7	-70.4	-57.5
	Corr for screening/ absorption, dB(A)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, 20log(v/V_{ref}), dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0
	Corr for sound energy spread over 24 hr	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4
	Façade correctoin, dB(A)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
	Track wear correction, dB(A)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
	Leq 24hr for each train, dB(A)				28.1	39.1	47.6	38.4	15.8	0.8	-7.2	-15.5	-43.8	-15.5					23.9	45.3	49.3	34.2	16.8	5.8	-5.7	-26.1	-31.4	-22.0
	Leq 24hr for all train	52.9																										
Leq0.5	Total number of events	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13
	Corr for no. of event, 10log(N), dB(A)	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1
	Corr for distance, -10log(d/dref), dB(A)	-5.2	-5.2	-5.1	-5.0	-5.0	-5.0	-4.9	-4.9	-4.8	-4.8	-4.7	-4.7	-4.8	-5.2	-5.3	-5.2	-5.2	-5.1	-5.1	-5.0	-5.0	-4.9	-4.8	-4.8	-4.7	-4.8	-4.8
	Corr for view angle, 10log(pi*θ/180-cos2αsinθ)	-50.8	-40.6	-33.4	-24.1	-12.5	-1.7	-6.5	-23.1	-34.7	-42.8	-54.5	-85.4	-54.5	-46.4	-43.1	-39.3	-32.7	-25.2	-6.8	-1.5	-13.1	-24.6	-33.2	-41.2	-61.7	-70.4	-57.5
	Corr for screening/ absorption, dB(A)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0
	Corr for sound energy spread over 24 hr	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6
	Façade correctoin, dB(A)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
	Track wear correction, dB(A)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
	Leq 0.5hr for each train, dB(A)				28.7	39.8	48.3	39.1	16.5	1.5	-6.6	-14.8	-43.2	-14.8					24.6	46.0	50.0	34.9	17.5	6.5	-5.0	-25.4	-30.7	-21.3
	Leq 0.5hr for all train	53.6																										
Leq0.5	Total number of events	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12
	Corr for no. of event, 10log(N), dB(A)	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8
	Corr for distance, -10log(d/dref), dB(A)	-5.2	-5.2	-5.1	-5.0	-5.0	-5.0	-4.9	-4.9	-4.8	-4.8	-4.7	-4.7	-4.8	-5.2	-5.3	-5.2	-5.2	-5.1	-5.1	-5.0	-5.0	-4.9	-4.8	-4.8	-4.7	-4.8	-4.8
	Corr for view angle, 10log(pi*θ/180-cos2αsinθ)	-50.8	-40.6	-33.4	-24.1	-12.5	-1.7	-6.5	-23.1	-34.7	-42.8	-54.5	-85.4	-54.5	-46.4	-43.1	-39.3	-32.7	-25.2	-6.8	-1.5	-13.1	-24.6	-33.2	-41.2	-61.7	-70.4	-57.5
	Corr for screening/ absorption, dB(A)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0
	Corr for sound energy spread over 24 hr	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6
	Façade correctoin, dB(A)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
	Track wear correction, dB(A)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
	Leq 0.5hr for each train, dB(A)				28.4	39.4	47.9	38.7	16.1	1.1	-6.9	-15.1	-43.5	-15.2					24.3	45.6	49.6	34.5	17.1	6.1	-5.4	-25.8	-31.0	-21.7
	Leq 0.5hr for all train	53.2																										
Lmax	Measured Lmax	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65
	Corr for distance, -10log(d/dref), dB(A)	-5.2	-5.2	-5.1	-5.0	-5.0	-5.0	-4.9	-4.9	-4.8	-4.8	-4.7	-4.7	-4.8	-5.2	-5.3	-5.2	-5.2	-5.1	-5.1	-5.0	-5.0	-4.9	-4.8	-4.8	-4.7	-4.8	-4.8
	Correction for screening/ absorption	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0
	Façade correctoin, dB(A)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
	Track wear correction, dB(A)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
	Lmax for each train, dB(A)				68.4	67.8	65.5	61.1	55.2	51.7	51.7	55.3	57.8	55.2					65.4	68.4	67.1	63.6	57.6	55.2	51.7	51.8	55.3	51.7
	Lmax for all train	68.4																										

Floor 23		Segment (Northbound)													Segment (Southbound)													
		N1	N2	N3	N4	N5	N6	N7	N8	N9	N10	N11	N12	N13	S1	S2	S3	S4	S5	S6	S7	S8	S9	S10	S11	S12	S13	S14
Parameters:																												
	Measured SEL	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9
Leq24	Total number of events	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536
	Horize distance from track to NSR	21.2	21.8	22.2	22.2	22.6	23.2	22.9	20.0	15.2	13.4	7.3	0.8	9.4	24.1	26.5	25.7	25.7	26.1	26.6	27.0	26.0	22.7	18.7	15.1	4.8	3.0	9.8
	track mPD + track head (0.2m)	7.9	8.7	9.9	11.3	12.5	13.1	13.4	13.6	14.0	14.1	13.9	13.6	13.1	8.0	8.4	9.1	10.0	11.2	12.5	13.2	13.5	13.9	14.2	14.1	13.7	13.3	12.9
	ground mPD + floor height	91.2	91.2	91.2	91.2	91.2	91.2	91.2	91.2	91.2	91.2	91.2	91.2	91.2	91.2	91.2	91.2	91.2	91.2	91.2	91.2	91.2	91.2	91.2	91.2	91.2	91.2	91.2
	Vert distance from track to NSR	83.3	82.5	81.3	80.0	78.8	78.2	77.9	77.6	77.3	77.2	77.3	77.6	78.2	83.2	82.8	82.1	81.2	80.0	78.7	78.0	77.7	77.3	77.1	77.2	77.5	78.0	78.3
	Slant distance	86.0	85.3	84.3	83.0	81.9	81.5	81.1	80.1	78.7	78.3	77.6	77.6	78.7	86.6	86.9	86.0	85.2	84.1	83.1	82.5	81.9	80.6	79.3	78.6	77.6	78.0	78.9
	View angle (α)	0.058	0.074	0.115	0.254	0.499	1.349	0.741	0.241	0.112	0.072	0.032	0.003	0.030	0.068	0.084	0.097	0.132	0.248	0.689	1.361	0.494	0.234	0.129	0.075	0.019	0.010	0.029
	View angle (α) (degree)	3.335	4.249	6.579	14.550	28.573	77.304	42.437	13.833	6.416	4.103	1.839	0.182	1.702	3.888	4.831	5.543	7.536	14.225	39.503	77.962	28.301	13.414	7.373	4.294	1.089	0.577	1.668
	View angle (θ)	0.004	0.025	0.054	0.096	0.382	1.278	0.772	0.132	0.043	0.016	0.005	0.000	0.006	0.008	0.011	0.020	0.049	0.078	0.792	1.335	0.334	0.100	0.046	0.021	0.003	0.001	0.003
	View angle (θ) (degree)	0.224	1.420	3.073	5.525	21.881	73.199	44.223	7.573	2.437	0.934	0.308	0.026	0.360	0.453	0.619	1.142	2.824	4.462	45.355	76.499	19.137	5.747	2.615	1.217	0.171	0.081	0.192
	Average Speed	10.0	20.0	50.0	70.0	65.0	50.0	30.0	15.0	10.0	10.0	15.0	20.0	15.0	10.0	10.0	10.0	20.0	50.0	70.0	60.0	40.0	20.0	15.0	10.0	10.0	15.0	10.0
	Corr for no. of event, 10log(N), dB(A)	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3
	Corr for distance, -10log(d/d_{ref}), dB(A)	-5.4	-5.3	-5.3	-5.2	-5.2	-5.1	-5.1	-5.1	-5.0	-5.0	-4.9	-4.9	-5.0	-5.4	-5.4	-5.4	-5.3	-5.3	-5.2	-5.2	-5.2	-5.1	-5.0	-5.0	-4.9	-4.9	-5.0
	Corr for view angle, 10log(pi*θ/180-cos2αsinθ)	-50.8	-40.6	-33.4	-24.1	-12.5	-1.7	-6.5	-23.1	-34.7	-42.8	-54.5	-85.4	-54.5	-46.4	-43.1	-39.3	-32.7	-25.2	-6.8	-1.5	-13.1	-24.6	-33.2	-41.2	-61.7	-70.4	-57.5
	Corr for screening/ absorption, dB(A)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, 20log(v/V_{ref}), dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0
	Corr for sound energy spread over 24 hr	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4
	Façade correctoin, dB(A)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
	Track wear correction, dB(A)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
	Leq 24hr for each train, dB(A)				27.9	39.0	47.5	38.3	15.7	0.6	-7.4	-15.6	-44.0	-15.7					23.8	45.2	49.2	34.1	16.6	5.6	-5.9	-26.3	-31.5	-22.1
	Leq 24hr for all train	52.8																										
Leq0.5	Total number of events	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13
	Corr for no. of event, 10log(N), dB(A)	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1
	Corr for distance, -10log(d/dref), dB(A)	-5.4	-5.3	-5.3	-5.2	-5.2	-5.1	-5.1	-5.1	-5.0	-5.0	-4.9	-4.9	-5.0	-5.4	-5.4	-5.4	-5.3	-5.3	-5.2	-5.2	-5.2	-5.1	-5.0	-5.0	-4.9	-4.9	-5.0
	Corr for view angle, 10log(pi*θ/180-cos2αsinθ)	-50.8	-40.6	-33.4	-24.1	-12.5	-1.7	-6.5	-23.1	-34.7	-42.8	-54.5	-85.4	-54.5	-46.4	-43.1	-39.3	-32.7	-25.2	-6.8	-1.5	-13.1	-24.6	-33.2	-41.2	-61.7	-70.4	-57.5
	Corr for screening/ absorption, dB(A)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0
	Corr for sound energy spread over 24 hr	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6
	Façade correctoin, dB(A)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
	Track wear correction, dB(A)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
	Leq 0.5hr for each train, dB(A)				28.6	39.6	48.1	38.9	16.3	1.3	-6.7	-15.0	-43.3	-15.0					24.4	45.8	49.8	34.7	17.3	6.3	-5.2	-25.6	-30.9	-21.5
					718.7	9167.8	64999.6	7784.9	42.9	1.4	0.2	0.0	0.0	0.0					278.5	38268.8	95906.8	2966.7	53.8	4.3	0.3	0.0	0.0	0.0
	Leq 0.5hr for all train	53.4																										
Leq0.5	Total number of events	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12
	Corr for no. of event, 10log(N), dB(A)	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8
	Corr for distance, -10log(d/dref), dB(A)	-5.4	-5.3	-5.3	-5.2	-5.2	-5.1	-5.1	-5.1	-5.0	-5.0	-4.9	-4.9	-5.0	-5.4	-5.4	-5.4	-5.3	-5.3	-5.2	-5.2	-5.2	-5.1	-5.0	-5.0	-4.9	-4.9	-5.0
	Corr for view angle, 10log(pi*θ/180-cos2αsinθ)	-50.8	-40.6	-33.4	-24.1	-12.5	-1.7	-6.5	-23.1	-34.7	-42.8	-54.5	-85.4	-54.5	-46.4	-43.1	-39.3	-32.7	-25.2	-6.8	-1.5	-13.1	-24.6	-33.2	-41.2	-61.7	-70.4	-57.5
	Corr for screening/ absorption, dB(A)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0
	Corr for sound energy spread over 24 hr	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6
	Façade correctoin, dB(A)	2.5	2.5	2.5	2.5	2.5	2.5	2.5

Floor		Segment (Northbound)												
24		N1	N2	N3	N4	N5	N6	N7	N8	N9	N10	N11	N12	N13
Parameters:														
	Measured SEL	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9
Leq24	Total number of events	536	536	536	536	536	536	536	536	536	536	536	536	536
	Horize distance from track to NSR	21.2	21.8	22.2	22.2	22.6	23.2	22.9	20.0	15.2	13.4	7.3	0.8	9.4
	track mPD + track head (0.2m)	7.9	8.7	9.9	11.3	12.5	13.1	13.4	13.6	14.0	14.1	13.9	13.6	13.1
	ground mPD + floor height	94.4	94.4	94.4	94.4	94.4	94.4	94.4	94.4	94.4	94.4	94.4	94.4	94.4
	Vert distance from track to NSR	86.5	85.7	84.5	83.1	81.9	81.3	81.0	80.8	80.4	80.3	80.5	80.8	81.3
	Slant distance	89.0	88.4	87.3	86.0	85.0	84.5	84.2	83.2	81.8	81.4	80.8	80.8	81.8
	View angle (α)	0.058	0.074	0.115	0.254	0.499	1.349	0.741	0.241	0.112	0.072	0.032	0.003	0.030
	View angle (α)(degree)	3.335	4.249	6.579	14.550	28.573	77.304	42.437	13.833	6.416	4.103	1.839	0.182	1.702
	View angle (θ)	0.004	0.025	0.054	0.096	0.382	1.278	0.772	0.132	0.043	0.016	0.005	0.000	0.006
	View angle (θ) (degree)	0.224	1.420	3.073	5.525	21.881	73.199	44.223	7.573	2.437	0.934	0.308	0.026	0.360
	Average Speed	10.0	20.0	50.0	70.0	65.0	50.0	30.0	15.0	10.0	10.0	15.0	20.0	15.0
	Corr for no. of event, 10log(N), dB(A)	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3
	Corr for distance, -10log(d/d_{ref}), dB(A)	-5.5	-5.5	-5.4	-5.4	-5.3	-5.3	-5.3	-5.2	-5.1	-5.1	-5.1	-5.1	-5.2
	Corr for view angle, 10log(piθ/180-cos2αsinθ)	-50.8	-40.6	-33.4	-24.1	-12.5	-1.7	-6.5	-23.1	-34.7	-42.8	-54.5	-85.4	-54.5
	Corr for screening/ absorption, dB(A)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, 20log(V_i/V_{ref}), dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5
	Corr for sound energy spread over 24 hr	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4
	Façade correctoin, dB(A)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
	Track wear correction, dB(A)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
	Leq 24hr for each train, dB(A)				27.7	38.8	47.3	38.1	15.5	0.5	-7.6	-15.8	-44.2	-15.8
	Leq 24hr for all train	52.6												
Leq0.5	Total number of events	13	13	13	13	13	13	13	13	13	13	13	13	13
	Corr for no. of event, 10log(N), dB(A)	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1
	Corr for distance, -10log(d/dref), dB(A)	-5.5	-5.5	-5.4	-5.4	-5.3	-5.3	-5.3	-5.2	-5.1	-5.1	-5.1	-5.1	-5.2
	Corr for view angle, 10log(piθ/180-cos2αsinθ)	-50.8	-40.6	-33.4	-24.1	-12.5	-1.7	-6.5	-23.1	-34.7	-42.8	-54.5	-85.4	-54.5
	Corr for screening/ absorption, dB(A)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5
	Corr for sound energy spread over 24 hr	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6
	Façade correctoin, dB(A)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
	Track wear correction, dB(A)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
	Leq 0.5hr for each train, dB(A)				28.4	39.5	48.0	38.8	16.2	1.1	-6.9	-15.1	-43.5	-15.2
	Leq 0.5hr for all train	53.3												
Leq0.5	Total number of events	12	12	12	12	12	12	12	12	12	12	12	12	12
	Corr for no. of event, 10log(N), dB(A)	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8
	Corr for distance, -10log(d/dref), dB(A)	-5.5	-5.5	-5.4	-5.4	-5.3	-5.3	-5.3	-5.2	-5.1	-5.1	-5.1	-5.1	-5.2
	Corr for view angle, 10log(piθ/180-cos2αsinθ)	-50.8	-40.6	-33.4	-24.1	-12.5	-1.7	-6.5	-23.1	-34.7	-42.8	-54.5	-85.4	-54.5
	Corr for screening/ absorption, dB(A)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5
	Corr for sound energy spread over 24 hr	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6
	Façade correctoin, dB(A)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
	Track wear correction, dB(A)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
	Leq 0.5hr for each train, dB(A)				28.1	39.1	47.6	38.4	15.8	0.8	-7.3	-15.5	-43.9	-15.5
					640.0	8160.6	57853.1	6927.7	38.2	1.2	0.2	0.0	0.0	0.0
	Leq 0.5hr for all train	52.9												
Lmax	Measured Lmax	65	65	65	65	65	65	65	65	65	65	65	65	65
	Corr for distance, -10log(d/dref), dB(A)	-5.5	-5.5	-5.4	-5.4	-5.3	-5.3	-5.3	-5.2	-5.1	-5.1	-5.1	-5.1	-5.2
	Correction for screening/ absorption	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5
	Façade correctoin, dB(A)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
	Track wear correction, dB(A)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
	Lmax for each train, dB(A)				68.1	67.5	65.2	60.8	54.8	51.4	51.4	54.9	57.4	54.9
	Lmax for all train	68.1												

Floor		Segment (Southbound)												
24		S1	S2	S3	S4	S5	S6	S7	S8	S9	S10	S11	S12	S13	S14
Parameters:															
	Measured SEL	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9
Leq24	Total number of events	536	536	536	536	536	536	536	536	536	536	536	536	536	536
	Horize distance from track to NSR	24.1	26.5	25.7	25.7	26.1	26.6	27.0	26.0	22.7	18.7	15.1	4.8	3.0	9.8
	track mPD + track head (0.2m)	8.0	8.4	9.1	10.0	11.2	12.5	13.2	13.5	13.9	14.2	14.1	13.7	13.3	12.9
	ground mPD + floor height	94.4	94.4	94.4	94.4	94.4	94.4	94.4	94.4	94.4	94.4	94.4	94.4	94.4	94.4
	Vert distance from track to NSR	86.4	86.0	85.3	84.4	83.2	81.9	81.2	80.9	80.5	80.2	80.3	80.7	81.1	81.5
	Slant distance	89.7	89.9	89.0	88.2	87.1	86.1	85.5	84.9	83.6	82.4	81.7	80.8	81.2	82.0
	View angle (α)	0.068	0.084	0.097	0.132	0.248	0.689	1.361	0.494	0.234	0.129	0.075	0.019	0.010	0.029
	View angle (α)(degree)	3.888	4.831	5.543	7.536	14.225	39.503	77.962	28.301	13.414	7.373	4.294	1.089	0.577	1.668
	View angle (θ)	0.008	0.011	0.020	0.049	0.078	0.792	1.335	0.334	0.100	0.046	0.021	0.003	0.001	0.003
	View angle (θ) (degree)	0.453	0.619	1.142	2.824	4.462	45.355	76.499	19.137	5.747	2.615	1.217	0.171	0.081	0.192
	Average Speed	10.0	10.0	10.0	20.0	50.0	70.0	60.0	40.0	20.0	15.0	10.0	10.0	15.0	10.0
	Corr for no. of event, 10log(N), dB(A)	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3
	Corr for distance, -10log(d/d_{ref}), dB(A)	-5.5	-5.6	-5.5	-5.5	-5.4	-5.4	-5.3	-5.3	-5.2	-5.2	-5.1	-5.1	-5.1	-5.2
	Corr for view angle, 10log(piθ/180-cos2αsinθ)	-46.4	-43.1	-39.3	-32.7	-25.2	-6.8	-1.5	-13.1	-24.6	-33.2	-41.2	-61.7	-70.4	-57.5
	Corr for screening/ absorption, dB(A)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, 20log(V_i/V_{ref}), dB(A)	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0
	Corr for sound energy spread over 24 hr	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4
	Façade correctoin, dB(A)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
	Track wear correction, dB(A)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
	Leq 24hr for each train, dB(A)					23.6	45.0	49.0	33.9	16.5	5.5	-6.0	-26.4	-31.7	-22.3
	Leq 24hr for all train														
Leq0.5	Total number of events	13	13	13	13	13	13	13	13	13	13	13	13	13	13
	Corr for no. of event, 10log(N), dB(A)	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1
	Corr for distance, -10log(d/dref), dB(A)	-5.5	-5.6	-5.5	-5.5	-5.4	-5.4	-5.3	-5.3	-5.2	-5.2	-5.1	-5.1	-5.1	-5.2
	Corr for view angle, 10log(piθ/180-cos2αsinθ)	-46.4	-43.1	-39.3	-32.7	-25.2	-6.8	-1.5	-13.1	-24.6	-33.2	-41.2	-61.7	-70.4	-57.5
	Corr for screening/ absorption, dB(A)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, dB(A)	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0
	Corr for sound energy spread over 24 hr	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6
	Façade correctoin, dB(A)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
	Track wear correction, dB(A)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
	Leq 0.5hr for each train, dB(A)					24.3	45.7	49.7	34.6	17.1	6.1	-5.4	-25.8	-31.0	-21.7
	Leq 0.5hr for all train														
Leq0.5	Total number of events	12	12	12	12	12	12	12	12	12	12	12	12	12	12
	Corr for no. of event, 10log(N), dB(A)	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8
	Corr for distance, -10log(d/dref), dB(A)	-5.5	-5.6	-5.5	-5.5	-5.4	-5.4	-5.3	-5.3	-5.2	-5.2	-5.1	-5.1	-5.1	-5.2
	Corr for view angle, 10log(piθ/180-cos2αsinθ)	-46.4	-43.1	-39.3	-32.7	-25.2	-6.8	-1.5	-13.1	-24.6	-33.2	-41.2	-61.7	-70.4	-57.5
	Corr for screening/ absorption, dB(A)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, dB(A)	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0
	Corr for sound energy spread over 24 hr	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6
	Façade correctoin, dB(A)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
	Track wear correction, dB(A)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
	Leq 0.5hr for each train, dB(A)					23.9	45.3	49.3	34.2	16.8	5.8	-5.7	-26.1	-31.4	-22.0
						248.2	34098.1	85442.1	2641.9	47.8	3.8	0.3	0.0	0.0	0.0
	Leq 0.5hr for all train														
Lmax	Measured Lmax	65	65	65	65	65	65	65	65	65	65	65	65	65	65
	Corr for distance, -10log(d/dref), dB(A)	-5.5	-5.6	-5.5	-5.5	-5.4	-5.4	-5.3	-5.3	-5.2	-5.2	-5.1	-5.1	-5.1	-5.2
	Correction for screening/ absorption	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, dB(A)	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0
	Façade correctoin, dB(A)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
	Track wear correction, dB(A)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
	Lmax for each train, dB(A)					65.1	68.1	66.7	63.3	57.3	54.9	51.4	51.4	54.9	51.4
	Lmax for all train														

RN4

Floor 2		Segment (Northbound)													Segment (Southbound)														
		N1	N2	N3	N4	N5	N6	N7	N8	N9	N10	N11	N12	N13	S1	S2	S3	S4	S5	S6	S7	S8	S9	S10	S11	S12	S13	S14
Parameters:																												
	Measured SEL	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9
Leq24	Total number of events	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536
	Horiz distance from track to NSR	29.7	30.3	30.7	30.7	31.3	32.4	32.8	31.0	27.3	25.7	20.4	13.0	5.1	32.5	35.1	34.1	34.2	34.6	35.4	36.5	36.2	34.0	30.8	27.7	18.5	11.3	5.0
	track mPD + track head (0.2m)	7.9	8.7	9.9	11.3	12.5	13.1	13.4	13.6	14.0	14.1	13.9	13.6	13.1	8.0	8.4	9.1	10.0	11.2	12.5	13.2	13.5	13.9	14.2	14.1	13.7	13.3	12.9
	ground mPD + floor height	25.1	25.1	25.1	25.1	25.1	25.1	25.1	25.1	25.1	25.1	25.1	25.1	25.1	25.1	25.1	25.1	25.1	25.1	25.1	25.1	25.1	25.1	25.1	25.1	25.1	25.1	25.1
	Vert distance from track to NSR	17.2	16.4	15.2	13.8	12.6	12.0	11.7	11.5	11.1	11.0	11.2	11.5	12.0	17.1	16.7	16.0	15.1	13.9	12.6	11.9	11.6	11.2	10.9	11.0	11.4	11.8	12.2
	Slant distance	34.3	34.4	34.2	33.7	33.7	34.5	34.8	33.1	29.5	28.0	23.2	17.3	13.0	36.7	38.8	37.7	37.4	37.3	37.5	38.3	38.0	35.8	32.7	29.8	21.7	16.4	13.1
	View angle (α)	0.076	0.094	0.139	0.291	0.422	0.842	1.357	0.511	0.243	0.158	0.099	0.053	0.017	0.085	0.103	0.117	0.154	0.287	0.514	1.259	0.980	0.453	0.252	0.155	0.080	0.042	0.016
	View angle (α) (degree)	4.347	5.405	7.963	16.679	24.191	48.238	77.762	29.302	13.922	9.027	5.693	3.048	0.984	4.878	5.899	6.707	8.801	16.436	29.465	72.153	56.130	25.982	14.443	8.902	4.585	2.388	0.922
	View angle (θ)	0.005	0.029	0.057	0.031	0.220	0.578	1.253	0.344	0.108	0.041	0.018	0.008	0.004	0.009	0.012	0.022	0.051	0.016	0.426	1.008	0.733	0.234	0.104	0.049	0.014	0.006	0.002
	View angle (θ) (degree)	0.272	1.661	3.288	1.792	12.593	33.120	71.783	19.725	6.209	2.326	1.057	0.475	0.225	0.529	0.697	1.257	2.912	0.919	24.400	57.763	41.983	13.422	5.936	2.821	0.790	0.363	0.114
	Average Speed	10.0	20.0	50.0	70.0	65.0	50.0	30.0	15.0	10.0	10.0	15.0	20.0	15.0	10.0	10.0	10.0	20.0	50.0	70.0	60.0	40.0	20.0	15.0	10.0	10.0	15.0	10.0
	Corr for no. of event, 10log(N), dB(A)	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3
	Corr for distance, -10log(d/d_{ref}), dB(A)	-1.4	-1.4	-1.4	-1.3	-1.3	-1.4	-1.4	-1.2	-0.7	-0.5	0.3	1.6	2.8	-1.7	-1.9	-1.8	-1.7	-1.7	-1.8	-1.9	-1.8	-1.6	-1.2	-0.8	0.6	1.8	2.8
	Corr for view angle, 10log(pi*θ/180-cos2θsinθ)	-47.6	-37.9	-31.5	-27.9	-16.3	-6.9	-1.7	-12.7	-24.0	-32.0	-39.4	-48.3	-61.3	-43.7	-40.9	-37.2	-31.2	-30.9	-11.7	-2.7	-5.1	-15.4	-23.8	-31.2	-42.5	-51.6	-64.9
	Corr for screening/ absorption, dB(A)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, 20log(V_t/V_{ref}), dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0
	Corr for sound energy spread over 24 hr	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4
	Façade correctoin, dB(A)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
	Track wear correction, dB(A)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
	Leq 24hr for each train, dB(A)				28.0	39.0	46.0	46.7	29.9										21.7	43.7	51.3	45.5	29.4					
	Leq 24hr for all train	54.6																										
Leq0.5	Total number of events	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13
	Corr for no. of event, 10log(N), dB(A)	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1
	Corr for distance, -10log(d/dref), dB(A)	-1.4	-1.4	-1.4	-1.3	-1.3	-1.4	-1.4	-1.2	-0.7	-0.5	0.3	1.6	2.8	-1.7	-1.9	-1.8	-1.7	-1.7	-1.8	-1.9	-1.8	-1.6	-1.2	-0.8	0.6	1.8	2.8
	Corr for view angle, 10log(pi*θ/180-cos2θsinθ)	-47.6	-37.9	-31.5	-27.9	-16.3	-6.9	-1.7	-12.7	-24.0	-32.0	-39.4	-48.3	-61.3	-43.7	-40.9	-37.2	-31.2	-30.9	-11.7	-2.7	-5.1	-15.4	-23.8	-31.2	-42.5	-51.6	-64.9
	Corr for screening/ absorption, dB(A)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0
	Corr for sound energy spread over 24 hr	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6
	Façade correctoin, dB(A)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
	Track wear correction, dB(A)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
	Leq 0.5hr for each train, dB(A)				28.7	39.7	46.6	47.3	30.5										22.3	44.4	52.0	46.1	30.0					
	Leq 0.5hr for all train	55.3																										
Leq0.5	Total number of events	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12
	Corr for no. of event, 10log(N), dB(A)	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8
	Corr for distance, -10log(d/dref), dB(A)	-1.4	-1.4	-1.4	-1.3	-1.3	-1.4	-1.4	-1.2	-0.7	-0.5	0.3	1.6	2.8	-1.7	-1.9	-1.8	-1.7	-1.7	-1.8	-1.9	-1.8	-1.6	-1.2	-0.8	0.6	1.8	2.8
	Corr for view angle, 10log(pi*θ/180-cos2θsinθ)	-47.6	-37.9	-31.5	-27.9	-16.3	-6.9	-1.7	-12.7	-24.0	-32.0	-39.4	-48.3	-61.3	-43.7	-40.9	-37.2	-31.2	-30.9	-11.7	-2.7	-5.1	-15.4	-23.8	-31.2	-42.5	-51.6	-64.9
	Corr for screening/ absorption, dB(A)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0
	Corr for sound energy spread over 24 hr	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6
	Façade correctoin, dB(A)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
	Track wear correction, dB(A)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
	Leq 0.5hr for each train, dB(A)				28.4	39.3	46.3	47.0	30.2	16.0	8.2	5.1	0.0	-14.4					22.0	44.0	51.6	45.8	29.7					
					684.9	8579.9	42295.9	50004.6	1046.9										157.2	25364.2	145371.8	37910.7	931.9					
	Leq 0.5hr for all train	54.9																										
Lmax	Measured Lmax	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65
	Corr for distance, -10log(d/dref), dB(A)	-1.4	-1.4	-1.4	-1.3	-1.3	-1.4	-1.4	-1.2	-0.7	-0.5	0.3	1.6	2.8	-1.7	-1.9	-1.8	-1.7	-1.7	-1.8	-1.9	-1.8	-1.6	-1.2	-0.8	0.6	1.8	2.8
	Correction for screening/ absorption	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0
	Façade correctoin, dB(A)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
	Track wear correction, dB(A)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
	Lmax for each train, dB(A)				72.1	71.5	69.1	64.6	58.8										68.8	71.7	70.2	66.7	61.0					
	Lmax for all train	72.1																										

Floor 3		Segment (Northbound)													Segment (Southbound)														
		N1	N2	N3	N4	N5	N6	N7	N8	N9	N10	N11	N12	N13	S1	S2	S3	S4	S5	S6	S7	S8	S9	S10	S11	S12	S13	S14
Parameters:																												
	Measured SEL	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9
Leq24	Total number of events	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536
	Horiz distance from track to NSR	29.7	30.3	30.7	30.7	31.3	32.4	32.8	31.0	27.3	25.7	20.4	13.0	5.1	32.5	35.1	34.1	34.2	34.6	35.4	36.5	36.2	34.0	30.8	27.7	18.5	11.3	5.0
	track mPD + track head (0.2m)	7.9	8.7	9.9	11.3	12.5	13.1	13.4	13.6	14.0	14.1	13.9	13.6	13.1	8.0	8.4	9.1	10.0	11.2	12.5	13.2	13.5	13.9	14.2	14.1	13.7	13.3	12.9
	ground mPD + floor height	28.2	28.2	28.2	28.2	28.2	28.2	28.2	28.2	28.2	28.2	28.2	28.2	28.2	28.2	28.2	28.2	28.2	28.2	28.2	28.2	28.2	28.2	28.2	28.2	28.2	28.2	28.2
	Vert distance from track to NSR	20.3	19.5	18.3	17.0	15.8	15.2	14.9	14.6	14.3	14.2	14.3	14.6	15.2	20.2	19.8	19.1	18.2	17.0	15.7	15.0	14.7	14.3	14.1	14.2	14.5	15.0	15.3
	Slant distance	35.9	36.0	35.7	35.1	35.0	35.7	36.0	34.3	30.8	29.4	24.9	19.5	16.0	38.3	40.3	39.1	38.7	38.6	38.7	39.4	39.1	36.9	33.9	31.1	23.5	18.8	16.1
	View angle (α)	0.076	0.094	0.139	0.291	0.422	0.842	1.357	0.511	0.243	0.158	0.099	0.053	0.017	0.085	0.103	0.117	0.154	0.287	0.514	1.259	0.980	0.453	0.252	0.155	0.080	0.042	0.016
	View angle (α) (degree)	4.347	5.405	7.963	16.679	24.191	48.238	77.762	29.302	13.922	9.027	5.693	3.048	0.984	4.878	5.899	6.707	8.801	16.436	29.465	72.153	56.130	25.982	14.443	8.902	4.585	2.388	0.922
	View angle (θ)	0.005	0.029	0.057	0.031	0.220	0.578	1.253	0.344	0.108	0.041	0.018	0.008	0.004	0.009	0.012	0.022	0.051	0.016	0.426	1.008	0.733	0.234	0.104	0.049	0.014	0.006	0.002
	View angle (θ) (degree)	0.272	1.661	3.288	1.792	12.593	33.120	71.783	19.725	6.209	2.326	1.057	0.475	0.225	0.529	0.697	1.257	2.912	0.919	24.400	57.763	41.983	13.422	5.936	2.821	0.790	0.363	0.114
	Average Speed	10.0	20.0	50.0	70.0	65.0	50.0	30.0	15.0	10.0	10.0	15.0	20.0	15.0	10.0	10.0	10.0	20.0	50.0	70.0	60.0	40.0	20.0	15.0	10.0	10.0	15.0	10.0
	Corr for no. of event, 10log(N), dB(A)	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3
	Corr for distance, -10log(d/d_{ref}), dB(A)	-1.6	-1.6	-1.5	-1.5	-1.5	-1.6	-1.6	-1.4	-0.9	-0.7	0.0	1.1	1.9	-1.9	-2.1	-1.9	-1.9	-1.9	-1.9	-2.0	-1.9	-1.7	-1.3	-1.0	0.3	1.2	1.9
	Corr for view angle, 10log(pi*θ/180-cos2θsinθ)	-47.6	-37.9	-31.5	-27.9	-16.3	-6.9	-1.7	-12.7	-24.0	-32.0	-39.4	-48.3	-61.3	-43.7	-40.9	-37.2	-31.2	-30.9	-11.7	-2.7	-5.1	-15.4	-23.8	-31.2	-42.5	-51.6	-64.9
	Corr for screening/ absorption, dB(A)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0
	Corr for sound energy spread over 24 hr	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6
	Façade correctoin, dB(A)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
	Track wear correction, dB(A)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
	Leq 24hr for each train, dB(A)				27.9	38.9	45.8	46.5	29.7	15.5	7.6	4.5	-0.9	-15.6					21.5	43.6	51.2	45.4	29.2	18.7	8.1	-1.9	-6.5	-22.6
	Leq 24hr for all train	54.5																										
Leq0.5	Total number of events	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13
	Corr for no. of event, 10log(N), dB(A)	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1
	Corr for distance, -10log(d/dref), dB(A)	-1.6	-1.6	-1.5	-1.5	-1.5	-1.6	-1.6	-1.4	-0.9	-0.7	0.0	1.1	1.9	-1.9	-2.1	-1.9	-1.9	-1.9	-1.9	-2.0	-1.9	-1.7	-1.3	-1.0	0.3	1.2	1.9
	Corr for view angle, 10log(pi*θ/180-cos2θsinθ)	-47.6	-37.9	-31.5	-27.9	-16.3	-6.9	-1.7	-12.7	-24.0	-32.0	-39.4	-48.3	-61.3	-43.7	-40.9	-37.2	-31.2	-30.9	-11.7	-2.7	-5.1	-15.4	-23.8	-31.2	-42.5	-51.6	-64.9
	Corr for screening/ absorption, dB(A)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0
	Corr for sound energy spread over 24 hr	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6
	Façade correctoin, dB(A)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
	Track wear correction, dB(A)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
	Leq 0.5hr for each train, dB(A)				28.5	39.5	46.5	47.2	30.4	16.1	8.3	5.1	-0.2	-14.9					22.2	44.3	51.9	46.0	29.9	19.3	8.8	-1.3	-5.8	-22.0
	Leq 0.5hr for all train	55.2																										
Leq0.5	Total number of events	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12
	Corr for no. of event, 10log(N), dB(A)	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8
	Corr for distance, -10log(d/dref), dB(A)	-1.6	-1.6	-1.5	-1.5	-1.5	-1.6	-1.6	-1.4	-0.9	-0.7	0.0	1.1	1.9	-1.9	-2.1	-1.9	-1.9	-1.9	-1.9	-2.0	-1.9	-1.7	-1.3	-1.0	0.3	1.2	1.9
	Corr for view angle, 10log(pi*θ/180-cos2θsinθ)	-47.6	-37.9	-31.5	-27.9	-16.3	-6.9	-1.7	-12.7	-24.0	-32.0	-39.4	-48.3	-61.3	-43.7	-40.9	-37.2	-31.2	-30.9	-11.7	-2.7	-5.1	-15.4	-23.8	-31.2	-42.5	-51.6	-64.9
	Corr for screening/ absorption, dB(A)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0
	Corr for sound energy spread over 24 hr	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6
	Façade correctoin, dB(A)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
	Track wear correction, dB(A)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0

Floor 4		Segment (Northbound)													Segment (Southbound)													
		N1	N2	N3	N4	N5	N6	N7	N8	N9	N10	N11	N12	N13	S1	S2	S3	S4	S5	S6	S7	S8	S9	S10	S11	S12	S13	S14
Parameters:																												
	Measured SEL	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9
Leq24	Total number of events	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536
	Horize distance from track to NSR	29.7	30.3	30.7	30.7	31.3	32.4	32.8	31.0	27.3	25.7	20.4	13.0	5.1	32.5	35.1	34.1	34.2	34.6	35.4	36.5	36.2	34.0	30.8	27.7	18.5	11.3	5.0
	track mPD + track head (0.2m)	7.9	8.7	9.9	11.3	12.5	13.1	13.4	13.6	14.0	14.1	13.9	13.6	13.1	8.0	8.4	9.1	10.0	11.2	12.5	13.2	13.5	13.9	14.2	14.1	13.7	13.3	12.9
	ground mPD + floor height	31.4	31.4	31.4	31.4	31.4	31.4	31.4	31.4	31.4	31.4	31.4	31.4	31.4	31.4	31.4	31.4	31.4	31.4	31.4	31.4	31.4	31.4	31.4	31.4	31.4	31.4	31.4
	Vert distance from track to NSR	23.5	22.7	21.5	20.1	18.9	18.3	18.0	17.8	17.4	17.3	17.5	17.8	18.3	23.4	23.0	22.3	21.4	20.2	18.9	18.2	17.9	17.5	17.2	17.3	17.7	18.1	18.5
	Slant distance	37.8	37.8	37.4	36.7	36.5	37.2	37.4	35.7	32.4	31.0	26.8	22.0	19.0	40.0	41.9	40.8	40.3	40.1	40.1	40.7	40.4	38.2	35.3	32.7	25.5	21.4	19.1
	View angle (α)	0.076	0.094	0.139	0.291	0.422	0.842	1.357	0.511	0.243	0.158	0.099	0.053	0.017	0.085	0.103	0.117	0.154	0.287	0.514	1.259	0.980	0.453	0.252	0.155	0.080	0.042	0.016
	View angle (α) (degree)	4.347	5.405	7.963	16.679	24.191	48.238	77.762	29.302	13.922	9.027	5.693	3.048	0.984	4.878	5.899	6.707	8.801	16.436	29.465	72.153	56.130	25.982	14.443	8.902	4.585	2.388	0.922
	View angle (θ)	0.005	0.029	0.057	0.031	0.220	0.578	1.253	0.344	0.108	0.041	0.018	0.008	0.004	0.009	0.012	0.022	0.051	0.016	0.426	1.008	0.733	0.234	0.104	0.049	0.014	0.006	0.002
	View angle (θ) (degree)	0.272	1.661	3.288	1.792	12.593	33.120	71.783	19.725	6.209	2.326	1.057	0.475	0.225	0.529	0.697	1.257	2.912	0.919	24.400	57.763	41.983	13.422	5.936	2.821	0.790	0.363	0.114
	Average Speed	10.0	20.0	50.0	70.0	65.0	50.0	30.0	15.0	10.0	10.0	15.0	20.0	15.0	10.0	10.0	10.0	20.0	50.0	70.0	60.0	40.0	20.0	15.0	10.0	10.0	15.0	10.0
	Corr for no. of event, 10log(N), dB(A)	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3
	Corr for distance, -10log(d/d_{ref}), dB(A)	-1.8	-1.8	-1.8	-1.7	-1.6	-1.7	-1.7	-1.6	-1.1	-0.9	-0.3	0.6	1.2	-2.0	-2.2	-2.1	-2.1	-2.0	-2.0	-2.1	-2.1	-1.8	-1.5	-1.2	-0.1	0.7	1.2
	Corr for view angle, 10log(μπθ/180-cos2αsinθ)	-47.6	-37.9	-31.5	-27.9	-16.3	-6.9	-1.7	-12.7	-24.0	-32.0	-39.4	-48.3	-61.3	-43.7	-40.9	-37.2	-31.2	-30.9	-11.7	-2.7	-5.1	-15.4	-23.8	-31.2	-42.5	-51.6	-64.9
	Corr for screening/ absorption, dB(A)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, 20log(V_{veh}), dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0
	Corr for sound energy spread over 24 hr	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4
	Façade correctoin, dB(A)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
	Track wear correction, dB(A)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
	Leq 24hr for each train, dB(A)				27.7	38.7	45.6	46.4	29.5	15.2	7.4	4.1	-1.4	-16.3					21.3	43.4	51.0	45.2	29.1	18.5	7.9	-2.3	-7.0	-23.4
	Leq 24hr for all train	54.4																										
Leq0.5	Total number of events	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13
	Corr for no. of event, 10log(N), dB(A)	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1
	Corr for distance, -10log(d/dref), dB(A)	-1.8	-1.8	-1.8	-1.7	-1.6	-1.7	-1.7	-1.6	-1.1	-0.9	-0.3	0.6	1.2	-2.0	-2.2	-2.1	-2.1	-2.0	-2.0	-2.1	-2.1	-1.8	-1.5	-1.2	-0.1	0.7	1.2
	Corr for view angle, 10log(μπθ/180-cos2αsinθ)	-47.6	-37.9	-31.5	-27.9	-16.3	-6.9	-1.7	-12.7	-24.0	-32.0	-39.4	-48.3	-61.3	-43.7	-40.9	-37.2	-31.2	-30.9	-11.7	-2.7	-5.1	-15.4	-23.8	-31.2	-42.5	-51.6	-64.9
	Corr for screening/ absorption, dB(A)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0
	Corr for sound energy spread over 24 hr	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6
	Façade correctoin, dB(A)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
	Track wear correction, dB(A)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
	Leq 0.5hr for each train, dB(A)				28.3	39.3	46.3	47.0	30.2	15.9	8.1	4.8	-0.7	-15.6					22.0	44.1	51.7	45.9	29.8	19.2	8.6	-1.6	-6.4	-22.7
	Leq 0.5hr for all train	55.0																										
Leq0.5	Total number of events	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12
	Corr for no. of event, 10log(N), dB(A)	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8
	Corr for distance, -10log(d/dref), dB(A)	-1.8	-1.8	-1.8	-1.7	-1.6	-1.7	-1.7	-1.6	-1.1	-0.9	-0.3	0.6	1.2	-2.0	-2.2	-2.1	-2.1	-2.0	-2.0	-2.1	-2.1	-1.8	-1.5	-1.2	-0.1	0.7	1.2
	Corr for view angle, 10log(μπθ/180-cos2αsinθ)	-47.6	-37.9	-31.5	-27.9	-16.3	-6.9	-1.7	-12.7	-24.0	-32.0	-39.4	-48.3	-61.3	-43.7	-40.9	-37.2	-31.2	-30.9	-11.7	-2.7	-5.1	-15.4	-23.8	-31.2	-42.5	-51.6	-64.9
	Corr for screening/ absorption, dB(A)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0
	Corr for sound energy spread over 24 hr	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6
	Façade correctoin, dB(A)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
	Track wear correction, dB(A)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
	Leq 0.5hr for each train, dB(A)				28.0	39.0	45.9	46.7	29.9	15.6	7.7	4.5	-1.1	-16.0					21.7	43.8	51.4	45.5	29.4	18.8	8.2	-2.0	-6.7	-23.1
	Leq 0.5hr for all train	54.7																										
Lmax	Measured Lmax	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65
	Corr for distance, -10log(d/dref), dB(A)	-1.8	-1.8	-1.8	-1.7	-1.6	-1.7	-1.7	-1.6	-1.1	-0.9	-0.3	0.6	1.2	-2.0	-2.2	-2.1	-2.1	-2.0	-2.0	-2.1	-2.1	-1.8	-1.5	-1.2	-0.1	0.7	1.2
	Correction for screening/ absorption	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0
	Façade correctoin, dB(A)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
	Track wear correction, dB(A)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
	Lmax for each train, dB(A)				71.8	71.1	68.8	64.3	58.5	55.4	55.6	59.7	63.1	61.2					68.5	71.4	70.0	66.5	60.7	58.5	55.4	56.4	60.7	57.7
	Lmax for all train	71.8																										

Floor 5		Segment (Northbound)													Segment (Southbound)													
		N1	N2	N3	N4	N5	N6	N7	N8	N9	N10	N11	N12	N13	S1	S2	S3	S4	S5	S6	S7	S8	S9	S10	S11	S12	S13	S14
Parameters:																												
	Measured SEL	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9
Leq24	Total number of events	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536
	Horize distance from track to NSR	29.7	30.3	30.7	30.7	31.3	32.4	32.8	31.0	27.3	25.7	20.4	13.0	5.1	32.5	35.1	34.1	34.2	34.6	35.4	36.5	36.2	34.0	30.8	27.7	18.5	11.3	5.0
	track mPD + track head (0.2m)	7.9	8.7	9.9	11.3	12.5	13.1	13.4	13.6	14.0	14.1	13.9	13.6	13.1	8.0	8.4	9.1	10.0	11.2	12.5	13.2	13.5	13.9	14.2	14.1	13.7	13.3	12.9
	ground mPD + floor height	34.5	34.5	34.5	34.5	34.5	34.5	34.5	34.5	34.5	34.5	34.5	34.5	34.5	34.5	34.5	34.5	34.5	34.5	34.5	34.5	34.5	34.5	34.5	34.5	34.5	34.5	34.5
	Vert distance from track to NSR	26.6	25.8	24.6	23.3	22.1	21.5	21.2	20.9	20.6	20.5	20.6	20.9	21.5	26.5	26.1	25.4	24.5	23.3	22.0	21.3	21.0	20.6	20.4	20.5	20.8	21.3	21.6
	Slant distance	39.8	39.8	39.3	38.5	38.3	38.8	39.0	37.4	34.2	32.9	29.0	24.6	22.0	42.0	43.7	42.6	42.1	41.7	41.6	42.2	41.9	39.7	36.9	34.4	27.8	24.1	22.2
	View angle (α)	0.076	0.094	0.139	0.291	0.422	0.842	1.357	0.511	0.243	0.158	0.099	0.053	0.017	0.085	0.103	0.117	0.154	0.287	0.514	1.259	0.980	0.453	0.252	0.155	0.080	0.042	0.016
	View angle (α) (degree)	4.347	5.405	7.963	16.679	24.191	48.238	77.762	29.302	13.922	9.027	5.693	3.048	0.984	4.878	5.899	6.707	8.801	16.436	29.465	72.153	56.130	25.982	14.443	8.902	4.585	2.388	0.922
	View angle (θ)	0.005	0.029	0.057	0.031	0.220	0.578	1.253	0.344	0.108	0.041	0.018	0.008	0.004	0.009	0.012	0.022	0.051	0.016	0.426	1.008	0.733	0.234	0.104	0.049	0.014	0.006	0.002
	View angle (θ) (degree)	0.272	1.661	3.288	1.792	12.593	33.120	71.783	19.725	6.209	2.326	1.057	0.475	0.225	0.529	0.697	1.257	2.912	0.919	24.400	57.763	41.983	13.422	5.936	2.821	0.790	0.363	0.114
	Average Speed	10.0	20.0	50.0	70.0	65.0	50.0	30.0	15.0	10.0	10.0	15.0	20.0	15.0	10.0	10.0	10.0	20.0	50.0	70.0	60.0	40.0	20.0	15.0	10.0	10.0	15.0	10.0
	Corr for no. of event, 10log(N), dB(A)	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3
	Corr for distance, -10log(d/d_{ref}), dB(A)	-2.0	-2.0	-2.0	-1.9	-1.8	-1.9	-1.9	-1.7	-1.4	-1.2	-0.6	0.1	0.5	-2.2	-2.4	-2.3	-2.3	-2.2	-2.2	-2.3	-2.2	-2.0	-1.7	-1.4	-0.5	0.2	0.5
	Corr for view angle, 10log(μπθ/180-cos2αsinθ)	-47.6	-37.9	-31.5	-27.9	-16.3	-6.9	-1.7	-12.7	-24.0	-32.0	-39.4	-48.3	-61.3	-43.7	-40.9	-37.2	-31.2	-30.9	-11.7	-2.7	-5.1	-15.4	-23.8	-31.2	-42.5	-51.6	-64.9
	Corr for screening/ absorption, dB(A)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0
	Corr for sound energy spread over 24 hr	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4
	Façade correctoin, dB(A)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
	Track wear correction, dB(A)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
	Leq 24hr for each train, dB(A)				27.5	38.5	45.4	46.2	29.4	15.0	7.2	3.8	-1.9	-17.0					21.2	43.3	50.9	45.1	28.9	18.3	7.7	-2.7	-7.6	-24.0
	Leq 24hr for all train	54.2																										
Leq0.5	Total number of events	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13
	Corr for no. of event, 10log(N), dB(A)	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1
	Corr for distance, -10log(d/dref), dB(A)	-2.0	-2.0	-2.0	-1.9	-1.8	-1.9	-1.9	-1.7	-1.4	-1.2	-0.6	0.1	0.5	-2.2	-2.4	-2.3	-2.3	-2.2	-2.2	-2.3	-2.2	-2.0	-1.7	-1.4	-0.5	0.2	0.5
	Corr for view angle, 10log(μπθ/180-cos2αsinθ)	-47.6	-37.9	-31.5	-27.9	-16.3	-6.9	-1.7	-12.7	-24.0	-32.0	-39.4	-48.3	-61.3	-43.7	-40.9	-37.2	-31.2	-30.9	-11.7	-2.7	-5.1	-15.4	-23.8	-31.2	-42.5	-51.6	-64.9
	Corr for screening/ absorption, dB(A)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0
	Corr for sound energy spread over 24 hr	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6
	Façade correctoin, dB(A)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
	Track wear correction, dB(A)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
	Leq 0.5hr for each train, dB(A)				28.1	39.1	46.1	46.8	30.0	15.7	7.8	4.5	-1.2	-16.3					21.8	43.9	51.6	45.7	29.6	19.0	8.3	-2.0	-6.9	-23.4
	Leq 0.5hr for all train	54.8																										
Leq0.5	Total number of events	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12
	Corr for no. of event, 10log(N), dB(A)	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8
	Corr for distance, -10log(d/dref), dB(A)	-2.0	-2.0	-2.0	-1.9	-1.8	-1.9	-1.9	-1.7	-1.4	-1.2	-0.6	0.1	0.5	-2.2	-2.4	-2.3	-2.3	-2.2	-2.2	-2.3	-2.2	-2.0	-1.7	-1.4	-0.5	0.2	0.5
	Corr for view angle, 10log(μπθ/180-cos2αsinθ)	-47.6	-37.9	-31.5	-27.9	-16.3	-6.9	-1.7	-12.7	-24.0	-32.0	-39.4	-48.3	-61.3	-43.7	-40.9	-37.2	-31.2	-30.9	-11.7	-2.7	-5.1	-15.4	-23.8	-31.2	-42.5	-51.6	-64.9
	Corr for screening/ absorption, dB(A)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0
	Corr for sound energy spread over 24 hr	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6
	Façade correctoin, dB(A)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
	Track wear correction, dB(A)	3.0	3.0	3.0	3.0	3

Floor 6		Segment (Northbound)													Segment (Southbound)														
		N1	N2	N3	N4	N5	N6	N7	N8	N9	N10	N11	N12	N13	S1	S2	S3	S4	S5	S6	S7	S8	S9	S10	S11	S12	S13	S14
Parameters:																													
	Measured SEL	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9
Leq24	Total number of events	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536
	Horize distance from track to NSR	29.7	30.3	30.7	30.7	31.3	32.4	32.8	31.0	27.3	25.7	20.4	13.0	5.1	32.5	35.1	34.1	34.2	34.6	35.4	36.5	36.2	34.0	30.8	27.7	18.5	11.3	5.0
	track mPD + track head (0.2m)	7.9	8.7	9.9	11.3	12.5	13.1	13.4	13.6	14.0	14.1	13.9	13.6	13.1	8.0	8.4	9.1	10.0	11.2	12.5	13.2	13.5	13.9	14.2	14.1	13.7	13.3	12.9
	ground mPD + floor height	37.7	37.7	37.7	37.7	37.7	37.7	37.7	37.7	37.7	37.7	37.7	37.7	37.7	37.7	37.7	37.7	37.7	37.7	37.7	37.7	37.7	37.7	37.7	37.7	37.7	37.7	37.7
	Vert distance from track to NSR	29.8	29.0	27.8	26.4	25.2	24.6	24.3	24.1	23.7	23.6	23.8	24.1	24.6	29.7	29.3	28.6	27.7	26.5	25.2	24.5	24.2	23.8	23.5	23.6	24.0	24.4	24.8
	Slant distance	42.0	41.9	41.4	40.5	40.2	40.7	40.8	39.2	36.1	34.9	31.3	27.3	25.1	44.0	45.7	44.5	44.0	43.6	43.4	43.9	43.5	41.5	38.7	36.4	30.2	26.9	25.3
	View angle (α)	0.076	0.094	0.139	0.291	0.422	0.842	1.357	0.511	0.243	0.158	0.099	0.053	0.017	0.085	0.103	0.117	0.154	0.287	0.514	1.259	0.980	0.453	0.252	0.155	0.080	0.042	0.016
	View angle (α)(degree)	4.347	5.405	7.963	16.679	24.191	48.238	77.762	29.302	13.922	9.027	5.693	3.048	0.984	4.878	5.899	6.707	8.801	16.436	29.465	72.153	56.130	25.982	14.443	8.902	4.585	2.388	0.922
	View angle (θ)	0.005	0.029	0.057	0.031	0.220	0.578	1.253	0.344	0.108	0.041	0.018	0.008	0.004	0.009	0.012	0.022	0.051	0.016	0.426	1.008	0.733	0.234	0.104	0.049	0.014	0.006	0.002
	View angle (θ) (degree)	0.272	1.661	3.288	1.792	12.593	33.120	71.783	19.725	6.209	2.326	1.057	0.475	0.225	0.529	0.697	1.257	2.912	0.919	24.400	57.763	41.983	13.422	5.936	2.821	0.790	0.363	0.114
	Average Speed	10.0	20.0	50.0	70.0	65.0	50.0	30.0	15.0	10.0	10.0	15.0	20.0	15.0	10.0	10.0	10.0	20.0	50.0	70.0	60.0	40.0	20.0	15.0	10.0	10.0	15.0	10.0
	Corr for no. of event, 10log(N), dB(A)	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3
	Corr for distance, -10log(d/d_{ref}), dB(A)	-2.3	-2.2	-2.2	-2.1	-2.1	-2.1	-2.1	-2.0	-1.6	-1.4	-1.0	-0.4	0.0	-2.5	-2.6	-2.5	-2.5	-2.4	-2.4	-2.4	-2.4	-2.2	-1.9	-1.6	-0.8	-0.3	0.0
	Corr for view angle, 10log(pi*θ/180-cos2αsinθ)	-47.6	-37.9	-31.5	-27.9	-16.3	-6.9	-1.7	-12.7	-24.0	-32.0	-39.4	-48.3	-61.3	-43.7	-40.9	-37.2	-31.2	-30.9	-11.7	-2.7	-5.1	-15.4	-23.8	-31.2	-42.5	-51.6	-64.9
	Corr for screening/ absorption, dB(A)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, 20log(V_{ref}/V_{veh}), dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0
	Corr for sound energy spread over 24 hr	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4
	Façade correctoin, dB(A)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
	Track wear correction, dB(A)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
	Leq 24hr for each train, dB(A)				27.2	38.3	45.2	46.0	29.1	14.8	6.9	3.5	-2.3	-17.5					21.0	43.1	50.7	44.9	28.7	18.1	7.4	-3.0	-8.0	-24.6
	Leq 24hr for all train	54.0																										
Leq0.5	Total number of events	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13
	Corr for no. of event, 10log(N), dB(A)	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1
	Corr for distance, -10log(d/dref), dB(A)	-2.3	-2.2	-2.2	-2.1	-2.1	-2.1	-2.1	-2.0	-1.6	-1.4	-1.0	-0.4	0.0	-2.5	-2.6	-2.5	-2.5	-2.4	-2.4	-2.4	-2.4	-2.2	-1.9	-1.6	-0.8	-0.3	0.0
	Corr for view angle, 10log(pi*θ/180-cos2αsinθ)	-47.6	-37.9	-31.5	-27.9	-16.3	-6.9	-1.7	-12.7	-24.0	-32.0	-39.4	-48.3	-61.3	-43.7	-40.9	-37.2	-31.2	-30.9	-11.7	-2.7	-5.1	-15.4	-23.8	-31.2	-42.5	-51.6	-64.9
	Corr for screening/ absorption, dB(A)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0
	Corr for sound energy spread over 24 hr	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6
	Façade correctoin, dB(A)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
	Track wear correction, dB(A)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
	Leq 0.5hr for each train, dB(A)				27.9	38.9	45.9	46.6	29.8	15.4	7.6	4.1	-1.7	-16.9					21.6	43.8	51.4	45.5	29.4	18.7	8.1	-2.4	-7.4	-23.9
	Leq 0.5hr for all train	54.7																										
Leq0.5	Total number of events	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12
	Corr for no. of event, 10log(N), dB(A)	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8
	Corr for distance, -10log(d/dref), dB(A)	-2.3	-2.2	-2.2	-2.1	-2.1	-2.1	-2.1	-2.0	-1.6	-1.4	-1.0	-0.4	0.0	-2.5	-2.6	-2.5	-2.5	-2.4	-2.4	-2.4	-2.4	-2.2	-1.9	-1.6	-0.8	-0.3	0.0
	Corr for view angle, 10log(pi*θ/180-cos2αsinθ)	-47.6	-37.9	-31.5	-27.9	-16.3	-6.9	-1.7	-12.7	-24.0	-32.0	-39.4	-48.3	-61.3	-43.7	-40.9	-37.2	-31.2	-30.9	-11.7	-2.7	-5.1	-15.4	-23.8	-31.2	-42.5	-51.6	-64.9
	Corr for screening/ absorption, dB(A)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0
	Corr for sound energy spread over 24 hr	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6
	Façade correctoin, dB(A)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
	Track wear correction, dB(A)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
	Leq 0.5hr for each train, dB(A)				27.6	38.6	45.6	46.3	29.5	15.1	7.2	3.8	-2.0	-17.2					21.3	43.4	51.0	45.2	29.1	18.4	7.8	-2.7	-7.7	-24.3
	Leq 0.5hr for all train	54.3																										
Lmax	Measured Lmax	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65
	Corr for distance, -10log(d/dref), dB(A)	-2.3	-2.2	-2.2	-2.1	-2.1	-2.1	-2.1	-2.0	-1.6	-1.4	-1.0	-0.4	0.0	-2.5	-2.6	-2.5	-2.5	-2.4	-2.4	-2.4	-2.4	-2.2	-1.9	-1.6	-0.8	-0.3	0.0
	Correction for screening/ absorption	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0
	Façade correctoin, dB(A)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
	Track wear correction, dB(A)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
	Lmax for each train, dB(A)				71.3	70.7	68.4	63.9	58.1	54.9	55.1	59.1	62.2	60.0					68.1	71.0	69.6	66.2	60.3	58.1	54.9	55.7	59.7	56.5
	Lmax for all train	71.3																										

Floor 7		Segment (Northbound)													Segment (Southbound)														
		N1	N2	N3	N4	N5	N6	N7	N8	N9	N10	N11	N12	N13	S1	S2	S3	S4	S5	S6	S7	S8	S9	S10	S11	S12	S13	S14
Parameters:																													
	Measured SEL	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9
Leq24	Total number of events	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536
	Horize distance from track to NSR	29.7	30.3	30.7	30.7	31.3	32.4	32.8	31.0	27.3	25.7	20.4	13.0	5.1	32.5	35.1	34.1	34.2	34.6	35.4	36.5	36.2	34.0	30.8	27.7	18.5	11.3	5.0
	track mPD + track head (0.2m)	7.9	8.7	9.9	11.3	12.5	13.1	13.4	13.6	14.0	14.1	13.9	13.6	13.1	8.0	8.4	9.1	10.0	11.2	12.5	13.2	13.5	13.9	14.2	14.1	13.7	13.3	12.9
	ground mPD + floor height	40.8	40.8	40.8	40.8	40.8	40.8	40.8	40.8	40.8	40.8	40.8	40.8	40.8	40.8	40.8	40.8	40.8	40.8	40.8	40.8	40.8	40.8	40.8	40.8	40.8	40.8	40.8
	Vert distance from track to NSR	32.9	32.1	30.9	29.6	28.4	27.8	27.5	27.2	26.9	26.8	26.9	27.2	27.8	32.8	32.4	31.7	30.8	29.6	28.3	27.6	27.3	26.9	26.7	26.8	27.1	27.6	27.9
	Slant distance	44.3	44.1	43.5	42.6	42.2	42.6	42.8	41.3	38.3	37.1	33.7	30.1	28.2	46.2	47.8	46.6	46.0	45.5	45.3	45.7	45.3	43.3	40.7	38.5	32.8	29.8	28.3
	View angle (α)	0.076	0.094	0.139	0.291	0.422	0.842	1.357	0.511	0.243	0.158	0.099	0.053	0.017	0.085	0.103	0.117	0.154	0.287	0.514	1.259	0.980	0.453	0.252	0.155	0.080	0.042	0.016
	View angle (α)(degree)	4.347	5.405	7.963	16.679	24.191	48.238	77.762	29.302	13.922	9.027	5.693	3.048	0.984	4.878	5.899	6.707	8.801	16.436	29.465	72.153	56.130	25.982	14.443	8.902	4.585	2.388	0.922
	View angle (θ)	0.005	0.029	0.057	0.031	0.220	0.578	1.253	0.344	0.108	0.041	0.018	0.008	0.004	0.009	0.012	0.022	0.051	0.016	0.426	1.008	0.733	0.234	0.104	0.049	0.014	0.006	0.002
	View angle (θ) (degree)	0.272	1.661	3.288	1.792	12.593	33.120	71.783	19.725	6.209	2.326	1.057	0.475	0.225	0.529	0.697	1.257	2.912	0.919	24.400	57.763	41.983	13.422	5.936	2.821	0.790	0.363	0.114
	Average Speed	10.0	20.0	50.0	70.0	65.0	50.0	30.0	15.0	10.0	10.0	15.0	20.0	15.0	10.0	10.0	10.0	20.0	50.0	70.0	60.0	40.0	20.0	15.0	10.0	10.0	15.0	10.0
	Corr for no. of event, 10log(N), dB(A)	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3
	Corr for distance, -10log(d/d_{ref}), dB(A)	-2.5	-2.5	-2.4	-2.3	-2.3	-2.3	-2.3	-2.2	-1.9	-1.7	-1.3	-0.8	-0.5	-2.7	-2.8	-2.7	-2.6	-2.6	-2.6	-2.6	-2.6	-2.4	-2.1	-1.9	-1.2	-0.8	-0.5
	Corr for view angle, 10log(pi*θ/180-cos2αsinθ)	-47.6	-37.9	-31.5	-27.9	-16.3	-6.9	-1.7	-12.7	-24.0	-32.0	-39.4	-48.3	-61.3	-43.7	-40.9	-37.2	-31.2	-30.9	-11.7	-2.7	-5.1	-15.4	-23.8	-31.2	-42.5	-51.6	-64.9
	Corr for screening/ absorption, dB(A)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0
	Corr for sound energy spread over 24 hr	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4
	Façade correctoin, dB(A)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
	Track wear correction, dB(A)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
	Leq 24hr for each train, dB(A)				27.0	38.0	45.0	45.8	28.9	14.5	6.6	3.1	-2.8	-18.0					20.8	42.9	50.5	44.7	28.5	17.9	7.2	-3.4	-8.5	-25.1
	Leq 24hr for all train	53.8																										
Leq0.5	Total number of events	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13
	Corr for no. of event, 10log(N), dB(A)	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1
	Corr for distance, -10log(d/dref), dB(A)	-2.5	-2.5	-2.4	-2.3	-2.3	-2.3	-2.3	-2.2	-1.9	-1.7	-1.3	-0.8	-0.5	-2.7	-2.8	-2.7	-2.6	-2.6	-2.6	-2.6	-2.6	-2.4	-2.1	-1.9	-1.2	-0.8	-0.5
	Corr for view angle, 10log(pi*θ/180-cos2αsinθ)	-47.6	-37.9	-31.5	-27.9	-16.3	-6.9	-1.7	-12.7	-24.0	-32.0	-39.4	-48.3	-61.3	-43.7	-40.9	-37.2	-31.2	-30.9	-11.7	-2.7	-5.1	-15.4	-23.8	-31.2	-42.5	-51.6	-64.9
	Corr for screening/ absorption, dB(A)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0
	Corr for sound energy spread over 24 hr	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6
	Façade correctoin, dB(A)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
	Track wear correction, dB(A)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
	Leq 0.5hr for each train, dB(A)				27.7	38.7	45.7	46.4	29.6	15.2	7.3	3.8	-2.1	-17.4					21.4	43.6	51.2	45.4	29.2	18.5	7.9	-2.7	-7.8	-24.4
	Leq 0.5hr for all train	54.5																										
Leq0.5	Total number of events	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12
	Corr for no. of event, 10log(N), dB(A)	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8
	Corr for distance, -10log(d/dref), dB(A)	-2.5	-2.5	-2.4	-2.3	-2.3	-2.3	-2.3	-2.2	-1.9	-1.7	-1.3	-0.8	-0.5	-2.7	-2.8	-2.7	-2.6	-2.6	-2.6	-2.6	-2.6	-2.4	-2.1	-1.9	-1.2	-0.8	-0.5
	Corr for view angle, 10log(pi*θ/180-cos2αsinθ)	-47.6	-37.9	-31.5	-27.9	-16.3	-6.9	-1.7	-12.7	-24.0	-32.0	-39.4	-48.3	-61.3	-43.7	-40.9	-37.2	-31.2	-30.9	-11.7	-2.7	-5.1	-15.4	-23.8	-31.2	-42.5	-51.6	-64.9
	Corr for screening/ absorption, dB(A)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0
	Corr for sound energy spread over 24 hr	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6
	Façade correctoin, dB(A)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
	Track wear correction, dB(A)	3.

Floor 8		Segment (Northbound)													Segment (Southbound)													
		N1	N2	N3	N4	N5	N6	N7	N8	N9	N10	N11	N12	N13	S1	S2	S3	S4	S5	S6	S7	S8	S9	S10	S11	S12	S13	S14
Parameters:																												
	Measured SEL	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9
Leq24	Total number of events	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536
	Horize distance from track to NSR	29.7	30.3	30.7	30.7	31.3	32.4	32.8	31.0	27.3	25.7	20.4	13.0	5.1	32.5	35.1	34.1	34.2	34.6	35.4	36.5	36.2	34.0	30.8	27.7	18.5	11.3	5.0
	track mPD + track head (0.2m)	7.9	8.7	9.9	11.3	12.5	13.1	13.4	13.6	14.0	14.1	13.9	13.6	13.1	8.0	8.4	9.1	10.0	11.2	12.5	13.2	13.5	13.9	14.2	14.1	13.7	13.3	12.9
	ground mPD + floor height	44.0	44.0	44.0	44.0	44.0	44.0	44.0	44.0	44.0	44.0	44.0	44.0	44.0	44.0	44.0	44.0	44.0	44.0	44.0	44.0	44.0	44.0	44.0	44.0	44.0	44.0	44.0
	Vert distance from track to NSR	36.1	35.3	34.1	32.7	31.5	30.9	30.6	30.4	30.0	29.9	30.1	30.4	30.9	36.0	35.6	34.9	34.0	32.8	31.5	30.8	30.5	30.1	29.8	29.9	30.3	30.7	31.1
	Slant distance	46.7	46.5	45.8	44.9	44.4	44.8	44.8	43.4	40.6	39.4	36.3	33.0	31.3	48.5	50.0	48.8	48.2	47.7	47.3	47.7	47.3	45.4	42.9	40.8	35.4	32.7	31.5
	View angle (α)	0.076	0.094	0.139	0.291	0.422	0.842	1.357	0.511	0.243	0.158	0.099	0.053	0.017	0.085	0.103	0.117	0.154	0.287	0.514	1.259	0.980	0.453	0.252	0.155	0.080	0.042	0.016
	View angle (α)(degree)	4.347	5.405	7.963	16.679	24.191	48.238	77.762	29.302	13.922	9.027	5.693	3.048	0.984	4.878	5.899	6.707	8.801	16.436	29.465	72.153	56.130	25.982	14.443	8.902	4.585	2.388	0.922
	View angle (θ)	0.005	0.029	0.057	0.031	0.220	0.578	1.253	0.344	0.108	0.041	0.018	0.008	0.004	0.009	0.012	0.022	0.051	0.016	0.426	1.008	0.733	0.234	0.104	0.049	0.014	0.006	0.002
	View angle (θ) (degree)	0.272	1.661	3.288	1.792	12.593	33.120	71.783	19.725	6.209	2.326	1.057	0.475	0.225	0.529	0.697	1.257	2.912	0.919	24.400	57.763	41.983	13.422	5.936	2.821	0.790	0.363	0.114
	Average Speed	10.0	20.0	50.0	70.0	65.0	50.0	30.0	15.0	10.0	10.0	15.0	20.0	15.0	10.0	10.0	10.0	20.0	50.0	70.0	60.0	40.0	20.0	15.0	10.0	10.0	15.0	10.0
	Corr for no. of event, 10log(N), dB(A)	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3
	Corr for distance, -10log(d/d_{ref}), dB(A)	-2.7	-2.7	-2.6	-2.5	-2.5	-2.5	-2.5	-2.4	-2.1	-2.0	-1.6	-1.2	-1.0	-2.9	-3.0	-2.9	-2.8	-2.8	-2.8	-2.8	-2.8	-2.6	-2.3	-2.1	-1.5	-1.2	-1.0
	Corr for view angle, 10log(pi*θ/180-cos2αinθ)	-47.6	-37.9	-31.5	-27.9	-16.3	-6.9	-1.7	-12.7	-24.0	-32.0	-39.4	-48.3	-61.3	-43.7	-40.9	-37.2	-31.2	-30.9	-11.7	-2.7	-5.1	-15.4	-23.8	-31.2	-42.5	-51.6	-64.9
	Corr for screening/ absorption, dB(A)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, 20log(V_{veh}/V_{ref}), dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0
	Corr for sound energy spread over 24 hr	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4
	Façade correctoin, dB(A)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
	Track wear correction, dB(A)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
	Leq 24hr for each train, dB(A)				26.8	37.8	44.8	45.6	28.7	14.3	6.4	2.8	-3.2	-18.5					20.6	42.7	50.4	44.5	28.3	17.7	6.9	-3.7	-8.9	-25.6
	Leq 24hr for all train	53.6																										
Leq0.5	Total number of events	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13
	Corr for no. of event, 10log(N), dB(A)	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1
	Corr for distance, -10log(d/dref), dB(A)	-2.7	-2.7	-2.6	-2.5	-2.5	-2.5	-2.5	-2.4	-2.1	-2.0	-1.6	-1.2	-1.0	-2.9	-3.0	-2.9	-2.8	-2.8	-2.8	-2.8	-2.8	-2.6	-2.3	-2.1	-1.5	-1.2	-1.0
	Corr for view angle, 10log(pi*θ/180-cos2αinθ)	-47.6	-37.9	-31.5	-27.9	-16.3	-6.9	-1.7	-12.7	-24.0	-32.0	-39.4	-48.3	-61.3	-43.7	-40.9	-37.2	-31.2	-30.9	-11.7	-2.7	-5.1	-15.4	-23.8	-31.2	-42.5	-51.6	-64.9
	Corr for screening/ absorption, dB(A)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0
	Corr for sound energy spread over 24 hr	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6
	Façade correctoin, dB(A)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
	Track wear correction, dB(A)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
	Leq 0.5hr for each train, dB(A)				27.5	38.5	45.5	46.2	29.4	14.9	7.0	3.5	-2.5	-17.8					21.2	43.4	51.0	45.2	29.0	18.3	7.6	-3.1	-8.2	-24.9
	Leq 0.5hr for all train	54.3																										
Leq0.5	Total number of events	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12
	Corr for no. of event, 10log(N), dB(A)	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8
	Corr for distance, -10log(d/dref), dB(A)	-2.7	-2.7	-2.6	-2.5	-2.5	-2.5	-2.5	-2.4	-2.1	-2.0	-1.6	-1.2	-1.0	-2.9	-3.0	-2.9	-2.8	-2.8	-2.8	-2.8	-2.8	-2.6	-2.3	-2.1	-1.5	-1.2	-1.0
	Corr for view angle, 10log(pi*θ/180-cos2αinθ)	-47.6	-37.9	-31.5	-27.9	-16.3	-6.9	-1.7	-12.7	-24.0	-32.0	-39.4	-48.3	-61.3	-43.7	-40.9	-37.2	-31.2	-30.9	-11.7	-2.7	-5.1	-15.4	-23.8	-31.2	-42.5	-51.6	-64.9
	Corr for screening/ absorption, dB(A)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0
	Corr for sound energy spread over 24 hr	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6
	Façade correctoin, dB(A)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
	Track wear correction, dB(A)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
	Leq 0.5hr for each train, dB(A)				27.1	38.1	45.1	45.9	29.0	14.6	6.7	3.1	-2.8	-18.2					20.9	43.0	50.7	44.8	28.7	18.0	7.3	-3.4	-8.6	-25.2
	Leq 0.5hr for all train	53.9																										
Lmax	Measured Lmax	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65
	Corr for distance, -10log(d/dref), dB(A)	-2.7	-2.7	-2.6	-2.5	-2.5	-2.5	-2.5	-2.4	-2.1	-2.0	-1.6	-1.2	-1.0	-2.9	-3.0	-2.9	-2.8	-2.8	-2.8	-2.8	-2.8	-2.6	-2.3	-2.1	-1.5	-1.2	-1.0
	Correction for screening/ absorption	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0
	Façade correctoin, dB(A)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
	Track wear correction, dB(A)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
	Lmax for each train, dB(A)				70.9	70.3	68.0	63.5	57.6	54.4	54.5	58.4	61.3	59.1					67.7	70.7	69.3	65.8	60.0	57.7	54.4	55.0	58.9	55.5
	Lmax for all train	70.9																										

Floor 9		Segment (Northbound)													Segment (Southbound)													
		N1	N2	N3	N4	N5	N6	N7	N8	N9	N10	N11	N12	N13	S1	S2	S3	S4	S5	S6	S7	S8	S9	S10	S11	S12	S13	S14
Parameters:																												
	Measured SEL	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9
Leq24	Total number of events	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536
	Horize distance from track to NSR	29.7	30.3	30.7	30.7	31.3	32.4	32.8	31.0	27.3	25.7	20.4	13.0	5.1	32.5	35.1	34.1	34.2	34.6	35.4	36.5	36.2	34.0	30.8	27.7	18.5	11.3	5.0
	track mPD + track head (0.2m)	7.9	8.7	9.9	11.3	12.5	13.1	13.4	13.6	14.0	14.1	13.9	13.6	13.1	8.0	8.4	9.1	10.0	11.2	12.5	13.2	13.5	13.9	14.2	14.1	13.7	13.3	12.9
	ground mPD + floor height	47.1	47.1	47.1	47.1	47.1	47.1	47.1	47.1	47.1	47.1	47.1	47.1	47.1	47.1	47.1	47.1	47.1	47.1	47.1	47.1	47.1	47.1	47.1	47.1	47.1	47.1	47.1
	Vert distance from track to NSR	39.2	38.4	37.2	35.9	34.7	34.1	33.8	33.5	33.2	33.1	33.2	33.5	34.1	39.1	38.7	38.0	37.1	35.9	34.6	33.9	33.6	33.2	33.0	33.1	33.4	33.9	34.2
	Slant distance	49.2	48.9	48.2	47.2	46.7	47.0	47.0	45.7	42.9	41.9	39.0	35.9	34.4	50.9	52.2	51.1	50.4	49.9	49.5	49.8	49.4	47.5	45.1	43.1	38.2	35.7	34.6
	View angle (α)	0.076	0.094	0.139	0.291	0.422	0.842	1.357	0.511	0.243	0.158	0.099	0.053	0.017	0.085	0.103	0.117	0.154	0.287	0.514	1.259	0.980	0.453	0.252	0.155	0.080	0.042	0.016
	View angle (α)(degree)	4.347	5.405	7.963	16.679	24.191	48.238	77.762	29.302	13.922	9.027	5.693	3.048	0.984	4.878	5.899	6.707	8.801	16.436	29.465	72.153	56.130	25.982	14.443	8.902	4.585	2.388	0.922
	View angle (θ)	0.005	0.029	0.057	0.031	0.220	0.578	1.253	0.344	0.108	0.041	0.018	0.008	0.004	0.009	0.012	0.022	0.051	0.016	0.426	1.008	0.733	0.234	0.104	0.049	0.014	0.006	0.002
	View angle (θ) (degree)	0.272	1.661	3.288	1.792	12.593	33.120	71.783	19.725	6.209	2.326	1.057	0.475	0.225	0.529	0.697	1.257	2.912	0.919	24.400	57.763	41.983	13.422	5.936	2.821	0.790	0.363	0.114
	Average Speed	10.0	20.0	50.0	70.0	65.0	50.0	30.0	15.0	10.0	10.0	15.0	20.0	15.0	10.0	10.0	10.0	20.0	50.0	70.0	60.0	40.0	20.0	15.0	10.0	10.0	15.0	10.0
	Corr for no. of event, 10log(N), dB(A)	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3
	Corr for distance, -10log(d/d_{ref}), dB(A)	-2.9	-2.9	-2.9	-2.8	-2.7	-2.7	-2.7	-2.6	-2.3	-2.2	-1.9	-1.6	-1.4	-3.1	-3.2	-3.1	-3.0	-3.0	-3.0	-3.0	-3.0	-2.8	-2.6	-2.4	-1.8	-1.5	-1.4
	Corr for view angle, 10log(pi*θ/180-cos2αinθ)	-47.6	-37.9	-31.5	-27.9	-16.3	-6.9	-1.7	-12.7	-24.0	-32.0	-39.4	-48.3	-61.3	-43.7	-40.9	-37.2	-31.2	-30.9	-11.7	-2.7	-5.1	-15.4	-23.8	-31.2	-42.5	-51.6	-64.9
	Corr for screening/ absorption, dB(A)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0
	Corr for sound energy spread over 24 hr	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4
	Façade correctoin, dB(A)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
	Track wear correction, dB(A)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
	Leq 24hr for each train, dB(A)				26.6	37.6	44.6	45.4	28.5	14.0	6.1	2.5	-3.5	-18.9					20.4	42.5	50.2	44.3	28.1	17.4	6.7	-4.1	-9.3	-26.0
	Leq 24hr for all train	53.4																										
Leq0.5	Total number of events	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13
	Corr for no. of event, 10log(N), dB(A)	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1
	Corr for distance, -10log(d/dref), dB(A)	-2.9	-2.9	-2.9	-2.8	-2.7	-2.7	-2.7	-2.6	-2.3	-2.2	-1.9	-1.6	-1.4	-3.1	-3.2	-3.1	-3.0	-3.0	-3.0	-3.0	-3.0	-2.8	-2.6	-2.4	-1.8	-1.5	-1.4
	Corr for view angle, 10log(pi*θ/180-cos2αinθ)	-47.6	-37.9	-31.5	-27.9	-16.3	-6.9	-1.7	-12.7	-24.0	-32.0	-39.4	-48.3	-61.3	-43.7	-40.9	-37.2	-31.2	-30.9	-11.7	-2.7	-5.1	-15.4	-23.8	-31.2	-42.5	-51.6	-64.9
	Corr for screening/ absorption, dB(A)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0
	Corr for sound energy spread over 24 hr	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6
	Façade correctoin, dB(A)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
	Track wear correction, dB(A)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
	Leq 0.5hr for each train, dB(A)				26.9	37.9	44.9	45.7	28.8	14.3	6.4	2.8	-3.2	-18.6					20.7	42.8	50.5	44.6	28.5	17.7	7.0	-3.7	-9.0	-25.7
	Leq 0.5hr for all train	53.7																										
Lmax	Measured Lmax	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65
	Corr for distance, -10log(d/dref), dB(A)	-2.9	-2.9	-2.9	-2.8	-2.7	-2.7	-2.7	-2.6	-2.3	-2.2	-1.9	-1.6	-1.4	-3.1	-3.2	-3.1	-3.0	-3.0	-3.0	-3.0	-3.0	-2.8	-2.6	-2.4	-1.8	-1.5	-1.4
	Correction for screening/ absorption	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0
	Façade correctoin, dB(A)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
	Track wear correction, dB(A)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
	Lmax for each train, dB(A)				70.7	70.1	67.8	63.3	57.4	54.2	54.3	58.1	61.0	58.7					67.5	70.5	69.1	65.6	59.8	57.5	54.2	54.7	58.5	55.1
	Lmax for all train	70.7																										

D01 ENVIRONMENTAL ASSESSMENT
Section 12A Rezoning Application – Request for Amendment to the Approved Ping Shan Outline Zoning Plan No. S/YL-PS/20 from "Village Type Development" Zone and "Comprehensive Development Area" Zone to "Residential (Group B)2" Zone at Various Lots in D.D. 121 and D.D. 122 and Adjoining Government Land, Ping Shan, Yuen Long, N.T.
Prepared for On Billion International Ltd

SMEC Internal Ref. 7076914 | D01/01
24 April 2023

E-

Floor		Segment (Northbound)													Segment (Southbound)														
10		N1	N2	N3	N4	N5	N6	N7	N8	N9	N10	N11	N12	N13	S1	S2	S3	S4	S5	S6	S7	S8	S9	S10	S11	S12	S13	S14
Parameters:																													
	Measured SEL	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9
Leq24	Total number of events	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536
	Horiz distance from track to NSR	29.7	30.3	30.7	30.7	31.3	32.4	32.8	31.0	27.3	25.7	20.4	13.0	5.1	32.5	35.1	34.1	34.2	34.6	35.4	36.5	36.2	34.0	30.8	27.7	18.5	11.3	5.0
	track mPD + track head (0.2m)	7.9	8.7	9.9	11.3	12.5	13.1	13.4	13.6	14.0	14.1	13.9	13.6	13.1	8.0	8.4	9.1	10.0	11.2	12.5	13.2	13.5	13.9	14.2	14.1	13.7	13.3	12.9
	ground mPD + floor height	50.3	50.3	50.3	50.3	50.3	50.3	50.3	50.3	50.3	50.3	50.3	50.3	50.3	50.3	50.3	50.3	50.3	50.3	50.3	50.3	50.3	50.3	50.3	50.3	50.3	50.3	50.3
	Vert distance from track to NSR	42.4	41.6	40.4	39.0	37.8	37.2	36.9	36.7	36.3	36.2	36.4	36.7	37.2	42.3	41.9	41.2	40.3	39.1	37.8	37.1	36.8	36.4	36.1	36.2	36.6	37.0	37.4
	Slant distance	51.7	51.4	50.7	49.7	49.1	49.3	49.4	48.0	45.4	44.4	41.7	38.9	37.5	53.3	54.6	53.5	52.8	52.2	51.7	52.0	51.6	49.8	47.5	45.6	40.9	38.7	37.7
	View angle (α)	0.076	0.094	0.139	0.291	0.422	0.842	1.357	0.511	0.243	0.158	0.099	0.053	0.017	0.085	0.103	0.117	0.154	0.287	0.514	1.259	0.980	0.453	0.252	0.155	0.080	0.042	0.016
	View angle (α) (degree)	4.347	5.405	7.963	16.679	24.191	48.238	77.762	29.302	13.922	9.027	5.693	3.048	0.984	4.878	5.899	6.707	8.801	16.436	29.465	72.153	56.130	25.982	14.443	8.902	4.585	2.388	0.922
	View angle (θ)	0.005	0.029	0.057	0.031	0.220	0.578	1.253	0.344	0.108	0.041	0.018	0.008	0.004	0.009	0.012	0.022	0.051	0.016	0.426	1.008	0.733	0.234	0.104	0.049	0.014	0.006	0.002
	View angle (θ) (degree)	0.272	1.661	3.288	1.792	12.593	33.120	71.783	19.725	6.209	2.326	1.057	0.475	0.225	0.529	0.697	1.257	2.912	0.919	24.400	57.763	41.983	13.422	5.936	2.821	0.790	0.363	0.114
	Average Speed	10.0	20.0	50.0	70.0	65.0	50.0	30.0	15.0	10.0	10.0	15.0	20.0	15.0	10.0	10.0	10.0	20.0	50.0	70.0	60.0	40.0	20.0	15.0	10.0	10.0	15.0	10.0
	Corr for no. of event, 10log(N), dB(A)	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3
	Corr for distance, -10log(d/d_{ref}), dB(A)	-3.2	-3.1	-3.1	-3.0	-2.9	-3.0	-3.0	-2.8	-2.6	-2.5	-2.2	-1.9	-1.8	-3.3	-3.4	-3.3	-3.2	-3.2	-3.2	-3.2	-3.1	-3.0	-2.8	-2.6	-2.1	-1.9	-1.8
	Corr for view angle, 10log[μ+θ/180-cos2αinθ]	-47.6	-37.9	-31.5	-27.9	-16.3	-6.9	-1.7	-12.7	-24.0	-32.0	-39.4	-48.3	-61.3	-43.7	-40.9	-37.2	-31.2	-30.9	-11.7	-2.7	-5.1	-15.4	-23.8	-31.2	-42.5	-51.6	-64.9
	Corr for screening/ absorption, dB(A)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, 20log(V_{ref}/V_{veh}), dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0
	Corr for sound energy spread over 24 hr	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4
	Façade correctoin, dB(A)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
	Track wear correction, dB(A)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
	Leq 24hr for each train, dB(A)	-10.5	5.3	19.7	26.4	37.4	44.4	45.2	28.3	13.8	5.8	2.2	-3.9	-19.3	-6.7	-4.0	-0.2	11.9	20.2	42.3	50.0	44.1	27.9	17.2	6.5	-4.4	-9.6	-26.3
	Leq 24hr for all train	53.2																										
Leq0.5	Total number of events	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13
	Corr for no. of event, 10log(N), dB(A)	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1
	Corr for distance, -10log(d/dref), dB(A)	-3.2	-3.1	-3.1	-3.0	-2.9	-3.0	-3.0	-2.8	-2.6	-2.5	-2.2	-1.9	-1.8	-3.3	-3.4	-3.3	-3.2	-3.2	-3.2	-3.2	-3.1	-3.0	-2.8	-2.6	-2.1	-1.9	-1.8
	Corr for view angle, 10log[μ+θ/180-cos2αinθ]	-47.6	-37.9	-31.5	-27.9	-16.3	-6.9	-1.7	-12.7	-24.0	-32.0	-39.4	-48.3	-61.3	-43.7	-40.9	-37.2	-31.2	-30.9	-11.7	-2.7	-5.1	-15.4	-23.8	-31.2	-42.5	-51.6	-64.9
	Corr for screening/ absorption, dB(A)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0
	Corr for sound energy spread over 24 hr	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6
	Façade correctoin, dB(A)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
	Track wear correction, dB(A)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
	Leq 0.5hr for each train, dB(A)	-9.8	6.0	20.4	27.0	38.1	45.1	45.8	28.9	14.4	6.5	2.9	-3.2	-18.6	-6.1	-3.3	0.5	12.5	20.9	43.0	50.6	44.8	28.6	17.9	7.1	-3.7	-9.0	-25.7
	Leq 0.5hr for all train	53.9																										
Leq0.5	Total number of events	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12
	Corr for no. of event, 10log(N), dB(A)	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8
	Corr for distance, -10log(d/dref), dB(A)	-3.2	-3.1	-3.1	-3.0	-2.9	-3.0	-3.0	-2.8	-2.6	-2.5	-2.2	-1.9	-1.8	-3.3	-3.4	-3.3	-3.2	-3.2	-3.2	-3.2	-3.1	-3.0	-2.8	-2.6	-2.1	-1.9	-1.8
	Corr for view angle, 10log[μ+θ/180-cos2αinθ]	-47.6	-37.9	-31.5	-27.9	-16.3	-6.9	-1.7	-12.7	-24.0	-32.0	-39.4	-48.3	-61.3	-43.7	-40.9	-37.2	-31.2	-30.9	-11.7	-2.7	-5.1	-15.4	-23.8	-31.2	-42.5	-51.6	-64.9
	Corr for screening/ absorption, dB(A)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0
	Corr for sound energy spread over 24 hr	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6
	Façade correctoin, dB(A)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
	Track wear correction, dB(A)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
	Leq 0.5hr for each train, dB(A)	-10.2	5.7	20.0	26.7	37.7	44.7	45.5	28.6	14.1	6.2	2.5	-3.6	-19.0	-6.4	-3.7	0.1	12.2	20.5	42.6	50.3	44.5	28.3	17.5	6.8	-4.0	-9.3	-26.0
	Leq 0.5hr for all train	53.6																										
Lmax	Measured Lmax	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65
	Corr for distance, -10log(d/dref), dB(A)	-3.2	-3.1	-3.1	-3.0	-2.9	-3.0	-3.0	-2.8	-2.6	-2.5	-2.2	-1.9	-1.8	-3.3	-3.4	-3.3	-3.2	-3.2	-3.2	-3.2	-3.1	-3.0	-2.8	-2.6	-2.1	-1.9	-1.8
	Correction for screening/ absorption	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0
	Façade correctoin, dB(A)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
	Track wear correction, dB(A)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
	Lmax for each train, dB(A)	53.4	59.4	67.4	70.4	69.9	67.5	63.1	57.2	53.9	54.0	57.8	60.6	58.3	53.2	53.1	53.2	59.3	67.3	70.3	68.9	65.4	59.6	57.3	53.9	54.4	58.1	54.7
	Lmax for all train	70.4																										

Floor		Segment (Northbound)													Segment (Southbound)														
11		N1	N2	N3	N4	N5	N6	N7	N8	N9	N10	N11	N12	N13	S1	S2	S3	S4	S5	S6	S7	S8	S9	S10	S11	S12	S13	S14
Parameters:																													
	Measured SEL	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9
Leq24	Total number of events	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536
	Horiz distance from track to NSR	29.7	30.3	30.7	30.7	31.3	32.4	32.8	31.0	27.3	25.7	20.4	13.0	5.1	32.5	35.1	34.1	34.2	34.6	35.4	36.5	36.2	34.0	30.8	27.7	18.5	11.3	5.0
	track mPD + track head (0.2m)	7.9	8.7	9.9	11.3	12.5	13.1	13.4	13.6	14.0	14.1	13.9	13.6	13.1	8.0	8.4	9.1	10.0	11.2	12.5	13.2	13.5	13.9	14.2	14.1	13.7	13.3	12.9
	ground mPD + floor height	53.4	53.4	53.4	53.4	53.4	53.4	53.4	53.4	53.4	53.4	53.4	53.4	53.4	53.4	53.4	53.4	53.4	53.4	53.4	53.4	53.4	53.4	53.4	53.4	53.4	53.4	53.4
	Vert distance from track to NSR	45.5	44.7	43.5	42.2	41.0	40.4	40.1	39.8	39.5	39.4	39.5	39.8	40.4	45.4	45.0	44.3	43.4	42.2	40.9	40.2	39.9	39.5	39.3	39.4	39.7	40.2	40.5
	Slant distance	54.3	54.0	53.2	52.2	51.5	51.7	51.8	50.5	48.0	47.0	44.4	41.9	40.7	55.8	57.1	55.9	55.2	54.6	54.1	54.3	53.9	52.1	49.9	48.1	43.8	41.7	40.8
	View angle (α)	0.076	0.094	0.139	0.291	0.422	0.842	1.357	0.511	0.243	0.158	0.099	0.053	0.017	0.085	0.103	0.117	0.154	0.287	0.514	1.259	0.980	0.453	0.252	0.155	0.080	0.042	0.016
	View angle (α) (degree)	4.347	5.405	7.963	16.679	24.191	48.238	77.762	29.302	13.922	9.027	5.693	3.048	0.984	4.878	5.899	6.707	8.801	16.436	29.465	72.153	56.130	25.982	14.443	8.902	4.585	2.388	0.922
	View angle (θ)	0.005	0.029	0.057	0.031	0.220	0.578	1.253	0.344	0.108	0.041	0.018	0.008	0.004	0.009	0.012	0.022	0.051	0.016	0.426	1.008	0.733	0.234	0.104	0.049	0.014	0.006	0.002
	View angle (θ) (degree)	0.272	1.661	3.288	1.792	12.593	33.120	71.783	19.725	6.209	2.326	1.057	0.475	0.225	0.529	0.697	1.257	2.912	0.919	24.400	57.763	41.983	13.422	5.936	2.821	0.790	0.363	0.114
	Average Speed	10.0	20.0	50.0	70.0	65.0	50.0	30.0	15.0	10.0	10.0	15.0	20.0	15.0	10.0	10.0	10.0	20.0	50.0	70.0	60.0	40.0	20.0	15.0	10.0	10.0	15.0	10.0
	Corr for no. of event, 10log(N), dB(A)	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3
	Corr for distance, -10log(d/d_{ref}), dB(A)	-3.4	-3.3	-3.3	-3.2	-3.1	-3.2	-3.2	-3.0	-2.8	-2.7	-2.5	-2.2	-2.1	-3.5	-3.6	-3.5	-3.4	-3.4	-3.3	-3.4	-3.3	-3.2	-3.0	-2.8	-2.4	-2.2	-2.1
	Corr for view angle, 10log[μ+θ/180-cos2αinθ]	-47.6	-37.9	-31.5	-27.9	-16.3	-6.9	-1.7	-12.7	-24.0	-32.0	-39.4	-48.3	-61.3	-43.7	-40.9	-37.2	-31.2	-30.9	-11.7	-2.7	-5.1	-15.4	-23.8	-31.2	-42.5	-51.6	-64.9
	Corr for screening/ absorption, dB(A)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0
	Corr for sound energy spread over 24 hr	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4
	Façade correctoin, dB(A)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
	Track wear correction, dB(A)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
	Leq 24hr for each train, dB(A)	-10.7	5.1	19.5	26.1	37.2	44.2	45.0	28.1	13.5	5.6	2.0	-4.2	-19.6	-6.9	-4.2	-0.4	11.7	20.0	42.1	49.8	44.0	27.7	17.0	6.2	-4.7	-10.0	-26.7
	Leq 24hr for all train	53.0																										
Leq0.5	Total number of events	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13
	Corr for no. of event, 10log(N), dB(A)	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1
	Corr for distance, -10log(d/dref), dB(A)	-3.4	-3.3	-3.3	-3.2	-3.1	-3.2	-3.2	-3.0	-2.8	-2.7	-2.5	-2.2	-2.1	-3.5	-3.6	-3.5	-3.4	-3.4	-3.3	-3.4	-3.3	-3.2	-3.0	-2.8	-2.4	-2.2	-2.1
	Corr for view angle, 10log[μ+θ/180-cos2αinθ]	-47.6	-37.9	-31.5	-27.9	-16.3	-6.9	-1.7	-12.7	-24.0	-32.0	-39.4	-48.3	-61.3	-43.7	-40.9	-37.2	-31.2	-30.9	-11.7	-2.7	-5.1	-15.4	-23.8	-31.2	-42.5	-51.6	-64.9
	Corr for screening/ absorption, dB(A)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0
	Corr for sound energy spread over 24 hr	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6
	Façade correctoin, dB(A)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
	Track wear correction, dB(A)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
	Leq 0.5hr for each train, dB(A)	-10.0	5.8	20.2	26.8	37.8	44.9	45.6	28.7	14.2	6.3	2.6	-3.5	-19.0	-6.3	-3.5	0.3	12.4	20.7	42.8	50.5	44.6	28.4	17.7	6.9	-4.0	-9.3	-26.0
	Leq 0.5hr for all train	53.7																										
Leq0.5	Total number of events	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12
	Corr for no. of event, 10log(N), dB(A)	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8
	Corr for distance, -10log(d/dref), dB(A)	-3.4	-3.3	-3.3	-3.2	-3.1	-3.2	-3.2	-3.0	-2.8	-2.7	-2.5	-2.2	-2.1	-3.5	-3.6	-3.5	-3.4	-3.4	-3.3	-3.4	-3.3	-3.2	-3.0	-2.8	-2.4	-2.2	-2.1
	Corr for view angle, 10log[μ+θ/180-cos2αinθ]	-47.6	-37.9	-31.5	-27.9	-16.3	-6.9	-1.7	-12.7	-24.0	-32.0	-39.4	-48.3	-61.3	-43.7	-40.9	-37.2	-31.2	-30.9	-11.7	-2.7	-5.1	-15.4	-23.8	-31.2	-42.5	-51.6	-64.9
	Corr for screening/ absorption, dB(A)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0
	Corr for sound energy spread over 24 hr	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6

Floor 12		Segment (Northbound)													Segment (Southbound)														
		N1	N2	N3	N4	N5	N6	N7	N8	N9	N10	N11	N12	N13	S1	S2	S3	S4	S5	S6	S7	S8	S9	S10	S11	S12	S13	S14
Parameters:																													
	Measured SEL	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9
Leq24	Total number of events	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536
	Horiz distance from track to NSR	29.7	30.3	30.7	30.7	31.3	32.4	32.8	31.0	27.3	25.7	20.4	13.0	5.1	32.5	35.1	34.1	34.2	34.6	35.4	36.5	36.2	34.0	30.8	27.7	18.5	11.3	5.0
	track mPD + track head (0.2m)	7.9	8.7	9.9	11.3	12.5	13.1	13.4	13.6	14.0	14.1	13.9	13.6	13.1	8.0	8.4	9.1	10.0	11.2	12.5	13.2	13.5	13.9	14.2	14.1	13.7	13.3	12.9
	ground mPD + floor height	56.6	56.6	56.6	56.6	56.6	56.6	56.6	56.6	56.6	56.6	56.6	56.6	56.6	56.6	56.6	56.6	56.6	56.6	56.6	56.6	56.6	56.6	56.6	56.6	56.6	56.6	56.6
	Vert distance from track to NSR	48.7	47.9	46.7	45.3	44.1	43.5	43.2	43.0	42.6	42.5	42.7	43.0	43.5	48.6	48.2	47.5	46.6	45.4	44.1	43.4	43.1	42.7	42.4	42.5	42.9	43.3	43.7
	Slant distance	57.0	56.6	55.8	54.7	54.1	54.2	54.2	53.0	50.6	49.7	47.3	44.9	43.8	58.4	59.6	58.5	57.8	57.1	56.5	56.6	56.3	54.5	52.4	50.7	46.7	44.8	43.9
	View angle (α)	0.076	0.094	0.139	0.291	0.422	0.842	1.357	0.511	0.243	0.158	0.099	0.053	0.017	0.085	0.103	0.117	0.154	0.287	0.514	1.259	0.980	0.453	0.252	0.155	0.080	0.042	0.016
	View angle (α) (degree)	4.347	5.405	7.963	16.679	24.191	48.238	77.762	29.302	13.922	9.027	5.693	3.048	0.984	4.878	5.899	6.707	8.801	16.436	29.465	72.153	56.130	25.982	14.443	8.902	4.585	2.388	0.922
	View angle (θ)	0.005	0.029	0.057	0.031	0.220	0.578	1.253	0.344	0.108	0.041	0.018	0.008	0.004	0.009	0.012	0.022	0.051	0.016	0.426	1.008	0.733	0.234	0.104	0.049	0.014	0.006	0.002
	View angle (θ) (degree)	0.272	1.661	3.288	1.792	12.593	33.120	71.783	19.725	6.209	2.326	1.057	0.475	0.225	0.529	0.697	1.257	2.912	0.919	24.400	57.763	41.983	13.422	5.936	2.821	0.790	0.363	0.114
	Average Speed	10.0	20.0	50.0	70.0	65.0	50.0	30.0	15.0	10.0	10.0	15.0	20.0	15.0	10.0	10.0	10.0	20.0	50.0	70.0	60.0	40.0	20.0	15.0	10.0	10.0	15.0	10.0
	Corr for no. of event, 10log(N), dB(A)	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3
	Corr for distance, -10log(d/d_{ref}), dB(A)	-3.6	-3.6	-3.5	-3.4	-3.3	-3.4	-3.4	-3.3	-3.1	-3.0	-2.8	-2.5	-2.4	-3.7	-3.8	-3.7	-3.6	-3.6	-3.5	-3.6	-3.5	-3.4	-3.2	-3.1	-2.7	-2.5	-2.4
	Corr for view angle, 10log[μ×θ/180×cos2αcosθ]	-47.6	-37.9	-31.5	-27.9	-16.3	-6.9	-1.7	-12.7	-24.0	-32.0	-39.4	-48.3	-61.3	-43.7	-40.9	-37.2	-31.2	-30.9	-11.7	-2.7	-5.1	-15.4	-23.8	-31.2	-42.5	-51.6	-64.9
	Corr for screening/ absorption, dB(A)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, 20log(v/V_{ref}), dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0
	Corr for sound energy spread over 24 hr	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4
	Façade correctoin, dB(A)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
	Track wear correction, dB(A)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
	Leq 24hr for each train, dB(A)	-10.9	4.9	19.3	25.9	37.0	44.0	44.8	27.8	13.3	5.4	1.7	-4.5	-19.9	-7.1	-4.4	-0.6	11.5	19.8	42.0	49.6	43.8	27.5	16.8	6.0	-4.9	-10.3	-27.0
	Leq 24hr for all train	52.9																										
Leq0.5	Total number of events	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13
	Corr for no. of event, 10log(N), dB(A)	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1
	Corr for distance, -10log(d/dref), dB(A)	-3.6	-3.6	-3.5	-3.4	-3.3	-3.4	-3.4	-3.3	-3.1	-3.0	-2.8	-2.5	-2.4	-3.7	-3.8	-3.7	-3.6	-3.6	-3.5	-3.6	-3.5	-3.4	-3.2	-3.1	-2.7	-2.5	-2.4
	Corr for view angle, 10log[μ×θ/180×cos2αcosθ]	-47.6	-37.9	-31.5	-27.9	-16.3	-6.9	-1.7	-12.7	-24.0	-32.0	-39.4	-48.3	-61.3	-43.7	-40.9	-37.2	-31.2	-30.9	-11.7	-2.7	-5.1	-15.4	-23.8	-31.2	-42.5	-51.6	-64.9
	Corr for screening/ absorption, dB(A)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0
	Corr for sound energy spread over 24 hr	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6
	Façade correctoin, dB(A)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
	Track wear correction, dB(A)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
	Leq 0.5hr for each train, dB(A)	-10.2	5.6	20.0	26.6	37.6	44.7	45.4	28.5	14.0	6.0	2.3	-3.8	-19.3	-6.4	-3.7	0.1	12.2	20.5	42.6	50.3	44.4	28.2	17.4	6.7	-4.3	-9.6	-26.3
	Leq 0.5hr for all train	53.5																										
Leq0.5	Total number of events	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12
	Corr for no. of event, 10log(N), dB(A)	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8
	Corr for distance, -10log(d/dref), dB(A)	-3.6	-3.6	-3.5	-3.4	-3.3	-3.4	-3.4	-3.3	-3.1	-3.0	-2.8	-2.5	-2.4	-3.7	-3.8	-3.7	-3.6	-3.6	-3.5	-3.6	-3.5	-3.4	-3.2	-3.1	-2.7	-2.5	-2.4
	Corr for view angle, 10log[μ×θ/180×cos2αcosθ]	-47.6	-37.9	-31.5	-27.9	-16.3	-6.9	-1.7	-12.7	-24.0	-32.0	-39.4	-48.3	-61.3	-43.7	-40.9	-37.2	-31.2	-30.9	-11.7	-2.7	-5.1	-15.4	-23.8	-31.2	-42.5	-51.6	-64.9
	Corr for screening/ absorption, dB(A)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0
	Corr for sound energy spread over 24 hr	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6
	Façade correctoin, dB(A)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
	Track wear correction, dB(A)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
	Leq 0.5hr for each train, dB(A)	-10.6	5.2	19.6	26.2	37.3	44.3	45.1	28.2	13.6	5.7	2.0	-4.2	-19.6	-6.8	-4.0	-0.3	11.8	20.1	42.3	49.9	44.1	27.9	17.1	6.3	-4.6	-9.9	-26.7
	Leq 0.5hr for all train	53.2																										
Lmax	Measured Lmax	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65
	Corr for distance, -10log(d/dref), dB(A)	-3.6	-3.6	-3.5	-3.4	-3.3	-3.4	-3.4	-3.3	-3.1	-3.0	-2.8	-2.5	-2.4	-3.7	-3.8	-3.7	-3.6	-3.6	-3.5	-3.6	-3.5	-3.4	-3.2	-3.1	-2.7	-2.5	-2.4
	Correction for screening/ absorption	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0
	Façade correctoin, dB(A)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
	Track wear correction, dB(A)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
	Lmax for each train, dB(A)	52.9	59.0	67.0	70.0	69.4	67.1	62.7	56.8	53.5	53.5	57.3	60.0	57.6	52.8	52.7	52.8	58.9	66.9	69.9	68.5	65.0	59.2	56.8	53.4	53.8	57.5	54.1
	Lmax for all train	70.0																										

Floor 13		Segment (Northbound)													Segment (Southbound)														
		N1	N2	N3	N4	N5	N6	N7	N8	N9	N10	N11	N12	N13	S1	S2	S3	S4	S5	S6	S7	S8	S9	S10	S11	S12	S13	S14
Parameters:																													
	Measured SEL	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9
Leq24	Total number of events	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536
	Horiz distance from track to NSR	29.7	30.3	30.7	30.7	31.3	32.4	32.8	31.0	27.3	25.7	20.4	13.0	5.1	32.5	35.1	34.1	34.2	34.6	35.4	36.5	36.2	34.0	30.8	27.7	18.5	11.3	5.0
	track mPD + track head (0.2m)	7.9	8.7	9.9	11.3	12.5	13.1	13.4	13.6	14.0	14.1	13.9	13.6	13.1	8.0	8.4	9.1	10.0	11.2	12.5	13.2	13.5	13.9	14.2	14.1	13.7	13.3	12.9
	ground mPD + floor height	59.7	59.7	59.7	59.7	59.7	59.7	59.7	59.7	59.7	59.7	59.7	59.7	59.7	59.7	59.7	59.7	59.7	59.7	59.7	59.7	59.7	59.7	59.7	59.7	59.7	59.7	59.7
	Vert distance from track to NSR	51.8	51.0	49.8	48.5	47.3	46.7	46.4	46.1	45.8	45.7	45.8	46.1	46.7	51.7	51.3	50.6	49.7	48.5	47.2	46.5	46.2	45.8	45.6	45.7	46.0	46.5	46.8
	Slant distance	59.7	59.3	58.5	57.4	56.7	56.8	56.8	55.6	53.3	52.4	50.1	47.9	46.9	61.1	62.2	61.0	60.3	59.6	59.0	59.1	58.7	57.0	55.0	53.4	49.6	47.8	47.1
	View angle (α)	0.076	0.094	0.139	0.291	0.422	0.842	1.357	0.511	0.243	0.158	0.099	0.053	0.017	0.085	0.103	0.117	0.154	0.287	0.514	1.259	0.980	0.453	0.252	0.155	0.080	0.042	0.016
	View angle (α) (degree)	4.347	5.405	7.963	16.679	24.191	48.238	77.762	29.302	13.922	9.027	5.693	3.048	0.984	4.878	5.899	6.707	8.801	16.436	29.465	72.153	56.130	25.982	14.443	8.902	4.585	2.388	0.922
	View angle (θ)	0.005	0.029	0.057	0.031	0.220	0.578	1.253	0.344	0.108	0.041	0.018	0.008	0.004	0.009	0.012	0.022	0.051	0.016	0.426	1.008	0.733	0.234	0.104	0.049	0.014	0.006	0.002
	View angle (θ) (degree)	0.272	1.661	3.288	1.792	12.593	33.120	71.783	19.725	6.209	2.326	1.057	0.475	0.225	0.529	0.697	1.257	2.912	0.919	24.400	57.763	41.983	13.422	5.936	2.821	0.790	0.363	0.114
	Average Speed	10.0	20.0	50.0	70.0	65.0	50.0	30.0	15.0	10.0	10.0	15.0	20.0	15.0	10.0	10.0	10.0	20.0	50.0	70.0	60.0	40.0	20.0	15.0	10.0	10.0	15.0	10.0
	Corr for no. of event, 10log(N), dB(A)	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3
	Corr for distance, -10log(d/d_{ref}), dB(A)	-3.8	-3.8	-3.7	-3.6	-3.6	-3.6	-3.6	-3.5	-3.3	-3.2	-3.0	-2.8	-2.7	-3.9	-4.0	-3.9	-3.8	-3.8	-3.7	-3.7	-3.7	-3.6	-3.4	-3.3	-3.0	-2.8	-2.7
	Corr for view angle, 10log[μ×θ/180×cos2αcosθ]	-47.6	-37.9	-31.5	-27.9	-16.3	-6.9	-1.7	-12.7	-24.0	-32.0	-39.4	-48.3	-61.3	-43.7	-40.9	-37.2	-31.2	-30.9	-11.7	-2.7	-5.1	-15.4	-23.8	-31.2	-42.5	-51.6	-64.9
	Corr for screening/ absorption, dB(A)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0
	Corr for sound energy spread over 24 hr	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4
	Façade correctoin, dB(A)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
	Track wear correction, dB(A)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
	Leq 24hr for each train, dB(A)	-11.1	4.7	19.1	25.7	36.8	43.8	44.6	27.6	13.1	5.1	1.4	-4.8	-20.2	-7.3	-4.5	-0.8	11.3	19.6	41.8	49.4	43.6	27.4	16.6	5.8	-5.2	-10.5	-27.3
	Leq 24hr for all train	52.7																										
Leq0.5	Total number of events	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13
	Corr for no. of event, 10log(N), dB(A)	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1
	Corr for distance, -10log(d/dref), dB(A)	-3.8	-3.8	-3.7	-3.6	-3.6	-3.6	-3.6	-3.5	-3.3	-3.2	-3.0	-2.8	-2.7	-3.9	-4.0	-3.9	-3.8	-3.8	-3.7	-3.7	-3.7	-3.6	-3.4	-3.3	-3.0	-2.8	-2.7
	Corr for view angle, 10log[μ×θ/180×cos2αcosθ]	-47.6	-37.9	-31.5	-27.9	-16.3	-6.9	-1.7	-12.7	-24.0	-32.0	-39.4	-48.3	-61.3	-43.7	-40.9	-37.2	-31.2	-30.9	-11.7	-2.7	-5.1	-15.4	-23.8	-31.2	-42.5	-51.6	-64.9
	Corr for screening/ absorption, dB(A)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0
	Corr for sound energy spread over 24 hr	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6
	Façade correctoin, dB(A)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
	Track wear correction, dB(A)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
	Leq 0.5hr for each train, dB(A)	-10.4	5.4	19.8	26.4	37.4	44.5	45.2	28.3	13.7	5.8	2.1	-4.1	-19.6	-6.6	-3.9	-0.1	12.0	20.3	42.4	50.1	44.2	28.0	17.2	6.4	-4.5	-9.9	-26.6
	Leq 0.5hr for all train	53.3																										
Leq0.5	Total number of events	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12
	Corr for no. of event, 10log(N), dB(A)	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8
	Corr for distance, -10log(d/dref), dB(A)	-3.8	-3.8	-3.7	-3.6	-3.6	-3.6	-3.6	-3.5	-3.3	-3.2	-3.0	-2.8	-2.7	-3.9	-4.0	-3.9	-3.8	-3.8	-3.7	-3.7	-3.7	-3.6	-3.4	-3.3	-3.0	-2.8	-2.7
	Corr for view angle, 10log[μ×θ/180×cos2αcosθ]	-47.6	-37.9	-31.5	-27.9	-16.3	-6.9	-1.7	-12.7	-24.0	-32.0	-39.4	-48.3	-61.3	-43.7	-40.9	-37.2	-31.2	-30.9	-11.7	-2.7	-5.1	-15.4	-23.8	-31.2	-42.5	-51.6	-64.9
	Corr for screening/ absorption, dB(A)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0
	Corr for sound energy spread over 24 hr	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6

Floor		Segment (Northbound)													Segment (Southbound)													
14		N1	N2	N3	N4	N5	N6	N7	N8	N9	N10	N11	N12	N13	S1	S2	S3	S4	S5	S6	S7	S8	S9	S10	S11	S12	S13	S14
Parameters:																												
	Measured SEL	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9
Leq24	Total number of events	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536
	Horiz distance from track to NSR	29.7	30.3	30.7	30.7	31.3	32.4	32.8	31.0	27.3	25.7	20.4	13.0	5.1	32.5	35.1	34.1	34.2	34.6	35.4	36.5	36.2	34.0	30.8	27.7	18.5	11.3	5.0
	track mPD + track head (0.2m)	7.9	8.7	9.9	11.3	12.5	13.1	13.4	13.6	14.0	14.1	13.9	13.6	13.1	8.0	8.4	9.1	10.0	11.2	12.5	13.2	13.5	13.9	14.2	14.1	13.7	13.3	12.9
	ground mPD + floor height	62.9	62.9	62.9	62.9	62.9	62.9	62.9	62.9	62.9	62.9	62.9	62.9	62.9	62.9	62.9	62.9	62.9	62.9	62.9	62.9	62.9	62.9	62.9	62.9	62.9	62.9	62.9
	Vert distance from track to NSR	55.0	54.2	53.0	51.6	50.4	49.8	49.5	49.3	48.9	48.8	49.0	49.3	49.8	54.9	54.5	53.8	52.9	51.7	50.4	49.7	49.4	49.0	48.7	48.8	49.2	49.6	50.0
	Slant distance	62.4	62.0	61.2	60.1	59.3	59.4	59.4	58.2	56.0	55.2	53.0	50.9	50.1	63.8	64.8	63.7	62.9	62.2	61.5	61.6	61.2	59.6	57.6	56.1	52.5	50.9	50.2
	View angle (α)	0.076	0.094	0.139	0.291	0.422	0.842	1.357	0.511	0.243	0.158	0.099	0.053	0.017	0.085	0.103	0.117	0.154	0.287	0.514	1.259	0.980	0.453	0.252	0.155	0.080	0.042	0.016
	View angle (α) (degree)	4.347	5.405	7.963	16.679	24.191	48.238	77.762	29.302	13.922	9.027	5.693	3.048	0.984	4.878	5.899	6.707	8.801	16.436	29.465	72.153	56.130	25.982	14.443	8.902	4.585	2.388	0.922
	View angle (θ)	0.005	0.029	0.057	0.031	0.220	0.578	1.253	0.344	0.108	0.041	0.018	0.008	0.004	0.009	0.012	0.022	0.051	0.016	0.426	1.008	0.733	0.234	0.104	0.049	0.014	0.006	0.002
	View angle (θ) (degree)	0.272	1.661	3.288	1.792	12.593	33.120	71.783	19.725	6.209	2.326	1.057	0.475	0.225	0.529	0.697	1.257	2.912	0.919	24.400	57.763	41.983	13.422	5.936	2.821	0.790	0.363	0.114
	Average Speed	10.0	20.0	50.0	70.0	65.0	50.0	30.0	15.0	10.0	10.0	15.0	20.0	15.0	10.0	10.0	10.0	20.0	50.0	70.0	60.0	40.0	20.0	15.0	10.0	10.0	15.0	10.0
	Corr for no. of event, 10log(N), dB(A)	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3
	Corr for distance, -10log(d/d_{ref}), dB(A)	-4.0	-3.9	-3.9	-3.8	-3.8	-3.8	-3.8	-3.7	-3.5	-3.4	-3.3	-3.1	-3.0	-4.1	-4.1	-4.1	-4.0	-4.0	-3.9	-3.9	-3.9	-3.8	-3.6	-3.5	-3.2	-3.1	-3.0
	Corr for view angle, 10log[μθ/180·cos2$_{\alpha\sin\theta}$]	-47.6	-37.9	-31.5	-27.9	-16.3	-6.9	-1.7	-12.7	-24.0	-32.0	-39.4	-48.3	-61.3	-43.7	-40.9	-37.2	-31.2	-30.9	-11.7	-2.7	-5.1	-15.4	-23.8	-31.2	-42.5	-51.6	-64.9
	Corr for screening/ absorption, dB(A)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, 20log(V_{ref}/V_{veh}), dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0
	Corr for sound energy spread over 24 hr	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4
	Façade correctoin, dB(A)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
	Track wear correction, dB(A)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
	Leq 24hr for each train, dB(A)	-11.3	4.5	18.9	25.5	36.6	43.6	44.4	27.4	12.9	4.9	1.2	-5.0	-20.5	-7.5	-4.7	-1.0	11.1	19.4	41.6	49.3	43.4	27.2	16.4	5.6	-5.4	-10.8	-27.6
	Leq 24hr for all train	52.5																										
Leq0.5	Total number of events	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13
	Corr for no. of event, 10log(N), dB(A)	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1
	Corr for distance, -10log(d/dref), dB(A)	-4.0	-3.9	-3.9	-3.8	-3.8	-3.8	-3.8	-3.7	-3.5	-3.4	-3.3	-3.1	-3.0	-4.1	-4.1	-4.1	-4.0	-4.0	-3.9	-3.9	-3.9	-3.8	-3.6	-3.5	-3.2	-3.1	-3.0
	Corr for view angle, 10log[μθ/180·cos2$_{\alpha\sin\theta}$]	-47.6	-37.9	-31.5	-27.9	-16.3	-6.9	-1.7	-12.7	-24.0	-32.0	-39.4	-48.3	-61.3	-43.7	-40.9	-37.2	-31.2	-30.9	-11.7	-2.7	-5.1	-15.4	-23.8	-31.2	-42.5	-51.6	-64.9
	Corr for screening/ absorption, dB(A)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0
	Corr for sound energy spread over 24 hr	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6
	Façade correctoin, dB(A)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
	Track wear correction, dB(A)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
	Leq 0.5hr for each train, dB(A)	-10.6	5.2	19.6	26.2	37.2	44.3	45.0	28.1	13.5	5.6	1.8	-4.4	-19.9	-6.8	-4.1	-0.3	11.8	20.1	42.2	49.9	44.1	27.8	17.0	6.2	-4.8	-10.2	-26.9
	Leq 0.5hr for all train	53.1																										
Leq0.5	Total number of events	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12
	Corr for no. of event, 10log(N), dB(A)	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8
	Corr for distance, -10log(d/dref), dB(A)	-4.0	-3.9	-3.9	-3.8	-3.8	-3.8	-3.8	-3.7	-3.5	-3.4	-3.3	-3.1	-3.0	-4.1	-4.1	-4.1	-4.0	-4.0	-3.9	-3.9	-3.9	-3.8	-3.6	-3.5	-3.2	-3.1	-3.0
	Corr for view angle, 10log[μθ/180·cos2$_{\alpha\sin\theta}$]	-47.6	-37.9	-31.5	-27.9	-16.3	-6.9	-1.7	-12.7	-24.0	-32.0	-39.4	-48.3	-61.3	-43.7	-40.9	-37.2	-31.2	-30.9	-11.7	-2.7	-5.1	-15.4	-23.8	-31.2	-42.5	-51.6	-64.9
	Corr for screening/ absorption, dB(A)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0
	Corr for sound energy spread over 24 hr	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6
	Façade correctoin, dB(A)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
	Track wear correction, dB(A)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
	Leq 0.5hr for each train, dB(A)	-11.0	4.8	19.2	25.8	36.9	43.9	44.7	27.7	13.2	5.2	1.5	-4.7	-20.2	-7.2	-4.4	-0.7	11.4	19.7	41.9	49.6	43.7	27.5	16.7	5.9	-5.1	-10.5	-27.3
	Leq 0.5hr for all train	52.8																										
Lmax	Measured Lmax	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65
	Corr for distance, -10log(d/dref), dB(A)	-4.0	-3.9	-3.9	-3.8	-3.8	-3.8	-3.8	-3.7	-3.5	-3.4	-3.3	-3.1	-3.0	-4.1	-4.1	-4.1	-4.0	-4.0	-3.9	-3.9	-3.9	-3.8	-3.6	-3.5	-3.2	-3.1	-3.0
	Correction for screening/ absorption	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0
	Façade correctoin, dB(A)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
	Track wear correction, dB(A)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
	Lmax for each train, dB(A)	52.5	58.6	66.6	69.6	69.0	66.7	62.3	56.4	53.0	53.1	56.8	59.5	57.0	52.5	52.4	52.5	58.5	66.5	69.5	68.2	64.7	58.8	56.4	53.0	53.3	57.0	53.5
	Lmax for all train	69.6																										

Floor		Segment (Northbound)													Segment (Southbound)													
15		N1	N2	N3	N4	N5	N6	N7	N8	N9	N10	N11	N12	N13	S1	S2	S3	S4	S5	S6	S7	S8	S9	S10	S11	S12	S13	S14
Parameters:																												
	Measured SEL	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9
Leq24	Total number of events	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536
	Horiz distance from track to NSR	29.7	30.3	30.7	30.7	31.3	32.4	32.8	31.0	27.3	25.7	20.4	13.0	5.1	32.5	35.1	34.1	34.2	34.6	35.4	36.5	36.2	34.0	30.8	27.7	18.5	11.3	5.0
	track mPD + track head (0.2m)	7.9	8.7	9.9	11.3	12.5	13.1	13.4	13.6	14.0	14.1	13.9	13.6	13.1	8.0	8.4	9.1	10.0	11.2	12.5	13.2	13.5	13.9	14.2	14.1	13.7	13.3	12.9
	ground mPD + floor height	66.0	66.0	66.0	66.0	66.0	66.0	66.0	66.0	66.0	66.0	66.0	66.0	66.0	66.0	66.0	66.0	66.0	66.0	66.0	66.0	66.0	66.0	66.0	66.0	66.0	66.0	66.0
	Vert distance from track to NSR	58.1	57.3	56.1	54.8	53.6	53.0	52.7	52.4	52.1	52.0	52.1	52.4	53.0	58.0	57.6	56.9	56.0	54.8	53.5	52.8	52.5	52.1	51.9	52.0	52.3	52.8	53.1
	Slant distance	65.2	64.8	63.9	62.8	62.0	62.1	62.0	60.9	58.8	58.0	55.9	54.0	53.2	66.5	67.4	66.4	65.6	64.8	64.1	64.2	63.8	62.2	60.3	58.9	55.5	54.0	53.3
	View angle (α)	0.076	0.094	0.139	0.291	0.422	0.842	1.357	0.511	0.243	0.158	0.099	0.053	0.017	0.085	0.103	0.117	0.154	0.287	0.514	1.259	0.980	0.453	0.252	0.155	0.080	0.042	0.016
	View angle (α) (degree)	4.347	5.405	7.963	16.679	24.191	48.238	77.762	29.302	13.922	9.027	5.693	3.048	0.984	4.878	5.899	6.707	8.801	16.436	29.465	72.153	56.130	25.982	14.443	8.902	4.585	2.388	0.922
	View angle (θ)	0.005	0.029	0.057	0.031	0.220	0.578	1.253	0.344	0.108	0.041	0.018	0.008	0.004	0.009	0.012	0.022	0.051	0.016	0.426	1.008	0.733	0.234	0.104	0.049	0.014	0.006	0.002
	View angle (θ) (degree)	0.272	1.661	3.288	1.792	12.593	33.120	71.783	19.725	6.209	2.326	1.057	0.475	0.225	0.529	0.697	1.257	2.912	0.919	24.400	57.763	41.983	13.422	5.936	2.821	0.790	0.363	0.114
	Average Speed	10.0	20.0	50.0	70.0	65.0	50.0	30.0	15.0	10.0	10.0	15.0	20.0	15.0	10.0	10.0	10.0	20.0	50.0	70.0	60.0	40.0	20.0	15.0	10.0	10.0	15.0	10.0
	Corr for no. of event, 10log(N), dB(A)	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3
	Corr for distance, -10log(d/d_{ref}), dB(A)	-4.2	-4.1	-4.1	-4.0	-3.9	-3.9	-3.9	-3.9	-3.7	-3.7	-3.5	-3.3	-3.3	-4.2	-4.3	-4.2	-4.2	-4.1	-4.1	-4.1	-4.1	-4.0	-3.8	-3.7	-3.5	-3.3	-3.3
	Corr for view angle, 10log[μθ/180·cos2$_{\alpha\sin\theta}$]	-47.6	-37.9	-31.5	-27.9	-16.3	-6.9	-1.7	-12.7	-24.0	-32.0	-39.4	-48.3	-61.3	-43.7	-40.9	-37.2	-31.2	-30.9	-11.7	-2.7	-5.1	-15.4	-23.8	-31.2	-42.5	-51.6	-64.9
	Corr for screening/ absorption, dB(A)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, 20log(V_{ref}/V_{veh}), dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0
	Corr for sound energy spread over 24 hr	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4
	Façade correctoin, dB(A)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
	Track wear correction, dB(A)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
	Leq 24hr for each train, dB(A)	-11.5	4.3	18.7	25.3	36.4	43.4	44.2	27.2	12.7	4.7	1.0	-5.3	-20.8	-7.7	-4.9	-1.1	10.9	19.3	41.4	49.1	43.2	27.0	16.2	5.4	-5.7	-11.1	-27.8
	Leq 24hr for all train	52.3																										
Leq0.5	Total number of events	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13
	Corr for no. of event, 10log(N), dB(A)	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1
	Corr for distance, -10log(d/dref), dB(A)	-4.2	-4.1	-4.1	-4.0	-3.9	-3.9	-3.9	-3.7	-3.7	-3.5	-3.3	-3.3	-3.3	-4.2	-4.3	-4.2	-4.2	-4.1	-4.1	-4.1	-4.1	-4.0	-3.8	-3.7	-3.5	-3.3	-3.3
	Corr for view angle, 10log[μθ/180·cos2$_{\alpha\sin\theta}$]	-47.6	-37.9	-31.5	-27.9	-16.3	-6.9	-1.7	-12.7	-24.0	-32.0	-39.4	-48.3	-61.3	-43.7	-40.9	-37.2	-31.2	-30.9	-11.7	-2.7	-5.1	-15.4	-23.8	-31.2	-42.5	-51.6	-64.9
	Corr for screening/ absorption, dB(A)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0
	Corr for sound energy spread over 24 hr	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6
	Façade correctoin, dB(A)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
	Track wear correction, dB(A)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
	Leq 0.5hr for each train, dB(A)	-10.8	5.0	19.4	26.0	37.0	44.1	44.8	27.9	13.3	5.4	1.6	-4.6	-20.1	-7.0	-4.2	-0.5	11.6	19.9	42.1	49.7	43.9	27.6	16.8	6.0	-5.0	-10.4	-27.2
	Leq 0.5hr for all train	53.0																										
Leq0.5	Total number of events	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12
	Corr for no. of event, 10log(N), dB(A)	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8
	Corr for distance, -10log(d/dref), dB(A)	-4.2	-4.1	-4.1	-4.0	-3.9	-3.9	-3.9	-3.7	-3.7	-3.5	-3.3	-3.3	-3.3	-4.2	-4.3	-4.2	-4.2	-4.1	-4.1	-4.1	-4.1	-4.0	-3.8	-3.7	-3.5	-3.3	-3.3
	Corr for view angle, 10log[μθ/180·cos2$_{\alpha\sin\theta}$]	-47.6	-37.9	-31.5	-27.9	-16.3	-6.9	-1.7	-12.7	-24.0	-32.0	-39.4	-48.3	-61.3	-43.7	-40.9	-37.2	-31.2	-30.9	-11.7	-2.7	-5.1	-15.4	-23.8	-31.2	-42.5	-51.6	-64.9
	Corr for screening/ absorption, dB(A)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0
	Corr for sound energy spread over 24 hr	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.

Floor		Segment (Northbound)													Segment (Southbound)														
16		N1	N2	N3	N4	N5	N6	N7	N8	N9	N10	N11	N12	N13	S1	S2	S3	S4	S5	S6	S7	S8	S9	S10	S11	S12	S13	S14
Parameters:																													
	Measured SEL	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9
Leq24	Total number of events	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536
	Horize distance from track to NSR	29.7	30.3	30.7	30.7	31.3	32.4	32.8	31.0	27.3	25.7	20.4	13.0	5.1	32.5	35.1	34.1	34.2	34.6	35.4	36.5	36.2	34.0	30.8	27.7	18.5	11.3	5.0
	track mPD + track head (0.2m)	7.9	8.7	9.9	11.3	12.5	13.1	13.4	13.6	14.0	14.1	13.9	13.6	13.1	8.0	8.4	9.1	10.0	11.2	12.5	13.2	13.5	13.9	14.2	14.1	13.7	13.3	12.9
	ground mPD + floor height	69.2	69.2	69.2	69.2	69.2	69.2	69.2	69.2	69.2	69.2	69.2	69.2	69.2	69.2	69.2	69.2	69.2	69.2	69.2	69.2	69.2	69.2	69.2	69.2	69.2	69.2	69.2
	Vert distance from track to NSR	61.3	60.5	59.3	57.9	56.7	56.1	55.8	55.6	55.2	55.1	55.3	55.6	56.1	61.2	60.8	60.1	59.2	58.0	56.7	56.0	55.7	55.3	55.0	55.1	55.5	55.9	56.3
	Slant distance	68.1	67.6	66.7	65.6	64.8	64.8	64.7	63.6	61.6	60.8	58.9	57.0	56.3	69.3	70.2	69.1	68.3	67.5	66.8	66.8	66.4	64.9	63.0	61.7	58.4	57.0	56.5
	View angle (α)	0.076	0.094	0.139	0.291	0.422	0.842	1.357	0.511	0.243	0.158	0.099	0.053	0.017	0.085	0.103	0.117	0.154	0.287	0.514	1.259	0.980	0.453	0.252	0.155	0.080	0.042	0.016
	View angle (α) (degree)	4.347	5.405	7.963	16.679	24.191	48.238	77.762	29.302	13.922	9.027	5.693	3.048	0.984	4.878	5.899	6.707	8.801	16.436	29.465	72.153	56.130	25.982	14.443	8.902	4.585	2.388	0.922
	View angle (θ)	0.005	0.029	0.057	0.031	0.220	0.578	1.253	0.344	0.108	0.041	0.018	0.008	0.004	0.009	0.012	0.022	0.051	0.016	0.426	1.008	0.733	0.234	0.104	0.049	0.014	0.006	0.002
	View angle (θ) (degree)	0.272	1.661	3.288	1.792	12.593	33.120	71.783	19.725	6.209	2.326	1.057	0.475	0.225	0.529	0.697	1.257	2.912	0.919	24.400	57.763	41.983	13.422	5.936	2.821	0.790	0.363	0.114
	Average Speed	10.0	20.0	50.0	70.0	65.0	50.0	30.0	15.0	10.0	10.0	15.0	20.0	15.0	10.0	10.0	10.0	20.0	50.0	70.0	60.0	40.0	20.0	15.0	10.0	10.0	15.0	10.0
	Corr for no. of event, 10log(N), dB(A)	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3
	Corr for distance, -10log(d/d_{ref}), dB(A)	-4.3	-4.3	-4.3	-4.2	-4.1	-4.1	-4.1	-4.1	-3.9	-3.9	-3.7	-3.6	-3.5	-4.4	-4.5	-4.4	-4.4	-4.3	-4.3	-4.3	-4.2	-4.1	-4.0	-3.9	-3.7	-3.6	-3.5
	Corr for view angle, 10log[μ×θ/180×cos2αsinθ]	-47.6	-37.9	-31.5	-27.9	-16.3	-6.9	-1.7	-12.7	-24.0	-32.0	-39.4	-48.3	-61.3	-43.7	-40.9	-37.2	-31.2	-30.9	-11.7	-2.7	-5.1	-15.4	-23.8	-31.2	-42.5	-51.6	-64.9
	Corr for screening/ absorption, dB(A)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, 20log(V_r/V_{ref}), dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0
	Corr for sound energy spread over 24 hr	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4
	Façade correctoin, dB(A)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
	Track wear correction, dB(A)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
	Leq 24hr for each train, dB(A)	-11.7	4.2	18.5	25.2	36.2	43.2	44.0	27.0	12.4	4.5	0.7	-5.5	-21.0	-7.8	-5.1	-1.3	10.8	19.1	41.2	48.9	43.1	26.8	16.0	5.2	-5.9	-11.3	-28.1
	Leq 24hr for all train	52.1																										
Leq0.5	Total number of events	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13
	Corr for no. of event, 10log(N), dB(A)	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1
	Corr for distance, -10log(d/dref), dB(A)	-4.3	-4.3	-4.3	-4.2	-4.1	-4.1	-4.1	-4.1	-3.9	-3.9	-3.7	-3.6	-3.5	-4.4	-4.5	-4.4	-4.4	-4.3	-4.3	-4.3	-4.2	-4.1	-4.0	-3.9	-3.7	-3.6	-3.5
	Corr for view angle, 10log[μ×θ/180×cos2αsinθ]	-47.6	-37.9	-31.5	-27.9	-16.3	-6.9	-1.7	-12.7	-24.0	-32.0	-39.4	-48.3	-61.3	-43.7	-40.9	-37.2	-31.2	-30.9	-11.7	-2.7	-5.1	-15.4	-23.8	-31.2	-42.5	-51.6	-64.9
	Corr for screening/ absorption, dB(A)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0
	Corr for sound energy spread over 24 hr	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6
	Façade correctoin, dB(A)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
	Track wear correction, dB(A)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
	Leq 0.5hr for each train, dB(A)	-11.0	4.8	19.2	25.8	36.8	43.9	44.6	27.7	13.1	5.1	1.4	-4.9	-20.4	-7.2	-4.4	-0.7	11.4	19.7	41.9	49.6	43.7	27.5	16.6	5.8	-5.2	-10.7	-27.4
	Leq 0.5hr for all train	52.8																										
Leq0.5	Total number of events	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12
	Corr for no. of event, 10log(N), dB(A)	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8
	Corr for distance, -10log(d/dref), dB(A)	-4.3	-4.3	-4.3	-4.2	-4.1	-4.1	-4.1	-4.1	-3.9	-3.9	-3.7	-3.6	-3.5	-4.4	-4.5	-4.4	-4.4	-4.3	-4.3	-4.3	-4.2	-4.1	-4.0	-3.9	-3.7	-3.6	-3.5
	Corr for view angle, 10log[μ×θ/180×cos2αsinθ]	-47.6	-37.9	-31.5	-27.9	-16.3	-6.9	-1.7	-12.7	-24.0	-32.0	-39.4	-48.3	-61.3	-43.7	-40.9	-37.2	-31.2	-30.9	-11.7	-2.7	-5.1	-15.4	-23.8	-31.2	-42.5	-51.6	-64.9
	Corr for screening/ absorption, dB(A)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0
	Corr for sound energy spread over 24 hr	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6
	Façade correctoin, dB(A)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
	Track wear correction, dB(A)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
	Leq 0.5hr for each train, dB(A)	-11.4	4.5	18.8	25.5	36.5	43.5	44.3	27.4	12.8	4.8	1.0	-5.2	-20.7	-7.5	-4.7	-1.0	11.1	19.4	41.5	49.2	43.4	27.1	16.3	5.5	-5.6	-11.0	-27.8
	Leq 0.5hr for all train	52.4																										
Lmax	Measured Lmax	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65
	Corr for distance, -10log(d/dref), dB(A)	-4.3	-4.3	-4.3	-4.2	-4.1	-4.1	-4.1	-4.1	-3.9	-3.9	-3.7	-3.6	-3.5	-4.4	-4.5	-4.4	-4.4	-4.3	-4.3	-4.3	-4.2	-4.1	-4.0	-3.9	-3.7	-3.6	-3.5
	Correction for screening/ absorption	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0
	Façade correctoin, dB(A)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
	Track wear correction, dB(A)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
	Lmax for each train, dB(A)	52.2	58.2	66.2	69.2	68.6	66.4	61.9	56.0	52.6	52.7	56.3	59.0	56.5	52.1	52.0	52.1	58.2	66.2	69.2	67.8	64.3	58.4	56.0	52.6	52.8	56.5	53.0
	Lmax for all train	69.2																										

Floor		Segment (Northbound)													Segment (Southbound)														
17		N1	N2	N3	N4	N5	N6	N7	N8	N9	N10	N11	N12	N13	S1	S2	S3	S4	S5	S6	S7	S8	S9	S10	S11	S12	S13	S14
Parameters:																													
	Measured SEL	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9
Leq24	Total number of events	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536
	Horize distance from track to NSR	29.7	30.3	30.7	30.7	31.3	32.4	32.8	31.0	27.3	25.7	20.4	13.0	5.1	32.5	35.1	34.1	34.2	34.6	35.4	36.5	36.2	34.0	30.8	27.7	18.5	11.3	5.0
	track mPD + track head (0.2m)	7.9	8.7	9.9	11.3	12.5	13.1	13.4	13.6	14.0	14.1	13.9	13.6	13.1	8.0	8.4	9.1	10.0	11.2	12.5	13.2	13.5	13.9	14.2	14.1	13.7	13.3	12.9
	ground mPD + floor height	72.3	72.3	72.3	72.3	72.3	72.3	72.3	72.3	72.3	72.3	72.3	72.3	72.3	72.3	72.3	72.3	72.3	72.3	72.3	72.3	72.3	72.3	72.3	72.3	72.3	72.3	72.3
	Vert distance from track to NSR	64.4	63.6	62.4	61.1	59.9	59.3	59.0	58.7	58.4	58.3	58.4	58.7	59.3	64.3	63.9	63.2	62.3	61.1	59.8	59.1	58.8	58.4	58.2	58.3	58.6	59.1	59.4
	Slant distance	70.9	70.4	69.5	68.4	67.5	67.5	67.4	66.4	64.4	63.7	61.9	60.1	59.5	72.1	72.9	71.8	71.1	70.2	69.5	69.4	69.1	67.6	65.8	64.5	61.4	60.1	59.6
	View angle (α)	0.076	0.094	0.139	0.291	0.422	0.842	1.357	0.511	0.243	0.158	0.099	0.053	0.017	0.085	0.103	0.117	0.154	0.287	0.514	1.259	0.980	0.453	0.252	0.155	0.080	0.042	0.016
	View angle (α) (degree)	4.347	5.405	7.963	16.679	24.191	48.238	77.762	29.302	13.922	9.027	5.693	3.048	0.984	4.878	5.899	6.707	8.801	16.436	29.465	72.153	56.130	25.982	14.443	8.902	4.585	2.388	0.922
	View angle (θ)	0.005	0.029	0.057	0.031	0.220	0.578	1.253	0.344	0.108	0.041	0.018	0.008	0.004	0.009	0.012	0.022	0.051	0.016	0.426	1.008	0.733	0.234	0.104	0.049	0.014	0.006	0.002
	View angle (θ) (degree)	0.272	1.661	3.288	1.792	12.593	33.120	71.783	19.725	6.209	2.326	1.057	0.475	0.225	0.529	0.697	1.257	2.912	0.919	24.400	57.763	41.983	13.422	5.936	2.821	0.790	0.363	0.114
	Average Speed	10.0	20.0	50.0	70.0	65.0	50.0	30.0	15.0	10.0	10.0	15.0	20.0	15.0	10.0	10.0	10.0	20.0	50.0	70.0	60.0	40.0	20.0	15.0	10.0	10.0	15.0	10.0
	Corr for no. of event, 10log(N), dB(A)	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3
	Corr for distance, -10log(d/d_{ref}), dB(A)	-4.5	-4.5	-4.4	-4.4	-4.3	-4.3	-4.3	-4.2	-4.1	-4.1	-3.9	-3.8	-3.8	-4.6	-4.6	-4.6	-4.5	-4.5	-4.4	-4.4	-4.4	-4.3	-4.2	-4.1	-3.9	-3.8	-3.8
	Corr for view angle, 10log[μ×θ/180×cos2αsinθ]	-47.6	-37.9	-31.5	-27.9	-16.3	-6.9	-1.7	-12.7	-24.0	-32.0	-39.4	-48.3	-61.3	-43.7	-40.9	-37.2	-31.2	-30.9	-11.7	-2.7	-5.1	-15.4	-23.8	-31.2	-42.5	-51.6	-64.9
	Corr for screening/ absorption, dB(A)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0
	Corr for sound energy spread over 24 hr	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4
	Façade correctoin, dB(A)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
	Track wear correction, dB(A)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
	Leq 24hr for each train, dB(A)	-11.9	4.0	18.3	25.0	36.0	43.0	43.8	26.9	12.3	4.3	0.5	-5.8	-21.3	-8.0	-5.2	-1.5	10.6	18.9	41.1	48.7	42.9	26.6	15.8	5.0	-6.1	-11.5	-28.3
	Leq 24hr for all train	51.9																										
Leq0.5	Total number of events	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13
	Corr for no. of event, 10log(N), dB(A)	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1
	Corr for distance, -10log(d/dref), dB(A)	-4.5	-4.5	-4.4	-4.4	-4.3	-4.3	-4.3	-4.2	-4.1	-4.1	-3.9	-3.8	-3.8	-4.6	-4.6	-4.6	-4.5	-4.5	-4.4	-4.4	-4.4	-4.3	-4.2	-4.1	-3.9	-3.8	-3.8
	Corr for view angle, 10log[μ×θ/180×cos2αsinθ]	-47.6	-37.9	-31.5	-27.9	-16.3	-6.9	-1.7	-12.7	-24.0	-32.0	-39.4	-48.3	-61.3	-43.7	-40.9	-37.2	-31.2	-30.9	-11.7	-2.7	-5.1	-15.4	-23.8	-31.2	-42.5	-51.6	-64.9
	Corr for screening/ absorption, dB(A)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0
	Corr for sound energy spread over 24 hr	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6
	Façade correctoin, dB(A)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
	Track wear correction, dB(A)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
	Leq 0.5hr for each train, dB(A)	-11.2	4.6	19.0	25.6	36.7	43.7	44.5	27.5	12.9	4.9	1.2	-5.1	-20.6	-7.4	-4.6	-0.8	11.3	19.6	41.7	49.4	43.5	27.3	16.4	5.6	-5.5	-10.9	-27.7
	Leq 0.5hr for all train	52.6																										
Leq0.5	Total number of events	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12
	Corr for no. of event, 10log(N), dB(A)	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8
	Corr for distance, -10log(d/dref), dB(A)	-4.5	-4.5	-4.4	-4.4	-4.3	-4.3	-4.3	-4.2	-4.1	-4.1	-3.9	-3.8	-3.8	-4.6	-4.6	-4.6	-4.5	-4.5	-4.4	-4.4	-4.4	-4.3	-4.2	-4.1	-3.9	-3.8	-3.8
	Corr for view angle, 10log[μ×θ/180×cos2αsinθ]	-47.6	-37.9	-31.5	-27.9	-16.3	-6.9	-1.7	-12.7	-24.0	-32.0	-39.4	-48.3	-61.3	-43.7	-40.9	-37.2	-31.2	-30.9	-11.7	-2.7	-5.1	-15.4	-23.8	-31.2	-42.5	-51.6	-64.9
	Corr for screening/ absorption, dB(A)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0
	Corr for sound energy spread over 24 hr	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.

Floor 18		Segment (Northbound)													Segment (Southbound)														
		N1	N2	N3	N4	N5	N6	N7	N8	N9	N10	N11	N12	N13	S1	S2	S3	S4	S5	S6	S7	S8	S9	S10	S11	S12	S13	S14
Parameters:																													
	Measured SEL	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9
Leq24	Total number of events	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536
	Horiz distance from track to NSR	29.7	30.3	30.7	30.7	31.3	32.4	32.8	31.0	27.3	25.7	20.4	13.0	5.1	32.5	35.1	34.1	34.2	34.6	35.4	36.5	36.2	34.0	30.8	27.7	18.5	11.3	5.0
	track mPD + track head (0.2m)	7.9	8.7	9.9	11.3	12.5	13.1	13.4	13.6	14.0	14.1	13.9	13.6	13.1	8.0	8.4	9.1	10.0	11.2	12.5	13.2	13.5	13.9	14.2	14.1	13.7	13.3	12.9
	ground mPD + floor height	75.5	75.5	75.5	75.5	75.5	75.5	75.5	75.5	75.5	75.5	75.5	75.5	75.5	75.5	75.5	75.5	75.5	75.5	75.5	75.5	75.5	75.5	75.5	75.5	75.5	75.5	75.5
	Vert distance from track to NSR	67.6	66.8	65.6	64.2	63.0	62.4	62.1	61.9	61.5	61.4	61.6	61.9	62.4	67.5	67.1	66.4	65.5	64.3	63.0	62.3	62.0	61.6	61.3	61.4	61.8	62.2	62.6
	Slant distance	73.8	73.3	72.4	71.2	70.3	70.3	70.2	69.2	67.3	66.6	64.8	63.2	62.6	74.9	75.7	74.6	73.8	73.0	72.2	72.1	71.8	70.3	68.6	67.4	64.4	63.2	62.8
	View angle (α)	0.076	0.094	0.139	0.291	0.422	0.842	1.357	0.511	0.243	0.158	0.099	0.053	0.017	0.085	0.103	0.117	0.154	0.287	0.514	1.259	0.980	0.453	0.252	0.155	0.080	0.042	0.016
	View angle (α) (degree)	4.347	5.405	7.963	16.679	24.191	48.238	77.762	29.302	13.922	9.027	5.693	3.048	0.984	4.878	5.899	6.707	8.801	16.436	29.465	72.153	56.130	25.982	14.443	8.902	4.585	2.388	0.922
	View angle (θ)	0.005	0.029	0.057	0.031	0.220	0.578	1.253	0.344	0.108	0.041	0.018	0.008	0.004	0.009	0.012	0.022	0.051	0.016	0.426	1.008	0.733	0.234	0.104	0.049	0.014	0.006	0.002
	View angle (θ) (degree)	0.272	1.661	3.288	1.792	12.593	33.120	71.783	19.725	6.209	2.326	1.057	0.475	0.225	0.529	0.697	1.257	2.912	0.919	24.400	57.763	41.983	13.422	5.936	2.821	0.790	0.363	0.114
	Average Speed	10.0	20.0	50.0	70.0	65.0	50.0	30.0	15.0	10.0	10.0	15.0	20.0	15.0	10.0	10.0	10.0	20.0	50.0	70.0	60.0	40.0	20.0	15.0	10.0	10.0	15.0	10.0
	Corr for no. of event, 10log(N), dB(A)	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3
	Corr for distance, -10log(d/d_{ref}), dB(A)	-4.7	-4.7	-4.6	-4.5	-4.5	-4.5	-4.5	-4.4	-4.3	-4.3	-4.1	-4.0	-4.0	-4.8	-4.8	-4.7	-4.7	-4.7	-4.6	-4.6	-4.6	-4.5	-4.4	-4.3	-4.1	-4.0	-4.0
	Corr for view angle, 10log[μ×θ/180×cos2α×sinθ]	-47.6	-37.9	-31.5	-27.9	-16.3	-6.9	-1.7	-12.7	-24.0	-32.0	-39.4	-48.3	-61.3	-43.7	-40.9	-37.2	-31.2	-30.9	-11.7	-2.7	-5.1	-15.4	-23.8	-31.2	-42.5	-51.6	-64.9
	Corr for screening/ absorption, dB(A)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, 20log(v/V_{ref}), dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0
	Corr for sound energy spread over 24 hr	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4
	Façade correctoin, dB(A)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
	Track wear correction, dB(A)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
	Leq 24hr for each train, dB(A)	-12.0	3.8	18.2	24.8	35.8	42.9	43.6	26.7	12.1	4.1	0.3	-6.0	-21.5	-8.2	-5.4	-1.7	10.4	18.7	40.9	48.6	42.7	26.4	15.6	4.8	-6.3	-11.8	-28.6
	Leq 24hr for all train	51.8																										
Leq0.5	Total number of events	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13
	Corr for no. of event, 10log(N), dB(A)	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1
	Corr for distance, -10log(d/dref), dB(A)	-4.7	-4.7	-4.6	-4.5	-4.5	-4.5	-4.5	-4.4	-4.3	-4.3	-4.1	-4.0	-4.0	-4.8	-4.8	-4.7	-4.7	-4.7	-4.6	-4.6	-4.6	-4.5	-4.4	-4.3	-4.1	-4.0	-4.0
	Corr for view angle, 10log[μ×θ/180×cos2α×sinθ]	-47.6	-37.9	-31.5	-27.9	-16.3	-6.9	-1.7	-12.7	-24.0	-32.0	-39.4	-48.3	-61.3	-43.7	-40.9	-37.2	-31.2	-30.9	-11.7	-2.7	-5.1	-15.4	-23.8	-31.2	-42.5	-51.6	-64.9
	Corr for screening/ absorption, dB(A)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0
	Corr for sound energy spread over 24 hr	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6
	Façade correctoin, dB(A)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
	Track wear correction, dB(A)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
	Leq 0.5hr for each train, dB(A)	-11.4	4.5	18.8	25.5	36.5	43.5	44.3	27.3	12.7	4.8	1.0	-5.3	-20.8	-7.5	-4.7	-1.0	11.1	19.4	41.5	49.2	43.4	27.1	16.3	5.4	-5.7	-11.1	-27.9
	Leq 0.5hr for all train	52.4																										
Leq0.5	Total number of events	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12
	Corr for no. of event, 10log(N), dB(A)	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8
	Corr for distance, -10log(d/dref), dB(A)	-4.7	-4.7	-4.6	-4.5	-4.5	-4.5	-4.5	-4.4	-4.3	-4.3	-4.1	-4.0	-4.0	-4.8	-4.8	-4.7	-4.7	-4.7	-4.6	-4.6	-4.6	-4.5	-4.4	-4.3	-4.1	-4.0	-4.0
	Corr for view angle, 10log[μ×θ/180×cos2α×sinθ]	-47.6	-37.9	-31.5	-27.9	-16.3	-6.9	-1.7	-12.7	-24.0	-32.0	-39.4	-48.3	-61.3	-43.7	-40.9	-37.2	-31.2	-30.9	-11.7	-2.7	-5.1	-15.4	-23.8	-31.2	-42.5	-51.6	-64.9
	Corr for screening/ absorption, dB(A)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0
	Corr for sound energy spread over 24 hr	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6
	Façade correctoin, dB(A)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
	Track wear correction, dB(A)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
	Leq 0.5hr for each train, dB(A)	-11.7	4.1	18.5	25.1	36.1	43.2	43.9	27.0	12.4	4.4	0.6	-5.7	-21.2	-7.9	-5.1	-1.3	10.7	19.0	41.2	48.9	43.0	26.8	15.9	5.1	-6.0	-11.4	-28.2
	Leq 0.5hr for all train	52.1																										
Lmax	Measured Lmax	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65
	Corr for distance, -10log(d/dref), dB(A)	-4.7	-4.7	-4.6	-4.5	-4.5	-4.5	-4.5	-4.4	-4.3	-4.3	-4.1	-4.0	-4.0	-4.8	-4.8	-4.7	-4.7	-4.7	-4.6	-4.6	-4.6	-4.5	-4.4	-4.3	-4.1	-4.0	-4.0
	Correction for screening/ absorption	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0
	Façade correctoin, dB(A)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
	Track wear correction, dB(A)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
	Lmax for each train, dB(A)	51.8	57.9	65.9	68.9	68.3	66.0	61.6	55.6	52.2	52.3	55.9	58.5	56.1	51.8	51.7	51.8	57.8	65.8	68.8	67.5	64.0	58.1	55.7	52.2	52.4	56.0	52.5
	Lmax for all train	68.9																										

Floor 19		Segment (Northbound)													Segment (Southbound)														
		N1	N2	N3	N4	N5	N6	N7	N8	N9	N10	N11	N12	N13	S1	S2	S3	S4	S5	S6	S7	S8	S9	S10	S11	S12	S13	S14
Parameters:																													
	Measured SEL	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9
Leq24	Total number of events	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536
	Horiz distance from track to NSR	29.7	30.3	30.7	30.7	31.3	32.4	32.8	31.0	27.3	25.7	20.4	13.0	5.1	32.5	35.1	34.1	34.2	34.6	35.4	36.5	36.2	34.0	30.8	27.7	18.5	11.3	5.0
	track mPD + track head (0.2m)	7.9	8.7	9.9	11.3	12.5	13.1	13.4	13.6	14.0	14.1	13.9	13.6	13.1	8.0	8.4	9.1	10.0	11.2	12.5	13.2	13.5	13.9	14.2	14.1	13.7	13.3	12.9
	ground mPD + floor height	78.6	78.6	78.6	78.6	78.6	78.6	78.6	78.6	78.6	78.6	78.6	78.6	78.6	78.6	78.6	78.6	78.6	78.6	78.6	78.6	78.6	78.6	78.6	78.6	78.6	78.6	78.6
	Vert distance from track to NSR	70.7	69.9	68.7	67.4	66.2	65.6	65.3	65.0	64.7	64.6	64.7	65.0	65.6	70.6	70.2	69.5	68.6	67.4	66.1	65.4	65.1	64.7	64.5	64.6	64.9	65.4	65.7
	Slant distance	76.7	76.2	75.2	74.0	73.2	73.1	73.0	72.0	70.2	69.5	67.8	66.3	65.7	77.7	78.5	77.4	76.6	75.8	75.0	74.9	74.5	73.1	71.4	70.3	67.5	66.3	65.9
	View angle (α)	0.076	0.094	0.139	0.291	0.422	0.842	1.357	0.511	0.243	0.158	0.099	0.053	0.017	0.085	0.103	0.117	0.154	0.287	0.514	1.259	0.980	0.453	0.252	0.155	0.080	0.042	0.016
	View angle (α) (degree)	4.347	5.405	7.963	16.679	24.191	48.238	77.762	29.302	13.922	9.027	5.693	3.048	0.984	4.878	5.899	6.707	8.801	16.436	29.465	72.153	56.130	25.982	14.443	8.902	4.585	2.388	0.922
	View angle (θ)	0.005	0.029	0.057	0.031	0.220	0.578	1.253	0.344	0.108	0.041	0.018	0.008	0.004	0.009	0.012	0.022	0.051	0.016	0.426	1.008	0.733	0.234	0.104	0.049	0.014	0.006	0.002
	View angle (θ) (degree)	0.272	1.661	3.288	1.792	12.593	33.120	71.783	19.725	6.209	2.326	1.057	0.475	0.225	0.529	0.697	1.257	2.912	0.919	24.400	57.763	41.983	13.422	5.936	2.821	0.790	0.363	0.114
	Average Speed	10.0	20.0	50.0	70.0	65.0	50.0	30.0	15.0	10.0	10.0	15.0	20.0	15.0	10.0	10.0	10.0	20.0	50.0	70.0	60.0	40.0	20.0	15.0	10.0	10.0	15.0	10.0
	Corr for no. of event, 10log(N), dB(A)	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3
	Corr for distance, -10log(d/d_{ref}), dB(A)	-4.9	-4.8	-4.8	-4.7	-4.7	-4.7	-4.7	-4.6	-4.5	-4.4	-4.3	-4.2	-4.2	-4.9	-5.0	-4.9	-4.9	-4.8	-4.8	-4.8	-4.7	-4.7	-4.6	-4.5	-4.3	-4.2	-4.2
	Corr for view angle, 10log[μ×θ/180×cos2α×sinθ]	-47.6	-37.9	-31.5	-27.9	-16.3	-6.9	-1.7	-12.7	-24.0	-32.0	-39.4	-48.3	-61.3	-43.7	-40.9	-37.2	-31.2	-30.9	-11.7	-2.7	-5.1	-15.4	-23.8	-31.2	-42.5	-51.6	-64.9
	Corr for screening/ absorption, dB(A)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, 20log(v/V_{ref}), dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0
	Corr for sound energy spread over 24 hr	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4
	Façade correctoin, dB(A)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
	Track wear correction, dB(A)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
	Leq 24hr for each train, dB(A)	-12.2	3.6	18.0	24.6	35.7	42.7	43.5	26.5	11.9	3.9	0.1	-6.2	-21.7	-8.3	-5.5	-1.8	10.3	18.6	40.7	48.4	42.6	26.3	15.4	4.6	-6.5	-12.0	-28.8
	Leq 24hr for all train	51.6																										
Leq0.5	Total number of events	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13
	Corr for no. of event, 10log(N), dB(A)	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1
	Corr for distance, -10log(d/dref), dB(A)	-4.9	-4.8	-4.8	-4.7	-4.7	-4.7	-4.7	-4.6	-4.5	-4.4	-4.3	-4.2	-4.2	-4.9	-5.0	-4.9	-4.9	-4.8	-4.8	-4.8	-4.7	-4.7	-4.6	-4.5	-4.3	-4.2	-4.2
	Corr for view angle, 10log[μ×θ/180×cos2α×sinθ]	-47.6	-37.9	-31.5	-27.9	-16.3	-6.9	-1.7	-12.7	-24.0	-32.0	-39.4	-48.3	-61.3	-43.7	-40.9	-37.2	-31.2	-30.9	-11.7	-2.7	-5.1	-15.4	-23.8	-31.2	-42.5	-51.6	-64.9
	Corr for screening/ absorption, dB(A)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0
	Corr for sound energy spread over 24 hr	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6
	Façade correctoin, dB(A)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
	Track wear correction, dB(A)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
	Leq 0.5hr for each train, dB(A)	-11.5	4.3	18.7	25.3	36.3	43.4	44.1	27.2	12.5	4.6	0.8	-5.5	-21.0	-7.7	-4.9	-1.2	10.9	19.2	41.4	49.1	43.2	26.9	16.1	5.2	-5.9	-11.3	-28.1
	Leq 0.5hr for all train	52.3																										
Leq0.5	Total number of events	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12
	Corr for no. of event, 10log(N), dB(A)	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8
	Corr for distance, -10log(d/dref), dB(A)	-4.9	-4.8	-4.8	-4.7	-4.7	-4.7	-4.7	-4.6	-4.5	-4.4	-4.3	-4.2	-4.2	-4.9	-5.0	-4.9	-4.9	-4.8	-4.8	-4.8	-4.7	-4.7	-4.6	-4.5	-4.3	-4.2	-4.2
	Corr for view angle, 10log[μ×θ/180×cos2α×sinθ]	-47.6	-37.9	-31.5	-27.9	-16.3	-6.9	-1.7	-12.7	-24.0	-32.0	-39.4	-48.3	-61.3	-43.7	-40.9	-37.2	-31.2	-30.9	-11.7	-2.7	-5.1	-15.4	-23.8	-31.2	-42.5	-51.6	-64.9
	Corr for screening/ absorption, dB(A)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0
	Corr for sound energy spread over 24 hr	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.

Floor 20		Segment (Northbound)													Segment (Southbound)													
		N1	N2	N3	N4	N5	N6	N7	N8	N9	N10	N11	N12	N13	S1	S2	S3	S4	S5	S6	S7	S8	S9	S10	S11	S12	S13	S14
Parameters:																												
	Measured SEL	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9
Leq24	Total number of events	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536
	Horiz distance from track to NSR	29.7	30.3	30.7	30.7	31.3	32.4	32.8	31.0	27.3	25.7	20.4	13.0	5.1	32.5	35.1	34.1	34.2	34.6	35.4	36.5	36.2	34.0	30.8	27.7	18.5	11.3	5.0
	track mPD + track head (0.2m)	7.9	8.7	9.9	11.3	12.5	13.1	13.4	13.6	14.0	14.1	13.9	13.6	13.1	8.0	8.4	9.1	10.0	11.2	12.5	13.2	13.5	13.9	14.2	14.1	13.7	13.3	12.9
	ground mPD + floor height	81.8	81.8	81.8	81.8	81.8	81.8	81.8	81.8	81.8	81.8	81.8	81.8	81.8	81.8	81.8	81.8	81.8	81.8	81.8	81.8	81.8	81.8	81.8	81.8	81.8	81.8	81.8
	Vert distance from track to NSR	73.9	73.1	71.9	70.5	69.3	68.7	68.4	68.2	67.8	67.7	67.9	68.2	68.7	73.8	73.4	72.7	71.8	70.6	69.3	68.6	68.3	67.9	67.6	67.7	68.1	68.5	68.9
	Slant distance	79.6	79.1	78.1	76.9	76.0	75.9	75.8	74.9	73.1	72.4	70.8	69.4	68.9	80.6	81.3	80.3	79.5	78.6	77.8	77.6	77.3	75.9	74.3	73.2	70.5	69.4	69.0
	View angle (α)	0.076	0.094	0.139	0.291	0.422	0.842	1.357	0.511	0.243	0.158	0.099	0.053	0.017	0.085	0.103	0.117	0.154	0.287	0.514	1.259	0.980	0.453	0.252	0.155	0.080	0.042	0.016
	View angle (α) (degree)	4.347	5.405	7.963	16.679	24.191	48.238	77.762	29.302	13.922	9.027	5.693	3.048	0.984	4.878	5.899	6.707	8.801	16.436	29.465	72.153	56.130	25.982	14.443	8.902	4.585	2.388	0.922
	View angle (θ)	0.005	0.029	0.057	0.031	0.220	0.578	1.253	0.344	0.108	0.041	0.018	0.008	0.004	0.009	0.012	0.022	0.051	0.016	0.426	1.008	0.733	0.234	0.104	0.049	0.014	0.006	0.002
	View angle (θ) (degree)	0.272	1.661	3.288	1.792	12.593	33.120	71.783	19.725	6.209	2.326	1.057	0.475	0.225	0.529	0.697	1.257	2.912	0.919	24.400	57.763	41.983	13.422	5.936	2.821	0.790	0.363	0.114
	Average Speed	10.0	20.0	50.0	70.0	65.0	50.0	30.0	15.0	10.0	10.0	15.0	20.0	15.0	10.0	10.0	10.0	20.0	50.0	70.0	60.0	40.0	20.0	15.0	10.0	10.0	15.0	10.0
	Corr for no. of event, 10log(N), dB(A)	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3
	Corr for distance, -10log(d/d_{ref}), dB(A)	-5.0	-5.0	-4.9	-4.9	-4.8	-4.8	-4.8	-4.8	-4.7	-4.6	-4.5	-4.4	-4.4	-5.1	-5.1	-5.1	-5.0	-5.0	-4.9	-4.9	-4.9	-4.8	-4.7	-4.7	-4.5	-4.4	-4.4
	Corr for view angle, 10log[μ×θ/180×cos2αcosθ]	-47.6	-37.9	-31.5	-27.9	-16.3	-6.9	-1.7	-12.7	-24.0	-32.0	-39.4	-48.3	-61.3	-43.7	-40.9	-37.2	-31.2	-30.9	-11.7	-2.7	-5.1	-15.4	-23.8	-31.2	-42.5	-51.6	-64.9
	Corr for screening/ absorption, dB(A)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, 20log(V_{veh}), dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0
	Corr for sound energy spread over 24 hr	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4
	Façade correctoin, dB(A)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
	Track wear correction, dB(A)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
	Leq 24hr for each train, dB(A)	-12.4	3.5	17.8	24.5	35.5	42.5	43.3	26.3	11.7	3.7	-0.1	-6.4	-21.9	-8.5	-5.7	-2.0	10.1	18.4	40.6	48.2	42.4	26.1	15.3	4.4	-6.7	-12.2	-29.0
	Leq 24hr for all train	51.4																										
Leq0.5	Total number of events	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13
	Corr for no. of event, 10log(N), dB(A)	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1
	Corr for distance, -10log(d/dref), dB(A)	-5.0	-5.0	-4.9	-4.9	-4.8	-4.8	-4.8	-4.8	-4.7	-4.6	-4.5	-4.4	-4.4	-5.1	-5.1	-5.1	-5.0	-5.0	-4.9	-4.9	-4.9	-4.8	-4.7	-4.7	-4.5	-4.4	-4.4
	Corr for view angle, 10log[μ×θ/180×cos2αcosθ]	-47.6	-37.9	-31.5	-27.9	-16.3	-6.9	-1.7	-12.7	-24.0	-32.0	-39.4	-48.3	-61.3	-43.7	-40.9	-37.2	-31.2	-30.9	-11.7	-2.7	-5.1	-15.4	-23.8	-31.2	-42.5	-51.6	-64.9
	Corr for screening/ absorption, dB(A)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0
	Corr for sound energy spread over 24 hr	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6
	Façade correctoin, dB(A)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
	Track wear correction, dB(A)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
	Leq 0.5hr for each train, dB(A)	-11.7	4.1	18.5	25.1	36.2	43.2	44.0	27.0	12.4	4.4	0.6	-5.7	-21.2	-7.8	-5.0	-1.3	10.8	19.1	41.2	48.9	43.1	26.8	15.9	5.1	-6.1	-11.5	-28.3
	Leq 0.5hr for all train	52.1																										
Leq0.5	Total number of events	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12
	Corr for no. of event, 10log(N), dB(A)	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8
	Corr for distance, -10log(d/dref), dB(A)	-5.0	-5.0	-4.9	-4.9	-4.8	-4.8	-4.8	-4.8	-4.7	-4.6	-4.5	-4.4	-4.4	-5.1	-5.1	-5.1	-5.0	-5.0	-4.9	-4.9	-4.9	-4.8	-4.7	-4.7	-4.5	-4.4	-4.4
	Corr for view angle, 10log[μ×θ/180×cos2αcosθ]	-47.6	-37.9	-31.5	-27.9	-16.3	-6.9	-1.7	-12.7	-24.0	-32.0	-39.4	-48.3	-61.3	-43.7	-40.9	-37.2	-31.2	-30.9	-11.7	-2.7	-5.1	-15.4	-23.8	-31.2	-42.5	-51.6	-64.9
	Corr for screening/ absorption, dB(A)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0
	Corr for sound energy spread over 24 hr	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6
	Façade correctoin, dB(A)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
	Track wear correction, dB(A)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
	Leq 0.5hr for each train, dB(A)	-12.0	3.8	18.1	24.8	35.8	42.8	43.6	26.6	12.0	4.0	0.2	-6.1	-21.6	-8.2	-5.4	-1.7	10.4	18.7	40.9	48.6	42.7	26.4	15.6	4.7	-6.4	-11.9	-28.7
	Leq 0.5hr for all train	51.8																										
Lmax	Measured Lmax	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65
	Corr for distance, -10log(d/dref), dB(A)	-5.0	-5.0	-4.9	-4.9	-4.8	-4.8	-4.8	-4.8	-4.7	-4.6	-4.5	-4.4	-4.4	-5.1	-5.1	-5.1	-5.0	-5.0	-4.9	-4.9	-4.9	-4.8	-4.7	-4.7	-4.5	-4.4	-4.4
	Correction for screening/ absorption	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0
	Façade correctoin, dB(A)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
	Track wear correction, dB(A)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
	Lmax for each train, dB(A)	51.5	57.5	65.6	68.5	67.9	65.7	61.2	55.3	51.9	51.9	55.5	58.1	55.6	51.4	51.4	51.5	57.5	65.5	68.5	67.2	63.7	57.7	55.3	51.9	52.0	55.6	52.1
	Lmax for all train	68.5																										

Floor 21		Segment (Northbound)													Segment (Southbound)													
		N1	N2	N3	N4	N5	N6	N7	N8	N9	N10	N11	N12	N13	S1	S2	S3	S4	S5	S6	S7	S8	S9	S10	S11	S12	S13	S14
Parameters:																												
	Measured SEL	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9
Leq24	Total number of events	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536
	Horiz distance from track to NSR	29.7	30.3	30.7	30.7	31.3	32.4	32.8	31.0	27.3	25.7	20.4	13.0	5.1	32.5	35.1	34.1	34.2	34.6	35.4	36.5	36.2	34.0	30.8	27.7	18.5	11.3	5.0
	track mPD + track head (0.2m)	7.9	8.7	9.9	11.3	12.5	13.1	13.4	13.6	14.0	14.1	13.9	13.6	13.1	8.0	8.4	9.1	10.0	11.2	12.5	13.2	13.5	13.9	14.2	14.1	13.7	13.3	12.9
	ground mPD + floor height	84.9	84.9	84.9	84.9	84.9	84.9	84.9	84.9	84.9	84.9	84.9	84.9	84.9	84.9	84.9	84.9	84.9	84.9	84.9	84.9	84.9	84.9	84.9	84.9	84.9	84.9	84.9
	Vert distance from track to NSR	77.0	76.2	75.0	73.7	72.5	71.9	71.6	71.3	71.0	70.9	71.0	71.3	71.9	76.9	76.5	75.8	74.9	73.7	72.4	71.7	71.4	71.0	70.8	70.9	71.2	71.7	72.0
	Slant distance	82.5	82.0	81.0	79.8	78.9	78.8	78.7	77.8	76.0	75.4	73.9	72.5	72.0	83.5	84.2	83.1	82.3	81.4	80.6	80.4	80.1	78.7	77.2	76.1	73.6	72.5	72.2
	View angle (α)	0.076	0.094	0.139	0.291	0.422	0.842	1.357	0.511	0.243	0.158	0.099	0.053	0.017	0.085	0.103	0.117	0.154	0.287	0.514	1.259	0.980	0.453	0.252	0.155	0.080	0.042	0.016
	View angle (α) (degree)	4.347	5.405	7.963	16.679	24.191	48.238	77.762	29.302	13.922	9.027	5.693	3.048	0.984	4.878	5.899	6.707	8.801	16.436	29.465	72.153	56.130	25.982	14.443	8.902	4.585	2.388	0.922
	View angle (θ)	0.005	0.029	0.057	0.031	0.220	0.578	1.253	0.344	0.108	0.041	0.018	0.008	0.004	0.009	0.012	0.022	0.051	0.016	0.426	1.008	0.733	0.234	0.104	0.049	0.014	0.006	0.002
	View angle (θ) (degree)	0.272	1.661	3.288	1.792	12.593	33.120	71.783	19.725	6.209	2.326	1.057	0.475	0.225	0.529	0.697	1.257	2.912	0.919	24.400	57.763	41.983	13.422	5.936	2.821	0.790	0.363	0.114
	Average Speed	10.0	20.0	50.0	70.0	65.0	50.0	30.0	15.0	10.0	10.0	15.0	20.0	15.0	10.0	10.0	10.0	20.0	50.0	70.0	60.0	40.0	20.0	15.0	10.0	10.0	15.0	10.0
	Corr for no. of event, 10log(N), dB(A)	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3
	Corr for distance, -10log(d/d_{ref}), dB(A)	-5.2	-5.2	-5.1	-5.0	-5.0	-5.0	-5.0	-4.9	-4.8	-4.8	-4.7	-4.6	-4.6	-5.2	-5.3	-5.2	-5.2	-5.1	-5.1	-5.1	-5.1	-5.0	-4.9	-4.8	-4.7	-4.6	-4.6
	Corr for view angle, 10log[μ×θ/180×cos2αcosθ]	-47.6	-37.9	-31.5	-27.9	-16.3	-6.9	-1.7	-12.7	-24.0	-32.0	-39.4	-48.3	-61.3	-43.7	-40.9	-37.2	-31.2	-30.9	-11.7	-2.7	-5.1	-15.4	-23.8	-31.2	-42.5	-51.6	-64.9
	Corr for screening/ absorption, dB(A)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, 20log(V_{veh}), dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0
	Corr for sound energy spread over 24 hr	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4
	Façade correctoin, dB(A)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
	Track wear correction, dB(A)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
	Leq 24hr for each train, dB(A)	-12.5	3.3	17.7	24.3	35.3	42.4	43.1	26.2	11.5	3.6	-0.3	-6.6	-22.1	-8.7	-5.9	-2.1	10.0	18.3	40.4	48.1	42.2	26.0	15.1	4.2	-6.9	-12.4	-29.2
	Leq 24hr for all train	51.3																										
Leq0.5	Total number of events	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13
	Corr for no. of event, 10log(N), dB(A)	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1
	Corr for distance, -10log(d/dref), dB(A)	-5.2	-5.2	-5.1	-5.0	-5.0	-5.0	-5.0	-4.9	-4.8	-4.8	-4.7	-4.6	-4.6	-5.2	-5.3	-5.2	-5.2	-5.1	-5.1	-5.1	-5.1	-5.0	-4.9	-4.8	-4.7	-4.6	-4.6
	Corr for view angle, 10log[μ×θ/180×cos2αcosθ]	-47.6	-37.9	-31.5	-27.9	-16.3	-6.9	-1.7	-12.7	-24.0	-32.0	-39.4	-48.3	-61.3	-43.7	-40.9	-37.2	-31.2	-30.9	-11.7	-2.7	-5.1	-15.4	-23.8	-31.2	-42.5	-51.6	-64.9
	Corr for screening/ absorption, dB(A)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0
	Corr for sound energy spread over 24 hr	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6
	Façade correctoin, dB(A)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
	Track wear correction, dB(A)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
	Leq 0.5hr for each train, dB(A)	-11.8	4.0	18.3	25.0	36.0	43.0	43.8	26.8	12.2	4.2	0.4	-5.9	-21.4	-8.0	-5.2	-1.5	10.6	18.9	41.1	48.8	42.9	26.6	15.8	4.9	-6.2	-11.7	-28.5
	Leq 0.5hr for all train	52.0																										
Leq0.5	Total number of events	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12
	Corr for no. of event, 10log(N), dB(A)	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8
	Corr for distance, -10log(d/dref), dB(A)	-5.2	-5.2	-5.1	-5.0	-5.0	-5.0	-5.0	-4.9	-4.8	-4.8	-4.7	-4.6	-4.6	-5.2	-5.3	-5.2	-5.2	-5.1	-5.1	-5.1	-5.1	-5.0	-4.9	-4.8	-4.7	-4.6	-4.6
	Corr for view angle, 10log[μ×θ/180×cos2αcosθ]	-47.6	-37.9	-31.5	-27.9	-16.3	-6.9	-1.7	-12.7	-24.0	-32.0	-39.4	-48.3	-61.3	-43.7	-40.9	-37.2	-31.2	-30.9	-11.7	-2.7	-5.1	-15.4	-23.8	-31.2	-42.5	-51.6	-64.9
	Corr for screening/ absorption, dB(A)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0
	Corr for sound energy spread over 24 hr	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.

Floor 22		Segment (Northbound)													Segment (Southbound)													
		N1	N2	N3	N4	N5	N6	N7	N8	N9	N10	N11	N12	N13	S1	S2	S3	S4	S5	S6	S7	S8	S9	S10	S11	S12	S13	S14
Parameters:																												
	Measured SEL	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9
Leq24	Total number of events	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536
	Horize distance from track to NSR	29.7	30.3	30.7	30.7	31.3	32.4	32.8	31.0	27.3	25.7	20.4	13.0	5.1	32.5	35.1	34.1	34.2	34.6	35.4	36.5	36.2	34.0	30.8	27.7	18.5	11.3	5.0
	track mPD + track head (0.2m)	7.9	8.7	9.9	11.3	12.5	13.1	13.4	13.6	14.0	14.1	13.9	13.6	13.1	8.0	8.4	9.1	10.0	11.2	12.5	13.2	13.5	13.9	14.2	14.1	13.7	13.3	12.9
	ground mPD + floor height	88.1	88.1	88.1	88.1	88.1	88.1	88.1	88.1	88.1	88.1	88.1	88.1	88.1	88.1	88.1	88.1	88.1	88.1	88.1	88.1	88.1	88.1	88.1	88.1	88.1	88.1	88.1
	Vert distance from track to NSR	80.2	79.4	78.2	76.8	75.6	75.0	74.7	74.5	74.1	74.0	74.2	74.5	75.0	80.1	79.7	79.0	78.1	76.9	75.6	74.9	74.6	74.2	73.9	74.0	74.4	74.8	75.2
	Slant distance	85.5	84.9	84.0	82.7	81.8	81.7	81.6	80.7	79.0	78.3	76.9	75.6	75.2	86.4	87.0	86.0	85.2	84.3	83.4	83.3	82.9	81.6	80.1	79.0	76.6	75.7	75.3
	View angle (α)	0.076	0.094	0.139	0.291	0.422	0.842	1.357	0.511	0.243	0.158	0.099	0.053	0.017	0.085	0.103	0.117	0.154	0.287	0.514	1.259	0.980	0.453	0.252	0.155	0.080	0.042	0.016
	View angle (α) (degree)	4.347	5.405	7.963	16.679	24.191	48.238	77.762	29.302	13.922	9.027	5.693	3.048	0.984	4.878	5.899	6.707	8.801	16.436	29.465	72.153	56.130	25.982	14.443	8.902	4.585	2.388	0.922
	View angle (θ)	0.005	0.029	0.057	0.031	0.220	0.578	1.253	0.344	0.108	0.041	0.018	0.008	0.004	0.009	0.012	0.022	0.051	0.016	0.426	1.008	0.733	0.234	0.104	0.049	0.014	0.006	0.002
	View angle (θ) (degree)	0.272	1.661	3.288	1.792	12.593	33.120	71.783	19.725	6.209	2.326	1.057	0.475	0.225	0.529	0.697	1.257	2.912	0.919	24.400	57.763	41.983	13.422	5.936	2.821	0.790	0.363	0.114
	Average Speed	10.0	20.0	50.0	70.0	65.0	50.0	30.0	15.0	10.0	10.0	15.0	20.0	15.0	10.0	10.0	10.0	20.0	50.0	70.0	60.0	40.0	20.0	15.0	10.0	10.0	15.0	10.0
	Corr for no. of event, 10log(N), dB(A)	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3
	Corr for distance, -10log(d/d_{ref}), dB(A)	-5.3	-5.3	-5.3	-5.2	-5.1	-5.1	-5.1	-5.1	-5.0	-5.0	-4.9	-4.8	-4.8	-5.4	-5.4	-5.4	-5.3	-5.3	-5.2	-5.2	-5.2	-5.1	-5.1	-5.0	-4.9	-4.8	-4.8
	Corr for view angle, 10log[μ(θ/180-cos2αinθ)	-47.6	-37.9	-31.5	-27.9	-16.3	-6.9	-1.7	-12.7	-24.0	-32.0	-39.4	-48.3	-61.3	-43.7	-40.9	-37.2	-31.2	-30.9	-11.7	-2.7	-5.1	-15.4	-23.8	-31.2	-42.5	-51.6	-64.9
	Corr for screening/ absorption, dB(A)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, 20log(V_{veh}), dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0
	Corr for sound energy spread over 24 hr	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4
	Façade correctoin, dB(A)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
	Track wear correction, dB(A)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
	Leq 24hr for each train, dB(A)	-12.7	3.2	17.5	24.1	35.2	42.2	43.0	26.0	11.4	3.4	-0.4	-6.8	-22.3	-8.8	-6.0	-2.3	9.8	18.1	40.3	47.9	42.1	25.8	14.9	4.1	-7.1	-12.5	-29.3
	Leq 24hr for all train	51.1																										
Leq0.5	Total number of events	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13
	Corr for no. of event, 10log(N), dB(A)	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1
	Corr for distance, -10log(d/dref), dB(A)	-5.3	-5.3	-5.3	-5.2	-5.1	-5.1	-5.1	-5.1	-5.0	-5.0	-4.9	-4.8	-4.8	-5.4	-5.4	-5.4	-5.3	-5.3	-5.2	-5.2	-5.2	-5.1	-5.1	-5.0	-4.9	-4.8	-4.8
	Corr for view angle, 10log[μ(θ/180-cos2αinθ)	-47.6	-37.9	-31.5	-27.9	-16.3	-6.9	-1.7	-12.7	-24.0	-32.0	-39.4	-48.3	-61.3	-43.7	-40.9	-37.2	-31.2	-30.9	-11.7	-2.7	-5.1	-15.4	-23.8	-31.2	-42.5	-51.6	-64.9
	Corr for screening/ absorption, dB(A)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0
	Corr for sound energy spread over 24 hr	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6
	Façade correctoin, dB(A)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
	Track wear correction, dB(A)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
	Leq 0.5hr for each train, dB(A)	-12.0	3.8	18.2	24.8	35.8	42.9	43.6	26.7	12.0	4.0	0.2	-6.1	-21.6	-8.1	-5.3	-1.6	10.5	18.8	40.9	48.6	42.7	26.5	15.6	4.7	-6.4	-11.9	-28.7
	Leq 0.5hr for all train	51.8																										
Leq0.5	Total number of events	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12
	Corr for no. of event, 10log(N), dB(A)	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8
	Corr for distance, -10log(d/dref), dB(A)	-5.3	-5.3	-5.3	-5.2	-5.1	-5.1	-5.1	-5.1	-5.0	-5.0	-4.9	-4.8	-4.8	-5.4	-5.4	-5.4	-5.3	-5.3	-5.2	-5.2	-5.2	-5.1	-5.1	-5.0	-4.9	-4.8	-4.8
	Corr for view angle, 10log[μ(θ/180-cos2αinθ)	-47.6	-37.9	-31.5	-27.9	-16.3	-6.9	-1.7	-12.7	-24.0	-32.0	-39.4	-48.3	-61.3	-43.7	-40.9	-37.2	-31.2	-30.9	-11.7	-2.7	-5.1	-15.4	-23.8	-31.2	-42.5	-51.6	-64.9
	Corr for screening/ absorption, dB(A)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0
	Corr for sound energy spread over 24 hr	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6
	Façade correctoin, dB(A)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
	Track wear correction, dB(A)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
	Leq 0.5hr for each train, dB(A)	-12.3	3.5	17.8	24.5	35.5	42.5	43.3	26.3	11.7	3.7	-0.1	-6.4	-22.0	-8.5	-5.7	-2.0	10.1	18.4	40.6	48.3	42.4	26.1	15.2	4.4	-6.8	-12.2	-29.0
	Leq 0.5hr for all train	51.5																										
Lmax	Measured Lmax	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65
	Corr for distance, -10log(d/dref), dB(A)	-5.3	-5.3	-5.3	-5.2	-5.1	-5.1	-5.1	-5.1	-5.0	-5.0	-4.9	-4.8	-4.8	-5.4	-5.4	-5.4	-5.3	-5.3	-5.2	-5.2	-5.2	-5.1	-5.1	-5.0	-4.9	-4.8	-4.8
	Correction for screening/ absorption	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0
	Façade correctoin, dB(A)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
	Track wear correction, dB(A)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
	Lmax for each train, dB(A)	51.2	57.2	65.2	68.2	67.6	65.4	60.9	55.0	51.5	51.6	55.2	57.7	55.3	51.1	51.1	51.2	57.2	65.2	68.2	66.9	63.4	57.4	55.0	51.5	51.7	55.2	51.7
	Lmax for all train	68.2																										

Floor 23		Segment (Northbound)													Segment (Southbound)													
		N1	N2	N3	N4	N5	N6	N7	N8	N9	N10	N11	N12	N13	S1	S2	S3	S4	S5	S6	S7	S8	S9	S10	S11	S12	S13	S14
Parameters:																												
	Measured SEL	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9
Leq24	Total number of events	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536
	Horize distance from track to NSR	29.7	30.3	30.7	30.7	31.3	32.4	32.8	31.0	27.3	25.7	20.4	13.0	5.1	32.5	35.1	34.1	34.2	34.6	35.4	36.5	36.2	34.0	30.8	27.7	18.5	11.3	5.0
	track mPD + track head (0.2m)	7.9	8.7	9.9	11.3	12.5	13.1	13.4	13.6	14.0	14.1	13.9	13.6	13.1	8.0	8.4	9.1	10.0	11.2	12.5	13.2	13.5	13.9	14.2	14.1	13.7	13.3	12.9
	ground mPD + floor height	91.2	91.2	91.2	91.2	91.2	91.2	91.2	91.2	91.2	91.2	91.2	91.2	91.2	91.2	91.2	91.2	91.2	91.2	91.2	91.2	91.2	91.2	91.2	91.2	91.2	91.2	91.2
	Vert distance from track to NSR	83.3	82.5	81.3	80.0	78.8	78.2	77.9	77.6	77.3	77.2	77.3	77.6	78.2	83.2	82.8	82.1	81.2	80.0	78.7	78.0	77.7	77.3	77.1	77.2	77.5	78.0	78.3
	Slant distance	88.4	87.9	86.9	85.7	84.7	84.6	84.5	83.6	81.9	81.3	79.9	78.7	78.3	89.3	89.9	88.9	88.1	87.2	86.3	86.1	85.7	84.4	83.0	82.0	79.7	78.8	78.5
	View angle (α)	0.076	0.094	0.139	0.291	0.422	0.842	1.357	0.511	0.243	0.158	0.099	0.053	0.017	0.085	0.103	0.117	0.154	0.287	0.514	1.259	0.980	0.453	0.252	0.155	0.080	0.042	0.016
	View angle (α) (degree)	4.347	5.405	7.963	16.679	24.191	48.238	77.762	29.302	13.922	9.027	5.693	3.048	0.984	4.878	5.899	6.707	8.801	16.436	29.465	72.153	56.130	25.982	14.443	8.902	4.585	2.388	0.922
	View angle (θ)	0.005	0.029	0.057	0.031	0.220	0.578	1.253	0.344	0.108	0.041	0.018	0.008	0.004	0.009	0.012	0.022	0.051	0.016	0.426	1.008	0.733	0.234	0.104	0.049	0.014	0.006	0.002
	View angle (θ) (degree)	0.272	1.661	3.288	1.792	12.593	33.120	71.783	19.725	6.209	2.326	1.057	0.475	0.225	0.529	0.697	1.257	2.912	0.919	24.400	57.763	41.983	13.422	5.936	2.821	0.790	0.363	0.114
	Average Speed	10.0	20.0	50.0	70.0	65.0	50.0	30.0	15.0	10.0	10.0	15.0	20.0	15.0	10.0	10.0	10.0	20.0	50.0	70.0	60.0	40.0	20.0	15.0	10.0	10.0	15.0	10.0
	Corr for no. of event, 10log(N), dB(A)	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3
	Corr for distance, -10log(d/d_{ref}), dB(A)	-5.5	-5.5	-5.4	-5.3	-5.3	-5.3	-5.3	-5.2	-5.2	-5.1	-5.0	-5.0	-5.0	-5.5	-5.6	-5.5	-5.5	-5.4	-5.4	-5.4	-5.4	-5.3	-5.2	-5.2	-5.0	-5.0	-5.0
	Corr for view angle, 10log[μ(θ/180-cos2αinθ)	-47.6	-37.9	-31.5	-27.9	-16.3	-6.9	-1.7	-12.7	-24.0	-32.0	-39.4	-48.3	-61.3	-43.7	-40.9	-37.2	-31.2	-30.9	-11.7	-2.7	-5.1	-15.4	-23.8	-31.2	-42.5	-51.6	-64.9
	Corr for screening/ absorption, dB(A)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, 20log(V_{veh}), dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0
	Corr for sound energy spread over 24 hr	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4
	Façade correctoin, dB(A)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
	Track wear correction, dB(A)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
	Leq 24hr for each train, dB(A)	-12.8	3.0	17.4	24.0	35.0	42.1	42.8	25.9	11.2	3.2	-0.6	-6.9	-22.5	-9.0	-6.1	-2.4	9.7	18.0	40.1	47.8	41.9	25.6	14.8	3.9	-7.3	-12.7	-29.5
	Leq 24hr for all train	51.0																										
Leq0.5	Total number of events	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13
	Corr for no. of event, 10log(N), dB(A)	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1
	Corr for distance, -10log(d/dref), dB(A)	-5.5	-5.5	-5.4	-5.3	-5.3	-5.3	-5.3	-5.2	-5.2	-5.1	-5.0	-5.0	-5.0	-5.5	-5.6	-5.5	-5.5	-5.4	-5.4	-5.4	-5.4	-5.3	-5.2	-5.2	-5.0	-5.0	-5.0
	Corr for view angle, 10log[μ(θ/180-cos2αinθ)	-47.6	-37.9	-31.5	-27.9	-16.3	-6.9	-1.7	-12.7	-24.0	-32.0	-39.4	-48.3	-61.3	-43.7	-40.9	-37.2	-31.2	-30.9	-11.7	-2.7	-5.1	-15.4	-23.8	-31.2	-42.5	-51.6	-64.9
	Corr for screening/ absorption, dB(A)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0
	Corr for sound energy spread over 24 hr	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6
	Façade correctoin, dB(A)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
	Track wear correction, dB(A)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
	Leq 0.5hr for each train, dB(A)	-12.1	3.7	18.0	24.7	35.7	42.7	43.5	26.5	11.9	3.9	0.1	-6.3	-21.8	-8.3	-5.5	-1.8	10.3	18.6	40.8	48.5	42.6	26.3	15.4	4.6	-6.6	-12.1	-28.9
	Leq 0.5hr for all train	51.7																										
Leq0.5	Total number of events	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12
	Corr for no. of event, 10log(N), dB(A)	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8
	Corr for distance, -10log(d/dref), dB(A)	-5.5	-5.5	-5.4	-5.3	-5.3	-5.3	-5.3	-5.2	-5.2	-5.1	-5.0	-5.0	-5.0	-5.5	-5.6	-5.5	-5.5	-5.4	-5.4	-5.4	-5.4	-5.3	-5.2	-5.2	-5.0	-5.0	-5.0
	Corr for view angle, 10log[μ(θ/180-cos2αinθ)	-47.6	-37.9	-31.5	-27.9	-16.3	-6.9	-1.7	-12.7	-24.0	-32.0	-39.4	-48.3	-61.3	-43.7	-40.9	-37.2	-31.2	-30.9	-11.7	-2.7	-5.1	-15.4	-23.8	-31.2	-42.5	-51.6	-64.9
	Corr for screening/ absorption, dB(A)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0
	Corr for sound energy spread over 24 hr	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6

RN5

Floor 1		Segment (Northbound)													Segment (Southbound)														
		N1	N2	N3	N4	N5	N6	N7	N8	N9	N10	N11	N12	N13	S1	S2	S3	S4	S5	S6	S7	S8	S9	S10	S11	S12	S13	S14
Parameters:																												
	Measured SEL	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9
Leq24	Total number of events	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536
	Horize distance from track to NSR	41.8	42.3	42.6	42.6	42.8	42.4	40.9	35.7	28.9	26.6	19.2	9.4	0.6	44.8	46.8	46.1	46.1	46.4	46.7	45.8	43.2	37.9	32.4	27.9	15.5	6.3	1.5
	track mPD + track head (0.2m)	7.9	8.7	9.9	11.3	12.5	13.1	13.4	13.6	14.0	14.1	13.9	13.6	13.1	8.0	8.4	9.1	10.0	11.2	12.5	13.2	13.5	13.9	14.2	14.1	13.7	13.3	12.9
	ground mPD + floor height	21.9	21.9	21.9	21.9	21.9	21.9	21.9	21.9	21.9	21.9	21.9	21.9	21.9	21.9	21.9	21.9	21.9	21.9	21.9	21.9	21.9	21.9	21.9	21.9	21.9	21.9	21.9
	Vert distance from track to NSR	14.0	13.2	12.0	10.7	9.5	8.9	8.6	8.3	8.0	7.9	8.0	8.3	8.9	13.9	13.5	12.8	11.9	10.7	9.4	8.7	8.4	8.0	7.8	7.9	8.2	8.7	9.0
	Slant distance	44.1	44.3	44.2	43.9	43.8	43.3	41.7	36.7	30.0	27.7	20.8	12.6	8.9	46.9	48.7	47.8	47.6	47.6	47.6	46.6	44.0	38.8	33.3	29.0	17.5	10.7	9.1
	View angle (α)	0.130	0.170	0.286	0.695	1.411	0.900	0.491	0.267	0.156	0.113	0.069	0.030	0.002	0.143	0.173	0.208	0.303	0.599	1.310	0.740	0.417	0.258	0.166	0.111	0.051	0.018	0.004
	View angle (α) (degree)	7.457	9.712	16.396	39.847	80.861	51.584	28.128	15.300	8.934	6.466	3.965	1.709	0.099	8.219	9.899	11.903	17.357	34.337	75.073	42.378	23.879	14.776	9.517	6.357	2.926	1.049	0.230
	View angle (Θ)	0.010	0.066	0.165	0.653	0.475	0.506	0.259	0.094	0.044	0.020	0.010	0.004	0.000	0.019	0.025	0.050	0.140	0.449	0.662	0.423	0.158	0.074	0.044	0.025	0.007	0.002	0.000
	View angle (Θ) (degree)	0.565	3.760	9.441	37.421	27.206	28.968	14.847	5.396	2.513	1.168	0.548	0.206	0.018	1.086	1.459	2.888	8.000	25.698	37.925	24.252	9.058	4.259	2.539	1.454	0.386	0.126	0.023
	Average Speed	10.0	20.0	50.0	70.0	65.0	50.0	30.0	15.0	10.0	10.0	15.0	20.0	15.0	10.0	10.0	10.0	20.0	50.0	70.0	60.0	40.0	20.0	15.0	10.0	10.0	15.0	10.0
	Corr for no. of event, 10log(N), dB(A)	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3
	Corr for distance, -10log(d/d_{ref}), dB(A)	-2.5	-2.5	-2.5	-2.4	-2.4	-2.4	-2.2	-1.7	-0.8	-0.5	0.8	3.0	4.5	-2.7	-2.9	-2.8	-2.8	-2.8	-2.8	-2.7	-2.5	-1.9	-1.2	-0.6	1.5	3.7	4.4
	Corr for view angle, 10log(πθ/180-cos2αsinθ)	-39.8	-29.2	-20.7	-7.6	-5.4	-7.1	-14.3	-23.8	-31.7	-37.9	-45.4	-56.9	-92.2	-36.1	-33.2	-28.7	-21.0	-10.4	-4.2	-9.1	-17.8	-25.1	-31.1	-37.0	-49.5	-63.3	-83.9
	Corr for screening/ absorption, dB(A)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, 20log(v/V_{ref}), dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0
	Corr for sound energy spread over 24 hr	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4
	Façade correctoin, dB(A)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
	Track wear correction, dB(A)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
	Leq 24hr for each train, dB(A)					48.7	44.8													50.2	44.0							
	Leq 24hr for all train	53.7																										
Leq0.5 Day/Evening	Total number of events	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13
	Corr for no. of event, 10log(N), dB(A)	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1
	Corr for distance, -10log(d/dref), dB(A)	-2.5	-2.5	-2.5	-2.4	-2.4	-2.4	-2.2	-1.7	-0.8	-0.5	0.8	3.0	4.5	-2.7	-2.9	-2.8	-2.8	-2.8	-2.8	-2.7	-2.5	-1.9	-1.2	-0.6	1.5	3.7	4.4
	Corr for view angle, 10log(πθ/180-cos2αsinθ)	-39.8	-29.2	-20.7	-7.6	-5.4	-7.1	-14.3	-23.8	-31.7	-37.9	-45.4	-56.9	-92.2	-36.1	-33.2	-28.7	-21.0	-10.4	-4.2	-9.1	-17.8	-25.1	-31.1	-37.0	-49.5	-63.3	-83.9
	Corr for screening/ absorption, dB(A)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0
	Corr for sound energy spread over 24 hr	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6
	Façade correctoin, dB(A)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
	Track wear correction, dB(A)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
	Leq 0.5hr for each train, dB(A)					49.4	45.5													50.9	44.7							
	Leq 0.5hr for all train	54.4																										
Leq0.5 Night	Total number of events	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12
	Corr for no. of event, 10log(N), dB(A)	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8
	Corr for distance, -10log(d/dref), dB(A)	-2.5	-2.5	-2.5	-2.4	-2.4	-2.4	-2.2	-1.7	-0.8	-0.5	0.8	3.0	4.5	-2.7	-2.9	-2.8	-2.8	-2.8	-2.8	-2.7	-2.5	-1.9	-1.2	-0.6	1.5	3.7	4.4
	Corr for view angle, 10log(πθ/180-cos2αsinθ)	-39.8	-29.2	-20.7	-7.6	-5.4	-7.1	-14.3	-23.8	-31.7	-37.9	-45.4	-56.9	-92.2	-36.1	-33.2	-28.7	-21.0	-10.4	-4.2	-9.1	-17.8	-25.1	-31.1	-37.0	-49.5	-63.3	-83.9
	Corr for screening/ absorption, dB(A)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0
	Corr for sound energy spread over 24 hr	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6
	Façade correctoin, dB(A)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
	Track wear correction, dB(A)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
	Leq 0.5hr for each train, dB(A)					49.0	45.1													50.5	44.3							
	Leq 0.5hr for all train	54.0																										
Lmax	Measured Lmax	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65
	Corr for distance, -10log(d/dref), dB(A)	-2.5	-2.5	-2.5	-2.4	-2.4	-2.4	-2.2	-1.7	-0.8	-0.5	0.8	3.0	4.5	-2.7	-2.9	-2.8	-2.8	-2.8	-2.8	-2.7	-2.5	-1.9	-1.2	-0.6	1.5	3.7	4.4
	Correction for screening/ absorption	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0
	Façade correctoin, dB(A)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
	Track wear correction, dB(A)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
	Lmax for each train, dB(A)					70.3	68.1													70.6	69.4							
	Lmax for all train	70.6																										

Floor 2		Segment (Northbound)													Segment (Southbound)														
		N1	N2	N3	N4	N5	N6	N7	N8	N9	N10	N11	N12	N13	S1	S2	S3	S4	S5	S6	S7	S8	S9	S10	S11	S12	S13	S14
Parameters:																												
	Measured SEL	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9
Leq24	Total number of events	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536
	Horize distance from track to NSR	41.8	42.3	42.6	42.6	42.8	42.4	40.9	35.7	28.9	26.6	19.2	9.4	0.6	44.8	46.8	46.1	46.1	46.4	46.7	45.8	43.2	37.9	32.4	27.9	15.5	6.3	1.5
	track mPD + track head (0.2m)	7.9	8.7	9.9	11.3	12.5	13.1	13.4	13.6	14.0	14.1	13.9	13.6	13.1	8.0	8.4	9.1	10.0	11.2	12.5	13.2	13.5	13.9	14.2	14.1	13.7	13.3	12.9
	ground mPD + floor height	25.1	25.1	25.1	25.1	25.1	25.1	25.1	25.1	25.1	25.1	25.1	25.1	25.1	25.1	25.1	25.1	25.1	25.1	25.1	25.1	25.1	25.1	25.1	25.1	25.1	25.1	25.1
	Vert distance from track to NSR	17.2	16.4	15.2	13.8	12.6	12.0	11.7	11.5	11.1	11.0	11.2	11.5	12.0	17.1	16.7	16.0	15.1	13.9	12.6	11.9	11.6	11.2	10.9	11.0	11.4	11.8	12.2
	Slant distance	45.2	45.3	45.2	44.8	44.6	44.0	42.5	37.5	31.0	28.8	22.2	14.8	12.0	47.9	49.7	48.8	48.5	48.4	48.3	47.3	44.7	39.5	34.2	30.0	19.2	13.4	12.2
	View angle (α)	0.130	0.170	0.286	0.695	1.411	0.900	0.491	0.267	0.156	0.113	0.069	0.030	0.002	0.143	0.173	0.208	0.303	0.599	1.310	0.740	0.417	0.258	0.166	0.111	0.051	0.018	0.004
	View angle (α) (degree)	7.457	9.712	16.396	39.847	80.861	51.584	28.128	15.300	8.934	6.466	3.965	1.709	0.099	8.219	9.899	11.903	17.357	34.337	75.073	42.378	23.879	14.776	9.517	6.357	2.926	1.049	0.230
	View angle (Θ)	0.010	0.066	0.165	0.653	0.475	0.506	0.259	0.094	0.044	0.020	0.010	0.004	0.000	0.019	0.025	0.050	0.140	0.449	0.662	0.423	0.158	0.074	0.044	0.025	0.007	0.002	0.000
	View angle (Θ) (degree)	0.565	3.760	9.441	37.421	27.206	28.968	14.847	5.396	2.513	1.168	0.548	0.206	0.018	1.086	1.459	2.888	8.000	25.698	37.925	24.252	9.058	4.259	2.539	1.454	0.386	0.126	0.023
	Average Speed	10.0	20.0	50.0	70.0	65.0	50.0	30.0	15.0	10.0	10.0	15.0	20.0	15.0	10.0	10.0	10.0	20.0	50.0	70.0	60.0	40.0	20.0	15.0	10.0	10.0	15.0	10.0
	Corr for no. of event, 10log(N), dB(A)	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3
	Corr for distance, -10log(d/d_{ref}), dB(A)	-2.6	-2.6	-2.6	-2.5	-2.5	-2.5	-2.3	-1.8	-0.9	-0.6	0.5	2.3	3.2	-2.8	-3.0	-2.9	-2.9	-2.9	-2.9	-2.8	-2.5	-2.0	-1.4	-0.8	1.2	2.7	3.1
	Corr for view angle, 10log(πθ/180-cos2αsinθ)	-39.8	-29.2	-20.7	-7.6	-5.4	-7.1	-14.3	-23.8	-31.7	-37.9	-45.4	-56.9	-92.2	-36.1	-33.2	-28.7	-21.0	-10.4	-4.2	-9.1	-17.8	-25.1	-31.1	-37.0	-49.5	-63.3	-83.9
	Corr for screening/ absorption, dB(A)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0
	Corr for sound energy spread over 24 hr	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4
	Façade correctoin, dB(A)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
	Track wear correction, dB(A)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
	Leq 24hr for each train, dB(A)					48.6	44.7													50.1	44.0							
	Leq 24hr for all train	53.6																										
Leq0.5 Day/Evening	Total number of events	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13
	Corr for no. of event, 10log(N), dB(A)	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1
	Corr for distance, -10log(d/dref), dB(A)	-2.6	-2.6	-2.6	-2.5	-2.5	-2.5	-2.3	-1.8	-0.9	-0.6	0.5	2.3	3.2	-2.8	-3.0	-2.9	-2.9	-2.9	-2.9	-2.8	-2.5	-2.0	-1.4	-0.8	1.2	2.7	3.1
	Corr for view angle, 10log(πθ/180-cos2αsinθ)	-39.8	-29.2	-20.7	-7.6	-5.4	-7.1	-14.3	-23.8	-31.7	-37.9	-45.4	-56.9	-92.2	-36.1	-33.2	-28.7	-21.0	-10.4	-4.2	-9.1	-17.8	-25.1	-31.1	-37.0	-49.5	-63.3	-83.9
	Corr for screening/ absorption, dB(A)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0
	Corr for sound energy spread over 24 hr	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6
	Façade correctoin, dB(A)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
	Track wear correction, dB(A)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
	Leq 0.5hr for each train, dB(A)					49.3	45.4													50.8	44.6							
	Leq 0.5hr for all train	54.3																										
Leq0.5 Night	Total number of events	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12
	Corr for no. of event, 10log(N), dB(A)	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8
	Corr for distance, -10log(d/dref), dB(A)	-2.6	-2.6	-2.6	-2.5	-2.5	-2.5	-2.3	-1.8	-0.9	-0.6	0.5	2.3	3.2	-2.8	-3.0	-2.9	-2.9	-2.9	-2.9	-2.8	-2.5	-2.0	-1.4	-0.8	1.2	2.7	3.1
	Corr for view angle, 10log(πθ/180-cos2αsinθ)	-39.8	-29.2	-20.7	-7.6	-5.4	-7.1	-14.3	-23.8	-31.7	-37.9	-45.4	-56.9	-92.2	-36.1	-33.2	-28.7	-21.0	-10.4	-4.2	-9.1	-17.8	-25.1	-31.1	-37.0	-49.5	-63.3	-83.9
	Corr for screening/ absorption, dB(A)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0
	Corr for sound energy spread over 24 hr	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6
	Façade correctoin, dB(A)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
	Track wear correction, dB(A)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
	Leq 0.5hr for each train, dB(A)					49.0	45.0													50.4	44.3							
	Leq 0.5hr for all train	53.9																										
Lmax	Measured Lmax	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65
	Corr for distance, -10log(d/dref), dB(A)	-2.6	-2.6	-2.6	-2.5	-2.5	-2.5	-2.3	-1.8	-0.9

Floor 3		Segment (Northbound)													Segment (Southbound)													
		N1	N2	N3	N4	N5	N6	N7	N8	N9	N10	N11	N12	N13	S1	S2	S3	S4	S5	S6	S7	S8	S9	S10	S11	S12	S13	S14
Parameters:																												
	Measured SEL	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9
Leq24	Total number of events	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536
	Horize distance from track to NSR	41.8	42.3	42.6	42.6	42.8	42.4	40.9	35.7	28.9	26.6	19.2	9.4	0.6	44.8	46.8	46.1	46.1	46.4	46.7	45.8	43.2	37.9	32.4	27.9	15.5	6.3	1.5
	track mPD + track head (0.2m)	7.9	8.7	9.9	11.3	12.5	13.1	13.4	13.6	14.0	14.1	13.9	13.6	13.1	8.0	8.4	9.1	10.0	11.2	12.5	13.2	13.5	13.9	14.2	14.1	13.7	13.3	12.9
	ground mPD + floor height	28.2	28.2	28.2	28.2	28.2	28.2	28.2	28.2	28.2	28.2	28.2	28.2	28.2	28.2	28.2	28.2	28.2	28.2	28.2	28.2	28.2	28.2	28.2	28.2	28.2	28.2	28.2
	Vert distance from track to NSR	20.3	19.5	18.3	17.0	15.8	15.2	14.9	14.6	14.3	14.2	14.3	14.6	15.2	20.2	19.8	19.1	18.2	17.0	15.7	15.0	14.7	14.3	14.1	14.2	14.5	15.0	15.3
	Slant distance	46.5	46.6	46.3	45.9	45.6	45.0	43.5	38.6	32.3	30.1	23.9	17.4	15.2	49.1	50.8	49.9	49.6	49.4	49.2	48.2	45.7	40.5	35.3	31.3	21.2	16.2	15.4
	View angle (α)	0.130	0.170	0.286	0.695	1.411	0.900	0.491	0.267	0.156	0.113	0.069	0.030	0.002	0.143	0.173	0.208	0.303	0.599	1.310	0.740	0.417	0.258	0.166	0.111	0.051	0.018	0.004
	View angle (α) (degree)	7.457	9.712	16.396	39.847	80.861	51.584	28.128	15.300	8.934	6.466	3.965	1.709	0.099	8.219	9.899	11.903	17.357	34.337	75.073	42.378	23.879	14.776	9.517	6.357	2.926	1.049	0.230
	View angle (θ)	0.010	0.066	0.165	0.653	0.475	0.506	0.259	0.094	0.044	0.020	0.010	0.004	0.000	0.019	0.025	0.050	0.140	0.449	0.662	0.423	0.158	0.074	0.044	0.025	0.007	0.002	0.000
	View angle (θ) (degree)	0.565	3.760	9.441	37.421	27.206	28.968	14.847	5.396	2.513	1.168	0.548	0.206	0.018	1.086	1.459	2.888	8.000	25.698	37.925	24.252	9.058	4.259	2.539	1.454	0.386	0.126	0.023
	Average Speed	10.0	20.0	50.0	70.0	65.0	50.0	30.0	15.0	10.0	10.0	15.0	20.0	15.0	10.0	10.0	10.0	20.0	50.0	70.0	60.0	40.0	20.0	15.0	10.0	10.0	15.0	10.0
	Corr for no. of event, 10log(N), dB(A)	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3
	Corr for distance, -10log(d/d_{ref}), dB(A)	-2.7	-2.7	-2.7	-2.6	-2.6	-2.6	-2.4	-1.9	-1.1	-0.8	0.2	1.6	2.2	-2.9	-3.1	-3.0	-3.0	-3.0	-2.9	-2.8	-2.6	-2.1	-1.5	-1.0	0.7	1.9	2.1
	Corr for view angle, 10log(piθ/180-cos2αsinθ)	-39.8	-29.2	-20.7	-7.6	-5.4	-7.1	-14.3	-23.8	-31.7	-37.9	-45.4	-56.9	-92.2	-36.1	-33.2	-28.7	-21.0	-10.4	-4.2	-9.1	-17.8	-25.1	-31.1	-37.0	-49.5	-63.3	-83.9
	Corr for screening/ absorption, dB(A)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, 20log(v/V_{ref}), dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0
	Corr for sound energy spread over 24 hr	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4
	Façade correctoin, dB(A)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
	Track wear correction, dB(A)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
	Leq 24hr for each train, dB(A)					48.5	44.6													50.0	43.9							
	Leq 24hr for all train	53.5																										
Leq0.5 Day/Evening	Total number of events	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13
	Corr for no. of event, 10log(N), dB(A)	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1
	Corr for distance, -10log(d/dref), dB(A)	-2.7	-2.7	-2.7	-2.6	-2.6	-2.6	-2.4	-1.9	-1.1	-0.8	0.2	1.6	2.2	-2.9	-3.1	-3.0	-3.0	-3.0	-2.9	-2.8	-2.6	-2.1	-1.5	-1.0	0.7	1.9	2.1
	Corr for view angle, 10log(piθ/180-cos2αsinθ)	-39.8	-29.2	-20.7	-7.6	-5.4	-7.1	-14.3	-23.8	-31.7	-37.9	-45.4	-56.9	-92.2	-36.1	-33.2	-28.7	-21.0	-10.4	-4.2	-9.1	-17.8	-25.1	-31.1	-37.0	-49.5	-63.3	-83.9
	Corr for screening/ absorption, dB(A)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0
	Corr for sound energy spread over 24 hr	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6
	Façade correctoin, dB(A)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
	Track wear correction, dB(A)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
	Leq 0.5hr for each train, dB(A)					49.2	45.3													50.7	44.6							
	Leq 0.5hr for all train	54.2																										
Leq0.5 Night	Total number of events	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12
	Corr for no. of event, 10log(N), dB(A)	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8
	Corr for distance, -10log(d/dref), dB(A)	-2.7	-2.7	-2.7	-2.6	-2.6	-2.6	-2.4	-1.9	-1.1	-0.8	0.2	1.6	2.2	-2.9	-3.1	-3.0	-3.0	-3.0	-2.9	-2.8	-2.6	-2.1	-1.5	-1.0	0.7	1.9	2.1
	Corr for view angle, 10log(piθ/180-cos2αsinθ)	-39.8	-29.2	-20.7	-7.6	-5.4	-7.1	-14.3	-23.8	-31.7	-37.9	-45.4	-56.9	-92.2	-36.1	-33.2	-28.7	-21.0	-10.4	-4.2	-9.1	-17.8	-25.1	-31.1	-37.0	-49.5	-63.3	-83.9
	Corr for screening/ absorption, dB(A)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0
	Corr for sound energy spread over 24 hr	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6
	Façade correction, dB(A)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
	Track wear correction, dB(A)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
	Leq 0.5hr for each train, dB(A)					48.9	44.9													50.4	44.2							
	Leq 0.5hr for all train	53.9																										
Lmax	Measured Lmax	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65
	Corr for distance, -10log(d/dref), dB(A)	-2.7	-2.7	-2.7	-2.6	-2.6	-2.6	-2.4	-1.9	-1.1	-0.8	0.2	1.6	2.2	-2.9	-3.1	-3.0	-3.0	-3.0	-2.9	-2.8	-2.6	-2.1	-1.5	-1.0	0.7	1.9	2.1
	Correction for screening/ absorption	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0
	Façade correctoin, dB(A)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
	Track wear correction, dB(A)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
	Lmax for each train, dB(A)					70.2	67.9													70.5	69.2							
	Lmax for all train	70.5																										

Floor 4		Segment (Northbound)													Segment (Southbound)													
		N1	N2	N3	N4	N5	N6	N7	N8	N9	N10	N11	N12	N13	S1	S2	S3	S4	S5	S6	S7	S8	S9	S10	S11	S12	S13	S14
Parameters:																												
	Measured SEL	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9
Leq24	Total number of events	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536
	Horize distance from track to NSR	41.8	42.3	42.6	42.6	42.8	42.4	40.9	35.7	28.9	26.6	19.2	9.4	0.6	44.8	46.8	46.1	46.1	46.4	46.7	45.8	43.2	37.9	32.4	27.9	15.5	6.3	1.5
	track mPD + track head (0.2m)	7.9	8.7	9.9	11.3	12.5	13.1	13.4	13.6	14.0	14.1	13.9	13.6	13.1	8.0	8.4	9.1	10.0	11.2	12.5	13.2	13.5	13.9	14.2	14.1	13.7	13.3	12.9
	ground mPD + floor height	31.4	31.4	31.4	31.4	31.4	31.4	31.4	31.4	31.4	31.4	31.4	31.4	31.4	31.4	31.4	31.4	31.4	31.4	31.4	31.4	31.4	31.4	31.4	31.4	31.4	31.4	31.4
	Vert distance from track to NSR	23.5	22.7	21.5	20.1	18.9	18.3	18.0	17.8	17.4	17.3	17.5	17.8	18.3	23.4	23.0	22.3	21.4	20.2	18.9	18.2	17.9	17.5	17.2	17.3	17.7	18.1	18.5
	Slant distance	47.9	48.0	47.7	47.1	46.8	46.2	44.6	39.9	33.8	31.7	25.9	20.1	18.3	50.5	52.1	51.2	50.8	50.6	50.3	49.2	46.8	41.8	36.7	32.8	23.5	19.2	18.5
	View angle (α)	0.130	0.170	0.286	0.695	1.411	0.900	0.491	0.267	0.156	0.113	0.069	0.030	0.002	0.143	0.173	0.208	0.303	0.599	1.310	0.740	0.417	0.258	0.166	0.111	0.051	0.018	0.004
	View angle (α) (degree)	7.457	9.712	16.396	39.847	80.861	51.584	28.128	15.300	8.934	6.466	3.965	1.709	0.099	8.219	9.899	11.903	17.357	34.337	75.073	42.378	23.879	14.776	9.517	6.357	2.926	1.049	0.230
	View angle (θ)	0.010	0.066	0.165	0.653	0.475	0.506	0.259	0.094	0.044	0.020	0.010	0.004	0.000	0.019	0.025	0.050	0.140	0.449	0.662	0.423	0.158	0.074	0.044	0.025	0.007	0.002	0.000
	View angle (θ) (degree)	0.565	3.760	9.441	37.421	27.206	28.968	14.847	5.396	2.513	1.168	0.548	0.206	0.018	1.086	1.459	2.888	8.000	25.698	37.925	24.252	9.058	4.259	2.539	1.454	0.386	0.126	0.023
	Average Speed	10.0	20.0	50.0	70.0	65.0	50.0	30.0	15.0	10.0	10.0	15.0	20.0	15.0	10.0	10.0	10.0	20.0	50.0	70.0	60.0	40.0	20.0	15.0	10.0	10.0	15.0	10.0
	Corr for no. of event, 10log(N), dB(A)	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3
	Corr for distance, -10log(d/d_{ref}), dB(A)	-2.8	-2.8	-2.8	-2.8	-2.7	-2.7	-2.5	-2.0	-1.3	-1.0	-0.2	0.9	1.4	-3.1	-3.2	-3.1	-3.1	-3.1	-3.0	-2.9	-2.7	-2.2	-1.7	-1.2	0.3	1.2	1.3
	Corr for view angle, 10log(piθ/180-cos2αsinθ)	-39.8	-29.2	-20.7	-7.6	-5.4	-7.1	-14.3	-23.8	-31.7	-37.9	-45.4	-56.9	-92.2	-36.1	-33.2	-28.7	-21.0	-10.4	-4.2	-9.1	-17.8	-25.1	-31.1	-37.0	-49.5	-63.3	-83.9
	Corr for screening/ absorption, dB(A)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, 20log(v/V_{ref}), dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0
	Corr for sound energy spread over 24 hr	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4
	Façade correctoin, dB(A)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
	Track wear correction, dB(A)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
	Leq 24hr for each train, dB(A)					48.4	44.5													50.0	43.8							
	Leq 24hr for all train	53.4																										
Leq0.5	Total number of events	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13
	Corr for no. of event, 10log(N), dB(A)	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1
	Corr for distance, -10log(d/dref), dB(A)	-2.8	-2.8	-2.8	-2.8	-2.7	-2.7	-2.5	-2.0	-1.3	-1.0	-0.2	0.9	1.4	-3.1	-3.2	-3.1	-3.1	-3.1	-3.0	-2.9	-2.7	-2.2	-1.7	-1.2	0.3	1.2	1.3
	Corr for view angle, 10log(piθ/180-cos2αsinθ)	-39.8	-29.2	-20.7	-7.6	-5.4	-7.1	-14.3	-23.8	-31.7	-37.9	-45.4	-56.9	-92.2	-36.1	-33.2	-28.7	-21.0	-10.4	-4.2	-9.1	-17.8	-25.1	-31.1	-37.0	-49.5	-63.3	-83.9
	Corr for screening/ absorption, dB(A)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0
	Corr for sound energy spread over 24 hr	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6
	Façade correctoin, dB(A)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
	Track wear correction, dB(A)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
	Leq 0.5hr for each train, dB(A)					49.1	45.2													50.6	44.5							
	Leq 0.5hr for all train	54.1																										
Leq0.5	Total number of events	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12
	Corr for no. of event, 10log(N), dB(A)	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8
	Corr for distance, -10log(d/dref), dB(A)	-2.8	-2.8	-2.8	-2.8	-2.7	-2.7	-2.5	-2.0	-1.3	-1.0	-0.2	0.9	1.4	-3.1	-3.2	-3.1	-3.1	-3.1	-3.0	-2.9	-2.7	-2.2	-1.7	-1.2	0.3	1.2	1.3
	Corr for view angle, 10log(piθ/180-cos2αsinθ)	-39.8	-29.2	-20.7	-7.6	-5.4	-7.1	-14.3	-23.8	-31.7	-37.9	-45.4	-56.9	-92.2	-36.1	-33.2	-28.7	-21.0	-10.4	-4.2	-9.1	-17.8	-25.1	-31.1	-37.0	-49.5	-63.3	-83.9
	Corr for screening/ absorption, dB(A)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0
	Corr for sound energy spread over 24 hr	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6
	Façade correction, dB(A)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
	Track wear correction, dB(A)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
	Leq 0.5hr for each train, dB(A)					48.8	44.8													50.3	44.1							
	Leq 0.5hr for all train	53.8																										
Lmax	Measured Lmax	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65
	Corr for distance, -10log(d/dref), dB(A)	-2.8	-2.8	-2.8	-2.8	-2.7	-2.7	-2.5	-2.0	-1.3	-1.0	-0.

Floor		Segment (Northbound)													Segment (Southbound)														
5		N1	N2	N3	N4	N5	N6	N7	N8	N9	N10	N11	N12	N13	S1	S2	S3	S4	S5	S6	S7	S8	S9	S10	S11	S12	S13	S14
Parameters:																												
	Measured SEL	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9
Leq24	Total number of events	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536
	Horize distance from track to NSR	41.8	42.3	42.6	42.6	42.8	42.4	40.9	35.7	28.9	26.6	19.2	9.4	0.6	44.8	46.8	46.1	46.1	46.4	46.7	45.8	43.2	37.9	32.4	27.9	15.5	6.3	1.5
	track mPD + track head (0.2m)	7.9	8.7	9.9	11.3	12.5	13.1	13.4	13.6	14.0	14.1	13.9	13.6	13.1	8.0	8.4	9.1	10.0	11.2	12.5	13.2	13.5	13.9	14.2	14.1	13.7	13.3	12.9
	ground mPD + floor height	34.5	34.5	34.5	34.5	34.5	34.5	34.5	34.5	34.5	34.5	34.5	34.5	34.5	34.5	34.5	34.5	34.5	34.5	34.5	34.5	34.5	34.5	34.5	34.5	34.5	34.5	34.5
	Vert distance from track to NSR	26.6	25.8	24.6	23.3	22.1	21.5	21.2	20.9	20.6	20.5	20.6	20.9	21.5	26.5	26.1	25.4	24.5	23.3	22.0	21.3	21.0	20.6	20.4	20.5	20.8	21.3	21.6
	Slant distance	49.5	49.5	49.2	48.5	48.1	47.5	46.0	41.4	35.5	33.5	28.1	22.9	21.5	52.0	53.6	52.6	52.2	51.9	51.6	50.5	48.1	43.2	38.3	34.6	25.9	22.2	21.7
	View angle (α)	0.130	0.170	0.286	0.695	1.411	0.900	0.491	0.267	0.156	0.113	0.069	0.030	0.002	0.143	0.173	0.208	0.303	0.599	1.310	0.740	0.417	0.258	0.166	0.111	0.051	0.018	0.004
	View angle (α) (degree)	7.457	9.712	16.396	39.847	80.861	51.584	28.128	15.300	8.934	6.466	3.965	1.709	0.099	8.219	9.899	11.903	17.357	34.337	75.073	42.378	23.879	14.776	9.517	6.357	2.926	1.049	0.230
	View angle (θ)	0.010	0.066	0.165	0.653	0.475	0.506	0.259	0.094	0.044	0.020	0.010	0.004	0.000	0.019	0.025	0.050	0.140	0.449	0.662	0.423	0.158	0.074	0.044	0.025	0.007	0.002	0.000
	View angle (θ) (degree)	0.565	3.760	9.441	37.421	27.206	28.968	14.847	5.396	2.513	1.168	0.548	0.206	0.018	1.086	1.459	2.888	8.000	25.698	37.925	24.252	9.058	4.259	2.539	1.454	0.386	0.126	0.023
	Average Speed	10.0	20.0	50.0	70.0	65.0	50.0	30.0	15.0	10.0	10.0	15.0	20.0	15.0	10.0	10.0	10.0	20.0	50.0	70.0	60.0	40.0	20.0	15.0	10.0	10.0	15.0	10.0
	Corr for no. of event, 10log(N), dB(A)	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3
	Corr for distance, -10log(d/d_{ref}), dB(A)	-3.0	-3.0	-2.9	-2.9	-2.8	-2.8	-2.6	-2.2	-1.5	-1.3	-0.5	0.4	0.7	-3.2	-3.3	-3.2	-3.2	-3.2	-3.1	-3.1	-2.8	-2.4	-1.9	-1.4	-0.2	0.5	0.6
	Corr for view angle, 10log(piθ/180-cos2αsinθ)	-39.8	-29.2	-20.7	-7.6	-5.4	-7.1	-14.3	-23.8	-31.7	-37.9	-45.4	-56.9	-92.2	-36.1	-33.2	-28.7	-21.0	-10.4	-4.2	-9.1	-17.8	-25.1	-31.1	-37.0	-49.5	-63.3	-83.9
	Corr for screening/ absorption, dB(A)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, 20log(v/V_{ref}), dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0
	Corr for sound energy spread over 24 hr	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4
	Façade correctoin, dB(A)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
	Track wear correction, dB(A)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
	Leq 24hr for each train, dB(A)					48.3	44.4													49.8	43.7							
	Leq 24hr for all train	53.3																										
Leq0.5	Total number of events	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13
	Corr for no. of event, 10log(N), dB(A)	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1
	Corr for distance, -10log(d/dref), dB(A)	-3.0	-3.0	-2.9	-2.9	-2.8	-2.8	-2.6	-2.2	-1.5	-1.3	-0.5	0.4	0.7	-3.2	-3.3	-3.2	-3.2	-3.2	-3.1	-3.1	-2.8	-2.4	-1.9	-1.4	-0.2	0.5	0.6
	Corr for view angle, 10log(piθ/180-cos2αsinθ)	-39.8	-29.2	-20.7	-7.6	-5.4	-7.1	-14.3	-23.8	-31.7	-37.9	-45.4	-56.9	-92.2	-36.1	-33.2	-28.7	-21.0	-10.4	-4.2	-9.1	-17.8	-25.1	-31.1	-37.0	-49.5	-63.3	-83.9
	Corr for screening/ absorption, dB(A)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0
	Corr for sound energy spread over 24 hr	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6
	Façade correctoin, dB(A)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
	Track wear correction, dB(A)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
	Leq 0.5hr for each train, dB(A)					49.0	45.1													50.5	44.3							
	Leq 0.5hr for all train	54.0																										
Leq0.5	Total number of events	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12
	Corr for no. of event, 10log(N), dB(A)	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8
	Corr for distance, -10log(d/dref), dB(A)	-3.0	-3.0	-2.9	-2.9	-2.8	-2.8	-2.6	-2.2	-1.5	-1.3	-0.5	0.4	0.7	-3.2	-3.3	-3.2	-3.2	-3.2	-3.1	-3.1	-2.8	-2.4	-1.9	-1.4	-0.2	0.5	0.6
	Corr for view angle, 10log(piθ/180-cos2αsinθ)	-39.8	-29.2	-20.7	-7.6	-5.4	-7.1	-14.3	-23.8	-31.7	-37.9	-45.4	-56.9	-92.2	-36.1	-33.2	-28.7	-21.0	-10.4	-4.2	-9.1	-17.8	-25.1	-31.1	-37.0	-49.5	-63.3	-83.9
	Corr for screening/ absorption, dB(A)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0
	Corr for sound energy spread over 24 hr	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6
	Façade correctoin, dB(A)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
	Track wear correction, dB(A)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
	Leq 0.5hr for each train, dB(A)					48.6	44.7													50.2	44.0							
	Leq 0.5hr for all train	53.6																										
Lmax	Measured Lmax	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65
	Corr for distance, -10log(d/dref), dB(A)	-3.0	-3.0	-2.9	-2.9	-2.8	-2.8	-2.6	-2.2	-1.5	-1.3	-0.5	0.4	0.7	-3.2	-3.3	-3.2	-3.2	-3.2	-3.1	-3.1	-2.8	-2.4	-1.9	-1.4	-0.2	0.5	0.6
	Correction for screening/ absorption	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0
	Façade correctoin, dB(A)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
	Track wear correction, dB(A)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
	Lmax for each train, dB(A)					69.9	67.7													70.3	69.0							
	Lmax for all train	70.3																										

Floor		Segment (Northbound)													Segment (Southbound)														
6		N1	N2	N3	N4	N5	N6	N7	N8	N9	N10	N11	N12	N13	S1	S2	S3	S4	S5	S6	S7	S8	S9	S10	S11	S12	S13	S14
Parameters:																												
	Measured SEL	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9
Leq24	Total number of events	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536
	Horize distance from track to NSR	41.8	42.3	42.6	42.6	42.8	42.4	40.9	35.7	28.9	26.6	19.2	9.4	0.6	44.8	46.8	46.1	46.1	46.4	46.7	45.8	43.2	37.9	32.4	27.9	15.5	6.3	1.5
	track mPD + track head (0.2m)	7.9	8.7	9.9	11.3	12.5	13.1	13.4	13.6	14.0	14.1	13.9	13.6	13.1	8.0	8.4	9.1	10.0	11.2	12.5	13.2	13.5	13.9	14.2	14.1	13.7	13.3	12.9
	ground mPD + floor height	37.7	37.7	37.7	37.7	37.7	37.7	37.7	37.7	37.7	37.7	37.7	37.7	37.7	37.7	37.7	37.7	37.7	37.7	37.7	37.7	37.7	37.7	37.7	37.7	37.7	37.7	37.7
	Vert distance from track to NSR	29.8	29.0	27.8	26.4	25.2	24.6	24.3	24.1	23.7	23.6	23.8	24.1	24.6	29.7	29.3	28.6	27.7	26.5	25.2	24.5	24.2	23.8	23.5	23.6	24.0	24.4	24.8
	Slant distance	51.3	51.2	50.8	50.1	49.6	49.0	47.5	43.0	37.4	35.6	30.5	25.8	24.6	53.7	55.2	54.2	53.8	53.4	53.0	51.9	49.5	44.8	40.0	36.5	28.5	25.2	24.8
	View angle (α)	0.130	0.170	0.286	0.695	1.411	0.900	0.491	0.267	0.156	0.113	0.069	0.030	0.002	0.143	0.173	0.208	0.303	0.599	1.310	0.740	0.417	0.258	0.166	0.111	0.051	0.018	0.004
	View angle (α) (degree)	7.457	9.712	16.396	39.847	80.861	51.584	28.128	15.300	8.934	6.466	3.965	1.709	0.099	8.219	9.899	11.903	17.357	34.337	75.073	42.378	23.879	14.776	9.517	6.357	2.926	1.049	0.230
	View angle (θ)	0.010	0.066	0.165	0.653	0.475	0.506	0.259	0.094	0.044	0.020	0.010	0.004	0.000	0.019	0.025	0.050	0.140	0.449	0.662	0.423	0.158	0.074	0.044	0.025	0.007	0.002	0.000
	View angle (θ) (degree)	0.565	3.760	9.441	37.421	27.206	28.968	14.847	5.396	2.513	1.168	0.548	0.206	0.018	1.086	1.459	2.888	8.000	25.698	37.925	24.252	9.058	4.259	2.539	1.454	0.386	0.126	0.023
	Average Speed	10.0	20.0	50.0	70.0	65.0	50.0	30.0	15.0	10.0	10.0	15.0	20.0	15.0	10.0	10.0	10.0	20.0	50.0	70.0	60.0	40.0	20.0	15.0	10.0	10.0	15.0	10.0
	Corr for no. of event, 10log(N), dB(A)	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3
	Corr for distance, -10log(d/d_{ref}), dB(A)	-3.1	-3.1	-3.1	-3.0	-3.0	-2.9	-2.8	-2.4	-1.8	-1.5	-0.9	-0.1	0.1	-3.3	-3.4	-3.4	-3.3	-3.3	-3.3	-3.2	-3.0	-2.5	-2.0	-1.6	-0.6	0.0	0.0
	Corr for view angle, 10log(piθ/180-cos2αsinθ)	-39.8	-29.2	-20.7	-7.6	-5.4	-7.1	-14.3	-23.8	-31.7	-37.9	-45.4	-56.9	-92.2	-36.1	-33.2	-28.7	-21.0	-10.4	-4.2	-9.1	-17.8	-25.1	-31.1	-37.0	-49.5	-63.3	-83.9
	Corr for screening/ absorption, dB(A)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, 20log(v/V_{ref}), dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0
	Corr for sound energy spread over 24 hr	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4
	Façade correctoin, dB(A)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
	Track wear correction, dB(A)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
	Leq 24hr for each train, dB(A)					48.2	44.3													49.7	43.6							
	Leq 24hr for all train	53.2																										
Leq0.5	Total number of events	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13
	Corr for no. of event, 10log(N), dB(A)	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1
	Corr for distance, -10log(d/dref), dB(A)	-3.1	-3.1	-3.1	-3.0	-3.0	-2.9	-2.8	-2.4	-1.8	-1.5	-0.9	-0.1	0.1	-3.3	-3.4	-3.4	-3.3	-3.3	-3.3	-3.2	-3.0	-2.5	-2.0	-1.6	-0.6	0.0	0.0
	Corr for view angle, 10log(piθ/180-cos2αsinθ)	-39.8	-29.2	-20.7	-7.6	-5.4	-7.1	-14.3	-23.8	-31.7	-37.9	-45.4	-56.9	-92.2	-36.1	-33.2	-28.7	-21.0	-10.4	-4.2	-9.1	-17.8	-25.1	-31.1	-37.0	-49.5	-63.3	-83.9
	Corr for screening/ absorption, dB(A)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0
	Corr for sound energy spread over 24 hr	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6
	Façade correctoin, dB(A)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
	Track wear correction, dB(A)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
	Leq 0.5hr for each train, dB(A)					48.8	44.9													50.4	44.2							
	Leq 0.5hr for all train	53.9																										
Leq0.5	Total number of events	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12
	Corr for no. of event, 10log(N), dB(A)	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8
	Corr for distance, -10log(d/dref), dB(A)	-3.1	-3.1	-3.1	-3.0	-3.0	-2.9	-2.8	-2.4	-1.8	-1.5	-0.9	-0.1	0.1	-3.3	-3.4	-3.4	-3.3	-3.3	-3.3	-3.2	-3.0	-2.5	-2.0	-1.6	-0.6	0.0	0.0
	Corr for view angle, 10log(piθ/180-cos2αsinθ)	-39.8	-29.2	-20.7	-7.6	-5.4	-7.1	-14.3	-23.8	-31.7	-37.9	-45.4	-56.9	-92.2	-36.1	-33.2	-28.7	-21.0	-10.4	-4.2	-9.1	-17.8	-25.1	-31.1	-37.0	-49.5	-63.3	-83.9
	Corr for screening/ absorption, dB(A)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0
	Corr for sound energy spread over 24 hr	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6
	Façade correctoin, dB(A)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
	Track wear correction, dB(A)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
	Leq 0.5hr for each train, dB(A)					48.5	44.6													50.0	43.9							
	Leq 0.5hr for all train	53.5																										
Lmax	Measured Lmax	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65

Floor 7		Segment (Northbound)													Segment (Southbound)													
		N1	N2	N3	N4	N5	N6	N7	N8	N9	N10	N11	N12	N13	S1	S2	S3	S4	S5	S6	S7	S8	S9	S10	S11	S12	S13	S14
Parameters:																												
	Measured SEL	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9
Leq24	Total number of events	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536
	Horize distance from track to NSR	41.8	42.3	42.6	42.6	42.8	42.4	40.9	35.7	28.9	26.6	19.2	9.4	0.6	44.8	46.8	46.1	46.1	46.4	46.7	45.8	43.2	37.9	32.4	27.9	15.5	6.3	1.5
	track mPD + track head (0.2m)	7.9	8.7	9.9	11.3	12.5	13.1	13.4	13.6	14.0	14.1	13.9	13.6	13.1	8.0	8.4	9.1	10.0	11.2	12.5	13.2	13.5	13.9	14.2	14.1	13.7	13.3	12.9
	ground mPD + floor height	40.8	40.8	40.8	40.8	40.8	40.8	40.8	40.8	40.8	40.8	40.8	40.8	40.8	40.8	40.8	40.8	40.8	40.8	40.8	40.8	40.8	40.8	40.8	40.8	40.8	40.8	40.8
	Vert distance from track to NSR	32.9	32.1	30.9	29.6	28.4	27.8	27.5	27.2	26.9	26.8	26.9	27.2	27.8	32.8	32.4	31.7	30.8	29.6	28.3	27.6	27.3	26.9	26.7	26.8	27.1	27.6	27.9
	Slant distance	53.2	53.1	52.6	51.9	51.3	50.7	49.2	44.9	39.5	37.7	33.0	28.8	27.8	55.5	56.9	55.9	55.5	55.0	54.6	53.4	51.1	46.5	42.0	38.6	31.2	28.3	27.9
	View angle (α)	0.130	0.170	0.286	0.695	1.411	0.900	0.491	0.267	0.156	0.113	0.069	0.030	0.002	0.143	0.173	0.208	0.303	0.599	1.310	0.740	0.417	0.258	0.166	0.111	0.051	0.018	0.004
	View angle (α) (degree)	7.457	9.712	16.396	39.847	80.861	51.584	28.128	15.300	8.934	6.466	3.965	1.709	0.099	8.219	9.899	11.903	17.357	34.337	75.073	42.378	23.879	14.776	9.517	6.357	2.926	1.049	0.230
	View angle (θ)	0.010	0.066	0.165	0.653	0.475	0.506	0.259	0.094	0.044	0.020	0.010	0.004	0.000	0.019	0.025	0.050	0.140	0.449	0.662	0.423	0.158	0.074	0.044	0.025	0.007	0.002	0.000
	View angle (θ) (degree)	0.565	3.760	9.441	37.421	27.206	28.968	14.847	5.396	2.513	1.168	0.548	0.206	0.018	1.086	1.459	2.888	8.000	25.698	37.925	24.252	9.058	4.259	2.539	1.454	0.386	0.126	0.023
	Average Speed	10.0	20.0	50.0	70.0	65.0	50.0	30.0	15.0	10.0	10.0	15.0	20.0	15.0	10.0	10.0	10.0	20.0	50.0	70.0	60.0	40.0	20.0	15.0	10.0	10.0	15.0	10.0
	Corr for no. of event, 10log(N), dB(A)	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3
	Corr for distance, -10log(d/d_{ref}), dB(A)	-3.3	-3.3	-3.2	-3.2	-3.1	-3.1	-2.9	-2.5	-2.0	-1.8	-1.2	-0.6	-0.5	-3.5	-3.6	-3.5	-3.5	-3.4	-3.4	-3.3	-3.1	-2.7	-2.3	-1.9	-1.0	-0.5	-0.5
	Corr for view angle, 10log($\mu\theta$/180-cos2αsinθ)	-39.8	-29.2	-20.7	-7.6	-5.4	-7.1	-14.3	-23.8	-31.7	-37.9	-45.4	-56.9	-92.2	-36.1	-33.2	-28.7	-21.0	-10.4	-4.2	-9.1	-17.8	-25.1	-31.1	-37.0	-49.5	-63.3	-83.9
	Corr for screening/ absorption, dB(A)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, 20log(v/V_{ref}), dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0
	Corr for sound energy spread over 24 hr	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4
	Façade correctoin, dB(A)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
	Track wear correction, dB(A)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
	Leq 24hr for each train, dB(A)					48.0	44.1													49.6	43.4							
	Leq 24hr for all train	53.1																										
Leq0.5	Total number of events	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13
	Corr for no. of event, 10log(N), dB(A)	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1
	Corr for distance, -10log(d/dref), dB(A)	-3.3	-3.3	-3.2	-3.2	-3.1	-3.1	-2.9	-2.5	-2.0	-1.8	-1.2	-0.6	-0.5	-3.5	-3.6	-3.5	-3.5	-3.4	-3.4	-3.3	-3.1	-2.7	-2.3	-1.9	-1.0	-0.5	-0.5
	Corr for view angle, 10log($\mu\theta$/180-cos2αsinθ)	-39.8	-29.2	-20.7	-7.6	-5.4	-7.1	-14.3	-23.8	-31.7	-37.9	-45.4	-56.9	-92.2	-36.1	-33.2	-28.7	-21.0	-10.4	-4.2	-9.1	-17.8	-25.1	-31.1	-37.0	-49.5	-63.3	-83.9
	Corr for screening/ absorption, dB(A)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0
	Corr for sound energy spread over 24 hr	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6
	Façade correctoin, dB(A)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
	Track wear correction, dB(A)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
	Leq 0.5hr for each train, dB(A)					48.7	44.8													50.3	44.1							
	Leq 0.5hr for all train	53.7																										
Leq0.5	Total number of events	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12
	Corr for no. of event, 10log(N), dB(A)	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8
	Corr for distance, -10log(d/dref), dB(A)	-3.3	-3.3	-3.2	-3.2	-3.1	-3.1	-2.9	-2.5	-2.0	-1.8	-1.2	-0.6	-0.5	-3.5	-3.6	-3.5	-3.5	-3.4	-3.4	-3.3	-3.1	-2.7	-2.3	-1.9	-1.0	-0.5	-0.5
	Corr for view angle, 10log($\mu\theta$/180-cos2αsinθ)	-39.8	-29.2	-20.7	-7.6	-5.4	-7.1	-14.3	-23.8	-31.7	-37.9	-45.4	-56.9	-92.2	-36.1	-33.2	-28.7	-21.0	-10.4	-4.2	-9.1	-17.8	-25.1	-31.1	-37.0	-49.5	-63.3	-83.9
	Corr for screening/ absorption, dB(A)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0
	Corr for sound energy spread over 24 hr	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6
	Façade correctoin, dB(A)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
	Track wear correction, dB(A)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
	Leq 0.5hr for each train, dB(A)					48.3	44.4													49.9	43.8							
	Leq 0.5hr for all train	53.4																										
Lmax	Measured Lmax	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65
	Corr for distance, -10log(d/dref), dB(A)	-3.3	-3.3	-3.2	-3.2	-3.1	-3.1	-2.9	-2.5	-2.0	-1.8	-1.2	-0.6	-0.5	-3.5	-3.6	-3.5	-3.5	-3.4	-3.4	-3.3	-3.1	-2.7	-2.3	-1.9	-1.0	-0.5	-0.5
	Correction for screening/ absorption	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0
	Façade correctoin, dB(A)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
	Track wear correction, dB(A)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
	Lmax for each train, dB(A)					69.7	67.4													70.0	68.8							
	Lmax for all train	70.0																										

Floor 8		Segment (Northbound)													Segment (Southbound)													
		N1	N2	N3	N4	N5	N6	N7	N8	N9	N10	N11	N12	N13	S1	S2	S3	S4	S5	S6	S7	S8	S9	S10	S11	S12	S13	S14
Parameters:																												
	Measured SEL	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9
Leq24	Total number of events	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536
	Horize distance from track to NSR	41.8	42.3	42.6	42.6	42.8	42.4	40.9	35.7	28.9	26.6	19.2	9.4	0.6	44.8	46.8	46.1	46.1	46.4	46.7	45.8	43.2	37.9	32.4	27.9	15.5	6.3	1.5
	track mPD + track head (0.2m)	7.9	8.7	9.9	11.3	12.5	13.1	13.4	13.6	14.0	14.1	13.9	13.6	13.1	8.0	8.4	9.1	10.0	11.2	12.5	13.2	13.5	13.9	14.2	14.1	13.7	13.3	12.9
	ground mPD + floor height	44.0	44.0	44.0	44.0	44.0	44.0	44.0	44.0	44.0	44.0	44.0	44.0	44.0	44.0	44.0	44.0	44.0	44.0	44.0	44.0	44.0	44.0	44.0	44.0	44.0	44.0	44.0
	Vert distance from track to NSR	36.1	35.3	34.1	32.7	31.5	30.9	30.6	30.4	30.0	29.9	30.1	30.4	30.9	36.0	35.6	34.9	34.0	32.8	31.5	30.8	30.5	30.1	29.8	29.9	30.3	30.7	31.1
	Slant distance	55.2	55.0	54.5	53.7	53.1	52.4	51.0	46.9	41.7	40.0	35.7	31.8	30.9	57.4	58.8	57.8	57.3	56.8	56.3	55.1	52.9	48.4	44.0	40.9	34.0	31.3	31.1
	View angle (α)	0.130	0.170	0.286	0.695	1.411	0.900	0.491	0.267	0.156	0.113	0.069	0.030	0.002	0.143	0.173	0.208	0.303	0.599	1.310	0.740	0.417	0.258	0.166	0.111	0.051	0.018	0.004
	View angle (α) (degree)	7.457	9.712	16.396	39.847	80.861	51.584	28.128	15.300	8.934	6.466	3.965	1.709	0.099	8.219	9.899	11.903	17.357	34.337	75.073	42.378	23.879	14.776	9.517	6.357	2.926	1.049	0.230
	View angle (θ)	0.010	0.066	0.165	0.653	0.475	0.506	0.259	0.094	0.044	0.020	0.010	0.004	0.000	0.019	0.025	0.050	0.140	0.449	0.662	0.423	0.158	0.074	0.044	0.025	0.007	0.002	0.000
	View angle (θ) (degree)	0.565	3.760	9.441	37.421	27.206	28.968	14.847	5.396	2.513	1.168	0.548	0.206	0.018	1.086	1.459	2.888	8.000	25.698	37.925	24.252	9.058	4.259	2.539	1.454	0.386	0.126	0.023
	Average Speed	10.0	20.0	50.0	70.0	65.0	50.0	30.0	15.0	10.0	10.0	15.0	20.0	15.0	10.0	10.0	10.0	20.0	50.0	70.0	60.0	40.0	20.0	15.0	10.0	10.0	15.0	10.0
	Corr for no. of event, 10log(N), dB(A)	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3
	Corr for distance, -10log(d/d_{ref}), dB(A)	-3.4	-3.4	-3.4	-3.3	-3.3	-3.2	-3.1	-2.7	-2.2	-2.0	-1.5	-1.0	-0.9	-3.6	-3.7	-3.6	-3.6	-3.6	-3.5	-3.4	-3.3	-2.9	-2.5	-2.1	-1.3	-1.0	-0.9
	Corr for view angle, 10log($\mu\theta$/180-cos2αsinθ)	-39.8	-29.2	-20.7	-7.6	-5.4	-7.1	-14.3	-23.8	-31.7	-37.9	-45.4	-56.9	-92.2	-36.1	-33.2	-28.7	-21.0	-10.4	-4.2	-9.1	-17.8	-25.1	-31.1	-37.0	-49.5	-63.3	-83.9
	Corr for screening/ absorption, dB(A)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, 20log(v/V_{ref}), dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0
	Corr for sound energy spread over 24 hr	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4
	Façade correctoin, dB(A)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
	Track wear correction, dB(A)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
	Leq 24hr for each train, dB(A)					47.9	44.0												40.4	49.5								
	Leq 24hr for all train	52.7																										
Leq0.5	Total number of events	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13
	Corr for no. of event, 10log(N), dB(A)	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1
	Corr for distance, -10log(d/dref), dB(A)	-3.4	-3.4	-3.4	-3.3	-3.3	-3.2	-3.1	-2.7	-2.2	-2.0	-1.5	-1.0	-0.9	-3.6	-3.7	-3.6	-3.6	-3.6	-3.5	-3.4	-3.3	-2.9	-2.5	-2.1	-1.3	-1.0	-0.9
	Corr for view angle, 10log($\mu\theta$/180-cos2αsinθ)	-39.8	-29.2	-20.7	-7.6	-5.4	-7.1	-14.3	-23.8	-31.7	-37.9	-45.4	-56.9	-92.2	-36.1	-33.2	-28.7	-21.0	-10.4	-4.2	-9.1	-17.8	-25.1	-31.1	-37.0	-49.5	-63.3	-83.9
	Corr for screening/ absorption, dB(A)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0
	Corr for sound energy spread over 24 hr	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6
	Façade correctoin, dB(A)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
	Track wear correction, dB(A)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
	Leq 0.5hr for each train, dB(A)					48.5	44.6												41.0	50.1								
	Leq 0.5hr for all train	53.3																										
Leq0.5	Total number of events	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12
	Corr for no. of event, 10log(N), dB(A)	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8
	Corr for distance, -10log(d/dref), dB(A)	-3.4	-3.4	-3.4	-3.3	-3.3	-3.2	-3.1	-2.7	-2.2	-2.0	-1.5	-1.0	-0.9	-3.6	-3.7	-3.6	-3.6	-3.6	-3.5	-3.4	-3.3	-2.9	-2.5	-2.1	-1.3	-1.0	-0.9
	Corr for view angle, 10log($\mu\theta$/180-cos2αsinθ)	-39.8	-29.2	-20.7	-7.6	-5.4	-7.1	-14.3	-23.8	-31.7	-37.9	-45.4	-56.9	-92.2	-36.1	-33.2	-28.7	-21.0	-10.4	-4.2	-9.1	-17.8	-25.1	-31.1	-37.0	-49.5	-63.3	-83.9
	Corr for screening/ absorption, dB(A)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0
	Corr for sound energy spread over 24 hr	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6
	Façade correctoin, dB(A)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
	Track wear correction, dB(A)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
	Leq 0.5hr for each train, dB(A)					48.2	44.3												40.7	49.8								
	Leq 0.5hr for all train	53.0																										
Lmax	Measured Lmax	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65

Floor 9		Segment (Northbound)													Segment (Southbound)													
		N1	N2	N3	N4	N5	N6	N7	N8	N9	N10	N11	N12	N13	S1	S2	S3	S4	S5	S6	S7	S8	S9	S10	S11	S12	S13	S14
Parameters:																												
	Measured SEL	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9
Leq24	Total number of events	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536
	Horize distance from track to NSR	41.8	42.3	42.6	42.6	42.8	42.4	40.9	35.7	28.9	26.6	19.2	9.4	0.6	44.8	46.8	46.1	46.1	46.4	46.7	45.8	43.2	37.9	32.4	27.9	15.5	6.3	1.5
	track mPD + track head (0.2m)	7.9	8.7	9.9	11.3	12.5	13.1	13.4	13.6	14.0	14.1	13.9	13.6	13.1	8.0	8.4	9.1	10.0	11.2	12.5	13.2	13.5	13.9	14.2	14.1	13.7	13.3	12.9
	ground mPD + floor height	47.1	47.1	47.1	47.1	47.1	47.1	47.1	47.1	47.1	47.1	47.1	47.1	47.1	47.1	47.1	47.1	47.1	47.1	47.1	47.1	47.1	47.1	47.1	47.1	47.1	47.1	47.1
	Vert distance from track to NSR	39.2	38.4	37.2	35.9	34.7	34.1	33.8	33.5	33.2	33.1	33.2	33.5	34.1	39.1	38.7	38.0	37.1	35.9	34.6	33.9	33.6	33.2	33.0	33.1	33.4	33.9	34.2
	Slant distance	57.3	57.1	56.5	55.7	55.0	54.4	53.0	49.0	44.0	42.4	38.3	34.8	34.1	59.4	60.7	59.7	59.2	58.7	58.1	57.0	54.7	50.4	46.2	43.2	36.8	34.4	34.2
	View angle (α)	0.130	0.170	0.286	0.695	1.411	0.900	0.491	0.267	0.156	0.113	0.069	0.030	0.002	0.143	0.173	0.208	0.303	0.599	1.310	0.740	0.417	0.258	0.166	0.111	0.051	0.018	0.004
	View angle (α) (degree)	7.457	9.712	16.396	39.847	80.861	51.584	28.128	15.300	8.934	6.466	3.965	1.709	0.099	8.219	9.899	11.903	17.357	34.337	75.073	42.378	23.879	14.776	9.517	6.357	2.926	1.049	0.230
	View angle (θ)	0.010	0.066	0.165	0.653	0.475	0.506	0.259	0.094	0.044	0.020	0.010	0.004	0.000	0.019	0.025	0.050	0.140	0.449	0.662	0.423	0.158	0.074	0.044	0.025	0.007	0.002	0.000
	View angle (θ) (degree)	0.565	3.760	9.441	37.421	27.206	28.968	14.847	5.396	2.513	1.168	0.548	0.206	0.018	1.086	1.459	2.888	8.000	25.698	37.925	24.252	9.058	4.259	2.539	1.454	0.386	0.126	0.023
	Average Speed	10.0	20.0	50.0	70.0	65.0	50.0	30.0	15.0	10.0	10.0	15.0	20.0	15.0	10.0	10.0	10.0	20.0	50.0	70.0	60.0	40.0	20.0	15.0	10.0	10.0	15.0	10.0
	Corr for no. of event, 10log(N), dB(A)	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3
	Corr for distance, -10log(d/d_{ref}), dB(A)	-3.6	-3.6	-3.5	-3.5	-3.4	-3.4	-3.3	-2.9	-2.5	-2.3	-1.9	-1.4	-1.3	-3.8	-3.9	-3.8	-3.7	-3.7	-3.7	-3.6	-3.4	-3.0	-2.7	-2.4	-1.7	-1.4	-1.4
	Corr for view angle, 10log($\mu\theta$/180-cos2αsinθ)	-39.8	-29.2	-20.7	-7.6	-5.4	-7.1	-14.3	-23.8	-31.7	-37.9	-45.4	-56.9	-92.2	-36.1	-33.2	-28.7	-21.0	-10.4	-4.2	-9.1	-17.8	-25.1	-31.1	-37.0	-49.5	-63.3	-83.9
	Corr for screening/ absorption, dB(A)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, 20log(v/V_{ref}), dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0
	Corr for sound energy spread over 24 hr	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4
	Façade correctoin, dB(A)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
	Track wear correction, dB(A)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
	Leq 24hr for each train, dB(A)					47.7	43.8												40.2	49.3								
	Leq 24hr for all train	52.5																										
Leq0.5	Total number of events	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13
	Corr for no. of event, 10log(N), dB(A)	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1
	Corr for distance, -10log(d/d_{ref}), dB(A)	-3.6	-3.6	-3.5	-3.5	-3.4	-3.4	-3.3	-2.9	-2.5	-2.3	-1.9	-1.4	-1.3	-3.8	-3.9	-3.8	-3.7	-3.7	-3.7	-3.6	-3.4	-3.0	-2.7	-2.4	-1.7	-1.4	-1.4
	Corr for view angle, 10log($\mu\theta$/180-cos2αsinθ)	-39.8	-29.2	-20.7	-7.6	-5.4	-7.1	-14.3	-23.8	-31.7	-37.9	-45.4	-56.9	-92.2	-36.1	-33.2	-28.7	-21.0	-10.4	-4.2	-9.1	-17.8	-25.1	-31.1	-37.0	-49.5	-63.3	-83.9
	Corr for screening/ absorption, dB(A)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0
	Corr for sound energy spread over 24 hr	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6
	Façade correctoin, dB(A)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
	Track wear correction, dB(A)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
	Leq 0.5hr for each train, dB(A)					48.4	44.5												40.9	50.0								
	Leq 0.5hr for all train	53.2																										
Leq0.5	Total number of events	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12
	Corr for no. of event, 10log(N), dB(A)	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8
	Corr for distance, -10log(d/d_{ref}), dB(A)	-3.6	-3.6	-3.5	-3.5	-3.4	-3.4	-3.3	-2.9	-2.5	-2.3	-1.9	-1.4	-1.3	-3.8	-3.9	-3.8	-3.7	-3.7	-3.7	-3.6	-3.4	-3.0	-2.7	-2.4	-1.7	-1.4	-1.4
	Corr for view angle, 10log($\mu\theta$/180-cos2αsinθ)	-39.8	-29.2	-20.7	-7.6	-5.4	-7.1	-14.3	-23.8	-31.7	-37.9	-45.4	-56.9	-92.2	-36.1	-33.2	-28.7	-21.0	-10.4	-4.2	-9.1	-17.8	-25.1	-31.1	-37.0	-49.5	-63.3	-83.9
	Corr for screening/ absorption, dB(A)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0
	Corr for sound energy spread over 24 hr	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6
	Façade correctoin, dB(A)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
	Track wear correction, dB(A)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
	Leq 0.5hr for each train, dB(A)					48.0	44.1												40.5	49.6								
	Leq 0.5hr for all train	52.9																										
Lmax	Measured Lmax	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65
	Corr for distance, -10log(d/d_{ref}), dB(A)	-3.6	-3.6	-3.5	-3.5	-3.4	-3.4	-3.3	-2.9	-2.5	-2.3	-1.9	-1.4	-1.3	-3.8	-3.9	-3.8	-3.7	-3.7	-3.7	-3.6	-3.4	-3.0	-2.7	-2.4	-1.7	-1.4	-1.4
	Correction for screening/ absorption	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0
	Façade correctoin, dB(A)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
	Track wear correction, dB(A)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
	Lmax for each train, dB(A)					69.4	67.1												66.8	69.8								
	Lmax for all train	69.8																										

Floor 10		Segment (Northbound)													Segment (Southbound)													
		N1	N2	N3	N4	N5	N6	N7	N8	N9	N10	N11	N12	N13	S1	S2	S3	S4	S5	S6	S7	S8	S9	S10	S11	S12	S13	S14
Parameters:																												
	Measured SEL	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9
Leq24	Total number of events	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536
	Horize distance from track to NSR	41.8	42.3	42.6	42.6	42.8	42.4	40.9	35.7	28.9	26.6	19.2	9.4	0.6	44.8	46.8	46.1	46.1	46.4	46.7	45.8	43.2	37.9	32.4	27.9	15.5	6.3	1.5
	track mPD + track head (0.2m)	7.9	8.7	9.9	11.3	12.5	13.1	13.4	13.6	14.0	14.1	13.9	13.6	13.1	8.0	8.4	9.1	10.0	11.2	12.5	13.2	13.5	13.9	14.2	14.1	13.7	13.3	12.9
	ground mPD + floor height	50.3	50.3	50.3	50.3	50.3	50.3	50.3	50.3	50.3	50.3	50.3	50.3	50.3	50.3	50.3	50.3	50.3	50.3	50.3	50.3	50.3	50.3	50.3	50.3	50.3	50.3	50.3
	Vert distance from track to NSR	42.4	41.6	40.4	39.0	37.8	37.2	36.9	36.7	36.3	36.2	36.4	36.7	37.2	42.3	41.9	41.2	40.3	39.1	37.8	37.1	36.8	36.4	36.1	36.2	36.6	37.0	37.4
	Slant distance	59.5	59.3	58.7	57.8	57.1	56.4	55.0	51.2	46.4	44.9	41.1	37.8	37.2	61.6	62.8	61.8	61.2	60.6	60.0	58.9	56.7	52.5	48.5	45.7	39.7	37.5	37.4
	View angle (α)	0.130	0.170	0.286	0.695	1.411	0.900	0.491	0.267	0.156	0.113	0.069	0.030	0.002	0.143	0.173	0.208	0.303	0.599	1.310	0.740	0.417	0.258	0.166	0.111	0.051	0.018	0.004
	View angle (α) (degree)	7.457	9.712	16.396	39.847	80.861	51.584	28.128	15.300	8.934	6.466	3.965	1.709	0.099	8.219	9.899	11.903	17.357	34.337	75.073	42.378	23.879	14.776	9.517	6.357	2.926	1.049	0.230
	View angle (θ)	0.010	0.066	0.165	0.653	0.475	0.506	0.259	0.094	0.044	0.020	0.010	0.004	0.000	0.019	0.025	0.050	0.140	0.449	0.662	0.423	0.158	0.074	0.044	0.025	0.007	0.002	0.000
	View angle (θ) (degree)	0.565	3.760	9.441	37.421	27.206	28.968	14.847	5.396	2.513	1.168	0.548	0.206	0.018	1.086	1.459	2.888	8.000	25.698	37.925	24.252	9.058	4.259	2.539	1.454	0.386	0.126	0.023
	Average Speed	10.0	20.0	50.0	70.0	65.0	50.0	30.0	15.0	10.0	10.0	15.0	20.0	15.0	10.0	10.0	10.0	20.0	50.0	70.0	60.0	40.0	20.0	15.0	10.0	10.0	15.0	10.0
	Corr for no. of event, 10log(N), dB(A)	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3
	Corr for distance, -10log(d/d_{ref}), dB(A)	-3.8	-3.7	-3.7	-3.6	-3.6	-3.5	-3.4	-3.1	-2.7	-2.5	-2.2	-1.8	-1.7	-3.9	-4.0	-3.9	-3.9	-3.8	-3.8	-3.7	-3.6	-3.2	-2.9	-2.6	-2.0	-1.8	-1.7
	Corr for view angle, 10log($\mu\theta$/180-cos2αsinθ)	-39.8	-29.2	-20.7	-7.6	-5.4	-7.1	-14.3	-23.8	-31.7	-37.9	-45.4	-56.9	-92.2	-36.1	-33.2	-28.7	-21.0	-10.4	-4.2	-9.1	-17.8	-25.1	-31.1	-37.0	-49.5	-63.3	-83.9
	Corr for screening/ absorption, dB(A)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, 20log(v/V_{ref}), dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0
	Corr for sound energy spread over 24 hr	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4
	Façade correctoin, dB(A)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
	Track wear correction, dB(A)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
	Leq 24hr for each train, dB(A)					47.6	43.7												40.1	49.2								
	Leq 24hr for all train	52.4																										
Leq0.5	Total number of events	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13
	Corr for no. of event, 10log(N), dB(A)	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1
	Corr for distance, -10log(d/d_{ref}), dB(A)	-3.8	-3.7	-3.7	-3.6	-3.6	-3.5	-3.4	-3.1	-2.7	-2.5	-2.2	-1.8	-1.7	-3.9	-4.0	-3.9	-3.9	-3.8	-3.8	-3.7	-3.6	-3.2	-2.9	-2.6	-2.0	-1.8	-1.7
	Corr for view angle, 10log($\mu\theta$/180-cos2αsinθ)	-39.8	-29.2	-20.7	-7.6	-5.4	-7.1	-14.3	-23.8	-31.7	-37.9	-45.4	-56.9	-92.2	-36.1	-33.2	-28.7	-21.0	-10.4	-4.2	-9.1	-17.8	-25.1	-31.1	-37.0	-49.5	-63.3	-83.9
	Corr for screening/ absorption, dB(A)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0
	Corr for sound energy spread over 24 hr	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6
	Façade correctoin, dB(A)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
	Track wear correction, dB(A)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
	Leq 0.5hr for each train, dB(A)					48.2	44.3												40.7	49.8								
	Leq 0.5hr for all train	53.1																										
Leq0.5	Total number of events	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12
	Corr for no. of event, 10log(N), dB(A)	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8
	Corr for distance, -10log(d/d_{ref}), dB(A)	-3.8	-3.7	-3.7	-3.6	-3.6	-3.5	-3.4	-3.1	-2.7	-2.5	-2.2	-1.8	-1.7	-3.9	-4.0	-3.9	-3.9	-3.8	-3.8	-3.7	-3.6	-3.2	-2.9	-2.6	-2.0	-1.8	-1.7
	Corr for view angle, 10log($\mu\theta$/180-cos2αsinθ)	-39.8	-29.2	-20.7	-7.6	-5.4	-7.1	-14.3	-23.8	-31.7	-37.9	-45.4	-56.9	-92.2	-36.1	-33.2	-28.7	-21.0	-10.4	-4.2	-9.1	-17.8	-25.1	-31.1	-37.0	-49.5	-63.3	-83.9
	Corr for screening/ absorption, dB(A)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0
	Corr for sound energy spread over 24 hr	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6
	Façade correctoin, dB(A)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
	Track wear correction, dB(A)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
	Leq 0.5hr for each train, dB(A)					47.9	44.0												40.4	49.5								
	Leq 0.5hr for all train	52.7																										
Lmax	Measured Lmax	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65

Floor 11		Segment (Northbound)													Segment (Southbound)													
		N1	N2	N3	N4	N5	N6	N7	N8	N9	N10	N11	N12	N13	S1	S2	S3	S4	S5	S6	S7	S8	S9	S10	S11	S12	S13	S14
Parameters:																												
	Measured SEL	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9
Leq24	Total number of events	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536
	Horize distance from track to NSR	41.8	42.3	42.6	42.6	42.8	42.4	40.9	35.7	28.9	26.6	19.2	9.4	0.6	44.8	46.8	46.1	46.1	46.4	46.7	45.8	43.2	37.9	32.4	27.9	15.5	6.3	1.5
	track mPD + track head (0.2m)	7.9	8.7	9.9	11.3	12.5	13.1	13.4	13.6	14.0	14.1	13.9	13.6	13.1	8.0	8.4	9.1	10.0	11.2	12.5	13.2	13.5	13.9	14.2	14.1	13.7	13.3	12.9
	ground mPD + floor height	53.4	53.4	53.4	53.4	53.4	53.4	53.4	53.4	53.4	53.4	53.4	53.4	53.4	53.4	53.4	53.4	53.4	53.4	53.4	53.4	53.4	53.4	53.4	53.4	53.4	53.4	53.4
	Vert distance from track to NSR	45.5	44.7	43.5	42.2	41.0	40.4	40.1	39.8	39.5	39.4	39.5	39.8	40.4	45.4	45.0	44.3	43.4	42.2	40.9	40.2	39.9	39.5	39.3	39.4	39.7	40.2	40.5
	Slant distance	61.8	61.5	60.9	59.9	59.2	58.5	57.2	53.5	48.9	47.5	43.9	40.9	40.4	63.8	64.9	63.9	63.3	62.7	62.1	60.9	58.8	54.8	50.9	48.2	42.6	40.6	40.5
	View angle (α)	0.130	0.170	0.286	0.695	1.411	0.900	0.491	0.267	0.156	0.113	0.069	0.030	0.002	0.143	0.173	0.208	0.303	0.599	1.310	0.740	0.417	0.258	0.166	0.111	0.051	0.018	0.004
	View angle (α) (degree)	7.457	9.712	16.396	39.847	80.861	51.584	28.128	15.300	8.934	6.466	3.965	1.709	0.099	8.219	9.899	11.903	17.357	34.337	75.073	42.378	23.879	14.776	9.517	6.357	2.926	1.049	0.230
	View angle (θ)	0.010	0.066	0.165	0.653	0.475	0.506	0.259	0.094	0.044	0.020	0.010	0.004	0.000	0.019	0.025	0.050	0.140	0.449	0.662	0.423	0.158	0.074	0.044	0.025	0.007	0.002	0.000
	View angle (θ) (degree)	0.565	3.760	9.441	37.421	27.206	28.968	14.847	5.396	2.513	1.168	0.548	0.206	0.018	1.086	1.459	2.888	8.000	25.698	37.925	24.252	9.058	4.259	2.539	1.454	0.386	0.126	0.023
	Average Speed	10.0	20.0	50.0	70.0	65.0	50.0	30.0	15.0	10.0	10.0	15.0	20.0	15.0	10.0	10.0	10.0	20.0	50.0	70.0	60.0	40.0	20.0	15.0	10.0	10.0	15.0	10.0
	Corr for no. of event, 10log(N), dB(A)	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3
	Corr for distance, -10log(d/d_{ref}), dB(A)	-3.9	-3.9	-3.9	-3.8	-3.7	-3.7	-3.6	-3.3	-2.9	-2.8	-2.4	-2.1	-2.1	-4.1	-4.1	-4.1	-4.0	-4.0	-3.9	-3.9	-3.7	-3.4	-3.1	-2.9	-2.3	-2.1	-2.1
	Corr for view angle, 10log($\mu\theta$/180-cos2αsinθ)	-39.8	-29.2	-20.7	-7.6	-5.4	-7.1	-14.3	-23.8	-31.7	-37.9	-45.4	-56.9	-92.2	-36.1	-33.2	-28.7	-21.0	-10.4	-4.2	-9.1	-17.8	-25.1	-31.1	-37.0	-49.5	-63.3	-83.9
	Corr for screening/ absorption, dB(A)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, 20log(v/V_{ref}), dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0
	Corr for sound energy spread over 24 hr	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4
	Façade correctoin, dB(A)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
	Track wear correction, dB(A)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
	Leq 24hr for each train, dB(A)					47.4	43.5												39.9	49.0								
	Leq 24hr for all train	52.2																										
Leq0.5	Total number of events	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13
	Corr for no. of event, 10log(N), dB(A)	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1
	Corr for distance, -10log(d/dref), dB(A)	-3.9	-3.9	-3.9	-3.8	-3.7	-3.7	-3.6	-3.3	-2.9	-2.8	-2.4	-2.1	-2.1	-4.1	-4.1	-4.1	-4.0	-4.0	-3.9	-3.9	-3.7	-3.4	-3.1	-2.9	-2.3	-2.1	-2.1
	Corr for view angle, 10log($\mu\theta$/180-cos2αsinθ)	-39.8	-29.2	-20.7	-7.6	-5.4	-7.1	-14.3	-23.8	-31.7	-37.9	-45.4	-56.9	-92.2	-36.1	-33.2	-28.7	-21.0	-10.4	-4.2	-9.1	-17.8	-25.1	-31.1	-37.0	-49.5	-63.3	-83.9
	Corr for screening/ absorption, dB(A)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0
	Corr for sound energy spread over 24 hr	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6
	Façade correctoin, dB(A)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
	Track wear correction, dB(A)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
	Leq 0.5hr for each train, dB(A)					48.1	44.2												40.6	49.7								
	Leq 0.5hr for all train	52.9																										
Leq0.5	Total number of events	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12
	Corr for no. of event, 10log(N), dB(A)	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8
	Corr for distance, -10log(d/dref), dB(A)	-3.9	-3.9	-3.9	-3.8	-3.7	-3.7	-3.6	-3.3	-2.9	-2.8	-2.4	-2.1	-2.1	-4.1	-4.1	-4.1	-4.0	-4.0	-3.9	-3.9	-3.7	-3.4	-3.1	-2.9	-2.3	-2.1	-2.1
	Corr for view angle, 10log($\mu\theta$/180-cos2αsinθ)	-39.8	-29.2	-20.7	-7.6	-5.4	-7.1	-14.3	-23.8	-31.7	-37.9	-45.4	-56.9	-92.2	-36.1	-33.2	-28.7	-21.0	-10.4	-4.2	-9.1	-17.8	-25.1	-31.1	-37.0	-49.5	-63.3	-83.9
	Corr for screening/ absorption, dB(A)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0
	Corr for sound energy spread over 24 hr	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6
	Façade correctoin, dB(A)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
	Track wear correction, dB(A)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
	Leq 0.5hr for each train, dB(A)					47.7	43.8												40.2	49.4								
	Leq 0.5hr for all train	52.6																										
Lmax	Measured Lmax	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65
	Corr for distance, -10log(d/dref), dB(A)	-3.9	-3.9	-3.9	-3.8	-3.7	-3.7	-3.6	-3.3	-2.9	-2.8	-2.4	-2.1	-2.1	-4.1	-4.1	-4.1	-4.0	-4.0	-3.9	-3.9	-3.7	-3.4	-3.1	-2.9	-2.3	-2.1	-2.1
	Correction for screening/ absorption	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0
	Façade correctoin, dB(A)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
	Track wear correction, dB(A)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
	Lmax for each train, dB(A)					69.0	66.8												66.5	69.5								
	Lmax for all train	69.5																										

Floor 12		Segment (Northbound)													Segment (Southbound)													
		N1	N2	N3	N4	N5	N6	N7	N8	N9	N10	N11	N12	N13	S1	S2	S3	S4	S5	S6	S7	S8	S9	S10	S11	S12	S13	S14
Parameters:																												
	Measured SEL	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9
Leq24	Total number of events	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536
	Horize distance from track to NSR	41.8	42.3	42.6	42.6	42.8	42.4	40.9	35.7	28.9	26.6	19.2	9.4	0.6	44.8	46.8	46.1	46.1	46.4	46.7	45.8	43.2	37.9	32.4	27.9	15.5	6.3	1.5
	track mPD + track head (0.2m)	7.9	8.7	9.9	11.3	12.5	13.1	13.4	13.6	14.0	14.1	13.9	13.6	13.1	8.0	8.4	9.1	10.0	11.2	12.5	13.2	13.5	13.9	14.2	14.1	13.7	13.3	12.9
	ground mPD + floor height	56.6	56.6	56.6	56.6	56.6	56.6	56.6	56.6	56.6	56.6	56.6	56.6	56.6	56.6	56.6	56.6	56.6	56.6	56.6	56.6	56.6	56.6	56.6	56.6	56.6	56.6	56.6
	Vert distance from track to NSR	48.7	47.9	46.7	45.3	44.1	43.5	43.2	43.0	42.6	42.5	42.7	43.0	43.5	48.6	48.2	47.5	46.6	45.4	44.1	43.4	43.1	42.7	42.4	42.5	42.9	43.3	43.7
	Slant distance	64.1	63.9	63.2	62.2	61.4	60.7	59.5	55.9	51.5	50.1	46.8	44.0	43.5	66.0	67.2	66.1	65.5	64.9	64.2	63.0	61.0	57.1	53.4	50.8	45.6	43.8	43.7
	View angle (α)	0.130	0.170	0.286	0.695	1.411	0.900	0.491	0.267	0.156	0.113	0.069	0.030	0.002	0.143	0.173	0.208	0.303	0.599	1.310	0.740	0.417	0.258	0.166	0.111	0.051	0.018	0.004
	View angle (α) (degree)	7.457	9.712	16.396	39.847	80.861	51.584	28.128	15.300	8.934	6.466	3.965	1.709	0.099	8.219	9.899	11.903	17.357	34.337	75.073	42.378	23.879	14.776	9.517	6.357	2.926	1.049	0.230
	View angle (θ)	0.010	0.066	0.165	0.653	0.475	0.506	0.259	0.094	0.044	0.020	0.010	0.004	0.000	0.019	0.025	0.050	0.140	0.449	0.662	0.423	0.158	0.074	0.044	0.025	0.007	0.002	0.000
	View angle (θ) (degree)	0.565	3.760	9.441	37.421	27.206	28.968	14.847	5.396	2.513	1.168	0.548	0.206	0.018	1.086	1.459	2.888	8.000	25.698	37.925	24.252	9.058	4.259	2.539	1.454	0.386	0.126	0.023
	Average Speed	10.0	20.0	50.0	70.0	65.0	50.0	30.0	15.0	10.0	10.0	15.0	20.0	15.0	10.0	10.0	10.0	20.0	50.0	70.0	60.0	40.0	20.0	15.0	10.0	10.0	15.0	10.0
	Corr for no. of event, 10log(N), dB(A)	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3
	Corr for distance, -10log(d/d_{ref}), dB(A)	-4.1	-4.1	-4.0	-4.0	-3.9	-3.9	-3.8	-3.5	-3.1	-3.0	-2.7	-2.5	-2.4	-4.2	-4.3	-4.2	-4.2	-4.1	-4.1	-4.0	-3.9	-3.6	-3.3	-3.1	-2.6	-2.4	-2.4
	Corr for view angle, 10log($\mu\theta$/180-cos2αsinθ)	-39.8	-29.2	-20.7	-7.6	-5.4	-7.1	-14.3	-23.8	-31.7	-37.9	-45.4	-56.9	-92.2	-36.1	-33.2	-28.7	-21.0	-10.4	-4.2	-9.1	-17.8	-25.1	-31.1	-37.0	-49.5	-63.3	-83.9
	Corr for screening/ absorption, dB(A)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, 20log(v/V_{ref}), dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0
	Corr for sound energy spread over 24 hr	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4
	Façade correctoin, dB(A)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
	Track wear correction, dB(A)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
	Leq 24hr for each train, dB(A)					47.3	43.3												39.8	48.9								
	Leq 24hr for all train	52.1																										
Leq0.5	Total number of events	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13
	Corr for no. of event, 10log(N), dB(A)	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1
	Corr for distance, -10log(d/dref), dB(A)	-4.1	-4.1	-4.0	-4.0	-3.9	-3.9	-3.8	-3.5	-3.1	-3.0	-2.7	-2.5	-2.4	-4.2	-4.3	-4.2	-4.2	-4.1	-4.1	-4.0	-3.9	-3.6	-3.3	-3.1	-2.6	-2.4	-2.4
	Corr for view angle, 10log($\mu\theta$/180-cos2αsinθ)	-39.8	-29.2	-20.7	-7.6	-5.4	-7.1	-14.3	-23.8	-31.7	-37.9	-45.4	-56.9	-92.2	-36.1	-33.2	-28.7	-21.0	-10.4	-4.2	-9.1	-17.8	-25.1	-31.1	-37.0	-49.5	-63.3	-83.9
	Corr for screening/ absorption, dB(A)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0
	Corr for sound energy spread over 24 hr	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6
	Façade correctoin, dB(A)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
	Track wear correction, dB(A)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
	Leq 0.5hr for each train, dB(A)					47.9	44.0												40.4	49.6								
	Leq 0.5hr for all train	52.7																										
Leq0.5	Total number of events	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12
	Corr for no. of event, 10log(N), dB(A)	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8
	Corr for distance, -10log(d/dref), dB(A)	-4.1	-4.1	-4.0	-4.0	-3.9	-3.9	-3.8	-3.5	-3.1	-3.0	-2.7	-2.5	-2.4	-4.2	-4.3	-4.2	-4.2	-4.1	-4.1	-4.0	-3.9	-3.6	-3.3	-3.1	-2.6	-2.4	-2.4
	Corr for view angle, 10log($\mu\theta$/180-cos2αsinθ)	-39.8	-29.2	-20.7	-7.6	-5.4	-7.1	-14.3	-23.8	-31.7	-37.9	-45.4	-56.9	-92.2	-36.1	-33.2	-28.7	-21.0	-10.4	-4.2	-9.1	-17.8	-25.1	-31.1	-37.0	-49.5	-63.3	-83.9
	Corr for screening/ absorption, dB(A)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0
	Corr for sound energy spread over 24 hr	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6
	Façade correctoin, dB(A)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
	Track wear correction, dB(A)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
	Leq 0.5hr for each train, dB(A)					47.6	43.6												40.1	49.2								
	Leq 0.5hr for all train	52.4																										
Lmax	Measured Lmax	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65

Floor 13		Segment (Northbound)													Segment (Southbound)													
		N1	N2	N3	N4	N5	N6	N7	N8	N9	N10	N11	N12	N13	S1	S2	S3	S4	S5	S6	S7	S8	S9	S10	S11	S12	S13	S14
Parameters:																												
	Measured SEL	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9
Leq24	Total number of events	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536
	Horize distance from track to NSR	41.8	42.3	42.6	42.6	42.8	42.4	40.9	35.7	28.9	26.6	19.2	9.4	0.6	44.8	46.8	46.1	46.1	46.4	46.7	45.8	43.2	37.9	32.4	27.9	15.5	6.3	1.5
	track mPD + track head (0.2m)	7.9	8.7	9.9	11.3	12.5	13.1	13.4	13.6	14.0	14.1	13.9	13.6	13.1	8.0	8.4	9.1	10.0	11.2	12.5	13.2	13.5	13.9	14.2	14.1	13.7	13.3	12.9
	ground mPD + floor height	59.7	59.7	59.7	59.7	59.7	59.7	59.7	59.7	59.7	59.7	59.7	59.7	59.7	59.7	59.7	59.7	59.7	59.7	59.7	59.7	59.7	59.7	59.7	59.7	59.7	59.7	59.7
	Vert distance from track to NSR	51.8	51.0	49.8	48.5	47.3	46.7	46.4	46.1	45.8	45.7	45.8	46.1	46.7	51.7	51.3	50.6	49.7	48.5	47.2	46.5	46.2	45.8	45.6	45.7	46.0	46.5	46.8
	Slant distance	66.6	66.2	65.5	64.5	63.7	63.0	61.8	58.3	54.1	52.8	49.7	47.1	46.7	68.4	69.5	68.4	67.8	67.1	66.4	65.2	63.3	59.5	55.9	53.5	48.5	46.9	46.8
	View angle (α)	0.130	0.170	0.286	0.695	1.411	0.900	0.491	0.267	0.156	0.113	0.069	0.030	0.002	0.143	0.173	0.208	0.303	0.599	1.310	0.740	0.417	0.258	0.166	0.111	0.051	0.018	0.004
	View angle (α) (degree)	7.457	9.712	16.396	39.847	80.861	51.584	28.128	15.300	8.934	6.466	3.965	1.709	0.099	8.219	9.899	11.903	17.357	34.337	75.073	42.378	23.879	14.776	9.517	6.357	2.926	1.049	0.230
	View angle (θ)	0.010	0.066	0.165	0.653	0.475	0.506	0.259	0.094	0.044	0.020	0.010	0.004	0.000	0.019	0.025	0.050	0.140	0.449	0.662	0.423	0.158	0.074	0.044	0.025	0.007	0.002	0.000
	View angle (θ) (degree)	0.565	3.760	9.441	37.421	27.206	28.968	14.847	5.396	2.513	1.168	0.548	0.206	0.018	1.086	1.459	2.888	8.000	25.698	37.925	24.252	9.058	4.259	2.539	1.454	0.386	0.126	0.023
	Average Speed	10.0	20.0	50.0	70.0	65.0	50.0	30.0	15.0	10.0	10.0	15.0	20.0	15.0	10.0	10.0	10.0	20.0	50.0	70.0	60.0	40.0	20.0	15.0	10.0	10.0	15.0	10.0
	Corr for no. of event, 10log(N), dB(A)	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3
	Corr for distance, -10log(d/d_{ref}), dB(A)	-4.3	-4.2	-4.2	-4.1	-4.1	-4.0	-3.9	-3.7	-3.4	-3.2	-3.0	-2.7	-2.7	-4.4	-4.4	-4.4	-4.3	-4.3	-4.2	-4.2	-4.0	-3.8	-3.5	-3.3	-2.9	-2.7	-2.7
	Corr for view angle, 10log($\mu\theta$/180-cos2αsinθ)	-39.8	-29.2	-20.7	-7.6	-5.4	-7.1	-14.3	-23.8	-31.7	-37.9	-45.4	-56.9	-92.2	-36.1	-33.2	-28.7	-21.0	-10.4	-4.2	-9.1	-17.8	-25.1	-31.1	-37.0	-49.5	-63.3	-83.9
	Corr for screening/ absorption, dB(A)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, 20log(v/V_{ref}), dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0
	Corr for sound energy spread over 24 hr	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4
	Façade correctoin, dB(A)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
	Track wear correction, dB(A)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
	Leq 24hr for each train, dB(A)					47.1	43.2												39.6	48.7								
	Leq 24hr for all train	51.9																										
Leq0.5	Total number of events	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13
	Corr for no. of event, 10log(N), dB(A)	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1
	Corr for distance, -10log(d/dref), dB(A)	-4.3	-4.2	-4.2	-4.1	-4.1	-4.0	-3.9	-3.7	-3.4	-3.2	-3.0	-2.7	-2.7	-4.4	-4.4	-4.4	-4.3	-4.3	-4.2	-4.2	-4.0	-3.8	-3.5	-3.3	-2.9	-2.7	-2.7
	Corr for view angle, 10log($\mu\theta$/180-cos2αsinθ)	-39.8	-29.2	-20.7	-7.6	-5.4	-7.1	-14.3	-23.8	-31.7	-37.9	-45.4	-56.9	-92.2	-36.1	-33.2	-28.7	-21.0	-10.4	-4.2	-9.1	-17.8	-25.1	-31.1	-37.0	-49.5	-63.3	-83.9
	Corr for screening/ absorption, dB(A)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0
	Corr for sound energy spread over 24 hr	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6
	Façade correctoin, dB(A)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
	Track wear correction, dB(A)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
	Leq 0.5hr for each train, dB(A)					47.8	43.8												40.3	49.4								
	Leq 0.5hr for all train	52.6																										
Leq0.5	Total number of events	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12
	Corr for no. of event, 10log(N), dB(A)	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8
	Corr for distance, -10log(d/dref), dB(A)	-4.3	-4.2	-4.2	-4.1	-4.1	-4.0	-3.9	-3.7	-3.4	-3.2	-3.0	-2.7	-2.7	-4.4	-4.4	-4.4	-4.3	-4.3	-4.2	-4.2	-4.0	-3.8	-3.5	-3.3	-2.9	-2.7	-2.7
	Corr for view angle, 10log($\mu\theta$/180-cos2αsinθ)	-39.8	-29.2	-20.7	-7.6	-5.4	-7.1	-14.3	-23.8	-31.7	-37.9	-45.4	-56.9	-92.2	-36.1	-33.2	-28.7	-21.0	-10.4	-4.2	-9.1	-17.8	-25.1	-31.1	-37.0	-49.5	-63.3	-83.9
	Corr for screening/ absorption, dB(A)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0
	Corr for sound energy spread over 24 hr	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6
	Façade correctoin, dB(A)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
	Track wear correction, dB(A)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
	Leq 0.5hr for each train, dB(A)					47.4	43.5												40.0	49.1								
	Leq 0.5hr for all train	52.2																										
Lmax	Measured Lmax	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65
	Corr for distance, -10log(d/dref), dB(A)	-4.3	-4.2	-4.2	-4.1	-4.1	-4.0	-3.9	-3.7	-3.4	-3.2	-3.0	-2.7	-2.7	-4.4	-4.4	-4.4	-4.3	-4.3	-4.2	-4.2	-4.0	-3.8	-3.5	-3.3	-2.9	-2.7	-2.7
	Correction for screening/ absorption	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0
	Façade correctoin, dB(A)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
	Track wear correction, dB(A)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
	Lmax for each train, dB(A)					68.7	66.5												66.2	69.2								
	Lmax for all train	69.2																										

Floor 14		Segment (Northbound)													Segment (Southbound)													
		N1	N2	N3	N4	N5	N6	N7	N8	N9	N10	N11	N12	N13	S1	S2	S3	S4	S5	S6	S7	S8	S9	S10	S11	S12	S13	S14
Parameters:																												
	Measured SEL	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9
Leq24	Total number of events	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536
	Horize distance from track to NSR	41.8	42.3	42.6	42.6	42.8	42.4	40.9	35.7	28.9	26.6	19.2	9.4	0.6	44.8	46.8	46.1	46.1	46.4	46.7	45.8	43.2	37.9	32.4	27.9	15.5	6.3	1.5
	track mPD + track head (0.2m)	7.9	8.7	9.9	11.3	12.5	13.1	13.4	13.6	14.0	14.1	13.9	13.6	13.1	8.0	8.4	9.1	10.0	11.2	12.5	13.2	13.5	13.9	14.2	14.1	13.7	13.3	12.9
	ground mPD + floor height	62.9	62.9	62.9	62.9	62.9	62.9	62.9	62.9	62.9	62.9	62.9	62.9	62.9	62.9	62.9	62.9	62.9	62.9	62.9	62.9	62.9	62.9	62.9	62.9	62.9	62.9	62.9
	Vert distance from track to NSR	55.0	54.2	53.0	51.6	50.4	49.8	49.5	49.3	48.9	48.8	49.0	49.3	49.8	54.9	54.5	53.8	52.9	51.7	50.4	49.7	49.4	49.0	48.7	48.8	49.2	49.6	50.0
	Slant distance	69.0	68.7	67.9	66.9	66.1	65.4	64.2	60.8	56.8	55.6	52.6	50.1	49.8	70.8	71.8	70.8	70.1	69.4	68.7	67.5	65.6	61.9	58.5	56.2	51.5	50.0	50.0
	View angle (α)	0.130	0.170	0.286	0.695	1.411	0.900	0.491	0.267	0.156	0.113	0.069	0.030	0.002	0.143	0.173	0.208	0.303	0.599	1.310	0.740	0.417	0.258	0.166	0.111	0.051	0.018	0.004
	View angle (α) (degree)	7.457	9.712	16.396	39.847	80.861	51.584	28.128	15.300	8.934	6.466	3.965	1.709	0.099	8.219	9.899	11.903	17.357	34.337	75.073	42.378	23.879	14.776	9.517	6.357	2.926	1.049	0.230
	View angle (θ)	0.010	0.066	0.165	0.653	0.475	0.506	0.259	0.094	0.044	0.020	0.010	0.004	0.000	0.019	0.025	0.050	0.140	0.449	0.662	0.423	0.158	0.074	0.044	0.025	0.007	0.002	0.000
	View angle (θ) (degree)	0.565	3.760	9.441	37.421	27.206	28.968	14.847	5.396	2.513	1.168	0.548	0.206	0.018	1.086	1.459	2.888	8.000	25.698	37.925	24.252	9.058	4.259	2.539	1.454	0.386	0.126	0.023
	Average Speed	10.0	20.0	50.0	70.0	65.0	50.0	30.0	15.0	10.0	10.0	15.0	20.0	15.0	10.0	10.0	10.0	20.0	50.0	70.0	60.0	40.0	20.0	15.0	10.0	10.0	15.0	10.0
	Corr for no. of event, 10log(N), dB(A)	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3
	Corr for distance, -10log(d/d_{ref}), dB(A)	-4.4	-4.4	-4.3	-4.3	-4.2	-4.2	-4.1	-3.9	-3.6	-3.5	-3.2	-3.0	-3.0	-4.5	-4.6	-4.5	-4.5	-4.4	-4.4	-4.3	-4.2	-3.9	-3.7	-3.5	-3.1	-3.0	-3.0
	Corr for view angle, 10log($\mu\theta$/180-cos2αsinθ)	-39.8	-29.2	-20.7	-7.6	-5.4	-7.1	-14.3	-23.8	-31.7	-37.9	-45.4	-56.9	-92.2	-36.1	-33.2	-28.7	-21.0	-10.4	-4.2	-9.1	-17.8	-25.1	-31.1	-37.0	-49.5	-63.3	-83.9
	Corr for screening/ absorption, dB(A)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, 20log(v/V_{ref}), dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0
	Corr for sound energy spread over 24 hr	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4
	Façade correctoin, dB(A)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
	Track wear correction, dB(A)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
	Leq 24hr for each train, dB(A)					46.9	43.0												39.5	48.6								
	Leq 24hr for all train	51.8																										
Leq0.5	Total number of events	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13
	Corr for no. of event, 10log(N), dB(A)	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1
	Corr for distance, -10log(d/dref), dB(A)	-4.4	-4.4	-4.3	-4.3	-4.2	-4.2	-4.1	-3.9	-3.6	-3.5	-3.2	-3.0	-3.0	-4.5	-4.6	-4.5	-4.5	-4.4	-4.4	-4.3	-4.2	-3.9	-3.7	-3.5	-3.1	-3.0	-3.0
	Corr for view angle, 10log($\mu\theta$/180-cos2αsinθ)	-39.8	-29.2	-20.7	-7.6	-5.4	-7.1	-14.3	-23.8	-31.7	-37.9	-45.4	-56.9	-92.2	-36.1	-33.2	-28.7	-21.0	-10.4	-4.2	-9.1	-17.8	-25.1	-31.1	-37.0	-49.5	-63.3	-83.9
	Corr for screening/ absorption, dB(A)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0
	Corr for sound energy spread over 24 hr	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6
	Façade correctoin, dB(A)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
	Track wear correction, dB(A)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
	Leq 0.5hr for each train, dB(A)					47.6	43.7												40.2	49.3								
	Leq 0.5hr for all train	52.4																										
Leq0.5	Total number of events	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12
	Corr for no. of event, 10log(N), dB(A)	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8
	Corr for distance, -10log(d/dref), dB(A)	-4.4	-4.4	-4.3	-4.3	-4.2	-4.2	-4.1	-3.9	-3.6	-3.5	-3.2	-3.0	-3.0	-4.5	-4.6	-4.5	-4.5	-4.4	-4.4	-4.3	-4.2	-3.9	-3.7	-3.5	-3.1	-3.0	-3.0
	Corr for view angle, 10log($\mu\theta$/180-cos2αsinθ)	-39.8	-29.2	-20.7	-7.6	-5.4	-7.1	-14.3	-23.8	-31.7	-37.9	-45.4	-56.9	-92.2	-36.1	-33.2	-28.7	-21.0	-10.4	-4.2	-9.1	-17.8	-25.1	-31.1	-37.0	-49.5	-63.3	-83.9
	Corr for screening/ absorption, dB(A)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0
	Corr for sound energy spread over 24 hr	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6
	Façade correctoin, dB(A)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
	Track wear correction, dB(A)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
	Leq 0.5hr for each train, dB(A)					47.2	43.3												39.8	48.9								
	Leq 0.5hr for all train	52.1																										
Lmax	Measured Lmax	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65

Floor 15		Segment (Northbound)													Segment (Southbound)													
		N1	N2	N3	N4	N5	N6	N7	N8	N9	N10	N11	N12	N13	S1	S2	S3	S4	S5	S6	S7	S8	S9	S10	S11	S12	S13	S14
Parameters:																												
	Measured SEL	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9
Leq24	Total number of events	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536
	Horize distance from track to NSR	41.8	42.3	42.6	42.6	42.8	42.4	40.9	35.7	28.9	26.6	19.2	9.4	0.6	44.8	46.8	46.1	46.1	46.4	46.7	45.8	43.2	37.9	32.4	27.9	15.5	6.3	1.5
	track mPD + track head (0.2m)	7.9	8.7	9.9	11.3	12.5	13.1	13.4	13.6	14.0	14.1	13.9	13.6	13.1	8.0	8.4	9.1	10.0	11.2	12.5	13.2	13.5	13.9	14.2	14.1	13.7	13.3	12.9
	ground mPD + floor height	66.0	66.0	66.0	66.0	66.0	66.0	66.0	66.0	66.0	66.0	66.0	66.0	66.0	66.0	66.0	66.0	66.0	66.0	66.0	66.0	66.0	66.0	66.0	66.0	66.0	66.0	66.0
	Vert distance from track to NSR	58.1	57.3	56.1	54.8	53.6	53.0	52.7	52.4	52.1	52.0	52.1	52.4	53.0	58.0	57.6	56.9	56.0	54.8	53.5	52.8	52.5	52.1	51.9	52.0	52.3	52.8	53.1
	Slant distance	71.6	71.2	70.4	69.4	68.5	67.8	66.6	63.4	59.6	58.4	55.5	53.2	53.0	73.3	74.2	73.2	72.5	71.8	71.0	69.9	68.0	64.4	61.2	59.0	54.5	53.1	53.1
	View angle (α)	0.130	0.170	0.286	0.695	1.411	0.900	0.491	0.267	0.156	0.113	0.069	0.030	0.002	0.143	0.173	0.208	0.303	0.599	1.310	0.740	0.417	0.258	0.166	0.111	0.051	0.018	0.004
	View angle (α) (degree)	7.457	9.712	16.396	39.847	80.861	51.584	28.128	15.300	8.934	6.466	3.965	1.709	0.099	8.219	9.899	11.903	17.357	34.337	75.073	42.378	23.879	14.776	9.517	6.357	2.926	1.049	0.230
	View angle (θ)	0.010	0.066	0.165	0.653	0.475	0.506	0.259	0.094	0.044	0.020	0.010	0.004	0.000	0.019	0.025	0.050	0.140	0.449	0.662	0.423	0.158	0.074	0.044	0.025	0.007	0.002	0.000
	View angle (θ) (degree)	0.565	3.760	9.441	37.421	27.206	28.968	14.847	5.396	2.513	1.168	0.548	0.206	0.018	1.086	1.459	2.888	8.000	25.698	37.925	24.252	9.058	4.259	2.539	1.454	0.386	0.126	0.023
	Average Speed	10.0	20.0	50.0	70.0	65.0	50.0	30.0	15.0	10.0	10.0	15.0	20.0	15.0	10.0	10.0	10.0	20.0	50.0	70.0	60.0	40.0	20.0	15.0	10.0	10.0	15.0	10.0
	Corr for no. of event, 10log(N), dB(A)	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3
	Corr for distance, -10log(d/d_{ref}), dB(A)	-4.6	-4.5	-4.5	-4.4	-4.4	-4.3	-4.3	-4.0	-3.8	-3.7	-3.5	-3.3	-3.3	-4.7	-4.7	-4.7	-4.6	-4.6	-4.5	-4.5	-4.3	-4.1	-3.9	-3.7	-3.4	-3.3	-3.3
	Corr for view angle, 10log($\mu\theta$/180-cos2αsinθ)	-39.8	-29.2	-20.7	-7.6	-5.4	-7.1	-14.3	-23.8	-31.7	-37.9	-45.4	-56.9	-92.2	-36.1	-33.2	-28.7	-21.0	-10.4	-4.2	-9.1	-17.8	-25.1	-31.1	-37.0	-49.5	-63.3	-83.9
	Corr for screening/ absorption, dB(A)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, 20log(v/V_{ref}), dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0
	Corr for sound energy spread over 24 hr	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4
	Façade correctoin, dB(A)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
	Track wear correction, dB(A)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
	Leq 24hr for each train, dB(A)					46.8	42.9												39.3	48.5								
	Leq 24hr for all train	51.6																										
Leq0.5	Total number of events	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13
	Corr for no. of event, 10log(N), dB(A)	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1
	Corr for distance, -10log(d/d_{ref}), dB(A)	-4.6	-4.5	-4.5	-4.4	-4.4	-4.3	-4.3	-4.0	-3.8	-3.7	-3.5	-3.3	-3.3	-4.7	-4.7	-4.7	-4.6	-4.6	-4.5	-4.5	-4.3	-4.1	-3.9	-3.7	-3.4	-3.3	-3.3
	Corr for view angle, 10log($\mu\theta$/180-cos2αsinθ)	-39.8	-29.2	-20.7	-7.6	-5.4	-7.1	-14.3	-23.8	-31.7	-37.9	-45.4	-56.9	-92.2	-36.1	-33.2	-28.7	-21.0	-10.4	-4.2	-9.1	-17.8	-25.1	-31.1	-37.0	-49.5	-63.3	-83.9
	Corr for screening/ absorption, dB(A)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0
	Corr for sound energy spread over 24 hr	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6
	Façade correctoin, dB(A)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
	Track wear correction, dB(A)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
	Leq 0.5hr for each train, dB(A)					47.4	43.5												40.0	49.1								
	Leq 0.5hr for all train	52.3																										
Leq0.5	Total number of events	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12
	Corr for no. of event, 10log(N), dB(A)	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8
	Corr for distance, -10log(d/d_{ref}), dB(A)	-4.6	-4.5	-4.5	-4.4	-4.4	-4.3	-4.3	-4.0	-3.8	-3.7	-3.5	-3.3	-3.3	-4.7	-4.7	-4.7	-4.6	-4.6	-4.5	-4.5	-4.3	-4.1	-3.9	-3.7	-3.4	-3.3	-3.3
	Corr for view angle, 10log($\mu\theta$/180-cos2αsinθ)	-39.8	-29.2	-20.7	-7.6	-5.4	-7.1	-14.3	-23.8	-31.7	-37.9	-45.4	-56.9	-92.2	-36.1	-33.2	-28.7	-21.0	-10.4	-4.2	-9.1	-17.8	-25.1	-31.1	-37.0	-49.5	-63.3	-83.9
	Corr for screening/ absorption, dB(A)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0
	Corr for sound energy spread over 24 hr	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6
	Façade correctoin, dB(A)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
	Track wear correction, dB(A)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
	Leq 0.5hr for each train, dB(A)					47.1	43.2												39.7	48.8								
	Leq 0.5hr for all train	51.9																										
Lmax	Measured Lmax	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65
	Corr for distance, -10log(d/dref), dB(A)	-4.6	-4.5	-4.5	-4.4	-4.4	-4.3	-4.3	-4.0	-3.8	-3.7	-3.5	-3.3	-3.3	-4.7	-4.7	-4.7	-4.6	-4.6	-4.5	-4.5	-4.3	-4.1	-3.9	-3.7	-3.4	-3.3	-3.3
	Correction for screening/ absorption	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0
	Façade correctoin, dB(A)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
	Track wear correction, dB(A)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
	Lmax for each train, dB(A)					68.4	66.2												65.9	68.9								
	Lmax for all train	68.9																										

Floor 16		Segment (Northbound)													Segment (Southbound)													
		N1	N2	N3	N4	N5	N6	N7	N8	N9	N10	N11	N12	N13	S1	S2	S3	S4	S5	S6	S7	S8	S9	S10	S11	S12	S13	S14
Parameters:																												
	Measured SEL	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9
Leq24	Total number of events	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536
	Horize distance from track to NSR	41.8	42.3	42.6	42.6	42.8	42.4	40.9	35.7	28.9	26.6	19.2	9.4	0.6	44.8	46.8	46.1	46.1	46.4	46.7	45.8	43.2	37.9	32.4	27.9	15.5	6.3	1.5
	track mPD + track head (0.2m)	7.9	8.7	9.9	11.3	12.5	13.1	13.4	13.6	14.0	14.1	13.9	13.6	13.1	8.0	8.4	9.1	10.0	11.2	12.5	13.2	13.5	13.9	14.2	14.1	13.7	13.3	12.9
	ground mPD + floor height	69.2	69.2	69.2	69.2	69.2	69.2	69.2	69.2	69.2	69.2	69.2	69.2	69.2	69.2	69.2	69.2	69.2	69.2	69.2	69.2	69.2	69.2	69.2	69.2	69.2	69.2	69.2
	Vert distance from track to NSR	61.3	60.5	59.3	57.9	56.7	56.1	55.8	55.6	55.2	55.1	55.3	55.6	56.1	61.2	60.8	60.1	59.2	58.0	56.7	56.0	55.7	55.3	55.0	55.1	55.5	55.9	56.3
	Slant distance	74.1	73.8	73.0	71.9	71.0	70.3	69.2	66.0	62.3	61.2	58.5	56.3	56.1	75.8	76.7	75.7	75.0	74.2	73.4	72.3	70.5	67.0	63.8	61.8	57.6	56.3	56.3
	View angle (α)	0.130	0.170	0.286	0.695	1.411	0.900	0.491	0.267	0.156	0.113	0.069	0.030	0.002	0.143	0.173	0.208	0.303	0.599	1.310	0.740	0.417	0.258	0.166	0.111	0.051	0.018	0.004
	View angle (α) (degree)	7.457	9.712	16.396	39.847	80.861	51.584	28.128	15.300	8.934	6.466	3.965	1.709	0.099	8.219	9.899	11.903	17.357	34.337	75.073	42.378	23.879	14.776	9.517	6.357	2.926	1.049	0.230
	View angle (θ)	0.010	0.066	0.165	0.653	0.475	0.506	0.259	0.094	0.044	0.020	0.010	0.004	0.000	0.019	0.025	0.050	0.140	0.449	0.662	0.423	0.158	0.074	0.044	0.025	0.007	0.002	0.000
	View angle (θ) (degree)	0.565	3.760	9.441	37.421	27.206	28.968	14.847	5.396	2.513	1.168	0.548	0.206	0.018	1.086	1.459	2.888	8.000	25.698	37.925	24.252	9.058	4.259	2.539	1.454	0.386	0.126	0.023
	Average Speed	10.0	20.0	50.0	70.0	65.0	50.0	30.0	15.0	10.0	10.0	15.0	20.0	15.0	10.0	10.0	10.0	20.0	50.0	70.0	60.0	40.0	20.0	15.0	10.0	10.0	15.0	10.0
	Corr for no. of event, 10log(N), dB(A)	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3
	Corr for distance, -10log(d/d_{ref}), dB(A)	-4.7	-4.7	-4.7	-4.6	-4.5	-4.5	-4.4	-4.2	-4.0	-3.9	-3.7	-3.5	-3.5	-4.8	-4.9	-4.8	-4.8	-4.7	-4.7	-4.6	-4.5	-4.3	-4.1	-3.9	-3.6	-3.5	-3.5
	Corr for view angle, 10log($\mu\theta$/180-cos2αsinθ)	-39.8	-29.2	-20.7	-7.6	-5.4	-7.1	-14.3	-23.8	-31.7	-37.9	-45.4	-56.9	-92.2	-36.1	-33.2	-28.7	-21.0	-10.4	-4.2	-9.1	-17.8	-25.1	-31.1	-37.0	-49.5	-63.3	-83.9
	Corr for screening/ absorption, dB(A)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, 20log(v/V_{ref}), dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0
	Corr for sound energy spread over 24 hr	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4
	Façade correctoin, dB(A)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
	Track wear correction, dB(A)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
	Leq 24hr for each train, dB(A)					46.6	42.7												39.2	48.3								
	Leq 24hr for all train	51.5																										
Leq0.5	Total number of events	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13
	Corr for no. of event, 10log(N), dB(A)	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1
	Corr for distance, -10log(d/d_{ref}), dB(A)	-4.7	-4.7	-4.7	-4.6	-4.5	-4.5	-4.4	-4.2	-4.0	-3.9	-3.7	-3.5	-3.5	-4.8	-4.9	-4.8	-4.8	-4.7	-4.7	-4.6	-4.5	-4.3	-4.1	-3.9	-3.6	-3.5	-3.5
	Corr for view angle, 10log($\mu\theta$/180-cos2αsinθ)	-39.8	-29.2	-20.7	-7.6	-5.4	-7.1	-14.3	-23.8	-31.7	-37.9	-45.4	-56.9	-92.2	-36.1	-33.2	-28.7	-21.0	-10.4	-4.2	-9.1	-17.8	-25.1	-31.1	-37.0	-49.5	-63.3	-83.9
	Corr for screening/ absorption, dB(A)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0
	Corr for sound energy spread over 24 hr	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6
	Façade correctoin, dB(A)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
	Track wear correction, dB(A)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
	Leq 0.5hr for each train, dB(A)					47.3	43.4												39.9	49.0								
	Leq 0.5hr for all train	52.1																										
Leq0.5	Total number of events	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12
	Corr for no. of event, 10log(N), dB(A)	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8
	Corr for distance, -10log(d/d_{ref}), dB(A)	-4.7	-4.7	-4.7	-4.6	-4.5	-4.5	-4.4	-4.2	-4.0	-3.9	-3.7	-3.5	-3.5	-4.8	-4.9	-4.8	-4.8	-4.7	-4.7	-4.6	-4.5	-4.3	-4.1	-3.9	-3.6	-3.5	-3.5
	Corr for view angle, 10log($\mu\theta$/180-cos2αsinθ)	-39.8	-29.2	-20.7	-7.6	-5.4	-7.1	-14.3	-23.8	-31.7	-37.9	-45.4	-56.9	-92.2	-36.1	-33.2	-28.7	-21.0	-10.4	-4.2	-9.1	-17.8	-25.1	-31.1	-37.0	-49.5	-63.3	-83.9
	Corr for screening/ absorption, dB(A)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0
	Corr for sound energy spread over 24 hr	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6
	Façade correctoin, dB(A)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
	Track wear correction, dB(A)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
	Leq 0.5hr for each train, dB(A)					46.9	43.0												39.5	48.6								
	Leq 0.5hr for all train	51.8																										
Lmax	Measured Lmax	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65

Floor 17		Segment (Northbound)													Segment (Southbound)													
		N1	N2	N3	N4	N5	N6	N7	N8	N9	N10	N11	N12	N13	S1	S2	S3	S4	S5	S6	S7	S8	S9	S10	S11	S12	S13	S14
Parameters:																												
	Measured SEL	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9
Leq24	Total number of events	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536
	Horize distance from track to NSR	41.8	42.3	42.6	42.6	42.8	42.4	40.9	35.7	28.9	26.6	19.2	9.4	0.6	44.8	46.8	46.1	46.1	46.4	46.7	45.8	43.2	37.9	32.4	27.9	15.5	6.3	1.5
	track mPD + track head (0.2m)	7.9	8.7	9.9	11.3	12.5	13.1	13.4	13.6	14.0	14.1	13.9	13.6	13.1	8.0	8.4	9.1	10.0	11.2	12.5	13.2	13.5	13.9	14.2	14.1	13.7	13.3	12.9
	ground mPD + floor height	72.3	72.3	72.3	72.3	72.3	72.3	72.3	72.3	72.3	72.3	72.3	72.3	72.3	72.3	72.3	72.3	72.3	72.3	72.3	72.3	72.3	72.3	72.3	72.3	72.3	72.3	72.3
	Vert distance from track to NSR	64.4	63.6	62.4	61.1	59.9	59.3	59.0	58.7	58.4	58.3	58.4	58.7	59.3	64.3	63.9	63.2	62.3	61.1	59.8	59.1	58.8	58.4	58.2	58.3	58.6	59.1	59.4
	Slant distance	76.8	76.4	75.5	74.5	73.6	72.8	71.7	68.7	65.1	64.0	61.5	59.5	59.3	78.3	79.2	78.2	77.5	76.7	75.9	74.8	73.0	69.6	66.6	64.6	60.6	59.4	59.4
	View angle (α)	0.130	0.170	0.286	0.695	1.411	0.900	0.491	0.267	0.156	0.113	0.069	0.030	0.002	0.143	0.173	0.208	0.303	0.599	1.310	0.740	0.417	0.258	0.166	0.111	0.051	0.018	0.004
	View angle (α) (degree)	7.457	9.712	16.396	39.847	80.861	51.584	28.128	15.300	8.934	6.466	3.965	1.709	0.099	8.219	9.899	11.903	17.357	34.337	75.073	42.378	23.879	14.776	9.517	6.357	2.926	1.049	0.230
	View angle (θ)	0.010	0.066	0.165	0.653	0.475	0.506	0.259	0.094	0.044	0.020	0.010	0.004	0.000	0.019	0.025	0.050	0.140	0.449	0.662	0.423	0.158	0.074	0.044	0.025	0.007	0.002	0.000
	View angle (θ) (degree)	0.565	3.760	9.441	37.421	27.206	28.968	14.847	5.396	2.513	1.168	0.548	0.206	0.018	1.086	1.459	2.888	8.000	25.698	37.925	24.252	9.058	4.259	2.539	1.454	0.386	0.126	0.023
	Average Speed	10.0	20.0	50.0	70.0	65.0	50.0	30.0	15.0	10.0	10.0	15.0	20.0	15.0	10.0	10.0	10.0	20.0	50.0	70.0	60.0	40.0	20.0	15.0	10.0	10.0	15.0	10.0
	Corr for no. of event, 10log(N), dB(A)	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3
	Corr for distance, -10log(d/d_{ref}), dB(A)	-4.9	-4.8	-4.8	-4.7	-4.7	-4.6	-4.6	-4.4	-4.2	-4.1	-3.9	-3.8	-3.7	-5.0	-5.0	-5.0	-4.9	-4.9	-4.8	-4.8	-4.7	-4.4	-4.3	-4.1	-3.8	-3.8	-3.8
	Corr for view angle, 10log($\mu\theta$/180-cos2αsinθ)	-39.8	-29.2	-20.7	-7.6	-5.4	-7.1	-14.3	-23.8	-31.7	-37.9	-45.4	-56.9	-92.2	-36.1	-33.2	-28.7	-21.0	-10.4	-4.2	-9.1	-17.8	-25.1	-31.1	-37.0	-49.5	-63.3	-83.9
	Corr for screening/ absorption, dB(A)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, 20log(v/V_{ref}), dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0
	Corr for sound energy spread over 24 hr	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4
	Façade correctoin, dB(A)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
	Track wear correction, dB(A)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
	Leq 24hr for each train, dB(A)					46.5	42.5												39.1	48.2								
	Leq 24hr for all train	51.3																										
Leq0.5	Total number of events	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13
	Corr for no. of event, 10log(N), dB(A)	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1
	Corr for distance, -10log(d/d_{ref}), dB(A)	-4.9	-4.8	-4.8	-4.7	-4.7	-4.6	-4.6	-4.4	-4.2	-4.1	-3.9	-3.8	-3.7	-5.0	-5.0	-5.0	-4.9	-4.9	-4.8	-4.8	-4.7	-4.4	-4.3	-4.1	-3.8	-3.8	-3.8
	Corr for view angle, 10log($\mu\theta$/180-cos2αsinθ)	-39.8	-29.2	-20.7	-7.6	-5.4	-7.1	-14.3	-23.8	-31.7	-37.9	-45.4	-56.9	-92.2	-36.1	-33.2	-28.7	-21.0	-10.4	-4.2	-9.1	-17.8	-25.1	-31.1	-37.0	-49.5	-63.3	-83.9
	Corr for screening/ absorption, dB(A)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0
	Corr for sound energy spread over 24 hr	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6
	Façade correctoin, dB(A)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
	Track wear correction, dB(A)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
	Leq 0.5hr for each train, dB(A)					47.1	43.2												39.7	48.8								
	Leq 0.5hr for all train	52.0																										
Leq0.5	Total number of events	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12
	Corr for no. of event, 10log(N), dB(A)	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8
	Corr for distance, -10log(d/d_{ref}), dB(A)	-4.9	-4.8	-4.8	-4.7	-4.7	-4.6	-4.6	-4.4	-4.2	-4.1	-3.9	-3.8	-3.7	-5.0	-5.0	-5.0	-4.9	-4.9	-4.8	-4.8	-4.7	-4.4	-4.3	-4.1	-3.8	-3.8	-3.8
	Corr for view angle, 10log($\mu\theta$/180-cos2αsinθ)	-39.8	-29.2	-20.7	-7.6	-5.4	-7.1	-14.3	-23.8	-31.7	-37.9	-45.4	-56.9	-92.2	-36.1	-33.2	-28.7	-21.0	-10.4	-4.2	-9.1	-17.8	-25.1	-31.1	-37.0	-49.5	-63.3	-83.9
	Corr for screening/ absorption, dB(A)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0
	Corr for sound energy spread over 24 hr	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6
	Façade correctoin, dB(A)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
	Track wear correction, dB(A)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
	Leq 0.5hr for each train, dB(A)					46.8	42.9												39.4	48.5								
	Leq 0.5hr for all train	51.6																										
Lmax	Measured Lmax	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65
	Corr for distance, -10log(d/d_{ref}), dB(A)	-4.9	-4.8	-4.8	-4.7	-4.7	-4.6	-4.6	-4.4	-4.2	-4.1	-3.9	-3.8	-3.7	-5.0	-5.0	-5.0	-4.9	-4.9	-4.8	-4.8	-4.7	-4.4	-4.3	-4.1	-3.8	-3.8	-3.8
	Correction for screening/ absorption	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0
	Façade correctoin, dB(A)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
	Track wear correction, dB(A)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
	Lmax for each train, dB(A)					68.1	65.9												65.6	68.6								
	Lmax for all train	68.6																										

Floor 18		Segment (Northbound)													Segment (Southbound)													
		N1	N2	N3	N4	N5	N6	N7	N8	N9	N10	N11	N12	N13	S1	S2	S3	S4	S5	S6	S7	S8	S9	S10	S11	S12	S13	S14
Parameters:																												
	Measured SEL	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9
Leq24	Total number of events	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536
	Horize distance from track to NSR	41.8	42.3	42.6	42.6	42.8	42.4	40.9	35.7	28.9	26.6	19.2	9.4	0.6	44.8	46.8	46.1	46.1	46.4	46.7	45.8	43.2	37.9	32.4	27.9	15.5	6.3	1.5
	track mPD + track head (0.2m)	7.9	8.7	9.9	11.3	12.5	13.1	13.4	13.6	14.0	14.1	13.9	13.6	13.1	8.0	8.4	9.1	10.0	11.2	12.5	13.2	13.5	13.9	14.2	14.1	13.7	13.3	12.9
	ground mPD + floor height	75.5	75.5	75.5	75.5	75.5	75.5	75.5	75.5	75.5	75.5	75.5	75.5	75.5	75.5	75.5	75.5	75.5	75.5	75.5	75.5	75.5	75.5	75.5	75.5	75.5	75.5	75.5
	Vert distance from track to NSR	67.6	66.8	65.6	64.2	63.0	62.4	62.1	61.9	61.5	61.4	61.6	61.9	62.4	67.5	67.1	66.4	65.5	64.3	63.0	62.3	62.0	61.6	61.3	61.4	61.8	62.2	62.6
	Slant distance	79.4	79.0	78.2	77.1	76.1	75.4	74.3	71.4	68.0	66.9	64.5	62.6	62.4	81.0	81.8	80.8	80.1	79.2	78.4	77.3	75.5	72.3	69.3	67.4	63.7	62.5	62.6
	View angle (α)	0.130	0.170	0.286	0.695	1.411	0.900	0.491	0.267	0.156	0.113	0.069	0.030	0.002	0.143	0.173	0.208	0.303	0.599	1.310	0.740	0.417	0.258	0.166	0.111	0.051	0.018	0.004
	View angle (α) (degree)	7.457	9.712	16.396	39.847	80.861	51.584	28.128	15.300	8.934	6.466	3.965	1.709	0.099	8.219	9.899	11.903	17.357	34.337	75.073	42.378	23.879	14.776	9.517	6.357	2.926	1.049	0.230
	View angle (θ)	0.010	0.066	0.165	0.653	0.475	0.506	0.259	0.094	0.044	0.020	0.010	0.004	0.000	0.019	0.025	0.050	0.140	0.449	0.662	0.423	0.158	0.074	0.044	0.025	0.007	0.002	0.000
	View angle (θ) (degree)	0.565	3.760	9.441	37.421	27.206	28.968	14.847	5.396	2.513	1.168	0.548	0.206	0.018	1.086	1.459	2.888	8.000	25.698	37.925	24.252	9.058	4.259	2.539	1.454	0.386	0.126	0.023
	Average Speed	10.0	20.0	50.0	70.0	65.0	50.0	30.0	15.0	10.0	10.0	15.0	20.0	15.0	10.0	10.0	10.0	20.0	50.0	70.0	60.0	40.0	20.0	15.0	10.0	10.0	15.0	10.0
	Corr for no. of event, 10log(N), dB(A)	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3
	Corr for distance, -10log(d/d_{ref}), dB(A)	-5.0	-5.0	-5.0	-4.9	-4.8	-4.8	-4.7	-4.6	-4.3	-4.3	-4.1	-4.0	-4.0	-5.1	-5.1	-5.1	-5.1	-5.0	-5.0	-4.9	-4.8	-4.6	-4.4	-4.3	-4.1	-4.0	-4.0
	Corr for view angle, 10log($\mu\theta$/180-cos2αsinθ)	-39.8	-29.2	-20.7	-7.6	-5.4	-7.1	-14.3	-23.8	-31.7	-37.9	-45.4	-56.9	-92.2	-36.1	-33.2	-28.7	-21.0	-10.4	-4.2	-9.1	-17.8	-25.1	-31.1	-37.0	-49.5	-63.3	-83.9
	Corr for screening/ absorption, dB(A)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, 20log(v/V_{ref}), dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0
	Corr for sound energy spread over 24 hr	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4
	Façade correctoin, dB(A)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
	Track wear correction, dB(A)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
	Leq 24hr for each train, dB(A)					46.3	42.4												38.9	48.0								
	Leq 24hr for all train	51.2																										
Leq0.5	Total number of events	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13
	Corr for no. of event, 10log(N), dB(A)	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1
	Corr for distance, -10log(d/d_{ref}), dB(A)	-5.0	-5.0	-5.0	-4.9	-4.8	-4.8	-4.7	-4.6	-4.3	-4.3	-4.1	-4.0	-4.0	-5.1	-5.1	-5.1	-5.1	-5.0	-5.0	-4.9	-4.8	-4.6	-4.4	-4.3	-4.1	-4.0	-4.0
	Corr for view angle, 10log($\mu\theta$/180-cos2αsinθ)	-39.8	-29.2	-20.7	-7.6	-5.4	-7.1	-14.3	-23.8	-31.7	-37.9	-45.4	-56.9	-92.2	-36.1	-33.2	-28.7	-21.0	-10.4	-4.2	-9.1	-17.8	-25.1	-31.1	-37.0	-49.5	-63.3	-83.9
	Corr for screening/ absorption, dB(A)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0
	Corr for sound energy spread over 24 hr	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6
	Façade correctoin, dB(A)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
	Track wear correction, dB(A)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
	Leq 0.5hr for each train, dB(A)					47.0	43.1												39.6	48.7								
	Leq 0.5hr for all train	51.9																										
Leq0.5	Total number of events	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12
	Corr for no. of event, 10log(N), dB(A)	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8
	Corr for distance, -10log(d/d_{ref}), dB(A)	-5.0	-5.0	-5.0	-4.9	-4.8	-4.8	-4.7	-4.6	-4.3	-4.3	-4.1	-4.0	-4.0	-5.1	-5.1	-5.1	-5.1	-5.0	-5.0	-4.9	-4.8	-4.6	-4.4	-4.3	-4.1	-4.0	-4.0
	Corr for view angle, 10log($\mu\theta$/180-cos2αsinθ)	-39.8	-29.2	-20.7	-7.6	-5.4	-7.1	-14.3	-23.8	-31.7	-37.9	-45.4	-56.9	-92.2	-36.1	-33.2	-28.7	-21.0	-10.4	-4.2	-9.1	-17.8	-25.1	-31.1	-37.0	-49.5	-63.3	-83.9
	Corr for screening/ absorption, dB(A)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0
	Corr for sound energy spread over 24 hr	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6
	Façade correctoin, dB(A)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
	Track wear correction, dB(A)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
	Leq 0.5hr for each train, dB(A)					46.6	42.7												39.2	48.3								
	Leq 0.5hr for all train	51.5																										
Lmax	Measured Lmax	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65

Floor 19		Segment (Northbound)													Segment (Southbound)													
		N1	N2	N3	N4	N5	N6	N7	N8	N9	N10	N11	N12	N13	S1	S2	S3	S4	S5	S6	S7	S8	S9	S10	S11	S12	S13	S14
Parameters:																												
	Measured SEL	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9
Leq24	Total number of events	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536
	Horize distance from track to NSR	41.8	42.3	42.6	42.6	42.8	42.4	40.9	35.7	28.9	26.6	19.2	9.4	0.6	44.8	46.8	46.1	46.1	46.4	46.7	45.8	43.2	37.9	32.4	27.9	15.5	6.3	1.5
	track mPD + track head (0.2m)	7.9	8.7	9.9	11.3	12.5	13.1	13.4	13.6	14.0	14.1	13.9	13.6	13.1	8.0	8.4	9.1	10.0	11.2	12.5	13.2	13.5	13.9	14.2	14.1	13.7	13.3	12.9
	ground mPD + floor height	78.6	78.6	78.6	78.6	78.6	78.6	78.6	78.6	78.6	78.6	78.6	78.6	78.6	78.6	78.6	78.6	78.6	78.6	78.6	78.6	78.6	78.6	78.6	78.6	78.6	78.6	78.6
	Vert distance from track to NSR	70.7	69.9	68.7	67.4	66.2	65.6	65.3	65.0	64.7	64.6	64.7	65.0	65.6	70.6	70.2	69.5	68.6	67.4	66.1	65.4	65.1	64.7	64.5	64.6	64.9	65.4	65.7
	Slant distance	82.1	81.7	80.8	79.7	78.8	78.1	77.0	74.2	70.8	69.8	67.5	65.7	65.6	83.6	84.4	83.4	82.7	81.8	80.9	79.8	78.1	75.0	72.1	70.3	66.7	65.7	65.7
	View angle (α)	0.130	0.170	0.286	0.695	1.411	0.900	0.491	0.267	0.156	0.113	0.069	0.030	0.002	0.143	0.173	0.208	0.303	0.599	1.310	0.740	0.417	0.258	0.166	0.111	0.051	0.018	0.004
	View angle (α) (degree)	7.457	9.712	16.396	39.847	80.861	51.584	28.128	15.300	8.934	6.466	3.965	1.709	0.099	8.219	9.899	11.903	17.357	34.337	75.073	42.378	23.879	14.776	9.517	6.357	2.926	1.049	0.230
	View angle (θ)	0.010	0.066	0.165	0.653	0.475	0.506	0.259	0.094	0.044	0.020	0.010	0.004	0.000	0.019	0.025	0.050	0.140	0.449	0.662	0.423	0.158	0.074	0.044	0.025	0.007	0.002	0.000
	View angle (θ) (degree)	0.565	3.760	9.441	37.421	27.206	28.968	14.847	5.396	2.513	1.168	0.548	0.206	0.018	1.086	1.459	2.888	8.000	25.698	37.925	24.252	9.058	4.259	2.539	1.454	0.386	0.126	0.023
	Average Speed	10.0	20.0	50.0	70.0	65.0	50.0	30.0	15.0	10.0	10.0	15.0	20.0	15.0	10.0	10.0	10.0	20.0	50.0	70.0	60.0	40.0	20.0	15.0	10.0	10.0	15.0	10.0
	Corr for no. of event, 10log(N), dB(A)	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3
	Corr for distance, -10log(d/d_{ref}), dB(A)	-5.2	-5.1	-5.1	-5.0	-5.0	-4.9	-4.9	-4.7	-4.5	-4.5	-4.3	-4.2	-4.2	-5.2	-5.3	-5.2	-5.2	-5.1	-5.1	-5.0	-4.9	-4.8	-4.6	-4.5	-4.3	-4.2	-4.2
	Corr for view angle, 10log($\mu\theta$/180-cos2$\alpha\sin\theta$)	-39.8	-29.2	-20.7	-7.6	-5.4	-7.1	-14.3	-23.8	-31.7	-37.9	-45.4	-56.9	-92.2	-36.1	-33.2	-28.7	-21.0	-10.4	-4.2	-9.1	-17.8	-25.1	-31.1	-37.0	-49.5	-63.3	-83.9
	Corr for screening/ absorption, dB(A)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, 20log(v/V_{ref}), dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0
	Corr for sound energy spread over 24 hr	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4
	Façade correctoin, dB(A)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
	Track wear correction, dB(A)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
	Leq 24hr for each train, dB(A)					46.2	42.2												38.8	47.9								
	Leq 24hr for all train	51.0																										
Leq0.5	Total number of events	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13
	Corr for no. of event, 10log(N), dB(A)	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1
	Corr for distance, -10log(d/dref), dB(A)	-5.2	-5.1	-5.1	-5.0	-5.0	-4.9	-4.9	-4.7	-4.5	-4.5	-4.3	-4.2	-4.2	-5.2	-5.3	-5.2	-5.2	-5.1	-5.1	-5.0	-4.9	-4.8	-4.6	-4.5	-4.3	-4.2	-4.2
	Corr for view angle, 10log($\mu\theta$/180-cos2$\alpha\sin\theta$)	-39.8	-29.2	-20.7	-7.6	-5.4	-7.1	-14.3	-23.8	-31.7	-37.9	-45.4	-56.9	-92.2	-36.1	-33.2	-28.7	-21.0	-10.4	-4.2	-9.1	-17.8	-25.1	-31.1	-37.0	-49.5	-63.3	-83.9
	Corr for screening/ absorption, dB(A)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0
	Corr for sound energy spread over 24 hr	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6
	Façade correctoin, dB(A)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
	Track wear correction, dB(A)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
	Leq 0.5hr for each train, dB(A)					46.8	42.9												39.4	48.5								
	Leq 0.5hr for all train	51.7																										
Leq0.5	Total number of events	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12
	Corr for no. of event, 10log(N), dB(A)	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8
	Corr for distance, -10log(d/dref), dB(A)	-5.2	-5.1	-5.1	-5.0	-5.0	-4.9	-4.9	-4.7	-4.5	-4.5	-4.3	-4.2	-4.2	-5.2	-5.3	-5.2	-5.2	-5.1	-5.1	-5.0	-4.9	-4.8	-4.6	-4.5	-4.3	-4.2	-4.2
	Corr for view angle, 10log($\mu\theta$/180-cos2$\alpha\sin\theta$)	-39.8	-29.2	-20.7	-7.6	-5.4	-7.1	-14.3	-23.8	-31.7	-37.9	-45.4	-56.9	-92.2	-36.1	-33.2	-28.7	-21.0	-10.4	-4.2	-9.1	-17.8	-25.1	-31.1	-37.0	-49.5	-63.3	-83.9
	Corr for screening/ absorption, dB(A)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0
	Corr for sound energy spread over 24 hr	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6
	Façade correctoin, dB(A)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
	Track wear correction, dB(A)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
	Leq 0.5hr for each train, dB(A)					46.5	42.6												39.1	48.2								
	Leq 0.5hr for all train	51.4																										
Lmax	Measured Lmax	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65
	Corr for distance, -10log(d/dref), dB(A)	-5.2	-5.1	-5.1	-5.0	-5.0	-4.9	-4.9	-4.7	-4.5	-4.5	-4.3	-4.2	-4.2	-5.2	-5.3	-5.2	-5.2	-5.1	-5.1	-5.0	-4.9	-4.8	-4.6	-4.5	-4.3	-4.2	-4.2
	Correction for screening/ absorption	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0
	Façade correctoin, dB(A)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
	Track wear correction, dB(A)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
	Lmax for each train, dB(A)					67.8	65.6												65.4	68.3								
	Lmax for all train	68.3																										

Floor 20		Segment (Northbound)													Segment (Southbound)													
		N1	N2	N3	N4	N5	N6	N7	N8	N9	N10	N11	N12	N13	S1	S2	S3	S4	S5	S6	S7	S8	S9	S10	S11	S12	S13	S14
Parameters:																												
	Measured SEL	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9
Leq24	Total number of events	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536
	Horize distance from track to NSR	41.8	42.3	42.6	42.6	42.8	42.4	40.9	35.7	28.9	26.6	19.2	9.4	0.6	44.8	46.8	46.1	46.1	46.4	46.7	45.8	43.2	37.9	32.4	27.9	15.5	6.3	1.5
	track mPD + track head (0.2m)	7.9	8.7	9.9	11.3	12.5	13.1	13.4	13.6	14.0	14.1	13.9	13.6	13.1	8.0	8.4	9.1	10.0	11.2	12.5	13.2	13.5	13.9	14.2	14.1	13.7	13.3	12.9
	ground mPD + floor height	81.8	81.8	81.8	81.8	81.8	81.8	81.8	81.8	81.8	81.8	81.8	81.8	81.8	81.8	81.8	81.8	81.8	81.8	81.8	81.8	81.8	81.8	81.8	81.8	81.8	81.8	81.8
	Vert distance from track to NSR	73.9	73.1	71.9	70.5	69.3	68.7	68.4	68.2	67.8	67.7	67.9	68.2	68.7	73.8	73.4	72.7	71.8	70.6	69.3	68.6	68.3	67.9	67.6	67.7	68.1	68.5	68.9
	Slant distance	84.9	84.4	83.5	82.4	81.4	80.7	79.7	76.9	73.7	72.7	70.5	68.8	68.7	86.3	87.0	86.0	85.3	84.4	83.5	82.4	80.8	77.7	75.0	73.2	69.8	68.8	68.9
	View angle (α)	0.130	0.170	0.286	0.695	1.411	0.900	0.491	0.267	0.156	0.113	0.069	0.030	0.002	0.143	0.173	0.208	0.303	0.599	1.310	0.740	0.417	0.258	0.166	0.111	0.051	0.018	0.004
	View angle (α) (degree)	7.457	9.712	16.396	39.847	80.861	51.584	28.128	15.300	8.934	6.466	3.965	1.709	0.099	8.219	9.899	11.903	17.357	34.337	75.073	42.378	23.879	14.776	9.517	6.357	2.926	1.049	0.230
	View angle (θ)	0.010	0.066	0.165	0.653	0.475	0.506	0.259	0.094	0.044	0.020	0.010	0.004	0.000	0.019	0.025	0.050	0.140	0.449	0.662	0.423	0.158	0.074	0.044	0.025	0.007	0.002	0.000
	View angle (θ) (degree)	0.565	3.760	9.441	37.421	27.206	28.968	14.847	5.396	2.513	1.168	0.548	0.206	0.018	1.086	1.459	2.888	8.000	25.698	37.925	24.252	9.058	4.259	2.539	1.454	0.386	0.126	0.023
	Average Speed	10.0	20.0	50.0	70.0	65.0	50.0	30.0	15.0	10.0	10.0	15.0	20.0	15.0	10.0	10.0	10.0	20.0	50.0	70.0	60.0	40.0	20.0	15.0	10.0	10.0	15.0	10.0
	Corr for no. of event, 10log(N), dB(A)	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3
	Corr for distance, -10log(d/d_{ref}), dB(A)	-5.3	-5.3	-5.2	-5.2	-5.1	-5.1	-5.0	-4.9	-4.7	-4.6	-4.5	-4.4	-4.4	-5.4	-5.4	-5.4	-5.3	-5.3	-5.2	-5.2	-5.1	-4.9	-4.8	-4.7	-4.5	-4.4	-4.4
	Corr for view angle, 10log($\mu\theta$/180-cos2$\alpha\sin\theta$)	-39.8	-29.2	-20.7	-7.6	-5.4	-7.1	-14.3	-23.8	-31.7	-37.9	-45.4	-56.9	-92.2	-36.1	-33.2	-28.7	-21.0	-10.4	-4.2	-9.1	-17.8	-25.1	-31.1	-37.0	-49.5	-63.3	-83.9
	Corr for screening/ absorption, dB(A)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, 20log(v/V_{ref}), dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0
	Corr for sound energy spread over 24 hr	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4
	Façade correctoin, dB(A)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
	Track wear correction, dB(A)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
	Leq 24hr for each train, dB(A)					46.0	42.1												38.6	47.8								
	Leq 24hr for all train	50.9																										
Leq0.5	Total number of events	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13
	Corr for no. of event, 10log(N), dB(A)	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1
	Corr for distance, -10log(d/dref), dB(A)	-5.3	-5.3	-5.2	-5.2	-5.1	-5.1	-5.0	-4.9	-4.7	-4.6	-4.5	-4.4	-4.4	-5.4	-5.4	-5.4	-5.3	-5.3	-5.2	-5.2	-5.1	-4.9	-4.8	-4.7	-4.5	-4.4	-4.4
	Corr for view angle, 10log($\mu\theta$/180-cos2$\alpha\sin\theta$)	-39.8	-29.2	-20.7	-7.6	-5.4	-7.1	-14.3	-23.8	-31.7	-37.9	-45.4	-56.9	-92.2	-36.1	-33.2	-28.7	-21.0	-10.4	-4.2	-9.1	-17.8	-25.1	-31.1	-37.0	-49.5	-63.3	-83.9
	Corr for screening/ absorption, dB(A)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0
	Corr for sound energy spread over 24 hr	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6
	Façade correctoin, dB(A)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
	Track wear correction, dB(A)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
	Leq 0.5hr for each train, dB(A)					46.7	42.8												39.3	48.4								
	Leq 0.5hr for all train	51.6																										
Leq0.5	Total number of events	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12
	Corr for no. of event, 10log(N), dB(A)	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8
	Corr for distance, -10log(d/dref), dB(A)	-5.3	-5.3	-5.2	-5.2	-5.1	-5.1	-5.0	-4.9	-4.7	-4.6	-4.5	-4.4	-4.4	-5.4	-5.4	-5.4	-5.3	-5.3	-5.2	-5.2	-5.1	-4.9	-4.8	-4.7	-4.5	-4.4	-4.4
	Corr for view angle, 10log($\mu\theta$/180-cos2$\alpha\sin\theta$)	-39.8	-29.2	-20.7	-7.6	-5.4	-7.1	-14.3	-23.8	-31.7	-37.9	-45.4	-56.9	-92.2	-36.1	-33.2	-28.7	-21.0	-10.4	-4.2	-9.1	-17.8	-25.1	-31.1	-37.0	-49.5	-63.3	-83.9
	Corr for screening/ absorption, dB(A)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0
	Corr for sound energy spread over 24 hr	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6
	Façade correctoin, dB(A)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
	Track wear correction, dB(A)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
	Leq 0.5hr for each train, dB(A)					46.3	42.4												39.0	48.1								
	Leq 0.5hr for all train	51.2																										
Lmax	Measured Lmax	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65

Floor 21		Segment (Northbound)													Segment (Southbound)													
		N1	N2	N3	N4	N5	N6	N7	N8	N9	N10	N11	N12	N13	S1	S2	S3	S4	S5	S6	S7	S8	S9	S10	S11	S12	S13	S14
Parameters:																												
	Measured SEL	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9
Leq24	Total number of events	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536
	Horize distance from track to NSR	41.8	42.3	42.6	42.6	42.8	42.4	40.9	35.7	28.9	26.6	19.2	9.4	0.6	44.8	46.8	46.1	46.1	46.4	46.7	45.8	43.2	37.9	32.4	27.9	15.5	6.3	1.5
	track mPD + track head (0.2m)	7.9	8.7	9.9	11.3	12.5	13.1	13.4	13.6	14.0	14.1	13.9	13.6	13.1	8.0	8.4	9.1	10.0	11.2	12.5	13.2	13.5	13.9	14.2	14.1	13.7	13.3	12.9
	ground mPD + floor height	84.9	84.9	84.9	84.9	84.9	84.9	84.9	84.9	84.9	84.9	84.9	84.9	84.9	84.9	84.9	84.9	84.9	84.9	84.9	84.9	84.9	84.9	84.9	84.9	84.9	84.9	84.9
	Vert distance from track to NSR	77.0	76.2	75.0	73.7	72.5	71.9	71.6	71.3	71.0	70.9	71.0	71.3	71.9	76.9	76.5	75.8	74.9	73.7	72.4	71.7	71.4	71.0	70.8	70.9	71.2	71.7	72.0
	Slant distance	87.6	87.1	86.2	85.1	84.1	83.4	82.4	79.7	76.6	75.7	73.5	71.9	71.9	89.0	89.7	88.7	88.0	87.1	86.1	85.1	83.5	80.5	77.8	76.1	72.9	71.9	72.0
	View angle (α)	0.130	0.170	0.286	0.695	1.411	0.900	0.491	0.267	0.156	0.113	0.069	0.030	0.002	0.143	0.173	0.208	0.303	0.599	1.310	0.740	0.417	0.258	0.166	0.111	0.051	0.018	0.004
	View angle (α) (degree)	7.457	9.712	16.396	39.847	80.861	51.584	28.128	15.300	8.934	6.466	3.965	1.709	0.099	8.219	9.899	11.903	17.357	34.337	75.073	42.378	23.879	14.776	9.517	6.357	2.926	1.049	0.230
	View angle (θ)	0.010	0.066	0.165	0.653	0.475	0.506	0.259	0.094	0.044	0.020	0.010	0.004	0.000	0.019	0.025	0.050	0.140	0.449	0.662	0.423	0.158	0.074	0.044	0.025	0.007	0.002	0.000
	View angle (θ) (degree)	0.565	3.760	9.441	37.421	27.206	28.968	14.847	5.396	2.513	1.168	0.548	0.206	0.018	1.086	1.459	2.888	8.000	25.698	37.925	24.252	9.058	4.259	2.539	1.454	0.386	0.126	0.023
	Average Speed	10.0	20.0	50.0	70.0	65.0	50.0	30.0	15.0	10.0	10.0	15.0	20.0	15.0	10.0	10.0	10.0	20.0	50.0	70.0	60.0	40.0	20.0	15.0	10.0	10.0	15.0	10.0
	Corr for no. of event, 10log(N), dB(A)	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3
	Corr for distance, -10log(d/d_{ref}), dB(A)	-5.4	-5.4	-5.4	-5.3	-5.3	-5.2	-5.2	-5.0	-4.9	-4.8	-4.7	-4.6	-4.6	-5.5	-5.5	-5.5	-5.5	-5.4	-5.4	-5.3	-5.2	-5.1	-4.9	-4.8	-4.6	-4.6	-4.6
	Corr for view angle, 10log($\mu\theta$/180-cos2αsinθ)	-39.8	-29.2	-20.7	-7.6	-5.4	-7.1	-14.3	-23.8	-31.7	-37.9	-45.4	-56.9	-92.2	-36.1	-33.2	-28.7	-21.0	-10.4	-4.2	-9.1	-17.8	-25.1	-31.1	-37.0	-49.5	-63.3	-83.9
	Corr for screening/ absorption, dB(A)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, 20log(v/V_{ref}), dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0
	Corr for sound energy spread over 24 hr	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4
	Façade correctoin, dB(A)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
	Track wear correction, dB(A)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
	Leq 24hr for each train, dB(A)					45.9	42.0												38.5	47.6								
	Leq 24hr for all train	50.8																										
Leq0.5	Total number of events	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13
	Corr for no. of event, 10log(N), dB(A)	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1
	Corr for distance, -10log(d/dref), dB(A)	-5.4	-5.4	-5.4	-5.3	-5.3	-5.2	-5.2	-5.0	-4.9	-4.8	-4.7	-4.6	-4.6	-5.5	-5.5	-5.5	-5.5	-5.4	-5.4	-5.3	-5.2	-5.1	-4.9	-4.8	-4.6	-4.6	-4.6
	Corr for view angle, 10log($\mu\theta$/180-cos2αsinθ)	-39.8	-29.2	-20.7	-7.6	-5.4	-7.1	-14.3	-23.8	-31.7	-37.9	-45.4	-56.9	-92.2	-36.1	-33.2	-28.7	-21.0	-10.4	-4.2	-9.1	-17.8	-25.1	-31.1	-37.0	-49.5	-63.3	-83.9
	Corr for screening/ absorption, dB(A)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0
	Corr for sound energy spread over 24 hr	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6
	Façade correctoin, dB(A)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
	Track wear correction, dB(A)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
	Leq 0.5hr for each train, dB(A)					46.5	42.6												39.2	48.3								
	Leq 0.5hr for all train	51.4																										
Leq0.5	Total number of events	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12
	Corr for no. of event, 10log(N), dB(A)	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8
	Corr for distance, -10log(d/dref), dB(A)	-5.4	-5.4	-5.4	-5.3	-5.3	-5.2	-5.2	-5.0	-4.9	-4.8	-4.7	-4.6	-4.6	-5.5	-5.5	-5.5	-5.5	-5.4	-5.4	-5.3	-5.2	-5.1	-4.9	-4.8	-4.6	-4.6	-4.6
	Corr for view angle, 10log($\mu\theta$/180-cos2αsinθ)	-39.8	-29.2	-20.7	-7.6	-5.4	-7.1	-14.3	-23.8	-31.7	-37.9	-45.4	-56.9	-92.2	-36.1	-33.2	-28.7	-21.0	-10.4	-4.2	-9.1	-17.8	-25.1	-31.1	-37.0	-49.5	-63.3	-83.9
	Corr for screening/ absorption, dB(A)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0
	Corr for sound energy spread over 24 hr	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6
	Façade correctoin, dB(A)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
	Track wear correction, dB(A)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
	Leq 0.5hr for each train, dB(A)					46.2	42.3												38.8	47.9								
	Leq 0.5hr for all train	51.1																										
Lmax	Measured Lmax	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65
	Corr for distance, -10log(d/dref), dB(A)	-5.4	-5.4	-5.4	-5.3	-5.3	-5.2	-5.2	-5.0	-4.9	-4.8	-4.7	-4.6	-4.6	-5.5	-5.5	-5.5	-5.5	-5.4	-5.4	-5.3	-5.2	-5.1	-4.9	-4.8	-4.6	-4.6	-4.6
	Correction for screening/ absorption	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0
	Façade correctoin, dB(A)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
	Track wear correction, dB(A)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
	Lmax for each train, dB(A)					67.5	65.3												65.1	68.1								
	Lmax for all train	68.1																										

Floor 22		Segment (Northbound)													Segment (Southbound)													
		N1	N2	N3	N4	N5	N6	N7	N8	N9	N10	N11	N12	N13	S1	S2	S3	S4	S5	S6	S7	S8	S9	S10	S11	S12	S13	S14
Parameters:																												
	Measured SEL	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9
Leq24	Total number of events	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536
	Horize distance from track to NSR	41.8	42.3	42.6	42.6	42.8	42.4	40.9	35.7	28.9	26.6	19.2	9.4	0.6	44.8	46.8	46.1	46.1	46.4	46.7	45.8	43.2	37.9	32.4	27.9	15.5	6.3	1.5
	track mPD + track head (0.2m)	7.9	8.7	9.9	11.3	12.5	13.1	13.4	13.6	14.0	14.1	13.9	13.6	13.1	8.0	8.4	9.1	10.0	11.2	12.5	13.2	13.5	13.9	14.2	14.1	13.7	13.3	12.9
	ground mPD + floor height	88.1	88.1	88.1	88.1	88.1	88.1	88.1	88.1	88.1	88.1	88.1	88.1	88.1	88.1	88.1	88.1	88.1	88.1	88.1	88.1	88.1	88.1	88.1	88.1	88.1	88.1	88.1
	Vert distance from track to NSR	80.2	79.4	78.2	76.8	75.6	75.0	74.7	74.5	74.1	74.0	74.2	74.5	75.0	80.1	79.7	79.0	78.1	76.9	75.6	74.9	74.6	74.2	73.9	74.0	74.4	74.8	75.2
	Slant distance	90.4	89.9	89.0	87.8	86.9	86.1	85.1	82.6	79.6	78.6	76.6	75.0	75.0	91.7	92.4	91.4	90.7	89.8	88.8	87.7	86.2	83.3	80.7	79.1	75.9	75.1	75.2
	View angle (α)	0.130	0.170	0.286	0.695	1.411	0.900	0.491	0.267	0.156	0.113	0.069	0.030	0.002	0.143	0.173	0.208	0.303	0.599	1.310	0.740	0.417	0.258	0.166	0.111	0.051	0.018	0.004
	View angle (α) (degree)	7.457	9.712	16.396	39.847	80.861	51.584	28.128	15.300	8.934	6.466	3.965	1.709	0.099	8.219	9.899	11.903	17.357	34.337	75.073	42.378	23.879	14.776	9.517	6.357	2.926	1.049	0.230
	View angle (θ)	0.010	0.066	0.165	0.653	0.475	0.506	0.259	0.094	0.044	0.020	0.010	0.004	0.000	0.019	0.025	0.050	0.140	0.449	0.662	0.423	0.158	0.074	0.044	0.025	0.007	0.002	0.000
	View angle (θ) (degree)	0.565	3.760	9.441	37.421	27.206	28.968	14.847	5.396	2.513	1.168	0.548	0.206	0.018	1.086	1.459	2.888	8.000	25.698	37.925	24.252	9.058	4.259	2.539	1.454	0.386	0.126	0.023
	Average Speed	10.0	20.0	50.0	70.0	65.0	50.0	30.0	15.0	10.0	10.0	15.0	20.0	15.0	10.0	10.0	10.0	20.0	50.0	70.0	60.0	40.0	20.0	15.0	10.0	10.0	15.0	10.0
	Corr for no. of event, 10log(N), dB(A)	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3
	Corr for distance, -10log(d/d_{ref}), dB(A)	-5.6	-5.6	-5.5	-5.5	-5.4	-5.4	-5.3	-5.2	-5.0	-5.0	-4.9	-4.8	-4.8	-5.6	-5.7	-5.6	-5.6	-5.6	-5.5	-5.5	-5.4	-5.2	-5.1	-5.0	-4.8	-4.8	-4.8
	Corr for view angle, 10log($\mu\theta$/180-cos2αsinθ)	-39.8	-29.2	-20.7	-7.6	-5.4	-7.1	-14.3	-23.8	-31.7	-37.9	-45.4	-56.9	-92.2	-36.1	-33.2	-28.7	-21.0	-10.4	-4.2	-9.1	-17.8	-25.1	-31.1	-37.0	-49.5	-63.3	-83.9
	Corr for screening/ absorption, dB(A)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, 20log(v/V_{ref}), dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0
	Corr for sound energy spread over 24 hr	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4
	Façade correctoin, dB(A)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
	Track wear correction, dB(A)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
	Leq 24hr for each train, dB(A)					45.7	41.8												38.4	47.5								
	Leq 24hr for all train	50.6																										
Leq0.5	Total number of events	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13
	Corr for no. of event, 10log(N), dB(A)	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1
	Corr for distance, -10log(d/dref), dB(A)	-5.6	-5.6	-5.5	-5.5	-5.4	-5.4	-5.3	-5.2	-5.0	-5.0	-4.9	-4.8	-4.8	-5.6	-5.7	-5.6	-5.6	-5.6	-5.5	-5.5	-5.4	-5.2	-5.1	-5.0	-4.8	-4.8	-4.8
	Corr for view angle, 10log($\mu\theta$/180-cos2αsinθ)	-39.8	-29.2	-20.7	-7.6	-5.4	-7.1	-14.3	-23.8	-31.7	-37.9	-45.4	-56.9	-92.2	-36.1	-33.2	-28.7	-21.0	-10.4	-4.2	-9.1	-17.8	-25.1	-31.1	-37.0	-49.5	-63.3	-83.9
	Corr for screening/ absorption, dB(A)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0
	Corr for sound energy spread over 24 hr	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6
	Façade correctoin, dB(A)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
	Track wear correction, dB(A)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
	Leq 0.5hr for each train, dB(A)					46.4	42.5												39.0	48.1								
	Leq 0.5hr for all train	51.3																										
Leq0.5	Total number of events	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12
	Corr for no. of event, 10log(N), dB(A)	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8
	Corr for distance, -10log(d/dref), dB(A)	-5.6	-5.6	-5.5	-5.5	-5.4	-5.4	-5.3	-5.2	-5.0	-5.0	-4.9	-4.8	-4.8	-5.6	-5.7	-5.6	-5.6	-5.6	-5.5	-5.5	-5.4	-5.2	-5.1	-5.0	-4.8	-4.8	-4.8
	Corr for view angle, 10log($\mu\theta$/180-cos2αsinθ)	-39.8	-29.2	-20.7	-7.6	-5.4	-7.1	-14.3	-23.8	-31.7	-37.9	-45.4	-56.9	-92.2	-36.1	-33.2	-28.7	-21.0	-10.4	-4.2	-9.1	-17.8	-25.1	-31.1	-37.0	-49.5	-63.3	-83.9
	Corr for screening/ absorption, dB(A)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0
	Corr for sound energy spread over 24 hr	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6
	Façade correctoin, dB(A)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
	Track wear correction, dB(A)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
	Leq 0.5hr for each train, dB(A)					46.1	42.1												38.7	47.8								
	Leq 0.5hr for all train	50.9																										
Lmax	Measured Lmax	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65

Floor 23		Segment (Northbound)													Segment (Southbound)													
		N1	N2	N3	N4	N5	N6	N7	N8	N9	N10	N11	N12	N13	S1	S2	S3	S4	S5	S6	S7	S8	S9	S10	S11	S12	S13	S14
Parameters:																												
	Measured SEL	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9
Leq24	Total number of events	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536
	Horize distance from track to NSR	41.8	42.3	42.6	42.6	42.8	42.4	40.9	35.7	28.9	26.6	19.2	9.4	0.6	44.8	46.8	46.1	46.1	46.4	46.7	45.8	43.2	37.9	32.4	27.9	15.5	6.3	1.5
	track mPD + track head (0.2m)	7.9	8.7	9.9	11.3	12.5	13.1	13.4	13.6	14.0	14.1	13.9	13.6	13.1	8.0	8.4	9.1	10.0	11.2	12.5	13.2	13.5	13.9	14.2	14.1	13.7	13.3	12.9
	ground mPD + floor height	91.2	91.2	91.2	91.2	91.2	91.2	91.2	91.2	91.2	91.2	91.2	91.2	91.2	91.2	91.2	91.2	91.2	91.2	91.2	91.2	91.2	91.2	91.2	91.2	91.2	91.2	91.2
	Vert distance from track to NSR	83.3	82.5	81.3	80.0	78.8	78.2	77.9	77.6	77.3	77.2	77.3	77.6	78.2	83.2	82.8	82.1	81.2	80.0	78.7	78.0	77.7	77.3	77.1	77.2	77.5	78.0	78.3
	Slant distance	93.2	92.7	91.8	90.6	89.6	88.9	87.9	85.4	82.5	81.6	79.6	78.2	78.2	94.5	95.1	94.2	93.4	92.5	91.5	90.4	88.9	86.1	83.6	82.0	79.0	78.2	78.3
	View angle (α)	0.130	0.170	0.286	0.695	1.411	0.900	0.491	0.267	0.156	0.113	0.069	0.030	0.002	0.143	0.173	0.208	0.303	0.599	1.310	0.740	0.417	0.258	0.166	0.111	0.051	0.018	0.004
	View angle (α) (degree)	7.457	9.712	16.396	39.847	80.861	51.584	28.128	15.300	8.934	6.466	3.965	1.709	0.099	8.219	9.899	11.903	17.357	34.337	75.073	42.378	23.879	14.776	9.517	6.357	2.926	1.049	0.230
	View angle (θ)	0.010	0.066	0.165	0.653	0.475	0.506	0.259	0.094	0.044	0.020	0.010	0.004	0.000	0.019	0.025	0.050	0.140	0.449	0.662	0.423	0.158	0.074	0.044	0.025	0.007	0.002	0.000
	View angle (θ) (degree)	0.565	3.760	9.441	37.421	27.206	28.968	14.847	5.396	2.513	1.168	0.548	0.206	0.018	1.086	1.459	2.888	8.000	25.698	37.925	24.252	9.058	4.259	2.539	1.454	0.386	0.126	0.023
	Average Speed	10.0	20.0	50.0	70.0	65.0	50.0	30.0	15.0	10.0	10.0	15.0	20.0	15.0	10.0	10.0	10.0	20.0	50.0	70.0	60.0	40.0	20.0	15.0	10.0	10.0	15.0	10.0
	Corr for no. of event, 10log(N), dB(A)	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3
	Corr for distance, -10log(d/d_{ref}), dB(A)	-5.7	-5.7	-5.6	-5.6	-5.5	-5.5	-5.5	-5.3	-5.2	-5.1	-5.0	-5.0	-5.0	-5.8	-5.8	-5.8	-5.7	-5.7	-5.6	-5.6	-5.5	-5.4	-5.2	-5.2	-5.0	-5.0	-5.0
	Corr for view angle, 10log($\mu$$\theta$/180-cos2$\alpha$sin$\theta$)	-39.8	-29.2	-20.7	-7.6	-5.4	-7.1	-14.3	-23.8	-31.7	-37.9	-45.4	-56.9	-92.2	-36.1	-33.2	-28.7	-21.0	-10.4	-4.2	-9.1	-17.8	-25.1	-31.1	-37.0	-49.5	-63.3	-83.9
	Corr for screening/ absorption, dB(A)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, 20log(v/V_{ref}), dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0
	Corr for sound energy spread over 24 hr	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4
	Façade correctoin, dB(A)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
	Track wear correction, dB(A)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
	Leq 24hr for each train, dB(A)					45.6	41.7												38.2	47.4								
	Leq 24hr for all train	50.5																										
Leq0.5	Total number of events	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13
	Corr for no. of event, 10log(N), dB(A)	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1
	Corr for distance, -10log(d/dref), dB(A)	-5.7	-5.7	-5.6	-5.6	-5.5	-5.5	-5.5	-5.3	-5.2	-5.1	-5.0	-5.0	-5.0	-5.8	-5.8	-5.8	-5.7	-5.7	-5.6	-5.6	-5.5	-5.4	-5.2	-5.2	-5.0	-5.0	-5.0
	Corr for view angle, 10log($\mu$$\theta$/180-cos2$\alpha$sin$\theta$)	-39.8	-29.2	-20.7	-7.6	-5.4	-7.1	-14.3	-23.8	-31.7	-37.9	-45.4	-56.9	-92.2	-36.1	-33.2	-28.7	-21.0	-10.4	-4.2	-9.1	-17.8	-25.1	-31.1	-37.0	-49.5	-63.3	-83.9
	Corr for screening/ absorption, dB(A)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0
	Corr for sound energy spread over 24 hr	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6
	Façade correctoin, dB(A)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
	Track wear correction, dB(A)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
	Leq 0.5hr for each train, dB(A)					46.3	42.3												38.9	48.0								
	Leq 0.5hr for all train	51.2																										
Leq0.5	Total number of events	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12
	Corr for no. of event, 10log(N), dB(A)	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8
	Corr for distance, -10log(d/dref), dB(A)	-5.7	-5.7	-5.6	-5.6	-5.5	-5.5	-5.5	-5.3	-5.2	-5.1	-5.0	-5.0	-5.0	-5.8	-5.8	-5.8	-5.7	-5.7	-5.6	-5.6	-5.5	-5.4	-5.2	-5.2	-5.0	-5.0	-5.0
	Corr for view angle, 10log($\mu$$\theta$/180-cos2$\alpha$sin$\theta$)	-39.8	-29.2	-20.7	-7.6	-5.4	-7.1	-14.3	-23.8	-31.7	-37.9	-45.4	-56.9	-92.2	-36.1	-33.2	-28.7	-21.0	-10.4	-4.2	-9.1	-17.8	-25.1	-31.1	-37.0	-49.5	-63.3	-83.9
	Corr for screening/ absorption, dB(A)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0
	Corr for sound energy spread over 24 hr	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6
	Façade correctoin, dB(A)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
	Track wear correction, dB(A)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
	Leq 0.5hr for each train, dB(A)					45.9	42.0												38.6	47.7								
	Leq 0.5hr for all train	50.8																										
Lmax	Measured Lmax	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65
	Corr for distance, -10log(d/dref), dB(A)	-5.7	-5.7	-5.6	-5.6	-5.5	-5.5	-5.5	-5.3	-5.2	-5.1	-5.0	-5.0	-5.0	-5.8	-5.8	-5.8	-5.7	-5.7	-5.6	-5.6	-5.5	-5.4	-5.2	-5.2	-5.0	-5.0	-5.0
	Correction for screening/ absorption	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0
	Façade correctoin, dB(A)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
	Track wear correction, dB(A)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
	Lmax for each train, dB(A)					67.2	65.0												64.8	67.8								
	Lmax for all train	67.8																										

Floor 24		Segment (Northbound)													Segment (Southbound)													
		N1	N2	N3	N4	N5	N6	N7	N8	N9	N10	N11	N12	N13	S1	S2	S3	S4	S5	S6	S7	S8	S9	S10	S11	S12	S13	S14
Parameters:																												
	Measured SEL	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9
Leq24	Total number of events	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536
	Horize distance from track to NSR	41.8	42.3	42.6	42.6	42.8	42.4	40.9	35.7	28.9	26.6	19.2	9.4	0.6	44.8	46.8	46.1	46.1	46.4	46.7	45.8	43.2	37.9	32.4	27.9	15.5	6.3	1.5
	track mPD + track head (0.2m)	7.9	8.7	9.9	11.3	12.5	13.1	13.4	13.6	14.0	14.1	13.9	13.6	13.1	8.0	8.4	9.1	10.0	11.2	12.5	13.2	13.5	13.9	14.2	14.1	13.7	13.3	12.9
	ground mPD + floor height	94.4	94.4	94.4	94.4	94.4	94.4	94.4	94.4	94.4	94.4	94.4	94.4	94.4	94.4	94.4	94.4	94.4	94.4	94.4	94.4	94.4	94.4	94.4	94.4	94.4	94.4	94.4
	Vert distance from track to NSR	86.5	85.7	84.5	83.1	81.9	81.3	81.0	80.8	80.4	80.3	80.5	80.8	81.3	86.4	86.0	85.3	84.4	83.2	81.9	81.2	80.9	80.5	80.2	80.3	80.7	81.1	81.5
	Slant distance	96.0	95.5	94.6	93.4	92.4	91.7	90.7	88.3	85.5	84.6	82.7	81.3	81.3	97.3	97.9	96.9	96.1	95.2	94.2	93.2	91.7	88.9	86.5	85.0	82.1	81.3	81.5
	View angle (α)	0.130	0.170	0.286	0.695	1.411	0.900	0.491	0.267	0.156	0.113	0.069	0.030	0.002	0.143	0.173	0.208	0.303	0.599	1.310	0.740	0.417	0.258	0.166	0.111	0.051	0.018	0.004
	View angle (α) (degree)	7.457	9.712	16.396	39.847	80.861	51.584	28.128	15.300	8.934	6.466	3.965	1.709	0.099	8.219	9.899	11.903	17.357	34.337	75.073	42.378	23.879	14.776	9.517	6.357	2.926	1.049	0.230
	View angle (θ)	0.010	0.066	0.165	0.653	0.475	0.506	0.259	0.094	0.044	0.020	0.010	0.004	0.000	0.019	0.025	0.050	0.140	0.449	0.662	0.423	0.158	0.074	0.044	0.025	0.007	0.002	0.000
	View angle (θ) (degree)	0.565	3.760	9.441	37.421	27.206	28.968	14.847	5.396	2.513	1.168	0.548	0.206	0.018	1.086	1.459	2.888	8.000	25.698	37.925	24.252	9.058	4.259	2.539	1.454	0.386	0.126	0.023
	Average Speed	10.0	20.0	50.0	70.0	65.0	50.0	30.0	15.0	10.0	10.0	15.0	20.0	15.0	10.0	10.0	10.0	20.0	50.0	70.0	60.0	40.0	20.0	15.0	10.0	10.0	15.0	10.0
	Corr for no. of event, 10log(N), dB(A)	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3
	Corr for distance, -10log(d/d_{ref}), dB(A)	-5.8	-5.8	-5.8	-5.7	-5.7	-5.6	-5.6	-5.5	-5.3	-5.2	-5.1	-5.1	-5.1	-5.9	-5.9	-5.9	-5.8	-5.8	-5.8	-5.7	-5.6	-5.5	-5.4	-5.3	-5.2	-5.1	-5.1
	Corr for view angle, 10log($\mu$$\theta$/180-cos2$\alpha$sin$\theta$)	-39.8	-29.2	-20.7	-7.6	-5.4	-7.1	-14.3	-23.8	-31.7	-37.9	-45.4	-56.9	-92.2	-36.1	-33.2	-28.7	-21.0	-10.4	-4.2	-9.1	-17.8	-25.1	-31.1	-37.0	-49.5	-63.3	-83.9
	Corr for screening/ absorption, dB(A)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, 20log(v/V_{ref}), dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0
	Corr for sound energy spread over 24 hr	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4
	Façade correctoin, dB(A)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
	Track wear correction, dB(A)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
	Leq 24hr for each train, dB(A)					45.5	41.5												38.1	47.2								
	Leq 24hr for all train	50.4																										
Leq0.5	Total number of events	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13
	Corr for no. of event, 10log(N), dB(A)	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1
	Corr for distance, -10log(d/dref), dB(A)	-5.8	-5.8	-5.8	-5.7	-5.7	-5.6	-5.6	-5.5	-5.3	-5.3	-5.2	-5.1	-5.1	-5.9	-5.9	-5.9	-5.8	-5.8	-5.8	-5.7	-5.6	-5.5	-5.4	-5.3	-5.2	-5.1	-5.1
	Corr for view angle, 10log($\mu$$\theta$/180-cos2$\alpha$sin$\theta$)	-39.8	-29.2	-20.7	-7.6	-5.4	-7.1	-14.3	-23.8	-31.7	-37.9	-45.4	-56.9	-92.2	-36.1	-33.2	-28.7	-21.0	-10.4	-4.2	-9.1	-17.8	-25.1	-31.1	-37.0	-49.5	-63.3	-83.9
	Corr for screening/ absorption, dB(A)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0
	Corr for sound energy spread over 24 hr	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6
	Façade correctoin, dB(A)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
	Track wear correction, dB(A)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
	Leq 0.5hr for each train, dB(A)					46.1	42.2												38.8	47.9								
	Leq 0.5hr for all train	51.0																										
Leq0.5	Total number of events	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12
	Corr for no. of event, 10log(N), dB(A)	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8
	Corr for distance, -10log(d/dref), dB(A)	-5.8	-5.8	-5.8	-5.7	-5.7	-5.6	-5.6	-5.5	-5.3	-5.3	-5.2	-5.1	-5.1	-5.9	-5.9	-5.9	-5.8	-5.8	-5.8	-5.7	-5.6	-5.5	-5.4	-5.3	-5.2	-5.1	-5.1
	Corr for view angle, 10log($\mu$$\theta$/180-cos2$\alpha$sin$\theta$)	-39.8	-29.2	-20.7	-7.6	-5.4	-7.1	-14.3	-23.8	-31.7	-37.9	-45.4	-56.9	-92.2	-36.1	-33.2	-28.7	-21.0	-10.4	-4.2	-9.1	-17.8	-25.1	-31.1	-37.0	-49.5	-63.3	-83.9
	Corr for screening/ absorption, dB(A)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0
	Corr for sound energy spread over 24 hr	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6
	Façade correctoin, dB(A)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
	Track wear correction, dB(A)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
	Leq 0.5hr for each train, dB(A)					45.8	41.9												38.4	47.5								
	Leq 0.5hr for all train	50.7																										
Lmax	Measured Lmax	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65

Floor		Segment (Northbound)													Segment (Southbound)													
25		N1	N2	N3	N4	N5	N6	N7	N8	N9	N10	N11	N12	N13	S1	S2	S3	S4	S5	S6	S7	S8	S9	S10	S11	S12	S13	S14
Parameters:																												
	Measured SEL	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9
Leq24	Total number of events	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536
	Horize distance from track to NSR	41.8	42.3	42.6	42.6	42.8	42.4	40.9	35.7	28.9	26.6	19.2	9.4	0.6	44.8	46.8	46.1	46.1	46.4	46.7	45.8	43.2	37.9	32.4	27.9	15.5	6.3	1.5
	track mPD + track head (0.2m)	7.9	8.7	9.9	11.3	12.5	13.1	13.4	13.6	14.0	14.1	13.9	13.6	13.1	8.0	8.4	9.1	10.0	11.2	12.5	13.2	13.5	13.9	14.2	14.1	13.7	13.3	12.9
	ground mPD + floor height	97.5	97.5	97.5	97.5	97.5	97.5	97.5	97.5	97.5	97.5	97.5	97.5	97.5	97.5	97.5	97.5	97.5	97.5	97.5	97.5	97.5	97.5	97.5	97.5	97.5	97.5	97.5
	Vert distance from track to NSR	89.6	88.8	87.6	86.3	85.1	84.5	84.2	83.9	83.6	83.5	83.6	83.9	84.5	89.5	89.1	88.4	87.5	86.3	85.0	84.3	84.0	83.6	83.4	83.5	83.8	84.3	84.6
	Slant distance	98.9	98.4	97.4	96.2	95.2	94.5	93.5	91.2	88.4	87.6	85.8	84.4	84.5	100.1	100.7	99.7	98.9	98.0	97.0	95.9	94.5	91.8	89.4	88.0	85.2	84.5	84.6
	View angle (α)	0.130	0.170	0.286	0.695	1.411	0.900	0.491	0.267	0.156	0.113	0.069	0.030	0.002	0.143	0.173	0.208	0.303	0.599	1.310	0.740	0.417	0.258	0.166	0.111	0.051	0.018	0.004
	View angle (α) (degree)	7.457	9.712	16.396	39.847	80.861	51.584	28.128	15.300	8.934	6.466	3.965	1.709	0.099	8.219	9.899	11.903	17.357	34.337	75.073	42.378	23.879	14.776	9.517	6.357	2.926	1.049	0.230
	View angle (θ)	0.010	0.066	0.165	0.653	0.475	0.506	0.259	0.094	0.044	0.020	0.010	0.004	0.000	0.019	0.025	0.050	0.140	0.449	0.662	0.423	0.158	0.074	0.044	0.025	0.007	0.002	0.000
	View angle (θ) (degree)	0.565	3.760	9.441	37.421	27.206	28.968	14.847	5.396	2.513	1.168	0.548	0.206	0.018	1.086	1.459	2.888	8.000	25.698	37.925	24.252	9.058	4.259	2.539	1.454	0.386	0.126	0.023
	Average Speed	10.0	20.0	50.0	70.0	65.0	50.0	30.0	15.0	10.0	10.0	15.0	20.0	15.0	10.0	10.0	10.0	20.0	50.0	70.0	60.0	40.0	20.0	15.0	10.0	10.0	15.0	10.0
	Corr for no. of event, 10log(N), dB(A)	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3
	Corr for distance, -10log(d/d_{ref}), dB(A)	-6.0	-5.9	-5.9	-5.9	-5.8	-5.8	-5.7	-5.6	-5.5	-5.4	-5.4	-5.3	-5.3	-6.0	-6.0	-6.0	-6.0	-5.9	-5.9	-5.8	-5.8	-5.6	-5.5	-5.5	-5.3	-5.3	-5.3
	Corr for view angle, 10log($\mu\theta$/180-cos2αsinθ)	-39.8	-29.2	-20.7	-7.6	-5.4	-7.1	-14.3	-23.8	-31.7	-37.9	-45.4	-56.9	-92.2	-36.1	-33.2	-28.7	-21.0	-10.4	-4.2	-9.1	-17.8	-25.1	-31.1	-37.0	-49.5	-63.3	-83.9
	Corr for screening/ absorption, dB(A)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, 20log(v/V_{ref}), dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0
	Corr for sound energy spread over 24 hr	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4
	Façade correctoin, dB(A)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
	Track wear correction, dB(A)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
	Leq 24hr for each train, dB(A)					45.4	41.4												38.0	47.1								
	Leq 24hr for all train	50.2																										
Leq0.5	Total number of events	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13
	Corr for no. of event, 10log(N), dB(A)	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1
	Corr for distance, -10log(d/dref), dB(A)	-6.0	-5.9	-5.9	-5.9	-5.8	-5.8	-5.7	-5.6	-5.5	-5.4	-5.4	-5.3	-5.3	-6.0	-6.0	-6.0	-6.0	-5.9	-5.9	-5.8	-5.8	-5.6	-5.5	-5.5	-5.3	-5.3	-5.3
	Corr for view angle, 10log($\mu\theta$/180-cos2αsinθ)	-39.8	-29.2	-20.7	-7.6	-5.4	-7.1	-14.3	-23.8	-31.7	-37.9	-45.4	-56.9	-92.2	-36.1	-33.2	-28.7	-21.0	-10.4	-4.2	-9.1	-17.8	-25.1	-31.1	-37.0	-49.5	-63.3	-83.9
	Corr for screening/ absorption, dB(A)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0
	Corr for sound energy spread over 24 hr	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6
	Façade correctoin, dB(A)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
	Track wear correction, dB(A)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
	Leq 0.5hr for each train, dB(A)					46.0	42.1												38.7	47.8								
	Leq 0.5hr for all train	50.9																										
Leq0.5	Total number of events	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12
	Corr for no. of event, 10log(N), dB(A)	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8
	Corr for distance, -10log(d/dref), dB(A)	-6.0	-5.9	-5.9	-5.9	-5.8	-5.8	-5.7	-5.6	-5.5	-5.4	-5.4	-5.3	-5.3	-6.0	-6.0	-6.0	-6.0	-5.9	-5.9	-5.8	-5.8	-5.6	-5.5	-5.5	-5.3	-5.3	-5.3
	Corr for view angle, 10log($\mu\theta$/180-cos2αsinθ)	-39.8	-29.2	-20.7	-7.6	-5.4	-7.1	-14.3	-23.8	-31.7	-37.9	-45.4	-56.9	-92.2	-36.1	-33.2	-28.7	-21.0	-10.4	-4.2	-9.1	-17.8	-25.1	-31.1	-37.0	-49.5	-63.3	-83.9
	Corr for screening/ absorption, dB(A)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0
	Corr for sound energy spread over 24 hr	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6
	Façade correctoin, dB(A)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
	Track wear correction, dB(A)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
	Leq 0.5hr for each train, dB(A)					45.7	41.7												38.3	47.4								
	Leq 0.5hr for all train	50.6																										
Lmax	Measured Lmax	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65
	Corr for distance, -10log(d/dref), dB(A)	-6.0	-5.9	-5.9	-5.9	-5.8	-5.8	-5.7	-5.6	-5.5	-5.4	-5.4	-5.3	-5.3	-6.0	-6.0	-6.0	-6.0	-5.9	-5.9	-5.8	-5.8	-5.6	-5.5	-5.5	-5.3	-5.3	-5.3
	Correction for screening/ absorption	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0
	Façade correctoin, dB(A)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
	Track wear correction, dB(A)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
	Lmax for each train, dB(A)					67.0	64.7												64.6	67.5								
	Lmax for all train	67.5																										

Mitigated Case

RN1

Floor 1		Segment (Northbound)													Segment (Southbound)													
		N1	N2	N3	N4	N5	N6	N7	N8	N9	N10	N11	N12	N13	S1	S2	S3	S4	S5	S6	S7	S8	S9	S10	S11	S12	S13	S14
Parameters:																												
	Measured SEL	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9
Leq24	Total number of events	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536
	Horize distance from track to NSR	9.7	10.2	10.5	10.5	10.6	10.1	8.3	2.8	4.2	6.6	14.1	24.0	34.1	12.7	14.7	14.0	14.0	14.3	14.5	13.4	10.6	5.0	0.7	5.3	17.9	27.1	35.0
	track mPD + track head (0.2m)	7.9	8.7	9.9	11.3	12.5	13.1	13.4	13.6	14.0	14.1	13.9	13.6	13.1	8.0	8.4	9.1	10.0	11.2	12.5	13.2	13.5	13.9	14.2	14.1	13.7	13.3	12.9
	ground mPD + floor height	21.9	21.9	21.9	21.9	21.9	21.9	21.9	21.9	21.9	21.9	21.9	21.9	21.9	21.9	21.9	21.9	21.9	21.9	21.9	21.9	21.9	21.9	21.9	21.9	21.9	21.9	21.9
	Vert distance from track to NSR	14.0	13.2	12.0	10.7	9.5	8.9	8.6	8.3	8.0	7.9	8.0	8.3	8.9	13.9	13.5	12.8	11.9	10.7	9.4	8.7	8.4	8.0	7.8	7.9	8.2	8.7	9.0
	Slant distance	17.0	16.7	15.9	15.0	14.2	13.4	11.9	8.8	9.0	10.2	16.2	25.4	35.2	19	20	19	18	18	17	16	13	9	8	9	20	28	36
	View angle (α)	0.031	0.043	0.079	0.337	1.469	0.252	0.099	0.021	0.022	0.028	0.050	0.075	0.092	0.042	0.057	0.067	0.102	0.267	1.537	0.233	0.101	0.033	0.004	0.021	0.059	0.078	0.091
	View angle (α) (degree)	1.800	2.470	4.505	19.282	84.163	14.433	5.683	1.179	1.265	1.576	2.881	4.307	5.283	2.428	3.256	3.840	5.866	15.325	88.061	13.378	5.760	1.905	0.203	1.203	3.359	4.492	5.192
	View angle (Θ)	0.002	0.018	0.051	0.465	2.197	0.196	0.055	0.007	0.006	0.005	0.007	0.009	0.017	0.006	0.009	0.017	0.053	0.273	2.389	0.162	0.040	0.010	0.001	0.005	0.008	0.009	0.009
	View angle (Θ) (degree)	0.142	1.011	2.895	26.618	125.853	11.226	3.179	0.416	0.352	0.282	0.393	0.514	0.962	0.335	0.506	0.999	3.035	15.619	136.871	9.279	2.269	0.551	0.054	0.273	0.438	0.537	0.517
	Average Speed	10.0	20.0	50.0	70.0	65.0	50.0	30.0	15.0	10.0	10.0	15.0	20.0	15.0	10.0	10.0	10.0	20.0	50.0	70.0	60.0	40.0	20.0	15.0	10.0	10.0	15.0	10.0
	Corr for no. of event, 10log(N), dB(A)	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3
	Corr for distance, -10log(d/d$_{ref}$), dB(A)	1.7	1.8	2.0	2.2	2.5	2.7	3.2	4.6	4.4	3.9	1.9	-0.1	-1.5	1.2	1.0	1.2	1.3	1.5	1.6	2.0	2.7	4.2	5.1	4.2	1.0	-0.6	-1.6
	Corr for view angle, 10log(piθ/180-cos2αsinθ)	-58.1	-46.8	-36.9	-14.4	-0.2	-20.9	-34.5	-57.1	-57.2	-56.3	-49.6	-44.9	-40.4	-51.8	-47.4	-43.0	-34.5	-18.9	-0.1	-22.5	-35.9	-51.7	-81.2	-58.8	-47.8	-44.4	-43.3
	Corr for screening/ absorption, dB(A)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, 20log(v/V$_{ref}$), dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0
	Corr for sound energy spread over 24 hr	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4
	Façade correctoin, dB(A)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
	Track wear correction, dB(A)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
	Leq 24hr for each train, dB(A)	-16.1	1.3	19.3	45.0	58.8	36.1	18.6	-8.7	-12.4	-12.1	-3.9	1.3	1.9	-10.2	-6.1	-1.5	13.2	36.9	58.7	35.4	19.1	-1.1	-32.3	-14.2	-6.4	-1.1	-4.6
	Leq 24hr for all train	61.9																										
	Noise reduction	-4.0																										
		57.9																										
Leq0.5 Day/Evening	Total number of events	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13
	Corr for no. of event, 10log(N), dB(A)	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1
	Corr for distance, -10log(d/dref), dB(A)	1.7	1.8	2.0	2.2	2.5	2.7	3.2	4.6	4.4	3.9	1.9	-0.1	-1.5	1.2	1.0	1.2	1.3	1.5	1.6	2.0	2.7	4.2	5.1	4.2	1.0	-0.6	-1.6
	Corr for view angle, 10log(piθ/180-cos2αsinθ)	-58.1	-46.8	-36.9	-14.4	-0.2	-20.9	-34.5	-57.1	-57.2	-56.3	-49.6	-44.9	-40.4	-51.8	-47.4	-43.0	-34.5	-18.9	-0.1	-22.5	-35.9	-51.7	-81.2	-58.8	-47.8	-44.4	-43.3
	Corr for screening/ absorption, dB(A)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0
	Corr for sound energy spread over 24 hr	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6
	Façade correctoin, dB(A)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
	Track wear correction, dB(A)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
	Leq 0.5hr for each train, dB(A)	-15.5	2.0	20.0	45.7	59.4	36.7	19.2	-8.0	-11.8	-11.4	-3.2	2.0	2.6	-9.6	-5.5	-0.9	13.9	37.5	59.4	36.0	19.8	-0.5	-31.7	-13.6	-5.8	-0.5	-3.9
	Leq 0.5hr for all train	62.5																										
	Noise reduction	-4.0																										
		58.5																										
Leq0.5 Night	Total number of events	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12
	Corr for no. of event, 10log(N), dB(A)	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8
	Corr for distance, -10log(d/dref), dB(A)	1.7	1.8	2.0	2.2	2.5	2.7	3.2	4.6	4.4	3.9	1.9	-0.1	-1.5	1.2	1.0	1.2	1.3	1.5	1.6	2.0	2.7	4.2	5.1	4.2	1.0	-0.6	-1.6
	Corr for view angle, 10log(piθ/180-cos2αsinθ)	-58.1	-46.8	-36.9	-14.4	-0.2	-20.9	-34.5	-57.1	-57.2	-56.3	-49.6	-44.9	-40.4	-51.8	-47.4	-43.0	-34.5	-18.9	-0.1	-22.5	-35.9	-51.7	-81.2	-58.8	-47.8	-44.4	-43.3
	Corr for screening/ absorption, dB(A)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0
	Corr for sound energy spread over 24 hr	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6
	Façade correctoin, dB(A)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
	Track wear correction, dB(A)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
	Leq 0.5hr for each train, dB(A)	-15.8	1.6	19.7	45.3	59.1	36.4	18.9	-8.4	-12.1	-11.8	-3.6	1.6	2.2	-9.9	-5.8	-1.2	13.5	37.2	59.0	35.7	19.4	-0.8	-32.0	-13.9	-6.1	-0.8	-4.3
	Leq 0.5hr for all train	62.2																										
	Noise reduction	-4.0																										
		58.2																										
Lmax	Measured Lmax	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65
	Corr for distance, -10log(d/dref), dB(A)	1.7	1.8	2.0	2.2	2.5	2.7	3.2	4.6	4.4	3.9	1.9	-0.1	-1.5	1.2	1.0	1.2	1.3	1.5	1.6	2.0	2.7	4.2	5.1	4.2	1.0	-0.6	-1.6
	Correction for screening/ absorption	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0
	Façade correctoin, dB(A)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
	Track wear correction, dB(A)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
	Lmax for each train, dB(A)	58.2	64.3	72.5	75.6	75.2	73.2	69.3	64.6	61.0	60.4	61.9	62.5	58.6	57.7	57.5	57.7	63.9	72.0	75.0	74.0	71.2	66.8	65.1	60.7	57.6	59.5	54.9
	Lmax for all train	75.6																										

Floor 2		Segment (Northbound)													Segment (Southbound)													
		N1	N2	N3	N4	N5	N6	N7	N8	N9	N10	N11	N12	N13	S1	S2	S3	S4	S5	S6	S7	S8	S9	S10	S11	S12	S13	S14
Parameters:																												
	Measured SEL	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9
Leq24	Total number of events	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536
	Horize distance from track to NSR	9.7	10.2	10.5	10.5	10.6	10.1	8.3	2.8	4.2	6.6	14.1	24.0	34.1	12.7	14.7	14.0	14.0	14.3	14.5	13.4	10.6	5.0	0.7	5.3	17.9	27.1	35.0
	track mPD + track head (0.2m)	7.9	8.7	9.9	11.3	12.5	13.1	13.4	13.6	14.0	14.1	13.9	13.6	13.1	8.0	8.4	9.1	10.0	11.2	12.5	13.2	13.5	13.9	14.2	14.1	13.7	13.3	12.9
	ground mPD + floor height	25.1	25.1	25.1	25.1	25.1	25.1	25.1	25.1	25.1	25.1	25.1	25.1	25.1	25.1	25.1	25.1	25.1	25.1	25.1	25.1	25.1	25.1	25.1	25.1	25.1	25.1	25.1
	Vert distance from track to NSR	17.2	16.4	15.2	13.8	12.6	12.0	11.7	11.5	11.1	11.0	11.2	11.5	12.0	17.1	16.7	16.0	15.1	13.9	12.6	11.9	11.6	11.2	10.9	11.0	11.4	11.8	12.2
	Slant distance	19.7	19.3	18.4	17.4	16.5	15.7	14.3	11.8	11.9	12.8	18.0	26.6	36.1	21	22	21	21	20	19	18	16	12	11	12	21	30	37
	View angle (α)	0.031	0.043	0.079	0.337	1.469	0.252	0.099	0.021	0.022	0.028	0.050	0.075	0.092	0.042	0.057	0.067	0.102	0.267	1.537	0.233	0.101	0.033	0.004	0.021	0.059	0.078	0.091
	View angle (α) (degree)	1.800	2.470	4.505	19.282	84.163	14.433	5.683	1.179	1.265	1.576	2.881	4.307	5.283	2.428	3.256	3.840	5.866	15.325	88.061	13.378	5.760	1.905	0.203	1.203	3.359	4.492	5.192
	View angle (Θ)	0.002	0.018	0.051	0.465	2.197	0.196	0.055	0.007	0.006	0.005	0.007	0.009	0.017	0.006	0.009	0.017	0.053	0.273	2.389	0.162	0.040	0.010	0.001	0.005	0.008	0.009	0.009
	View angle (Θ) (degree)	0.142	1.011	2.895	26.618	125.853	11.226	3.179	0.416	0.352	0.282	0.393	0.514	0.962	0.335	0.506	0.999	3.035	15.619	136.871	9.279	2.269	0.551	0.054	0.273	0.438	0.537	0.517
	Average Speed	10.0	20.0	50.0	70.0	65.0	50.0	30.0	15.0	10.0	10.0	15.0	20.0	15.0	10.0	10.0	10.0	20.0	50.0	70.0	60.0	40.0	20.0	15.0	10.0	10.0	15.0	10.0
	Corr for no. of event, 10log(N), dB(A)	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3
	Corr for distance, -10log(d/d$_{ref}$), dB(A)	1.0	1.1	1.3	1.6	1.8	2.0	2.4	3.3	3.2	2.9	1.4	-0.3	-1.6	0.7	0.5	0.7	0.8	1.0	1.2	1.5	2.0	3.1	3.6	3.1	0.7	-0.7	-1.7
	Corr for view angle, 10log(piθ/180-cos2αsinθ)	-58.1	-46.8	-36.9	-14.4	-0.2	-20.9	-34.5	-57.1	-57.2	-56.3	-49.6	-44.9	-40.4	-51.8	-47.4	-43.0	-34.5	-18.9	-0.1	-22.5	-35.9	-51.7	-81.2	-58.8	-47.8	-44.4	-43.3
	Corr for screening/ absorption, dB(A)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0
	Corr for sound energy spread over 24 hr	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4
	Façade correctoin, dB(A)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
	Track wear correction, dB(A)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
	Leq 24hr for each train, dB(A)	-16.7	0.7	18.7	44.4	58.1	35.4	17.7	-10.0	-13.6	-13.1	-4.3	1.1	1.8	-10.8	-6.6	-2.0	12.7	36.4	58.2	34.9	18.5	-2.3	-33.8	-15.3	-6.8	-1.3	-4.7
	Leq 24hr for all train	61.3																										
	Noise reduction	-4.0																										
		57.3																										
Leq0.5 Day/Evening	Total number of events	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13
	Corr for no. of event, 10log(N), dB(A)	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1
	Corr for distance, -10log(d/dref), dB(A)	1.0	1.1	1.3	1.6	1.8	2.0	2.4	3.3	3.2	2.9	1.4	-0.3	-1.6	0.7	0.5	0.7	0.8	1.0	1.2	1.5	2.0	3.1	3.6	3.1	0.7	-0.7	-1.7
	Corr for view angle, 10log(piθ/180-cos2αsinθ)	-58.1	-46.8	-36.9	-14.4	-0.2	-20.9	-34.5	-57.1	-57.2	-56.3	-49.6	-44.9	-40.4	-51.8	-47.4	-43.0	-34.5	-18.9	-0.1	-22.5	-35.9	-51.7	-81.2	-58.8	-47.8	-44.4	-43.3
	Corr for screening/ absorption, dB(A)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0
	Corr for sound energy spread over 24 hr	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6
	Façade correctoin, dB(A)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
	Track wear correction, dB(A)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
	Leq 0.5hr for each train, dB(A)	-16.1	1.3	19.4	45.0	58.8	36.0	18.4	-9.3	-13.0	-12.4	-3.7	1.8	2.5	-10.1	-5.9	-1.4	13.4	37.1	58.9	35.5	19.1	-1.6	-33.1	-14.7	-6.1	-0.6	-4.0
	Leq 0.5hr for all train	62.0																										
	Noise reduction	-4.0																										
		58.0																										
Leq0.5 Night	Total number of events	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12
	Corr for no. of event, 10log(N), dB(A)	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8
	Corr for distance, -10log(d/dref), dB(A)	1.0	1.1	1.3	1.6	1.8	2.0	2.4	3.3	3.2	2.9	1.4	-0.3	-1.6	0.7	0.5	0.7	0.8	1.0	1.2	1.5	2.0	3.1	3.6	3.1	0.7	-0.7	-1.7
	Corr for view angle, 10log(piθ/180-cos2αsinθ)	-58.1	-46.8	-36.9	-14.4	-0.2	-20.9	-34.5	-57.1	-57.2	-56.3	-49.6	-44.9	-40.4	-51.8	-47.4	-43.0	-34.5	-18.9	-0.1	-22.5	-35.9	-51.7	-81.2	-58.8	-47.8	-44.4	-43.3
	Corr for screening/ absorption, dB(A)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for

Floor 3		Segment (Northbound)													Segment (Southbound)													
		N1	N2	N3	N4	N5	N6	N7	N8	N9	N10	N11	N12	N13	S1	S2	S3	S4	S5	S6	S7	S8	S9	S10	S11	S12	S13	S14
Parameters:	Measured SEL	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9
Leq24	Total number of events	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536
	Horize distance from track to NSR	9.7	10.2	10.5	10.5	10.6	10.1	8.3	2.8	4.2	6.6	14.1	24.0	34.1	12.7	14.7	14.0	14.0	14.3	14.5	13.4	10.6	5.0	0.7	5.3	17.9	27.1	35.0
	track mPD + track head (0.2m)	7.9	8.7	9.9	11.3	12.5	13.1	13.4	13.6	14.0	14.1	13.9	13.6	13.1	8.0	8.4	9.1	10.0	11.2	12.5	13.2	13.5	13.9	14.2	14.1	13.7	13.3	12.9
	ground mPD + floor height	28.2	28.2	28.2	28.2	28.2	28.2	28.2	28.2	28.2	28.2	28.2	28.2	28.2	28.2	28.2	28.2	28.2	28.2	28.2	28.2	28.2	28.2	28.2	28.2	28.2	28.2	28.2
	Vert distance from track to NSR	20.3	19.5	18.3	17.0	15.8	15.2	14.9	14.6	14.3	14.2	14.3	14.6	15.2	20.2	19.8	19.1	18.2	17.0	15.7	15.0	14.7	14.3	14.1	14.2	14.5	15.0	15.3
	Slant distance	22.5	22.0	21.1	20.0	19.0	18.2	17.0	14.9	14.8	15.6	20.1	28.1	37.3	24	25	24	23	22	21	20	18	15	14	15	23	31	38
	View angle (α)	0.031	0.043	0.079	0.337	1.469	0.252	0.099	0.021	0.022	0.028	0.050	0.075	0.092	0.042	0.057	0.067	0.102	0.267	1.537	0.233	0.101	0.033	0.004	0.021	0.059	0.078	0.091
	View angle (α) (degree)	1.800	2.470	4.505	19.282	84.163	14.433	5.683	1.179	1.265	1.576	2.881	4.307	5.283	2.428	3.256	3.840	5.866	15.325	88.061	13.378	5.760	1.905	0.203	1.203	3.359	4.492	5.192
	View angle (Θ)	0.002	0.018	0.051	0.465	2.197	0.196	0.055	0.007	0.006	0.005	0.007	0.009	0.017	0.006	0.009	0.017	0.053	0.273	2.389	0.162	0.040	0.010	0.001	0.005	0.008	0.009	0.009
	View angle (Θ) (degree)	0.142	1.011	2.895	26.618	125.853	11.226	3.179	0.416	0.352	0.282	0.393	0.514	0.962	0.335	0.506	0.999	3.035	15.619	136.871	9.279	2.269	0.551	0.054	0.273	0.438	0.537	0.517
	Average Speed	10.0	20.0	50.0	70.0	65.0	50.0	30.0	15.0	10.0	10.0	15.0	20.0	15.0	10.0	10.0	10.0	20.0	50.0	70.0	60.0	40.0	20.0	15.0	10.0	10.0	15.0	10.0
	Corr for no. of event, 10log(N), dB(A)	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3
	Corr for distance, -10log(d/d_{ref}), dB(A)	0.5	0.6	0.7	1.0	1.2	1.4	1.7	2.3	2.3	2.0	0.9	-0.5	-1.7	0.2	0.1	0.2	0.4	0.5	0.7	1.0	1.4	2.2	2.5	2.2	0.4	-0.9	-1.8
	Corr for view angle, 10log($\pi\Theta$/180-cos2$\alpha\sin\Theta$)	-58.1	-46.8	-36.9	-14.4	-0.2	-20.9	-34.5	-57.1	-57.2	-56.3	-49.6	-44.9	-40.4	-51.8	-47.4	-43.0	-34.5	-18.9	-0.1	-22.5	-35.9	-51.7	-81.2	-58.8	-47.8	-44.4	-43.3
	Corr for screening/ absorption, dB(A)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, 20log(v/v_{ref}), dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0
	Corr for sound energy spread over 24 hr	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4
	Façade correctoin, dB(A)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
	Track wear correction, dB(A)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
	Leq 24hr for each train, dB(A)	-17.3	0.1	18.1	43.8	57.5	34.7	17.0	-11.0	-14.6	-13.9	-4.8	0.9	1.7	-11.3	-7.1	-2.5	12.2	35.9	57.8	34.4	17.8	-3.2	-34.9	-16.3	-7.1	-1.5	-4.8
	Leq 24hr for all train	60.8																										
	Noise reduction	-4.0																										
		56.8																										
Leq0.5 Day/Evening	Total number of events	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13
	Corr for no. of event, 10log(N), dB(A)	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1
	Corr for distance, -10log(d/dref), dB(A)	0.5	0.6	0.7	1.0	1.2	1.4	1.7	2.3	2.3	2.0	0.9	-0.5	-1.7	0.2	0.1	0.2	0.4	0.5	0.7	1.0	1.4	2.2	2.5	2.2	0.4	-0.9	-1.8
	Corr for view angle, 10log($\pi\Theta$/180-cos2$\alpha\sin\Theta$)	-58.1	-46.8	-36.9	-14.4	-0.2	-20.9	-34.5	-57.1	-57.2	-56.3	-49.6	-44.9	-40.4	-51.8	-47.4	-43.0	-34.5	-18.9	-0.1	-22.5	-35.9	-51.7	-81.2	-58.8	-47.8	-44.4	-43.3
	Corr for screening/ absorption, dB(A)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0
	Corr for sound energy spread over 24 hr	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6
	Façade correctoin, dB(A)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
	Track wear correction, dB(A)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
	Leq 0.5hr for each train, dB(A)	-16.7	0.8	18.8	44.4	58.2	35.4	17.7	-10.3	-14.0	-13.3	-4.1	1.5	2.3	-10.6	-6.4	-1.8	12.9	36.6	58.4	35.0	18.5	-2.5	-34.2	-15.6	-6.5	-0.8	-4.2
		0.0	1.2	75.6	27752.6	657937.2	3460.6	58.4	0.1	0.0	0.0	0.4	1.4	1.7	0.1	0.2	0.7	19.5	4563.4	696465.9	3186.8	70.7	0.6	0.0	0.0	0.2	0.8	0.4
	Leq 0.5hr for all train	61.4																										
	Noise reduction	-4.0																										
		57.4																										
Leq0.5 Night	Total number of events	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12
	Corr for no. of event, 10log(N), dB(A)	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8
	Corr for distance, -10log(d/dref), dB(A)	0.5	0.6	0.7	1.0	1.2	1.4	1.7	2.3	2.3	2.0	0.9	-0.5	-1.7	0.2	0.1	0.2	0.4	0.5	0.7	1.0	1.4	2.2	2.5	2.2	0.4	-0.9	-1.8
	Corr for view angle, 10log($\pi\Theta$/180-cos2$\alpha\sin\Theta$)	-58.1	-46.8	-36.9	-14.4	-0.2	-20.9	-34.5	-57.1	-57.2	-56.3	-49.6	-44.9	-40.4	-51.8	-47.4	-43.0	-34.5	-18.9	-0.1	-22.5	-35.9	-51.7	-81.2	-58.8	-47.8	-44.4	-43.3
	Corr for screening/ absorption, dB(A)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0
	Corr for sound energy spread over 24 hr	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6
	Façade correctoin, dB(A)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
	Track wear correction, dB(A)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
	Leq 0.5hr for each train, dB(A)	-17.0	0.4	18.4	44.1	57.8	35.0	17.3	-10.7	-14.3	-13.6	-4.5	1.2	2.0	-10.9	-6.7	-2.2	12.5	36.2	58.1	34.7	18.1	-2.9	-34.6	-15.9	-6.8	-1.2	-4.5
		0.0	1.1	69.8	25617.8	607326.6	3194.4	53.9	0.1	0.0	0.0	0.4	1.3	1.6	0.1	0.2	0.6	18.0	4212.4	642891.6	2941.6	65.2	0.5	0.0	0.0	0.2	0.8	0.4
	Leq 0.5hr for all train	61.1																										
	Noise reduction	-4.0																										
		57.1																										
Lmax	Measured Lmax	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65
	Corr for distance, -10log(d/dref), dB(A)	0.5	0.6	0.7	1.0	1.2	1.4	1.7	2.3	2.3	2.0	0.9	-0.5	-1.7	0.2	0.1	0.2	0.4	0.5	0.7	1.0	1.4	2.2	2.5	2.2	0.4	-0.9	-1.8
	Correction for screening/ absorption	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0
	Façade correctoin, dB(A)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
	Track wear correction, dB(A)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
	Lmax for each train, dB(A)	57.0	63.1	71.2	74.4	74.0	71.9	67.7	62.3	58.8	58.6	61.0	62.0	58.3	56.7	56.6	56.8	62.9	71.0	74.1	73.0	70.0	64.7	62.5	58.7	56.9	59.1	54.7
	Lmax for all train	74.4																										

Floor 4		Segment (Northbound)													Segment (Southbound)													
		N1	N2	N3	N4	N5	N6	N7	N8	N9	N10	N11	N12	N13	S1	S2	S3	S4	S5	S6	S7	S8	S9	S10	S11	S12	S13	S14
Parameters:	Measured SEL	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9
Leq24	Total number of events	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536
	Horize distance from track to NSR	9.7	10.2	10.5	10.5	10.6	10.1	8.3	2.8	4.2	6.6	14.1	24.0	34.1	12.7	14.7	14.0	14.0	14.3	14.5	13.4	10.6	5.0	0.7	5.3	17.9	27.1	35.0
	track mPD + track head (0.2m)	8.0	8.4	9.1	10.0	11.2	12.5	13.2	13.5	13.9	14.2	14.1	13.7	13.3	12.9													
	ground mPD + floor height	31.4	31.4	31.4	31.4	31.4	31.4	31.4	31.4	31.4	31.4	31.4	31.4	31.4	31.4	31.4	31.4	31.4	31.4	31.4	31.4	31.4	31.4	31.4	31.4	31.4	31.4	31.4
	Vert distance from track to NSR	23.5	22.7	21.5	20.1	18.9	18.3	18.0	17.8	17.4	17.3	17.5	17.8	18.3	23.4	23.0	22.3	21.4	20.2	18.9	18.2	17.9	17.5	17.2	17.3	17.7	18.1	18.5
	Slant distance	25.4	24.8	23.9	22.7	21.7	20.9	19.8	18.0	17.9	18.5	22.4	29.8	38.7	27	27	26	26	25	24	23	21	18	17	18	25	33	40
	View angle (α)	0.031	0.043	0.079	0.337	1.469	0.252	0.099	0.021	0.022	0.028	0.050	0.075	0.092	0.042	0.057	0.067	0.102	0.267	1.537	0.233	0.101	0.033	0.004	0.021	0.059	0.078	0.091
	View angle (α) (degree)	1.800	2.470	4.505	19.282	84.163	14.433	5.683	1.179	1.265	1.576	2.881	4.307	5.283	2.428	3.256	3.840	5.866	15.325	88.061	13.378	5.760	1.905	0.203	1.203	3.359	4.492	5.192
	View angle (Θ)	0.002	0.018	0.051	0.465	2.197	0.196	0.055	0.007	0.006	0.005	0.007	0.009	0.017	0.006	0.009	0.017	0.053	0.273	2.389	0.162	0.040	0.010	0.001	0.005	0.008	0.009	0.009
	View angle (Θ) (degree)	0.142	1.011	2.895	26.618	125.853	11.226	3.179	0.416	0.352	0.282	0.393	0.514	0.962	0.335	0.506	0.999	3.035	15.619	136.871	9.279	2.269	0.551	0.054	0.273	0.438	0.537	0.517
	Average Speed	10.0	20.0	50.0	70.0	65.0	50.0	30.0	15.0	10.0	10.0	15.0	20.0	15.0	10.0	10.0	10.0	20.0	50.0	70.0	60.0	40.0	20.0	15.0	10.0	10.0	15.0	10.0
	Corr for no. of event, 10log(N), dB(A)	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3
	Corr for distance, -10log(d/d_{ref}), dB(A)	-0.1	0.0	0.2	0.4	0.6	0.8	1.0	1.4	1.5	1.3	0.5	-0.8	-1.9	-0.3	-0.4	-0.2	-0.1	0.1	0.2	0.5	0.8	1.4	1.6	1.4	0.0	-1.2	-2.0
	Corr for view angle, 10log($\pi\Theta$/180-cos2$\alpha\sin\Theta$)	-58.1	-46.8	-36.9	-14.4	-0.2	-20.9	-34.5	-57.1	-57.2	-56.3	-49.6	-44.9	-40.4	-51.8	-47.4	-43.0	-34.5	-18.9	-0.1	-22.5	-35.9	-51.7	-81.2	-58.8	-47.8	-44.4	-43.3
	Corr for screening/ absorption, dB(A)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0
	Corr for sound energy spread over 24 hr	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4
	Façade correctoin, dB(A)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
	Track wear correction, dB(A)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
	Leq 24hr for each train, dB(A)	-17.8	-0.4	17.6	43.2	56.9	34.1	16.3	-11.8	-15.4	-14.7	-5.3	0.6	1.5	-11.7	-7.5	-2.9	11.8	35.5	57.3	33.9	17.2	-4.0	-35.8	-17.0	-7.5	-1.7	-5.0
	Leq 24hr for all train	60.3																										
	Noise reduction	-4.0																										
		56.3																										
Leq0.5	Total number of events	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13
	Corr for no. of event, 10log(N), dB(A)	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1
	Corr for distance, -10log(d/dref), dB(A)	-0.1	0.0	0.2	0.4	0.6	0.8	1.0	1.4	1.5	1.3	0.5	-0.8	-1.9	-0.3	-0.4	-0.2	-0.1	0.1	0.2	0.5	0.8	1.4	1.6	1.4	0.0	-1.2	-2.0
	Corr for view angle, 10log($\pi\Theta$/180-cos2$\alpha\sin\Theta$)	-58.1	-46.8	-36.9	-14.4	-0.2	-20.9	-34.5	-57.1	-57.2	-56.3	-49.6	-44.9	-40.4	-51.8	-47.4	-43.0	-34.5	-18.9	-0.1	-22.5	-35.9	-51.7	-81.2	-58.8	-47.8	-44.4	-43.3
	Corr for screening/ absorption, dB(A)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0
	Corr for sound energy spread over 24 hr	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6
	Façade correctoin, dB(A)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
	Track wear correction, dB(A)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
	Leq 0.5hr for each train, dB(A)	-17.2	0.2	18.2	43.9	57.6	34.8	17.0	-11.1	-14.8	-14.0	-4.6	1.3	2.2	-11.1	-6.8	-2.3	12.4	36.1	58.0	34.5	17.9	-3.3	-35.1	-16.4	-6.8	-1.1	-4.3
	Leq 0.5hr for all train	60.9																										
	Noise reduction	-4.0																										
		56.9																										
Leq0.5	Total number of events	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12
	Corr for no. of event, 10log(N), dB(A)	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8
	Corr for distance, -10log(d/dref), dB(A)	-0.1	0.0	0.2	0.4	0.6	0.8	1.0	1.4	1.5	1.3	0.5	-0.8	-1.9	-0.3	-0.4	-0.2	-0.1	0.1	0.2	0.5	0.8	1.4	1.6	1.4	0.0	-1.2	-2.0
	Corr for view angle, 10log($\pi\Theta$/180-cos2$\alpha\sin\Theta$)	-58.1	-46.8	-36.9	-14.4	-0.2	-20.9	-34.5	-57.1

RN2

Floor 2		Segment (Northbound)													Segment (Southbound)													
		N1	N2	N3	N4	N5	N6	N7	N8	N9	N10	N11	N12	N13	S1	S2	S3	S4	S5	S6	S7	S8	S9	S10	S11	S12	S13	S14
Parameters:																												
	Measured SEL	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9
Leq24	Total number of events	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536
	Horize distance from track to NSR	16.1	16.7	17.0	17.1	17.4	17.6	16.9	13.3	7.9	5.9	0.6	9.2	18.2	19.1	21.3	20.5	20.5	20.9	21.4	21.3	19.8	15.8	11.4	7.5	3.4	11.6	18.7
	track mPD + track head (0.2m)	7.9	8.7	9.9	11.3	12.5	13.1	13.4	13.6	14.0	14.1	13.9	13.6	13.1	8.0	8.4	9.1	10.0	11.2	12.5	13.2	13.5	13.9	14.2	14.1	13.7	13.3	12.9
	ground mPD + floor height	25.1	25.1	25.1	25.1	25.1	25.1	25.1	25.1	25.1	25.1	25.1	25.1	25.1	25.1	25.1	25.1	25.1	25.1	25.1	25.1	25.1	25.1	25.1	25.1	25.1	25.1	25.1
	Vert distance from track to NSR	17.2	16.4	15.2	13.8	12.6	12.0	11.7	11.5	11.1	11.0	11.2	11.5	12.0	17.1	16.7	16.0	15.1	13.9	12.6	11.9	11.6	11.2	10.9	11.0	11.4	11.8	12.2
	Slant distance	23.5	23.4	22.8	21.9	21.5	21.3	20.6	17.5	13.6	12.5	11.2	14.7	21.8	26	27	26	25	25	25	24	23	19	16	13	12	17	22
	View angle (α)	0.046	0.060	0.097	0.231	0.637	1.375	0.395	0.136	0.052	0.029	0.002	0.033	0.055	0.056	0.071	0.082	0.115	0.224	0.963	0.946	0.299	0.142	0.071	0.035	0.013	0.038	0.054
	View angle (α) (degree)	2.648	3.441	5.534	13.245	36.511	78.778	22.621	7.801	3.001	1.676	0.133	1.876	3.144	3.214	4.093	4.718	6.586	12.858	55.200	54.185	17.138	8.152	4.076	1.987	0.734	2.155	3.069
	View angle (θ)	0.003	0.021	0.049	0.132	0.669	1.549	0.358	0.065	0.018	0.006	0.000	0.004	0.011	0.007	0.010	0.018	0.047	0.111	1.354	1.055	0.174	0.054	0.023	0.009	0.002	0.005	0.006
	View angle (θ) (degree)	0.186	1.214	2.807	7.580	38.314	88.727	20.490	3.738	1.038	0.355	0.021	0.254	0.637	0.392	0.553	1.034	2.683	6.358	77.587	60.430	9.976	3.106	1.326	0.527	0.109	0.289	0.338
	Average Speed	10.0	20.0	50.0	70.0	65.0	50.0	30.0	15.0	10.0	10.0	15.0	20.0	15.0	10.0	10.0	10.0	20.0	50.0	70.0	60.0	40.0	20.0	15.0	10.0	10.0	15.0	10.0
	Corr for no. of event, 10log(N), dB(A)	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3
	Corr for distance, -10log(d/d_{ref}), dB(A)	0.3	0.3	0.4	0.6	0.7	0.7	0.8	1.5	2.6	3.0	3.5	2.3	0.6	-0.1	-0.3	-0.2	-0.1	0.0	0.0	0.1	0.4	1.1	2.0	2.7	3.2	1.8	0.5
	Corr for view angle, 10log(μπθ/180-cos2αinθ)	-53.6	-43.1	-35.3	-23.5	-8.1	-1.1	-14.5	-31.1	-45.0	-54.7	-89.0	-55.2	-46.7	-48.7	-45.1	-41.1	-34.0	-24.5	-2.7	-3.8	-20.1	-31.6	-41.3	-51.5	-67.0	-53.5	-49.7
	Corr for screening/ absorption, dB(A)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, 20log(v/V_{ref}), dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0
	Corr for sound energy spread over 24 hr	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4
	Façade correctoin, dB(A)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
	Track wear correction, dB(A)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
	Leq 24hr for each train, dB(A)				34.3	49.1	53.9	36.2	14.3	-2.0	-11.4	-41.7	-6.6	-2.3					29.8	54.5	52.2	32.6	15.9	4.6	-8.5	-23.5	-7.8	-8.9
	Leq 24hr for all train	59.0																										
	Noise reduction	-4.0																										
		55.0																										
Leq0.5	Total number of events	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13
	Corr for no. of event, 10log(N), dB(A)	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1
	Corr for distance, -10log(d/dref), dB(A)	0.3	0.3	0.4	0.6	0.7	0.7	0.8	1.5	2.6	3.0	3.5	2.3	0.6	-0.1	-0.3	-0.2	-0.1	0.0	0.0	0.1	0.4	1.1	2.0	2.7	3.2	1.8	0.5
	Corr for view angle, 10log(μπθ/180-cos2αinθ)	-53.6	-43.1	-35.3	-23.5	-8.1	-1.1	-14.5	-31.1	-45.0	-54.7	-89.0	-55.2	-46.7	-48.7	-45.1	-41.1	-34.0	-24.5	-2.7	-3.8	-20.1	-31.6	-41.3	-51.5	-67.0	-53.5	-49.7
	Corr for screening/ absorption, dB(A)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0
	Corr for sound energy spread over 24 hr	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6
	Façade correctoin, dB(A)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
	Track wear correction, dB(A)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
	Leq 0.5hr for each train, dB(A)				35.0	49.8	54.6	36.8	14.9	-1.4	-10.7	-41.0	-5.9	-1.6					30.4	55.2	52.9	33.3	16.5	5.2	-7.8	-22.8	-7.2	-8.2
	Leq 0.5hr for all train	59.6																										
	Noise reduction	-4.0																										
		55.6																										
Leq0.5	Total number of events	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12
	Corr for no. of event, 10log(N), dB(A)	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8
	Corr for distance, -10log(d/dref), dB(A)	0.3	0.3	0.4	0.6	0.7	0.7	0.8	1.5	2.6	3.0	3.5	2.3	0.6	-0.1	-0.3	-0.2	-0.1	0.0	0.0	0.1	0.4	1.1	2.0	2.7	3.2	1.8	0.5
	Corr for view angle, 10log(μπθ/180-cos2αinθ)	-53.6	-43.1	-35.3	-23.5	-8.1	-1.1	-14.5	-31.1	-45.0	-54.7	-89.0	-55.2	-46.7	-48.7	-45.1	-41.1	-34.0	-24.5	-2.7	-3.8	-20.1	-31.6	-41.3	-51.5	-67.0	-53.5	-49.7
	Corr for screening/ absorption, dB(A)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0
	Corr for sound energy spread over 24 hr	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6
	Façade correctoin, dB(A)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
	Track wear correction, dB(A)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
	Leq 0.5hr for each train, dB(A)				34.6	49.4	54.2	36.5	14.6	-1.7	-11.1	-41.3	-6.3	-2.0					30.1	54.9	52.5	33.0	16.2	4.9	-8.2	-23.2	-7.5	-8.6
	Leq 0.5hr for all train	59.3																										
	Noise reduction	-4.0																										
		55.3																										
Lmax	Measured Lmax	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65
	Corr for distance, -10log(d/dref), dB(A)	0.3	0.3	0.4	0.6	0.7	0.7	0.8	1.5	2.6	3.0	3.5	2.3	0.6	-0.1	-0.3	-0.2	-0.1	0.0	0.0	0.1	0.4	1.1	2.0	2.7	3.2	1.8	0.5
	Correction for screening/ absorption	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0
	Façade correctoin, dB(A)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
	Track wear correction, dB(A)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
	Lmax for each train, dB(A)				74.0	73.4	71.2	66.9	61.6	59.2	59.5	63.5	64.8	60.6					70.5	73.5	72.2	68.9	63.7	62.0	59.3	59.8	61.8	57.0
	Lmax for all train	74.0																										

Floor 3		Segment (Northbound)													Segment (Southbound)													
		N1	N2	N3	N4	N5	N6	N7	N8	N9	N10	N11	N12	N13	S1	S2	S3	S4	S5	S6	S7	S8	S9	S10	S11	S12	S13	S14
Parameters:																												
	Measured SEL	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9
Leq24	Total number of events	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536
	Horize distance from track to NSR	16.1	16.7	17.0	17.1	17.4	17.6	16.9	13.3	7.9	5.9	0.6	9.2	18.2	19.1	21.3	20.5	20.5	20.9	21.4	21.3	19.8	15.8	11.4	7.5	3.4	11.6	18.7
	track mPD + track head (0.2m)	7.9	8.7	9.9	11.3	12.5	13.1	13.4	13.6	14.0	14.1	13.9	13.6	13.1	8.0	8.4	9.1	10.0	11.2	12.5	13.2	13.5	13.9	14.2	14.1	13.7	13.3	12.9
	ground mPD + floor height	28.2	28.2	28.2	28.2	28.2	28.2	28.2	28.2	28.2	28.2	28.2	28.2	28.2	28.2	28.2	28.2	28.2	28.2	28.2	28.2	28.2	28.2	28.2	28.2	28.2	28.2	28.2
	Vert distance from track to NSR	20.3	19.5	18.3	17.0	15.8	15.2	14.9	14.6	14.3	14.2	14.3	14.6	15.2	20.2	19.8	19.1	18.2	17.0	15.7	15.0	14.7	14.3	14.1	14.2	14.5	15.0	15.3
	Slant distance	25.9	25.7	25.0	24.1	23.5	23.2	22.5	19.7	16.3	15.3	14.3	17.3	23.7	28	29	28	27	27	27	26	25	21	18	16	15	19	24
	View angle (α)	0.046	0.060	0.097	0.231	0.637	1.375	0.395	0.136	0.052	0.029	0.002	0.033	0.055	0.056	0.071	0.082	0.115	0.224	0.963	0.946	0.299	0.142	0.071	0.035	0.013	0.038	0.054
	View angle (α) (degree)	2.648	3.441	5.534	13.245	36.511	78.778	22.621	7.801	3.001	1.676	0.133	1.876	3.144	3.214	4.093	4.718	6.586	12.858	55.200	54.185	17.138	8.152	4.076	1.987	0.734	2.155	3.069
	View angle (θ)	0.003	0.021	0.049	0.132	0.669	1.549	0.358	0.065	0.018	0.006	0.000	0.004	0.011	0.007	0.010	0.018	0.047	0.111	1.354	1.055	0.174	0.054	0.023	0.009	0.002	0.005	0.006
	View angle (θ) (degree)	0.186	1.214	2.807	7.580	38.314	88.727	20.490	3.738	1.038	0.355	0.021	0.254	0.637	0.392	0.553	1.034	2.683	6.358	77.587	60.430	9.976	3.106	1.326	0.527	0.109	0.289	0.338
	Average Speed	10.0	20.0	50.0	70.0	65.0	50.0	30.0	15.0	10.0	10.0	15.0	20.0	15.0	10.0	10.0	10.0	20.0	50.0	70.0	60.0	40.0	20.0	15.0	10.0	10.0	15.0	10.0
	Corr for no. of event, 10log(N), dB(A)	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3
	Corr for distance, -10log(d/d_{ref}), dB(A)	-0.2	-0.1	0.0	0.2	0.3	0.3	0.5	1.0	1.9	2.1	2.4	1.6	0.2	-0.5	-0.7	-0.5	-0.4	-0.3	-0.3	-0.2	0.1	0.7	1.4	1.9	2.2	1.2	0.1
	Corr for view angle, 10log(μπθ/180-cos2αinθ)	-53.6	-43.1	-35.3	-23.5	-8.1	-1.1	-14.5	-31.1	-45.0	-54.7	-89.0	-55.2	-46.7	-48.7	-45.1	-41.1	-34.0	-24.5	-2.7	-3.8	-20.1	-31.6	-41.3	-51.5	-67.0	-53.5	-49.7
	Corr for screening/ absorption, dB(A)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, 20log(v/V_{ref}), dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0
	Corr for sound energy spread over 24 hr	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4
	Façade correctoin, dB(A)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
	Track wear correction, dB(A)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
	Leq 24hr for each train, dB(A)				33.9	48.7	53.5	35.8	13.8	-2.8	-12.3	-42.7	-7.3	-2.7					29.5	54.3	51.9	32.3	15.5	4.0	-9.3	-24.5	-8.4	-9.2
	Leq 24hr for all train	58.6																										
	Noise reduction	-4.0																										
		54.6																										
Leq0.5	Total number of events	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13
	Corr for no. of event, 10log(N), dB(A)	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1
	Corr for distance, -10log(d/dref), dB(A)	-0.2	-0.1	0.0	0.2	0.3	0.3	0.5	1.0	1.9	2.1	2.4	1.6	0.2	-0.5	-0.7	-0.5	-0.4	-0.3	-0.3	-0.2	0.1	0.7	1.4	1.9	2.2	1.2	0.1
	Corr for view angle, 10log(μπθ/180-cos2αinθ)	-53.6	-43.1	-35.3	-23.5	-8.1	-1.1	-14.5	-31.1	-45.0	-54.7	-89.0	-55.2	-46.7	-48.7	-45.1	-41.1	-34.0	-24.5	-2.7	-3.8	-20.1	-31.6	-41.3	-51.5	-67.0	-53.5	-49.7
	Corr for screening/ absorption, dB(A)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0
	Corr for sound energy spread over 24 hr	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6
	Façade correctoin, dB(A)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
	Track wear correction, dB(A)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
	Leq 0.5hr for each train, dB(A)				34.6	49.4	54.2	36.4	14.4	-2.1	-11.6	-42.1	-6.6	-2.0					30.1	54.9	52.6	33.0	16.1	4.6	-8.6	-23.8	-7.8	-8.6
	Leq 0.5hr for all train	59.3																										
	Noise reduction	-4.0																										
		55.3																										
Leq0.5	Total number of events	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12
	Corr for no. of event, 10log(N), dB(A)	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8
	Corr for distance, -10log(d/dref), dB(A)	-0.2	-0.1	0.0	0.2	0.3	0.3	0.5	1.0	1.9	2.1	2.4	1.6	0.2	-0.5	-0.7	-0.5	-0.4	-0.3	-0.3	-0.2	0.1	0.7	1.4	1.9	2.2	1.2	0.1
	Corr for view angle, 10log(μπθ/180-cos2αinθ)	-53.6	-43.1	-35.3	-23.5	-8.1	-1.1	-14.5	-31.1	-45.0	-54.7	-89.0	-55.2	-46.7	-48.7	-45.1	-41.1	-34.0	-24.5	-2.7	-3.8	-20.1	-31.6	-41.3	-51.5	-67.0	-53.5	-49.7
	Corr for screening/ absorption, dB(A)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0
	Corr for sound energy spread over 24 hr	-32.6	-32.6	-32.6	-32.6	-32.6	-32.

Floor 4		Segment (Northbound)													Segment (Southbound)													
		N1	N2	N3	N4	N5	N6	N7	N8	N9	N10	N11	N12	N13	S1	S2	S3	S4	S5	S6	S7	S8	S9	S10	S11	S12	S13	S14
Parameters:																												
	Measured SEL	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9
Leq24	Total number of events	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536
	Horize distance from track to NSR	16.1	16.7	17.0	17.1	17.4	17.6	16.9	13.3	7.9	5.9	0.6	9.2	18.2	19.1	21.3	20.5	20.5	20.9	21.4	21.3	19.8	15.8	11.4	7.5	3.4	11.6	18.7
	track mPD + track head (0.2m)	7.9	8.7	9.9	11.3	12.5	13.1	13.4	13.6	14.0	14.1	13.9	13.6	13.1	8.0	8.4	9.1	10.0	11.2	12.5	13.2	13.5	13.9	14.2	14.1	13.7	13.3	12.9
	ground mPD + floor height	31.4	31.4	31.4	31.4	31.4	31.4	31.4	31.4	31.4	31.4	31.4	31.4	31.4	31.4	31.4	31.4	31.4	31.4	31.4	31.4	31.4	31.4	31.4	31.4	31.4	31.4	31.4
	Vert distance from track to NSR	23.5	22.7	21.5	20.1	18.9	18.3	18.0	17.8	17.4	17.3	17.5	17.8	18.3	23.4	23.0	22.3	21.4	20.2	18.9	18.2	17.9	17.5	17.2	17.3	17.7	18.1	18.5
	Slant distance	28.5	28.1	27.4	26.4	25.7	25.4	24.7	22.2	19.1	18.3	17.5	20.0	25.8	30	31	30	30	29	28	28	27	24	21	19	18	22	26
	View angle (α)	0.046	0.060	0.097	0.231	0.637	1.375	0.395	0.136	0.052	0.029	0.002	0.033	0.055	0.056	0.071	0.082	0.115	0.224	0.963	0.946	0.299	0.142	0.071	0.035	0.013	0.038	0.054
	View angle (α) (degree)	2.648	3.441	5.534	13.245	36.511	78.778	22.621	7.801	3.001	1.676	0.133	1.876	3.144	3.214	4.093	4.718	6.586	12.858	55.200	54.185	17.138	8.152	4.076	1.987	0.734	2.155	3.069
	View angle (θ)	0.003	0.021	0.049	0.132	0.669	1.549	0.358	0.065	0.018	0.006	0.000	0.004	0.011	0.007	0.010	0.018	0.047	0.111	1.354	1.055	0.174	0.054	0.023	0.009	0.002	0.005	0.006
	View angle (θ) (degree)	0.186	1.214	2.807	7.580	38.314	88.727	20.490	3.738	1.038	0.355	0.021	0.254	0.637	0.392	0.553	1.034	2.683	6.358	77.587	60.430	9.976	3.106	1.326	0.527	0.109	0.289	0.338
	Average Speed	10.0	20.0	50.0	70.0	65.0	50.0	30.0	15.0	10.0	10.0	15.0	20.0	15.0	10.0	10.0	10.0	20.0	50.0	70.0	60.0	40.0	20.0	15.0	10.0	10.0	15.0	10.0
	Corr for no. of event, 10log(N), dB(A)	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3
	Corr for distance, -10log(d/d_{ref}), dB(A)	-0.6	-0.5	-0.4	-0.2	-0.1	-0.1	0.1	0.5	1.2	1.4	1.6	1.0	-0.1	-0.8	-1.0	-0.8	-0.7	-0.6	-0.6	-0.5	-0.3	0.3	0.8	1.2	1.4	0.7	-0.2
	Corr for view angle, 10log(pi*θ/180-cos2α*θ)	-53.6	-43.1	-35.3	-23.5	-8.1	-1.1	-14.5	-31.1	-45.0	-54.7	-89.0	-55.2	-46.7	-48.7	-45.1	-41.1	-34.0	-24.5	-2.7	-3.8	-20.1	-31.6	-41.3	-51.5	-67.0	-53.5	-49.7
	Corr for screening/ absorption, dB(A)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, 20log(v/V_{ref}), dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0
	Corr for sound energy spread over 24 hr	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4
	Façade correctoin, dB(A)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
	Track wear correction, dB(A)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
	Leq 24hr for each train, dB(A)				33.5	48.3	53.2	35.4	13.2	-3.5	-13.1	-43.6	-7.9	-3.0					29.1	53.9	51.6	32.0	15.0	3.4	-10.0	-25.3	-9.0	-9.6
	Leq 24hr for all train	58.3																										
	Noise reduction	-4.0																										
		54.3																										
Leq0.5	Total number of events	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13
	Corr for no. of event, 10log(N), dB(A)	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1
	Corr for distance, -10log(d/dref), dB(A)	-0.6	-0.5	-0.4	-0.2	-0.1	-0.1	0.1	0.5	1.2	1.4	1.6	1.0	-0.1	-0.8	-1.0	-0.8	-0.7	-0.6	-0.6	-0.5	-0.3	0.3	0.8	1.2	1.4	0.7	-0.2
	Corr for view angle, 10log(pi*θ/180-cos2α*θ)	-53.6	-43.1	-35.3	-23.5	-8.1	-1.1	-14.5	-31.1	-45.0	-54.7	-89.0	-55.2	-46.7	-48.7	-45.1	-41.1	-34.0	-24.5	-2.7	-3.8	-20.1	-31.6	-41.3	-51.5	-67.0	-53.5	-49.7
	Corr for screening/ absorption, dB(A)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0
	Corr for sound energy spread over 24 hr	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6
	Façade correctoin, dB(A)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
	Track wear correction, dB(A)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
	Leq 0.5hr for each train, dB(A)				34.2	49.0	53.8	36.0	13.9	-2.8	-12.4	-42.9	-7.3	-2.4					29.8	54.6	52.3	32.7	15.7	4.1	-9.3	-24.6	-8.3	-8.9
	Leq 0.5hr for all train	59.0																										
	Noise reduction	-4.0																										
		55.0																										
Leq0.5	Total number of events	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12
	Corr for no. of event, 10log(N), dB(A)	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8
	Corr for distance, -10log(d/dref), dB(A)	-0.6	-0.5	-0.4	-0.2	-0.1	-0.1	0.1	0.5	1.2	1.4	1.6	1.0	-0.1	-0.8	-1.0	-0.8	-0.7	-0.6	-0.6	-0.5	-0.3	0.3	0.8	1.2	1.4	0.7	-0.2
	Corr for view angle, 10log(pi*θ/180-cos2α*θ)	-53.6	-43.1	-35.3	-23.5	-8.1	-1.1	-14.5	-31.1	-45.0	-54.7	-89.0	-55.2	-46.7	-48.7	-45.1	-41.1	-34.0	-24.5	-2.7	-3.8	-20.1	-31.6	-41.3	-51.5	-67.0	-53.5	-49.7
	Corr for screening/ absorption, dB(A)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0
	Corr for sound energy spread over 24 hr	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6
	Façade correctoin, dB(A)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
	Track wear correction, dB(A)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
	Leq 0.5hr for each train, dB(A)				33.8	48.6	53.5	35.7	13.6	-3.2	-12.7	-43.3	-7.6	-2.7					29.4	54.3	51.9	32.3	15.3	3.7	-9.7	-25.0	-8.7	-9.3
	Leq 0.5hr for all train	58.6																										
	Noise reduction	-4.0																										
		54.6																										
Lmax	Measured Lmax	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65
	Corr for distance, -10log(d/dref), dB(A)	-0.6	-0.5	-0.4	-0.2	-0.1	-0.1	0.1	0.5	1.2	1.4	1.6	1.0	-0.1	-0.8	-1.0	-0.8	-0.7	-0.6	-0.6	-0.5	-0.3	0.3	0.8	1.2	1.4	0.7	-0.2
	Correction for screening/ absorption	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0
	Façade correctoin, dB(A)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
	Track wear correction, dB(A)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
	Lmax for each train, dB(A)				73.2	72.7	70.4	66.1	60.6	57.7	57.9	61.6	63.5	59.9					69.9	72.9	71.6	68.3	62.8	60.9	57.7	58.0	60.7	56.3
	Lmax for all train	73.2																										

Floor 5		Segment (Northbound)													Segment (Southbound)													
		N1	N2	N3	N4	N5	N6	N7	N8	N9	N10	N11	N12	N13	S1	S2	S3	S4	S5	S6	S7	S8	S9	S10	S11	S12	S13	S14
Parameters:																												
	Measured SEL	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9
Leq24	Total number of events	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536
	Horize distance from track to NSR	16.1	16.7	17.0	17.1	17.4	17.6	16.9	13.3	7.9	5.9	0.6	9.2	18.2	19.1	21.3	20.5	20.5	20.9	21.4	21.3	19.8	15.8	11.4	7.5	3.4	11.6	18.7
	track mPD + track head (0.2m)	7.9	8.7	9.9	11.3	12.5	13.1	13.4	13.6	14.0	14.1	13.9	13.6	13.1	8.0	8.4	9.1	10.0	11.2	12.5	13.2	13.5	13.9	14.2	14.1	13.7	13.3	12.9
	ground mPD + floor height	34.5	34.5	34.5	34.5	34.5	34.5	34.5	34.5	34.5	34.5	34.5	34.5	34.5	34.5	34.5	34.5	34.5	34.5	34.5	34.5	34.5	34.5	34.5	34.5	34.5	34.5	34.5
	Vert distance from track to NSR	26.6	25.8	24.6	23.3	22.1	21.5	21.2	20.9	20.6	20.5	20.6	20.9	21.5	26.5	26.1	25.4	24.5	23.3	22.0	21.3	21.0	20.6	20.4	20.5	20.8	21.3	21.6
	Slant distance	31.1	30.7	29.9	28.8	28.1	27.8	27.1	24.8	22.0	21.3	20.6	22.8	28.1	33	34	33	32	31	31	30	29	26	23	22	21	24	29
	View angle (α)	0.046	0.060	0.097	0.231	0.637	1.375	0.395	0.136	0.052	0.029	0.002	0.033	0.055	0.056	0.071	0.082	0.115	0.224	0.963	0.946	0.299	0.142	0.071	0.035	0.013	0.038	0.054
	View angle (α) (degree)	2.648	3.441	5.534	13.245	36.511	78.778	22.621	7.801	3.001	1.676	0.133	1.876	3.144	3.214	4.093	4.718	6.586	12.858	55.200	54.185	17.138	8.152	4.076	1.987	0.734	2.155	3.069
	View angle (θ)	0.003	0.021	0.049	0.132	0.669	1.549	0.358	0.065	0.018	0.006	0.000	0.004	0.011	0.007	0.010	0.018	0.047	0.111	1.354	1.055	0.174	0.054	0.023	0.009	0.002	0.005	0.006
	View angle (θ) (degree)	0.186	1.214	2.807	7.580	38.314	88.727	20.490	3.738	1.038	0.355	0.021	0.254	0.637	0.392	0.553	1.034	2.683	6.358	77.587	60.430	9.976	3.106	1.326	0.527	0.109	0.289	0.338
	Average Speed	10.0	20.0	50.0	70.0	65.0	50.0	30.0	15.0	10.0	10.0	15.0	20.0	15.0	10.0	10.0	10.0	20.0	50.0	70.0	60.0	40.0	20.0	15.0	10.0	10.0	15.0	10.0
	Corr for no. of event, 10log(N), dB(A)	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3
	Corr for distance, -10log(d/d_{ref}), dB(A)	-0.9	-0.9	-0.8	-0.6	-0.5	-0.5	-0.3	0.0	0.6	0.7	0.8	0.4	-0.5	-1.2	-1.3	-1.2	-1.1	-1.0	-0.9	-0.8	-0.6	-0.2	0.3	0.6	0.7	0.1	-0.6
	Corr for view angle, 10log(pi*θ/180-cos2α*θ)	-53.6	-43.1	-35.3	-23.5	-8.1	-1.1	-14.5	-31.1	-45.0	-54.7	-89.0	-55.2	-46.7	-48.7	-45.1	-41.1	-34.0	-24.5	-2.7	-3.8	-20.1	-31.6	-41.3	-51.5	-67.0	-53.5	-49.7
	Corr for screening/ absorption, dB(A)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0
	Corr for sound energy spread over 24 hr	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4
	Façade correctoin, dB(A)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
	Track wear correction, dB(A)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
	Leq 24hr for each train, dB(A)				33.1	47.9	52.8	35.0	12.8	-4.1	-13.7	-44.3	-8.5	-3.4					28.8	53.6	51.3	31.6	14.6	2.9	-10.6	-26.0	-9.5	-10.0
	Leq 24hr for all train	58.0																										
	Noise reduction	-4.0																										
		54.0																										
Leq0.5	Total number of events	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13
	Corr for no. of event, 10log(N), dB(A)	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1
	Corr for distance, -10log(d/dref), dB(A)	-0.9	-0.9	-0.8	-0.6	-0.5	-0.5	-0.3	0.0	0.6	0.7	0.8	0.4	-0.5	-1.2	-1.3	-1.2	-1.1	-1.0	-0.9	-0.8	-0.6	-0.2	0.3	0.6	0.7	0.1	-0.6
	Corr for view angle, 10log(pi*θ/180-cos2α*θ)	-53.6	-43.1	-35.3	-23.5	-8.1	-1.1	-14.5	-31.1	-45.0	-54.7	-89.0	-55.2	-46.7	-48.7	-45.1	-41.1	-34.0	-24.5	-2.7	-3.8	-20.1	-31.6	-41.3	-51.5	-67.0	-53.5	-49.7
	Corr for screening/ absorption, dB(A)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0
	Corr for sound energy spread over 24 hr	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6
	Façade correctoin, dB(A)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
	Track wear correction, dB(A)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
	Leq 0.5hr for each train, dB(A)				33.8	48.6	53.4	35.6	13.4	-3.5	-13.1	-43.7	-7.8	-2.7					29.5	54.3	52.0	32.3	15.3	3.5	-10.0	-25.3	-8.8	-9.3
	Leq 0.5hr for all train	58.6																										
	Noise reduction	-4.0																										
		54.6																										
Leq0.5	Total number of events	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12
	Corr for no. of event, 10log(N), dB(A)	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8
	Corr for distance, -10log(d/dref), dB(A)	-0.9	-0.9	-0.8	-0.6	-0.5	-0.5	-0.3	0.0	0.6	0.7	0.8	0.4	-0.5	-1.2	-1.3	-1.2	-1.1	-1.0	-0.9	-0.8	-0.6	-0.2	0.3	0.6	0.7	0.1	-0.6
	Corr for view angle, 10log(pi*θ/180-cos2α*θ)	-53.6	-43.1	-35.3	-23.5	-8.1	-1.1	-14.5	-31.1	-45.0	-54.7	-89.0	-55.2	-46.7	-48.7	-45.1	-41.1	-34.0	-24.5	-2.7	-3.8	-20.1	-31.6	-41.3	-51.5	-67.0	-53.5	-49.7
	Corr for screening/ absorption, dB(A)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0
	Corr for sound energy spread over 24 hr	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6

Floor 6		Segment (Northbound)													Segment (Southbound)													
		N1	N2	N3	N4	N5	N6	N7	N8	N9	N10	N11	N12	N13	S1	S2	S3	S4	S5	S6	S7	S8	S9	S10	S11	S12	S13	S14
Parameters:																												
	Measured SEL	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9
Leq24	Total number of events	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536
	Horize distance from track to NSR	16.1	16.7	17.0	17.1	17.4	17.6	16.9	13.3	7.9	5.9	0.6	9.2	18.2	19.1	21.3	20.5	20.5	20.9	21.4	21.3	19.8	15.8	11.4	7.5	3.4	11.6	18.7
	track mPD + track head (0.2m)	7.9	8.7	9.9	11.3	12.5	13.1	13.4	13.6	14.0	14.1	13.9	13.6	13.1	8.0	8.4	9.1	10.0	11.2	12.5	13.2	13.5	13.9	14.2	14.1	13.7	13.3	12.9
	ground mPD + floor height	37.7	37.7	37.7	37.7	37.7	37.7	37.7	37.7	37.7	37.7	37.7	37.7	37.7	37.7	37.7	37.7	37.7	37.7	37.7	37.7	37.7	37.7	37.7	37.7	37.7	37.7	37.7
	Vert distance from track to NSR	29.8	29.0	27.8	26.4	25.2	24.6	24.3	24.1	23.7	23.6	23.8	24.1	24.6	29.7	29.3	28.6	27.7	26.5	25.2	24.5	24.2	23.8	23.5	23.6	24.0	24.4	24.8
	Slant distance	33.8	33.4	32.6	31.4	30.6	30.3	29.6	27.5	25.0	24.3	23.8	25.8	30.6	35	36	35	34	34	33	32	31	29	26	25	24	27	31
	View angle (α)	0.046	0.060	0.097	0.231	0.637	1.375	0.395	0.136	0.052	0.029	0.002	0.033	0.055	0.056	0.071	0.082	0.115	0.224	0.963	0.946	0.299	0.142	0.071	0.035	0.013	0.038	0.054
	View angle (α) (degree)	2.648	3.441	5.534	13.245	36.511	78.778	22.621	7.801	3.001	1.676	0.133	1.876	3.144	3.214	4.093	4.718	6.586	12.858	55.200	54.185	17.138	8.152	4.076	1.987	0.734	2.155	3.069
	View angle (θ)	0.003	0.021	0.049	0.132	0.669	1.549	0.358	0.065	0.018	0.006	0.000	0.004	0.011	0.007	0.010	0.018	0.047	0.111	1.354	1.055	0.174	0.054	0.023	0.009	0.002	0.005	0.006
	View angle (θ) (degree)	0.186	1.214	2.807	7.580	38.314	88.727	20.490	3.738	1.038	0.355	0.021	0.254	0.637	0.392	0.553	1.034	2.683	6.358	77.587	60.430	9.976	3.106	1.326	0.527	0.109	0.289	0.338
	Average Speed	10.0	20.0	50.0	70.0	65.0	50.0	30.0	15.0	10.0	10.0	15.0	20.0	15.0	10.0	10.0	10.0	20.0	50.0	70.0	60.0	40.0	20.0	15.0	10.0	10.0	15.0	10.0
	Corr for no. of event, 10log(N), dB(A)	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3
	Corr for distance, -10log(d/d_{ref}), dB(A)	-1.3	-1.3	-1.1	-1.0	-0.9	-0.8	-0.7	-0.4	0.0	0.1	0.2	-0.1	-0.9	-1.5	-1.6	-1.5	-1.4	-1.3	-1.2	-1.1	-1.0	-0.6	-0.2	0.0	0.1	-0.3	-0.9
	Corr for view angle, 10log(pi*θ/180*cos2α*cosθ)	-53.6	-43.1	-35.3	-23.5	-8.1	-1.1	-14.5	-31.1	-45.0	-54.7	-89.0	-55.2	-46.7	-48.7	-45.1	-41.1	-34.0	-24.5	-2.7	-3.8	-20.1	-31.6	-41.3	-51.5	-67.0	-53.5	-49.7
	Corr for screening/ absorption, dB(A)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, 20log(v/v_{ref}), dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0
	Corr for sound energy spread over 24 hr	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4
	Façade correctoin, dB(A)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
	Track wear correction, dB(A)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
	Leq 24hr for each train, dB(A)				32.8	47.6	52.4	34.6	12.3	-4.7	-14.3	-44.9	-9.0	-3.8					28.5	53.3	51.0	31.3	14.2	2.4	-11.2	-26.6	-10.0	-10.3
	Leq 24hr for all train	57.6																										
	Noise reduction	-4.0																										
		53.6																										
Leq0.5	Total number of events	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13
	Corr for no. of event, 10log(N), dB(A)	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1
	Corr for distance, -10log(d/dref), dB(A)	-1.3	-1.3	-1.1	-1.0	-0.9	-0.8	-0.7	-0.4	0.0	0.1	0.2	-0.1	-0.9	-1.5	-1.6	-1.5	-1.4	-1.3	-1.2	-1.1	-1.0	-0.6	-0.2	0.0	0.1	-0.3	-0.9
	Corr for view angle, 10log(pi*θ/180*cos2α*cosθ)	-53.6	-43.1	-35.3	-23.5	-8.1	-1.1	-14.5	-31.1	-45.0	-54.7	-89.0	-55.2	-46.7	-48.7	-45.1	-41.1	-34.0	-24.5	-2.7	-3.8	-20.1	-31.6	-41.3	-51.5	-67.0	-53.5	-49.7
	Corr for screening/ absorption, dB(A)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0
	Corr for sound energy spread over 24 hr	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6
	Façade correctoin, dB(A)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
	Track wear correction, dB(A)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
	Leq 0.5hr for each train, dB(A)				33.4	48.2	53.1	35.2	13.0	-4.0	-13.6	-44.3	-8.4	-3.1					29.1	54.0	51.6	32.0	14.9	3.0	-10.5	-25.9	-9.3	-9.7
	Leq 0.5hr for all train	58.3																										
	Noise reduction	-4.0																										
		54.3																										
Leq0.5	Total number of events	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12
	Corr for no. of event, 10log(N), dB(A)	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8
	Corr for distance, -10log(d/dref), dB(A)	-1.3	-1.3	-1.1	-1.0	-0.9	-0.8	-0.7	-0.4	0.0	0.1	0.2	-0.1	-0.9	-1.5	-1.6	-1.5	-1.4	-1.3	-1.2	-1.1	-1.0	-0.6	-0.2	0.0	0.1	-0.3	-0.9
	Corr for view angle, 10log(pi*θ/180*cos2α*cosθ)	-53.6	-43.1	-35.3	-23.5	-8.1	-1.1	-14.5	-31.1	-45.0	-54.7	-89.0	-55.2	-46.7	-48.7	-45.1	-41.1	-34.0	-24.5	-2.7	-3.8	-20.1	-31.6	-41.3	-51.5	-67.0	-53.5	-49.7
	Corr for screening/ absorption, dB(A)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0
	Corr for sound energy spread over 24 hr	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6
	Façade correctoin, dB(A)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
	Track wear correction, dB(A)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
	Leq 0.5hr for each train, dB(A)				33.1	47.9	52.7	34.9	12.6	-4.4	-14.0	-44.6	-8.7	-3.5					28.8	53.6	51.3	31.6	14.5	2.7	-10.9	-26.3	-9.6	-10.0
	Leq 0.5hr for all train	57.9																										
	Noise reduction	-4.0																										
		53.9																										
Lmax	Measured Lmax	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65
	Corr for distance, -10log(d/dref), dB(A)	-1.3	-1.3	-1.1	-1.0	-0.9	-0.8	-0.7	-0.4	0.0	0.1	0.2	-0.1	-0.9	-1.5	-1.6	-1.5	-1.4	-1.3	-1.2	-1.1	-1.0	-0.6	-0.2	0.0	0.1	-0.3	-0.9
	Correction for screening/ absorption	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0
	Façade correctoin, dB(A)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
	Track wear correction, dB(A)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
	Lmax for each train, dB(A)				72.4	71.9	69.7	65.3	59.6	56.5	56.6	60.3	62.4	59.2					69.2	72.2	71.0	67.6	62.0	59.9	56.6	56.7	59.7	55.6
	Lmax for all train	72.4																										

Floor 7		Segment (Northbound)													Segment (Southbound)													
		N1	N2	N3	N4	N5	N6	N7	N8	N9	N10	N11	N12	N13	S1	S2	S3	S4	S5	S6	S7	S8	S9	S10	S11	S12	S13	S14
Parameters:																												
	Measured SEL	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9
Leq24	Total number of events	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536
	Horize distance from track to NSR	16.1	16.7	17.0	17.1	17.4	17.6	16.9	13.3	7.9	5.9	0.6	9.2	18.2	19.1	21.3	20.5	20.5	20.9	21.4	21.3	19.8	15.8	11.4	7.5	3.4	11.6	18.7
	track mPD + track head (0.2m)	7.9	8.7	9.9	11.3	12.5	13.1	13.4	13.6	14.0	14.1	13.9	13.6	13.1	8.0	8.4	9.1	10.0	11.2	12.5	13.2	13.5	13.9	14.2	14.1	13.7	13.3	12.9
	ground mPD + floor height	40.8	40.8	40.8	40.8	40.8	40.8	40.8	40.8	40.8	40.8	40.8	40.8	40.8	40.8	40.8	40.8	40.8	40.8	40.8	40.8	40.8	40.8	40.8	40.8	40.8	40.8	40.8
	Vert distance from track to NSR	32.9	32.1	30.9	29.6	28.4	27.8	27.5	27.2	26.9	26.8	26.9	27.2	27.8	32.8	32.4	31.7	30.8	29.6	28.3	27.6	27.3	26.9	26.7	26.8	27.1	27.6	27.9
	Slant distance	36.6	36.2	35.3	34.1	33.3	32.9	32.2	30.3	28.0	27.4	26.9	28.7	33.2	38	39	38	37	36	35	35	34	31	29	28	27	30	34
	View angle (α)	0.046	0.060	0.097	0.231	0.637	1.375	0.395	0.136	0.052	0.029	0.002	0.033	0.055	0.056	0.071	0.082	0.115	0.224	0.963	0.946	0.299	0.142	0.071	0.035	0.013	0.038	0.054
	View angle (α) (degree)	2.648	3.441	5.534	13.245	36.511	78.778	22.621	7.801	3.001	1.676	0.133	1.876	3.144	3.214	4.093	4.718	6.586	12.858	55.200	54.185	17.138	8.152	4.076	1.987	0.734	2.155	3.069
	View angle (θ)	0.003	0.021	0.049	0.132	0.669	1.549	0.358	0.065	0.018	0.006	0.000	0.004	0.011	0.007	0.010	0.018	0.047	0.111	1.354	1.055	0.174	0.054	0.023	0.009	0.002	0.005	0.006
	View angle (θ) (degree)	0.186	1.214	2.807	7.580	38.314	88.727	20.490	3.738	1.038	0.355	0.021	0.254	0.637	0.392	0.553	1.034	2.683	6.358	77.587	60.430	9.976	3.106	1.326	0.527	0.109	0.289	0.338
	Average Speed	10.0	20.0	50.0	70.0	65.0	50.0	30.0	15.0	10.0	10.0	15.0	20.0	15.0	10.0	10.0	10.0	20.0	50.0	70.0	60.0	40.0	20.0	15.0	10.0	10.0	15.0	10.0
	Corr for no. of event, 10log(N), dB(A)	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3
	Corr for distance, -10log(d/d_{ref}), dB(A)	-1.7	-1.6	-1.5	-1.4	-1.2	-1.2	-1.1	-0.8	-0.5	-0.4	-0.3	-0.6	-1.2	-1.8	-1.9	-1.8	-1.7	-1.6	-1.5	-1.4	-1.3	-1.0	-0.6	-0.5	-0.4	-0.8	-1.3
	Corr for view angle, 10log(pi*θ/180*cos2α*cosθ)	-53.6	-43.1	-35.3	-23.5	-8.1	-1.1	-14.5	-31.1	-45.0	-54.7	-89.0	-55.2	-46.7	-48.7	-45.1	-41.1	-34.0	-24.5	-2.7	-3.8	-20.1	-31.6	-41.3	-51.5	-67.0	-53.5	-49.7
	Corr for screening/ absorption, dB(A)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0
	Corr for sound energy spread over 24 hr	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4
	Façade correctoin, dB(A)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
	Track wear correction, dB(A)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
	Leq 24hr for each train, dB(A)				32.4	47.2	52.0	34.2	11.9	-5.2	-14.8	-45.5	-9.5	-4.1					28.2	53.0	50.7	31.0	13.8	1.9	-11.7	-27.1	-10.4	-10.7
	Leq 24hr for all train	57.3																										
	Noise reduction	-4.0																										
		53.3																										
Leq0.5	Total number of events	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13
	Corr for no. of event, 10log(N), dB(A)	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1
	Corr for distance, -10log(d/dref), dB(A)	-1.7	-1.6	-1.5	-1.4	-1.2	-1.2	-1.1	-0.8	-0.5	-0.4	-0.3	-0.6	-1.2	-1.8	-1.9	-1.8	-1.7	-1.6	-1.5	-1.4	-1.3	-1.0	-0.6	-0.5	-0.4	-0.8	-1.3
	Corr for view angle, 10log(pi*θ/180*cos2α*cosθ)	-53.6	-43.1	-35.3	-23.5	-8.1	-1.1	-14.5	-31.1	-45.0	-54.7	-89.0	-55.2	-46.7	-48.7	-45.1	-41.1	-34.0	-24.5	-2.7	-3.8	-20.1	-31.6	-41.3	-51.5	-67.0	-53.5	-49.7
	Corr for screening/ absorption, dB(A)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0
	Corr for sound energy spread over 24 hr	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6
	Façade correctoin, dB(A)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
	Track wear correction, dB(A)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
	Leq 0.5hr for each train, dB(A)				33.1	47.9	52.7	34.9	12.6	-4.5	-14.1	-44.8	-8.8	-3.5					28.8	53.6	51.3	31.6	14.5	2.6	-11.0	-26.4	-9.7	-10.0
	Leq 0.5hr for all train	57.9																										
	Noise reduction	-4.0																										
		53.9																										
Leq0.5	Total number of events	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12
	Corr for no. of event, 10log(N), dB(A)	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8
	Corr for distance, -10log(d/dref), dB(A)	-1.7	-1.6	-1.5	-1.4	-1.2	-1.2	-1.1	-0.8	-0.5	-0.4	-0.3	-0.6	-1.2	-1.8	-1.9	-1.8	-1.7	-1.6	-1.5	-1.4	-1.3	-1.0	-0.6	-0.5	-0.4	-0.8	-1.3
	Corr for view angle, 10log(pi*θ/180*cos2α*cosθ)	-53.6	-43.1	-35.3	-23.5	-8.1	-1.1	-14.5	-31.1	-45.0	-54.7	-89.0	-55.2	-46.7	-48.7	-45.1	-41.1	-34.0	-24.5	-2.7	-3.8	-20.1	-31.6	-41.3	-51.5	-67.0	-53.5	-49.7
	Corr for screening/ absorption, dB(A)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0
	Corr for sound energy spread over 24 hr	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6

Floor 8		Segment (Northbound)													Segment (Southbound)													
		N1	N2	N3	N4	N5	N6	N7	N8	N9	N10	N11	N12	N13	S1	S2	S3	S4	S5	S6	S7	S8	S9	S10	S11	S12	S13	S14
Parameters:																												
	Measured SEL	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9
Leq24	Total number of events	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536
	Horize distance from track to NSR	16.1	16.7	17.0	17.1	17.4	17.6	16.9	13.3	7.9	5.9	0.6	9.2	18.2	19.1	21.3	20.5	20.5	20.9	21.4	21.3	19.8	15.8	11.4	7.5	3.4	11.6	18.7
	track mPD + track head (0.2m)	7.9	8.7	9.9	11.3	12.5	13.1	13.4	13.6	14.0	14.1	13.9	13.6	13.1	8.0	8.4	9.1	10.0	11.2	12.5	13.2	13.5	13.9	14.2	14.1	13.7	13.3	12.9
	ground mPD + floor height	44.0	44.0	44.0	44.0	44.0	44.0	44.0	44.0	44.0	44.0	44.0	44.0	44.0	44.0	44.0	44.0	44.0	44.0	44.0	44.0	44.0	44.0	44.0	44.0	44.0	44.0	44.0
	Vert distance from track to NSR	36.1	35.3	34.1	32.7	31.5	30.9	30.6	30.4	30.0	29.9	30.1	30.4	30.9	36.0	35.6	34.9	34.0	32.8	31.5	30.8	30.5	30.1	29.8	29.9	30.3	30.7	31.1
	Slant distance	39.5	39.0	38.1	36.9	36.0	35.6	35.0	33.1	31.0	30.5	30.1	31.7	35.9	41	41	40	40	39	38	37	36	34	32	31	30	33	36
	View angle (α)	0.046	0.060	0.097	0.231	0.637	1.375	0.395	0.136	0.052	0.029	0.002	0.033	0.055	0.056	0.071	0.082	0.115	0.224	0.963	0.946	0.299	0.142	0.071	0.035	0.013	0.038	0.054
	View angle (α) (degree)	2.648	3.441	5.534	13.245	36.511	78.778	22.621	7.801	3.001	1.676	0.133	1.876	3.144	3.214	4.093	4.718	6.586	12.858	55.200	54.185	17.138	8.152	4.076	1.987	0.734	2.155	3.069
	View angle (θ)	0.003	0.021	0.049	0.132	0.669	1.549	0.358	0.065	0.018	0.006	0.000	0.004	0.011	0.007	0.010	0.018	0.047	0.111	1.354	1.055	0.174	0.054	0.023	0.009	0.002	0.005	0.006
	View angle (θ) (degree)	0.186	1.214	2.807	7.580	38.314	88.727	20.490	3.738	1.038	0.355	0.021	0.254	0.637	0.392	0.553	1.034	2.683	6.358	77.587	60.430	9.976	3.106	1.326	0.527	0.109	0.289	0.338
	Average Speed	10.0	20.0	50.0	70.0	65.0	50.0	30.0	15.0	10.0	10.0	15.0	20.0	15.0	10.0	10.0	10.0	20.0	50.0	70.0	60.0	40.0	20.0	15.0	10.0	10.0	15.0	10.0
	Corr for no. of event, 10log(N), dB(A)	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3
	Corr for distance, -10log(d/d_{ref}), dB(A)	-2.0	-1.9	-1.8	-1.7	-1.6	-1.5	-1.5	-1.2	-0.9	-0.9	-0.8	-1.0	-1.6	-2.1	-2.2	-2.1	-2.0	-1.9	-1.8	-1.8	-1.6	-1.3	-1.1	-0.9	-0.9	-1.2	-1.6
	Corr for view angle, 10log(pi*θ/180-cos2αinθ)	-53.6	-43.1	-35.3	-23.5	-8.1	-1.1	-14.5	-31.1	-45.0	-54.7	-89.0	-55.2	-46.7	-48.7	-45.1	-41.1	-34.0	-24.5	-2.7	-3.8	-20.1	-31.6	-41.3	-51.5	-67.0	-53.5	-49.7
	Corr for screening/ absorption, dB(A)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, 20log(v/V_{ref}), dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0
	Corr for sound energy spread over 24 hr	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4
	Façade correctoin, dB(A)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
	Track wear correction, dB(A)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
	Leq 24hr for each train, dB(A)				32.1	46.9	51.7	33.9	11.5	-5.6	-15.3	-46.0	-9.9	-4.5					27.9	52.7	50.4	30.6	13.4	1.5	-12.1	-27.6	-10.8	-11.0
	Leq 24hr for all train	57.0																										
	Noise reduction	-4.0																										
		53.0																										
Leq0.5	Total number of events	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13
	Corr for no. of event, 10log(N), dB(A)	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1
	Corr for distance, -10log(d/dref), dB(A)	-2.0	-1.9	-1.8	-1.7	-1.6	-1.5	-1.5	-1.2	-0.9	-0.9	-0.8	-1.0	-1.6	-2.1	-2.2	-2.1	-2.0	-1.9	-1.8	-1.8	-1.6	-1.3	-1.1	-0.9	-0.9	-1.2	-1.6
	Corr for view angle, 10log(pi*θ/180-cos2αinθ)	-53.6	-43.1	-35.3	-23.5	-8.1	-1.1	-14.5	-31.1	-45.0	-54.7	-89.0	-55.2	-46.7	-48.7	-45.1	-41.1	-34.0	-24.5	-2.7	-3.8	-20.1	-31.6	-41.3	-51.5	-67.0	-53.5	-49.7
	Corr for screening/ absorption, dB(A)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0
	Corr for sound energy spread over 24 hr	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6
	Façade correctoin, dB(A)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
	Track wear correction, dB(A)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
	Leq 0.5hr for each train, dB(A)				32.7	47.5	52.4	34.5	12.2	-4.9	-14.6	-45.3	-9.3	-3.8					28.5	53.3	51.0	31.3	14.1	2.2	-11.5	-26.9	-10.1	-10.3
	Leq 0.5hr for all train	57.6																										
	Noise reduction	-4.0																										
		53.6																										
Leq0.5	Total number of events	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12
	Corr for no. of event, 10log(N), dB(A)	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8
	Corr for distance, -10log(d/dref), dB(A)	-2.0	-1.9	-1.8	-1.7	-1.6	-1.5	-1.5	-1.2	-0.9	-0.9	-0.8	-1.0	-1.6	-2.1	-2.2	-2.1	-2.0	-1.9	-1.8	-1.8	-1.6	-1.3	-1.1	-0.9	-0.9	-1.2	-1.6
	Corr for view angle, 10log(pi*θ/180-cos2αinθ)	-53.6	-43.1	-35.3	-23.5	-8.1	-1.1	-14.5	-31.1	-45.0	-54.7	-89.0	-55.2	-46.7	-48.7	-45.1	-41.1	-34.0	-24.5	-2.7	-3.8	-20.1	-31.6	-41.3	-51.5	-67.0	-53.5	-49.7
	Corr for screening/ absorption, dB(A)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0
	Corr for sound energy spread over 24 hr	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6
	Façade correctoin, dB(A)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
	Track wear correction, dB(A)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
	Leq 0.5hr for each train, dB(A)				32.4	47.2	52.0	34.2	11.8	-5.3	-15.0	-45.6	-9.6	-4.2					28.2	53.0	50.7	31.0	13.8	1.8	-11.8	-27.3	-10.5	-10.7
	Leq 0.5hr for all train	57.3																										
	Noise reduction	-4.0																										
		53.3																										
Lmax	Measured Lmax	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65
	Corr for distance, -10log(d/dref), dB(A)	-2.0	-1.9	-1.8	-1.7	-1.6	-1.5	-1.5	-1.2	-0.9	-0.9	-0.8	-1.0	-1.6	-2.1	-2.2	-2.1	-2.0	-1.9	-1.8	-1.8	-1.6	-1.3	-1.1	-0.9	-0.9	-1.2	-1.6
	Correction for screening/ absorption	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0
	Façade correctoin, dB(A)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
	Track wear correction, dB(A)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
	Lmax for each train, dB(A)				71.7	71.2	69.0	64.6	58.8	55.6	55.7	59.2	61.5	58.5					68.6	71.6	70.3	66.9	61.2	59.0	55.6	55.7	58.9	54.9
	Lmax for all train	71.7																										

Floor 9		Segment (Northbound)													Segment (Southbound)													
		N1	N2	N3	N4	N5	N6	N7	N8	N9	N10	N11	N12	N13	S1	S2	S3	S4	S5	S6	S7	S8	S9	S10	S11	S12	S13	S14
Parameters:																												
	Measured SEL	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9
Leq24	Total number of events	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536
	Horize distance from track to NSR	16.1	16.7	17.0	17.1	17.4	17.6	16.9	13.3	7.9	5.9	0.6	9.2	18.2	19.1	21.3	20.5	20.5	20.9	21.4	21.3	19.8	15.8	11.4	7.5	3.4	11.6	18.7
	track mPD + track head (0.2m)	7.9	8.7	9.9	11.3	12.5	13.1	13.4	13.6	14.0	14.1	13.9	13.6	13.1	8.0	8.4	9.1	10.0	11.2	12.5	13.2	13.5	13.9	14.2	14.1	13.7	13.3	12.9
	ground mPD + floor height	47.1	47.1	47.1	47.1	47.1	47.1	47.1	47.1	47.1	47.1	47.1	47.1	47.1	47.1	47.1	47.1	47.1	47.1	47.1	47.1	47.1	47.1	47.1	47.1	47.1	47.1	47.1
	Vert distance from track to NSR	39.2	38.4	37.2	35.9	34.7	34.1	33.8	33.5	33.2	33.1	33.2	33.5	34.1	39.1	38.7	38.0	37.1	35.9	34.6	33.9	33.6	33.2	33.0	33.1	33.4	33.9	34.2
	Slant distance	42.4	41.9	40.9	39.7	38.8	38.3	37.8	36.0	34.1	33.6	33.2	34.7	38.6	43	44	43	42	42	41	40	39	37	35	34	34	36	39
	View angle (α)	0.046	0.060	0.097	0.231	0.637	1.375	0.395	0.136	0.052	0.029	0.002	0.033	0.055	0.056	0.071	0.082	0.115	0.224	0.963	0.946	0.299	0.142	0.071	0.035	0.013	0.038	0.054
	View angle (α) (degree)	2.648	3.441	5.534	13.245	36.511	78.778	22.621	7.801	3.001	1.676	0.133	1.876	3.144	3.214	4.093	4.718	6.586	12.858	55.200	54.185	17.138	8.152	4.076	1.987	0.734	2.155	3.069
	View angle (θ)	0.003	0.021	0.049	0.132	0.669	1.549	0.358	0.065	0.018	0.006	0.000	0.004	0.011	0.007	0.010	0.018	0.047	0.111	1.354	1.055	0.174	0.054	0.023	0.009	0.002	0.005	0.006
	View angle (θ) (degree)	0.186	1.214	2.807	7.580	38.314	88.727	20.490	3.738	1.038	0.355	0.021	0.254	0.637	0.392	0.553	1.034	2.683	6.358	77.587	60.430	9.976	3.106	1.326	0.527	0.109	0.289	0.338
	Average Speed	10.0	20.0	50.0	70.0	65.0	50.0	30.0	15.0	10.0	10.0	15.0	20.0	15.0	10.0	10.0	10.0	20.0	50.0	70.0	60.0	40.0	20.0	15.0	10.0	10.0	15.0	10.0
	Corr for no. of event, 10log(N), dB(A)	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3
	Corr for distance, -10log(d/d_{ref}), dB(A)	-2.3	-2.2	-2.1	-2.0	-1.9	-1.9	-1.8	-1.6	-1.3	-1.3	-1.2	-1.4	-1.9	-2.4	-2.5	-2.4	-2.3	-2.2	-2.1	-2.0	-1.9	-1.7	-1.4	-1.3	-1.3	-1.6	-1.9
	Corr for view angle, 10log(pi*θ/180-cos2αinθ)	-53.6	-43.1	-35.3	-23.5	-8.1	-1.1	-14.5	-31.1	-45.0	-54.7	-89.0	-55.2	-46.7	-48.7	-45.1	-41.1	-34.0	-24.5	-2.7	-3.8	-20.1	-31.6	-41.3	-51.5	-67.0	-53.5	-49.7
	Corr for screening/ absorption, dB(A)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0
	Corr for sound energy spread over 24 hr	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6
	Façade correctoin, dB(A)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
	Track wear correction, dB(A)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
	Leq 24hr for each train, dB(A)				31.7	46.5	51.4	33.5	11.1	-6.0	-15.7	-46.4	-10.3	-4.8					27.6	52.4	50.1	30.3	13.1	1.1	-12.5	-28.0	-11.2	-11.3
	Leq 24hr for all train	56.7																										
	Noise reduction	-4.0																										
		52.7																										
Leq0.5	Total number of events	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13
	Corr for no. of event, 10log(N), dB(A)	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1
	Corr for distance, -10log(d/dref), dB(A)	-2.3	-2.2	-2.1	-2.0	-1.9	-1.9	-1.8	-1.6	-1.3	-1.3	-1.2	-1.4	-1.9	-2.4	-2.5	-2.4	-2.3	-2.2	-2.1	-2.0	-1.9	-1.7	-1.4	-1.3	-1.3	-1.6	-1.9
	Corr for view angle, 10log(pi*θ/180-cos2αinθ)	-53.6	-43.1	-35.3	-23.5	-8.1	-1.1	-14.5	-31.1	-45.0	-54.7	-89.0	-55.2	-46.7	-48.7	-45.1	-41.1	-34.0	-24.5	-2.7	-3.8	-20.1	-31.6	-41.3	-51.5	-67.0	-53.5	-49.7
	Corr for screening/ absorption, dB(A)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0
	Corr for sound energy spread over 24 hr	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6
	Façade correctoin, dB(A)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
	Track wear correction, dB(A)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
	Leq 0.5hr for each train, dB(A)				32.4	47.2	52.0	34.2	11.8	-5.4	-15.0	-45.7	-9.7	-4.1					28.2	53.1	50.7	31.0	13.8	1.8	-11.9	-27.3	-10.5	-10.7
	Leq 0.5hr for all train	57.3																										
	Noise reduction	-4.0																										
		53.3																										
Leq0.5	Total number of events	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12
	Corr for no. of event, 10log(N), dB(A)	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8
	Corr for distance, -10log(d/dref), dB(A)	-2.3	-2.2	-2.1	-2.0	-1.9	-1.9	-1.8	-1.6	-1.3	-1.3	-1.2	-1.4	-1.9	-2.4	-2.5	-2.4	-2.3	-2.2	-2.1	-2.0	-1.9	-1.7	-1.4	-1.3	-1.3	-1.6	-1.9
	Corr for view angle, 10log(pi*θ/180-cos2αinθ)	-53.6	-43.1	-35.3	-23.5	-8.1	-1.1	-14.5	-31.1	-45.0	-54.7	-89.0	-55.2	-46.7	-48.7	-45.1	-41.1	-34.0	-24.5	-2.7	-3.8	-20.1	-31.6	-41.3	-51.5	-67.0	-53.5	-49.7
	Corr for screening/ absorption, dB(A)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0
	Corr for sound energy spread over 24 hr	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6

Floor 10		Segment (Northbound)													Segment (Southbound)													
		N1	N2	N3	N4	N5	N6	N7	N8	N9	N10	N11	N12	N13	S1	S2	S3	S4	S5	S6	S7	S8	S9	S10	S11	S12	S13	S14
Parameters:																												
	Measured SEL	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9
Leq24	Total number of events	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536
	Horiz distance from track to NSR	16.1	16.7	17.0	17.1	17.4	17.6	16.9	13.3	7.9	5.9	0.6	9.2	18.2	19.1	21.3	20.5	20.5	20.9	21.4	21.3	19.8	15.8	11.4	7.5	3.4	11.6	18.7
	track mPD + track head (0.2m)	7.9	8.7	9.9	11.3	12.5	13.1	13.4	13.6	14.0	14.1	13.9	13.6	13.1	8.0	8.4	9.1	10.0	11.2	12.5	13.2	13.5	13.9	14.2	14.1	13.7	13.3	12.9
	ground mPD + floor height	50.3	50.3	50.3	50.3	50.3	50.3	50.3	50.3	50.3	50.3	50.3	50.3	50.3	50.3	50.3	50.3	50.3	50.3	50.3	50.3	50.3	50.3	50.3	50.3	50.3	50.3	50.3
	Vert distance from track to NSR	42.4	41.6	40.4	39.0	37.8	37.2	36.9	36.7	36.3	36.2	36.4	36.7	37.2	42.3	41.9	41.2	40.3	39.1	37.8	37.1	36.8	36.4	36.1	36.2	36.6	37.0	37.4
	Slant distance	45.3	44.8	43.8	42.6	41.6	41.2	40.6	39.0	37.1	36.7	36.4	37.8	41.4	46	47	46	45	44	43	43	42	40	38	37	37	39	42
	View angle (α)	0.046	0.060	0.097	0.231	0.637	1.375	0.395	0.136	0.052	0.029	0.002	0.033	0.055	0.056	0.071	0.082	0.115	0.224	0.963	0.946	0.299	0.142	0.071	0.035	0.013	0.038	0.054
	View angle (α) (degree)	2.648	3.441	5.534	13.245	36.511	78.778	22.621	7.801	3.001	1.676	0.133	1.876	3.144	3.214	4.093	4.718	6.586	12.858	55.200	54.185	17.138	8.152	4.076	1.987	0.734	2.155	3.069
	View angle (Θ)	0.003	0.021	0.049	0.132	0.669	1.549	0.358	0.065	0.018	0.006	0.000	0.004	0.011	0.007	0.010	0.018	0.047	0.111	1.354	1.055	0.174	0.054	0.023	0.009	0.002	0.005	0.006
	View angle (Θ) (degree)	0.186	1.214	2.807	7.580	38.314	88.727	20.490	3.738	1.038	0.355	0.021	0.254	0.637	0.392	0.553	1.034	2.683	6.358	77.587	60.430	9.976	3.106	1.326	0.527	0.109	0.289	0.338
	Average Speed	10.0	20.0	50.0	70.0	65.0	50.0	30.0	15.0	10.0	10.0	15.0	20.0	15.0	10.0	10.0	10.0	20.0	50.0	70.0	60.0	40.0	20.0	15.0	10.0	10.0	15.0	10.0
	Corr for no. of event, 10log(N), dB(A)	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3
	Corr for distance, -10log(d/d_{ref}), dB(A)	-2.6	-2.5	-2.4	-2.3	-2.2	-2.2	-2.1	-1.9	-1.7	-1.7	-1.6	-1.8	-2.2	-2.7	-2.7	-2.6	-2.6	-2.5	-2.4	-2.3	-2.2	-2.0	-1.8	-1.7	-1.7	-1.9	-2.2
	Corr for view angle, 10log[φ+θ/180-cos2αsinθ]	-53.6	-43.1	-35.3	-23.5	-8.1	-1.1	-14.5	-31.1	-45.0	-54.7	-89.0	-55.2	-46.7	-48.7	-45.1	-41.1	-34.0	-24.5	-2.7	-3.8	-20.1	-31.6	-41.3	-51.5	-67.0	-53.5	-49.7
	Corr for screening/ absorption, dB(A)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, 20log(V_{ref}/V_{veh}), dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0
	Corr for sound energy spread over 24 hr	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4
	Façade correctoin, dB(A)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
	Track wear correction, dB(A)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
	Leq 24hr for each train, dB(A)				31.4	46.2	51.1	33.2	10.8	-6.4	-16.1	-46.8	-10.7	-5.1					27.3	52.1	49.8	30.0	12.8	0.8	-12.9	-28.4	-11.5	-11.6
	Leq 24hr for all train	56.4																										
	Noise reduction	-4.0																										
		52.4																										
Leq0.5	Total number of events	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13
	Corr for no. of event, 10log(N), dB(A)	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1
	Corr for distance, -10log(d/dref), dB(A)	-2.6	-2.5	-2.4	-2.3	-2.2	-2.2	-2.1	-1.9	-1.7	-1.7	-1.6	-1.8	-2.2	-2.7	-2.7	-2.6	-2.6	-2.5	-2.4	-2.3	-2.2	-2.0	-1.8	-1.7	-1.7	-1.9	-2.2
	Corr for view angle, 10log[φ+θ/180-cos2αsinθ]	-53.6	-43.1	-35.3	-23.5	-8.1	-1.1	-14.5	-31.1	-45.0	-54.7	-89.0	-55.2	-46.7	-48.7	-45.1	-41.1	-34.0	-24.5	-2.7	-3.8	-20.1	-31.6	-41.3	-51.5	-67.0	-53.5	-49.7
	Corr for screening/ absorption, dB(A)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0
	Corr for sound energy spread over 24 hr	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6
	Façade correctoin, dB(A)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
	Track wear correction, dB(A)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
	Leq 0.5hr for each train, dB(A)				32.1	46.9	51.7	33.9	11.5	-5.7	-15.4	-46.1	-10.0	-4.4					28.0	52.8	50.4	30.7	13.4	1.4	-12.3	-27.7	-10.9	-11.0
	Leq 0.5hr for all train	57.0																										
	Noise reduction	-4.0																										
		53.0																										
Leq0.5	Total number of events	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12
	Corr for no. of event, 10log(N), dB(A)	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8
	Corr for distance, -10log(d/dref), dB(A)	-2.6	-2.5	-2.4	-2.3	-2.2	-2.2	-2.1	-1.9	-1.7	-1.7	-1.6	-1.8	-2.2	-2.7	-2.7	-2.6	-2.6	-2.5	-2.4	-2.3	-2.2	-2.0	-1.8	-1.7	-1.7	-1.9	-2.2
	Corr for view angle, 10log[φ+θ/180-cos2αsinθ]	-53.6	-43.1	-35.3	-23.5	-8.1	-1.1	-14.5	-31.1	-45.0	-54.7	-89.0	-55.2	-46.7	-48.7	-45.1	-41.1	-34.0	-24.5	-2.7	-3.8	-20.1	-31.6	-41.3	-51.5	-67.0	-53.5	-49.7
	Corr for screening/ absorption, dB(A)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0
	Corr for sound energy spread over 24 hr	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6
	Façade correctoin, dB(A)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
	Track wear correction, dB(A)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
	Leq 0.5hr for each train, dB(A)				31.7	46.6	51.4	33.5	11.1	-6.1	-15.8	-46.5	-10.4	-4.8					27.6	52.4	50.1	30.4	13.1	1.1	-12.6	-28.1	-11.2	-11.3
	Leq 0.5hr for all train	56.7																										
	Noise reduction	-4.0																										
		52.7																										
Lmax	Measured Lmax	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65
	Corr for distance, -10log(d/dref), dB(A)	-2.6	-2.5	-2.4	-2.3	-2.2	-2.2	-2.1	-1.9	-1.7	-1.7	-1.6	-1.8	-2.2	-2.7	-2.7	-2.6	-2.6	-2.5	-2.4	-2.3	-2.2	-2.0	-1.8	-1.7	-1.7	-1.9	-2.2
	Correction for screening/ absorption	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0
	Façade correctoin, dB(A)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
	Track wear correction, dB(A)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
	Lmax for each train, dB(A)				71.1	70.6	68.3	64.0	58.1	54.8	54.9	58.4	60.7	57.8					68.0	71.0	69.8	66.3	60.5	58.2	54.8	54.9	58.1	54.3
	Lmax for all train	71.1																										

Floor 11		Segment (Northbound)													Segment (Southbound)													
		N1	N2	N3	N4	N5	N6	N7	N8	N9	N10	N11	N12	N13	S1	S2	S3	S4	S5	S6	S7	S8	S9	S10	S11	S12	S13	S14
Parameters:																												
	Measured SEL	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9
Leq24	Total number of events	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536
	Horiz distance from track to NSR	16.1	16.7	17.0	17.1	17.4	17.6	16.9	13.3	7.9	5.9	0.6	9.2	18.2	19.1	21.3	20.5	20.5	20.9	21.4	21.3	19.8	15.8	11.4	7.5	3.4	11.6	18.7
	track mPD + track head (0.2m)	7.9	8.7	9.9	11.3	12.5	13.1	13.4	13.6	14.0	14.1	13.9	13.6	13.1	8.0	8.4	9.1	10.0	11.2	12.5	13.2	13.5	13.9	14.2	14.1	13.7	13.3	12.9
	ground mPD + floor height	53.4	53.4	53.4	53.4	53.4	53.4	53.4	53.4	53.4	53.4	53.4	53.4	53.4	53.4	53.4	53.4	53.4	53.4	53.4	53.4	53.4	53.4	53.4	53.4	53.4	53.4	53.4
	Vert distance from track to NSR	45.5	44.7	43.5	42.2	41.0	40.4	40.1	39.8	39.5	39.4	39.5	39.8	40.4	45.4	45.0	44.3	43.4	42.2	40.9	40.2	39.9	39.5	39.3	39.4	39.7	40.2	40.5
	Slant distance	48.3	47.7	46.7	45.5	44.5	44.0	43.5	42.0	40.2	39.8	39.5	40.9	44.3	49	50	49	48	47	46	45	45	43	41	40	40	42	45
	View angle (α)	0.046	0.060	0.097	0.231	0.637	1.375	0.395	0.136	0.052	0.029	0.002	0.033	0.055	0.056	0.071	0.082	0.115	0.224	0.963	0.946	0.299	0.142	0.071	0.035	0.013	0.038	0.054
	View angle (α) (degree)	2.648	3.441	5.534	13.245	36.511	78.778	22.621	7.801	3.001	1.676	0.133	1.876	3.144	3.214	4.093	4.718	6.586	12.858	55.200	54.185	17.138	8.152	4.076	1.987	0.734	2.155	3.069
	View angle (Θ)	0.003	0.021	0.049	0.132	0.669	1.549	0.358	0.065	0.018	0.006	0.000	0.004	0.011	0.007	0.010	0.018	0.047	0.111	1.354	1.055	0.174	0.054	0.023	0.009	0.002	0.005	0.006
	View angle (Θ) (degree)	0.186	1.214	2.807	7.580	38.314	88.727	20.490	3.738	1.038	0.355	0.021	0.254	0.637	0.392	0.553	1.034	2.683	6.358	77.587	60.430	9.976	3.106	1.326	0.527	0.109	0.289	0.338
	Average Speed	10.0	20.0	50.0	70.0	65.0	50.0	30.0	15.0	10.0	10.0	15.0	20.0	15.0	10.0	10.0	10.0	20.0	50.0	70.0	60.0	40.0	20.0	15.0	10.0	10.0	15.0	10.0
	Corr for no. of event, 10log(N), dB(A)	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3
	Corr for distance, -10log(d/d_{ref}), dB(A)	-2.9	-2.8	-2.7	-2.6	-2.5	-2.5	-2.4	-2.2	-2.1	-2.0	-2.0	-2.1	-2.5	-2.9	-3.0	-2.9	-2.8	-2.7	-2.7	-2.6	-2.5	-2.3	-2.1	-2.0	-2.0	-2.2	-2.5
	Corr for view angle, 10log[φ+θ/180-cos2αsinθ]	-53.6	-43.1	-35.3	-23.5	-8.1	-1.1	-14.5	-31.1	-45.0	-54.7	-89.0	-55.2	-46.7	-48.7	-45.1	-41.1	-34.0	-24.5	-2.7	-3.8	-20.1	-31.6	-41.3	-51.5	-67.0	-53.5	-49.7
	Corr for screening/ absorption, dB(A)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0
	Corr for sound energy spread over 24 hr	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4
	Façade correctoin, dB(A)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
	Track wear correction, dB(A)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
	Leq 24hr for each train, dB(A)				31.2	46.0	50.8	32.9	10.5	-6.7	-16.4	-47.1	-11.0	-5.4					27.0	51.8	49.5	29.8	12.5	0.4	-13.3	-28.7	-11.9	-11.9
	Leq 24hr for all train	56.1																										
	Noise reduction	-4.0																										
		52.1																										
Leq0.5	Total number of events	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13
	Corr for no. of event, 10log(N), dB(A)	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1
	Corr for distance, -10log(d/dref), dB(A)	-2.9	-2.8	-2.7	-2.6	-2.5	-2.5	-2.4	-2.2	-2.1	-2.0	-2.0	-2.1	-2.5	-2.9	-3.0	-2.9	-2.8	-2.7	-2.7	-2.6	-2.5	-2.3	-2.1	-2.0	-2.0	-2.2	-2.5
	Corr for view angle, 10log[φ+θ/180-cos2αsinθ]	-53.6	-43.1	-35.3	-23.5	-8.1	-1.1	-14.5	-31.1	-45.0	-54.7	-89.0	-55.2	-46.7	-48.7	-45.1	-41.1	-34.0	-24.5	-2.7	-3.8	-20.1	-31.6	-41.3	-51.5	-67.0	-53.5	-49.7
	Corr for screening/ absorption, dB(A)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0
	Corr for sound energy spread over 24 hr	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6
	Façade correctoin, dB(A)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
	Track wear correction, dB(A)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
	Leq 0.5hr for each train, dB(A)				31.8	46.6	51.4	33.6	11.1	-6.1	-15.8	-46.5	-10.4	-4.7					27.7	52.5	50.2	30.4	13.1	1.1	-12.6	-28.1	-11.2	-11.2
	Leq 0.5hr for all train	56.7																										
	Noise reduction	-4.0																										
		52.7																										
Leq0.5	Total number of events	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12
	Corr for no. of event, 10log(N), dB(A)	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8
	Corr for distance, -10log(d/dref), dB(A)	-2.9	-2.8	-2.7	-2.6	-2.5	-2.5	-2.4	-2.2	-2.1	-2.0	-2.0	-2.1	-2.5	-2.9	-3.0	-2.9	-2.8	-2.7	-2.7	-2.6	-2.5	-2.3	-2.1	-2.0	-2.0	-2.2	-2.5
	Corr for view angle, 10log[φ+θ/180-cos2αsinθ]	-53.6	-43.1	-35.3	-23.5	-8.1	-1.1	-14.5	-31.1	-45.0	-54.7	-89.0	-55.2	-46.7	-48.7	-45.1	-41.1	-34.0	-24.5	-2.7	-3.8	-20.1	-31.6	-41.3	-51.5	-67.0	-53.5	-49.7
	Corr for screening/ absorption, dB(A)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0
	Corr for sound energy spread over 24 hr	-32.6	-32.6	-32.6	-32.6	-32.6

Floor 12		Segment (Northbound)													Segment (Southbound)													
		N1	N2	N3	N4	N5	N6	N7	N8	N9	N10	N11	N12	N13	S1	S2	S3	S4	S5	S6	S7	S8	S9	S10	S11	S12	S13	S14
Parameters:																												
	Measured SEL	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9
Leq24	Total number of events	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536
	Horize distance from track to NSR	16.1	16.7	17.0	17.1	17.4	17.6	16.9	13.3	7.9	5.9	0.6	9.2	18.2	19.1	21.3	20.5	20.5	20.9	21.4	21.3	19.8	15.8	11.4	7.5	3.4	11.6	18.7
	track mPD + track head (0.2m)	7.9	8.7	9.9	11.3	12.5	13.1	13.4	13.6	14.0	14.1	13.9	13.6	13.1	8.0	8.4	9.1	10.0	11.2	12.5	13.2	13.5	13.9	14.2	14.1	13.7	13.3	12.9
	ground mPD + floor height	56.6	56.6	56.6	56.6	56.6	56.6	56.6	56.6	56.6	56.6	56.6	56.6	56.6	56.6	56.6	56.6	56.6	56.6	56.6	56.6	56.6	56.6	56.6	56.6	56.6	56.6	56.6
	Vert distance from track to NSR	48.7	47.9	46.7	45.3	44.1	43.5	43.2	43.0	42.6	42.5	42.7	43.0	43.5	48.6	48.2	47.5	46.6	45.4	44.1	43.4	43.1	42.7	42.4	42.5	42.9	43.3	43.7
	Slant distance	51.3	50.7	49.7	48.4	47.4	46.9	46.4	45.0	43.3	42.9	42.7	43.9	47.2	52	53	52	51	50	49	48	47	45	44	43	43	45	47
	View angle (α)	0.046	0.060	0.097	0.231	0.637	1.375	0.395	0.136	0.052	0.029	0.002	0.033	0.055	0.056	0.071	0.082	0.115	0.224	0.963	0.946	0.299	0.142	0.071	0.035	0.013	0.038	0.054
	View angle (α) (degree)	2.648	3.441	5.534	13.245	36.511	78.778	22.621	7.801	3.001	1.676	0.133	1.876	3.144	3.214	4.093	4.718	6.586	12.858	55.200	54.185	17.138	8.152	4.076	1.987	0.734	2.155	3.069
	View angle (θ)	0.003	0.021	0.049	0.132	0.669	1.549	0.358	0.065	0.018	0.006	0.000	0.004	0.011	0.007	0.010	0.018	0.047	0.111	1.354	1.055	0.174	0.054	0.023	0.009	0.002	0.005	0.006
	View angle (θ) (degree)	0.186	1.214	2.807	7.580	38.314	88.727	20.490	3.738	1.038	0.355	0.021	0.254	0.637	0.392	0.553	1.034	2.683	6.358	77.587	60.430	9.976	3.106	1.326	0.527	0.109	0.289	0.338
	Average Speed	10.0	20.0	50.0	70.0	65.0	50.0	30.0	15.0	10.0	10.0	15.0	20.0	15.0	10.0	10.0	10.0	20.0	50.0	70.0	60.0	40.0	20.0	15.0	10.0	10.0	15.0	10.0
	Corr for no. of event, 10log(N), dB(A)	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3
	Corr for distance, -10log(d/d_{ref}), dB(A)	-3.1	-3.1	-3.0	-2.9	-2.8	-2.7	-2.7	-2.5	-2.4	-2.3	-2.3	-2.4	-2.8	-3.2	-3.2	-3.2	-3.1	-3.0	-2.9	-2.9	-2.8	-2.6	-2.4	-2.4	-2.4	-2.5	-2.8
	Corr for view angle, 10log(pi*θ/180-cos2α*θ)	-53.6	-43.1	-35.3	-23.5	-8.1	-1.1	-14.5	-31.1	-45.0	-54.7	-89.0	-55.2	-46.7	-48.7	-45.1	-41.1	-34.0	-24.5	-2.7	-3.8	-20.1	-31.6	-41.3	-51.5	-67.0	-53.5	-49.7
	Corr for screening/ absorption, dB(A)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, 20log(V/V_{ref}), dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0
	Corr for sound energy spread over 24 hr	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4
	Façade correctoin, dB(A)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
	Track wear correction, dB(A)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
	Leq 24hr for each train, dB(A)				30.9	45.7	50.5	32.6	10.2	-7.1	-16.8	-47.5	-11.3	-5.7					26.8	51.6	49.3	29.5	12.2	0.1	-13.6	-29.1	-12.2	-12.2
	Leq 24hr for all train	55.8																										
	Noise reduction	-4.0																										
		51.8																										
Leq0.5	Total number of events	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13
	Corr for no. of event, 10log(N), dB(A)	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1
	Corr for distance, -10log(d/dref), dB(A)	-3.1	-3.1	-3.0	-2.9	-2.8	-2.7	-2.7	-2.5	-2.4	-2.3	-2.3	-2.4	-2.8	-3.2	-3.2	-3.2	-3.1	-3.0	-2.9	-2.9	-2.8	-2.6	-2.4	-2.4	-2.4	-2.5	-2.8
	Corr for view angle, 10log(pi*θ/180-cos2α*θ)	-53.6	-43.1	-35.3	-23.5	-8.1	-1.1	-14.5	-31.1	-45.0	-54.7	-89.0	-55.2	-46.7	-48.7	-45.1	-41.1	-34.0	-24.5	-2.7	-3.8	-20.1	-31.6	-41.3	-51.5	-67.0	-53.5	-49.7
	Corr for screening/ absorption, dB(A)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0
	Corr for sound energy spread over 24 hr	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6
	Façade correctoin, dB(A)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
	Track wear correction, dB(A)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
	Leq 0.5hr for each train, dB(A)				31.5	46.3	51.1	33.3	10.8	-6.4	-16.1	-46.8	-10.7	-5.0					27.4	52.2	49.9	30.1	12.8	0.8	-12.9	-28.4	-11.5	-11.5
	Leq 0.5hr for all train	56.5																										
	Noise reduction	-4.0																										
		52.5																										
Leq0.5	Total number of events	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12
	Corr for no. of event, 10log(N), dB(A)	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8
	Corr for distance, -10log(d/dref), dB(A)	-3.1	-3.1	-3.0	-2.9	-2.8	-2.7	-2.7	-2.5	-2.4	-2.3	-2.3	-2.4	-2.8	-3.2	-3.2	-3.2	-3.1	-3.0	-2.9	-2.9	-2.8	-2.6	-2.4	-2.4	-2.4	-2.5	-2.8
	Corr for view angle, 10log(pi*θ/180-cos2α*θ)	-53.6	-43.1	-35.3	-23.5	-8.1	-1.1	-14.5	-31.1	-45.0	-54.7	-89.0	-55.2	-46.7	-48.7	-45.1	-41.1	-34.0	-24.5	-2.7	-3.8	-20.1	-31.6	-41.3	-51.5	-67.0	-53.5	-49.7
	Corr for screening/ absorption, dB(A)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0
	Corr for sound energy spread over 24 hr	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6
	Façade correctoin, dB(A)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
	Track wear correction, dB(A)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
	Leq 0.5hr for each train, dB(A)				31.2	46.0	50.8	32.9	10.5	-6.7	-16.4	-47.2	-11.0	-5.3					27.1	51.9	49.6	29.8	12.5	0.4	-13.3	-28.8	-11.8	-11.9
	Leq 0.5hr for all train	56.1																										
	Noise reduction	-4.0																										
		52.1																										
Lmax	Measured Lmax	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65
	Corr for distance, -10log(d/dref), dB(A)	-3.1	-3.1	-3.0	-2.9	-2.8	-2.7	-2.7	-2.5	-2.4	-2.3	-2.3	-2.4	-2.8	-3.2	-3.2	-3.2	-3.1	-3.0	-2.9	-2.9	-2.8	-2.6	-2.4	-2.4	-2.4	-2.5	-2.8
	Correction for screening/ absorption	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0
	Façade correctoin, dB(A)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
	Track wear correction, dB(A)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
	Lmax for each train, dB(A)				70.6	70.0	67.8	63.4	57.5	54.1	54.2	57.7	60.1	57.3					67.5	70.5	69.2	65.8	59.9	57.6	54.1	54.2	57.5	53.7
	Lmax for all train	70.6																										

Floor 13		Segment (Northbound)													Segment (Southbound)													
		N1	N2	N3	N4	N5	N6	N7	N8	N9	N10	N11	N12	N13	S1	S2	S3	S4	S5	S6	S7	S8	S9	S10	S11	S12	S13	S14
Parameters:																												
	Measured SEL	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9
Leq24	Total number of events	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536
	Horize distance from track to NSR	16.1	16.7	17.0	17.1	17.4	17.6	16.9	13.3	7.9	5.9	0.6	9.2	18.2	19.1	21.3	20.5	20.5	20.9	21.4	21.3	19.8	15.8	11.4	7.5	3.4	11.6	18.7
	track mPD + track head (0.2m)	7.9	8.7	9.9	11.3	12.5	13.1	13.4	13.6	14.0	14.1	13.9	13.6	13.1	8.0	8.4	9.1	10.0	11.2	12.5	13.2	13.5	13.9	14.2	14.1	13.7	13.3	12.9
	ground mPD + floor height	59.7	59.7	59.7	59.7	59.7	59.7	59.7	59.7	59.7	59.7	59.7	59.7	59.7	59.7	59.7	59.7	59.7	59.7	59.7	59.7	59.7	59.7	59.7	59.7	59.7	59.7	59.7
	Vert distance from track to NSR	51.8	51.0	49.8	48.5	47.3	46.7	46.4	46.1	45.8	45.7	45.8	46.1	46.7	51.7	51.3	50.6	49.7	48.5	47.2	46.5	46.2	45.8	45.6	45.7	46.0	46.5	46.8
	Slant distance	54.3	53.7	52.6	51.4	50.3	49.9	49.3	48.0	46.4	46.0	45.8	47.0	50.1	55	56	55	54	53	52	51	50	48	47	46	46	48	50
	View angle (α)	0.046	0.060	0.097	0.231	0.637	1.375	0.395	0.136	0.052	0.029	0.002	0.033	0.055	0.056	0.071	0.082	0.115	0.224	0.963	0.946	0.299	0.142	0.071	0.035	0.013	0.038	0.054
	View angle (α) (degree)	2.648	3.441	5.534	13.245	36.511	78.778	22.621	7.801	3.001	1.676	0.133	1.876	3.144	3.214	4.093	4.718	6.586	12.858	55.200	54.185	17.138	8.152	4.076	1.987	0.734	2.155	3.069
	View angle (θ)	0.003	0.021	0.049	0.132	0.669	1.549	0.358	0.065	0.018	0.006	0.000	0.004	0.011	0.007	0.010	0.018	0.047	0.111	1.354	1.055	0.174	0.054	0.023	0.009	0.002	0.005	0.006
	View angle (θ) (degree)	0.186	1.214	2.807	7.580	38.314	88.727	20.490	3.738	1.038	0.355	0.021	0.254	0.637	0.392	0.553	1.034	2.683	6.358	77.587	60.430	9.976	3.106	1.326	0.527	0.109	0.289	0.338
	Average Speed	10.0	20.0	50.0	70.0	65.0	50.0	30.0	15.0	10.0	10.0	15.0	20.0	15.0	10.0	10.0	10.0	20.0	50.0	70.0	60.0	40.0	20.0	15.0	10.0	10.0	15.0	10.0
	Corr for no. of event, 10log(N), dB(A)	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3
	Corr for distance, -10log(d/d_{ref}), dB(A)	-3.4	-3.3	-3.2	-3.1	-3.0	-3.0	-3.0	-2.8	-2.7	-2.7	-2.6	-2.7	-3.0	-3.4	-3.5	-3.4	-3.3	-3.2	-3.2	-3.1	-3.0	-2.9	-2.7	-2.7	-2.7	-2.8	-3.0
	Corr for view angle, 10log(pi*θ/180-cos2α*θ)	-53.6	-43.1	-35.3	-23.5	-8.1	-1.1	-14.5	-31.1	-45.0	-54.7	-89.0	-55.2	-46.7	-48.7	-45.1	-41.1	-34.0	-24.5	-2.7	-3.8	-20.1	-31.6	-41.3	-51.5	-67.0	-53.5	-49.7
	Corr for screening/ absorption, dB(A)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0
	Corr for sound energy spread over 24 hr	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4
	Façade correctoin, dB(A)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
	Track wear correction, dB(A)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
	Leq 24hr for each train, dB(A)				30.6	45.4	50.2	32.4	9.9	-7.4	-17.1	-47.8	-11.6	-5.9					26.5	51.3	49.0	29.2	11.9	-0.2	-13.9	-29.4	-12.4	-12.4
	Leq 24hr for all train	55.6																										
	Noise reduction	-4.0																										
		51.6																										
Leq0.5	Total number of events	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13
	Corr for no. of event, 10log(N), dB(A)	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1
	Corr for distance, -10log(d/dref), dB(A)	-3.4	-3.3	-3.2	-3.1	-3.0	-3.0	-3.0	-2.8	-2.7	-2.7	-2.6	-2.7	-3.0	-3.4	-3.5	-3.4	-3.3	-3.2	-3.2	-3.1	-3.0	-2.9	-2.7	-2.7	-2.7	-2.8	-3.0
	Corr for view angle, 10log(pi*θ/180-cos2α*θ)	-53.6	-43.1	-35.3	-23.5	-8.1	-1.1	-14.5	-31.1	-45.0	-54.7	-89.0	-55.2	-46.7	-48.7	-45.1	-41.1	-34.0	-24.5	-2.7	-3.8	-20.1	-31.6	-41.3	-51.5	-67.0	-53.5	-49.7
	Corr for screening/ absorption, dB(A)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0
	Corr for sound energy spread over 24 hr	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6
	Façade correctoin, dB(A)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
	Track wear correction, dB(A)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
	Leq 0.5hr for each train, dB(A)				31.3	46.1	50.9	33.0	10.6	-6.7	-16.4	-47.1	-11.0	-5.3					27.2	52.0	49.7	29.9	12.6	0.5	-13.2	-28.7	-11.8	-11.8
	Leq 0.5hr for all train	56.2																										
	Noise reduction	-4.0																										
		52.2																										
Leq0.5	Total number of events	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12
	Corr for no. of event, 10log(N), dB(A)	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8
	Corr for distance, -10log(d/dref), dB(A)	-3.4	-3.3	-3.2	-3.1	-3.0	-3.0	-3.0	-2.8	-2.7	-2.7	-2.6	-2.7	-3.0	-3.4	-3.5	-3.4	-3.3	-3.2	-3.2	-3.1	-3.0	-2.9	-2.7	-2.7	-2.7	-2.8	-3.0
	Corr for view angle, 10log(pi*θ/180-cos2α*θ)	-53.6	-43.1	-35.3	-23.5	-8.1	-1.1	-14.5	-31.1	-45.0	-54.7	-89.0	-55.2	-46.7	-48.7	-45.1	-41.1	-34.0	-24.5	-2.7	-3.8	-20.1	-31.6	-41.3	-51.5	-67.0	-53.5	-49.7
	Corr for screening/ absorption, dB(A)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0
	Corr for sound energy spread over 24 hr	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6

Floor		Segment (Northbound)													Segment (Southbound)													
14		N1	N2	N3	N4	N5	N6	N7	N8	N9	N10	N11	N12	N13	S1	S2	S3	S4	S5	S6	S7	S8	S9	S10	S11	S12	S13	S14
Parameters:																												
	Measured SEL	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9
Leq24	Total number of events	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536
	Horiz distance from track to NSR	16.1	16.7	17.0	17.1	17.4	17.6	16.9	13.3	7.9	5.9	0.6	9.2	18.2	19.1	21.3	20.5	20.5	20.9	21.4	21.3	19.8	15.8	11.4	7.5	3.4	11.6	18.7
	track mPD + track head (0.2m)	7.9	8.7	9.9	11.3	12.5	13.1	13.4	13.6	14.0	14.1	13.9	13.6	13.1	8.0	8.4	9.1	10.0	11.2	12.5	13.2	13.5	13.9	14.2	14.1	13.7	13.3	12.9
	ground mPD + floor height	62.9	62.9	62.9	62.9	62.9	62.9	62.9	62.9	62.9	62.9	62.9	62.9	62.9	62.9	62.9	62.9	62.9	62.9	62.9	62.9	62.9	62.9	62.9	62.9	62.9	62.9	62.9
	Vert distance from track to NSR	55.0	54.2	53.0	51.6	50.4	49.8	49.5	49.3	48.9	48.8	49.0	49.3	49.8	54.9	54.5	53.8	52.9	51.7	50.4	49.7	49.4	49.0	48.7	48.8	49.2	49.6	50.0
	Slant distance	57.3	56.7	55.6	54.3	53.3	52.8	52.3	51.0	49.5	49.2	49.0	50.1	53.0	58	58	58	57	56	55	54	53	51	50	49	49	51	53
	View angle (α)	0.046	0.060	0.097	0.231	0.637	1.375	0.395	0.136	0.052	0.029	0.002	0.033	0.055	0.056	0.071	0.082	0.115	0.224	0.963	0.946	0.299	0.142	0.071	0.035	0.013	0.038	0.054
	View angle (α)(degree)	2.648	3.441	5.534	13.245	36.511	78.778	22.621	7.801	3.001	1.676	0.133	1.876	3.144	3.214	4.093	4.718	6.586	12.858	55.200	54.185	17.138	8.152	4.076	1.987	0.734	2.155	3.069
	View angle (θ)	0.003	0.021	0.049	0.132	0.669	1.549	0.358	0.065	0.018	0.006	0.000	0.004	0.011	0.007	0.010	0.018	0.047	0.111	1.354	1.055	0.174	0.054	0.023	0.009	0.002	0.005	0.006
	View angle (θ) (degree)	0.186	1.214	2.807	7.580	38.314	88.727	20.490	3.738	1.038	0.355	0.021	0.254	0.637	0.392	0.553	1.034	2.683	6.358	77.587	60.430	9.976	3.106	1.326	0.527	0.109	0.289	0.338
	Average Speed	10.0	20.0	50.0	70.0	65.0	50.0	30.0	15.0	10.0	10.0	15.0	20.0	15.0	10.0	10.0	10.0	20.0	50.0	70.0	60.0	40.0	20.0	15.0	10.0	10.0	15.0	10.0
	Corr for no. of event, 10log(N), dB(A)	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3
	Corr for distance, -10log(d/d_{ref}), dB(A)	-3.6	-3.6	-3.5	-3.4	-3.3	-3.2	-3.2	-3.1	-3.0	-2.9	-2.9	-3.0	-3.3	-3.7	-3.7	-3.6	-3.6	-3.5	-3.4	-3.3	-3.3	-3.1	-3.0	-3.0	-2.9	-3.1	-3.3
	Corr for view angle, 10log(pi*θ/180-cos2αsinθ)	-53.6	-43.1	-35.3	-23.5	-8.1	-1.1	-14.5	-31.1	-45.0	-54.7	-89.0	-55.2	-46.7	-48.7	-45.1	-41.1	-34.0	-24.5	-2.7	-3.8	-20.1	-31.6	-41.3	-51.5	-67.0	-53.5	-49.7
	Corr for screening/ absorption, dB(A)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, 20log(v/V_{ref}), dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0
	Corr for sound energy spread over 24 hr	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4
	Façade correctoin, dB(A)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
	Track wear correction, dB(A)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
	Leq 24hr for each train, dB(A)				30.4	45.2	50.0	32.1	9.6	-7.6	-17.3	-48.1	-11.9	-6.2					26.3	51.1	48.8	29.0	11.6	-0.4	-14.2	-29.7	-12.7	-12.7
	Leq 24hr for all train	55.3																										
	Noise reduction	-4.0																										
		51.3																										
Leq0.5	Total number of events	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13
	Corr for no. of event, 10log(N), dB(A)	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1
	Corr for distance, -10log(d/dref), dB(A)	-3.6	-3.6	-3.5	-3.4	-3.3	-3.2	-3.2	-3.1	-3.0	-2.9	-2.9	-3.0	-3.3	-3.7	-3.7	-3.6	-3.6	-3.5	-3.4	-3.3	-3.3	-3.1	-3.0	-3.0	-2.9	-3.1	-3.3
	Corr for view angle, 10log(pi*θ/180-cos2αsinθ)	-53.6	-43.1	-35.3	-23.5	-8.1	-1.1	-14.5	-31.1	-45.0	-54.7	-89.0	-55.2	-46.7	-48.7	-45.1	-41.1	-34.0	-24.5	-2.7	-3.8	-20.1	-31.6	-41.3	-51.5	-67.0	-53.5	-49.7
	Corr for screening/ absorption, dB(A)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0
	Corr for sound energy spread over 24 hr	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6
	Façade correctoin, dB(A)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
	Track wear correction, dB(A)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
	Leq 0.5hr for each train, dB(A)				31.0	45.8	50.6	32.8	10.3	-7.0	-16.7	-47.4	-11.2	-5.5					27.0	51.8	49.4	29.6	12.3	0.2	-13.5	-29.0	-12.0	-12.0
	Leq 0.5hr for all train	56.0																										
	Noise reduction	-4.0																										
		52.0																										
Leq0.5	Total number of events	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12
	Corr for no. of event, 10log(N), dB(A)	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8
	Corr for distance, -10log(d/dref), dB(A)	-3.6	-3.6	-3.5	-3.4	-3.3	-3.2	-3.2	-3.1	-3.0	-2.9	-2.9	-3.0	-3.3	-3.7	-3.7	-3.6	-3.6	-3.5	-3.4	-3.3	-3.3	-3.1	-3.0	-3.0	-2.9	-3.1	-3.3
	Corr for view angle, 10log(pi*θ/180-cos2αsinθ)	-53.6	-43.1	-35.3	-23.5	-8.1	-1.1	-14.5	-31.1	-45.0	-54.7	-89.0	-55.2	-46.7	-48.7	-45.1	-41.1	-34.0	-24.5	-2.7	-3.8	-20.1	-31.6	-41.3	-51.5	-67.0	-53.5	-49.7
	Corr for screening/ absorption, dB(A)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0
	Corr for sound energy spread over 24 hr	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6
	Façade correctoin, dB(A)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
	Track wear correction, dB(A)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
	Leq 0.5hr for each train, dB(A)				30.7	45.5	50.3	32.4	9.9	-7.3	-17.0	-47.8	-11.6	-5.8					26.6	51.4	49.1	29.3	11.9	-0.1	-13.9	-29.4	-12.4	-12.4
	Leq 0.5hr for all train	55.6																										
	Noise reduction	-4.0																										
		51.6																										
Lmax	Measured Lmax	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65
	Corr for distance, -10log(d/dref), dB(A)	-3.6	-3.6	-3.5	-3.4	-3.3	-3.2	-3.2	-3.1	-3.0	-2.9	-2.9	-3.0	-3.3	-3.7	-3.7	-3.6	-3.6	-3.5	-3.4	-3.3	-3.3	-3.1	-3.0	-3.0	-2.9	-3.1	-3.3
	Correction for screening/ absorption	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0
	Façade correctoin, dB(A)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
	Track wear correction, dB(A)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
	Lmax for each train, dB(A)				70.0	69.5	67.3	62.9	56.9	53.6	53.6	57.1	59.5	56.8					67.0	70.0	68.7	65.3	59.4	57.0	53.6	53.6	57.0	53.2
	Lmax for all train	70.0																										

RN3

Floor 2		Segment (Northbound)													Segment (Southbound)														
		N1	N2	N3	N4	N5	N6	N7	N8	N9	N10	N11	N12	N13	S1	S2	S3	S4	S5	S6	S7	S8	S9	S10	S11	S12	S13	S14
Parameters:																												
	Measured SEL	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9
Leq24	Total number of events	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536
	Horizontal distance from track to NSR	21.2	21.8	22.2	22.2	22.6	23.2	22.9	20.0	15.2	13.4	7.3	0.8	9.4	24.1	26.5	25.7	25.7	26.1	26.6	27.0	26.0	22.7	18.7	15.1	4.8	3.0	9.8
	track mPD + track head (0.2m)	7.9	8.7	9.9	11.3	12.5	13.1	13.4	13.6	14.0	14.1	13.9	13.6	13.1	8.0	8.4	9.1	10.0	11.2	12.5	13.2	13.5	13.9	14.2	14.1	13.7	13.3	12.9
	ground mPD + floor height	25.1	25.1	25.1	25.1	25.1	25.1	25.1	25.1	25.1	25.1	25.1	25.1	25.1	25.1	25.1	25.1	25.1	25.1	25.1	25.1	25.1	25.1	25.1	25.1	25.1	25.1	25.1
	Vertical distance from track to NSR	17.2	16.4	15.2	13.8	12.6	12.0	11.7	11.5	11.1	11.0	11.2	11.5	12.0	17.1	16.7	16.0	15.1	13.9	12.6	11.9	11.6	11.2	10.9	11.0	11.4	11.8	12.2
	Slant distance	27.3	27.3	26.9	26.2	25.9	26.1	25.7	23.0	18.8	17.3	13.3	11.5	15.3	29.6	31.3	30.2	29.8	29.5	29.4	29.5	28.4	25.3	21.6	18.7	12.3	12.2	15.6
	View angle (α)	0.058	0.074	0.115	0.254	0.499	1.349	0.741	0.241	0.112	0.072	0.032	0.003	0.030	0.068	0.084	0.097	0.132	0.248	0.689	1.361	0.494	0.234	0.129	0.075	0.019	0.010	0.029
	View angle (α) (degree)	3.335	4.249	6.579	14.550	28.573	77.304	42.437	13.833	6.416	4.103	1.839	0.182	1.702	3.888	4.831	5.543	7.536	14.225	39.503	77.962	28.301	13.414	7.373	4.294	1.089	0.577	1.668
	View angle (θ)	0.004	0.025	0.054	0.096	0.382	1.278	0.772	0.132	0.043	0.016	0.005	0.000	0.006	0.008	0.011	0.020	0.049	0.078	0.792	1.335	0.334	0.100	0.046	0.021	0.003	0.001	0.003
	View angle (θ) (degree)	0.224	1.420	3.073	5.525	21.881	73.199	44.223	7.573	2.437	0.934	0.308	0.026	0.360	0.453	0.619	1.142	2.824	4.462	45.355	76.499	19.137	5.747	2.615	1.217	0.171	0.081	0.192
	Average Speed	10.0	20.0	50.0	70.0	65.0	50.0	30.0	15.0	10.0	10.0	15.0	20.0	15.0	10.0	10.0	10.0	20.0	50.0	70.0	60.0	40.0	20.0	15.0	10.0	10.0	15.0	10.0
	Corr for no. of event, 10log(N), dB(A)	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3
	Corr for distance, -10log(d/d_{ref}), dB(A)	-0.4	-0.4	-0.3	-0.2	-0.2	-0.2	-0.1	0.4	1.2	1.6	2.7	3.4	2.1	-0.7	-1.0	-0.8	-0.8	-0.7	-0.7	-0.7	-0.6	0.0	0.6	1.3	3.1	3.1	2.1
	Corr for view angle, 10log(pi*θ/180-cos2θ$_{min}$θ)	-50.8	-40.6	-33.4	-24.1	-12.5	-1.7	-6.5	-23.1	-34.7	-42.8	-54.5	-85.4	-54.5	-46.4	-43.1	-39.3	-32.7	-25.2	-6.8	-1.5	-13.1	-24.6	-33.2	-41.2	-61.7	-70.4	-57.5
	Corr for screening/ absorption, dB(A)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, 20log(v/V_{ref}), dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0
	Corr for sound energy spread over 24 hr	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4
	Façade correctoin, dB(A)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
	Track wear correction, dB(A)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
	Leq 24hr for each train, dB(A)				32.9	44.0	52.4	43.2	21.1	6.9	-0.8	-8.0	-35.7	-8.6					28.3	49.7	53.6	38.7	21.7	11.3	0.4	-18.3	-23.5	-15.1
	Leq 24hr for all train	57.4																										
	Noise reduction	-4.0																										
		53.4																										
Leq0.5	Total number of events	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13
	Corr for no. of event, 10log(N), dB(A)	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1
	Corr for distance, -10log(d/dref), dB(A)	-0.4	-0.4	-0.3	-0.2	-0.2	-0.2	-0.1	0.4	1.2	1.6	2.7	3.4	2.1	-0.7	-1.0	-0.8	-0.8	-0.7	-0.7	-0.7	-0.6	0.0	0.6	1.3	3.1	3.1	2.1
	Corr for view angle, 10log(pi*θ/180-cos2θ$_{min}$θ)	-50.8	-40.6	-33.4	-24.1	-12.5	-1.7	-6.5	-23.1	-34.7	-42.8	-54.5	-85.4	-54.5	-46.4	-43.1	-39.3	-32.7	-25.2	-6.8	-1.5	-13.1	-24.6	-33.2	-41.2	-61.7	-70.4	-57.5
	Corr for screening/ absorption, dB(A)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0
	Corr for sound energy spread over 24 hr	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6
	Façade correctoin, dB(A)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
	Track wear correction, dB(A)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
	Leq 0.5hr for each train, dB(A)				33.6	44.6	53.1	43.9	21.7	7.5	-0.2	-7.3	-35.0	-7.9					29.0	50.3	54.3	39.3	22.3	11.9	1.0	-17.6	-22.8	-14.4
	Leq 0.5hr for all train	58.1																										
	Noise reduction	-4.0																										
		54.1																										
Leq0.5	Total number of events	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12
	Corr for no. of event, 10log(N), dB(A)	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8
	Corr for distance, -10log(d/dref), dB(A)	-0.4	-0.4	-0.3	-0.2	-0.2	-0.2	-0.1	0.4	1.2	1.6	2.7	3.4	2.1	-0.7	-1.0	-0.8	-0.8	-0.7	-0.7	-0.7	-0.6	0.0	0.6	1.3	3.1	3.1	2.1
	Corr for view angle, 10log(pi*θ/180-cos2θ$_{min}$θ)	-50.8	-40.6	-33.4	-24.1	-12.5	-1.7	-6.5	-23.1	-34.7	-42.8	-54.5	-85.4	-54.5	-46.4	-43.1	-39.3	-32.7	-25.2	-6.8	-1.5	-13.1	-24.6	-33.2	-41.2	-61.7	-70.4	-57.5
	Corr for screening/ absorption, dB(A)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0
	Corr for sound energy spread over 24 hr	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6
	Façade correctoin, dB(A)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
	Track wear correction, dB(A)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
	Leq 0.5hr for each train, dB(A)				33.2	44.3	52.7	43.6	21.4	7.2	-0.5	-7.7	-35.4	-8.2					28.6	50.0	53.9	39.0	22.0	11.6	0.7	-18.0	-23.2	-14.8
	Leq 0.5hr for all train	57.7																										
	Noise reduction	-4.0																										
		53.7																										
Lmax	Measured Lmax	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65
	Corr for distance, -10log(d/dref), dB(A)	-0.4	-0.4	-0.3	-0.2	-0.2	-0.2	-0.1	0.4	1.2	1.6	2.7	3.4	2.1	-0.7	-1.0	-0.8	-0.8	-0.7	-0.7	-0.7	-0.6	0.0	0.6	1.3	3.1	3.1	2.1
	Correction for screening/ absorption	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0
	Façade correctoin, dB(A)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
	Track wear correction, dB(A)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
	Lmax for each train, dB(A)				73.2	72.6	70.3	65.9	60.4	57.8	58.1	62.8	65.9	62.2					69.8	72.7	71.4	68.0	62.5	60.7	57.8	59.6	63.2	58.6
	Lmax for all train	73.2																										

Floor 3		Segment (Northbound)													Segment (Southbound)														
		N1	N2	N3	N4	N5	N6	N7	N8	N9	N10	N11	N12	N13	S1	S2	S3	S4	S5	S6	S7	S8	S9	S10	S11	S12	S13	S14
Parameters:																												
	Measured SEL	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9
Leq24	Total number of events	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536
	Horizontal distance from track to NSR	16.8	17.4	17.7	17.8	18.0	18.2	17.4	13.5	7.9	5.9	0.7	9.5	18.7	19.8	22.0	21.2	21.2	21.6	22.0	21.8	20.1	16.0	11.4	7.4	3.7	12.0	19.2
	track mPD + track head (0.2m)	7.9	8.7	9.9	11.3	12.5	13.1	13.4	13.6	14.0	14.1	13.9	13.6	13.1	8.0	8.4	9.1	10.0	11.2	12.5	13.2	13.5	13.9	14.2	14.1	13.7	13.3	12.9
	ground mPD + floor height	28.2	28.2	28.2	28.2	28.2	28.2	28.2	28.2	28.2	28.2	28.2	28.2	28.2	28.2	28.2	28.2	28.2	28.2	28.2	28.2	28.2	28.2	28.2	28.2	28.2	28.2	28.2
	Vertical distance from track to NSR	20.3	19.5	18.3	17.0	15.8	15.2	14.9	14.6	14.3	14.2	14.3	14.6	15.2	20.2	19.8	19.1	18.2	17.0	15.7	15.0	14.7	14.3	14.1	14.2	14.5	15.0	15.3
	Slant distance	26.4	26.1	25.5	24.5	23.9	23.7	22.8	19.9	16.3	15.3	14.3	17.4	24.0	28.3	29.6	28.5	28.0	27.5	27.0	26.5	24.9	21.5	18.1	16.0	15.0	19.2	24.6
	View angle (α)	0.058	0.074	0.115	0.254	0.499	1.349	0.741	0.241	0.112	0.072	0.032	0.003	0.030	0.068	0.084	0.097	0.132	0.248	0.689	1.361	0.494	0.234	0.129	0.075	0.019	0.010	0.029
	View angle (α) (degree)	3.335	4.249	6.579	14.550	28.573	77.304	42.437	13.833	6.416	4.103	1.839	0.182	1.702	3.888	4.831	5.543	7.536	14.225	39.503	77.962	28.301	13.414	7.373	4.294	1.089	0.577	1.668
	View angle (θ)	0.004	0.025	0.054	0.096	0.382	1.278	0.772	0.132	0.043	0.016	0.005	0.000	0.006	0.008	0.011	0.020	0.049	0.078	0.792	1.335	0.334	0.100	0.046	0.021	0.003	0.001	0.003
	View angle (θ) (degree)	0.224	1.420	3.073	5.525	21.881	73.199	44.223	7.573	2.437	0.934	0.308	0.026	0.360	0.453	0.619	1.142	2.824	4.462	45.355	76.499	19.137	5.747	2.615	1.217	0.171	0.081	0.192
	Average Speed	10.0	20.0	50.0	70.0	65.0	50.0	30.0	15.0	10.0	10.0	15.0	20.0	15.0	10.0	10.0	10.0	20.0	50.0	70.0	60.0	40.0	20.0	15.0	10.0	10.0	15.0	10.0
	Corr for no. of event, 10log(N), dB(A)	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3
	Corr for distance, -10log(d/d_{ref}), dB(A)	-0.2	-0.2	-0.1	0.1	0.2	0.2	0.4	1.0	1.9	2.1	2.4	1.6	0.2	-0.5	-0.7	-0.6	-0.5	-0.4	-0.3	-0.3	0.0	0.7	1.4	1.9	2.2	1.1	0.1
	Corr for view angle, 10log(pi*θ/180-cos2θ$_{min}$θ)	-50.8	-40.6	-33.4	-24.1	-12.5	-1.7	-6.5	-23.1	-34.7	-42.8	-54.5	-85.4	-54.5	-46.4	-43.1	-39.3	-32.7	-25.2	-6.8	-1.5	-13.1	-24.6	-33.2	-41.2	-61.7	-70.4	-57.5
	Corr for screening/ absorption, dB(A)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, 20log(v/V_{ref}), dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0
	Corr for sound energy spread over 24 hr	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4
	Façade correctoin, dB(A)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
	Track wear correction, dB(A)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
	Leq 24hr for each train, dB(A)				33.2	44.3	52.8	43.8	21.7	7.5	-0.3	-8.3	-37.5	-10.5					28.7	50.0	54.1	39.2	22.4	12.1	1.1	-19.1	-25.4	-17.1
	Leq 24hr for all train	57.9																										
	Noise reduction	-4.0																										
		53.9																										
Leq0.5	Total number of events	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13
	Corr for no. of event, 10log(N), dB(A)	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1
	Corr for distance, -10log(d/dref), dB(A)	-0.2	-0.2	-0.1	0.1	0.2	0.2	0.4	1.0	1.9	2.1	2.4	1.6	0.2	-0.5	-0.7	-0.6	-0.5	-0.4	-0.3	-0.3	0.0	0.7	1.4	1.9	2.2	1.1	0.1
	Corr for view angle, 10log(pi*θ/180-cos2θ$_{min}$θ)	-50.8	-40.6	-33.4	-24.1	-12.5	-1.7	-6.5	-23.1	-34.7	-42.8	-54.5	-85.4	-54.5	-46.4	-43.1	-39.3	-32.7	-25.2	-6.8	-1.5	-13.1	-24.6	-33.2	-41.2	-61.7	-70.4	-57.5
	Corr for screening/ absorption, dB(A)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0
	Corr for sound energy spread over 24 hr	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6
	Façade correctoin, dB(A)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
	Track wear correction, dB(A)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
	Leq 0.5hr for each train, dB(A)				33.9	45.0	53.5	44.4	22.4	8.1	0.3	-7.6	-36.9	-9.9					29.3	50.7	54.8	39.9	23.1	12.7	1.7	-18.5	-24.8	-16.4
	Leq 0.5hr for all train	58.5																										
	Noise reduction	-4.0																										
		54.5																										
Leq0.5	Total number of events	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12
	Corr for no. of event, 10log(N), dB(A)	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8
	Corr for distance, -10log(d/dref), dB(A)	-0.2	-0.2	-0.1	0.1	0.2	0.2	0.4	1.0	1.9	2.1	2.4	1.6	0.2	-0.5	-0.7	-0.6	-0.5	-0.4	-0.3	-0.3	0.0	0.7	1.4	1.9	2.2	1.1	0.1
	Corr for view angle, 10log(pi*θ/180-cos2θ$_{min}$θ)	-50.8	-40.6	-33.4	-24.1	-12.5	-1.7	-6.5	-23.1	-34.7	-42.8	-54.5	-85.4	-54.5	-46.4	-43.1	-39.3	-32.7	-25.2	-6.8	-1.5	-13.1	-24.6	-33.2	-41.2	-61.7	-70.4	-57.5
	Corr for screening/ absorption, dB(A)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0

Floor		Segment (Northbound)													Segment (Southbound)														
4		N1	N2	N3	N4	N5	N6	N7	N8	N9	N10	N11	N12	N13	S1	S2	S3	S4	S5	S6	S7	S8	S9	S10	S11	S12	S13	S14
Parameters:																													
	Measured SEL	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9
Leq24	Total number of events	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536
	Horizontal distance from track to NSR	21.2	21.8	22.2	22.2	22.6	23.2	22.9	20.0	15.2	13.4	7.3	0.8	9.4	24.1	26.5	25.7	25.7	26.1	26.6	27.0	26.0	22.7	18.7	15.1	4.8	3.0	9.8
	track mPD + track head (0.2m)	7.9	8.7	9.9	11.3	12.5	13.1	13.4	13.6	14.0	14.1	13.9	13.6	13.1	8.0	8.4	9.1	10.0	11.2	12.5	13.2	13.5	13.9	14.2	14.1	13.7	13.3	12.9
	ground mPD + floor height	31.4	31.4	31.4	31.4	31.4	31.4	31.4	31.4	31.4	31.4	31.4	31.4	31.4	31.4	31.4	31.4	31.4	31.4	31.4	31.4	31.4	31.4	31.4	31.4	31.4	31.4	31.4
	Vertical distance from track to NSR	23.5	22.7	21.5	20.1	18.9	18.3	18.0	17.8	17.4	17.3	17.5	17.8	18.3	23.4	23.0	22.3	21.4	20.2	18.9	18.2	17.9	17.5	17.2	17.3	17.7	18.1	18.5
	Slant distance	31.6	31.4	30.8	30.0	29.5	29.5	29.1	26.7	23.1	21.9	18.9	17.8	20.6	33.6	35.1	34.0	33.4	32.9	32.6	32.5	31.5	28.6	25.4	23.0	18.3	18.3	20.9
	View angle (α)	0.058	0.074	0.115	0.254	0.499	1.349	0.741	0.241	0.112	0.072	0.032	0.003	0.030	0.068	0.084	0.097	0.132	0.248	0.689	1.361	0.494	0.234	0.129	0.075	0.019	0.010	0.029
	View angle (α) (degree)	3.335	4.249	6.579	14.550	28.573	77.304	42.437	13.833	6.416	4.103	1.839	0.182	1.702	3.888	4.831	5.543	7.536	14.225	39.503	77.962	28.301	13.414	7.373	4.294	1.089	0.577	1.668
	View angle (θ)	0.004	0.025	0.054	0.096	0.382	1.278	0.772	0.132	0.043	0.016	0.005	0.000	0.006	0.008	0.011	0.020	0.049	0.078	0.792	1.335	0.334	0.100	0.046	0.021	0.003	0.001	0.003
	View angle (θ) (degree)	0.224	1.420	3.073	5.525	21.881	73.199	44.223	7.573	2.437	0.934	0.308	0.026	0.360	0.453	0.619	1.142	2.824	4.462	45.355	76.499	19.137	5.747	2.615	1.217	0.171	0.081	0.192
	Average Speed	10.0	20.0	50.0	70.0	65.0	50.0	30.0	15.0	10.0	10.0	15.0	20.0	15.0	10.0	10.0	10.0	20.0	50.0	70.0	60.0	40.0	20.0	15.0	10.0	10.0	15.0	10.0
	Corr for no. of event, 10log(N), dB(A)	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3
	Corr for distance, -10log(d/d_{ref}), dB(A)	-1.0	-1.0	-0.9	-0.8	-0.7	-0.7	-0.7	-0.3	0.3	0.6	1.2	1.5	0.8	-1.3	-1.5	-1.3	-1.3	-1.2	-1.2	-1.1	-1.0	-0.6	-0.1	0.4	1.4	1.3	0.8
	Corr for view angle, 10log(pi*θ/180-cos2αsinθ)	-50.8	-40.6	-33.4	-24.1	-12.5	-1.7	-6.5	-23.1	-34.7	-42.8	-54.5	-85.4	-54.5	-46.4	-43.1	-39.3	-32.7	-25.2	-6.8	-1.5	-13.1	-24.6	-33.2	-41.2	-61.7	-70.4	-57.5
	Corr for screening/ absorption, dB(A)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, 20log(V_r/V_{ref}), dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0
	Corr for sound energy spread over 24 hr	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4
	Façade correction, dB(A)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
	Track wear correction, dB(A)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
	Leq 24hr for each train, dB(A)				32.3	43.4	51.9	42.7	20.4	6.0	-1.9	-9.5	-37.6	-9.9					27.9	49.2	53.2	38.2	21.1	10.6	-0.5	-20.0	-25.2	-16.4
	Leq 24hr for all train	57.0																										
	Noise reduction	-4.0																										
		53.0																										
Leq0.5	Total number of events	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13
	Corr for no. of event, 10log(N), dB(A)	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1
	Corr for distance, -10log(d/dref), dB(A)	-1.0	-1.0	-0.9	-0.8	-0.7	-0.7	-0.7	-0.3	0.3	0.6	1.2	1.5	0.8	-1.3	-1.5	-1.3	-1.3	-1.2	-1.2	-1.1	-1.0	-0.6	-0.1	0.4	1.4	1.3	0.8
	Corr for view angle, 10log(pi*θ/180-cos2αsinθ)	-50.8	-40.6	-33.4	-24.1	-12.5	-1.7	-6.5	-23.1	-34.7	-42.8	-54.5	-85.4	-54.5	-46.4	-43.1	-39.3	-32.7	-25.2	-6.8	-1.5	-13.1	-24.6	-33.2	-41.2	-61.7	-70.4	-57.5
	Corr for screening/ absorption, dB(A)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0
	Corr for sound energy spread over 24 hr	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6
	Façade correction, dB(A)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
	Track wear correction, dB(A)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
	Leq 0.5hr for each train, dB(A)				33.0	44.1	52.5	43.4	21.1	6.6	-1.2	-8.8	-36.9	-9.2					28.5	49.9	53.9	38.9	21.8	11.2	0.1	-19.3	-24.6	-15.7
	Leq 0.5hr for all train	57.6																										
	Noise reduction	-4.0																										
		53.6																										
Leq0.5	Total number of events	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12
	Corr for no. of event, 10log(N), dB(A)	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8
	Corr for distance, -10log(d/dref), dB(A)	-1.0	-1.0	-0.9	-0.8	-0.7	-0.7	-0.7	-0.3	0.3	0.6	1.2	1.5	0.8	-1.3	-1.5	-1.3	-1.3	-1.2	-1.2	-1.1	-1.0	-0.6	-0.1	0.4	1.4	1.3	0.8
	Corr for view angle, 10log(pi*θ/180-cos2αsinθ)	-50.8	-40.6	-33.4	-24.1	-12.5	-1.7	-6.5	-23.1	-34.7	-42.8	-54.5	-85.4	-54.5	-46.4	-43.1	-39.3	-32.7	-25.2	-6.8	-1.5	-13.1	-24.6	-33.2	-41.2	-61.7	-70.4	-57.5
	Corr for screening/ absorption, dB(A)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0
	Corr for sound energy spread over 24 hr	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6
	Façade correction, dB(A)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
	Track wear correction, dB(A)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
	Leq 0.5hr for each train, dB(A)				32.6	43.7	52.2	43.0	20.8	6.3	-1.5	-9.2	-37.3	-9.5					28.2	49.5	53.5	38.5	21.5	10.9	-0.2	-19.7	-24.9	-16.1
	Leq 0.5hr for all train	57.3																										
	Noise reduction	-4.0																										
		53.3																										
Lmax	Measured Lmax	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65
	Corr for distance, -10log(d/dref), dB(A)	-1.0	-1.0	-0.9	-0.8	-0.7	-0.7	-0.7	-0.3	0.3	0.6	1.2	1.5	0.8	-1.3	-1.5	-1.3	-1.3	-1.2	-1.2	-1.1	-1.0	-0.6	-0.1	0.4	1.4	1.3	0.8
	Correction for screening/ absorption	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0
	Façade correction, dB(A)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
	Track wear correction, dB(A)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
	Lmax for each train, dB(A)				72.6	72.1	69.8	65.4	59.8	56.9	57.1	61.3	64.0	60.9					69.3	72.3	70.9	67.6	62.0	60.0	56.9	57.9	61.4	57.3
	Lmax for all train	72.6																										

Floor		Segment (Northbound)													Segment (Southbound)														
5		N1	N2	N3	N4	N5	N6	N7	N8	N9	N10	N11	N12	N13	S1	S2	S3	S4	S5	S6	S7	S8	S9	S10	S11	S12	S13	S14
Parameters:																													
	Measured SEL	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9
Leq24	Total number of events	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536
	Horizontal distance from track to NSR	21.2	21.8	22.2	22.2	22.6	23.2	22.9	20.0	15.2	13.4	7.3	0.8	9.4	24.1	26.5	25.7	25.7	26.1	26.6	27.0	26.0	22.7	18.7	15.1	4.8	3.0	9.8
	track mPD + track head (0.2m)	7.9	8.7	9.9	11.3	12.5	13.1	13.4	13.6	14.0	14.1	13.9	13.6	13.1	8.0	8.4	9.1	10.0	11.2	12.5	13.2	13.5	13.9	14.2	14.1	13.7	13.3	12.9
	ground mPD + floor height	34.5	34.5	34.5	34.5	34.5	34.5	34.5	34.5	34.5	34.5	34.5	34.5	34.5	34.5	34.5	34.5	34.5	34.5	34.5	34.5	34.5	34.5	34.5	34.5	34.5	34.5	34.5
	Vertical distance from track to NSR	26.6	25.8	24.6	23.3	22.1	21.5	21.2	20.9	20.6	20.5	20.6	20.9	21.5	26.5	26.1	25.4	24.5	23.3	22.0	21.3	21.0	20.6	20.4	20.5	20.8	21.3	21.6
	Slant distance	34.0	33.8	33.1	32.2	31.6	31.6	31.2	28.9	25.6	24.4	21.9	20.9	23.4	35.8	37.2	36.1	35.5	35.0	34.5	34.4	33.4	30.6	27.6	25.4	21.4	21.5	23.7
	View angle (α)	0.058	0.074	0.115	0.254	0.499	1.349	0.741	0.241	0.112	0.072	0.032	0.003	0.030	0.068	0.084	0.097	0.132	0.248	0.689	1.361	0.494	0.234	0.129	0.075	0.019	0.010	0.029
	View angle (α) (degree)	3.335	4.249	6.579	14.550	28.573	77.304	42.437	13.833	6.416	4.103	1.839	0.182	1.702	3.888	4.831	5.543	7.536	14.225	39.503	77.962	28.301	13.414	7.373	4.294	1.089	0.577	1.668
	View angle (θ)	0.004	0.025	0.054	0.096	0.382	1.278	0.772	0.132	0.043	0.016	0.005	0.000	0.006	0.008	0.011	0.020	0.049	0.078	0.792	1.335	0.334	0.100	0.046	0.021	0.003	0.001	0.003
	View angle (θ) (degree)	0.224	1.420	3.073	5.525	21.881	73.199	44.223	7.573	2.437	0.934	0.308	0.026	0.360	0.453	0.619	1.142	2.824	4.462	45.355	76.499	19.137	5.747	2.615	1.217	0.171	0.081	0.192
	Average Speed	10.0	20.0	50.0	70.0	65.0	50.0	30.0	15.0	10.0	10.0	15.0	20.0	15.0	10.0	10.0	10.0	20.0	50.0	70.0	60.0	40.0	20.0	15.0	10.0	10.0	15.0	10.0
	Corr for no. of event, 10log(N), dB(A)	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3
	Corr for distance, -10log(d/d_{ref}), dB(A)	-1.3	-1.3	-1.2	-1.1	-1.0	-1.0	-1.0	-0.6	-0.1	0.1	0.6	0.8	0.3	-1.6	-1.7	-1.6	-1.5	-1.5	-1.4	-1.4	-1.3	-0.9	-0.4	-0.1	0.7	0.7	0.2
	Corr for view angle, 10log(pi*θ/180-cos2αsinθ)	-50.8	-40.6	-33.4	-24.1	-12.5	-1.7	-6.5	-23.1	-34.7	-42.8	-54.5	-85.4	-54.5	-46.4	-43.1	-39.3	-32.7	-25.2	-6.8	-1.5	-13.1	-24.6	-33.2	-41.2	-61.7	-70.4	-57.5
	Corr for screening/ absorption, dB(A)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0
	Corr for sound energy spread over 24 hr	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4
	Façade correction, dB(A)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
	Track wear correction, dB(A)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
	Leq 24hr for each train, dB(A)				32.0	43.1	51.6	42.4	20.1	5.5	-2.3	-10.1	-38.3	-10.4					27.6	49.0	53.0	38.0	20.8	10.2	-1.0	-20.7	-25.9	-16.9
	Leq 24hr for all train	56.7																										
	Noise reduction	-4.0																										
		52.7																										
Leq0.5	Total number of events	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13
	Corr for no. of event, 10log(N), dB(A)	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1
	Corr for distance, -10log(d/dref), dB(A)	-1.3	-1.3	-1.2	-1.1	-1.0	-1.0	-1.0	-0.6	-0.1	0.1	0.6	0.8	0.3	-1.6	-1.7	-1.6	-1.5	-1.5	-1.4	-1.4	-1.3	-0.9	-0.4	-0.1	0.7	0.7	0.2
	Corr for view angle, 10log(pi*θ/180-cos2αsinθ)	-50.8	-40.6	-33.4	-24.1	-12.5	-1.7	-6.5	-23.1	-34.7	-42.8	-54.5	-85.4	-54.5	-46.4	-43.1	-39.3	-32.7	-25.2	-6.8	-1.5	-13.1	-24.6	-33.2	-41.2	-61.7	-70.4	-57.5
	Corr for screening/ absorption, dB(A)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0
	Corr for sound energy spread over 24 hr	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6
	Façade correction, dB(A)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
	Track wear correction, dB(A)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
	Leq 0.5hr for each train, dB(A)				32.7	43.8	52.2	43.1	20.8	6.2	-1.7	-9.5	-37.7	-9.8					28.3	49.6	53.6	38.6	21.5	10.9	-0.3	-20.0	-25.3	-16.3
	Leq 0.5hr for all train	57.4																										
	Noise reduction	-4.0																										
		53.4																										
Leq0.5	Total number of events	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12
	Corr for no. of event, 10log(N), dB(A)	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8
	Corr for distance, -10log(d/dref), dB(A)	-1.3	-1.3	-1.2	-1.1	-1.0	-1.0	-1.0	-0.6	-0.1	0.1	0.6	0.8	0.3	-1.6	-1.7	-1.6	-1.5	-1.5	-1.4	-1.4	-1.3	-0.9	-0.4	-0.1	0.7	0.7	0.2
	Corr for view angle, 10log(pi*θ/180-cos2αsinθ)	-50.8	-40.6	-33.4	-24.1	-12.5	-1.7	-6.5	-23.1	-34.7	-42.8	-54.5	-85.4	-54.5	-46.4	-43.1	-39.3	-32.7	-25.2	-6.8	-1.5	-13.1	-24.6	-33.2	-41.2	-61.7	-70.4	-57.5
	Corr for screening/ absorption, dB(A)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0

Floor 6		Segment (Northbound)													Segment (Southbound)													
		N1	N2	N3	N4	N5	N6	N7	N8	N9	N10	N11	N12	N13	S1	S2	S3	S4	S5	S6	S7	S8	S9	S10	S11	S12	S13	S14
Parameters:																												
	Measured SEL	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9
Leq24	Total number of events	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536
	Horize distance from track to NSR	21.2	21.8	22.2	22.2	22.6	23.2	22.9	20.0	15.2	13.4	7.3	0.8	9.4	24.1	26.5	25.7	25.7	26.1	26.6	27.0	26.0	22.7	18.7	15.1	4.8	3.0	9.8
	track mPD + track head (0.2m)	7.9	8.7	9.9	11.3	12.5	13.1	13.4	13.6	14.0	14.1	13.9	13.6	13.1	8.0	8.4	9.1	10.0	11.2	12.5	13.2	13.5	13.9	14.2	14.1	13.7	13.3	12.9
	ground mPD + floor height	37.7	37.7	37.7	37.7	37.7	37.7	37.7	37.7	37.7	37.7	37.7	37.7	37.7	37.7	37.7	37.7	37.7	37.7	37.7	37.7	37.7	37.7	37.7	37.7	37.7	37.7	37.7
	Vert distance from track to NSR	29.8	29.0	27.8	26.4	25.2	24.6	24.3	24.1	23.7	23.6	23.8	24.1	24.6	29.7	29.3	28.6	27.7	26.5	25.2	24.5	24.2	23.8	23.5	23.6	24.0	24.4	24.8
	Slant distance	36.6	36.2	35.5	34.5	33.9	33.8	33.4	31.3	28.2	27.1	24.9	24.1	26.4	38.2	39.5	38.4	37.7	37.1	36.6	36.4	35.5	32.8	30.0	28.0	24.4	24.6	26.6
	View angle (α)	0.058	0.074	0.115	0.254	0.499	1.349	0.741	0.241	0.112	0.072	0.032	0.003	0.030	0.068	0.084	0.097	0.132	0.248	0.689	1.361	0.494	0.234	0.129	0.075	0.019	0.010	0.029
	View angle (α) (degree)	3.335	4.249	6.579	14.550	28.573	77.304	42.437	13.833	6.416	4.103	1.839	0.182	1.702	3.888	4.831	5.543	7.536	14.225	39.503	77.962	28.301	13.414	7.373	4.294	1.089	0.577	1.668
	View angle (θ)	0.004	0.025	0.054	0.096	0.382	1.278	0.772	0.132	0.043	0.016	0.005	0.000	0.006	0.008	0.011	0.020	0.049	0.078	0.792	1.335	0.334	0.100	0.046	0.021	0.003	0.001	0.003
	View angle (θ) (degree)	0.224	1.420	3.073	5.525	21.881	73.199	44.223	7.573	2.437	0.934	0.308	0.026	0.360	0.453	0.619	1.142	2.824	4.462	45.355	76.499	19.137	5.747	2.615	1.217	0.171	0.081	0.192
	Average Speed	10.0	20.0	50.0	70.0	65.0	50.0	30.0	15.0	10.0	10.0	15.0	20.0	15.0	10.0	10.0	10.0	20.0	50.0	70.0	60.0	40.0	20.0	15.0	10.0	10.0	15.0	10.0
	Corr for no. of event, 10log(N), dB(A)	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3
	Corr for distance, -10log(d/d_{ref}), dB(A)	-1.6	-1.6	-1.5	-1.4	-1.3	-1.3	-1.3	-1.0	-0.5	-0.4	0.0	0.2	-0.2	-1.8	-2.0	-1.9	-1.8	-1.7	-1.7	-1.6	-1.5	-1.2	-0.8	-0.5	0.1	0.1	-0.3
	Corr for view angle, 10log(pi*θ/180-cos2α*θ)	-50.8	-40.6	-33.4	-24.1	-12.5	-1.7	-6.5	-23.1	-34.7	-42.8	-54.5	-85.4	-54.5	-46.4	-43.1	-39.3	-32.7	-25.2	-6.8	-1.5	-13.1	-24.6	-33.2	-41.2	-61.7	-70.4	-57.5
	Corr for screening/ absorption, dB(A)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, 20log(v/V_{ref}), dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0
	Corr for sound energy spread over 24 hr	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4
	Façade correctoin, dB(A)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
	Track wear correction, dB(A)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
	Leq 24hr for each train, dB(A)				31.7	42.8	51.3	42.1	19.8	5.1	-2.8	-10.7	-38.9	-10.9					27.3	48.7	52.7	37.7	20.5	9.9	-1.4	-21.2	-26.5	-17.4
	Leq 24hr for all train	56.4																										
	Noise reduction	-4.0																										
		52.4																										
Leq0.5	Total number of events	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13
	Corr for no. of event, 10log(N), dB(A)	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1
	Corr for distance, -10log(d/dref), dB(A)	-1.6	-1.6	-1.5	-1.4	-1.3	-1.3	-1.3	-1.0	-0.5	-0.4	0.0	0.2	-0.2	-1.8	-2.0	-1.9	-1.8	-1.7	-1.7	-1.6	-1.5	-1.2	-0.8	-0.5	0.1	0.1	-0.3
	Corr for view angle, 10log(pi*θ/180-cos2α*θ)	-50.8	-40.6	-33.4	-24.1	-12.5	-1.7	-6.5	-23.1	-34.7	-42.8	-54.5	-85.4	-54.5	-46.4	-43.1	-39.3	-32.7	-25.2	-6.8	-1.5	-13.1	-24.6	-33.2	-41.2	-61.7	-70.4	-57.5
	Corr for screening/ absorption, dB(A)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0
	Corr for sound energy spread over 24 hr	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6
	Façade correctoin, dB(A)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
	Track wear correction, dB(A)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
	Leq 0.5hr for each train, dB(A)				32.4	43.5	52.0	42.8	20.4	5.8	-2.1	-10.0	-38.3	-10.3					28.0	49.4	53.4	38.4	21.2	10.5	-0.7	-20.6	-25.9	-16.8
	Leq 0.5hr for all train	57.1																										
	Noise reduction	-4.0																										
		53.1																										
Leq0.5	Total number of events	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12
	Corr for no. of event, 10log(N), dB(A)	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8
	Corr for distance, -10log(d/dref), dB(A)	-1.6	-1.6	-1.5	-1.4	-1.3	-1.3	-1.3	-1.0	-0.5	-0.4	0.0	0.2	-0.2	-1.8	-2.0	-1.9	-1.8	-1.7	-1.7	-1.6	-1.5	-1.2	-0.8	-0.5	0.1	0.1	-0.3
	Corr for view angle, 10log(pi*θ/180-cos2α*θ)	-50.8	-40.6	-33.4	-24.1	-12.5	-1.7	-6.5	-23.1	-34.7	-42.8	-54.5	-85.4	-54.5	-46.4	-43.1	-39.3	-32.7	-25.2	-6.8	-1.5	-13.1	-24.6	-33.2	-41.2	-61.7	-70.4	-57.5
	Corr for screening/ absorption, dB(A)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0
	Corr for sound energy spread over 24 hr	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6
	Façade correctoin, dB(A)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
	Track wear correction, dB(A)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
	Leq 0.5hr for each train, dB(A)				32.0	43.1	51.6	42.4	20.1	5.4	-2.5	-10.4	-38.6	-10.6					27.7	49.0	53.0	38.0	20.9	10.2	-1.1	-20.9	-26.2	-17.1
	Leq 0.5hr for all train	56.7																										
	Noise reduction	-4.0																										
		52.7																										
Lmax	Measured Lmax	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65
	Corr for distance, -10log(d/dref), dB(A)	-1.6	-1.6	-1.5	-1.4	-1.3	-1.3	-1.3	-1.0	-0.5	-0.4	0.0	0.2	-0.2	-1.8	-2.0	-1.9	-1.8	-1.7	-1.7	-1.6	-1.5	-1.2	-0.8	-0.5	0.1	0.1	-0.3
	Correction for screening/ absorption	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0
	Façade correctoin, dB(A)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
	Track wear correction, dB(A)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
	Lmax for each train, dB(A)				72.0	71.5	69.2	64.8	59.1	56.0	56.2	60.1	62.7	59.8					68.8	71.8	70.4	67.0	61.4	59.2	56.0	56.6	60.1	56.3
	Lmax for all train	72.0																										

Floor 7		Segment (Northbound)													Segment (Southbound)													
		N1	N2	N3	N4	N5	N6	N7	N8	N9	N10	N11	N12	N13	S1	S2	S3	S4	S5	S6	S7	S8	S9	S10	S11	S12	S13	S14
Parameters:																												
	Measured SEL	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9
Leq24	Total number of events	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536
	Horize distance from track to NSR	21.2	21.8	22.2	22.2	22.6	23.2	22.9	20.0	15.2	13.4	7.3	0.8	9.4	24.1	26.5	25.7	25.7	26.1	26.6	27.0	26.0	22.7	18.7	15.1	4.8	3.0	9.8
	track mPD + track head (0.2m)	7.9	8.7	9.9	11.3	12.5	13.1	13.4	13.6	14.0	14.1	13.9	13.6	13.1	8.0	8.4	9.1	10.0	11.2	12.5	13.2	13.5	13.9	14.2	14.1	13.7	13.3	12.9
	ground mPD + floor height	40.8	40.8	40.8	40.8	40.8	40.8	40.8	40.8	40.8	40.8	40.8	40.8	40.8	40.8	40.8	40.8	40.8	40.8	40.8	40.8	40.8	40.8	40.8	40.8	40.8	40.8	40.8
	Vert distance from track to NSR	32.9	32.1	30.9	29.6	28.4	27.8	27.5	27.2	26.9	26.8	26.9	27.2	27.8	32.8	32.4	31.7	30.8	29.6	28.3	27.6	27.3	26.9	26.7	26.8	27.1	27.6	27.9
	Slant distance	39.2	38.8	38.0	37.0	36.3	36.2	35.7	33.7	30.9	29.9	27.9	27.2	29.3	40.7	41.9	40.8	40.1	39.4	38.9	38.6	37.7	35.2	32.6	30.7	27.5	27.7	29.6
	View angle (α)	0.058	0.074	0.115	0.254	0.499	1.349	0.741	0.241	0.112	0.072	0.032	0.003	0.030	0.068	0.084	0.097	0.132	0.248	0.689	1.361	0.494	0.234	0.129	0.075	0.019	0.010	0.029
	View angle (α) (degree)	3.335	4.249	6.579	14.550	28.573	77.304	42.437	13.833	6.416	4.103	1.839	0.182	1.702	3.888	4.831	5.543	7.536	14.225	39.503	77.962	28.301	13.414	7.373	4.294	1.089	0.577	1.668
	View angle (θ)	0.004	0.025	0.054	0.096	0.382	1.278	0.772	0.132	0.043	0.016	0.005	0.000	0.006	0.008	0.011	0.020	0.049	0.078	0.792	1.335	0.334	0.100	0.046	0.021	0.003	0.001	0.003
	View angle (θ) (degree)	0.224	1.420	3.073	5.525	21.881	73.199	44.223	7.573	2.437	0.934	0.308	0.026	0.360	0.453	0.619	1.142	2.824	4.462	45.355	76.499	19.137	5.747	2.615	1.217	0.171	0.081	0.192
	Average Speed	10.0	20.0	50.0	70.0	65.0	50.0	30.0	15.0	10.0	10.0	15.0	20.0	15.0	10.0	10.0	10.0	20.0	50.0	70.0	60.0	40.0	20.0	15.0	10.0	10.0	15.0	10.0
	Corr for no. of event, 10log(N), dB(A)	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3
	Corr for distance, -10log(d/d_{ref}), dB(A)	-1.9	-1.9	-1.8	-1.7	-1.6	-1.6	-1.6	-1.3	-0.9	-0.8	-0.5	-0.4	-0.7	-2.1	-2.2	-2.1	-2.1	-2.0	-1.9	-1.9	-1.8	-1.5	-1.1	-0.9	-0.4	-0.4	-0.7
	Corr for view angle, 10log(pi*θ/180-cos2α*θ)	-50.8	-40.6	-33.4	-24.1	-12.5	-1.7	-6.5	-23.1	-34.7	-42.8	-54.5	-85.4	-54.5	-46.4	-43.1	-39.3	-32.7	-25.2	-6.8	-1.5	-13.1	-24.6	-33.2	-41.2	-61.7	-70.4	-57.5
	Corr for screening/ absorption, dB(A)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0
	Corr for sound energy spread over 24 hr	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4
	Façade correctoin, dB(A)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
	Track wear correction, dB(A)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
	Leq 24hr for each train, dB(A)				31.4	42.5	51.0	41.8	19.4	4.7	-3.2	-11.2	-39.5	-11.4					27.1	48.5	52.5	37.4	20.2	9.5	-1.8	-21.8	-27.0	-17.9
	Leq 24hr for all train	56.2																										
	Noise reduction	-4.0																										
		52.2																										
Leq0.5	Total number of events	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13
	Corr for no. of event, 10log(N), dB(A)	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1
	Corr for distance, -10log(d/dref), dB(A)	-1.9	-1.9	-1.8	-1.7	-1.6	-1.6	-1.6	-1.3	-0.9	-0.8	-0.5	-0.4	-0.7	-2.1	-2.2	-2.1	-2.1	-2.0	-1.9	-1.9	-1.8	-1.5	-1.1	-0.9	-0.4	-0.4	-0.7
	Corr for view angle, 10log(pi*θ/180-cos2α*θ)	-50.8	-40.6	-33.4	-24.1	-12.5	-1.7	-6.5	-23.1	-34.7	-42.8	-54.5	-85.4	-54.5	-46.4	-43.1	-39.3	-32.7	-25.2	-6.8	-1.5	-13.1	-24.6	-33.2	-41.2	-61.7	-70.4	-57.5
	Corr for screening/ absorption, dB(A)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0
	Corr for sound energy spread over 24 hr	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6
	Façade correctoin, dB(A)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
	Track wear correction, dB(A)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
	Leq 0.5hr for each train, dB(A)				32.1	43.2	51.7	42.5	20.1	5.4	-2.6	-10.5	-38.8	-10.7					27.7	49.1	53.1	38.1	20.9	10.2	-1.1	-21.1	-26.4	-17.2
	Leq 0.5hr for all train	56.8																										
	Noise reduction	-4.0																										
		52.8																										
Leq0.5	Total number of events	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12
	Corr for no. of event, 10log(N), dB(A)	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8
	Corr for distance, -10log(d/dref), dB(A)	-1.9	-1.9	-1.8	-1.7	-1.6	-1.6	-1.6	-1.3	-0.9	-0.8	-0.5	-0.4	-0.7	-2.1	-2.2	-2.1	-2.1	-2.0	-1.9	-1.9	-1.8	-1.5	-1.1	-0.9	-0.4	-0.4	-0.7
	Corr for view angle, 10log(pi*θ/180-cos2α*θ)	-50.8	-40.6	-33.4	-24.1	-12.5	-1.7	-6.5	-23.1	-34.7	-42.8	-54.5	-85.4	-54.5	-46.4	-43.1	-39.3	-32.7	-25.2	-6.8	-1.5	-13.1	-24.6	-33.2	-41.2	-61.7	-70.4	-57.5
	Corr for screening/ absorption, dB(A)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0
	Corr for sound energ

Floor 8		Segment (Northbound)													Segment (Southbound)													
		N1	N2	N3	N4	N5	N6	N7	N8	N9	N10	N11	N12	N13	S1	S2	S3	S4	S5	S6	S7	S8	S9	S10	S11	S12	S13	S14
Parameters:																												
	Measured SEL	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9
Leq24	Total number of events	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536
	Horize distance from track to NSR	21.2	21.8	22.2	22.2	22.6	23.2	22.9	20.0	15.2	13.4	7.3	0.8	9.4	24.1	26.5	25.7	25.7	26.1	26.6	27.0	26.0	22.7	18.7	15.1	4.8	3.0	9.8
	track mPD + track head (0.2m)	7.9	8.7	9.9	11.3	12.5	13.1	13.4	13.6	14.0	14.1	13.9	13.6	13.1	8.0	8.4	9.1	10.0	11.2	12.5	13.2	13.5	13.9	14.2	14.1	13.7	13.3	12.9
	ground mPD + floor height	44.0	44.0	44.0	44.0	44.0	44.0	44.0	44.0	44.0	44.0	44.0	44.0	44.0	44.0	44.0	44.0	44.0	44.0	44.0	44.0	44.0	44.0	44.0	44.0	44.0	44.0	44.0
	Vert distance from track to NSR	36.1	35.3	34.1	32.7	31.5	30.9	30.6	30.4	30.0	29.9	30.1	30.4	30.9	36.0	35.6	34.9	34.0	32.8	31.5	30.8	30.5	30.1	29.8	29.9	30.3	30.7	31.1
	Slant distance	41.8	41.4	40.6	39.5	38.8	38.6	38.2	36.3	33.6	32.8	30.9	30.4	32.3	43.3	44.4	43.3	42.6	41.9	41.2	40.9	40.0	37.6	35.2	33.5	30.6	30.8	32.5
	View angle (α)	0.058	0.074	0.115	0.254	0.499	1.349	0.741	0.241	0.112	0.072	0.032	0.003	0.030	0.068	0.084	0.097	0.132	0.248	0.689	1.361	0.494	0.234	0.129	0.075	0.019	0.010	0.029
	View angle (α) (degree)	3.335	4.249	6.579	14.550	28.573	77.304	42.437	13.833	6.416	4.103	1.839	0.182	1.702	3.888	4.831	5.543	7.536	14.225	39.503	77.962	28.301	13.414	7.373	4.294	1.089	0.577	1.668
	View angle (θ)	0.004	0.025	0.054	0.096	0.382	1.278	0.772	0.132	0.043	0.016	0.005	0.000	0.006	0.008	0.011	0.020	0.049	0.078	0.792	1.335	0.334	0.100	0.046	0.021	0.003	0.001	0.003
	View angle (θ) (degree)	0.224	1.420	3.073	5.525	21.881	73.199	44.223	7.573	2.437	0.934	0.308	0.026	0.360	0.453	0.619	1.142	2.824	4.462	45.355	76.499	19.137	5.747	2.615	1.217	0.171	0.081	0.192
	Average Speed	10.0	20.0	50.0	70.0	65.0	50.0	30.0	15.0	10.0	10.0	15.0	20.0	15.0	10.0	10.0	10.0	20.0	50.0	70.0	60.0	40.0	20.0	15.0	10.0	10.0	15.0	10.0
	Corr for no. of event, 10log(N), dB(A)	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3
	Corr for distance, -10log(d/d_{ref}), dB(A)	-2.2	-2.2	-2.1	-2.0	-1.9	-1.9	-1.8	-1.6	-1.3	-1.2	-0.9	-0.8	-1.1	-2.4	-2.5	-2.4	-2.3	-2.2	-2.2	-2.1	-2.0	-1.8	-1.5	-1.3	-0.9	-0.9	-1.1
	Corr for view angle, 10log(pi*θ/180-cos2θ)	-50.8	-40.6	-33.4	-24.1	-12.5	-1.7	-6.5	-23.1	-34.7	-42.8	-54.5	-85.4	-54.5	-46.4	-43.1	-39.3	-32.7	-25.2	-6.8	-1.5	-13.1	-24.6	-33.2	-41.2	-61.7	-70.4	-57.5
	Corr for screening/ absorption, dB(A)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, 20log(V/V_{ref}), dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0
	Corr for sound energy spread over 24 hr	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4
	Façade correctoin, dB(A)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
	Track wear correction, dB(A)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
	Leq 24hr for each train, dB(A)				31.1	42.2	50.7	41.5	19.1	4.3	-3.6	-11.6	-39.9	-11.8					26.8	48.2	52.2	37.2	19.9	9.2	-2.2	-22.2	-27.5	-18.3
	Leq 24hr for all train	55.9																										
	Noise reduction	-4.0																										
		51.9																										
Leq0.5	Total number of events	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13
	Corr for no. of event, 10log(N), dB(A)	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1
	Corr for distance, -10log(d/dref), dB(A)	-2.2	-2.2	-2.1	-2.0	-1.9	-1.9	-1.8	-1.6	-1.3	-1.2	-0.9	-0.8	-1.1	-2.4	-2.5	-2.4	-2.3	-2.2	-2.2	-2.1	-2.0	-1.8	-1.5	-1.3	-0.9	-0.9	-1.1
	Corr for view angle, 10log(pi*θ/180-cos2θ)	-50.8	-40.6	-33.4	-24.1	-12.5	-1.7	-6.5	-23.1	-34.7	-42.8	-54.5	-85.4	-54.5	-46.4	-43.1	-39.3	-32.7	-25.2	-6.8	-1.5	-13.1	-24.6	-33.2	-41.2	-61.7	-70.4	-57.5
	Corr for screening/ absorption, dB(A)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0
	Corr for sound energy spread over 24 hr	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6
	Façade correctoin, dB(A)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
	Track wear correction, dB(A)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
	Leq 0.5hr for each train, dB(A)				31.8	42.9	51.4	42.2	19.8	5.0	-3.0	-11.0	-39.3	-11.1					27.5	48.9	52.9	37.8	20.6	9.8	-1.5	-21.6	-26.8	-17.6
	Leq 0.5hr for all train	56.6																										
	Noise reduction	-4.0																										
		52.6																										
Leq0.5	Total number of events	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12
	Corr for no. of event, 10log(N), dB(A)	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8
	Corr for distance, -10log(d/dref), dB(A)	-2.2	-2.2	-2.1	-2.0	-1.9	-1.9	-1.8	-1.6	-1.3	-1.2	-0.9	-0.8	-1.1	-2.4	-2.5	-2.4	-2.3	-2.2	-2.2	-2.1	-2.0	-1.8	-1.5	-1.3	-0.9	-0.9	-1.1
	Corr for view angle, 10log(pi*θ/180-cos2θ)	-50.8	-40.6	-33.4	-24.1	-12.5	-1.7	-6.5	-23.1	-34.7	-42.8	-54.5	-85.4	-54.5	-46.4	-43.1	-39.3	-32.7	-25.2	-6.8	-1.5	-13.1	-24.6	-33.2	-41.2	-61.7	-70.4	-57.5
	Corr for screening/ absorption, dB(A)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0
	Corr for sound energy spread over 24 hr	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6
	Façade correctoin, dB(A)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
	Track wear correction, dB(A)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
	Leq 0.5hr for each train, dB(A)				31.4	42.5	51.0	41.8	19.4	4.7	-3.3	-11.3	-39.6	-11.5					27.1	48.5	52.5	37.5	20.3	9.5	-1.9	-21.9	-27.2	-18.0
	Leq 0.5hr for all train	56.2																										
	Noise reduction	-4.0																										
		52.2																										
Lmax	Measured Lmax	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65
	Corr for distance, -10log(d/dref), dB(A)	-2.2	-2.2	-2.1	-2.0	-1.9	-1.9	-1.8	-1.6	-1.3	-1.2	-0.9	-0.8	-1.1	-2.4	-2.5	-2.4	-2.3	-2.2	-2.2	-2.1	-2.0	-1.8	-1.5	-1.3	-0.9	-0.9	-1.1
	Correction for screening/ absorption	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0
	Façade correctoin, dB(A)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
	Track wear correction, dB(A)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
	Lmax for each train, dB(A)				71.4	70.9	68.6	64.2	58.4	55.2	55.3	59.1	61.7	58.9					68.3	71.3	69.9	66.5	60.8	58.6	55.2	55.6	59.1	55.4
	Lmax for all train	71.4																										

Floor 9		Segment (Northbound)													Segment (Southbound)													
		N1	N2	N3	N4	N5	N6	N7	N8	N9	N10	N11	N12	N13	S1	S2	S3	S4	S5	S6	S7	S8	S9	S10	S11	S12	S13	S14
Parameters:																												
	Measured SEL	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9
Leq24	Total number of events	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536
	Horize distance from track to NSR	21.2	21.8	22.2	22.2	22.6	23.2	22.9	20.0	15.2	13.4	7.3	0.8	9.4	24.1	26.5	25.7	25.7	26.1	26.6	27.0	26.0	22.7	18.7	15.1	4.8	3.0	9.8
	track mPD + track head (0.2m)	7.9	8.7	9.9	11.3	12.5	13.1	13.4	13.6	14.0	14.1	13.9	13.6	13.1	8.0	8.4	9.1	10.0	11.2	12.5	13.2	13.5	13.9	14.2	14.1	13.7	13.3	12.9
	ground mPD + floor height	47.1	47.1	47.1	47.1	47.1	47.1	47.1	47.1	47.1	47.1	47.1	47.1	47.1	47.1	47.1	47.1	47.1	47.1	47.1	47.1	47.1	47.1	47.1	47.1	47.1	47.1	47.1
	Vert distance from track to NSR	39.2	38.4	37.2	35.9	34.7	34.1	33.8	33.5	33.2	33.1	33.2	33.5	34.1	39.1	38.7	38.0	37.1	35.9	34.6	33.9	33.6	33.2	33.0	33.1	33.4	33.9	34.2
	Slant distance	44.6	44.2	43.3	42.2	41.4	41.2	40.8	39.0	36.5	35.7	34.0	33.5	35.3	46.0	46.9	45.8	45.1	44.4	43.7	43.4	42.5	40.2	37.9	36.3	33.7	34.0	35.6
	View angle (α)	0.058	0.074	0.115	0.254	0.499	1.349	0.741	0.241	0.112	0.072	0.032	0.003	0.030	0.068	0.084	0.097	0.132	0.248	0.689	1.361	0.494	0.234	0.129	0.075	0.019	0.010	0.029
	View angle (α) (degree)	3.335	4.249	6.579	14.550	28.573	77.304	42.437	13.833	6.416	4.103	1.839	0.182	1.702	3.888	4.831	5.543	7.536	14.225	39.503	77.962	28.301	13.414	7.373	4.294	1.089	0.577	1.668
	View angle (θ)	0.004	0.025	0.054	0.096	0.382	1.278	0.772	0.132	0.043	0.016	0.005	0.000	0.006	0.008	0.011	0.020	0.049	0.078	0.792	1.335	0.334	0.100	0.046	0.021	0.003	0.001	0.003
	View angle (θ) (degree)	0.224	1.420	3.073	5.525	21.881	73.199	44.223	7.573	2.437	0.934	0.308	0.026	0.360	0.453	0.619	1.142	2.824	4.462	45.355	76.499	19.137	5.747	2.615	1.217	0.171	0.081	0.192
	Average Speed	10.0	20.0	50.0	70.0	65.0	50.0	30.0	15.0	10.0	10.0	15.0	20.0	15.0	10.0	10.0	10.0	20.0	50.0	70.0	60.0	40.0	20.0	15.0	10.0	10.0	15.0	10.0
	Corr for no. of event, 10log(N), dB(A)	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3
	Corr for distance, -10log(d/d_{ref}), dB(A)	-2.5	-2.5	-2.4	-2.3	-2.2	-2.2	-2.1	-1.9	-1.6	-1.5	-1.3	-1.3	-1.5	-2.6	-2.7	-2.6	-2.6	-2.5	-2.4	-2.4	-2.3	-2.1	-1.8	-1.6	-1.3	-1.3	-1.5
	Corr for view angle, 10log(pi*θ/180-cos2θ)	-50.8	-40.6	-33.4	-24.1	-12.5	-1.7	-6.5	-23.1	-34.7	-42.8	-54.5	-85.4	-54.5	-46.4	-43.1	-39.3	-32.7	-25.2	-6.8	-1.5	-13.1	-24.6	-33.2	-41.2	-61.7	-70.4	-57.5
	Corr for screening/ absorption, dB(A)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, 20log(v/V_{ref}), dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0
	Corr for sound energy spread over 24 hr	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4
	Façade correctoin, dB(A)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
	Track wear correction, dB(A)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
	Leq 24hr for each train, dB(A)				30.8	41.9	50.4	41.2	18.8	4.0	-4.0	-12.0	-40.4	-12.2					26.6	48.0	52.0	36.9	19.7	8.8	-2.5	-22.6	-27.9	-18.7
	Leq 24hr for all train	55.6																										
	Noise reduction	-4.0																										
		51.6																										
Leq0.5	Total number of events	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13
	Corr for no. of event, 10log(N), dB(A)	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1
	Corr for distance, -10log(d/dref), dB(A)	-2.5	-2.5	-2.4	-2.3	-2.2	-2.2	-2.1	-1.9	-1.6	-1.5	-1.3	-1.3	-1.5	-2.6	-2.7	-2.6	-2.6	-2.5	-2.4	-2.4	-2.3	-2.1	-1.8	-1.6	-1.3	-1.3	-1.5
	Corr for view angle, 10log(pi*θ/180-cos2θ)	-50.8	-40.6	-33.4	-24.1	-12.5	-1.7	-6.5	-23.1	-34.7	-42.8	-54.5	-85.4	-54.5	-46.4	-43.1	-39.3	-32.7	-25.2	-6.8	-1.5	-13.1	-24.6	-33.2	-41.2	-61.7	-70.4	-57.5
	Corr for screening/ absorption, dB(A)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0
	Corr for sound energy spread over 24 hr	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6
	Façade correctoin, dB(A)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
	Track wear correction, dB(A)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
	Leq 0.5hr for each train, dB(A)				31.5	42.6	51.1	41.9	19.5	4.6	-3.3	-11.4	-39.7	-11.5					27.2	48.6	52.6	37.6	20.3	9.5	-1.9	-22.0	-27.3	-18.0
	Leq 0.5hr for all train	56.3																										
	Noise reduction	-4.0																										
		52.3																										
Leq0.5	Total number of events	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12
	Corr for no. of event, 10log(N), dB(A)	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8
	Corr for distance, -10log(d/dref), dB(A)	-2.5	-2.5	-2.4	-2.3	-2.2	-2.2	-2.1	-1.9	-1.6	-1.5	-1.3	-1.3	-1.5	-2.6	-2.7	-2.6	-2.6	-2.5	-2.4	-2.4	-2.3	-2.1	-1.8	-1.6	-1.3	-1.3	-1.5
	Corr for view angle, 10log(pi*θ/180-cos2θ)	-50.8	-40.6	-33.4	-24.1	-12.5	-1.7	-6.5	-23.1	-34.7	-42.8	-54.5	-85.4	-54.5	-46.4	-43.1	-39.3	-32.7	-25.2	-6.8	-1.5	-13.1	-24.6	-33.2	-41.2	-61.7	-70.4	-57.5
	Corr for screening/ absorption, dB(A)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0
	Corr for

Floor		Segment (Northbound)													Segment (Southbound)													
10		N1	N2	N3	N4	N5	N6	N7	N8	N9	N10	N11	N12	N13	S1	S2	S3	S4	S5	S6	S7	S8	S9	S10	S11	S12	S13	S14
Parameters:																												
	Measured SEL	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9	70.9
Leq24	Total number of events	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536	536
	Horiz distance from track to NSR	21.2	21.8	22.2	22.2	22.6	23.2	22.9	20.0	15.2	13.4	7.3	0.8	9.4	24.1	26.5	25.7	25.7	26.1	26.6	27.0	26.0	22.7	18.7	15.1	4.8	3.0	9.8
	track mPD + track head (0.2m)	7.9	8.7	9.9	11.3	12.5	13.1	13.4	13.6	14.0	14.1	13.9	13.6	13.1	8.0	8.4	9.1	10.0	11.2	12.5	13.2	13.5	13.9	14.2	14.1	13.7	13.3	12.9
	ground mPD + floor height	50.3	50.3	50.3	50.3	50.3	50.3	50.3	50.3	50.3	50.3	50.3	50.3	50.3	50.3	50.3	50.3	50.3	50.3	50.3	50.3	50.3	50.3	50.3	50.3	50.3	50.3	50.3
	Vert distance from track to NSR	42.4	41.6	40.4	39.0	37.8	37.2	36.9	36.7	36.3	36.2	36.4	36.7	37.2	42.3	41.9	41.2	40.3	39.1	37.8	37.1	36.8	36.4	36.1	36.2	36.6	37.0	37.4
	Slant distance	47.4	46.9	46.0	44.9	44.1	43.8	43.4	41.7	39.4	38.6	37.1	36.7	38.4	48.7	49.5	48.5	47.8	47.0	46.2	45.9	45.0	42.8	40.7	39.2	36.9	37.1	38.6
	View angle (α)	0.058	0.074	0.115	0.254	0.499	1.349	0.741	0.241	0.112	0.072	0.032	0.003	0.030	0.068	0.084	0.097	0.132	0.248	0.689	1.361	0.494	0.234	0.129	0.075	0.019	0.010	0.029
	View angle (α)(degree)	3.335	4.249	6.579	14.550	28.573	77.304	42.437	13.833	6.416	4.103	1.839	0.182	1.702	3.888	4.831	5.543	7.536	14.225	39.503	77.962	28.301	13.414	7.373	4.294	1.089	0.577	1.668
	View angle (θ)	0.004	0.025	0.054	0.096	0.382	1.278	0.772	0.132	0.043	0.016	0.005	0.000	0.006	0.008	0.011	0.020	0.049	0.078	0.792	1.335	0.334	0.100	0.046	0.021	0.003	0.001	0.003
	View angle (θ) (degree)	0.224	1.420	3.073	5.525	21.881	73.199	44.223	7.573	2.437	0.934	0.308	0.026	0.360	0.453	0.619	1.142	2.824	4.462	45.355	76.499	19.137	5.747	2.615	1.217	0.171	0.081	0.192
	Average Speed	10.0	20.0	50.0	70.0	65.0	50.0	30.0	15.0	10.0	10.0	15.0	20.0	15.0	10.0	10.0	10.0	20.0	50.0	70.0	60.0	40.0	20.0	15.0	10.0	10.0	15.0	10.0
	Corr for no. of event, 10log(N), dB(A)	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3	27.3
	Corr for distance, -10log(d/d_{ref}), dB(A)	-2.8	-2.7	-2.7	-2.5	-2.5	-2.4	-2.4	-2.2	-2.0	-1.9	-1.7	-1.7	-1.9	-2.9	-3.0	-2.9	-2.8	-2.7	-2.7	-2.6	-2.6	-2.3	-2.1	-2.0	-1.7	-1.7	-1.9
	Corr for view angle, 10log(pi*θ/180-cos2αsinθ)	-50.8	-40.6	-33.4	-24.1	-12.5	-1.7	-6.5	-23.1	-34.7	-42.8	-54.5	-85.4	-54.5	-46.4	-43.1	-39.3	-32.7	-25.2	-6.8	-1.5	-13.1	-24.6	-33.2	-41.2	-61.7	-70.4	-57.5
	Corr for screening/ absorption, dB(A)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, 20log(v/V_{ref}), dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0
	Corr for sound energy spread over 24 hr	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4	-49.4
	Façade correctoin, dB(A)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
	Track wear correction, dB(A)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
	Leq 24hr for each train, dB(A)				30.6	41.7	50.2	41.0	18.5	3.7	-4.3	-12.4	-40.8	-12.6					26.3	47.7	51.7	36.7	19.4	8.5	-2.8	-23.0	-28.3	-19.0
	Leq 24hr for all train	55.4																										
	Noise reduction	-4.0																										
		51.4																										
Leq0.5	Total number of events	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13
	Corr for no. of event, 10log(N), dB(A)	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1
	Corr for distance, -10log(d/dref), dB(A)	-2.8	-2.7	-2.7	-2.5	-2.5	-2.4	-2.4	-2.2	-2.0	-1.9	-1.7	-1.7	-1.9	-2.9	-3.0	-2.9	-2.8	-2.7	-2.7	-2.6	-2.6	-2.3	-2.1	-2.0	-1.7	-1.7	-1.9
	Corr for view angle, 10log(pi*θ/180-cos2αsinθ)	-50.8	-40.6	-33.4	-24.1	-12.5	-1.7	-6.5	-23.1	-34.7	-42.8	-54.5	-85.4	-54.5	-46.4	-43.1	-39.3	-32.7	-25.2	-6.8	-1.5	-13.1	-24.6	-33.2	-41.2	-61.7	-70.4	-57.5
	Corr for screening/ absorption, dB(A)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0
	Corr for sound energy spread over 24 hr	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6
	Façade correctoin, dB(A)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
	Track wear correction, dB(A)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
	Leq 0.5hr for each train, dB(A)				31.2	42.3	50.8	41.6	19.2	4.3	-3.7	-11.8	-40.1	-11.9					27.0	48.4	52.4	37.3	20.0	9.2	-2.2	-22.4	-27.6	-18.4
	Leq 0.5hr for all train	56.0																										
	Noise reduction	-4.0																										
		52.0																										
Leq0.5	Total number of events	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12
	Corr for no. of event, 10log(N), dB(A)	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8	10.8
	Corr for distance, -10log(d/dref), dB(A)	-2.8	-2.7	-2.7	-2.5	-2.5	-2.4	-2.4	-2.2	-2.0	-1.9	-1.7	-1.7	-1.9	-2.9	-3.0	-2.9	-2.8	-2.7	-2.7	-2.6	-2.6	-2.3	-2.1	-2.0	-1.7	-1.7	-1.9
	Corr for view angle, 10log(pi*θ/180-cos2αsinθ)	-50.8	-40.6	-33.4	-24.1	-12.5	-1.7	-6.5	-23.1	-34.7	-42.8	-54.5	-85.4	-54.5	-46.4	-43.1	-39.3	-32.7	-25.2	-6.8	-1.5	-13.1	-24.6	-33.2	-41.2	-61.7	-70.4	-57.5
	Corr for screening/ absorption, dB(A)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0
	Corr for sound energy spread over 24 hr	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6
	Façade correctoin, dB(A)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
	Track wear correction, dB(A)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
	Leq 0.5hr for each train, dB(A)				30.9	42.0	50.5	41.3	18.8	4.0	-4.0	-12.1	-40.4	-12.2					26.6	48.0	52.0	37.0	19.7	8.9	-2.5	-22.7	-28.0	-18.7
	Leq 0.5hr for all train	55.7																										
	Noise reduction	-4.0																										
		51.7																										
Lmax	Measured Lmax	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65
	Corr for distance, -10log(d/dref), dB(A)	-2.8	-2.7	-2.7	-2.5	-2.5	-2.4	-2.4	-2.2	-2.0	-1.9	-1.7	-1.7	-1.9	-2.9	-3.0	-2.9	-2.8	-2.7	-2.7	-2.6	-2.6	-2.3	-2.1	-2.0	-1.7	-1.7	-1.9
	Correction for screening/ absorption	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Corr for Speed, dB(A)	-14.0	-8.0	0.0	2.9	2.3	0.0	-4.4	-10.5	-14.0	-14.0	-10.5	-8.0	-10.5	-14.0	-14.0	-14.0	-8.0	0.0	2.9	1.6	-1.9	-8.0	-10.5	-14.0	-14.0	-10.5	-14.0
	Façade correctoin, dB(A)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
	Track wear correction, dB(A)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
	Lmax for each train, dB(A)				70.9	70.3	68.1	63.7	57.8	54.6	54.6	58.3	60.9	58.2					67.8	70.8	69.4	66.0	60.2	57.9	54.6	54.8	58.3	54.6
	Lmax for all train	70.9																										

Appendix F RESPONSES FROM MTR, EPD AND FSD

MTR Corporation Limited
香港鐵路有限公司
www.mtr.com.hk

SMEC ASIA LIMITED
27/F Ford Glory Plaza,
37-39 Wing Hong Street,
Cheung Sha Wan,
Kowloon,
Hong Kong

Our ref: T&ESD/HKTS/E&IC/ES/EnvE/L1083

Date: 13 JUL 2021

Attention: Ms. Cleo Yip

By Post and Fax
(Fax no.: 3995 8101)

Dear Ms. Yip,

Re: Section 12A Rezoning Application from "Village Type Development" ("V") zone and "Comprehensive Development Area" ("CDA") zone to "Residential (Group E)" ("E") zone for Proposed Social Welfare Facility (Residential Care Home for the Elderly) and Residential Development at Ping Shan, Yuen Long, N.T., Hong Kong
Request for Light Rail Transit ("LRT") Operation Details for Environmental Assessment ("EA")

We refer to your letter dated 9 April 2021 (received on 18 June 2021) (ref.: 7076822/L27280/AW/CY/rw) requesting Light Rail Transit (LRT) operational information regarding the section near Ping Shan Stop.

Operational Frequency for LRT (Section between Tong Fong Tsuen Stop and Ping Shan Stop – Route 610, 614, 615 and 761P)

- The current peak train frequency during the period of 07:00-23:00 hours is about 26 trains per hour per direction.
- The current peak train frequency during the period of 23:00-07:00 hours is about 24 trains per hour per direction.

Please note that the Light Rail service frequencies are subject to change without prior notification due to future patronage growth. As such, please consider allowing a buffer on the assessment assumptions when estimating future possible environmental impacts.

Speed Profile

The current maximum train speed for the section of track between Tong Fong Tsuen Stop and Ping Shan Stop is 70 km/h for both directions.

Rail Head Levels

We suggest that you attend our office to check the respective drawings suitable for your study. You may contact our Acting Lead Environmental Manager to make the necessary arrangement.

MTR Headquarters Building, Telford Plaza, Kowloon Bay, Kowloon, Hong Kong. GPO Box 9916, Hong Kong
Tel (852) 2993 2111 Fax (852) 2798 8822

香港九龍灣德福廣場港鐵總部大樓
香港郵政總局信箱9916號
電話 (852) 2993 2111 傳真 (852) 2798 8822

Our ref: T&ESD/HKTS/E&IC/ES/EnvE/L1083

Date: 13 JUL 2021

Train Length of Light Rail Vehicles
Two (2) compartments light rail vehicle is approximately 40m in length.

Light Rail Train Noise Data
We suggest that your organization conduct its own noise measurements to suit the relevant needs of your study, if necessary.

Please be reminded that any information that may come to your knowledge or come into your possession from MTR Corporation Limited shall only be used solely as reference for this captioned project. Further distribution and/or publication of the above information for purposes not connected with the captioned project are strictly prohibited without the prior consent of MTR Corporation Limited. Please also note that any such information is subject to change without prior notification.

Should you have any additional enquiries, please feel free to contact our Acting Lead Environmental Manager, Ms. Catherine Leung at 2993 4127.

Yours sincerely,

HK Chan
General Manager – Engineering & Innovation Centre

Page 2 of 2

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Our ref: 7076822/L27278/AW/CY/rw

9 April 2021

Environmental Protection Department
Environmental Compliance Division
Regional Office (North), Yuen Long
10/F., Shatin Government Offices
No. 1 Sheung Wo Che Road
Sha Tin, N.T., Hong Kong

By Email (williamw@epd.gov.hk) & Post

Attn: Mr WONG Wai Lam, William

Dear Sir

Section 12A Rezoning Application from "Village Type Development" ("V") zone and "Comprehensive Development Area" ("CDA") zone to "Residential (Group E)" ("R(E)") zone for Proposed Social Welfare Facility (Residential Care Home for the Elderly) and Residential Development at Ping Shan, Yuen Long, N.T., Hong Kong
Request for Information – Land Contamination Study

It is planned to develop a Social Welfare Facility (Residential Care Home for the Elderly) and Residential Development at the Site as shown in the attached Site Location Plan in Ping Shan, Yuen Long, N.T.. In view of the proposed development, a rezoning application will be made under Section 12A of the Town Planning Ordinance ("TPO"). We have been commissioned by the Applicant of the aforementioned planning application to prepare an EA to support the planning application, which includes the review of land contamination issue.

In order to review potential contamination issue, we would appreciate if you could provide us with an updated list of any current/past licences for storage of Dangerous Goods ("DG"), registration of Chemical Waste Producers or records of incidents of chemical/chemical waste spillage / leakage from relevant authorities (e.g. FSD, EPD), etc. relating to the Site, if any.

Should you have any enquiries regarding the above, please feel free to contact the undersigned on 3995 8138 or to cleo.yip@smec.com or our Charls LIANG on 3995 8128 or to charls.liang@smec.com.

Thank you for your attention.

Yours faithfully

Cleo YIP
Senior Environmental Consultant

Encl.

cc Mr Thomas LUK – Aikon Development Consultancy Ltd by email

SMEC ASIA LIMITED
27/F Ford Glory Plaza, 37-39 Wing Hong Street
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ECO-Healthy WORKPLACE
Green Office

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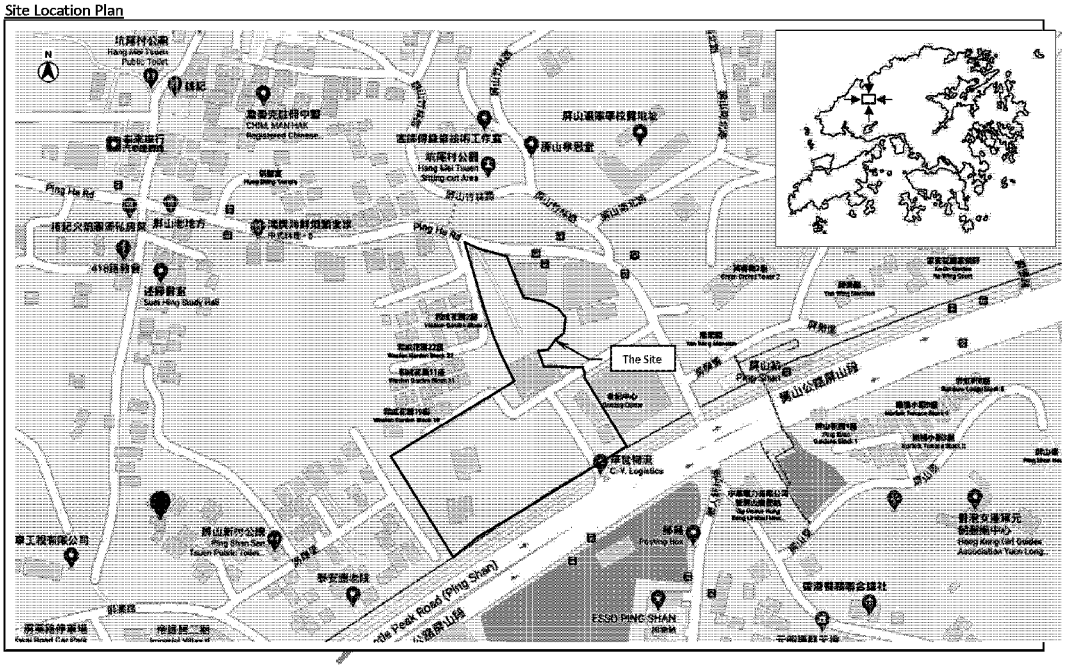
Site Location Plan



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Attachment Page 1 of 1

本署檔案
OUR REF : ( ) EP910/E6/1
來函檔案
YOUR REF : 7076822/L27278/AW/CY/rw
電 話
TEL NO : 2158 5851
圖文傳真
FAX NO : 2685 1155
網 址
HOMEPAGE : http://www.epd.gov.hk/

Environmental Protection Department
Environmental Compliance Division
Regional Office (North)
10/F., Shatin Government Offices,
1 Sheung Wo Che Road,
Shatin, N.T.

環境保護署
環保法規管理科
區域辦事處(北)
新界沙田上禾輋路 1 號
沙田政府合署 10 樓

(By Post)

22 Apr 2021

SMEC Asia Limited
27/F., Ford Glory Plaza, 37-39 Wing Hong Street,
Cheung Sha Wan,
Kowloon , Hong Kong
(Attn.: Cleo Yip)

Dear Cleo Yip,

Section 12A Rezoning Application from "Village Type Development" ("V") zone and "Comprehensive Development Area" ("CDA") zone to "Residential (Group E)"("R(E)") zone for Proposed Social Welfare Facility (Residential Care Home for the Elderly) and Residential Development at Ping Shan, Yuen Long, N.T., Hong Kong
Request of Information - Land Contamination Study

We refer to your above letter under reference requesting for chemical spillage / incident record. Given no particular time period were mentioned in the letter, to avoid unnecessary wastage of resources, a search of 5 year records may be a reasonable choice.

For the records of Chemical Waste Producer Registration, a registry of chemical waste producers is available in our Territory Control Office. Should you like to view the records, you may approach Mr. Eric FUNG at 2835 1027 for making an appointment to view the records.

This Regional Office has no record of chemical spillage / leakage incident at the captioned locations in the past 5 years. Nonetheless, you may also need to check with other relevant parties / departments for such information as appropriate.

Yours faithfully,

(TSE Yuet-chuen)
for Director of Environmental Protection

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local people
global experience

Our ref: 7076822/L27279/AW/CY/rw

9 April 2021

Fire Services Department
Fire Services Headquarters Command
Management Group
9/F, Fire Services Headquarters Building
1 Hong Chong Road
Tsim Sha Tsui East, Kowloon

By Email (hkfsdenq@hkfsd.gov.hk) & Post

Attn: Mr TANG Wing Wah

Dear Sir

Section 12A Rezoning Application from "Village Type Development" ("V") zone and "Comprehensive Development Area" ("CDA") zone to "Residential (Group E)" ("R(E)") zone for Proposed Social Welfare Facility (Residential Care Home for the Elderly) and Residential Development at Ping Shan, Yuen Long, N.T., Hong Kong
Request for Information – Land Contamination Study

It is planned to develop a Social Welfare Facility (Residential Care Home for the Elderly) and Residential Development at the Site as shown in the attached Site Location Plan in Ping Shan, Yuen Long, N.T.. In view of the proposed development, a rezoning application will be made under Section 12A of the Town Planning Ordinance ("TPO"). We have been commissioned by the Applicant of the aforementioned planning application to prepare an EA to support the planning application, which includes the review of land contamination issue.

In order to review potential contamination issue, we would appreciate if you could provide us with an updated list of any current/past licences for storage of Dangerous Goods ("DG"), registration of DG licence, fire incidents and/or incidents of spillage/leakage of DG/chemicals, etc. relating to the Site, if any.

Should you have any enquiries regarding the above, please feel free to contact the undersigned on 3995 8138 or to cleo.yip@smec.com or our Charls LIANG on 3995 8128 or to charls.liang@smec.com

Thank you for your attention.

Yours faithfully

Cleo YIP
Senior Environmental Consultant

Encl.

cc Mr Thomas LUK – Aikon Development Consultancy Ltd by email

SMEC ASIA LIMITED
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Green Office

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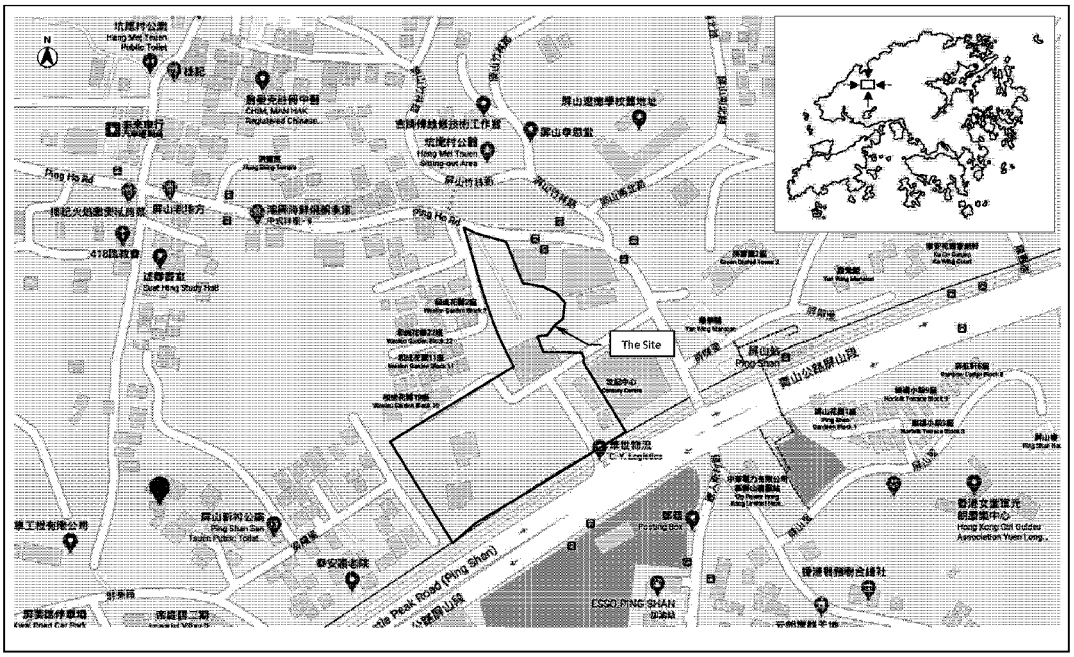
Site Location Plan



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Attachment Page 1 of 1

消 防 處
香港九龍尖沙咀東部康莊道 1 號
消防處總部大廈

FIRE SERVICES DEPARTMENT
FIRE SERVICES HEADQUARTERS BUILDING,
No.1 Hong Chong Road,
Tsim Sha Tsui East, Kowloon,
Hong Kong.

本處檔號 **OUR REF.** : (52) in FSD GR 6-5/4 R Pt. 33
來函檔號 **YOUR REF.** : 7076822/L27279/AW/CY/rw
電子郵件 **E-mail** : hkfsdenq@hkfsd.gov.hk
圖文傳真 **FAX NO.** : 2739 5879
電 話 **TEL NO.** : 2733 7741

26 April 2021

SMEC Asia Limited
27/F Ford Glory Plaza,
37-39 Wing Hong Street,
Cheung Sha Wan,
Kowloon, Hong Kong
(Attn: Mr. Cleo YIP, Senior Environmental Consultant)

Dear Mr. YIP,

Section 12A Rezoning Application from "Village Type Development"("V") zone and "Comprehensive Development Area"("CDA") zone to "Residential (Group E) " ("R(E) ") zone for Proposed Social Welfare Facility (Residential Care Home for the Elderly) and Residential Development at Ping Shan, Yuen Long, N.T., Hong Kong
Request for Information of Dangerous Goods & Incident Records

I refer to your letter of 9.4.2021 subsequent letter of 20.4.2021 regarding the captioned request and reply below in response to your questions.

Please be advised that neither records of dangerous goods license, fire incidents nor incidents of spillage / leakage of dangerous goods were found in connection with the given conditions of your request at the subject location.

Should you have further questions, please feel free to contact the undersigned.

Yours sincerely,

(NG Wing-chit)
for Director of Fire Services

Ref. number and date should be quoted in reference to this letter
凡提及本信時請引述編號及日期

local people
global experience

SMEC is recognised for providing technical excellence and consultancy expertise in urban, infrastructure and management advisory. From concept to completion, our core service offering covers the life-cycle of a project and maximises value to our clients and communities. We align global expertise with local knowledge and state-of-the-art processes and systems to deliver innovative solutions to a range of industry sectors.

www.smec.com

Appendix 7

Sewerage Impact Assessment

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D02 Sewerage Impact Assessment

Section 12A Rezoning Application - Request for Amendment to the Approved Ping Shan Outline Zoning Plan No. S/YL-PS/20 from "Village Type Development" Zone and "Comprehensive Development Area" Zone to "Residential (Group B)2" Zone at Various Lots in D.D. 121 and D.D. 122 and Adjoining Government Land, Ping Shan, Yuen Long, N.T.

Reference No. 7076914
Prepared for On Billion International Ltd
21 November 2022

SMEC INTERNAL REF. 7076914 | D02/01

Document Control

Document:	D02 Sewerage Impact Assessment
File Location:	Z:\Jobs\7076914 - 12A Rezoning Ping Shan\08 Submission
Project Name:	Section 12A Rezoning Application - Request for Amendment to the Approved Ping Shan Outline Zoning Plan No. S/YL-PS/20 from "Village Type Development" Zone and "Comprehensive Development Area" Zone to "Residential (Group B)2" Zone at Various Lots in D.D. 121 and D.D. 122 and Adjoining Government Land, Ping Shan, Yuen Long, N.T.
Project Number:	7076914 | D02/01
Revision Number:	0

Revision History

REVISION NO.	DATE	PREPARED BY	REVIEWED BY	APPROVED BY
0	21 November 2022	Pinky LAM	Julie CHAN	Antony WONG

Issue Register

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SMEC Company Details

Approved by:	Alexi BHANJA		
Address:	27/F Ford Glory Plaza, 37-39 Wing Hong St, Cheung Sha Wan, Kowloon, Hong Kong		
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Email:	alexi.bhanja@smec.com	Website:	www.smec.com

The information within this document is and shall remain the property of: SMEC Asia Limited

Important Notice

This report is confidential and is provided solely for the purposes of supporting Section 12A Rezoning Application - Request for Amendment to the Approved Ping Shan Outline Zoning Plan No. S/YL-PS/20 from “Village Type Development” Zone and “Comprehensive Development Area” Zone to “Residential (Group B)2” Zone at Various Lots in D.D. 121 and D.D. 122 and Adjoining Government Land, Ping Shan, Yuen Long, N.T.. This report is provided pursuant to a Consultancy Agreement between SMEC Asia Limited (“SMEC”) and On Billion International Ltd, under which SMEC undertook to perform specific and limited tasks for On Billion International Ltd. This report is strictly limited to the matters stated in it and subject to the various assumptions, qualifications and limitations in it and does not apply by implication to other matters. SMEC makes no representation that the scope, assumptions, qualifications and exclusions set out in this report will be suitable or sufficient for other purposes nor that the content of the report covers all matters which you may regard as material for your purposes.

This report must be read as a whole. Any subsequent report must be read in conjunction with this report.

The report supersedes all previous draft or interim reports, whether written or presented orally, before the date of this report. This report has not and will not be updated for events or transactions occurring after the date of the report or any other matters t might have a material effect on its contents or which come to light after the date of the report. SMEC is not obliged to inform you of any such event, transaction or matter nor to update the report for anything that occurs, or of which SMEC becomes aware, after the date of this report.

Unless expressly agreed otherwise in writing, SMEC does not accept a duty of care or any other legal responsibility whatsoever in relation to this report, or any related enquiries, advice or other work, nor does SMEC make any representation in connection with this report, to any person other than On Billion International Ltd. Any other person who receives a draft or a copy of this report (or any part of it) or discusses it (or any part of it) or any related matter with SMEC, does so on the basis that he or she acknowledges and accepts that he or she may not rely on this report nor on any related information or advice given by SMEC for any purpose whatsoever.

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1 INTRODUCTION

1.1 Project Background

1.1.1 With reference to the Policy Addresses in recent years including the latest one, Policy Address 2020, the key concerns include housing supply and elderly care service which is one of the improvements of people's livelihood. In order to address the aforementioned needs, it is planned to redevelop a land with an area of approximately 14,536m^2 comprising four lots in D.D. 121 and D.D. 122, and the adjoining unallocated land of about 2,381m^2, Ping Shan, Yuen Long, New Territories, into Residential Care Home for the Elderly ("RCHE") and Residential Development ("the Site" or "the Proposed Development").

1.1.2 The Site is currently zoned "Village" ("V") and "Comprehensive Development Area" ("CDA") under the Approved Ping Shan Outline Zoning Plan ("OZP") No. S/YL-PS/20. It was planned to develop a Social Welfare Facility (RCHE) and Residential Development comprising three blocks for domestic use.

1.1.3 For the Proposed Development comprising RCHE and Residential Development with three residential blocks, a rezoning application under Section 12A of the *Town Planning Ordinance* ("TPO") to rezone the Site from "V" and "CDA" zones to "Residential (Group B)2" ("R(B)2") zone under Column 1 was made (Application No.: Y/YL-PS/4). The rezoning application was approved on 22 April 2022.

1.1.4 To further cope with the elderly services and housing supply, it is proposed to increase the plot ratio of the Proposed Development. In this regard, a new rezoning application under Section 12A of the TPO shall be required. SMEC Asia Ltd ("SMEC") has been commissioned by On Billion International Ltd ("the Applicant") to conduct this Sewerage Impact Assessment ("SIA") to support the application.

1.2 Site Description

1.2.1 The Site is located in urban area at Ping Shan, Yuen Long, which is an existing logistic plant mainly used for storage and its northern part are open car park. As shown on ***Figure 1-1***, Castle Peak Road (Ping Shan) section is located to the immediate south of the Site that runs along the east-west direction. Light Rail Transit ("LRT") is also located to south of the Site running along the Castle Peak Road (Ping Shan) section. Across the opposite site of Castle Peak Road (Ping Shan) Section, there are mainly residential blocks, playground and gardens. In addition, Ping Ha Road originates to the east of the Site. It runs along south-north direction. It further turns around and is connected to the north of the Site, and it subsequently runs along the east-west direction and connected to the Ping Shan Heritage Trail to the northwest of the Site. The Site is mainly surrounded by warehouse for storages, factories, and scattered residential premises to the east and north, and to the west of the Site. An abandoned Former Tat Tak Public School is located to the northeast of the Site.

1.3 Project Description

1.3.1 The Proposed Development will tentatively comprise a RCHE as a Social Welfare Facility and a Residential Development with the following components:

- Three Residential Buildings
- One Club house
- One Swimming Pool
- Retail Shops and Services

1.4 Objective of the Report

1.4.1 The objectives of this SIA are to:

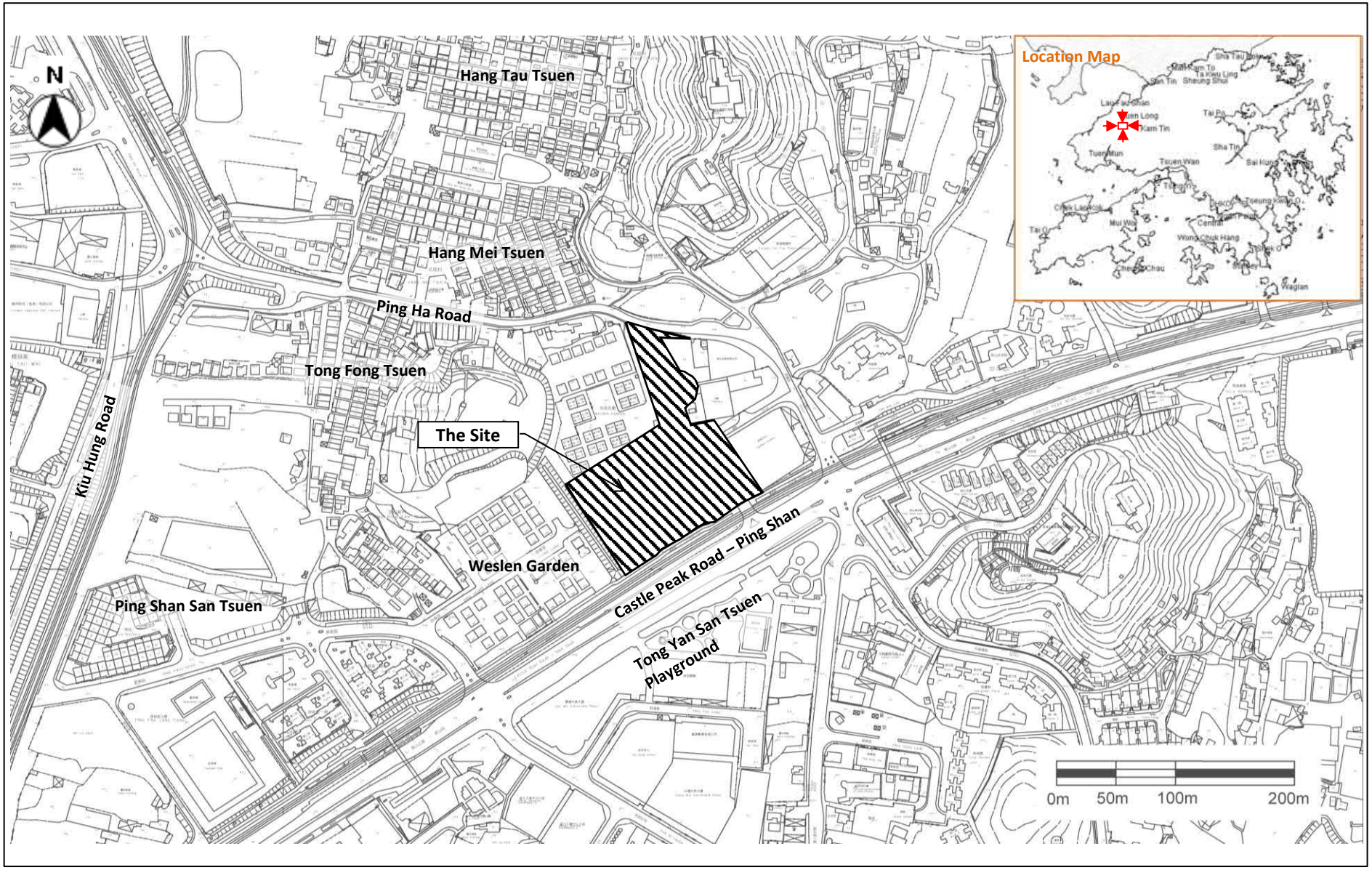
- Assess the potential sewerage impacts arising from the Project.
- Recommend the necessary mitigation measures to alleviate the impacts.

1.5 Reference Materials

1.5.1 In evaluating the sewerage impact arising from the Project, the following documents have been referred to:

- Magill's Medical Guide, 6th edition, publish by Salem Press, 2011.
- BEAM Plus New Building Version 1.2, published by BEAM Society, July 2012.
- Guidelines for Estimating Sewage Flows for Sewage Infrastructure Planning Version 1.0 (GESF), published by Environmental Protection Department (EPD), March 2005.
- Sewerage Manual – Key Planning Issues and Gravity Collection System., published by Drainage Services Department (DSD), May 2013.
- Layout plan for completed sewage works at Ping Shan (Sketch No. 6-NW-8D-3, 6-NW-8D-4, 6-NW-13B-1, and 6-NW-13B-2) obtained from DSD on 9 April 2021

Figure 1-1 Site Location and its Environs



2 EXISTING ENVIRONMENT AND BASELINE CONDITIONS

2.1 Site Location

2.1.1 The Site with an area of approximately 14,536m^2 is located at Ping Shan, Yuen Long, in New Territories. The Site is mainly surrounded by residential areas of low-rise village houses, and industrial factories.

2.2 Existing Baseline Conditions

2.2.1 There is existing municipal sewerage system running from the east of the Site and then to the north of it, and leads to Ha Tsuen Sewage Pumping Station and eventually to San Wai STW with reference to the sewerage layout plans as shown on ***Figure 2-1*** and ***Figure 2-2.*** The zoom-in sewerage layout plans which includes no. 6-NW-8D-3, 6-NW-8D-4, 6-NW-13B-1, and 6-NW-13B-2 was shown on ***Figure 2-3***, the sewage generated from the Site can be discharged via Manhole FMH1023626 into a sewer with diameter of 1,050mm, which runs beneath Ping Ha Road from east to north along the Site.

2.2.2 Based on the site visit carried out on 13 April 2021, no industrial wastewater is generated from the existing logistic plant.

2.3 Sewerage Impact During Operation Phase

2.3.1 The intake year of the Proposed Development is tentatively in 2029. During the operation of the Proposed Development, the major sources of sewage will be wastewater generated by toilets from the staff and residents of the Care Home for the Elderly, the sewage generations by the residents and staff of the Residential Development, as well as those generated from swimming pool in the club house. The sewage generated from the nearby residential buildings including those from Welsen Garden, Hang Mei Tsuen, Hang Tau Tsuen, and Tong Fong Tsuen are not taken into account in the SIA estimation, as there is no public sewerage system connected to the nearby residential areas.

Figure 2-1 Existing Sewerage Layout Plan (The Site to Ha Tsuen Sewage Pumping Station)

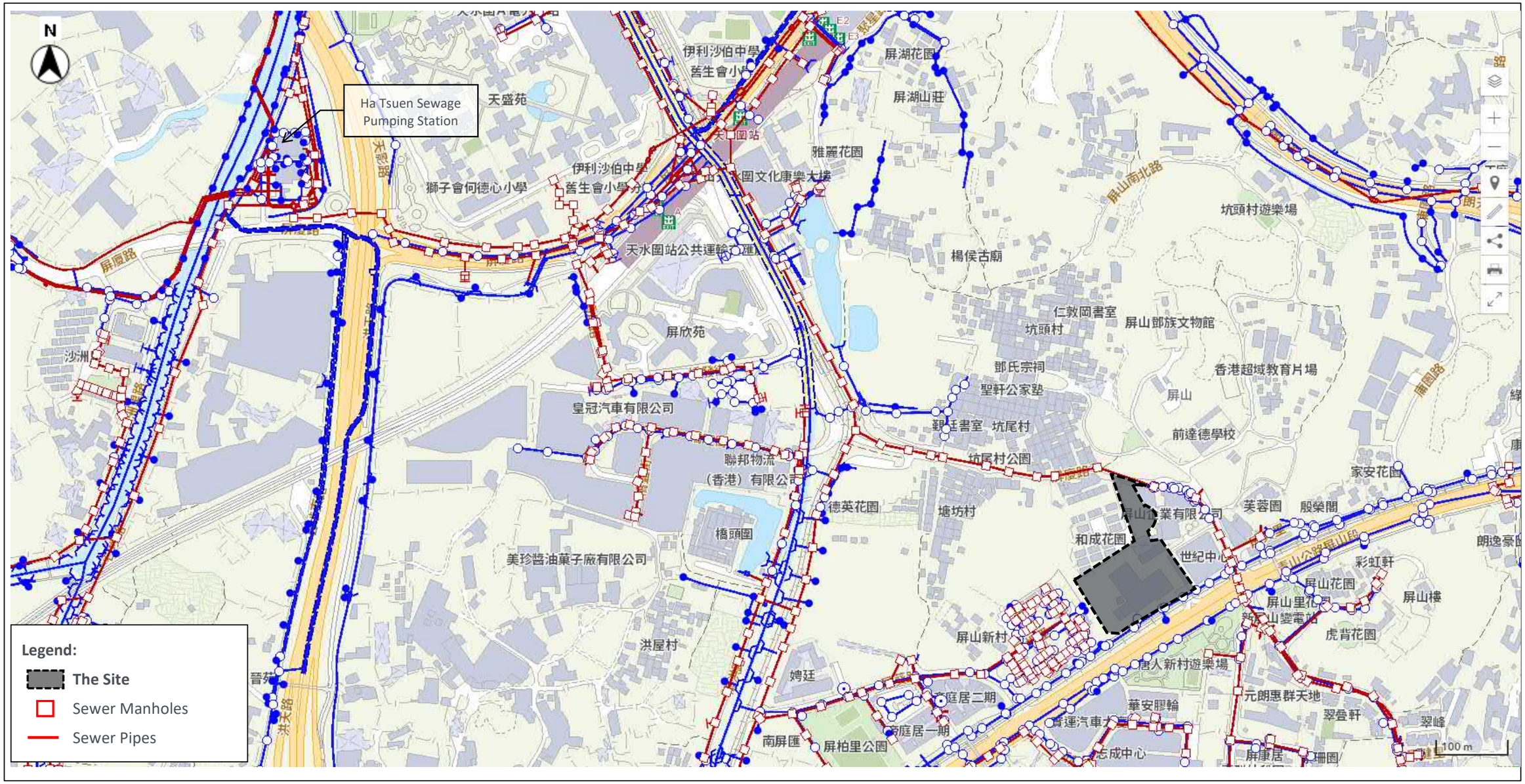


Figure 2-2 Existing Sewerage Layout Plan (Ha Tsuen Sewage Pumping Station to San Wai Sewerage Treatment Work)

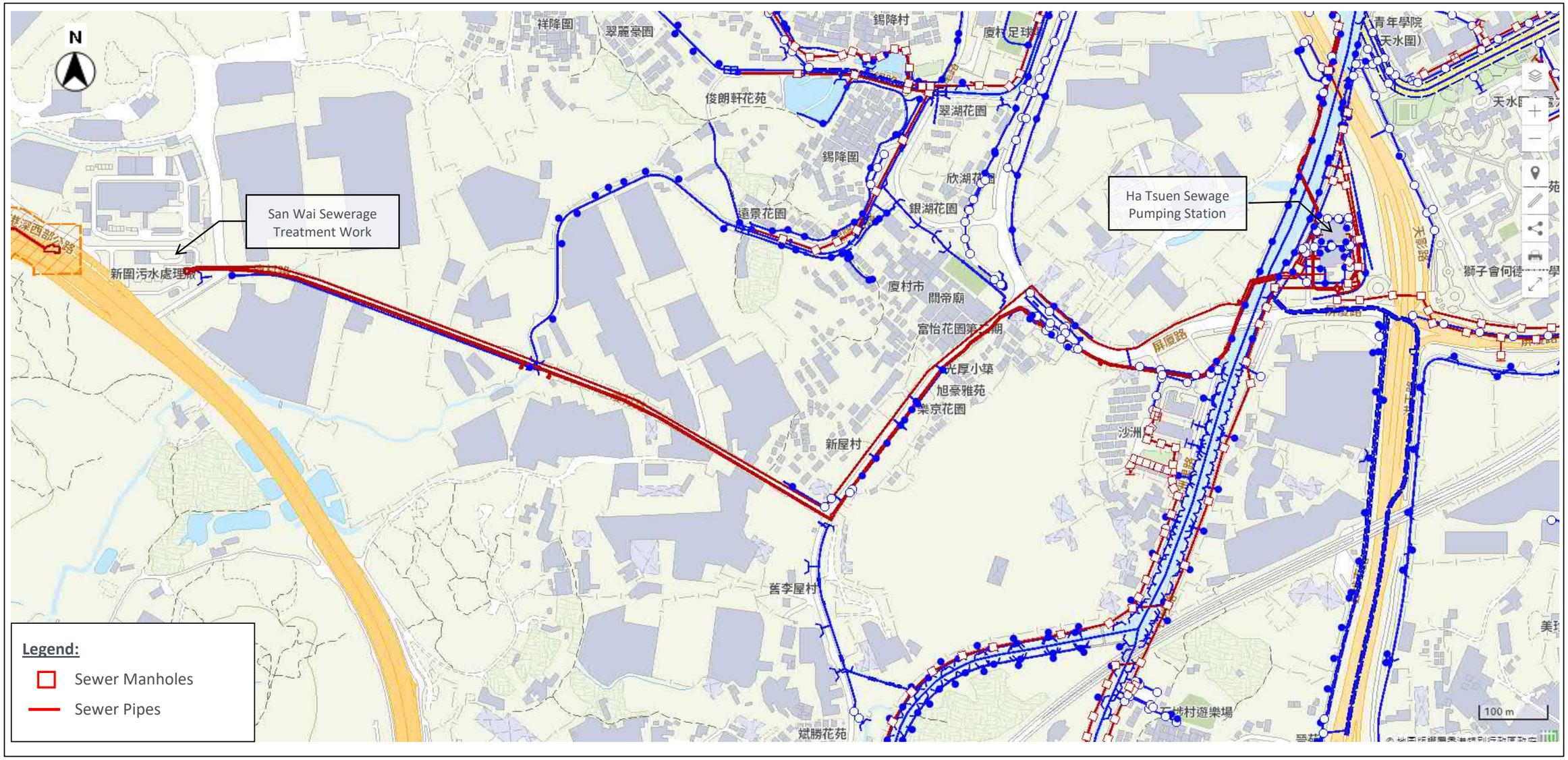
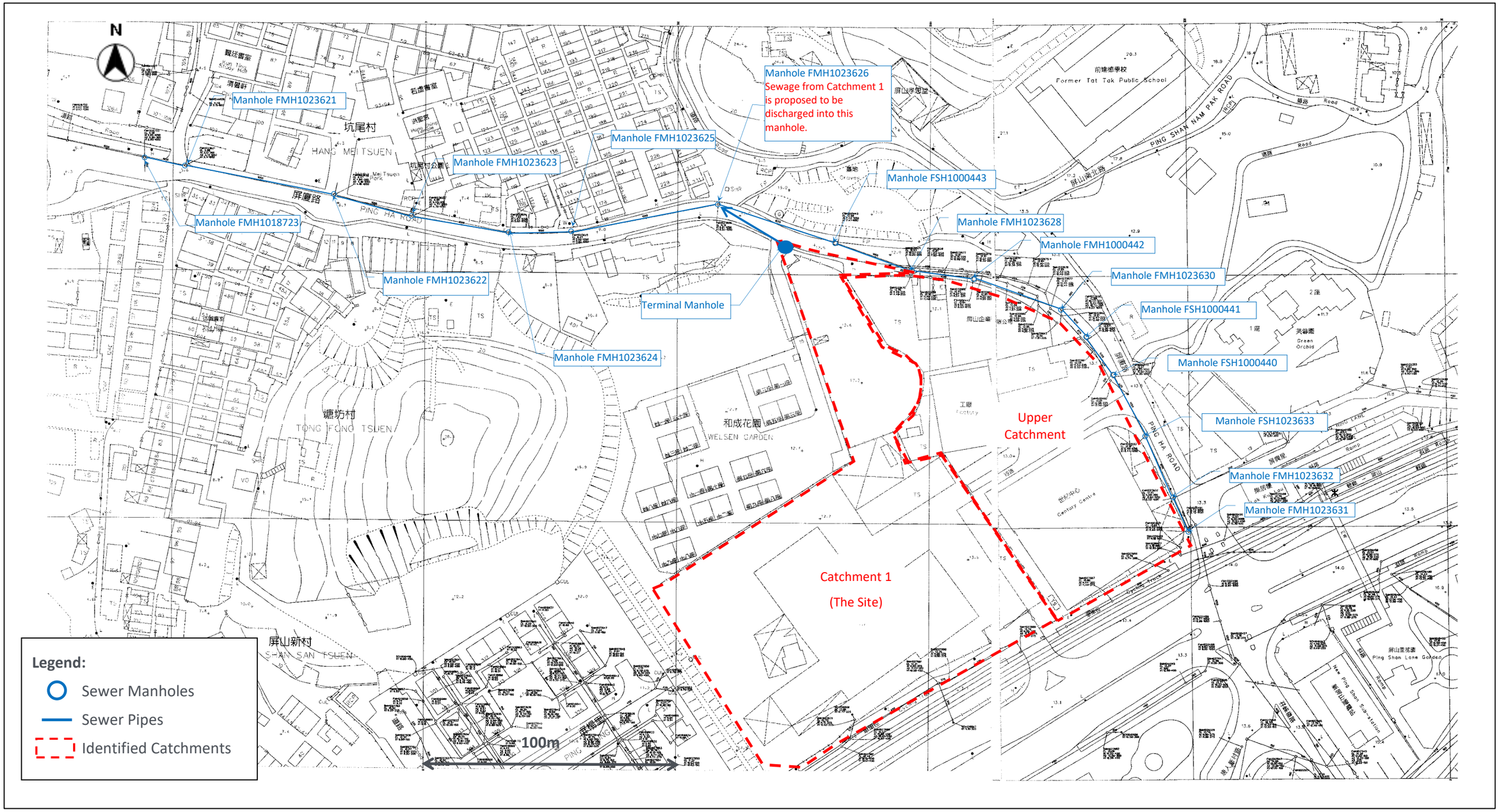


Figure 2-3 Existing Sewerage Layout Plan (zoom-in)



3 SEWERAGE ANALYSIS

3.1 Review of Sewage Handling

3.1.1 Based on the current design and the areas of different parts of the Project, it is estimated that the total number of staff for the Residential Development and RCHE are about 77 and 46 respectively, during their operation. The major sources of wastewater will be sewage generated by the elderly and staff of the RCHE, and those generated by residents and staff of the Residential Development, e.g. wastewater generated from the washrooms, e.g. flushing, handwashing and micturition. All the sewage from the Proposed Development will be proposed to be discharged into Manhole FMH1023626.

3.2 Assumptions

3.2.1 In order to assess the acceptability of the sewerage impact arising from the proposed development, the sewage generation is estimated based on the assumption as shown in ***Table 3-1.***

Table 3-1 Parameters for Estimating Wastewater Generation

PARAMETER	VALUE	JUSTIFICATION
GENERATION FROM STAFF OF CARE HOME FOR ELDERLY		
No. of Staff	46	As advised by the Applicant.
Types of Staff and their number	Ancillary worker = 6 persons Care worker = 22 persons Health worker = 8 persons Nurse = 4 person Additional employee = 6 persons	As estimated based on "Residential Care Homes Legislation (Miscellaneous Amendments) Bill 2022".
Unit Flow Factor (UFF) of Staff	0.28 m^2/day/person	Refer to "Commercial Employee" and "J11 Community, Social & Personal Services" of Table T-2 of GESF.
GENERATION FROM RESIDENTS OF THE ELDERLY OF CARE HOME		
No. of Elderly Residents	222	As advised by the Applicant.
UFF of Elderly Residents	0.19m^3/day/person	Refer to Unit flow factor for "Institutional and special class" in Table T-1 of GESF.
GENERATION FROM STAFF OF RESIDENTIAL DEVELOPMENT		
Total Gross Floor Area (GFA) of non-domestic portion of Residential Development	1,535 m^3	As advised by the Applicant.
No. of Staff [Note 1]	77	As estimated from the GFA of non-domestic part.
UFF of Staff	0.28 m^3/day/person	Refer to "Commercial Employee" + "J11 Commercial, Social & Personal Services" of Table T-2 of GESF.
GENERATION FROM RESIDENTS OF THE PROPOSED DEVELOPMENT		
No. of Residents	4,608	As estimated from the total number of residential flat.

PARAMETER	VALUE	JUSTIFICATION
UFF of Residents	0.27 m^3/day/person	Unit flow factor for Private R2 type in Table T-1 of GEFSF.
GENERATION FROM TWO TOILETS AT RETAIL SHOPS		
Total Gross Floor Area (GFA) of Retail Shops	1,535 m^2	As advised by the Applicant.
Estimated Maximum Total Frequency of Visitors using Toilets	54 visits/day	Refer to worker density by All Type for Retail Trade as stated in Table 8 of "Commercial and Industrial Floor Space Utilization Survey".
UFF of workers and visitors	0.28 m^3/day/person	Refer to "Commercial Employee" + "J4 Wholesale & Retail" of Table T-2 of GESF.
WASTEWATER GENERATED FROM THE SWIMMING POOL IN CLUBHOUSE		
Total Area of Swimming Pool	309 m^2	The tentative design of the swimming pool is provided by the Applicant.
Water depth of Swimming Pool	1.35 m	As advised by the Applicant.
Time for completely changing water	6 hours	CAP 132CA Swimming Pools Regulation.
Filtration rate	40 m^3/m^2-hour	The average high rate filtration for domestic pool[Note 2]
Backwash rate	0.81 m^3/m^2-min	The maximum typical backwash rate for combined air-water backwash[Note 3]
OTHERS		
Catchment Inflow Factor	1.0	Catchment inflow factor for Yuen Long is adopted as stated in Table 7-4 of GESF.
Peaking Factor	8 for contributing population <1,000 6 for contributing population from 1,000 to 5,000 5 for contributing population from 5,000 to 10,000	Peaking factor (including stormwater allowance) for sewers is adopted as stated in Table T-5 of GESF.

Note:

1. In general, the types of staff in Residential Development are security, property management, customer services staff, cleaning staff, etc. However, the number of staff for different type of job nature could not be estimated at this stage.
2. The average high-rate filtration for domestic pool in Plumbing Engineering Services Design Guide - Domestic Swimming Pool
3. Wastewater Engineering - Treatment, Disposal, Reuse, 4th ed., Metcalf and Eddy

3.2.2 As mentioned in ***Paragraph 3.1.1***, sewage from the Site is assumed to be discharged into manhole FMH1023626 which is located to the north of the Site as shown on ***Figure 2-3***.

3.3 Methodology

3.3.1 To evaluate the ceiling unit flow rates for staff and drivers, the global unit flow factors recommended in EPD's *Guidelines for Estimating* Sewage Flows for Sewage Infrastructure Planning (GESF) have been used.

3.3.2 Sewage generated from the Site is currently collected and discharged to terminal manhole and then conveyed to the existing public sewerage system located underneath the access road to the north of the Site. The capacities of sewers have been calculated using Colebrook-White's Equation as below:

For partially full pipes or pipes with non-circular cross-sections,

$$V = -\sqrt{8gDs} * \log\left(\frac{ks}{3.7D} + \frac{2.51v}{R\sqrt{2gDs}}\right)$$

where V = Mean velocity (m/s)
g = gravitational acceleration (m/s^2)
D = internal pipe diameter (m)
K_S = hydraulic pipelines roughness (m)
υ = kinematic viscosity of fluid (m^2/s)
S = hydraulic gradient (energy loss per unit length due to friction)

3.3.3 If sewage generated from the project does not exceed the capacity of the existing sewerage system, there should be no unacceptable impact on the sewerage system resulting from the proposed conversion.

3.3.4 Since there are no public sewerage system connected to the nearby residential areas including Welsen Garden, Hang Mei Tsuen, Hang Tau Tsuen, Tong Fong Tsuen and Tak Ying Garden. Therefore, the sewerage generated from these areas are not included in this SIA calculation. The upstream and downstream sewage flows around the Proposed Development were included in the assessment to evaluate if the capacity of the existing sewerage system is sufficient to handle the sewage generated from both the proposed CBP together with these residential uses. The details for calculations of the peak sewage flow are presented in ***Appendix A***.

3.4 Evaluation of Sewage Impact and Results

3.4.1 The detailed sewage generation from the Site and the nearby residential areas are presented in ***Appendix A***. The results revealed that the Average Dry Weather Flow (ADWF) from the Site is estimated to be 1,346 m^3/day. The peak sewage flow generated by the Site was estimated to be 0.078 m^3/s. All sewage flow will be discharged via the sewer located to the north of the Site with diameters of 1050mm. The peak discharge from the Proposed Development (i.e. 0.078m^3/s) and with that of upstream catchments occupy about 50.5% of the capacity of existing pipeline between manholes FMH1023626 and FMH1023625 (i.e. 1.45m^3/s) which is insignificant to the existing pipeline capacity.

3.4.2 The capacity of the sewage network between terminal manhole to Manhole FMH1023626, from Manholes FMH1023630 to FMH1018723 were estimated as presented in ***Appendix B***, which demonstrates that the contributions of the Site, the upstream and downstream catchments to the existing sewerage systems range from 43.8% to 68.7% of the sewerage capacity without any exceedances. The utilization between terminal manhole to manhole FMH1023626 would be 51.2%.

3.4.3 Overall, therefore, the sewerage analysis indicated that there will be no adverse impact in the existing sewerage system due to the Proposed Development.

4 CONCLUSION

4.1.1 Potential sewerage impacts arising from the Proposed Development including the Residential Care Home for the Elderly (RCHE) and the Residential Development have been assessed. It is proposed that all the sewage generated from the Proposed Development will be collected at terminal manhole and discharged the nearest Manhole FMH1023626 of the existing public sewerage system that is located to the north of the Site. The SIA results indicated that there are no exceedances of the existing sewer capacity, hence no significant impacts from sewage impacts are anticipated.

4.1.2 The total estimated Average Daily Dry Weather (ADWF) flow from the Proposed Development is about (i.e. 1,346m^3/day). The peak sewage flow generated by the Site was estimated to be 0.078m^3/s. Sewerage Impact Assessment (SIA) was conducted to estimate whether the capacity of existing sewerage system is sufficient to handle the sewage generated from the Proposed Development, together with sewage flows from upstream and downstream around the Site. The results indicated that the capacity of the existing sewerage system is sufficient to handle the sewage generated from the operation of the Site and from the nearby residential uses. Therefore, there should be no adverse impact on the existing sewerage system resulting from the addition of the Site.

Appendix A CALCULATION OF SEWAGE GENERATION DURING OPERATION OF THE PRPOSED DEVLOPMENT

Calculation of Sewage Generation from the Proposed Development, Upstream and Downstream Catchments				Remarks/ Justification
Catchment 1 (A+B): Sewerage generated from the Proposed Development				
A. Sewage generated by the Residential Care Home for Elderly (RCHE)				
1) Sewage generated by the Residents of RCHE				
Maximum No. of Residents	=	222	persons	As advised by the Applicant.
Unit Flow Factor (UFF) per person	=	0.19	m^3/day/person	Unit flow factor for "Institutional and special class" in Table T-1 of Ref 1.
Total Sewage Generation by Residents of RCHE	=	42.18	m^3/day	
2) Sewage generated by the Staff of RCHE				
Employee				
Ancillary worker	=	6	persons	1 ancillary worker for every 40 residents or part thereof, between 7 a.m. and 6 p.m. for care and attention home of Ref. 2.
Care worker (07:00 - 15:00)	=	12	persons	1 care worker for every 20 residents or part thereof, between 7 a.m. and 3 p.m. for care and attention home of Ref. 2.
Care worker (15:00 - 20:00)	=	6	persons	1 care worker for every 40 residents or part thereof, between 3 p.m. and 10 p.m. for care and attention home of Ref. 2.
Care worker (20:00 - 07:00)	=	4	persons	1 care worker for every 60 residents or part thereof, between 10 p.m. and 7 a.m. for care and attention home of Ref. 2.
Health worker	=	8	persons	Unless a nurse is present, 1 health worker for every 30 residents or part thereof, between 7 a.m. and 6 p.m. for care and attention home of Ref. 2.
Nurse	=	4	persons	Unless a health worker is present, 1 nurse for every 60 residents or part thereof, between 7 a.m. and 6 p.m. for care and attention home of Ref. 2.
Additional Employee	=	6	persons	As an additional requirement for a care and attention home or an aged home, any 2 persons being a home manager, an ancillary worker, a care worker, a health worker or a nurse shall be on duty between 6 p.m. and 7 a.m. of Ref. 2.
Total No. of Employees required in Ref. 2	=	46	persons	
Unit Flow Factor (UFF) per person	=	0.28	m^3/day/person	Unit flow factor for "Commercial Employee" and "Community, Social & Personal Services" in Table T-2 of Ref. 1.
Total Sewage Generation by Staff of RCHE	=	12.9	m^3/day	
Total Sewage Generation by Staff and Residents of Care Home for Elderly	**=**	**55.1**	**m^3/day**	A1 + A2
B. Sewage generated by the Residential Development				
1) Sewage generation by Staff of the Residential Development				
Total Gross Floor Area (GFA) of non-domestic portion of Residential Development	=	1,535	m^2	As advised by the Applicant.
Occupancy Factor	=	20	m^2/person	Worker density for "Business Use" is 20 - 25 m^2/staff as stated in Table 2 of Ref 3.
No. of Onsite Staff (e.g. security, management office, etc.)	=	77	staff	
Unit Flow Factor (UFF) per staff	=	0.28	m^3/day/staff	Refer to "Commercial Employee" + J11 "Commerical, Social & Personal Services" of Table T-2 of Ref 1.
Total Sewage Generation by Staff of Residential Development	=	22	m^3/day	
2) Sewage generated by Residents of the Residential Development				
No. of Flats	=	1,536	flats	As advised by the Applicant.
Total population in Proposed Residential Development	=	4,608	persons	Plot ratio of 3 as advised by the Applicant.
Unit Flow Factor (UFF) per resident	=	0.27	m^3/day/person	Unit flow factor for Private R2 type in Table T-1 of Ref. 1.
Total Sewage Generation by the Residents of the Proposed Development	=	1,244.2	m^3/day	
Total Sewage Generation by Staff and Residents for the Proposed Residential Development	**=**	**1,265.7**	**m^3/day**	

3)	**Sewerage generated by Visitors from the toilets of the convenient stores/retail shops of the non-domestic part of the Residential Development**			
	Total Area	=	1,535 m^2	
		=	29 m^2/staff	Worker density by All Type for Retail Trade is 3.5 staff in 100m^2 as stated in Table 8 of Ref. 4.
		=	54 visits/day	
	Unit Flow Rate	=	0.28 m^3/day/person	Refer to "Commercial Employee" + J4 Wholesale & Retail" of Table T-2 of Ref 1.
	Total Sewage Generation by Visitors	**=**	**15.1 m^3/day**	
4)	**Wastewater generated from the Swimming Pool in Clubhouse**			
	Approximate Area of Swimming Pool	=	309 m^2	
	Water Depth of Swimming Pool	=	1.35 m	
	Approximate Size of Swimming Pool	=	417 m^3	
	Time for Completely Changing Water	=	6 hours	The minimum turnover time in ref. 5.
	Turnover Rate	=	70 m^3/hour	
	Filtration Rate	=	40 m^3/m^2-hour	The average high rate filtration for domestic pool in ref. 6.
	Filter Area	=	1.739 m^2	
	Backwash Rate	=	0.81 m^3/m^2-min	The maximum typical backwash rate for combined air-water backwash in Table 11-12 of ref. 7.
	Estimated flow from the Swimming Pool	**=**	**9.86 m^3/day**	7 minutes for cleaning the filter by backwashing water excluding the air scouring time is recommended in B8.5.5 of ref. 8.
Total Sewage Generated from the Site Catchment 1A + 1B				
	Total Average Daily Dry Weather Flow	=	**1,346 m^3/day**	

Note:

1 Environmental Protection Department (EPD) publication Guidelines for Estimating Sewage Flows (GESF) for Sewage Infrastructure Planning Version 1.0, March 2005.
2 Schedule 1 of CAP 459A Residential Care Homes (Elderly Persons) Regulation.
3 Hong Kong Planning Standard Guidelines, Chapter 5 - Industry, March 2007.
4 Commercial and Industrial Floor Space Utilization Survey, Planning Department, 2005
5 CAP 132CA Swimming Pools Regulation
6 Plumbing Engineering Services Design Guide - Domestic Swimming Pool
7 Wastewater Engineering - Treatment, Disposal, Reuse, 4th ed., Metcalf and Eddy
8 General Specification for Swimming Pool Water Treatment Installation in Government Buildings of HKSAR, 2012 ed., Architectural Services Department

Appendix B CALCULATION OF FLOW CAPACITY

Pipe Segment between Manholes		Sewer ID	Length	Level (In)	Level (Out)	d	r	A_w	P_w	R	s	k_s	V	Q_C	ADWF	P_c	P	Q_p	Catchment	Is $Q_c > Q_p$?	% of capacity
			m	mPD	mPD	m	m	m^2	m	m	-	mm	m/s	m^3/s	m^3/day			m^3/s		Y/N	%
Terminal Manhole	FMH1023626	N/A	30.7	7.41	6.91	0.350	0.175	0.096	1.100	0.087	0.016	3	1.760	0.152	1345.76	4984	5	0.078	Proposed Development (Catchement 1)	Y	51.2%
FMH1023630	FSH1000442	FWD1025073	34.0	8.23	8.04	1.050	0.525	0.866	3.299	0.263	0.006	3	2.109	1.644	23673.43	87679	5	1.644	Full bore flow (included Catchemnt 2 and 3)	Y	100.0%
FSH1000442	FMH1023628	FWD1025072	24.3	8.03	7.83	1.050	0.525	0.866	3.299	0.263	0.008	3	2.560	1.996	23673.43	87679	5	1.370	Same as upstream (included Catchemnt 2 and 3)	Y	68.7%
FMH1023628	FSH1000443	FWD1025070	32.5	7.82	7.42	1.050	0.525	0.866	3.299	0.263	0.012	3	3.132	2.441	23673.43	87679	5	1.370		Y	56.1%
FSH1000443	FMH1023626	FWD1025071	48.6	7.41	6.91	1.050	0.525	0.866	3.299	0.263	0.010	3	2.863	2.231	23673.43	87679	5	1.370		Y	61.4%
FMH1023626	FMH1023625	FWD1025069	57.7	6.90	5.92	1.050	0.525	0.866	3.299	0.263	0.017	3	3.679	2.868	25019.20	92664	5	1.448	Same as upstream (included Catchemnt 2 and 3) + Proposed Development (Catchment 1)	Y	50.5%
FMH1023625	FMH1023624	FWD1025068	24.8	5.92	5.63	1.050	0.525	0.866	3.299	0.263	0.012	3	3.052	2.379	25019.20	92664	5	1.448		Y	60.9%
FMH1023624	FMH1023623	FWD1025067	37.6	5.62	4.77	1.050	0.525	0.866	3.299	0.263	0.023	3	4.245	3.309	25019.20	92664	5	1.448		Y	43.8%
FMH1023623	FMH1023622	FWD1025066	31.1	4.76	4.19	1.050	0.525	0.866	3.299	0.263	0.018	3	3.822	2.979	25019.20	92664	5	1.448		Y	48.6%
FMH1023622	FMH1023621	FDW1025064	60.0	4.18	3.12	1.050	0.525	0.866	3.299	0.263	0.018	3	3.753	2.925	25019.20	92664	5	1.448		Y	49.5%
FMH1023621	FMH1018723	FDW1025061	15.0	3.11	2.89	1.050	0.525	0.866	3.299	0.263	0.015	3	3.419	2.665	25019.20	92664	5	1.448		Y	54.3%

Legend

d = pipe diameter, m

r = pipe radius (m) = 0.5d

A_w = wetted area (m^2) = (r^2/2) (b + sinq)

P_w = wetted perimeter (m) = br

s = Slope of the total energy line

R = Hydraulic radius (m) = A_w/P_w

s = Slope of the total energy line

k_s = hydraulic pipeline roughness, mm

V = Velocity of flow calculated based on Colebrook-White Equation, m/s

Q_c = Flow Capacity (10% sedimentation incorporated), m^3/s

Q_p = Estimated total peak flow from the Site during peak season, m^3/s

P_c = Contributing Population = ADWF/0.27

P = Peaking Factor (including stormwater allowance) for facility with existing upstream sewerage

ADWF = Total average dry weather flow, m^3/day

Note

1. Whilst sewage generation from the Site is estimated based on the *"Guidelines for Estimating Sewage Flows for Sewage Infrastructure Planning Version 1.0"* (published by the Environmental Protection Department (EPD), 2005) using the best available information, the flow capacities of pipe segments are calculated based on Colebrook-White Equation.
2. The roughness value is referred to Table 5 of the *"Sewerage Manual, Key Planning Issues and Gravity Collection System"* published by the Drainage Services Department (DSD). It is assumed that the materials adotped for the sewer pipe is concrete with velocity when flowing half full approximately of 1.2 m/s in poor condition, therefore the roughness values Ks = 3 mm.
3. The invert and outlet level is ndicative only, it would subject to Drainage Proposal in the detailed design stage.

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Appendix 8

Visual Impact Assessment

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1.0 INTRODUCTION

1.1 This Visual Impact Assessment (VIA) is prepared as part of the S.12A planning application for a proposed amendment to the Draft Ping Shan Outline Zoning Plan No. S/YL-PS/20 ("Approved OZP") to enable for the flat, shop and services and social welfare facility (RCHE) uses ("the Site"). The proposed amendment is to rezone the Site from "Village Type Development" zone ("V") and "Comprehensive Development Area" zone ("CDA") to "Residential (Group B) 2" zone ("R(B)2").

1.2 This VIA is prepared with reference to the Town Planning Board Guidelines No. 41 on Submission of Visual Impact Assessment for Planning Applications to the Town Planning Board (TPG PG-No. 41) published by the BOARD in July 2010. According to the Guidelines, a VIA is required if:

(f) the proposal involves upzoning or rezoning of a site from non-development use to development use which will result in loss of visual openness on-site or off-site from key public points;

1.3 It evaluates the anticipated visual impacts of the proposed development on public viewers relevant to the Site and concludes with recommendation on mitigation measures if necessary.

2.0 OUTLINE OF THE VISUAL IMPACT ASSESSMENT

2.1 The outline for the VIA is set out below:

- Section 3 outlines the visual context of the Site and its Surrounding Area, the Statutory Planning Parameters of the Site;
- Section 4 describes the Proposed Development;
- Section 5 identified the Assessment Area;
- Section 6 provides an analysis of the selected Viewpoints ("VPs");
- Section 7 assesses the visual impacts of the Proposed Development; and
- Section 8 concludes the VIA.

3.0 VISUAL CONTEXT AND VISUAL ELEMENT

3.1 Local Context

3.1.1 The land use pattern within the vicinity of the Site contains sporadic R(A)1, R(E)2, CDA, GB, within the largely Village Type Development. It is bounded by village type development, e.g. Welsen Garden, Tong Fong Tsuen, Ping Shan San Tsuen (zoned V) to its west while some vacant factory buildings (zoned CDA) along Ping Ha Road are located to the east and northeast side of the Site. To the immediate southern side of the Site is the Castle Peak Road – Ping Shan Section and Light Rail Transit.

3.1.2 The Site, with an area of about **14,536** m^2, of which about **2,381** m2 of the Government Land is included.

3.1.3 The Application Site involves two sites, i.e. Site A at the southern portion and Site B at the northern portion. Site A is currently occupied by a warehouse being used for storage of animal feeds, while Site B is used for an open carport.

3.1.4 Majority of the area is covered by concrete and few trees were identified to the north of the Site. They are generally in semi-mature size and exhibited fair tree form and health conditions. It is confirmed that no OVT or protected species has been identified within the Site in accordance with the DEVB TCW No. 5/2020 – Registration and Preservation of Old and Valuable Trees (OVT) and the Forests and Countryside Ordinance. However, **2** nos. of potential OVT, i.e. **T07** & **T09** in accordance with the DEVB TCW No. 5/2020 have been identified outside the site boundary and both of them will not be affected by the proposed development.

3.2 Wider Context and Visual Elements

3.2.1 The locality of the Site is considered as urban fringe landscape character, predominantly surrounded by low-rise residential blocks, village developments, warehouses, open storages and industrial uses. The V portion of the Site is part of a larger V zone bounded by Ping Ha Road (north), Castle Peak Road (South) and Ping Kwai Road (West) while the CDA portion of the Site is part of a larger CDA zone bounded by "G/IC" zone (North), "V" zone (east) and Castle Peak Road (South).

3.2.2 According to para. 4.8 of the TPB PG No. 41, visual elements that are currently existing or planned within the assessment area should be identified, as it may affect the overall visual outlook. The key visual elements include major physical structures, visual resources or attractors (e.g. the harbor, natural coastline, ridgeline, mountain backdrop, woodland, streams, etc.) detractors or visual eyesores (e.g. pylons, sewage treatment plants, refuse collection points, ventilation shaft buildings, quarries, etc.). The visual elements may be enhanced, degraded or neutralized by the overall visual impact of the given development.

3.2.3 The key visual elements of an area is shaped by a combined composition of all the visual elements which come into sight of the viewers. Key visual elements in the surrounding context of the Site are included in **Figure 1** and summarized below:

- Immediately adjacent to the west are 3-storey village houses, i.e. Weslen Garden, Ping Shan San Tsuen. To the north of the Site is green hill knoll while some vacant factory building along Ping Ha Road is located to the immediate eastern and northeast side. To further south of the Site across Castle Peak Road, there is an open space – Tong Yan San Tsuen Playground to the south.

- Further to the west of the villages and west of the Application Site is low-rise residential development, i.e. Imperial Villas, La Mansion while there is also low-rise residential development, namely Yan Wing Mansion, Green Orchid Towers, Ka On Garden to the further east of the Site.

- To the southwest across the Castle Peak Road are some Industrial developments including Sat Win Automobile Plaza, Chi Shing Centre, Sagawa Logistic Centre. There is a green knoll where well-known Ping Shan Tang Clan Gallery Cum Heritage Trail Visitors Centre situates to the north of the Site.

3.2.4 The existing visual quality of the Application Site can be regarded as **medium** on average. Despite the Site is located against a large green backdrop (the green hill knoll to the north), the unattractive and monotonous outlook of nearby village houses as well as vacant industrial buildings, open storages and warehouses in the surrounding degrade the visual quality of the area.

3.3 Statutory Zoning Context

3.3.1 The application site falls within an area at "V" zone (about **53.8%**) and "CDA" zone (about **46.2%**) on the Current OZP gazetted on 23.09.2022. The proposed development is about flat, shop and services, and social welfare facility (RCHE) uses, which would not be compatible with the planning intentions. Hence, the Applicant submits this S.12A rezoning application to fasten the land development and housing supply so as to comply with the town planning requirements.

4.0 THE PROPOSED DEVELOPMENT

4.1 The development proposal comprises of residential flat with shop and services (Site A) at **+13.60**mPD and RCHE (Site B) at **+12.60**mPD to the south and north of the Site respectively. In Site A, there are three residential towers ranging from **25-** to **27-**storey (Tower 1), **21-** to **23-**storey (Tower 2) and **23-** to **25-**storey (Tower 3) high on top of a communal basement carpark, emergency vehicular access (EVA) and common landscape areas. Building height of these residential building ranges from **+92.05**mPD to **+104.65**mPD. In Site B, there are one **8-**storey RCHE block (building height at **+39.85**mPD), carparks, EVA and common landscape areas. The typical floor plan and schematic section shall refer to drawings in same Rezoning Application.

4.2 Sensitive Design Measures

4.2.1 The Proposed Development adopts a series of sensitive design measures as follows:

- High-rise Tower 2 at Site A with top levels at +**92.05**mPD (**21-23** storeys) and Low-rise RCHE at Site B with top levels at **+39.85**mPD (**8-**storeys) would be carefully positioned at the northern portion of the Site respectively while the highrise blocks (Tower 1 and 3 at Site A) with top levels ranging from **+92.05**mPD to **+104.65**mPD (**25-27** storeys and **23-25** storeys) would be located at the western portion to achieve a distinct stepped building height profile descending from west to east and north.

- Underground car parking spaces and E&M facilities are provided at Site A to reduce overall building height and are hidden within the dense peripherical plantings.

- A 15m building separation is proposed between Tower 1 and Tower 3. A minimum separation distance of **12.5**m has also been allocated, for instance, between Tower 2 and 3, and between Tower 1 and 2. Besides, void areas are provided on building elevation in these towers to enhance natural ventilation and visual permeability. The building design has struck a balance between the building separation and building height. If more building separation is provided among buildings, the height of the buildings will increase substantially which will cause further visual intrusion of the Development.

- A 8-storey RCHE is proposed at Site B at **12.60mPD** with top levels at **39.85mPD**. It is strategically located to the north of the Site which is more compatible with the low-rise village development at adjacent areas.

- Edge planting strips with minimum **1.5m** wide are proposed along the boundary to form a soft-planted edges along the periphery of Site A and Site B. Ornamental tree, shrubs, groundcover along the site boundary will also help to screen the buildings. No building development is envisaged in these buffer planting areas.

- There are mature trees growing along the south and west outside the Application Site Boundary. The building footprint has been recessed from these boundaries and no major works are proposed in these areas in order to preserve the important landscape sources, including mature trees nos. **T01** to **T07, T09, T19** and **T23**. They will help to retain the existing visual amenity on Site and alleviate the visual intrusion of the Development during and after construction stages.

5.0 ASSESSMENT AREA

5.1 An initial assessment boundary or a visual envelope is delineated for the VIA in accordance with TPB PG-No. 41 based on ground inspection as shown on **Figure 2**. Given the existing topography, surrounding screen plantation and buildings, and lack of publicly accessible areas, the visual envelop is identified. This is evidenced by the Photographs from VPs 6 and 8 located outside the visual envelope and from which the proposed development will not be visible (refer to **Figure 3**).

5.2 Another eight (8) VPs, i.e. VPs 1 to 5, 7, 9 and 10 selected are considered to be representative for the VIA. The VP's selected include a popular public congregation point i.e. Ping Shan Tin Shui Wai Public Library, Ping Shan Lane Park, Junction of Ping Kwai Road and Ping Yeung Lane, footbridges (to east and west of the Site) across Castle Peak Road – Ping Shan Section, Tong Yan San Tsuen Road, Ping Shan Tang Clan Gallery Cum Heritage and Hang Mei Tsuen Park, which is frequented by members of the public visitors.

6.0 VIEWPOINTS ANALYSIS

6.1 As per para. 4.5 of TPB PG NO.-41, the VIA should focus on public views and local vantage points as these areas are easily accessible and popular to the public. The Visually Sensitive Receivers (VSRs) will also assess the impact on sensitive public viewers from the most influenced viewing points. This may include pedestrian passers-by in surrounding neighborhood and users of nearby parks/ open spaces. A range of public VPs are selected to effectively represent the public views in relation to the proposed development. **Eight** (**8**) public VPs have been selected for the VIA and are discussed below.

6.2 When selecting VPs, priority shall be given to major public open space, public focal points, existing/future pedestrian nodes, key pedestrian/ vehicular corridor, and existing major vistas will be considered as major visual sensitive viewpoint.

6.3 A brief evaluation of the identified VPs is outlined as below:

Viewpoint 1 – Ping Shan Tin Shui Wai Public Library (about 630m to the northwest of the Site)

6.3.1 This VP is selected to represent to the view of VSR 1 (users of the Library) and other potential VSRs from Tin Shui Wai West Rail Station. This VP is taken on the footbridge where is the main pedestrian path to the Library and to the adjacent development. This view captures the view of the green hill knolls and the village houses. The VSRs are the passengers of TSW West Rail Station and users of TSW Public Library. In light of its far distance to the Site and is transient in nature, the visual sensitivity is regarded as **Low**.

Viewpoint 2 – Ping Pak Lane Park (about 400m to the west of the Site)

6.3.2 Ping Pak Lane is an open space in the district with both active and passive recreational facilities including basketball courts and sitting-out area. This VP is taken from the children play area within the Park at a distance of about 400m to the west of the Site. This VP captures the view of the peripherical plantings of the Park and adjoining low-rise Imperial Villas. The visual sensitivity of this VP is **Medium**.

Viewpoint 3 – Junction of Ping Kwai Road and Ping Yeung Lane (about 200m to the west of the Site)

6.3.3 VP3 is taken at the junction of Ping Kwai Road and Ping Yeung Lane and is about 200m away from the Subject Site. This VP is selected to review the potential visual impact of the VSRs such as road users, cyclists and pedestrians. As this VP is very close in proximity to the Subject Site and there are moving vehicular traffic on Ping Kwai Road, the visual sensitivity of this VP is **Medium to High**.

Viewpoint 4 – Existing Footbridge (East) across Castle Peak Road – Ping Shan Section (about 150m to the east of the Site)

6.3.4 VP4 was taken form an existing footbridge over Castle Peak Road. The major VSRs are the occasional pedestrians who use this footbridge to and from their nearby destinations. VP4 is about 150m east of the Subject Site. In light of its transient nature, the visual sensitivity is regarded as **Medium**.

Viewpoint 5 – Tong Yan San Tsuen Road (about 150m to the south of the Site)

6.3.5 VP5 was taken at Tong Yan San Tsuen Road and is about 150m south of the Subject Site. This VP is selected to review the potential visual impact of the VSRs such as divers, pedestrian and users of Tong Yan San Tsuen Playground to the north of this VP. The visual sensitivity is regarded as **Medium** to **High** due to the transient nature of the VSRs.

Viewpoint 7 – Existing Footbridge (West) across Castle Peak Road – Ping Shan (about 270m to the southwest of the Site)

6.3.6 VP7 was taken from an existing footbridge over Castle Peak Road. It is frequently used by the general public and this VP is kinetic one. VP7 is about 270m west of the Subject Site. In view of the far distance, the visual sensitivity is regarded as **Medium**.

Viewpoint 9 - Ping Shan Tang Clan Gallery Cum Heritage (about 250m to the northeast of the Site)

6.3.7 VP9 is taken at Ping Shan Tang Clan Gallery Cum Heritage and is about 250m northeast of the Subject Site. This VP is selected to review the potential visual impact of the VSRs such as the occasional visitors and hikers. In view of its transient nature, the visual sensitivity is regarded as **Low**.

Viewpoint 10 – Hang Mei Tsuen Park

6.3.8 VP10 was taken at Hang Mei Tsuen Park which is a public viewing point for users of the Park and Ping Shan Heritage Trail. This VP captures the view of the village houses in the first tier and panoramic sky view. It is located approximate 150m to the northwest of the Site. In light of its close distance, the visual sensitivity of this VP is **Medium**.

Table1.0 Viewpoints Representing Identified VSRs

Viewpoints (VPs)	**Represented VSRs**	**Distance/ Direction**	**Nature of VP**	**Popularity by Public**	**Visual Sensitivity**
VP1: ***Ping Shan Tin Shui Wai Public Library***	VSR 1	Approx. 630m/ northwest	Transient	Frequent	Low
VP2: ***Ping Pak Lane Park***	VSR 2	Approx. 400m/ west	Active and Passive Recreation	Occasional	Medium
VP3: ***Ping Kwai Road and Ping Yeung Lane***	VSR 3	Approx. 200m/ west	Transient	Frequent	Medium to High
VP4: ***Existing Footbridge (East) across Castle Peak Road***	VSR 4	Approx. 150m/ east	Transient	Occasional	Medium
VP5: ***Tong Yan San Tsuen Road***	VSR 5	Approx. 150m/ south	Transient	Frequent	Medium to High
VP7: ***Existing Footbridge (West) across Castle Peak Road***	VSR 7	Approx. 270m/ southwest	Transient	Occasional	Medium
VP9: Ping Shan Tang Clan Gallery Cum Heritage	VSR 9	Approx. 250m/ northeast	Transient	Occasional	Low
VP10: Hang Mei Tsuen Park	VSR10	Approx. 150m/ northwest	Passive Recreation	Occasional	Medium

7.0 ASSESSMENT OF VISUAL IMPACTS

7.1 This Section evaluates the visual impact of the Proposed Development. Reference is made to TPB PG-No. 41 and the following **Table 2.0** summarize the relevant appraisal components. In general, the visual appraisal has been carried out on the basis of visual composition, visual obstruction, effect on public viewers and effect on visual resources.

Table 2.0 Appraisal Components

Appraisal Components	**Major Considerations**
Visual Composition	Visual composition is the total visual effect of all the visual elements due to their variation in location, massing, height, disposition, scale, form, proportion and character vis-a-viz the overall visual backdrop. Visual composition may result in visual balance, compatibility, harmony, unity or contrast. The appraisal should have due regard to the overall visual context and character within the wider and local contexts.
Visual Obstruction	A development may cause views in its foreground or background to be intercepted or blocked. The appraisal should assess the degree of visual obstruction and loss of views or visual openness due to the proposed development from all key public viewing points within the assessment area.
Effect on Public Viewers	The effects of visual changes from key public viewing points with direct sightlines to the proposed development should be assessed and demonstrated in the VIA. The changes in views to the existing and future public viewers should be compared before and after the proposed development. The effects of the visual changes can be graded qualitatively in terms of magnitude as substantial, moderate, slight or negligible.
Effect on Visual Resources	The condition, quality and character of the assessment area may change positively or negatively as a result of a development. The applicant should appraise if the proposed development may improve or degrade the condition, quality and character of the assessment area, and appraise any on-site and off-site visual impact such as that on the visual resources, visual amenities, area of special character, natural and built heritage, sky view, streetscape, townscape and public realm related to the development.

7.2 TPB PG-No. 41 sets out the classifications of visual impact and its associated description. The classifications are tabulated below (**Table 3.0** refers) to appraise the Overall Visual Resultant Impact of the Proposed Development on the VPs (Para 4.11 of the HKPSG refers). This Section evaluates the visual impact of the Proposed Development as compared with the existing condition.

Table 3.0 Classification of Overall Resultant Visual Impact

Classification of Overall Resultant Visual Impact	**Description**
Enhanced	If the proposed development in overall term will improve the visual quality and complement the visual character of its setting from most of the identified key public viewing points.
Partly Enhanced/Partly Adverse	If the proposed development will exhibit enhance visual effects to some of the identified key public viewing points and at the same time, with or without mitigation measures, exhibit adverse visual effects to some other key public viewing points.
Negligible	If the proposed development will, with or without mitigation measures, in overall terms have insignificant visual effects to most of the identified key public viewing points, or the visual effects would be screened or filtered by other distracting visual elements in the assessment area.
Slightly Adverse	If the proposed development will, with or without mitigation measures, result in overall terms in some negative visual effects to most of the identified key public viewing points.
Moderately Adverse	If the proposed development will, with or without mitigation measures, result in overall terms in negative visual effects to most of the identified key public viewing points.
Significantly Adverse	If the proposed development will in overall terms cause serious and detrimental visual effects to most of the identified key public viewing points even with mitigation measures.

7.3 Photomontages have been prepared for VP1, VP2, VP3, VP4, VP5, VP7, VP9 and VP10 and are further assessed below. Please refer to **Figure 4 to 11** which illustrate the existing condition compared to the Proposed Development.

7.4 Viewpoint 1 – Ping Shan Tin Shui Wai Public Library

Visual Composition

7.4.1 VP 1 is located to the north of the Site and it represents the view from the users of the Ping Shan Tin Wai Public Library and Tin Shui Wai West Rail Station. This VP captures the view of village houses in the foreground while green hill knoll and the ridgeline are seen in the background. Although majority of the proposed development will be screened by the village houses and green hill knoll, the upper portion of the residential towers at Site A will be visible at this VP. Though with this new visual element, the view will remain as an ordinary townscape. The proposed Development will not change the visual composition of this VP.

Visual Obstruction

7.4.2 VSRs at this VP would have a panoramic view of low-rise village development and sky view but **Figure 4** captures the view towards the south only. As shown in **Figure 4**, slight portion of sky view and ridge line of Tai Lam Country Park will be blocked by the proposed residential towers. The Proposed Development would slightly change the sky openness behind the green hill knoll. Majority of sky openness remain unchanged and the visual obstruction due to the Proposed Development is **slight**.

Effect on Public Viewers

7.4.3 Given that the VP is a transient/kinetic one, the VSRs will only have an exposed view to the proposed development for a very short period of time and their visual sensitivity would be low. VSRs from this VP can still enjoy a good quality ridgeline and skyline and the proposed development will be viewed as part of the townscape of Ping Shan. The perceived visual change brought about by the proposed development would be **slight**.

Effect of Visual Resources

7.4.4 The existing village development in Ping Shan and the skyline are the major visual resources for VSRs at this VP. The proposed development will only form part of the townscape in harmony with surrounding developments. The skyline and majority of the sky will remain unchanged. In this regard, the visual change brought about by the Proposed Development would be minor and thus the visual impact is considered as **slightly adverse**.

7.5 Viewpoint 2 – Ping Pak Lane Park

Visual Composition

7.5.1 VP2 is located to the west of the Site and it represents the view from the users of the Park. This VP captures the view of the children play equipment, planting within the park and Imperial Villas in the first tier, and proposed Tower 1 and 2 at Site A in the background. The lower portion of building blocks at Site A and RCHE in Site B are largely screened off by the existing vegetation as shown in the photomontage presented in **Figure 5**. The proposed residential towers will become a new visual element. However, there is a slight change to the overall visual composition to this VP.

Visual Obstruction

7.5.2 VSRs at this VP are currently enjoying an open sky view towards the Site. As observed in **Figure 5**, the presence of the proposed development would change the sky openness to a certain extent. Meanwhile, the sky openness will be maintained at the right-hand side of the photomontage.

Effect on Public Viewers

7.5.3 It is observed that the Ping Pak Lane Park attracts a limited number of users on normal days. The number of users would increase during weekends. Their visual sensitivity is considered to be **Medium** as VSRs only involve a transient stay when staying, playing and gathering. Viewing from a medium distant, the VSR would experience **slight to moderate** visual change.

Effect of Visual Resources

7.5.4 **Figure 5** shows the likely visual effect of the proposed development at this VP. As the lower portion of the proposed residential development at Site A and RCHE at Site B could be shielded at this VP at a normal horizontal human eye level. Meanwhile, the Tower 1 and 2 at Site A will change the sky openness to a certain extent. Thus, the overall resultant visual impact due to the proposed development at this VP will be **slightly to moderately adverse**.

7.6 Viewpoint 3 – Junction of Ping Kwai Road and Ping Shan Ping Yeung Lane

Visual Composition

7.6.1 In the photomontage shown in **Figure 6**, the visual composition of this VP is dominant by existing village houses, i.e. Pin Shan San Tsuen and mature trees at the first tier as well as sky view in the background. The proposed residential towers will become a new visual element, although approx. half of Tower 1 at Site A and RCHE at Site B were screened, overall visual composition to this VP is affected.

Visual Obstruction

7.6.2 From this VP, VSRs are currently enjoying an open view towards the Site. As observed in **Figure 6**, the presence of the proposed development will inevitably affect the visual openness of the VP. The proposed Development has adopted a stepping height profile and building void in order to break down the visual bulk of the building. RCHE in Site B is screened by the existing village house. Besides, the view that would be blocked by the proposed Development is just a normal open view without any special or prominent visual resources. The visual obstruction due to proposed Development is **Moderate**.

Effect on Public Viewers

7.6.3 VSRs at this VP only involve a transient stay when waiting for, boarding or alighting the bus or taxi. **Figure 6** shows that the Proposed Development will change the sky openness with a certain extent. However, the proposed development adopts a stepped building profile to provide visual interest. The VSRs would experience **moderate** visual changes.

Effect on Visual Resources

7.6.4 The proposed Development will change the skyline of the VP but the sky openness at the left-hand side of the photomontages will remain unchanged. With the stepping height profile which reduces the perceived visual mass, the proposed development would still have **Moderately adverse** impact on the visual resources.

7.7 Viewpoint 4 – Footbridge (to the East of the Site) across Castle Peak Road – Ping Shan Section

Visual Composition

7.7.1 VP4 was taken on elevated footbridge across Castle Peak Road to the east of the Site. VSRs at this VP are occasional passer-by. VSRs at this VP has a panoramic sky view and ridgeline of Yuen Tau Shan. The proposed residential blocks at Site A could be view behind the existing building blocks along Castle Peak Road and it will become a new and major visual element.

Visual Obstruction

7.7.2 Yet, the building heights of Tower 1 to 3 at Site A ranging from **+92.05mPD** to **+104.65mPD** and RCHE at **+39.85mPD** at Site B, step gradually downward from West to east and north to respect the local topography. Although the lower portion of residential towers at Site A and RCHE at Site B would be shielded off by the roadside greenery, the photomontage in **Figure 7** demonstrated that the presence of the proposed development would result in visual obstruction of part of the ridgeline. The visual openness will be reduced.

Effect on Public Viewers

7.7.3 Their visual sensitivity is considered Medium as VSRs at this VP only involve a transient stay. The residential blocks at Site A will be exposed to this VSR while the RCHE at Site B will be largely shielded by the existing roadside greenery. By preserving the existing mature roadside vegetation and new tree planting within the Site, the visual impact at pedestrian level will be alleviated. However, as the visual openness will be affected, the visual change to the public viewers is considered to be **substantial**.

Effect on Visual Resources

7.7.4 The stepping height of building, building voids and peripherical planting is important to reduce the perceived visual mass. After all, the proposed development would still have some impacts on the visual resources although the quality of the urban landscape view is maintained. The overall resultant visual impact due to the proposed development in this VP will be **Significantly adverse**.

7.8 Viewpoint 5 – Tong Yan San Tsuen Road

Visual Composition

7.8.1 In the photomontage shown in **Figure 8**, the proposed development with building heights ranging from **8** to **27** storeys at **+39.85mPD** to **+104.65mPD** will stand behind the lush greenery at Tong Yan San Tsuen Playground, fuel depot and Castle Peak Road in the foreground while high-rise Ping Yan Court and the skyline will be formed as a backdrop. The proposed Development will become a new visual element to the visual composition of this VP.

Visual Obstruction

7.8.2 The Proposed Development has adopted a stepped building profile and 12.5m building gap to reduce the visual bulkiness of the buildings. As observed in **Figure 8**, the proposed Development will inevitably affect the existing open view at this VP. The sky view will be affected and the visual openness will be reduced. Nevertheless, the view that would be blocked by the proposed Development is just a normal open view without any special or prominent visual resources.

Effect on Public Viewers

7.8.3 The existing VP is characterized by a panoramic sky view. This VP would represent the VSRs which are the pedestrian, vehicle drivers, users of Tong Yan San Tsuen Park and the duration over which the proposed Development would remain visible to them is short. Although the proposed Development will be viewed as part of the surrounding townscape, the VSRs would experience **substantial** visual change as the visual openness will be affected.

Effect on Visual Resources

7.8.4 The proposed Development will block the sky view of the VP and affect the visual openness. With the stepping height profile, 12.5m building separation between Tower 1 & 2 and void areas at building blocks that reduces the perceived visual mass, the proposed development would still have **significantly adverse** impacts on the visual resources.

7.9 Viewpoint 7 – Existing Footbridge (West) across Castle Peak Road – Ping Shan

Visual Composition

7.9.1 The existing view comprises the Castle Peak Road, roadside greenery and industrial blocks to south of the Site in the first tier while the high-rise residential development and panoramic sky view could be seen in the background. As shown in **Figure 9**, the upper portion of the proposed Development could be view behind the existing roadside vegetation along Castle Peak Road and it will become a new visual element.

Visual Obstruction

7.9.2 VSRs at this VP would have a lush roadside greenery, industrial buildings and sky view but **Figure 9** captures the view towards east only. The upper portion of proposed Tower 1 at Site A will be exposed to VSRs while the RCHE at Site B would be screened by existing roadside greenery and existing low-rise buildings. Although part of Tower 1 and 2 would partially cover the sky at the left-hand side of the photomontage, there will be **moderate** change to the overall skyline at Ping Shan.

Effect on Public Viewers

7.9.3 The VSRs at this VP on footbridges are mainly pedestrian on two sides of Castle Peak Road in transient nature. The VSRs will have an exposed view to the upper portion of proposed Tower 1 in a short period of time. Although the stepping building height and void areas on building has reduced the perceived visual change by the proposed development, the effect on the public viewers would be **moderate to substantial**.

Effects of Visual Resources

7.9.4 The proposed Development will form part of the townscape view which is compatible to the surrounding context. As the proposed Development will change the skyline of the VP moderately, there would be **Significantly adverse** change to the quality and character of the assessment area.

7.9 Viewpoint 9 – Ping Shan Tang Clan Gallery Cum Heritage

Visual Composition

7.9.1 In the photomontage shown in **Figure 10**, the existing view comprises lush hillsides and low-rise building block in the foreground and the skyline of Ping Shan as a backdrop. The upper portion of Tower 3 at Site A will become a new visual element. However, there is moderate change to the overall visual composition to this VP.

Visual Obstruction

7.9.5 From this VP, no prominent visual resources, which its view shall be preserved has been identified. Majority of Tower 1 and 2 are screened off by hillside greenery. Tower 3 would slightly change the sky openness between tree groups. Majority of sky openness remain unchanged.

Effect on Public Viewers

7.9.6 It is observed that Ping Shan Tang Clan Gallery Cum Heritage generally attracts a limited number of visitors and hikers on normal days and their number will increase during weekends and public holidays. Their visual sensitivity is considered to be Low as VSRs at this VP only involve a transient stay. View from a medium distant, the visual change brought by the proposed development is **Slight**.

Effects of Visual Resources

7.9.7 Tower 1 and 2 at Site A would mainly be screened off by the hillside greenery. Meanwhile, Tower 3 would partially change the sky openness between tree groups. The skyline and majority of the sky will remain unchanged. The stepped building height profile of residential tower help to reduce the perceived visual mass. In this regard, the visual change brought about by the Proposed Development would be minor and thus visual impact is considered as **slightly adverse**.

7.10 Viewpoint 10 – Hang Mei Tsuen Park

Visual Composition

7.4.1 VP 10 is located to the northwest of the Site and it represents the view from users of the Park and occupants of village houses to the north of the Development. This VP captures the view of village houses in the foreground and extensive sky view in the background. Although majority of the Site A development will be screened by the village houses, the upper portion of Tower 2 at Site A and RCHE at Site B will become a new visual element at this VP. There is slight change in nature of the view as it is.

Visual Obstruction

7.4.5 From this VP, the overall visual change before and after is limited provided the existing village houses and greenery will be maintained and continually to screen off the Proposed Development. Although part of Tower 2 cover the sky at the top right-hand side of the photomontage, the overall skyline at Ping Shan would not be affected by the Proposed Development and thus remains unchanged.

Effect on Public Viewers

7.4.6 VSRs will be the users of the playground and occupants of the village houses and their sensitivity will be medium. VSRs could continue to enjoy a good quality sky view and the effect on the visual experience of the VSRs is **Slightly adverse**.

Effect of Visual Resources

7.4.7 The existing villages and the skyline are the major visual resources for VSRs at this VP. The proposed development will only form part of the townscape in harmony with surrounding developments. There would be **slight change** to the quality and character of the assessment area.

8.0 CONCLUSION

8.1 Based on the analysis on the appraisal of visual impact on Visual Composition, Visual Obstruction, Effect on Public Views and Effect on Visual Resources, **Table 4.0** below presents the overall visual impact caused by the proposed development to the VSRs represented in each VP.

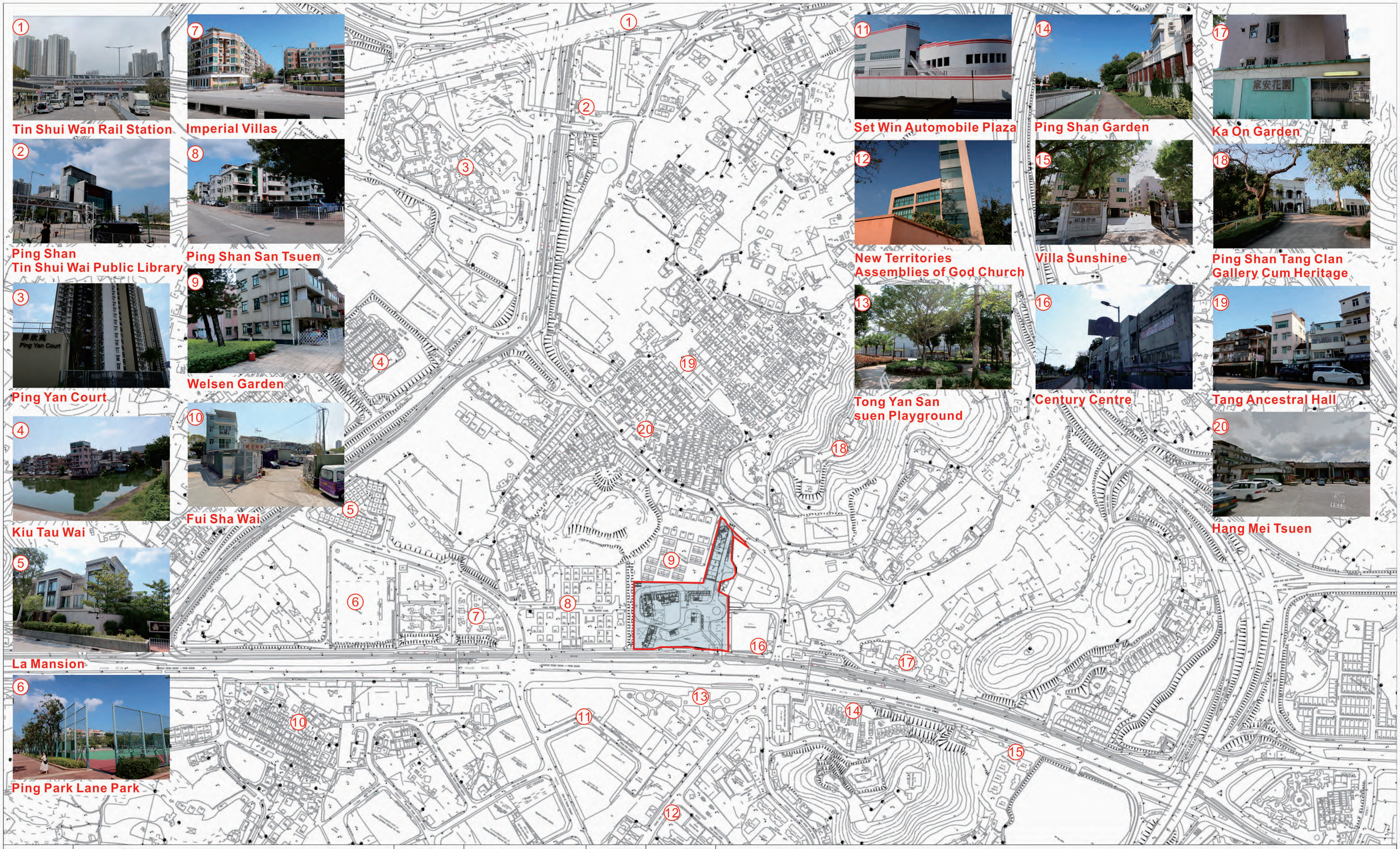
Table 4.0 Summary of Assessment of Visual Impact at the Viewpoints

Viewpoint	**Location**	**Visual Impact due to Proposed Development Scheme**
VP1	***Ping Shan Tin Shui Wai Public Library***	Slightly Adverse
VP2	***Ping Pak Lane Park***	Slightly to Moderately Adverse
VP3	***Ping Kwai Road and Ping Yeung Lane***	Moderately Adverse
VP4	***Existing Footbridge (East) across Castle Peak Road***	Significantly Adverse
VP5	***Tong Yan San Tsuen Road***	Significantly Adverse
VP7	***Existing Footbridge (West) across Castle Peak Road***	Significantly Adverse
VP9	***Ping Shan Tang Clan Gallery Cum Heritage***	Slightly Adverse
VP10	***Hang Mei Tsuen Park***	Slightly Adverse

8.2 The proposed development has provided sensitive mitigation measures like stepped building height, building voids, building separation with the surrounding development. This helps to improve the visual permeability and visual openness and enhance the visual experience of the VSRs.

8.3 The visual change to VSRs represent by VP1: Ping Shan Tin Shui Wai Public Library, VP9: Ping Shan Tang Clan Gallery Cum Heritage and VP10: ***Hang Mei Tsuen Park*** are **slightly adverse** while that to VSRs represent by VP2: Ping Pak Lane Park is **slightly to moderately adverse**. Besides, the proposed Development will affect the visual openness and obstruct the skyline for some of the VPs especially for VP3 – Ping Kwai Road and Ping Yueng Lane and VP9 – Ping Shan Tang Clan Gallery Cum Heritage. The visual change for these VSRs will be **moderately adverse**. VP4, VP5 and VP7 is located in short distance and the VSRs is in transient nature, the visual impact to the VSRs is **Significantly Adverse**.

8.4 This VIA therefore concludes that resultant overall visual impact of the proposed development at the Site would be **slightly to Significantly adverse** in terms of visual impact. The proposed development will in overall terms have some negative visual effects to most of the identified key public view points.



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A	GENERAL AMENDMENT	CADD	06/02/2023	TEL	ANK

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PROJECT 工程項目
PROPOSED RESIDENTIAL DEVELOPMENT AND SOCIAL WELFARE FACILITY (RESIDENTIAL CARE HOME FOR THE ELDERLY) AT VARIOUS LOTS IN DD121 & DD122, PING SHAN, YUEN LONG

SCALE 比例: N.T.S.
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DRAWING TITLE 圖紙名稱
Photos of Visual Elements in Surrounding Area

REVISION 校訂: 1:5000
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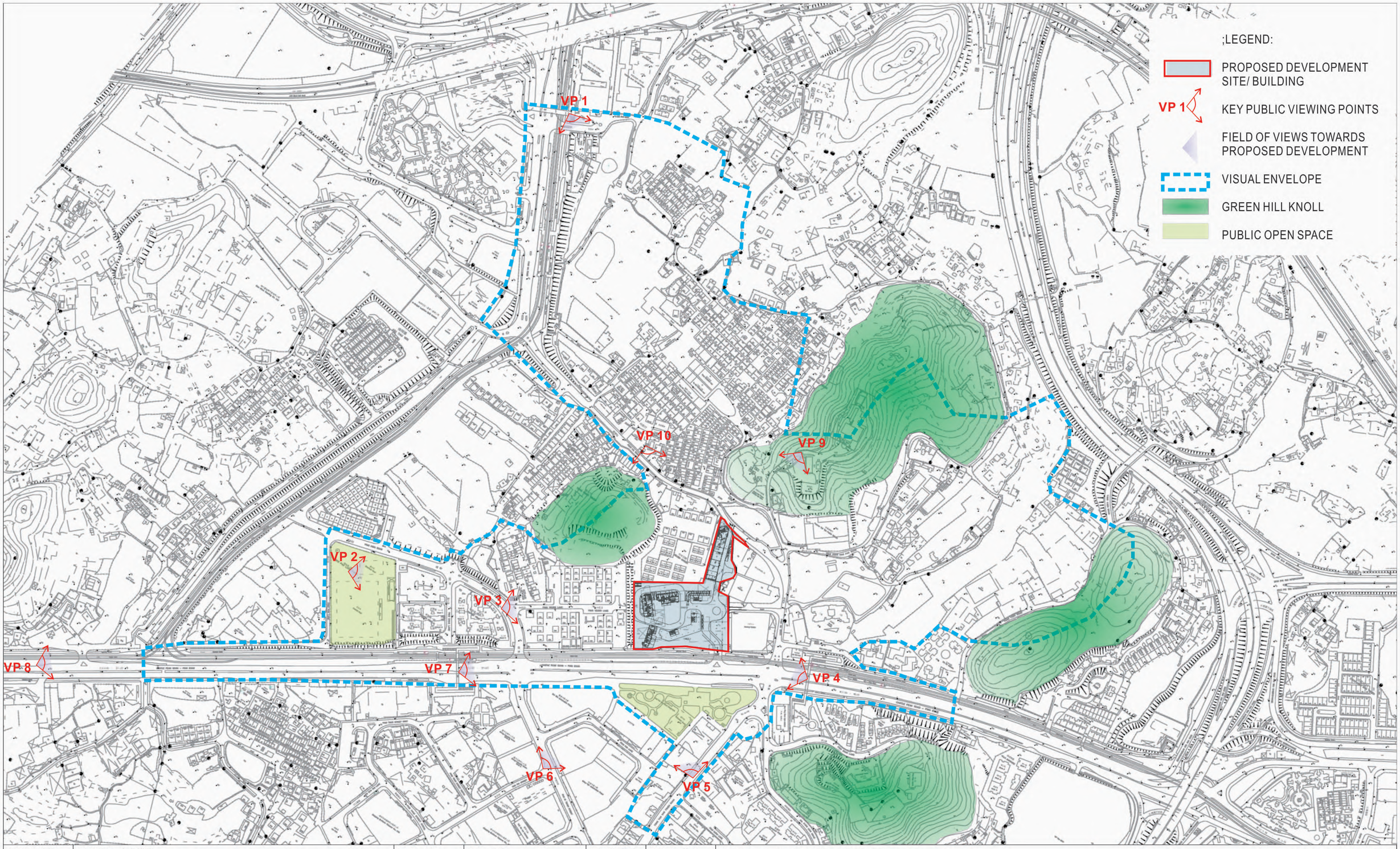

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AT VARIOUS LOTS IN DD121 & DD122, PING SHAN, YUEN LONG

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DRAWING TITLE 圖紙名稱
Location of Viewpoints

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VP 6: San Fui Street

VP 8: Castle Peak Road - Hung Shui Kui Section

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DRAWING TITLE 圖紙名稱
Unsuitable Selected Viewing Points (VP 6, VP 8 and VP 9) for VIA

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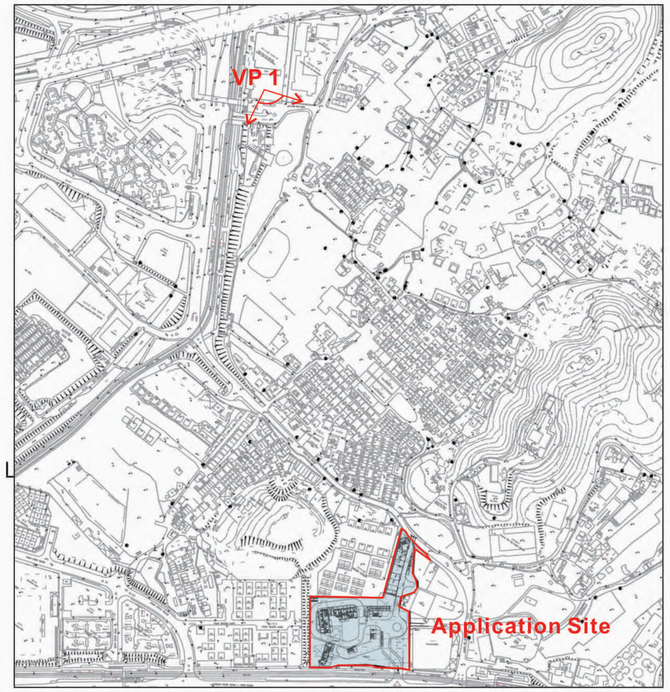

Key Plan

VP 1: View looking towards the Subject Site from Ping Shan Tin Shui Wai Public Library (Existing Situation)

VP 1: View looking towards the Subject Site from Ping Shan Tin Shui Wai Public Library (with Proposed Scheme)

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DRAWING TITLE 圖紙名稱
Viewpoint 1: Ping Shan Tin Shui Wai Public Library

SCALE 比例: N.T.S.
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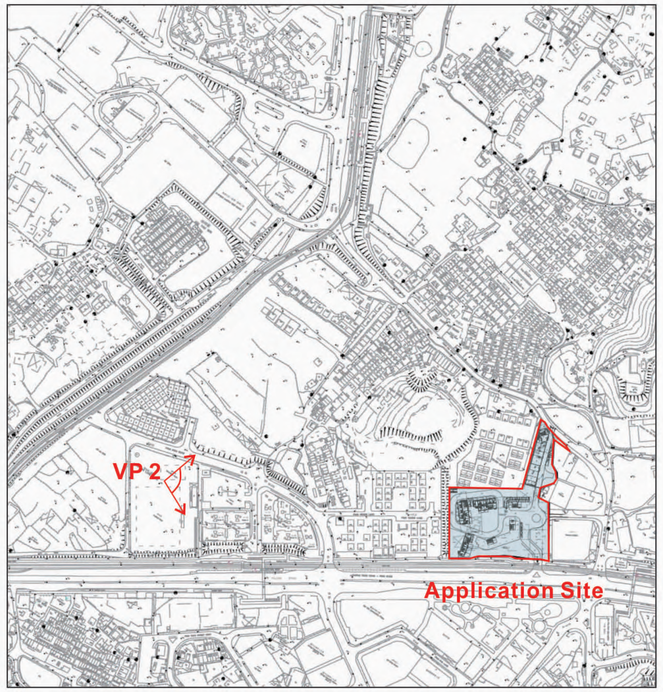

Key Plan

VP 2: View looking towards the Subject Site from Ping Pak Lane Park (Existing Situation)

VP 2: View looking towards the Subject Site from Ping Park Lane Park (with Proposed Scheme)

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DRAWING TITLE 圖紙名稱
Viewpoint 2: Ping Pak Lane Park

SCALE 比例: N.T.S.
DATE 日期: AUG 2021
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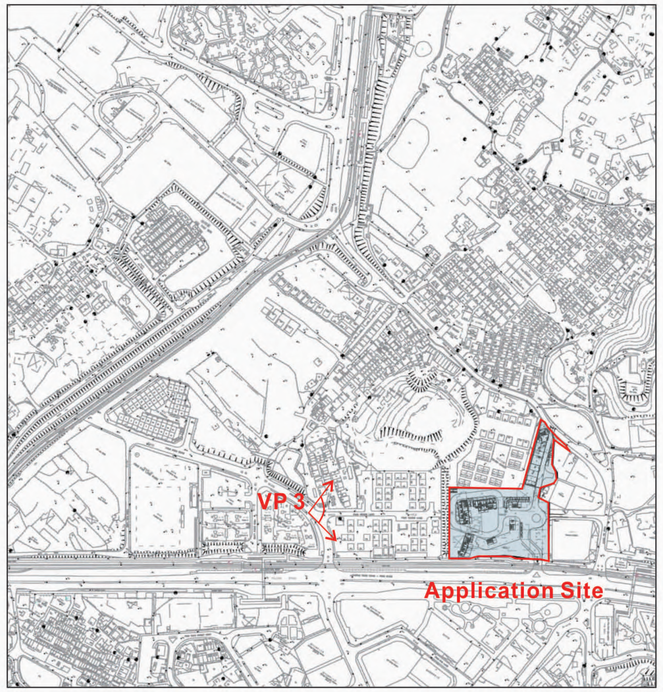
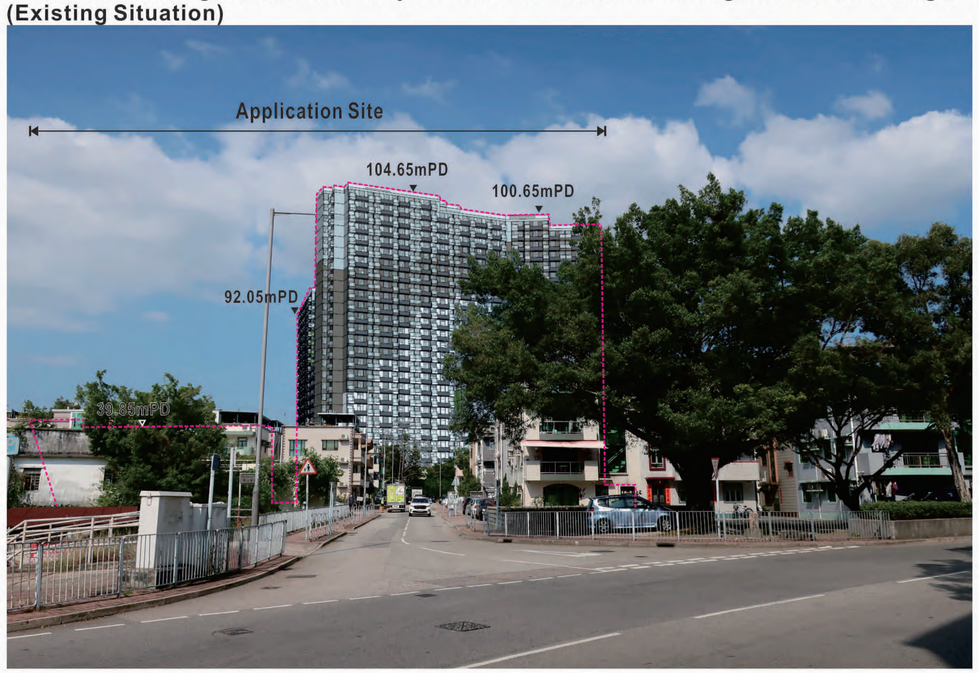


Key Plan

VP 3: View looking towards the Subject Site from Junction of Ping Kwai Road & Ping Yeung Lane (Existing Situation)



VP 3: View looking towards the Subject Site from Junction of Ping Kwai Road & Ping Yeung Lane (with Proposed Scheme)

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SCALE 比例: N.T.S.
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DRAWING TITLE 圖紙名稱
Viewpoint 3: Junction of Ping Kwai Road & Ping Yeung Lane

REVISION 校訂: A
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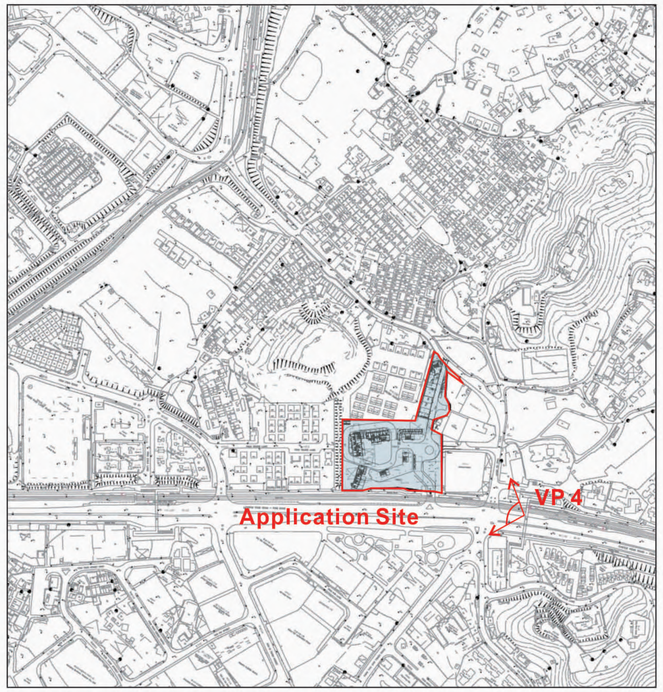

Key Plan

VP 4: View looking towards the Subject Site from Footbridge (to the East of the Site) across Castle Peak Road - Ping Shan Section (Existing Situation)

VP 4: View looking towards the Subject Site from Footbridge (to the East of the Site) across Castle Peak Road - Ping Shan Section (with Proposed Scheme)

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DRAWING TITLE 圖紙名稱
Viewpoint 4: Footbrige Across Castle Peak Road - Ping Shan Section

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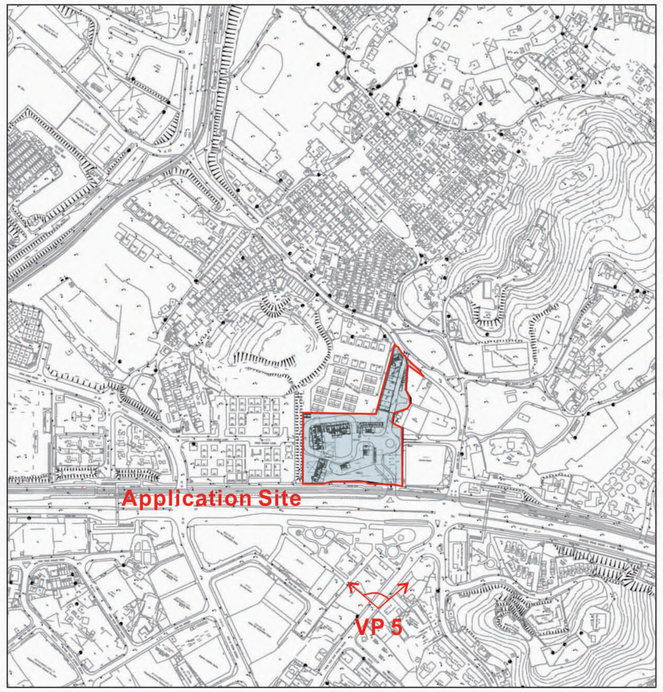
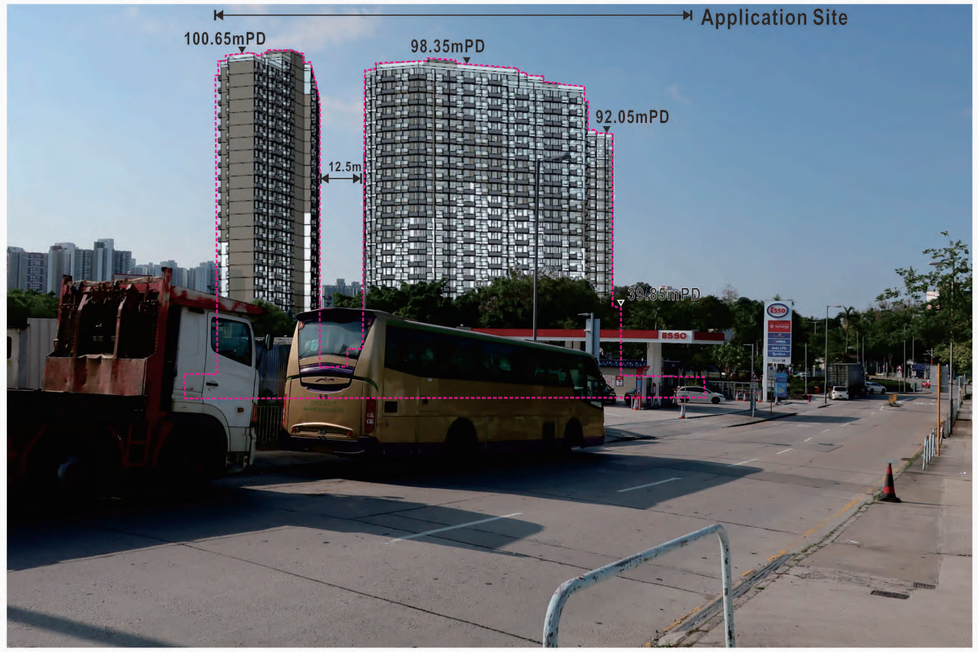


Key Plan

VP 5: View looking towards the Subject Site from Tong Yan San Tsuen Road (Existing Situation)



VP 5: View looking towards the Subject Site from Tong Yan San Tsuen Road (with Proposed Scheme)

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SCALE 比例: N.T.S.
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DRAWING TITLE 圖紙名稱: Viewpoint 5: Tong Yan San Tsuen Road
REVISION 校訂: A
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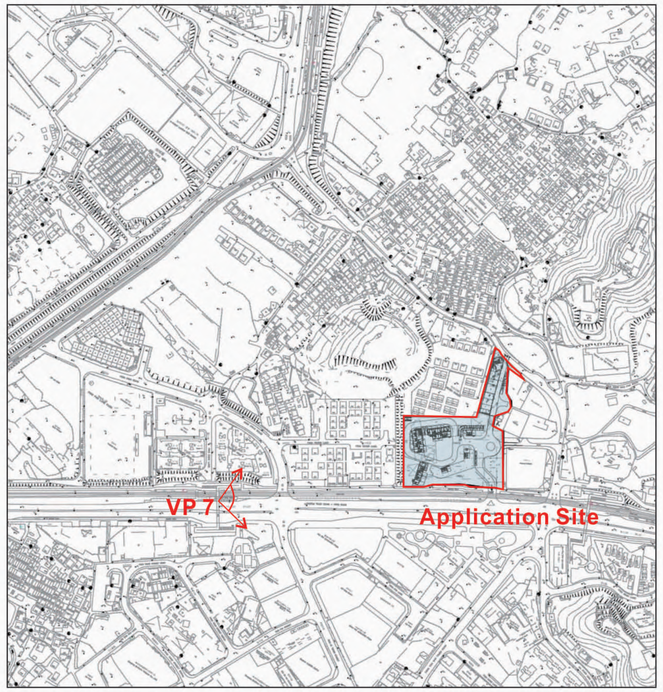
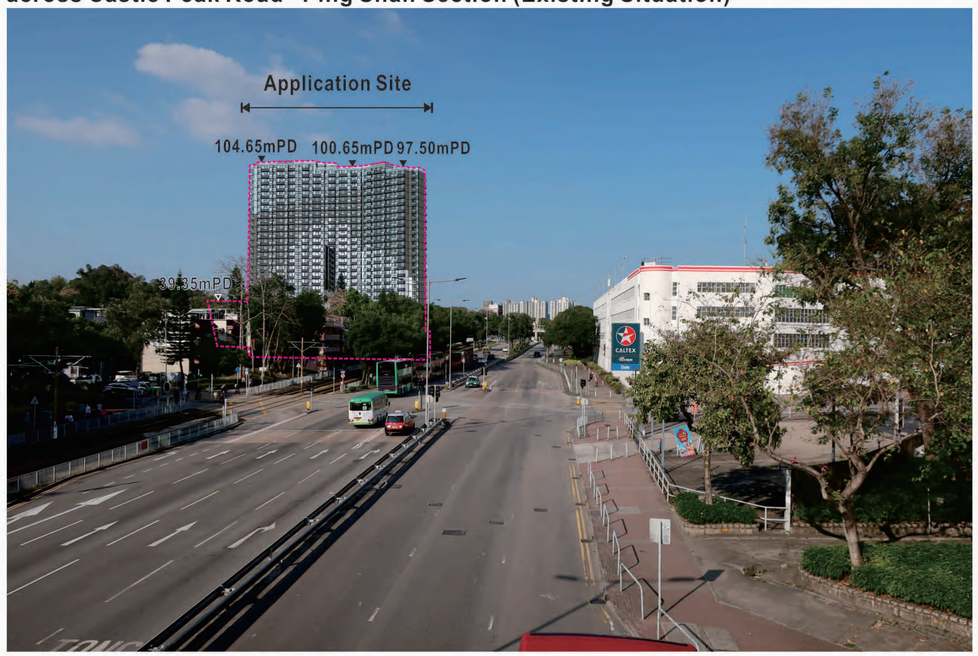
CAD FILENAME : FIGURE 8



Key Plan

VP 7: View looking towards the Subject Site from Footbridge (to the West of the Site) across Castle Peak Road - Ping Shan Section (Existing Situation)



VP 7: View looking towards the Subject Site from Footbridge (to the West of the Site) across Castle Peak Road - Ping Shan Section (with Proposed Scheme)

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DRAWING TITLE 圖紙名稱
Viewpoint 7: Footbridge across Castle Peak Road - Ping Shan Section

REVISION 校訂: A
DRAWING NUMBER 圖號: FIGURE 9

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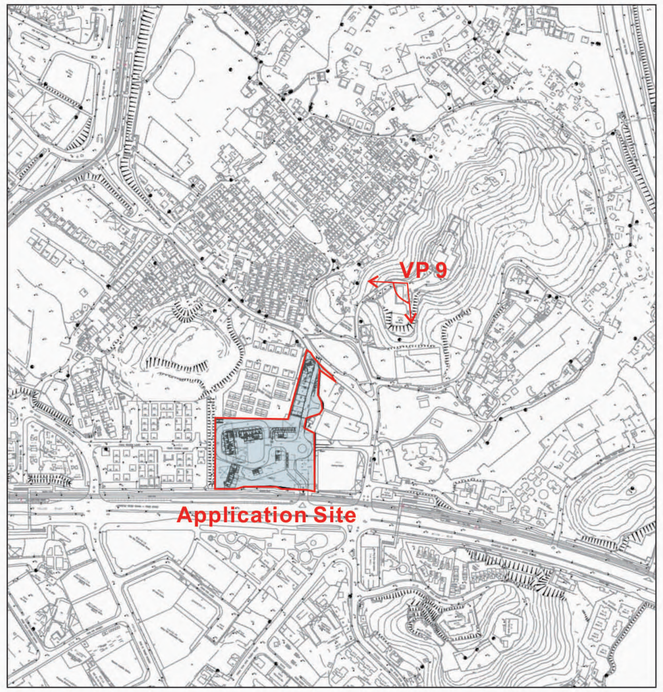
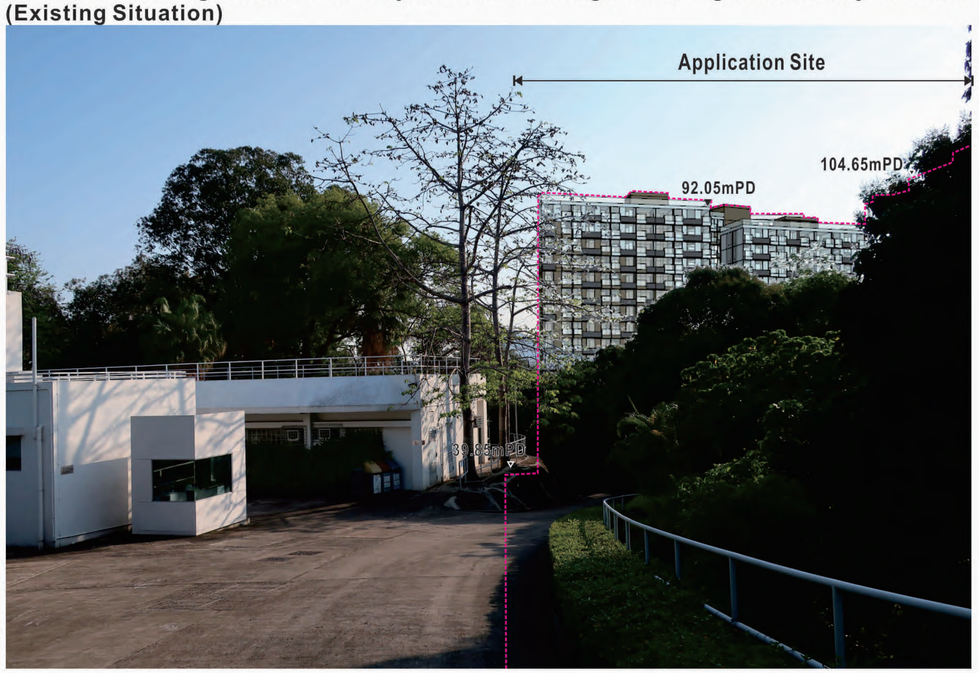


VP 9: View looking towards the Subject Site from Ping Shan Tang Clan Gallery Cum Heritage (Existing Situation)



VP 9: View looking towards the Subject Site from Ping Shan Tang Clan Gallery Cum Heritage (with Proposed Scheme)

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DRAWING TITLE 圖紙名稱: Viewpoint 9: Ping Shan Tang Clan Gallery Cum Heritage
REVISION 校訂: A
DRAWING NUMBER 圖號: FIGURE 10

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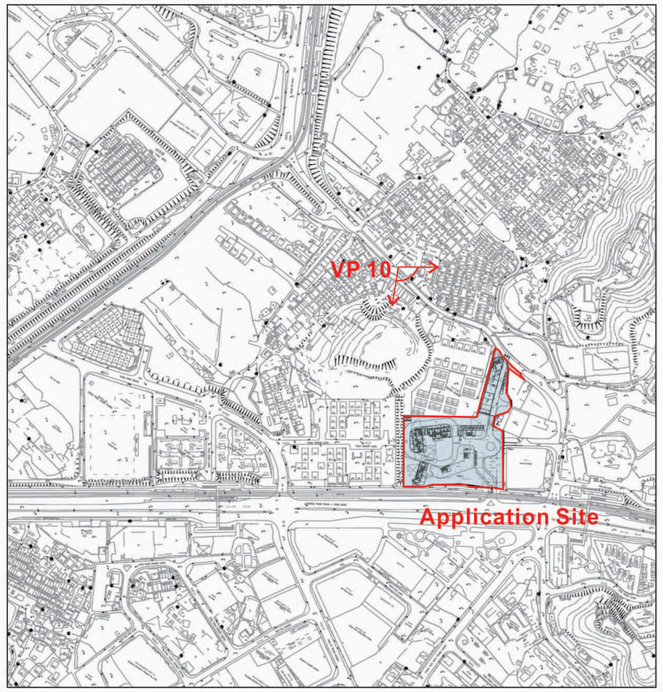
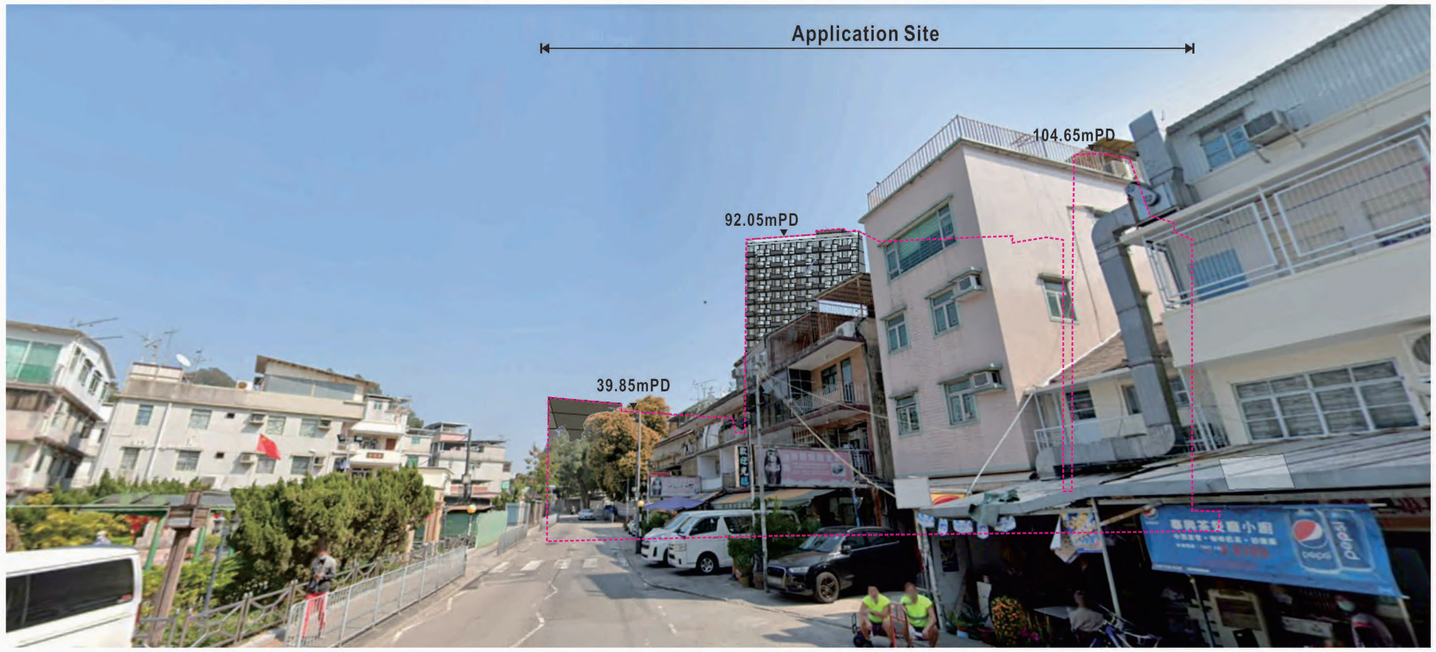


VP 10: View looking towards the Subject Site from Hang Mei Tsuen Park (Existing Situation)



VP 10: View looking towards the Subject Site Hang Mei Tsuen Park (with Proposed Scheme)

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PROJECT 工程項目
PROPOSED RESIDENTIAL DEVELOPMENT AND SOCIAL WELFARE FACILITY (RESIDENTIAL CARE HOME FOR THE ELDERLY) AT VARIOUS LOTS IN DD121 & DD122, PING SHAN, YUEN LONG

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DRAWING NUMBER 圖號: FIGURE 11
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Appendix 9

Water Supply Impact Assessment

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D03 Water Supply Impact Assessment

Section 12A Rezoning Application - Request for Amendment to the Approved Ping Shan Outline Zoning Plan No. S/YL-PS/20 from "Village Type Development" Zone and "Comprehensive Development Area" Zone to "Residential (Group B) 2" Zone at Various Lots in D.D 121 and D.D. 122 and Adjoining Government Land, Ping Shan, Yuen Long, New Territories

Reference No. 7076914
Prepared for On Billion International Ltd
24 April 2023

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REVISION NO.	DATE	PREPARED BY	REVIEWED BY	APPROVED BY
0	21 November 2022	Tommy KONG	Kitty LEE	Antony WONG
1	3 March 2023	Tommy KONG	Kitty LEE	Antony WONG
2	24 April 2023	Tommy KONG	Kitty LEE	Antony WONG

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This report is confidential and is provided solely for the purposes of supporting Section 12A Rezoning Application - Request for Amendment to the Approved Ping Shan Outline Zoning Plan No. S/YL-PS/20 from "Village Type Development" Zone and "Comprehensive Development Area" Zone to "Residential (Group B) 2" Zone at Various Lots in D.D 121 and D.D. 122 and Adjoining Government Land, Ping Shan, Yuen Long, New Territories. This report is provided pursuant to a Consultancy Agreement between SMEC Asia Limited ("SMEC") and On Billion International Ltd, under which SMEC undertook to perform specific and limited tasks for On Billion International Ltd. This report is strictly limited to the matters stated in it and subject to the various assumptions, qualifications and limitations in it and does not apply by implication to other matters. SMEC makes no representation that the scope, assumptions, qualifications and exclusions set out in this report will be suitable or sufficient for other purposes nor that the content of the report covers all matters which you may regard as material for your purposes.

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1 INTRODUCTION

1.1 Project Background

With reference to the Policy Addresses in recent years including the latest one, Policy Address 2020, the key concerns include housing supply and elderly care service which is one of the improvements of people's livelihood. In order to address the aforementioned needs, it is planned to redevelop a land with an area of approximately 14,536m^2 comprising four lots in D.D. 121 and D.D. 122, and the adjoining unallocated land of about 2,381m^2, Ping Shan, Yuen Long, New Territories, into Residential Care Home for the Elderly ("RCHE") and Residential Development ("the Site" or "the Proposed Development").

For the Proposed Development comprising RCHE and Residential Development with three residential blocks, a rezoning application under Section 12A of the *Town Planning Ordinance* ("TPO") is required to rezone the Site from "V" and "CDA" zones to "Residential (Group B)2" ("R(B)2") zone under Column 1 was made (Application No.: Y/YL-PS/4). The rezoning application was approved on 22 April 2022.

As the project proponent intend to increase the plot ratio of the Proposed Development to further cope with elderly services and housing supply, a new rezoning application under Section 12A of the TPO is required.

To further cope with the elderly services and housing supply, it is proposed to increase the plot ratio of the Proposed Development. In this regard, a new rezoning application under Section 12A of the TPO shall be required. SMEC Asia Ltd ("SMEC") has been commissioned by On Billion International Ltd to conduct this Water Supply Impact Assessment ("WSIA") to support the new rezoning application.

1.2 Site Description

The Site is located in urban area at Ping Shan, Yuen Long, which is an existing logistic plant mainly used for storage and its northern part are open car park. As shown on ***Figure 1-1***, Castle Peak Road (Ping Shan) section is located to the immediate south of the Site that runs along the east-west direction. Light Rail Transit ("LRT") is also located to south of the Site running along the Castle Peak Road (Ping Shan) section. Across the opposite site of Castle Peak Road (Ping Shan) Section, there are mainly residential blocks, playground and gardens. In addition, Ping Ha Road originates to the east of the Site. It runs along south-north direction. It further turns around and is connected to the north of the Site, and it subsequently runs along the east-west direction and connected to the Ping Shan Heritage Trail to the northwest of the Site. The Site is mainly surrounded by warehouse for storages, factories, and scattered residential premises to the east and north, and to the west of the Site. An abandoned Former Tat Tak Public School is located to the northeast of the Site.

1.3 Project Description

The Proposed Development will tentatively comprise a RCHE and child care center as a Social Welfare Facility and a residential development with the following components:

- Three Residential Buildings
- One Club house
- One Swimming Pool
- Retail Shops and Services

1.4 Objective of the Report

The objectives of this WSIA are to:

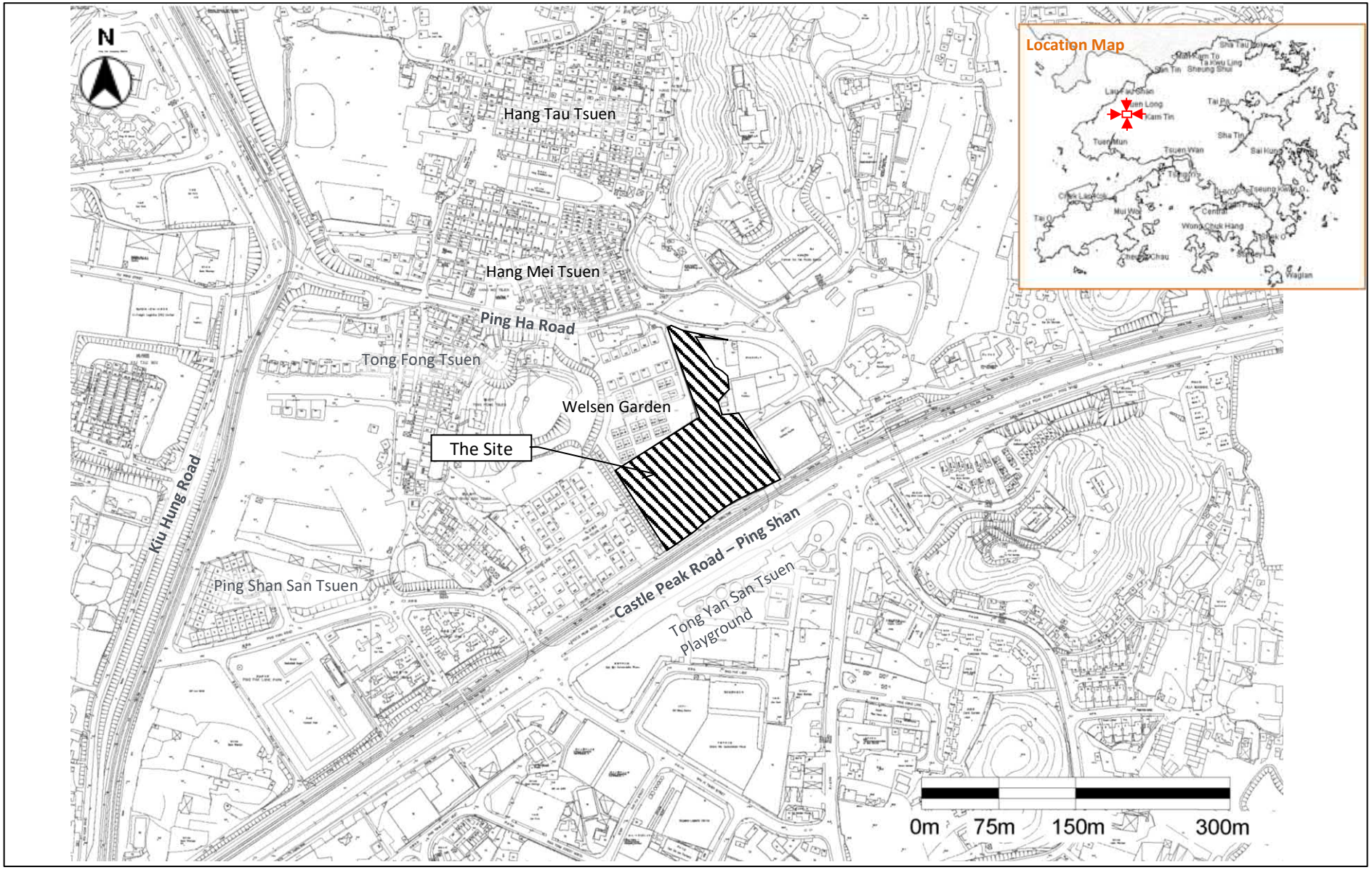
- Assess the potential impacts of the Proposed Development on the Water Supplies Department ("WSD") installations and water mains; and
- Recommend the necessary mitigation measures to alleviate the impacts.

1.5 Reference Materials

In evaluating the water supply impact arising from the Proposed Development, the following documents have been referred to:

- The website of WSD, http://www.wsd.gov.hk/en/home/index.html;
- Freshwater Mains Record Plans (W67880/06-NW-08C, 06-NW-08D, 06-NW-09C, 06-NW-13A, 06-NW-13B and 06-NW-14A) and Salt Water Mains Record Plans (W67881/06-NW-08C, 06-NW-08D, 06-NW-09C, 06-NW-13A, 06-NW-13B and 06-NW-14A) provided by WSD on 17 January 2022;
- Departmental Instruction No. 1309 (DI No. 1309) issued by WSD;
- *Guidelines for Estimating Sewage Flows for Sewage Infrastructure Planning Version 1.0* ("GESF"), published by the Environmental Protection Department ("EPD"), March 2005.

Figure 1-1 Site Location and its Environs



2 DESCRIPTION OF EXISTING CONDITIONS

2.1 Existing Water Supply

Copies of Freshwater Mains Record Plans (W67880/06-NW-08C, 06-NW-08D, 06-NW-09C, 06-NW-13A, 06-NW-13B and 06-NW-14A) and Salt Water Mains Record Plans (W67881/06-NW-08C, 06-NW-08D, 06-NW-09C, 06-NW-13A, 06-NW-13B and 06-NW-14A) were obtained from WSD. The relevant drawings related to the Site are in ***Appendix A***.

The plans indicate that existing freshwater mains and saltwater mains are located to the South and Northeast of the Site, running along Castle Peak Road and Ping Ha Road.

Details of existing freshwater and saltwater mains connections to the Site that are maintained by WSD are summarised below:

- **Freshwater Mains.** To the south of the Site, there is a freshwater supply main of 750mm diameter ductile iron pipe running along Castle Peak Road, which includes several connection points branching off to connect with ductile iron pipes of 300mm diameter. To the northeast of the Site, there are two freshwater supply ductile iron pipes running along Ping Ha Road, 300mm diameter and 150mm diameter respectively. The design supply pressure for the freshwater supply pipeline is 15 to 30m head [Ref.#1]; and
- **Saltwater Mains.** To the south of the Site across the Castle Peak Road there is a saltwater supply main of 700mm diameter steel pipe. It branches off to 150mm diameter polyethylene pipes running along Ping Ha Road that is located at the Northeast of the Site. The design supply pressure for the saltwater supply pipeline is 15m head.[Ref.#2]

[1]. WSD Performance Pledge 2021-2022, https://www.wsd.gov.hk/en/about-us/performance-targets-and-achievements/index.html

[2]. WSD Performance Pledge 2021-2022, https://www.wsd.gov.hk/en/about-us/performance-targets-and-achievements/index.html

3 WATER SUPPLY ANALYSIS

3.1 Assumptions and Methodology

Potential fresh water supply impact during the construction stage of the Proposed Development is not addressed in this assessment as water usage for construction purpose would be negligible.

In order to assess the acceptability of impacts arising from the operation of the Proposed Development upon the existing water supply system, demands for freshwater and salt water for Proposed Development were estimated.

3.2 Water Demand Estimation

The estimation of water demand and peaking factors adopted in this assessment are referenced from the Departmental Instruction No. 1309 (DI No. 1309) issued by WSD and GESF issued by EPD. ***Table 3.1*** below shows the unit demand for the key freshwater and flushing water uses of the Proposed Development.

Table 3.1 Water Demand Estimation

POPULATION TYPE	FRESHWATER UNIT DEMAND (L/PERSON/DAY)	FLUSHING WATER UNIT DEMAND (L/PERSON/DAY)	REFERENCE
Resident	340	70	WSD DI No. 1309 EPD GESF; allowance for service trade in Yuen Long has been included.

The peaking factor adopted for proposed freshwater and flushing water in distribution mains is 3.0 and 2.0 respectively.

Estimation for peak fresh water and salt water consumption for the Proposed Development is presented in ***Table 3.2*** and ***Appendix B***.

Table 3.2 Estimated Fresh Water and Salt Water Demand from the Proposed Development

DESCRIPTION	DAILY WATER DEMAND OF PROPOSED DEVELOPMENT (m^3/DAY)	PEAKING FACTOR	PEAK DEMAND (m^3/DAY)
Freshwater	1,642	3	4,926
Flushing Water	350	2	700

3.3 Water Supply Estimation

As described in ***Section 2***, there are existing freshwater main and salt water main at on the Northeast and South of the Site. Assuming the freshwater for the Site will be sourced from the DN300 located at Ping Ha Road and the saltwater will be sourced from the DN150 located at the Northeast of the Site, and the range velocity of the freshwater and flushing water to be 1.5m/s and 0.9m/s., the capacity and utilization ratio of each is estimated in ***Table 3.3*** below:

Table 3.3 Water Supply Estimation

DESCRIPTION	MEAN DAILY DEMAND (m^3/day)	PEAK DEMAND (m^3/day)	SUPPLY MAIN NOMINAL DIAMETER (mm)	ASSUME VELOCITY (m/s)	PIPE CAPACITY (m^3/s)	UTILISATION RATIO
Freshwater	1,642	4,926	300	1.5	0.106	54%
				0.9	0.064	90%
Flushing Water	350	700	150	1.5	0.027	31%
				0.9	0.027	51%

3.4 Impact Assessment

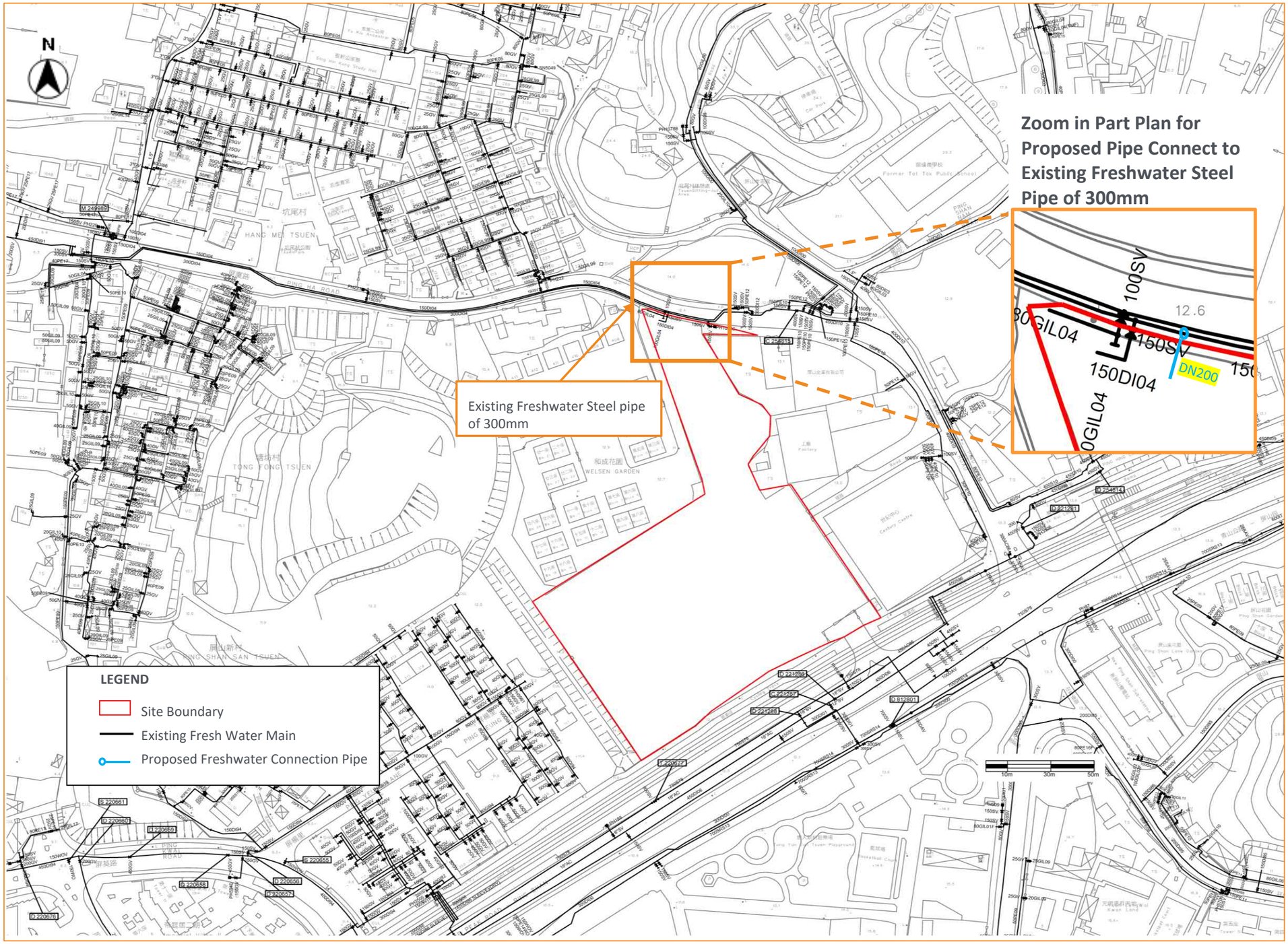
As indicated in ***Table 3.3***, the estimated peak freshwater and saltwater demand is about 54-90% of the Freshwater main capacity and 31-51% of the Salt water main capacity. It is noted water mains from WSD have been designed with pressure of 15 to 30m for freshwater pipelines and 15m head for saltwater pipelines, this means the actual capacity available in the water main will be more than enough. No adverse impact is anticipated due to the Proposed Development.

Water supply for the Proposed Development is proposed to be provided via a connection pipe of DN200 sourcing from the existing DN300 for freshwater and a connection pipe of DN100 sourcing from the DN150 for salt water. Existing fresh water supply and salt water supply and the proposed connection are indicated in ***Figure 3-1*** and ***Figure 3-2***. The utilization ratio is about 61% for DN250 freshwater pipe and 34% for DN100 salt water pipe, see ***Table 3.4*** below. Therefore, no adverse impact is anticipated due to the Proposed Development.

Table 3.4 Capacity Check for Impact Assessment

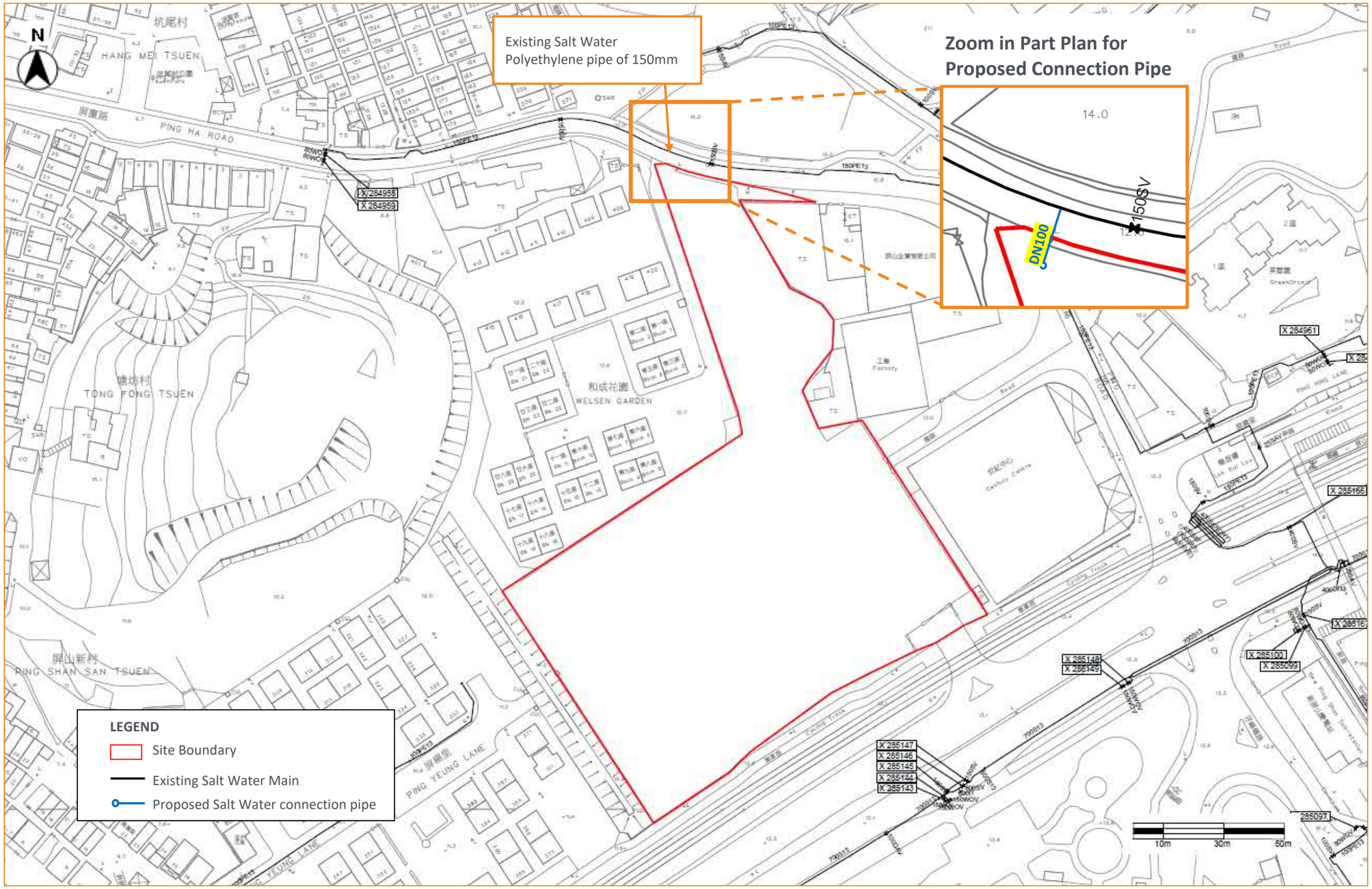
DESCRIPTION	MEAN DAILY DEMAND (m^3/day)	PEAK DEMAND (m^3/day)	FRESHWATER SUPPLY MAIN NOMINAL DIAMETER (mm)	ASSUME VELOCITY (m/s)	PIPE CAPACITY (m^3/s)	UTILISATION RATIO
Freshwater	4,926	0.057	200	3.0	0.094	61%
Flushing Water	700	0.008	100	3.0	0.024	34%

Figure 3-1 Existing Freshwater Mains and Proposed Freshwater Connection Pipe for the Site



Source: WSD Drawing no. : W67880-06-NW-08D and 06-NW-13B

Figure 3-2 Existing Salt Water Main and Proposed Salt Water Connection Pipe for the Site



4 CONCLUSION

A Water Supply Impact Assessment ("WSIA") has been conducted to evaluate the possible impacts on the existing freshwater and saltwater mains supply during the operation of the Project.

The peak estimated freshwater and salt water demand from the Proposed Development are about 4,926 m^3/day and 700m^3/day respectively. The estimated peak freshwater and saltwater demand is about 54-90% of the Freshwater main capacity and 31-51% of the salt water main capacity. The results indicate that the capacity of the existing water supply system would be sufficient to handle the water demand from the operation of the Site and from the nearby residential uses. Therefore, there should be no adverse impact on the existing water supply system due to the Proposed Development.

Water supply for the Proposed Development is proposed to be provided via a connection pipe of DN250 sourcing from the existing DN300 for freshwater and a connection pipe of DN100 sourcing from the DN150 for salt water. The utilisation ratio is about 61% for DN200 freshwater pipe and 34% for DN100 salt water pipe. No adverse impact on water supply is anticipated due to the Proposed Development.

Appendix A FRESH WATER AND SALT WATER MAIN RECORDS FROM WSD

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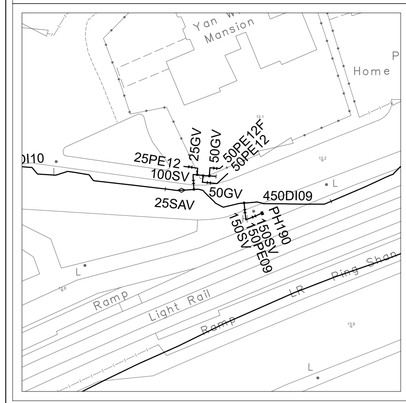

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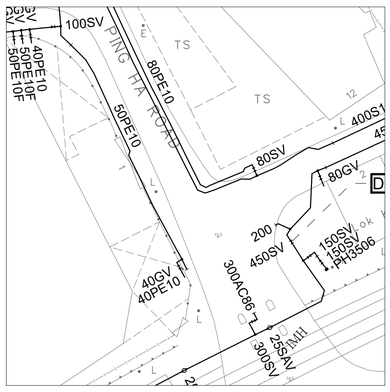

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6-NW-8B

6-NW-8C

6-NW-9C

6-NW-13B

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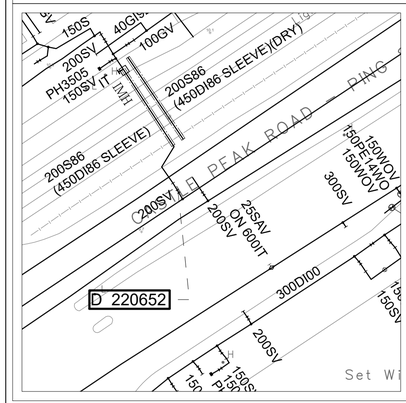	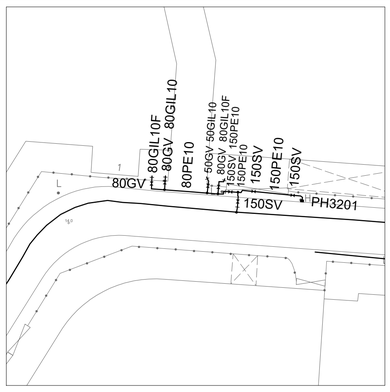	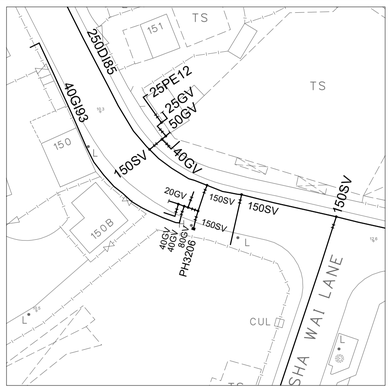	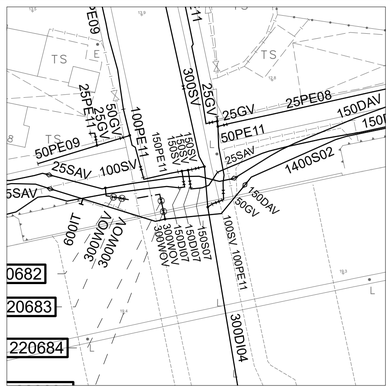		
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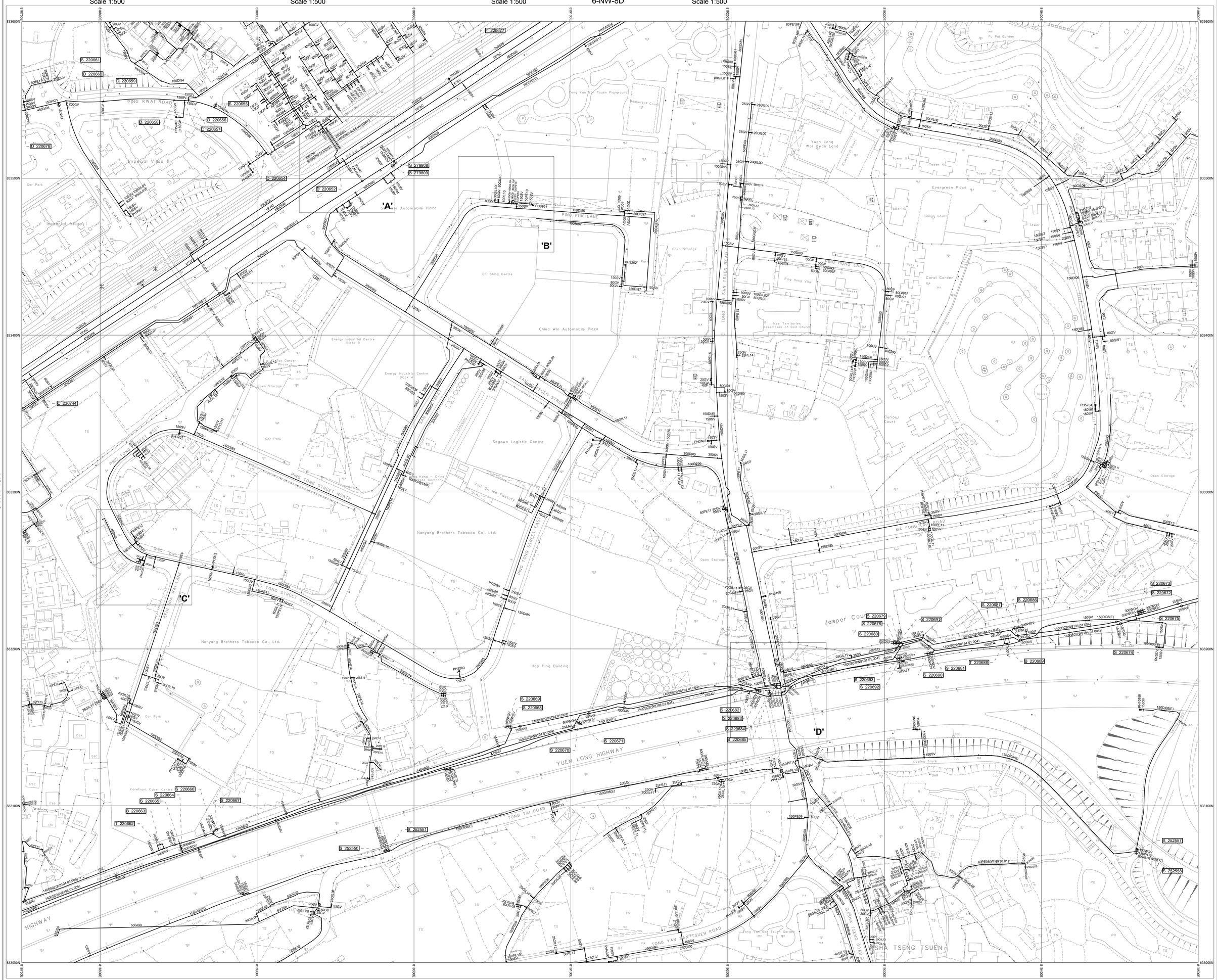

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INSET 'A'	INSET 'B'	INSET 'C'	INSET 'D'	INSET 'E'	INSET 'F'

6-NW-8B

6-NW-8C
6-NW-9C
HANG TAU TSUEN
HANG MEI TSUEN
TONG FONG TSUEN
PING SHAN SAN TSUEN
WELSEN GARDEN
PING HA ROAD
PING YEUNG LANE
CASTLE PEAK ROAD – PING SHAN
PING SHAN LANE
YUNG YUEN ROAD
Former Tot Tak Public School
Hang Tau Tsuen Playground
Basketball Court
Graves
Ka On Garden
Godown
Factory
Green Orchid
Rainbow Lodge
Ping Shan Garden
Ping Shan Lane Garden
Ping Shan Home For The Aged
Ping Shan Substation
Hang Mei Tsuen Sitting-out Area
Hang Mei Tsuen Park
Tong Ancestral Hall
Yu Kiu Ancestral Hall
Sing Hin Kung Study Hall
Kun Ting Study Hall
Hung Shing Temple
Hong Shan Tang Clan Gallery
Car Park
Minibus Area
Basketball Court
Century Centre
Ping Shan Square
Ping Shan Lane Substation
Rest Garden
Nantiao Terrace
Basketball Court
Hong Yip Wing Mansion
Sik Kui Lau
Ping Shan Garden
Ping Shan Lane
Ping Hing Lane
Ping Yuen Road
Ping Yeung Lane
Ping Shan San Tsuen
Tong Fong Tsuen
Welsen Garden
Hang Mei Tsuen
Hang Tau Tsuen
Yung Yuen Road
Ping Shan Road
Ping Ha Road
Castle Peak Road – Ping Shan
Ping Shan Lane
Ping Yeung Lane
Ping Yuen Road
Ping Shan Road
Ping Shan Lane
Ping Hing Lane
Ping Yeung Lane
Ping Yuen Road
Ping Shan Road
Ping Shan

INSET 'A'	INSET 'B'	INSET 'C'	INSET 'D'	INSET 'E'	INSET 'F'

6-NW-8D

6-NW-13A

6-NW-14A

6-NW-13D

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Appendix B CALCULATION OF WATER DEMAND FROM THE PROPOSED DEVELOPMENT

Appendix B - Calculation of Water Demand

			Remarks:
1a Estimated Freshwater Demand from the Proposed Development			
Freshwater Demand from Residents of Residential Care Home for Elderly (RCHE)			
Maximum Number of Residents	222	persons	As advised by the Applicant
Unit Flow Factor (UFF)	0.34	m^3/day/person	Estimated based on DI1309, including service trade
Freshwater Demand	75.5	m^3/day	
Freshwater Demand from the Residents of the Proposed Residential Development			
Total No. of residents	4,608	persons	As advised by the Applicant
Unit Flow Factor (UFF)	0.34	m^3/day/person	Estimated based on DI1309, including service trade
Freshwater Demand	1,567	m^3/day	
Total Freshwater Demand from Proposed Development	**1,642.20**	**m^3/day**	
1b Estimated Salt Water Demand from the Proposed Development			
Salt Water Demand from Residents, Staff in RCHE and Residential Development			
Total No. of Persons	5,006	persons	As advised by the Applicant
Unit Flow Factor (UFF)	0.07	m^3/day/person	Estimated based on DI1309, including service trade
Flushing Water Demand	350.4	m^3/day	
Total Flushing Water Demand from Proposed Development	**350.42**	**m^3/day**	
Peaking Factor for Freshwater Demand	3		DI 1309
Peaking Factor for Flushing water Demand	2		DI 1309
1c Peak Estimated Demand for Freshwater Consumption for the Proposed Development			
Total estimated max. daily freshwater consumption	4,926.6	m^3/day	
1d Peak Estimated Demand Salt Water Consumption for the Proposed Development			
Total estimated max. daily salt water consumption	700.8	m^3/day	

Reference

1 Departmental Instruction No. 1309 Design criteria (DI 1309) , Water Supplies Department
2 Guidelines for Estimating Sewage Flows for Sewage Infrastructure Planning Version 1.0, Environmental Protection Department of HK Government, March 2005
3 Commercial and Industrial Floor Space Utilization Survey
4 Cap. 132CA Swimming Pools Regulation
5 Plumbing Engineering Services Design Guide - Domestic Swimming Pool
6 Wastewater Engineering - Treatment, Disposal, Reuse, 4th ed., Metcalf and Eddy
7 General Specification for Swimming Pool Water Treatment Installation in Government Buildings of HKSAR, 2012 ed., Architectural Services Department

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Appendix 10

Quantitative Risk Assessment

Quantitative Risk Assessment for Section 12A Rezoning Application at Various Lots in D.D 121 and D.D. 122 and Adjoining Government Land, Ping Shan, Yuen Long, New Territories

November 2022

Submitted to

On Billion International Limited.

Prepared By

Meinhardt Infrastructure and Environment Ltd

Date	Revision	Prepared By	Checked By	Approved By
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1 INTRODUCTION

1.1 Background

The site at lots 1341 S.B RP, 1341 S.B ss.1 S.J RP, 1341 S.B ss.1 S.D in D.D. 121, and 525 S.B RP in D.D. 122 (the Site) were planned to be developed for Residential Flat, Shop and Services and Social Welfare Facility (Residential Care Home for the Elderly) under Planning Application No. Y/YL-PS/20 (the Project) in 2029. Due to the change of proposed layout, a new planning application is submitted to the consideration of Town Planning Board. The Project Site occupies an area of about 14,536 m^2, abutting Castle Peak Road – Ping Shan.

There is an Liquefied Petroleum Gas (LPG) cum Petrol Filling Station near the Project Site – one filling station operating by ESSO. The locations of the Project Site and LPG cum petrol filling station are illustrated in **Figure 1**. The LPG cum Petrol Filling Station is classified as Notifiable Gas Installation (NGI) under the Gas Safety Ordinance Cap. 51.

On Billion International Limited, the latest occupant of the application site, is intended to solicit the planning permission from Town Planning Board to operate the applied use at the application site. This QRA is conducted to assess the risk level posed by the LPG cum Petrol Filling Station to the surrounding, including the proposed development, and to determine the compliance with the Hong Kong Risk Guidelines (HKRG) outlined in Chapter 12 of the Hong Kong Planning Standards and Guidelines (HKPSG), for the comments of DEMS.

1.2 Scope of Work

The objective of this study is to reassess the potential risks to the public in the vicinity of the LPG cum Petrol Filling Station in year 2029, with the operation of the proposed development.

The scope of the work of the QRA is set out as follows:

a) To identify all potential hazardous scenarios associated with the LPG facilities of the LPG cum Petrol Filling Station and determine a set of relevant scenarios for the QRA;

b) execute a QRA and express the off-site risks in terms of individual risk (IR) contours, and societal risk (SR) FN curves;

c) compare the QRA results with the HKRG in future years; and

d) where the HKRG cannot be met, identify and assess practicable and cost-effective risk mitigation measures.

In undertaking this study, it is necessary to set the following boundaries:

- The risk associated with the transportation of LPG by road tankers is not included in the scope of work;
- The risk assessment is limited to those potential events causing off-site fatalities.

1.3 Risk Criteria

1.3.1 Special Requirement Relevant to Petrol Filling Station with LPG Filling Facilities

Petrol cum LPG filling stations are classified as NGIs under the Gas Safety Ordinance Cap. 51. A QRA is required to ascertain that the off-site risk levels posed by the petrol cum LPG filling station is acceptable in accordance with the HKRG outlined in the HKPSG [1]. In general, the following separation distance of the LPG filling facilities from different land uses should apply:

- High-rise residential / education / hospital: 55m
- Commercial / recreational / industrial: 15m
- Low density residential / incidental dwelling: 15m

1.3.2 Hong Kong Risk Guidelines (HKRG)

Chapter 12.4 of the HKPSG [1] stipulates the risk guidelines to determine the acceptability of Potentially Hazardous Installation (PHI) in terms of individual and societal risks. These risk guidelines are also adopted to ascertain whether the risk levels posed by the NGIs are acceptable.

The individual and societal risk criteria for the risk assessment are described below:

i. **Individual Risk**: a measure of the frequency at which an individual at a specified distance from the hazardous installations is expected to sustain a specified level of harm from the realization of hazardous incident(s). The maximum level of off-site individual risk causing fatality of a person located 24 hours a day outside the facility of concern should not exceed 1×10^{-5} / year, i.e. 1 in 100,000 per year.

ii. **Societal Risk**: a measure of the relationship between the frequency of an incident and the number of fatalities that will result. It is typically expressed graphically by an F-N curve showing the cumulative frequency (F) of incidents causing N or more fatalities. The societal risk criteria are presented graphically as in **Figure 2**. There are three regions as described below:

   - *Acceptable*: where the risk is low enough that no action is necessary;
   - *Unacceptable*: where the risk is very high that it should be reduced regardless of the cost or else the project of concern should not proceed; and
   - *ALARP (As Low As Reasonably Practicable)*: where the risk associated with the facility of concern should be reduced to a level “as low as reasonably practicable”, in which the priority of measures is established on the basis of practicality and cost to implement versus the risk reduction achieved.

1.4 Methodology

1.4.1 Overall QRA Approach

The methodology of this study follows the HKRG stipulated in Section 4 of Chapter 12 of the HKPSG [1], the QRA Methodology for LPG Installations in Hong Kong [2], and relevant QRA studies of hazardous installations with LPG storage facilities. The overall QRA methodology is shown schematically in **Figure 3**.

The major phases in QRA includes:

i. **Hazard Identification**: Identify hazard scenarios associated with the operation of the LPG filling station, and then determine a set of relevant scenarios to be included in a QRA.

ii. **Frequency Assessment**: Assess the likelihood of occurrence of the identified hazard scenarios.

iii. **Consequence Assessment**: Assess the consequences and impact to the surrounding population.

iv. **Risk Summation and Assessment**: Evaluate the risk level, in terms of individual risk and societal risk. The risks will be compared with the criteria outlined in HKRG to determine their acceptability.

v. **Identification of Mitigation Measures**: Identify and assess practicable and cost-effective risk mitigation measures if necessary. The risks of mitigated cases will then be reassessed to determine the level of risk reduction.

1.4.2 Case Considered

This QRA will consider two scenarios in future year, 2029, including:

- Case 1 – Base Case in Year 2029: elevating the risk level in year 2029 without proposed development;
- Case 2 – Operation Case in Year 2029: elevating the risk level in year 2029 with proposed development

2 PROJECT DATA

2.1 The Project

The Project is located at Castle Peak Road – Ping Shan. The site area is approximately 14,536m^2 and is zoned as "Village Type Development" and "Comprehensive Development Area" under the “V” and “CDA” Zone on the Outline Zoning Plan (OZP) of Ping Shan. An application is submitted to the Town Planning Board to rezone the Site to “Residential (Group B) 2” on the OZP for Proposed Flat, Shop and Services and Social Welfare Facility (Residential Care Home for the Elderly) (The proposed development) under section 12A of the Town Planning Ordinance.

The proposed development involves the development of three residential blocks ranging from 23 to 27 storeys comprising 1,536 flats, a 8-storey Residential Care Home for Elderly (RCHE) comprising 222 beds, a clubhouse block and a retail block. The layout plan of the Project is given in **Figure 4**.

2.2 Hazardous Storage and Operation

2.2.1 Location

The ESSO LPG cum Petrol Filling Station is located at Tong Yan San Tsuen Road as shown in **Figure 1**. The ESSO LPG cum Petrol Filling Station is located to the south east of the site with a distance of about 110m.

2.2.2 Operation of LPG cum Petrol Filling Station

ESSO LPG cum Petrol Filling Station, shown in **Figure 5**, consists of one underground LPG storage vessel with water capacity of 31.5kL (equivalent to 15 tonnes LPG inventory, taking into account the ullage requirement of not filling more than 85% of the vessel volume).

Vessel in ESSO LPG cum Petrol Filling Station is installed in a concrete chamber, filled with washed sand and each shall be designed, manufactured and tested in accordance with the requirements of the Electrical and Mechanical Services Department (EMSD) and is covered with corrosion protection coating, 100% radiography tested and fully stress relived.

Site survey was conducted in July 2021 and confirmed that there are four LPG dispensers with eight dispensing nozzles installed in ESSO LPG cum Petrol Filling Station.

2.2.3 LPG Delivery and Transfer

LPG storage vessel replenishment is made by LPG road tankers of 9 tonnes capacity at dedicated LPG road tanker unloading bay. According to the site survey, sixty-three LPG vehicles were identified in ESSO filling station during peak hour (4:00pm – 5:00pm). Based on observation in site survey, the LPG delivery frequency is conservatively estimated as 2-3 road tankers deliveries per day in Esso LPG cum Petrol Filling. The delivery may take place at both day time and night time. The residence time of the LPG road tankers in the LPG cum Petrol Filling Station is assumed 120 minutes.

Fire & gas safety provision at the LPG Filling Station includes the following:

- Dry powder fire extinguishers, sand buckets and fire hydrant should be provided for firefighting purpose;
- Manually / remotely operated isolation valves should be installed for LPG storage vessels and dispensers to cut off and isolate the leakage;
- Leak detection system with alarm should be provided with gas detectors that installed near the LPG unloading bay, LPG storage vessels, LPG dispensers and office;
- The LPG storage, unloading and refueling should be stopped and isolated by the emergency shutdown (ESD) system, which is activated by ESD switches installed in the closed vicinity of the LPG unloading bay, LPG dispensers and office;
- Water spray system is provided, which is automatically activated by leak alarm detection system as well as the manual push handle;
- The operator of the LPG cum Petrol Filling Station should have developed its own emergency plans; and

Emergency plans shall be formulated in accordance with the Code of Practice for Hong Kong LPG Industry by the operator of the LPG filling station. There is no known further development / modification planned for the existing LPG filling station.

A summary of the LPG filling station facilities and operations is presented in **Table 1.**

Table 1 LPG cum Petrol Filling Station Facilities and Operation

Item	ESSO LPG cum Petrol Filling Station
LPG storage vessel	• 1 × 31.5kL underground vessel • Filled up to 85% of its maximum capacity under normal operation
LPG dispensers	• 4 LPG dispensers with 8 nozzles
LPG road tanker	• 9 tonnes
LPG road tanker delivery	• 775 deliveries per year • both day-time and night-time delivery • residence time of 120 minutes
Vehicle refueling	LPG vehicles: • 63 per hour (peak hour) • 15.75 per hour (non-peak hour) • Estimated as 472.5 per day Petrol vehicles: • Estimated as 495 per day
Fire & gas safety provision	• Dry powder fire extinguishers, sand buckets and fire hydrant; • Manually / remotely operated isolation valves; • Leak detection system with alarm; • ESD system; • Water spray system; • Emergency plans

Note
1. Assume each LPG taxi and LPG light bus is refueled to 85% of a 95.5L fuel tank and a 122L fuel tank, respectively, 818 LPG vehicles is estimated for the consumption rate of 6 road tanker delivery.

3 BACKGROUND INFORMATION OF STUDY

3.1 Study Area

A study area of 200m radius from the center of the LPG cum petrol filling station is adopted in this study as shown in **Figure 6.**

3.2 Population

3.2.1 Population in the Vicinity

Population close to the hazardous installations may be impacted by hazardous events arising from the accidental LPG release from the LPG facilities. As QRA is aimed to assess the off-site risk to life, staff operating the filling station or drivers of vehicles using the filling station are regarded as voluntary takers of risk and are not considered in this study.

Population information was collected from desktop research and site survey. There is no additional residential development planned within the study area.

The future population within the study areas is estimated based on site observation and up-to-date data published by the Government Departments. The following information and assumptions were adopted in the estimation:

- Average residential household size of 2.8 in Town Planning Unit (TPU) 519 as per 2016 Population By-Census [3];
- Conservative assumption of annual population growth of 0% as per population statistics in TPU 519 in 2016 Population By-Census [3] and the Projections of Population Distribution 2021 – 2029 [4]; and
- Conservative assumption of worker density of 20m^2/worker for commercial building, 25m^2/worker for industrial building and 700m^2/work for warehouse.

The population groups considered within the study area are illustrated in **Figure 6**. The population data are summarized in **Table 3**.

3.2.2 Transient Population

Transient population includes passengers of road transport (traffic population) as well as pedestrians along road sections.

The traffic population is estimated from the flow data of Annual Traffic Census 2019 [5] and the Traffic Impact Assessment provided by the client using the following formula:

$$\text{Traffic Population (ppl)} = \frac{\text{Traffic Flow } (\text{veh}/\text{hr}) \times \text{ppl}/\text{veh}}{\text{Speed } (\text{km}/\text{hr})} \times \text{Road length (km)}$$

A 430m long section of Light Rail Transit (LRT) falls into study zone, located in southern direction of the Project Site and denoted as LR1 in **Figure 6**. There are currently four lines running along the rail, namely 761P, 615, 610 and 614. The number of passengers on LRT is estimated based on the train capacity, using the equation below:

$$\text{Rail Population (ppl)} = \frac{\text{Train Capacity } (^{ppl}/_{hr}) \times \text{Loading \%}}{\text{Average Train Speed } (^{km}/_{hr})} \times \text{Rail Section Length (km)}$$

3.2.3 Temporal Variation of Population

To reflect the temporal changes in population within a week, the corresponding population proportion of the time periods are assumed based on observation from site survey and with reference to the approved EIA reports [6][7][8].

Day time is defined as 07:00 to 19:00 and night time from 19:00 to 07:00 next day. The temporal changes of different population category are provided in **Table 2**.

Table 2 Temporal Change of Population within a Week

Category	Weekday Day (WDD)	Weekday Night (WDN)	Weekend Day (WED)	Weekend Night (WEN)
Car Park (1)	100%	10%	50%	10%
Commercial (2)	100%	10%	40%	5%
Filling Station (1)	100%	50%	100%	50%
Industrial (2)	100%	10%	40%	5%
Organization	25%	25%	100%	25%
Rail	41%	8%	35%	16%
Recreational (2)(3)	50%	5%	100%	5%
Residential(2)	25%	100%	70%	100%
Restaurant (1)	25%	50%	100%	100%
Road	100%	100%	100%	100%
Rural (1)	0%	0%	0%	0%
Workshop(1)	100%	10%	100%	10%
RCHE(1)	100%	29%	100%	29%

Notes:
(1) Based on site survey and judgement
(2) Reference to HATS Stage 2A EIA [6]
(3) Reference to SEKD CFS EIA [8]

3.2.4 Indoor and Outdoor Ratio

Building structures can offer some protection from fires for the occupants inside. An indoor ratio of 95% is applied to the population in residential, commercial and industrial buildings, while the remaining 5% of population is assumed to be outdoor, accounting for outdoor activities and walking on pathways.

At the proposed development, a total of 4,999 m^2 of communal space is available. To factor in the residents using outdoor facilities including swimming pool, sky garden, landscaping

area and roof garden, the indoor ratio of ID PD01 in **Table 3** is reduced from 95% to 90% conservatively.

Population in workshops is assigned with indoor ratio of 10% based on worker's activity. Car park and parks are considered 100% outdoor. Passengers in vehicles / LRT are considered as 100% outdoors population although vehicles / LRT may provide certain protection.

Table 3 Population Data Within Study Area

ID	Population Name	Population Category	Population in Year 2029	Temporal Population Change				Indoor Ratio	Remarks
				WDD	WDN	WED	WEN		
01	Car Services Centre	Workshop	10	100%	10%	100%	10%	10%	By site survey
02	Bungalow	Workshop	10	100%	10%	100%	10%	10%	By site survey
03	Bungalow	Residential	10	25%	100%	70%	100%	95%	By site survey
04	Shell Petrol Filling Station	Filling Station	10	100%	50%	100%	50%	95%	By site survey
05	2-Storey House	Residential	12	25%	100%	70%	100%	95%	Two 2-storey houses. Assume 1 flat per storey with average household of 2.8.
06	Temporary Storage	Workshop	10	100%	10%	100%	10%	10%	By site survey
07	Chong Hing Marble	Industrial	20	100%	10%	40%	5%	95%	By site survey
08	China Win Automobile Plaza	Industrial	50	100%	10%	40%	5%	95%	By site survey
09	Chi Shing Centre	Industrial	20	100%	10%	40%	5%	95%	By site survey
10	Central Fabric Ltd	Industrial	30	100%	10%	40%	5%	95%	By site survey
11	Vacant	Rural	0	0%	0%	0%	0%	0%	By site survey

ID	Population Name	Population Category	Population in Year 2029	Temporal Population Change				Indoor Ratio	Remarks
				WDD	WDN	WED	WEN		
12	Wah On Tyres Retreading Company	Industrial	100	100%	10%	40%	5%	95%	Site area of ~7100m^2. Assume 1 floor as industrial factory / office, remaining as storage warehouse or carpark. Estimate by worker density 25m^2/worker for industrial and 700m^2/worker for warehouse. (Rounded to nearest 10.)
13	Set Win Automobile Plaza	Industrial	100	100%	10%	40%	5%	95%	Site area of ~19000m^2. Assume 10% as office, remaining as storage warehouse. Estimate by worker density 25m^2/worker for industrial and 700m^2/worker for warehouse. (Rounded to nearest 10.)
14	Tong Yan San Tsuen Playground	Recreational	10	50%	5%	100%	5%	0%	By site survey
15	Restaurant	Restaurant	50	25%	50%	100%	100%	95%	By site survey

ID	Population Name	Population Category	Population in Year 2029	Temporal Population Change				Indoor Ratio	Remarks
				WDD	WDN	WED	WEN		
16	Carpark	Car park	15	100%	10%	50%	10%	0%	By site survey
17	Warehouse	Industrial	5	100%	10%	40%	5%	95%	By site survey
18	Bungalow	Residential	4	25%	100%	70%	100%	95%	By site survey
19	Yuen Long Wai Kwan Land	Recreational	20	50%	5%	100%	5%	0%	By site survey
20	3-Storey Houses	Residential	70	25%	100%	70%	100%	95%	Total 25 flats. Assume average household of 2.8.
21	New Territories Assembles of God Church	Organization	60	25%	25%	100%	25%	95%	By site survey
22	Bungalow	Residential	4	25%	100%	70%	100%	95%	By site survey
23	3-Storey House	Residential	17	25%	100%	70%	100%	95%	Two 3-storey houses. Assume one flat per storey and average household of 2.8.
24	Amber of Vera	Residential	9	25%	100%	70%	100%	95%	One 3-storey houses. Assume one flat per storey and average household of 2.8.
25	Workshop	Workshop	10	100%	10%	100%	10%	10%	By site survey
26	2-Storey House	Residential	12	25%	100%	70%	100%	95%	By site survey
27	Evergreen Place	Residential	247	25%	100%	70%	100%	95%	Total 88 flats. Assume average household of 2.8.

ID	Population Name	Population Category	Population in Year 2029	Temporal Population Change				Indoor Ratio	Remarks
				WDD	WDN	WED	WEN		
28	Coral Garden	Residential	135	25%	100%	70%	100%	95%	Total 48 flats. Assume average household of 2.8.
29	3-Storey Houses	Residential	269	25%	100%	70%	100%	95%	32 3-storey houses. Assume one flat per storey and average household of 2.8.
30	Century Centre	Commercial	30	100%	10%	40%	5%	95%	By site survey
31	Lok Kui Lau	Residential	28	25%	100%	70%	100%	95%	Total 10 flats. Assumed average household of 2.8 according 2016 Population By-Census
32	Store	Commercial	10	100%	10%	40%	5%	95%	By site survey
33	Ping Shan Enterprise Co. Ltd.	Industrial	10	100%	10%	40%	5%	95%	By site survey
34	CLP Substation	Commercial	5	100%	10%	40%	5%	95%	By site survey
35	Ping Shan Lane Park	Recreational	10	50%	5%	100%	5%	0%	By site survey
36	Ping Shan Garden	Residential	28	25%	100%	70%	100%	95%	Total 10 flats. Assume average household of 2.8
37	Ping Shan District Vegetable Marketing Cooperative Society	Organization	10	25%	25%	100%	25%	95%	By site survey

ID	Population Name	Population Category	Population in Year 2029	Temporal Population Change				Indoor Ratio	Remarks
				WDD	WDN	WED	WEN		
38	Hong Kong Pig Farm Society	Organization	10	25%	25%	100%	25%	95%	By site survey
39	Bungalow	Residential	4	25%	100%	70%	100%	95%	By site survey
40	SinoPec Filling Station	Filling Station	10	100%	50%	100%	50%	95%	By site survey
R01	Castle Peak Road	Road	47	100%	100%	100%	100%	0%	From traffic station 6049
R02	Tong Yan San Tsuen Road	Road	16	100%	100%	100%	100%	0%	From traffic station 6626
R03	Ma Fung Ling Road	Road	8	100%	100%	100%	100%	0%	From traffic station 6626
R04	San Hi Tsuen Road	Road	6	100%	100%	100%	100%	0%	From traffic station 6626
LR1	Light Rail Train	Rail	53	100%	47%	76%	38%	0%	
PD01	Proposed Development	Residential	4830	25%	100%	70%	100%	90%	Total 1,536 flats and 222 beds. Information provided by client.

ID	Population Name	Population Category	Population in Year 2029	Temporal Population Change				Indoor Ratio	Remarks
				WDD	WDN	WED	WEN		
PD02	Proposed Development	RCHE	17	100%	29%	100%	29%	95%	Rounded 222 beds to 240 and calculated minimum requirement of staffs according to Code of Practice for Residential Care Homes (Elderly Persons). Assume Care-and-attention home conservatively.
PD03	Proposed Development	Commercial	77	100%	10%	40%	5%	95%	Site area of 1535m^2 for retail stores. Estimated population by 20m^2/worker density for retail area.

3.3 Source of Ignition

Flammable gas cloud from an accidental release can be ignited and led to fire or explosion if there are ignition sources present in the close proximity or along the dispersion path of the cloud. If the gas cloud is diluted outside flammable concentration range (i.e. below Lower Flammable Limit), or in the absent of ignition source, no fire hazard is expected. The energy level, timing, location and ignition effectiveness of ignition sources in the vicinity of hazardous installations affect the extent of gas cloud dispersion and its potential impacts.

Three types of ignition sources are defined in the SAFETI model:

- **Population sources:** account for human activities such as smoking, cooking, and using electrical appliances and are assigned implicitly to all population group by SAFETI.
- **Line source – transportation route segments**: account for the moving vehicles on roads. The ignition probabilities are calculated from traffic density, average vehicle speed, vehicle ignition efficiency and total length of the roads. Vehicle ignition efficiency is taken as 0.4 per 60 seconds [9].
- **Line source – electrical line segments**: account for the electrical rail transmission line. Probability of ignition is taken as 0.2 per 100 m [9].

3.4 Meteorological Information

Meteorological conditions affect the consequences of gas release, in particular wind direction, speed and stability which influences the direction and degree of turbulence of gas dispersion. Meteorological data from Wetland Park Weather Station (Year 2020) was collected from the Hong Kong Observatory and adopted in the consequence model to determine the various gas dispersion, fire and explosion effects [10]. In accordance with TNO Purple Book [9], all data collected will be rationalized into a set of weather classes. The meteorological data can be expressed in combination of wind speed and Pasquill stability classes. Pasquill classes (A to F) represent the atmospheric turbulence with class A being the most turbulent class while class F being the least turbulent class.

The six most dominant sets of wind speed-stability classes combination for both day-time and night-time are summarized in **Table 4** and **Table 5**. The average ambient temperature adopted in the analysis is 23°C and relative humidity is 78%.

Table 4 Day Time Wind Direction Frequency at Wetland Park Weather Station (Year 2020)

Direction	WEATHER CLASS						Total
	2.5B	1.5D	3.5D	6.5D	2.5E	1.5F	
0 – 30	5.21	1.59	0.15	0.00	0.27	2.83	10.04
30 – 60	7.84	1.84	0.55	0.00	0.50	1.36	12.08
60 – 90	14.04	3.08	1.22	0.00	0.77	2.46	21.55
90 – 120	4.71	1.91	1.02	0.00	0.57	1.41	9.62
120 – 150	2.78	0.79	0.42	0.00	0.30	0.74	5.03
150 – 180	7.42	1.26	1.81	0.00	0.40	1.61	12.50
180 – 210	6.42	0.87	1.14	0.00	0.32	0.57	9.33

Direction	WEATHER CLASS						Total
	2.5B	1.5D	3.5D	6.5D	2.5E	1.5F	
210 – 240	3.37	0.27	0.30	0.00	0.05	0.22	4.22
240 – 270	1.81	0.27	0.00	0.00	0.05	0.17	2.31
270 – 300	2.18	0.52	0.00	0.00	0.00	0.10	2.80
300 – 330	4.02	0.40	0.00	0.00	0.00	0.22	4.64
330 – 360	4.24	0.57	0.05	0.00	0.10	0.92	5.88
All	64.04	13.37	6.65	0	3.32	12.62	100

Table 5 Night Time Wind Direction Frequency at Wetland Park Weather Station (Year 2020)

Direction	WEATHER CLASS						Total
	2.5B	1.5D	3.5D	6.5D	2.5E	1.5F	
0 – 30	0.00	0.51	0.13	0.00	1.15	18.04	19.83
30 – 60	0.00	0.48	0.86	0.00	2.70	6.98	11.02
60 – 90	0.00	0.40	0.54	0.00	2.25	8.46	11.64
90 – 120	0.00	0.45	0.64	0.00	2.22	9.42	12.74
120 – 150	0.00	0.08	0.37	0.03	1.04	5.24	6.77
150 – 180	0.00	0.05	0.62	0.00	5.33	15.04	21.03
180 – 210	0.00	0.00	0.56	0.00	2.76	7.41	10.73
210 – 240	0.00	0.03	0.08	0.00	0.48	0.45	1.04
240 – 270	0.00	0.00	0.00	0.00	0.03	0.21	0.24
270 – 300	0.00	0.03	0.00	0.00	0.05	0.37	0.45
300 – 330	0.00	0.03	0.03	0.00	0.03	0.78	0.86
330 – 360	0.00	0.21	0.05	0.00	0.35	3.02	3.64
All	**0.00**	**2.27**	**3.88**	**0.03**	**18.38**	**75.43**	**100.00**

4 HAZARD IDENTIFICATION

4.1 Properties of LPG

LPG supplied in Hong Kong is a pressurized mixture of propane and butane (3:7 in mole ratio). Upon release to the ambient environment, it vaporizes and mixes with air, forming a dense flammable gas cloud which tends to flow and disperse closed to the ground. The gas cloud may extend over a long distance until it becomes too diluted or encounters ignition sources.

4.2 Event Leading to an Accidental LPG Release

The main hazard associated with the LPG filling facilities is an accidental uncontrolled release of LPG resulting in a fire or explosion upon ignition. Historical accident records such as MHIDAS database and previous risk assessment reports have been reviewed [6][7][8]. The initial events leading to an LPG release could be one of the following:

- Spontaneous failure of pressurized LPG equipment due to material / design / construction defect, fatigue, corrosion, erosion, etc;
- Loading operation failure, i.e. an LPG release occurs as a direct result of the road tanker unloading operation or vehicle refueling operation; and
- External events

A schematic diagram of LPG filling facilities is shown in **Figure 7**. A photo of typical unloading operation of an LPG road tanker in one of the LPG Filling Station in Hong Kong is shown in **Figure 8**.

4.2.1 LPG Storage vessel failure

Failure of the LPG storage vessel includes cold catastrophic failure and partial failure (25mm hole), which may be resulted from:

- Spontaneous failure;
- Loading failure due to overfilling / over-pressurization of storage vessel; and
- External events such as earthquake

Considering the content in vessel varies in time due to consumption and refilling, the vessel is assumed nominally at full load inventory (i.e. 85% of maximum capacity) for 20% of the time and at low inventory level with 60% maximum capacity for the rest of time. In case of failure of storage vessel due to overfilling, the release inventory is assumed to be 100% of maximum capacity.

4.2.2 LPG Road Tanker failure

Failure of the LPG road tanker includes cold catastrophic failure and partial failure (25mm hole), which may be resulted from:

- Spontaneous failure; and
- Accidents during unloading caused by collision by another vehicle.

Similar to the case of storage vessel that the content of a LPG road tanker varies with time, road tanker is modelled to have full inventory for 20% of the time and 50% of maximum capacity for 80% of time.

4.2.3 Pipework failure

LPG pipework failure in filling station includes guillotine failure and partial failure (hole size of 10% of diameter) of the follows:

- Liquid inlet pipework for LPG unloading to the LPG storage vessel;
- Liquid supply lines from LPG storage vessel to dispensers; and
- Vapour return lines from the dispensers to the storage vessel.

Most of the LPG pipework runs underground, the major cause of pipework failure is spontaneous failure, which may be due to material defects, corrosion, fatigue and erosion. Pipework may also fail in an earthquake.

As part of the liquid inlet pipework for LPG unloading to the LPG storage vessel is installed aboveground at road tanker unloading bay, such pipework may be subjected to failure due to impact of the LPG road tanker.

According to consequence modelling, LPG vapour release from the rupture of underground vapour return line can only impact 1m maximum from the point of release. This does not impose risk to the off-site population and thus failure of vapour return line is not further considered in the study.

4.2.4 Dispenser failure

A schematic diagram of a typical LPG dispenser is illustrated in **Figure 9**. Failure of the dispenser may be caused by spontaneous failure of the dispenser is possible due to material defects, corrosion, fatigue and erosion and the vehicle impact to the dispenser. This will result in a liquid leak from a nominal 20mm hole, equivalent to the diameter of the dispenser pipework. The rate of release will however be limited by the discharge rate of the submersible pump.

4.2.5 Flexible hose failure

An accidental release from the flexible hose may be caused by:

- Spontaneous failure, including material degradation, fatigue, corrosion and erosion; and
- Loading failures, including:
    - Hose misconnection error – an error where the driver / operator fails to properly connect the loading hose and the hose comes adrift during unloading / refueling;
    - Hose disconnection error – an error where the driver / operator inadvertently disconnects the hose while the valve is still open or has failed open;
    - LPG road tanker / vehicle drive-away error – an error where the driver inadvertently drives the LPG road tanker / vehicle away during unloading / refueling; and

- Impact to the refueling vehicle by another vehicle in the station, which causes movement of the refueling vehicle leading hose disconnection and hose damage.

4.2.6 Submersible pump failure

Leak from the submersible pump itself may result in a release of LPG back to the LPG storage vessel and therefore no hazard is expected. A release is possible from the flange associated with the fitting of the pump on the top of the LPG storage vessel. This may result in a liquid leak from a 25 mm hole, equivalent to the space between two bolt holes on a flanged joint.

4.2.7 LPG vehicle (taxi, minibus) failure

Failure of the LPG vehicle (taxi, minibus) may result from:

- Spontaneous failure; and
- Accidents during refueling caused by collision by another vehicle in the filling station.

The small inventory in LPG vehicle only sustains a short duration of the LPG release, resulting in insignificant impacts compared with releases from the pipework / hose connected to the LPG storage vessel / road tankers. Based on consequence modelling, the rupture of minibus LPG tank could affect 23m maximum.

With the separation distance of LPG facilities to the boundary of the filling station and radiation wall installed in the filling station, the hazards from LPG vehicle are unlikely to reach off-site population. The risk of LPG vehicle failure is considered negligible and is not further assessed in this study.

4.2.8 External Causes

An LPG release may occur due to external events and the consequence could be catastrophic failure or leak. The related external events are listed as follows:

- Earthquake;
- Aircraft crash;
- Car crash;
- Landslide;
- Severe environmental events;
- Lightning strike;
- Dropped object;
- Subsidence; and
- External fire.

4.3 Safety Provisions

4.3.1 Overview

Various safety provisions are installed in an LPG filling station in accordance with the Code of Practice for Hong Kong LPG Industry published by EMSD. These provisions can act in different combinations to prevent or mitigate the hazards due to an accidental LPG release.

4.3.2 Isolation System

The following safety provisions are provided on LPG road tanker and in the filling station to prevent uncontrolled release of LPG:

- **Non-return valve** installed on the LPG inlet pipework prevents back flow from the LPG storage vessel;
- **Excess flow valves** installed at the tanker, storage vessel and the dispenser stop the liquid flow when a large release occurs (e.g. guillotine failure of the pipe / hose);
- **Breakaway coupling** prevents LPG spillage due to road tanker/vehicle drive-away while the hose is still connected during unloading / refueling;
- **Double-check filler valve** installed at the LPG filling point prevents the release from the storage vessel. The design of the valve is essentially two non-return valves in series;
- **Pressure relief valve** installed on the LPG road tanker and LPG storage vessel protects against excessive pressure build-up due to overfilling or over-heating by fire;
- **Manual isolation valves** are installed on the LPG road tanker, storage vessel, dispensers and pipework for the operators / drivers to isolate the LPG installations in case of failure or for maintenance operation; and
- **Emergency shutdown (ESD) system** on the LPG storage vessel and LPG road tanker isolates the vessel / tanker and stops unloading operation or LPG supply to dispensers when activated that shown in **Figure 8**.

4.3.3 Firefighting / Fire Protection

The follow detection and firefighting systems are implemented on LPG road tanker and in the filling station to mitigate the hazards of accidental LPG release:

- **Leak detection system with alarm** is installed near the LPG filling point, LPG storage vessel, LPG dispensers and the office. Alarm will be raised upon detection of a flammable vapour cloud;
- **Chartek coating** on the LPG road tanker gives a protection and prevents formation of hot spots for at least 30 minutes in case of jet fire impingement [2]. The coating can prevent formation of hot spots on the LPG road tanker upon jet fire impingement, which induces thermal weakening of the LPG road tanker wall and leads to a boiling liquid expanding vapour explosion (BLEVE) event;
- **Fire service protection system** includes fire extinguishers, sand buckets and fire hydrant provided for general firefighting uses and also a water spray system which is automatically activated by leak alarm detection system as well as the manual push

handle. Fire brigade will be available within a few minutes upon an emergency call in case of fire;

- **Water spray system** can be automatically activated by the leak detection system as well as the manual push handle in case of fire;
- **Dry powder fire extinguishers, sand buckets and fire hydrant** are provided for general firefighting uses;
- **Emergency plans** are developed by the operator of LPG cum Petrol Filling Station which are formulated in accordance with the Code of Practice in Hong Kong LPG Industry;
- **Fire service** is available within a few minutes upon an emergency call in case of fire. BLEVE events could be prevented by effective firefighting measures by the well-trained firefighters

4.4 Escalation

Escalation refers to knock-on effect from a fire event. Hazard that can lead escalation include:

- Jet fire impinging on the road tanker; and
- Pool fires engulfing the road tanker.

4.4.1 Jet Fire Impingement

When jet fire impinges on the LPG road tanker over a period of time, it may cause the formation of hot spots on the LPG road tanker wall and subsequent structural failure leading to fire escalation to a Boiling Liquid Expanding Vapor Explosion (BLEVE) event. Road tanker BLEVE due to jet fire impingement is considered credible when:

- LPG release is failed to be isolated;
- Jet fire impinges in the direction of LPG road tanker; and
- Fire-fighting system are ineffective.

4.4.2 Pool Fire Engulfment

Pool fire may be possible in LPG cum petrol filling station in case of release of petrol from dispenser, tanker or underground storage vessel. Considering that petrol pool fires are more conventional in nature and are likely to be brought under control in short period of time. Road tanker BLEVE due to petrol pool fire engulfment in the LPG cum petrol filling station is not considered credible.

4.5 Outcome of an Accident LPG Release

The following outcomes could result from an accidental LPG release:

- Jet fire;
- Flash fire;

- Vapour cloud explosion (VCE);
- Fireball; and
- BLEVE.

Catastrophic failure of the LPG road tankers may lead to a fireball, flash fire or VCE. Potential fire escalation to a BLEVE event is considered if a jet fire impinges on LPG road tanker over a period of time, causing the formation of hot spots on LPG road tanker wall and subsequent structural failure.

The LPG storage vessels are buried underground in a concrete compartment filled with washed sand. Fireball and BLEVE are considered unlikely for underground LPG storage vessel.

A partial failure (leak) in LPG storage vessel / LPG road tanker, pipework / flexible hose failure may cause jet fire, flash fire or VCE.

If there is no ignition source in LPG vapour cloud or along the migration path of cloud with wind, the LPG vapour cloud will dissipate and cause no hazardous impact.

4.6 LPG Release Scenarios Considered

Representative LPG accidental release scenarios considered in this study are summarized in **Table 6**.

Table 6 Accidental LPG Release Scenarios Considered

Equipment	Failure Type	Release Type	Potential Hazardous Outcomes
LPG storage vessel	Catastrophic failure	Instantaneous	Flash fire, VCE
	Partial failure (leak)	Continuous	Jet fire, flash fire, VCE
LPG road tanker	Catastrophic failure	Instantaneous	Fireball, flash fire, VCE
	Partial failure (leak)	Continuous	Jet fire, flash fire, VCE
Liquid-inlet pipework	Guillotine failure	Continuous	Jet fire, flash fire, VCE, BLEVE
	Leak	Continuous	Jet fire, flash fire, VCE
Liquid supply line to dispenser	Guillotine failure	Continuous	Jet fire, flash fire, VCE
	Leak	Continuous	Jet fire, flash fire
Dispenser	Guillotine failure	Continuous	Jet fire, flash fire
Flexible hose to storage vessel	Guillotine failure	Continuous	Jet fire, flash fire
	Leak	Continuous	Jet fire, flash fire
Flexible hose to vehicle	Guillotine failure	Continuous	Jet fire, flash fire
Submersible Pump Flange	Leak	Continuous	Jet fire, flash fire, VCE

4.7 Hazard of Petrol / Diesel Filling Facilities

Petrol / diesel underground storage vessels and dispensers are also installed at the LPG cum Petrol Filling Station. Unlike LPG (a pressurized liquid which flashes upon release), petrol is a flammable liquid under ambient conditions. It is a mixture of low molecular weight hydrocarbons (C5 to C10) with a boiling point in the range of 40 – 180°C. Petrol is categorized as Category 5 Class 1 DGs. It is more difficult to be ignited than LPG.

Diesel contains higher molecular weight compounds (C13 to C25) than petrol and is even less volatile. Its boiling point ranges from 220 – 350°C. Diesel is categorized as Category 5 Class 3 DGs. Given its high boiling point and flash point, diesel is relatively more difficult to ignite than petrol and LPG.

Spillage of petrol / diesel from the delivery tankers or the multi-product dispensers (MPDs) could form a liquid pool on the ground and a pool fire if ignited by an ignition source in the closed vicinity (e.g. a smoking driver). The pool fire could be quickly put out by fire extinguishers, or cutting out its supply by emergency shutdown / manual isolation. The fire impact is limited to the local area near the release source. Previous Kai Tak Development EIA study showed the offsite risk (in terms of potential loss of life (PLL)) imposed by the petrol / diesel filling facilities is two to three orders of magnitude lower than that imposed by the LPG filling facilities [11]. Thus, hazards from the petrol / diesel spillage are not further considered in this study.

5 FREQUENCY ASSESSMENT

5.1 Overview

A frequency assessment involves analysis of likelihood of LPG containment failure leading to an accidental LPG release and subsequent outcome probabilities. The initiating failure probabilities are estimated from the historical accident statistics, published failure data report, industrial testing results and expert judgment.

Base failure frequencies of LPG facilities (vessels, pipework, etc.) are derived from the initiating failure events by applying failure analysis techniques such as fault tree analysis. Occurrences of subsequent hazardous outcomes in an accident are estimated by event tree analysis, taking into account severity of the release event and surrounding environment.

5.2 Spontaneous Failure

5.2.1 LPG storage vessel failure

Storage vessel failure refers to cold catastrophic failure leading to instantaneous release of the whole inventory or cold partial failure causing a continuous leakage. Failure rates of 1.8×10^{-7} per vessel year and 5.0×10^{-6} per vessel year [2] are adopted for cold catastrophic and partial failures, respectively as shown in **Table 7**. The vessel is assumed to be stress-relieved and 100% radiograph tested.

Table 7 Failure of LPG Storage Vessel

Item	Failure probability
Cold catastrophic failure	1.8×10^{-7} per vessel per year
Cold partial failure	5.0×10^{-6} per vessel per year

5.2.2 LPG road tanker failure

LPG road tanker can be regarded as a mobile LPG storage vessel. The cold spontaneous failure rate for LPG road tankers could be higher than for a fixed storage vessel. This is because of stresses experienced by the road tanker due to vibration during transportation, and cyclic loading associated with filling/unloading of the road tanker. The catastrophic and partial failure probabilities of an LPG road tanker are taken as 2.0×10^{-6} and 5.0×10^{-6} per year [2], respectively as shown in **Table 8**.

Table 8 Failure of LPG Road Tanker

Item	Failure probability
Cold catastrophic failure	2.0×10^{-6} per vessel per year
Cold partial failure	5.0×10^{-6} per vessel per year

5.2.3 Pipework failure

Failure of LPG pipework can be guillotine failure (full bore rupture) and partial failure (leak from pipe cracks). The generic guillotine failure rate of LPG pipework is taken as 1.0×10^{-6} per meter per year [2]. The rate of partial failure (equivalent to 10% pipe diameter) is taken as 3.3 times of the guillotine failure rate [9], i.e. 3.3×10^{-6} per meter per year as shown in **Table 9**.

Table 9 Failure of Pipework

Item	Failure probability
Guillotine failure	1.0×10^{-6} per metre per year
Partial failure	3.3×10^{-6} per metre per year

The failure of pipework may result in uncontrolled continuous release of LPG, if and only if, isolation fails, i.e. simultaneous failure of safety equipment (non-return valve, excess flow valve and ESD valve) and manual shut-off valves.

5.2.4 Dispenser failure

LPG from the storage vessel is pumped to the dispenser for vehicle refueling. Typical dispenser is a metering device consisting of a hose with self-sealing connector, four ball valves (with two flanges for each valve) and a certain length of rigid pipework. A schematic diagram of a typical LPG dispenser is illustrated in **Figure 9**.

As each LPG dispenser in the filling station has 2 nozzles instead, it is assumed to have an additional metering device and 2 ball valves for the connection of additional nozzle. Failure of the dispenser is estimated to be 1.2×10^{-4} per year by 'Parts Count' method as illustrated in **Table 10**. The pipework in the dispenser is assumed to have a diameter of 20 mm. Only significant leak is considered in the assessment.

Table 10 Determination of Dispenser Failure Frequency

Item	Quantity	Base failure rate, per year or per m.year	Fraction of significant leak (>0.2 D)	Failure rate, per year
Pipe (1)	2m	2.5×10^{-5}	15%	7.5×10^{-6}
Ball valve (2)	6 no.	8.8×10^{-5}	6%	3.2×10^{-5}
Flange (1)	16 no.	5.0×10^{-6}	100%	8.0×10^{-5}
Total				**1.2×10^{-4}**

Note:
(1) Reference to HSE onshore [12].
(2) Reference to Lees [13] and E&P forum [14].

5.2.5 Flexible hose failure

Cold spontaneous failure of flexible hose may occur during the road tanker unloading or vehicle refueling operations. Likelihood of a guillotine failure is taken as 9.0×10^{-8} per hour [2]. With average times of 2 hours for road tanker unloading operation and 5 minutes for LPG vehicle refueling operation, the guillotine failure rates of the flexible hose are estimated

as 1.8×10^{-7} per road tanker unloading operation and 7.5×10^{-9} per vehicle refueling operation as shown in **Table 11**.

Table 11 Failure of Pipework

Item	Failure probability
Guillotine failure of the unloading flexible hose	1.8×10^{-7} per operation
Guillotine failure rate of the flexible hose for vehicle refueling	7.5×10^{-9} per visit

Similar to pipework failure, the frequency of partial failure of flexible hose is assumed to be 3.3 times the guillotine failure rate.

5.2.6 Release from Submersible Pump Flange

The submersible pump flange may leak due to fitting arrangement. Failure frequency of 5.0×10^{-6} per year is applied to the study [12].

5.2.7 Drain Valve Failure

Leakage from drain valve may occur if the drain valve is left open due to human error. Drain valve only operates when the LPG is abnormally contaminated and LPG vessel is emptied for maintenance. There is no operation of the drain valve during normal operation of the LPG cum petrol filling station. Therefore, the likelihood of release from the drain valve is negligible and not considered in the study.

5.3 Loading Operation Failure

5.3.1 Hose misconnection error

A misconnection error may occur if the hose is improperly connected to the filling point, including failure to open manual isolation valve. A failure rate of 3×10^{-5} per operation [2] is adopted. It is assumed that such error results in hose coming completely apart, leading to a full-bore release. Small leaks will be rectified instantaneously by the tanker driver or his assistant.

5.3.2 Hose disconnection error (during tanker unloading)

Hose disconnection error refers to inadvertently disconnecting the filling hose during the unloading operation, which requires a complete disregard of normal operating procedures, as well as the failure to re-tightening the coupling immediately upon loosening it. A gross human error of 2×10^{-6} per operation [2] is adopted in the analysis.

5.3.3 Road tanker drive-away error

A drive-away error may occur due to repositioning of the truck during delivery or inadvertent drive-away before completion of replenishment. The outcome of this failure matches those of hose misconnection, i.e. full-bore release. Repositioning during delivery is deemed remote because there is a dedicated unloading bay in the LPG filling station. The driver and his assistant are responsible for monitoring the unloading process during replenishment. Thus, the probability of drive-away error before operation completion is deemed very low and a failure rate of 4×10^{-6} per operation [2] is adopted.

5.3.4 Road tanker impact onto LPG facilities

The road tanker may strike LPG installation during manoeuvring, causing damage to the LPG installation or road tanker. A likelihood of 1.5×10^{-4} per operation [2] is adopted for this human error. In view of the slow speed of road tanker during manoeuvring to its unloading bay and the side and rear end protection LPG road tanker, a release from the road tanker due to slight impact is considered remote.

The probability of damaging the filling pipework is considered very low as it is protected by a steel framework to minimize the chance and energy of direct tanker impact on the pipework. A release from the damaged pipework may ensue only if the driver neglects his duty to check the pipework integrity and possible leakage before unloading starts.

5.3.5 Road tanker collision by other vehicles during unloading

The LPG road tanker is parked in a designated unloading bay of the LPG filling station. Warning traffic cones should be placed around the LPG road tanker, forming an area with limited access during unloading operation. The collision by other vehicles to an unloading road tanker is considered very unlikely. Nevertheless, a frequency of 1.0×10^{-8} per operation is adopted [2].

5.3.6 Damage due to tanker / vehicle impact

Compared with normal road accidents, inadvertent impact by tanker / vehicle to the LPG facilities is deemed to be a low speed / momentum collision due to provision of speed limit, sufficient lighting, well-maintained concrete floor, warning signage, and supervision of working staff, etc. at the LPG filling station. Mostly it will cause slight damage, which is not potential to result in an uncontrolled LPG release.

As mentioned in **Section 5.3.4**, road tanker and inlet pipework are equipped with side / rear protection and steel framework, preventing impact to the LPG installation from vehicle collision. Thus, vehicle collision to cause tanker / inlet pipework failure are unlikely. The probabilities of vehicle impact to cause LPG facilities failure are estimated from Road Traffic Accident Statistics from the Transport Department [15], as tabulated in **Table 12**.

The statistics reported 12% (take 20% in the after-mentioned calculation) was serious collision and 1% was fatal collision. Assuming fatal accidents would have the potential to cause catastrophic rupture of the tanker or guillotine failure of the LPG pipework, and serious accidents would have the potential to cause leakage of the tanker / pipework, a modification factor of 0.5 is conservatively applied account for the safety provisions at the filling station. In considering the steel frame protection of the liquid-inlet pipework at the LPG filling point, a modification factor of 0.1 is applied.

Table 12 Road Traffic Accidents by Severity (2016 - 2021)

	2016	2017	2018	2019	2020	2021	Sum	% Total
Fatal	129	104	107	107	96	94	637	1%
Serious	2 379	2 070	1 682	1 831	1 912	1 824	11 698	12%
Slight	13 591	13 551	14 146	14 164	13 290	15913	84 655	87%
Total	**16 099**	**15 725**	**15 935**	**16 102**	**15 298**	**17 831**	**96 990**	**100%**

Table 13 Probabilities of Vehicle Impact to Cause Loss of Containment

Events Related to Vehicle Impact	Base Probability Assumed	Reduction Factor	Probability Adopted
Probability of sufficient vehicle impact energy to cause tanker catastrophic failure	0.01	0.5	0.005
Probability of sufficient vehicle impact energy to cause tanker partial failure	0.2	0.5	0.1
Probability of sufficient tanker impact energy to cause guillotine failure of the inlet pipeline	0.01	0.1	0.001
Probability of sufficient tanker impact energy to cause partial failure of the inlet pipeline	0.2	0.1	0.02
Probability of sufficient vehicle impact energy to cause dispenser damage	0.2	0.5	0.1
Probability of sufficient vehicle impact energy to cause hose damage	0.2	0.5	0.1

5.3.7 Storage vessel overfilling / over-pressurization

As usual on-site LPG unloading operation, storage vessel will only be filled up to 85% of total capacity. The filling in progress should be monitored by the tanker driver and his assistant through the ullage gauge at all time. The possibility of overfilling is deemed low and is taken to be 2×10^{-2} per operation [2]. Even if an overfilling occurs, an LPG release due to over-pressurization will only happen if the following human error or failure of safety provisions take place:

- Driver and his assistant fail to activate ESD system and close manual shut-off valve;
- Failure of truck pump over-pressurization protection system; and
- Failure of pressure relief valve on the storage vessel

Considering the design pressure of the LPG storage vessel is 17.5 barg (over 3 times of the operating pressure of 5.5 barg), the outcome of storage vessel overfilling / over pressurization is most probably leakages from vessel connections. Nevertheless, catastrophic rupture of the vessel may not be ruled out. An accident review of historical records (1950 – 2006) in the MHIDAS database on vessel overfilling was performed. It was identified that 3 in 123 incidents led to rupture of the storage vessel (records bolded), which accounted for about 2.4% of all incidents. In this assessment, probability of catastrophic rupture is assumed as 2.5%.

5.3.8 Loading pipework over-pressurization

Over-pressurization of loading pipework may occur possibly when the driver forgets to open all valves on LPG filling line to the storage vessel during unloading operation. The potential scenario of over-pressurization of loading pipework is much lower probability than the “misconnection” error event (which will lead to a similar outcome) as it required the simultaneously malfunction of over-pressurization protection system of road tanker, failure

of isolation system such as excess flow valve, emergency stop system and closure of manual valve(s). Therefore, this factor is already considered in the misconnection error.

5.3.9 Human Error

In case of accidental failure, it is highly possible that onsite staff cannot rectify the problem before and after any hazard event occurs. Two competent persons (the driver and the assistant) are engaged in the unloading process and stayed in close vicinity to the road tanker and the filling point during the unloading. They are suitably trained in unloading operation, first aid, firefighting and emergency response, and equipped with necessary personal protection equipment (PPE). Nevertheless, they might make errors in a series of operations. The probability is taken as 0.01 for error in a routine operation where care is required from “A Guide to Practical Human Reliability Assessment” [16].

Upon an accidental LPG release, alarm will be raised by the leak detection system, the onsite working staff should activate the ESD system to isolate the LPG installations. The human error to start the ESD system under an emergency situation is taken as 0.1 for failure to act correctly at a stressful emergency situation [16].

Probability of human error becomes much higher under emergency situations when a hazard event occurs. The chance of failure to rectify the problem under extreme stresses is 0.3 for general rate of errors involving very high stress level [16]. Nevertheless, a more conservative probability of 0.5 [2] is adopted in this analysis considering the operators are facing the dangers from an LPG release.

The failure probability of road tanker unloading/vehicle refueling operation are illustrated in **Table 14**.

Table 14 Failure of Road Tanker Unloading / Vehicle Refueling Operation

Item	Failure probability
Hose misconnection error	2.0×10^{-6} per operation
Hose disconnection error	4.0×10^{-6} per operation
LPG road tanker / vehicle drive-away error	4.0×10^{-6} per operation
LPG road tanker impact into LPG facilities	1.5×10^{-4} per operation
LPG road tanker collision by other vehicles during unloading	1.0×10^{-8} per operation
Vessel catastrophic failure due to over-pressurization	2.0×10^{-2} per operation
Human error in a routine operation	0.01 per demand
Human error in a stressful emergency situation	0.1 per demand
Human error involving very high stress levels	0.5 per demand

5.3.10 Failure of safety provisions

Hazards from an accidental LPG release can be prevented or mitigated by the safety provisions at LPG cum Petrol Filling Station. The failure probabilities of safety provisions are shown in **Table 15** based on previous “QRA Methodology for LPG Installations” [2] and Lees [13].

Table 15 Failure of Safety Provisions

Item	Failure probability	Remark
Excess Flow Valve (LPG vessel)	0.13 per demand	
Excess Flow Valve (LPG road tanker)	0.013 per demand	
Excess Flow Valve (LPG dispenser)	0.013 per demand	Same one-year test interval as the LPG road tanker
Non-Return Valve	0.013 per demand	
ESD Trip System Fails	1×10^{-4} per demand	
Breakaway Coupling	0.013 per demand	
Double-Check Filler Valve	2.6×10^{-3} per demand	
Water Spray System	0.015 per demand	
Chartek Coating under Jet Fire Attack	0.1 per demand	
Fire Service to Prevent BLEVE	0.5 per demand	
Pressure Relief Valve	0.01 per demand	PFD ranges from 1×10^{-2} to 1×10^{-4} per demand from Lees
Truck Pump Over-pressure Protection System (LPG Road Tanker)	1×10^{-4} per demand	Emergency protection

Note:
(1) Unless other specified, the failure probabilities are adopted from QRA Methodology for LPG Installations [2].

5.4 External Events

5.4.1 Earthquake

Hong Kong is situated on the southern coast of China where is not located within the seismic belt. According to the Hong Kong Observatory, earthquake occurs in circum-Pacific seismic belt which passes through Taiwan and Philippines are too far away to affect Hong Kong significantly.

Buildings and infrastructures in Hong Kong are designed to withstand earthquakes up to Modified Mercali Intensity (MMI) VII. It is estimated that MMI VIII is of sufficient intensity to cause damage to specially designed structures. The chance of earthquake occurrence at MMI VIII or higher in Hong Kong is very low comparing to other regions and is estimated to be 1.0×10^{-5} per year [2]. It is assumed that such earthquake may result in LPG storage vessel leakage and pipework rupture at a probability of 0.01 [17].

5.4.2 Aircraft crash

The LPG cum petrol filling station is located from the Hong Kong International Airport with a distance of over 15 km. The frequency of aircraft crash is estimated using the HSE methodology [18]. The number of flights from 2010 to 2019 is extracted from the Civil Aviation Department [19], and projected to 2029. The calculated impact frequency due to aircraft crash is 1.66×10^{-10} pear year which much lower than the other failure frequencies considered in this study.

5.4.3 Helicopter crash

Helicopter accidents during take-off and landings are confined to a small area around the helipad, extending up to 200 m only from the center of the helipad. Since there is no helicopter landing pad within 200 m of the LPG cum petrol filling station, risk due to helicopter crash is not further considered in the assessment.

5.4.4 Car crash

The LPG cum petrol filling station is protected by beam barriers. Speed restriction and warning signage are imposed within the station. It is considered that car crash on the public road impacts negligible threat to LPG cum petrol filling station.

5.4.5 Landslide

According to the site survey, no slope is situated near the LPG cum petrol filling station. Therefore, risk due to landslide on the LPG cum petrol filling station is not considered in this analysis.

5.4.6 Severe environmental events

Loss of containment due to severe environmental events such as typhoon or storm surge (large scale tidal) is considered unlikely. The LPG installations are designed safe to withstand the wind load of typhoon. The site is not threatened by storm surge. Therefore, this risk is deemed unlikely and not further considered in the analysis.

5.4.7 Lightning strike

The frequency of lightning strike on a properly protected building structure is extremely low in Hong Kong. Risk resulting from lightning strike on facilities in the LPG cum petrol filling station is extremely low. It is deemed that the chance of lighting strike is remote and therefore not further considered in this assessment.

5.4.8 Dropped object

The LPG cum petrol filling station is sheltered by roof. Thus, it is considered that the threat from dropped objects to LPG cum petrol filling station is insignificant and not further assessed in this analysis.

5.4.9 Subsidence

Excessive subsidence may lead to failure of structure and ultimately loss of containment scenario. However, subsidence is usually slow in movement and such movement can be observed and remedial action can be taken in time. Besides, ground condition of the LPG cum petrol filling station is stable. Risk from subsidence is therefore deemed remote and not further considered.

5.4.10 External fire

External fire refers to the occurrence of a fire event outside LPG cum petrol filling station which may lead to the failure of the LPG facilities. This might be expected from road accidents on the public road probably involving car crash or engine failures (e.g. overheating during hot summer). The resulting fire is usually small, only affecting a few metres around the car, and could be quickly extinguished using fire extinguishers or by the fire brigade. The key facilities inside are further protected by concrete building structures

(e.g. the LPG storage vessel compartment) and activation of emergency shutdown system for potential external fire threat. The risk of escalation of external fire to the LPG facilities is deemed remote and not further considered in the analysis.

5.5 Base Failure Frequencies

Base failure frequencies of hazardous events are derived by fault tree analysis (attached in **Appendix A**) from the initiating failures. The results are summarized in **Table 16**.

Table 16 Base failure frequencies of hazardous events from Esso LPG cum Petrol Filling Station

Hazardous Event	Inven-tory	Time Frac-tion	ESSO		Event Tree
			Original Frequency (per year)	Factored Frequency (per year)	
Cold catastrophic failure of LPG storage vessel (Spontaneous and External Events)	100%	0.2	2.19E-07	3.60E-08	ETA1
	60%	0.8		1.44E-07	
Cold catastrophic failure of LPG storage vessel (Unloading)	100%	1	3.88E-08	3.88E-08	
Cold partial failure of LPG storage vessel (Spontaneous and External Events)	100%	0.2	6.61E-06	1.02E-06	ETA2
	60%	0.8		4.08E-06	
Cold partial failure of LPG storage vessel (Unloading)	100%	1	1.51E-06	1.51E-06	
Cold catastrophic failure of LPG road tanker	100%	0.2	3.93E-07	7.85E-08	ETA3
	50%	0.8		3.14E-07	
Cold partial failure of LPG road tanker	100%	0.2	1.66E-06	3.32E-07	ETA4
	50%	0.8		1.33E-06	
Guillotine failure of liquid-inlet pipework (rupture)	100%	0.2	2.30E-08	4.60E-09	ETA5
	60%	0.8		1.84E-08	
Partial failure of liquid-inlet pipework (leak)	100%	0.2	2.65E-06	5.31E-07	ETA6
	60%	0.8		2.12E-06	
Guillotine failure of liquid supply line to dispenser (rupture)	100%	0.2	2.95E-07	5.90E-08	ETA7
	60%	0.8		2.36E-07	
Partial failure of liquid supply line to dispenser (leak)	100%	0.2	4.95E-06	9.91E-07	ETA8
	60%	0.8		3.96E-06	
Failure of dispenser	100%	0.2	7.31E-06	1.46E-06	ETA9
	50%	0.8		5.85E-06	
Guillotine failure of flexible hose to vessel (rupture)	100%	0.2	1.64E-05	3.28E-06	ETA5
	60%	0.8		1.31E-05	

Hazardous Event	Inven-tory	Time Frac-tion	ESSO		Event Tree
			Original Frequency (per year)	Factored Frequency (per year)	
Partial failure of flexible hose to vessel (leak)	100%	0.2	4.61E-05	9.22E-06	ETA6
	60%	0.8		3.69E-05	
Failure of flexible hose to vehicles (rupture)	100%	0.2	1.96E-04	3.91E-05	ETA9
	60%	0.8		1.57E-04	
Submersible Pump Flange (leak)	100%	0.2	5.00E-06	1.00E-06	ETA7
	50%	0.8		4.00E-06	
BLEVE of LPG road tanker (fire escalation)	100%	0.2	1.11E-08	2.22E-09	ETA5
	50%	0.8		8.87E-09	

5.6 Event Tree Analysis

Event tree analysis (ETA) is used to develop the evolution of a failure event from its initial release to the final outcome scenarios, namely jet fire, flash fire, fireball, etc. It depends on various factors such as release type (instantaneous or continuous), ignition sources and probabilities, and degree of congestion. Event trees are used to calculate the frequencies of hazardous outcome scenarios, as included in **Appendix B**.

5.6.1 Catastrophic Failure of LPG Storage Vessel / LPG Road Tanker

Immediate ignition is assumed as a probability of 0.3 for large releases following Cox, Lees and Ang [13], as shown in **Table 17**. The immediate ignition of instantaneous LPG release from LPG road tanker will result in a fireball. Regarding to LPG storage vessel installed underground in a sand-filled concrete compartment, the probability of a fireball is negligible and therefore its effect is not evaluated [7], flash fire is considered under this circumstance instead.

Table 17 Ignition Probabilities from Cox, Lees and Ang

Release Rate	Ignition Probability Rate	
	Gas Release	Liquid Release
Minor (<1 kg/s)	0.01	0.01
Major (1-50 kg/s)	0.07	0.03
Massive (>50 kg/s)	0.3	0.08

A probability of 0.5 is assigned to delayed ignition [13], which may produce a flash fire or VCE. The occurrence of VCE requires ignition of a dispersed gas cloud present in a confined or congested space. Given the relatively open nature of the surroundings of the LPG cum petrol filling station, an explosion probability of 0.2 is assumed in the analysis.

5.6.2 Leak from LPG Storage Vessel / LPG Road Tanker

A low probability of 0.07 is adopted for immediate ignition of partial failure (leak) of LPG storage vessel and road tankers [13]. Immediate ignition of a continuous pressurized release results in a jet fire. A probability of 0.5 is assigned to delayed ignition [13], which may produce a flash fire or VCE. Given the relatively open nature of the surroundings of the LPG cum petrol filling station, an explosion probability of 0.2 is assumed in the analysis.

5.6.3 Failure of Aboveground Pipe / Hose / Dispenser

Lower probabilities of 0.07 and 0.01 are adopted for immediate ignition of guillotine failure and partial failure (leak) of aboveground pipe / hose / dispenser, respectively [13]. Immediate ignition of a continuous pressurized release results in a jet fire. A probability of 0.5 is assigned to delayed ignition [13], which may produce a flash fire or VCE in case of guillotine failure or only flashfire in case of partial failure.

The chance of flame impingement is assumed as 1/6 for liquid inlet pipework and flexible hose of the road tanker [7]. A direction probability of 1/12 is assumed to the dispenser and the flexible filling hose to vehicle based on the layout. The residence time of LPG road tanker is also considered for fire impingement.

LPG road tankers are protected by a layer of Chartek coating, preventing the formation of hot spots. Credit is given to the passive Chartek coating protection on road tanker and

water spray system and fire-fighting services in the filling station. The probability of coating failure is assigned as 0.1 [2]. A failure rate of 1.5×10^{-2} per demand is used for water spray systems [2]. Consideration is also given to failure of fire services which may be ineffective in preventing a BLEVE, and the probability is assumed as 0.5 [2].

The underground LPG storage vessel is free from flame impingement.

5.6.4 Failure of Underground Pipe / Submersible Pump Flange

Ignition probabilities of underground pipe are taken similar to that of aboveground pipes. Ignition probabilities of release from submersible pump flange are taken similar to leak from storage vessel.

Jet release from underground installations is considered as vertical release. BLEVE due to jet fire impingement on the LPG road tanker wall is not considered in the failure scenarios of underground pipes and submersible pump flange.

6 CONSEQUENCE ANALYSIS

6.1 Overview

The consequence assessment is conducted in two steps:

- **Source term modelling** -- to determine the release rate, duration and quantity; and
- **Physical effects modelling** -- to determine the gas dispersion, fire and explosion effect zones based on the output of the source term modelling. The impact of the hazardous outcomes on the surrounding population would be analyzed.

In this study, the simulation software – The simulation software SAFETI 8.6 developed by Det Norske Veritas (DNV) was employed to calculate the hazardous release and the effects zones.

6.2 Source Term Modelling

LPG is modelled as a mixture of 30% propane and 70% butane. LPG stored in a tank is pressurized to medium pressure to reach an equilibrium state between the liquid and vapour phases, depending on the ambient temperature.

The maximum capacity of the LPG storage vessel is about 31.5kL (equivalent to 17.6 tonnes LPG) in ESSO LPG cum Petrol Filling Station. The vessel is assumed nominally at full load inventory (i.e. 85% of maximum capacity, equivalent to 15 tonnes) for 20% of the time and at low inventory level with 60% of full load inventory (equivalent to 9 tonnes) for the rest of the time.

Road tankers are assumed to have a maximum capacity of 9 tonnes. The road tanker is modelled to have full inventory for 20% of the time and 50% of inventory for the remaining 80% of time. Instantaneous release of the whole inventory is assumed for catastrophic rupture of LPG tanks.

Instantaneous release of the whole inventory is assumed for the cases of catastrophic failure / rupture. Partial failure / leak will lead to a continuous release, in which, discharge rate is calculated by SAFETI based on the leak size, release temperature, release pressure and fluid phase. Duration of discharge is determined by discharge rate and total inventory.

6.3 Physical Effect Modelling

6.3.1 Gas Dispersion

LPG vaporizes rapidly and forms a vapour cloud upon release. Fire scenarios of different kinds may be developed in the presence of ignition sources in the proximity of an LPG release. If no ignition source exists, the vapour cloud will disperse downwind and will then be diluted to a concentration below its Lower Flammable Limit (LFL). In this case, the vapour cloud will become too lean to be ignited and will have no harmful effect.

The dispersion characteristics of the vapour cloud are influenced by meteorological conditions and material properties, such as density. The built-in UDM model in SAFETI 8.4 is used for the dispersion of vapour cloud following an accidental LPG release. The model takes various transition phases into account, from dense cloud dispersion to buoyant passive gas dispersion in both instantaneous and continuous releases.

6.3.2 Jet Fire

When flammable fluid stored under pressure releases from an orifice, it will lead to a flame jet (i.e. jet fire) if it is ignited immediately. The flame length is determined from the momentum of the release. If a jet fire impinges on another pressurized LPG storage container, thermal intrusion and heat radiation could boil liquid and induce over-pressurization and subsequent rupture of the container, causing a BLEVE.

6.3.3 Fireball and BLEVE

Immediate ignition of an instantaneous release of massive inventory inside a pressurized vessel will result in a fireball. A fireball is characterized by its high thermal radiation intensity and short duration time. The principal hazard of fireball arises from thermal radiation, which is not significantly influenced by weather, wind direction or source of ignition.

A BLEVE occurs as fire escalation event upon integrity failure from fire impingement. It has similar characteristics to a fireball and its physical effects are calculated as a fireball.

6.3.4 Thermal Radiation of Fires

The major hazard of a jet fire, pool fire or fireball is the flame and the thermal radiation. Persons caught in the flame zone are considered be fatally injured. Persons outside the flame zone are determined by lethal probability using the following Probit equation [9]:

$$Pr = -36.38 + 2.56 \ln Q^{4/3t}$$

where Q is the thermal radiation intensity in W/m^2 and t is the exposure time in seconds.

A building is assumed to offer protection to its occupants against hazards from fires. The protection factor is assumed to be 50% for indoor population within fireball radius [2].

6.3.5 Flash Fire

An LPG release will vaporize and form a vapour cloud. This cloud, if not ignited immediately, will move in the downwind direction, entraining air as it disperses and becomes diluted. A flash fire will occur if the vapour cloud is ignited at a concentration above its LFL.

Major hazards from flash fire are thermal radiation and direct flame contact. Because of the short duration of the flash combustion, the thermal radiation effect on persons is limited. Humans who are encompassed outdoor by the flash fire is considered be fatally injured. A fatality rate of unity is assumed for outdoor population, and 90% protection factor is assumed for indoor occupants.

6.3.6 Vapor Cloud Explosion

If the vapour cloud passes through a congested area (e.g. cluster of pipe racks, a confined space) and be ignited, the confinement will limit the expansion of the burning cloud, causing an explosion and damage to the surroundings by the resulting overpressure. In SAFETI, the hazardous effects are modelled by two concentric circular areas corresponding to heavy and light building damage, respectively. Fatality rates for persons outdoors and indoors are determined from the HSE method [19], CIA guidelines [20] and TNO Purple Book.

6.4 Hazard Impacts on Offsite Population

6.4.1 Worst Consequence Distance

Population in the vicinity of the LPG cum petrol filling station can be potentially affected by the hazardous events depending on the consequence distances. The affected distances of different hazardous events are simulated in SAFETI and the worst impact distances are summarized in **Table 18.**

Table 18 Summary of Worst Consequence Distances

Hazardous Event	Failure Scenario	Characteristics	Distance (m)
			ESSO
Fireball	Cold Catastrophic Failure of LPG storage vessel	Fireball radius Lift off height	67.9 135.8
BLEVE	BLEVE of LPG Road Tanker	Fireball radius Lift off height	60.3 120.6
Jet fire	Guillotine Failure of Liquid-Inlet Pipework	Flame length Thermal Radiation at 12.5kW/m^2	31.9 46.0
Flash fire	Cold Catastrophic Failure of LPG Road Tanker	Flash fire envelop at 100% LFL	179.5
	Cold catastrophic failure of LPG storage vessel (Unloading)	Flash fire envelop at 100% LFL	226.0

The worst consequence of flammable vapour cloud resulting from cold catastrophic failure of LPG vessel (unloading) may drift downwind up to 226m at high wind speeds though the vapour cloud is very likely to be ignited during its migration across ignition sources such as moving vehicles and various human activities. The LPG vapour cloud can reach up to 23.6m high in close proximity to the LPG Compound and gradually decrease when the vapour cloud drift downwind.

7 RISK ASSESSMENT

7.1 Risk Summation

Risk summation combines the estimation of the likelihood and consequence of hazardous event, as well as meteorological data and production in the hazard effect zones, to give a numerical measure of risks around the LPG cum petrol filling station. The risk analysis is conducted by the simulation software – SAFETI 8.6 developed by DNV and the outcome results are presented in terms of individual risk (as individual risk contours) and societal risk (as F-N curves or PLL). The risk outcomes are compared to the criteria set out in the risk guidelines, as specified in **Section 1.3**.

7.2 Results of Individual Risk

The individual risk contours of the LPG cum Petrol Filling Station are presented in **Figure 10**. Risk to the offsite population is lower than 1×10^{-5} per year and decreases at distances further away from the LPG cum Petrol Filling Station. Individual risk contours of the LPG cum petrol filling station are presented in **Figure 10**.

The individual risk at the Project Site is below 1×10^{-6} per year and therefore, in terms of individual risk, the criteria set in the Hong Kong Risk Guidelines are satisfied.

7.3 Results of Societal Risk

Societal risks in terms of F-N curves of the LPG cum petrol filling station is presented in **Figure 11**. Case 1 denotes the future year 2029 without the proposed development, while Case 2 denotes the future year 2029 with the proposed development. The F-N data are presented in **Table 19.**

The overall societal risks for both Case 1 and Case 2 lie within the ACCEPTABLE region, which meet with the criterion stipulated in the HKPSG. With an increase in population brought by the proposed development, the societal risks of the LPG cum petrol filling station increases slightly.

Table 19 F-N Data

No. of Fatality (N)	Frequency (per year)	
	Case 1 – Year 2029 without the proposed development	Case 2 – Year 2029 with the proposed development
1	5.80E-07	5.83E-07
2	2.58E-07	2.61E-07
3	2.30E-07	2.32E-07
4	2.24E-07	2.27E-07
5	2.22E-07	2.25E-07
6	1.93E-07	1.96E-07
8	1.65E-07	1.68E-07
10	1.58E-07	1.61E-07
12	1.10E-07	1.13E-07
15	9.20E-08	9.51E-08
20	7.56E-08	7.90E-08
25	5.90E-08	6.28E-08
30	5.06E-08	5.49E-08
40	4.25E-08	4.92E-08
50	3.65E-08	4.40E-08
60	2.94E-08	3.88E-08
80	1.80E-08	3.22E-08
90	1.57E-08	2.97E-08
100	1.27E-08	2.75E-08
120	7.77E-09	2.24E-08
150	3.65E-09	1.73E-08
200	6.90E-10	1.36E-08

No. of Fatality (N)	Frequency (per year)	
	Case 1 – Year 2029 without the proposed development	**Case 2 – Year 2029 with the proposed development**
250	2.07E-10	1.12E-08
300	2.74E-11	9.15E-09

Notes:
Values less than 1×10^{-9} per year are not shown in the figure of F-N curve

Societal risk can also be represented in the form of Potential Loss of Life (PLL). It expresses the risk to the population as a whole and for each scenario and its location. The PLL is an integrated measure of societal risk obtained by summing the product of each F-N pair:

$$PLL=f_1N_1+f_2N_2+\cdots+f_nN_n$$

PLL values of the top 4 most significant contributors are shown in **Table 20**. With the additional population brought by the Proposed Development, the total PLL of ESSO LPG cum Petrol Filling Station is increased by 74.9%, from 6.19×10^{-6} no. of fatality per year to 1.08×10^{-5} no. of fatality per year.

Table 20 PLL Breakdown of Esso cum Petrol Filling Station

Case 1 – Year 2029 without the proposed development			**Case 2 – Year 2029 with the proposed development**		
Event	**PLL (per year)**	**% of total PLL**	**Event**	**PLL (per year)**	**% of total PLL**
Catastrophic Failure of Vessel	2.77E-06	44.7%	Catastrophic Failure of Vessel	5.56E-06	51.4%
Catastrophic Failure of Tanker	1.95E-06	31.5%	Catastrophic Failure of Tanker	2.18E-06	20.1%
Failure of Vessel during Unloading	1.19E-06	19.2%	Failure of Vessel during Unloading	2.80E-06	25.8%
Catastrophic Failure of AG Pipe	2.84E-07	4.6%	Catastrophic Failure of AG Pipe	2.84E-07	2.6%
Others	8.58E-10	0.0%	Others	8.58E-10	0.0%
Total PLL	**6.19E-06**	**100%**	**Total PLL**	**1.08E-05**	**100%**

8 Conclusion

This QRA has studied the risk impact of an LPG cum petrol filling station to the nearby proposed development at Lots 1341 S.B RP, 1341 S.B ss.1 S.J RP, 1341 S.B ss.1 S.D in D.D. 121, and 525 S.B RP in D.D. 122 and its surrounding population in the future year of 2029.

The results show that the proposed development would contribute slightly increased risk posed by the LPG cum Petrol Filling Station. The overall risk in terms of individual risk and societal risk by the increase of population due to the proposed development is in the ACCEPTABLE region. The criteria as set out in the Hong Kong Planning Standard and Guidelines have been satisfied. No limitation or constraint would be required to be imposed on the proposed development in related to the operation of the LPG cum petrol filling station.

9 Reference

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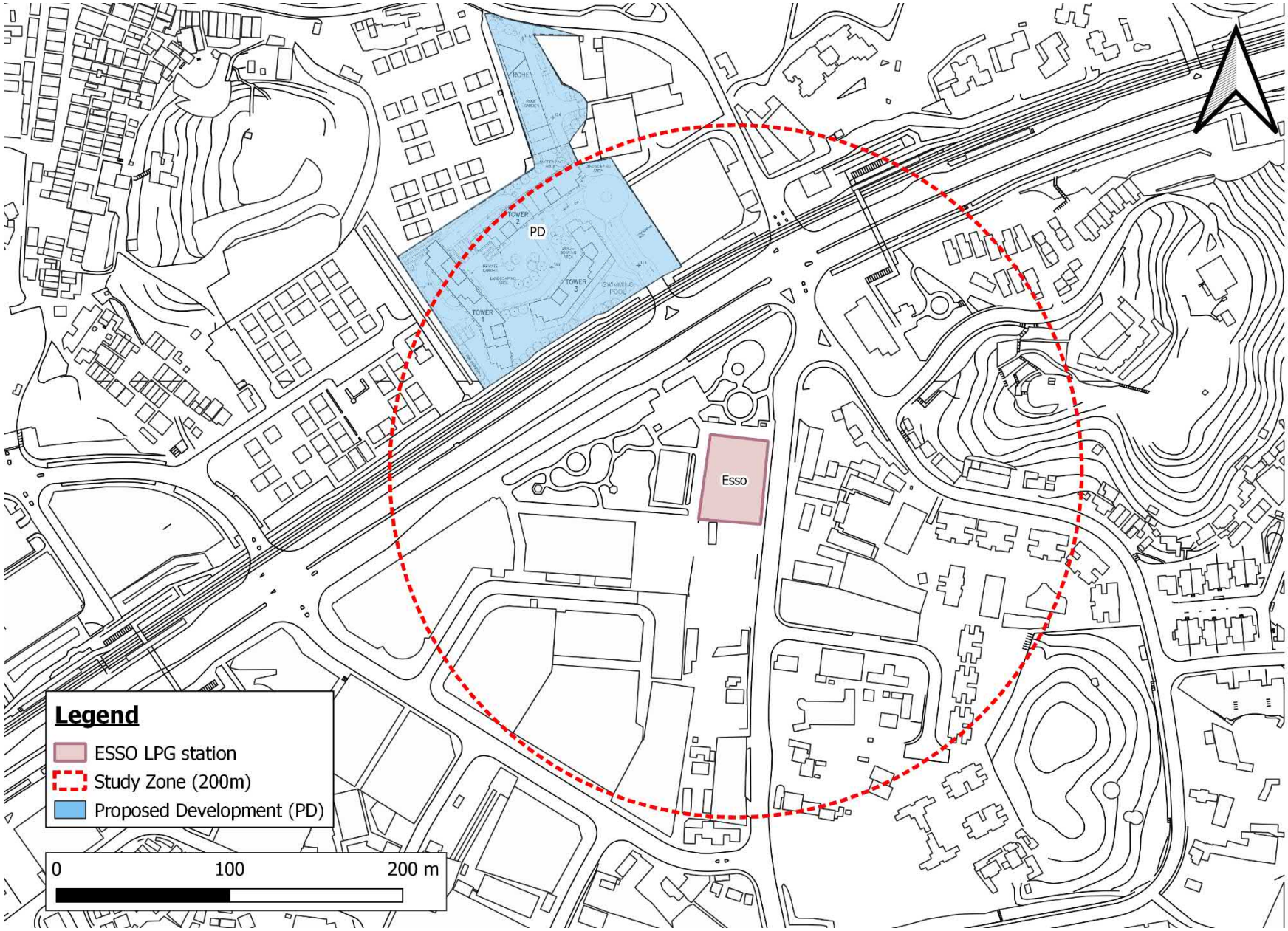
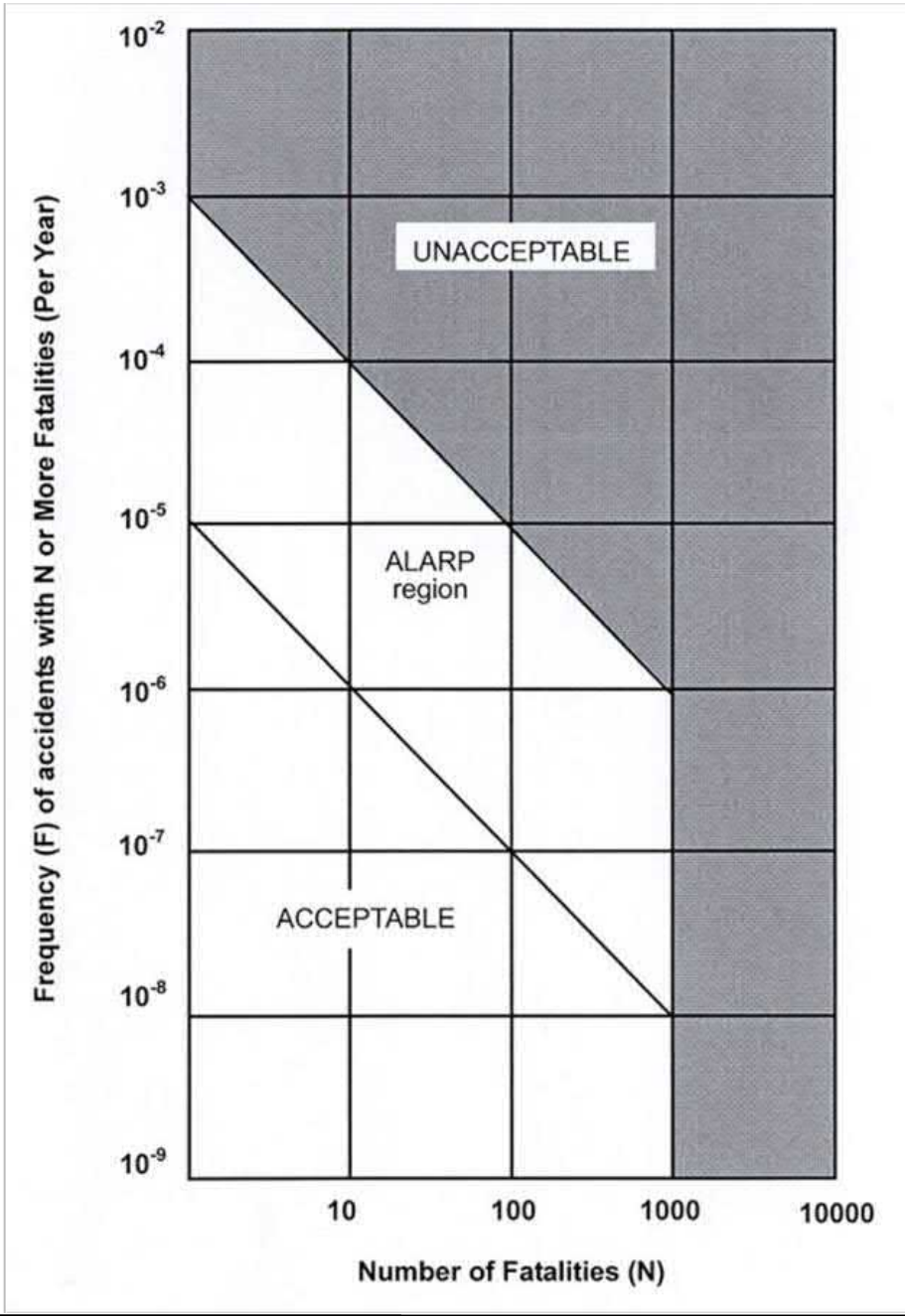
Figures



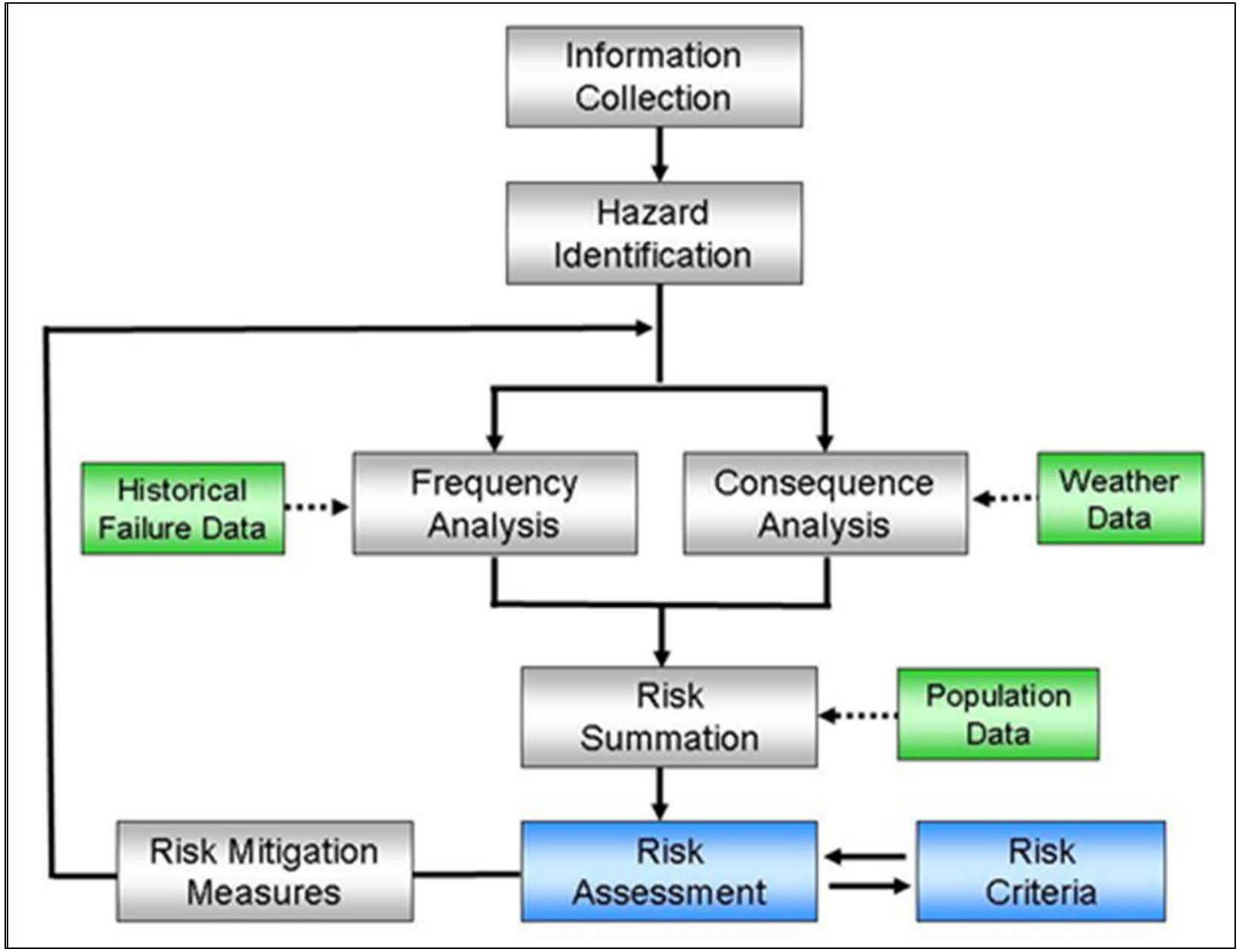
MEINHARDT

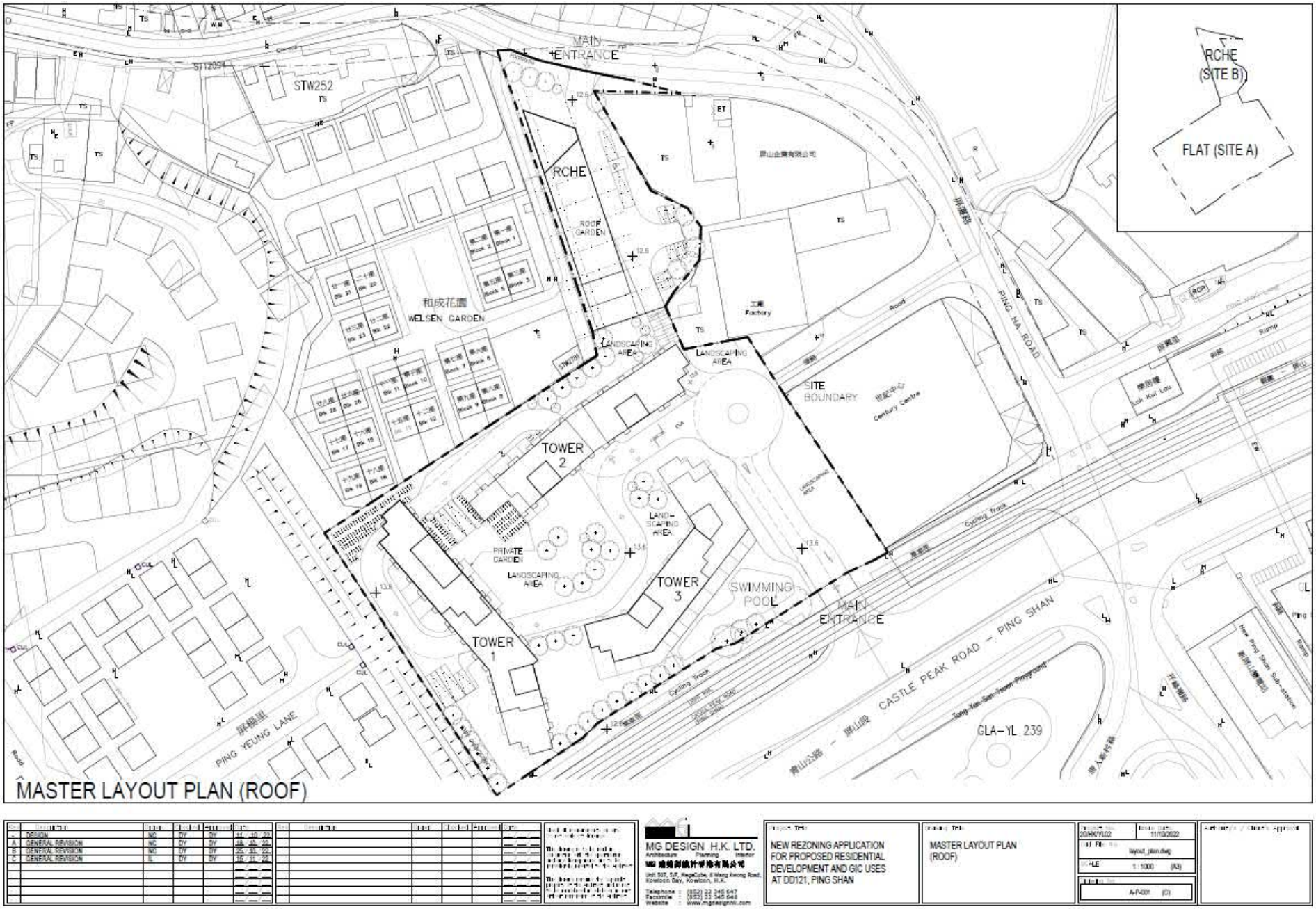
Quantitative Risk Assessment for Section 12A Rezoning Application at Various Lots in D.D 121 and D.D. 122 and Adjoining Government Land, Ping Shan, Yuen Long, New Territories

Figure 1 Location of the Proposed Project and LPG cum Petrol Filling Stations



MEINHARDT	Quantitative Risk Assessment for Section 12A Rezoning Application at Various Lots in D.D 121 and D.D. 122 and Adjoining Government Land, Ping Shan, Yuen Long, New Territories	Figure 2 Societal Risk Guidelines from Hong Kong Planning Standards and Guidelines


Information Collection
Hazard Identification
Historical Failure Data
Frequency Analysis
Consequence Analysis
Weather Data
Risk Summation
Population Data
Risk Mitigation Measures
Risk Assessment
Risk Criteria



No.	Description	Date	Drawn	Checked	Approved	Date
-	DESIGN	NC	DY	DY	DY	11 / 10 / 22
A	GENERAL REVISION	NC	DY	DY	DY	18 / 11 / 22
B	GENERAL REVISION	NC	DY	DY	DY	25 / 11 / 22
C	GENERAL REVISION	IL	DY	DY	DY	16 / 11 / 22

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Project Title: NEW REZONING APPLICATION FOR PROPOSED RESIDENTIAL DEVELOPMENT AND GIC USES AT DD121, PING SHAN

Drawing Title: MASTER LAYOUT PLAN (ROOF)

Project No. 20HK7102 | Issue Date 11/10/2022
CAD File No. layout_plan.dwg
Scale 1 : 1000 (A3)
Drawing No. A-F-001 (C)

Architect / Client Approval

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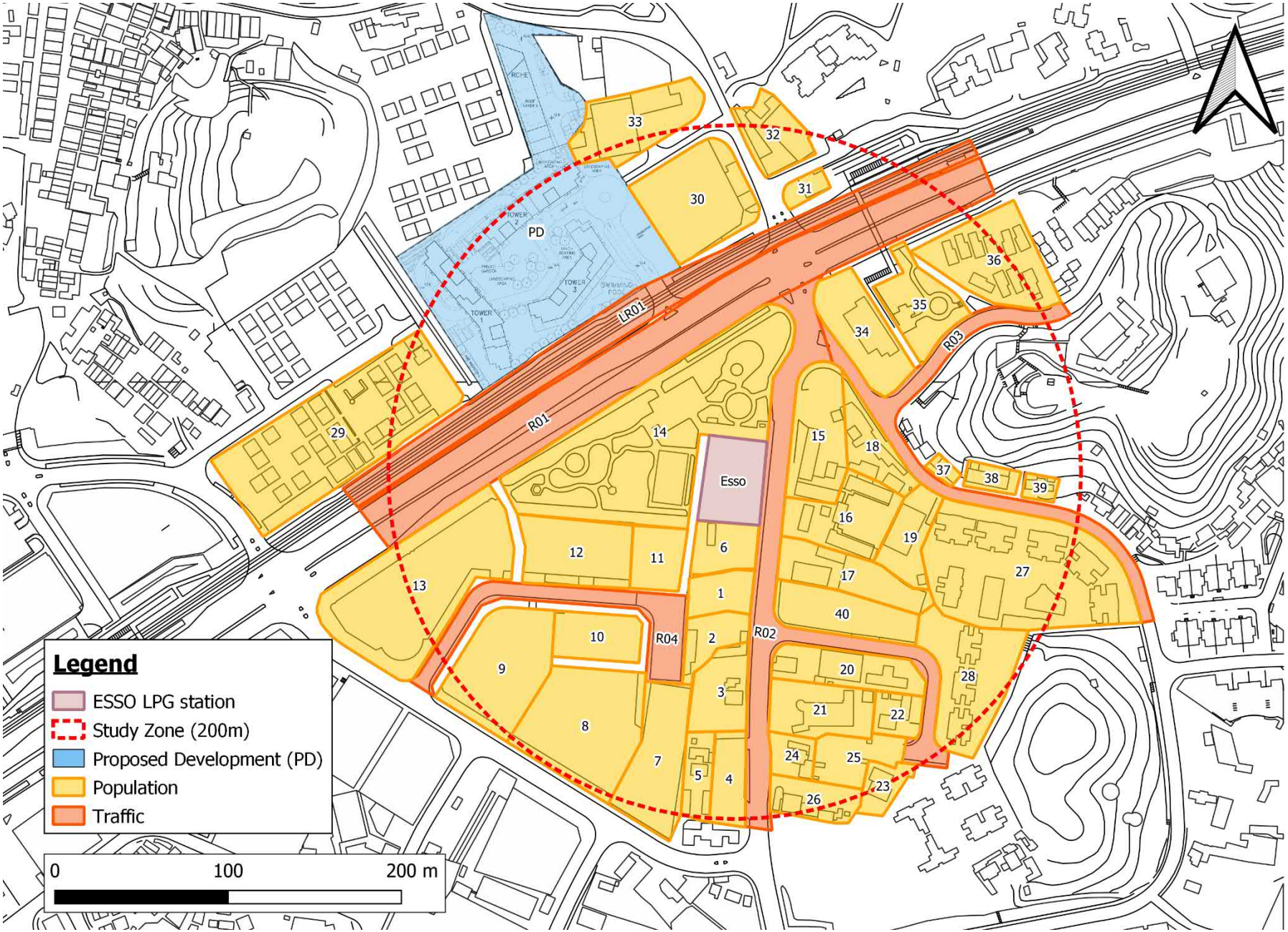
Quantitative Risk Assessment for Section 12A Rezoning Application at Various Lots in D.D 121 and D.D. 122 and Adjoining Government Land, Ping Shan, Yuen Long, New Territories

Figure 4 Layout Plan of the Proposed Project

Esso LPG cum Petrol Filling Station



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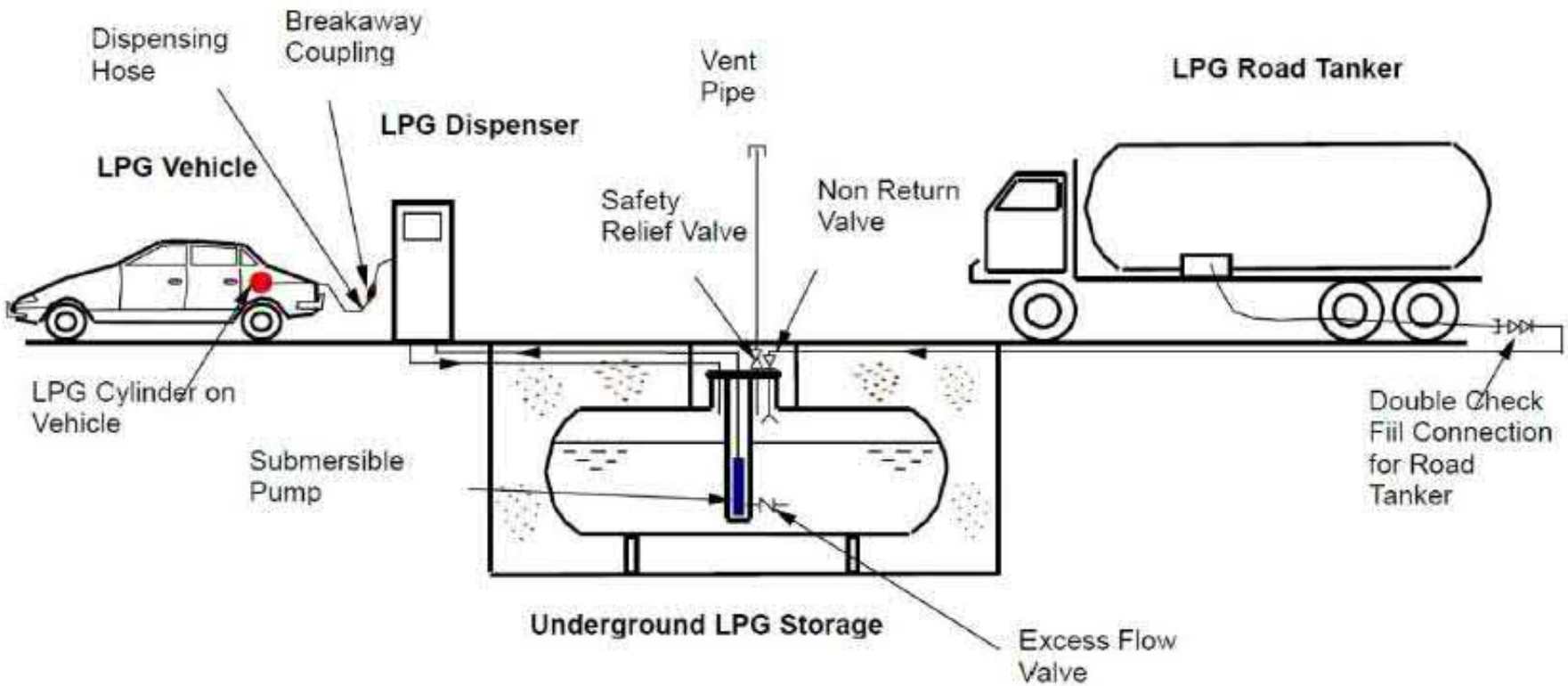
Quantitative Risk Assessment for Section 12A Rezoning Application at Various Lots in D.D 121 and D.D. 122 and Adjoining Government Land, Ping Shan, Yuen Long, New Territories

Figure 6 Population groups in the Vicinity in the Study Zone (200m radius)



MEINHARDT	Quantitative Risk Assessment for Section 12A Rezoning Application at Various Lots in D.D 121 and D.D. 122 and Adjoining Government Land, Ping Shan, Yuen Long, New Territories	Figure 7 Schematic diagram of LPG filling facilities

Typical unloading operation

ESD button and shut-off valves on the LPG road tanker

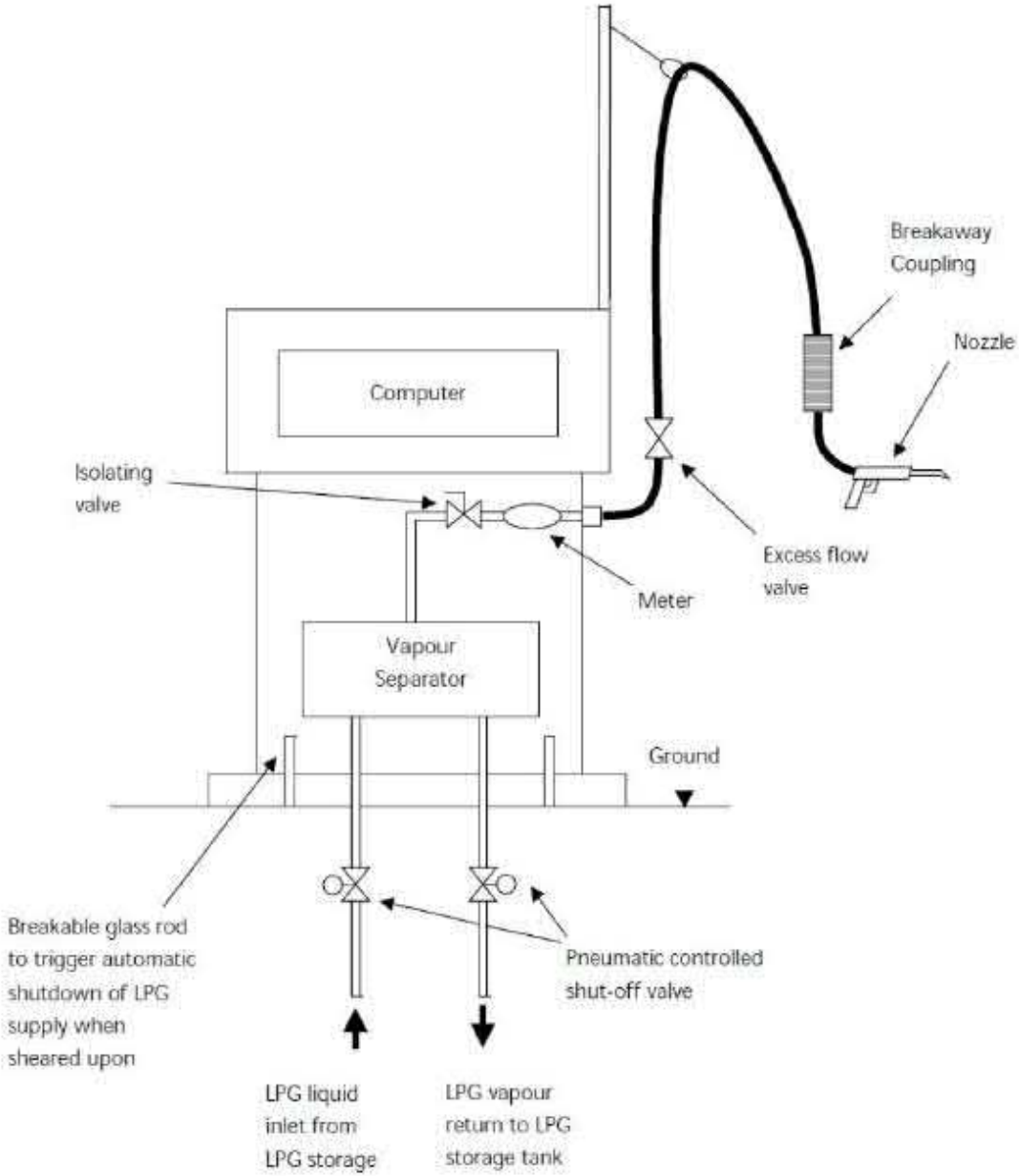
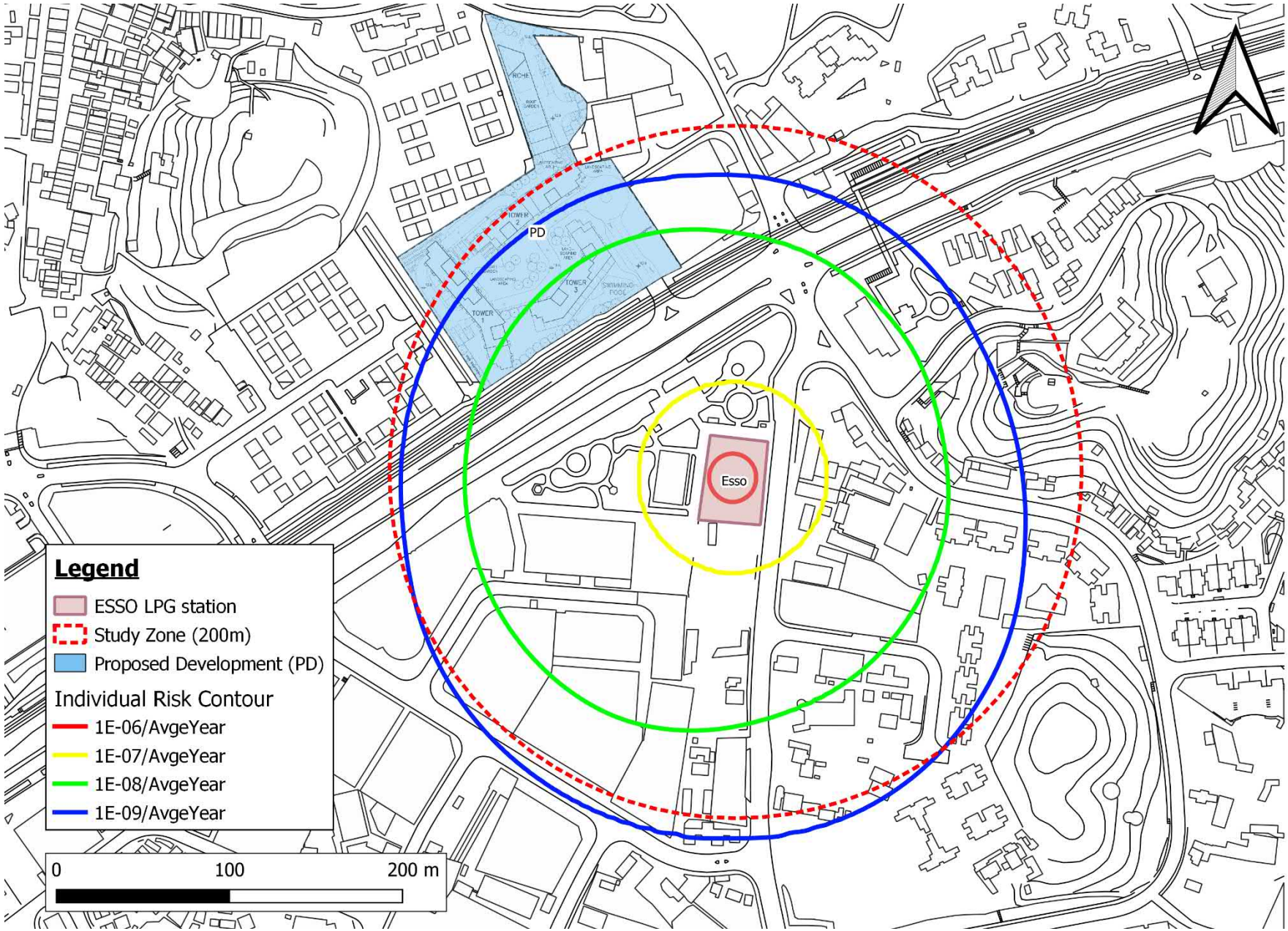


Figure 9 Schematic diagram of a typical LPG dispenser



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Quantitative Risk Assessment for Section 12A Rezoning Application at Various Lots in D.D 121 and D.D. 122 and Adjoining Government Land, Ping Shan, Yuen Long, New Territories

Figure 10 Individual Risk Contour of Esso LPG cum Petrol Filling Station

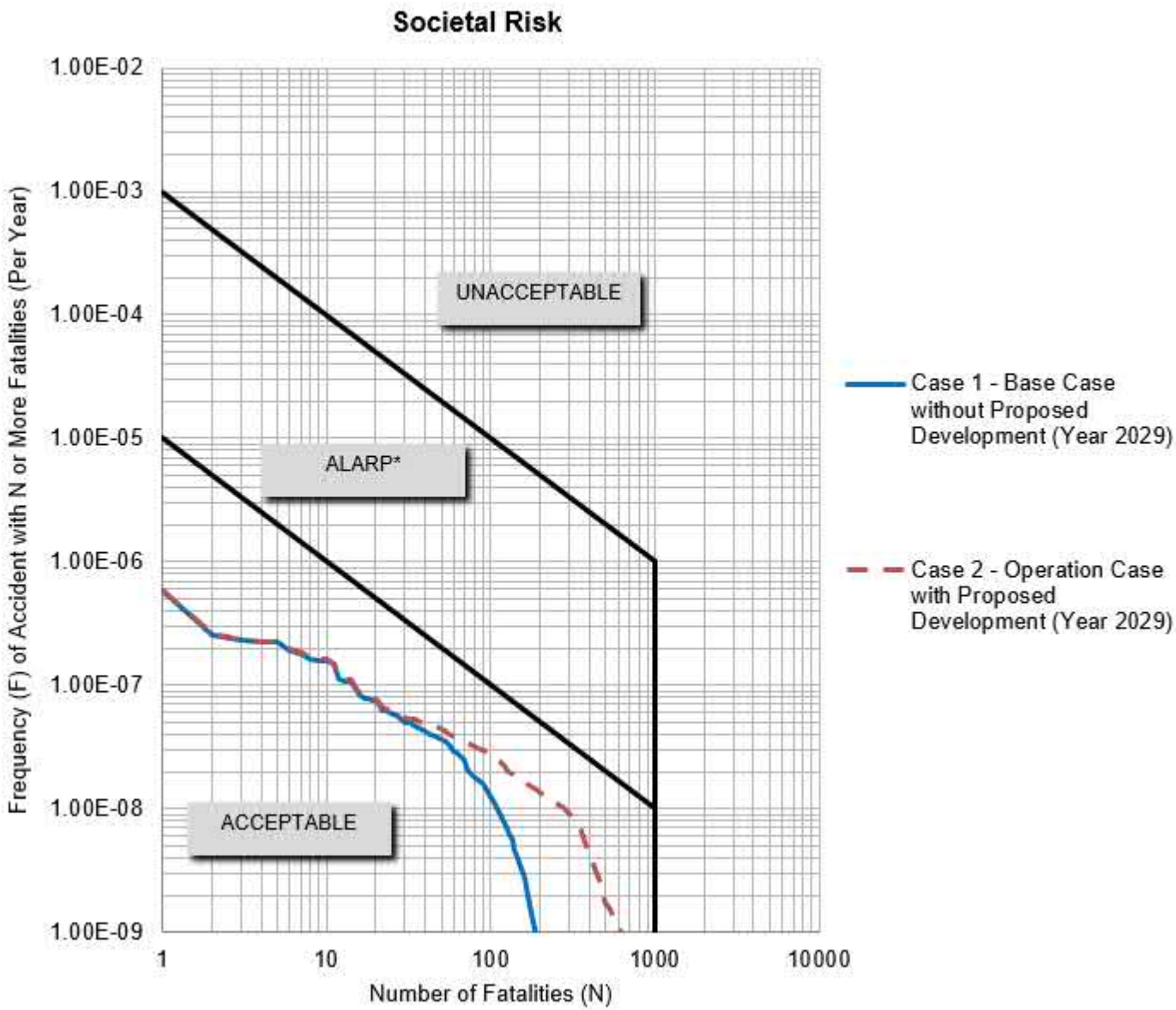
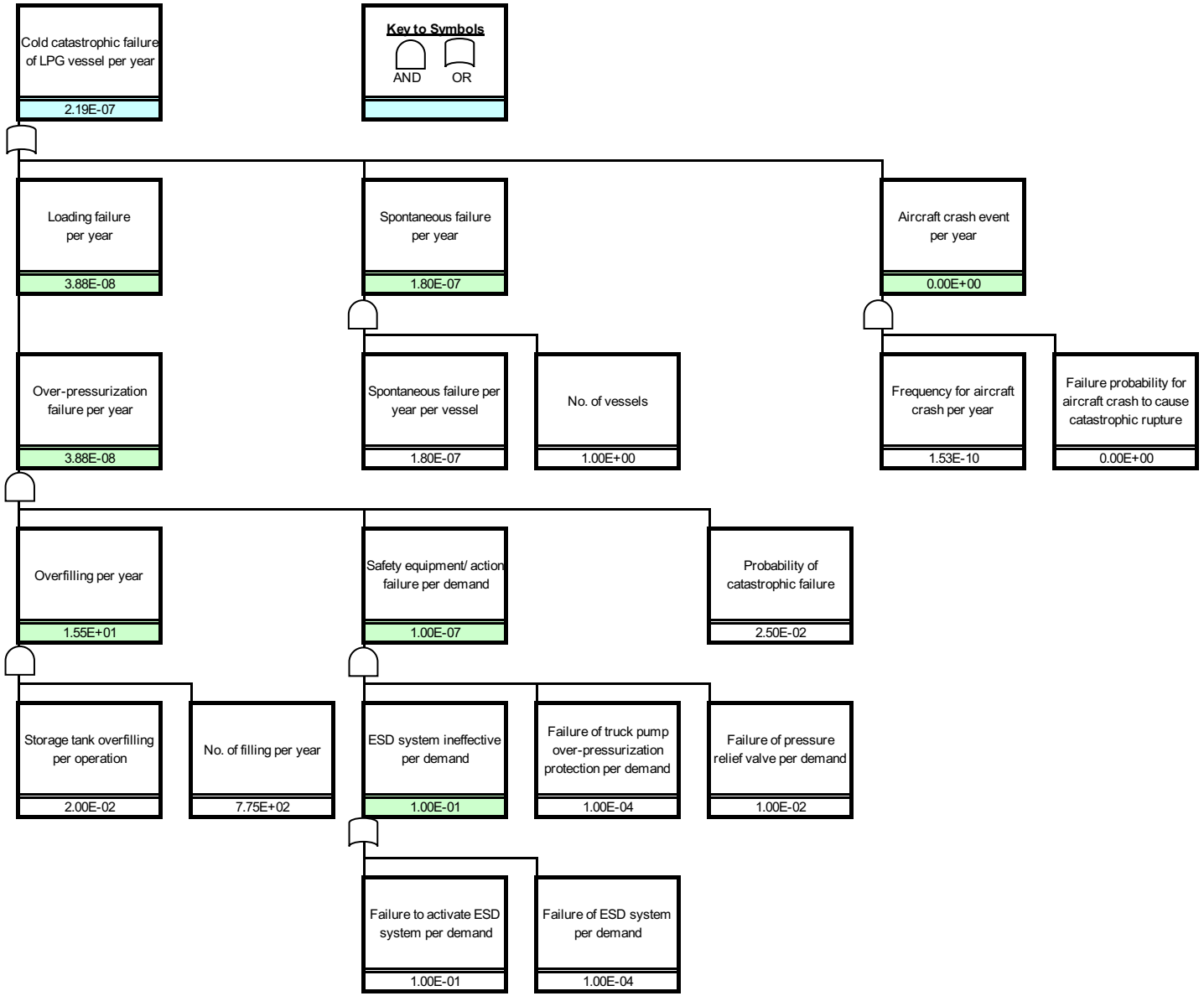


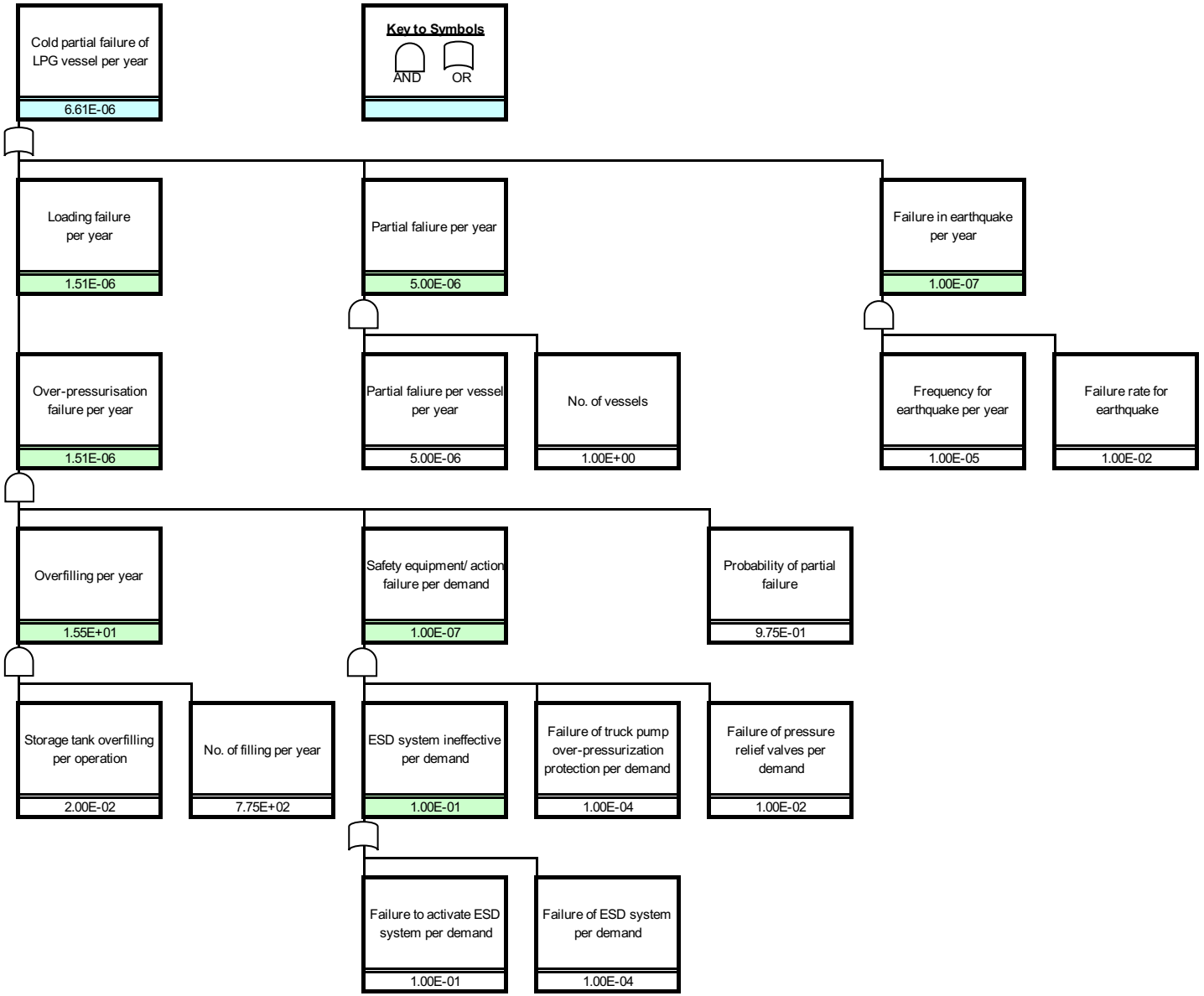
Figure 11 F-N Curves of Esso LPG cum Petrol Filling Station

Appendix A
Fault Tree Analysis of ESSO LPG cum Petrol Filling Station

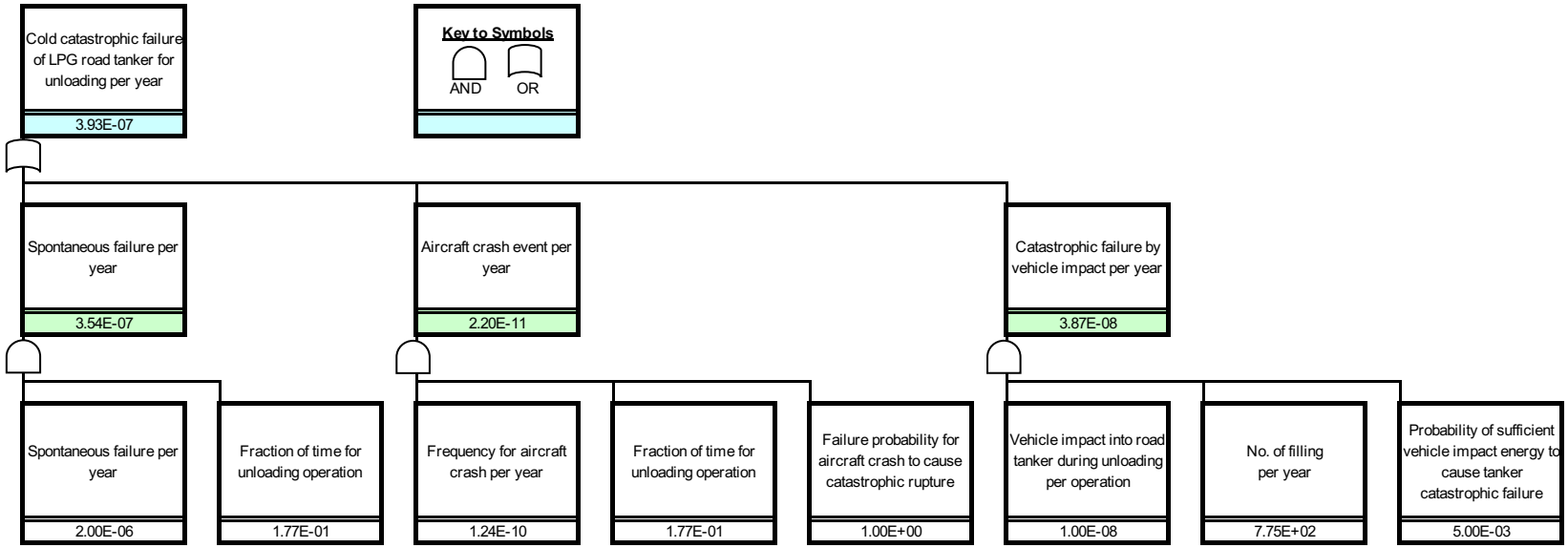
Fault Tree 1 - Cold Catastrophic Failure of LPG Vessel (LPG Filling Station)



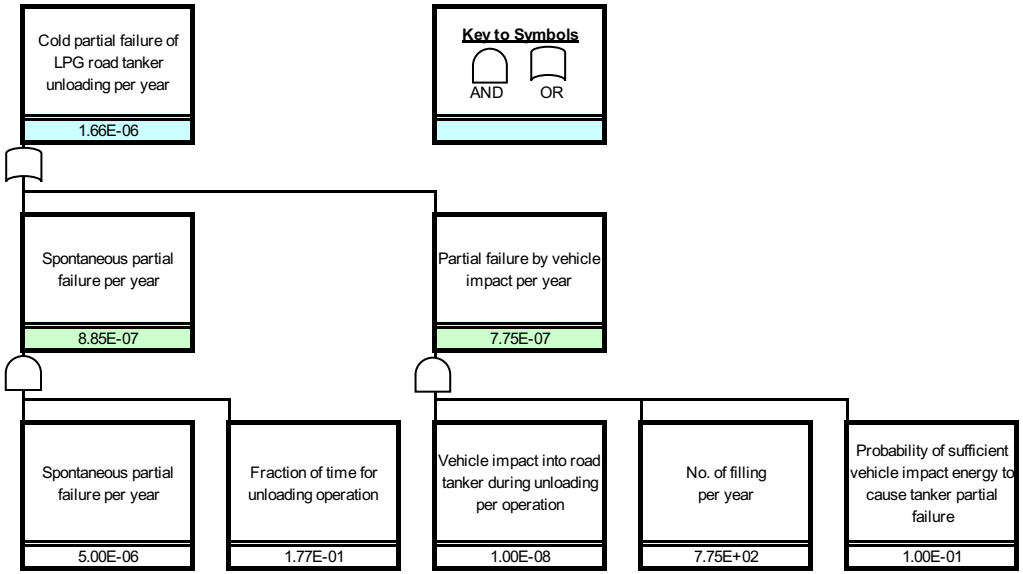
Fault Tree 2 - Partial Failure of LPG Vessel (LPG Filling Station)



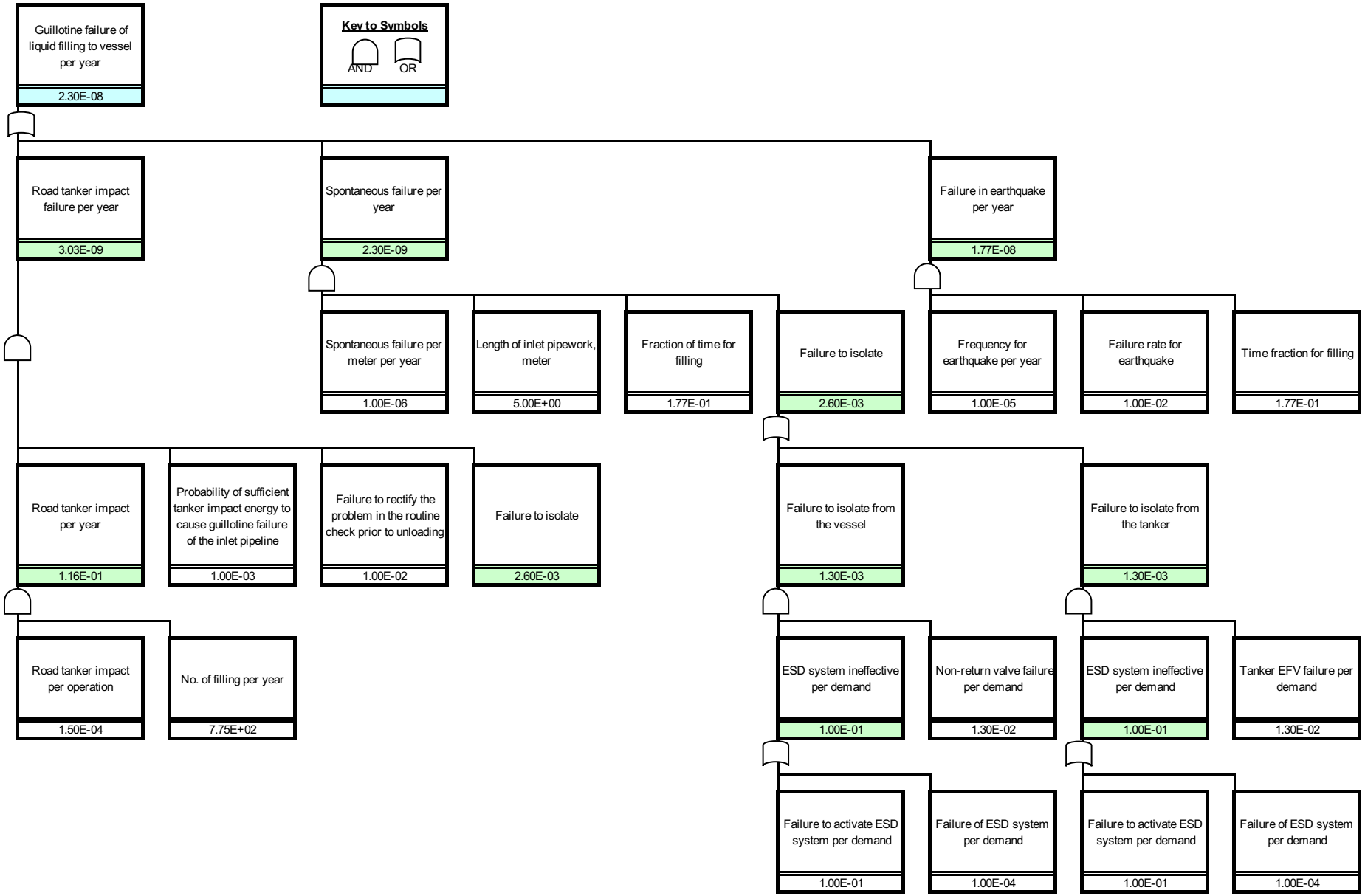
Fault Tree 3 - Cold Catastrophic failure of Road Tanker (LPG Filling Station)



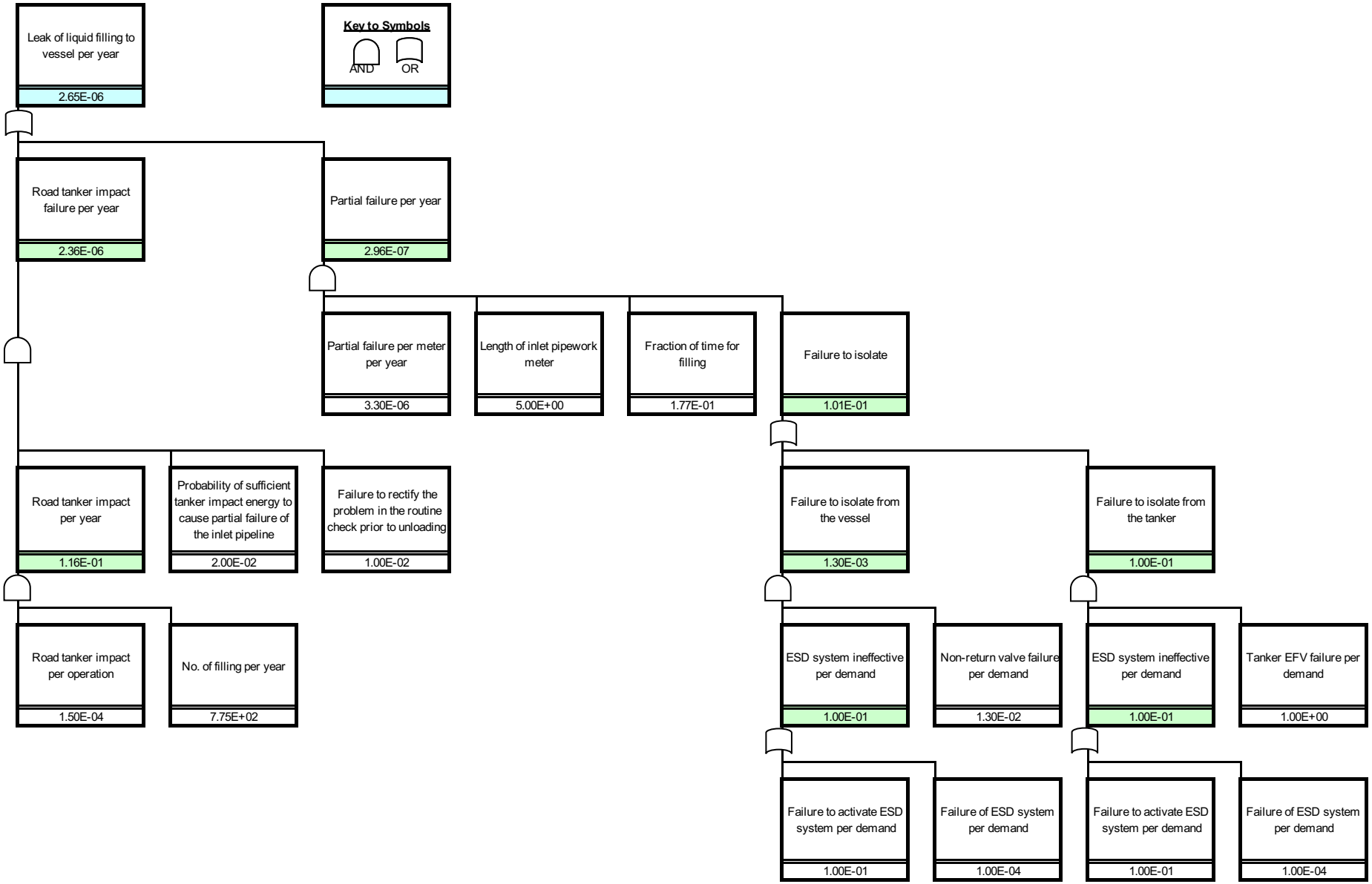
Fault Tree 4 - Partial failure of Road Tanker (LPG Filling Station)



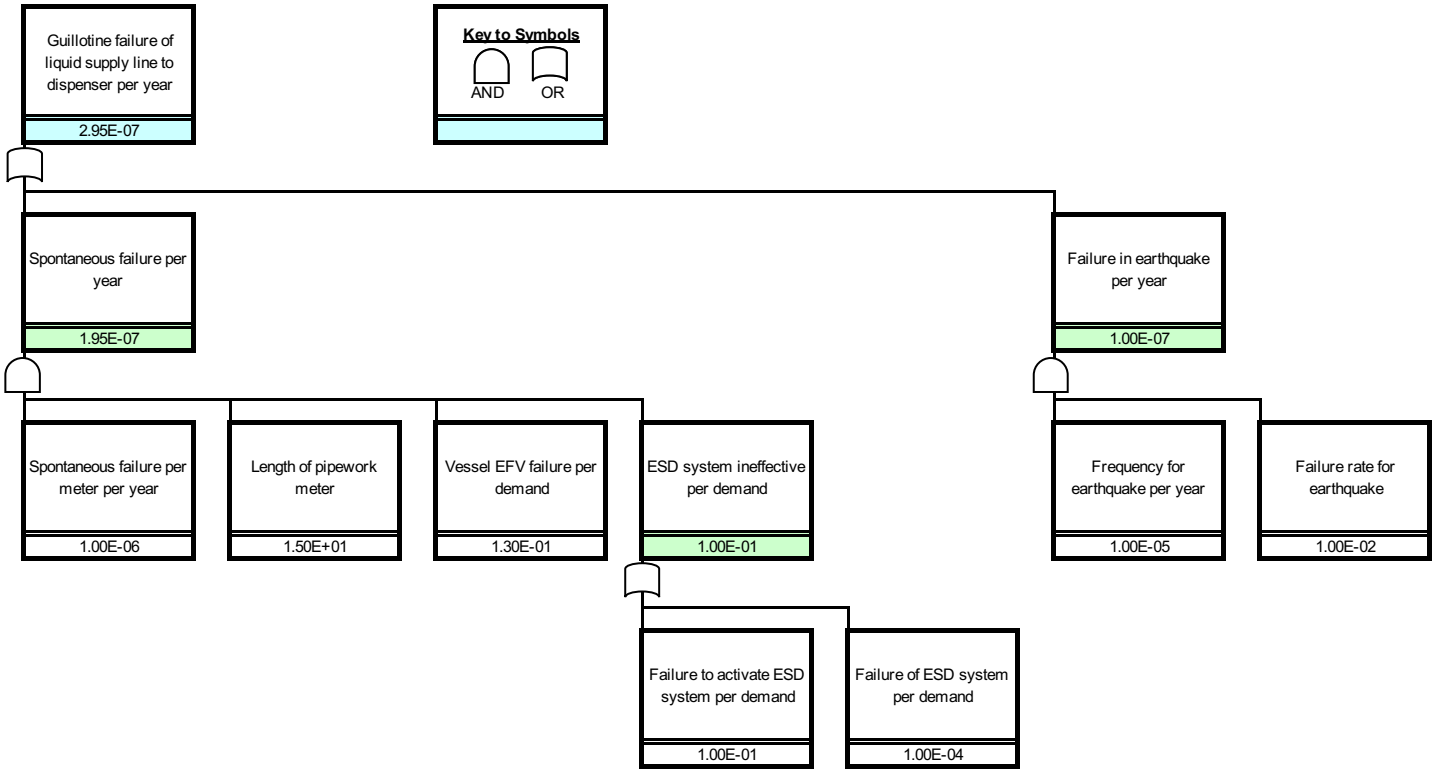
Fault Tree 5 - Guillotine failure of Inlet Pipeline (LPG Filling Station)



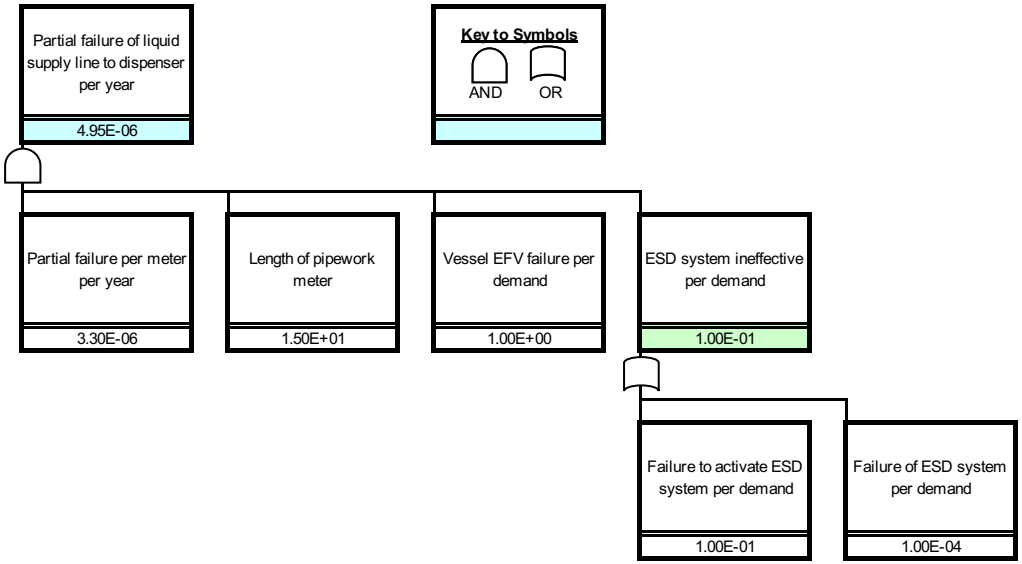
Fault Tree 6 - Partial failure of Inlet Pipeline (LPG Filling Station)



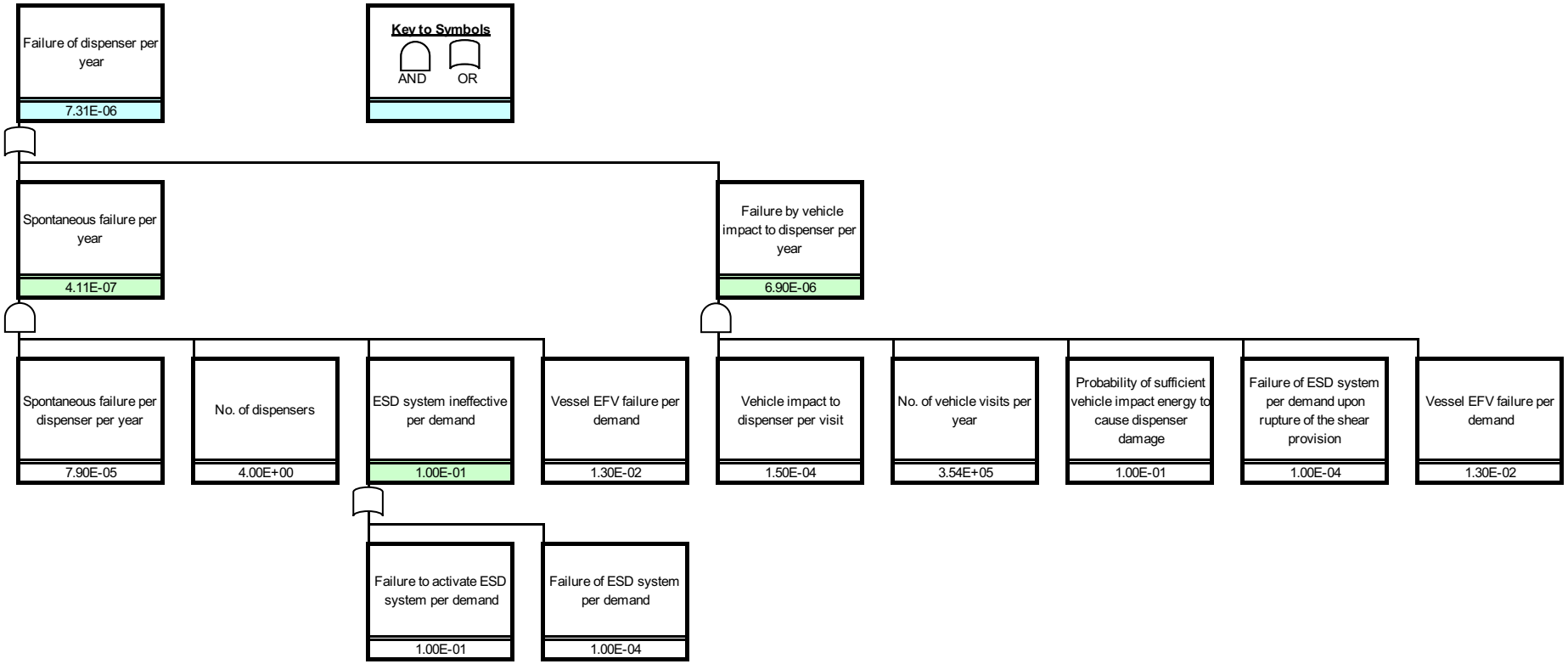
Fault Tree 7 - Guillotine failure of the Liquid Supply Pipeline to the Dispenser (LPG Filling Station)



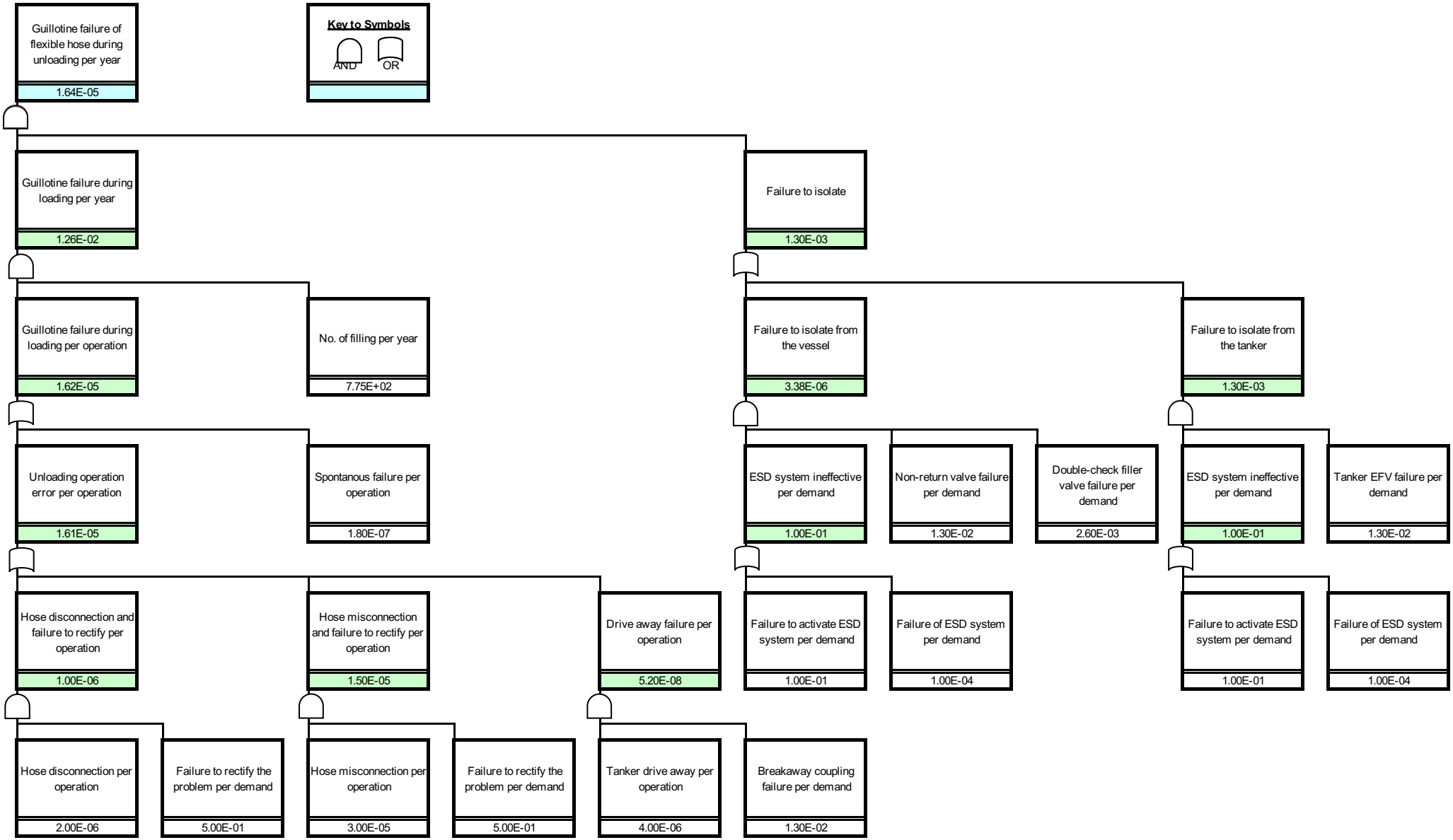
Fault Tree 8 - Partial failure of the Liquid Supply Pipeline to the Dispenser (LPG Filling Station)



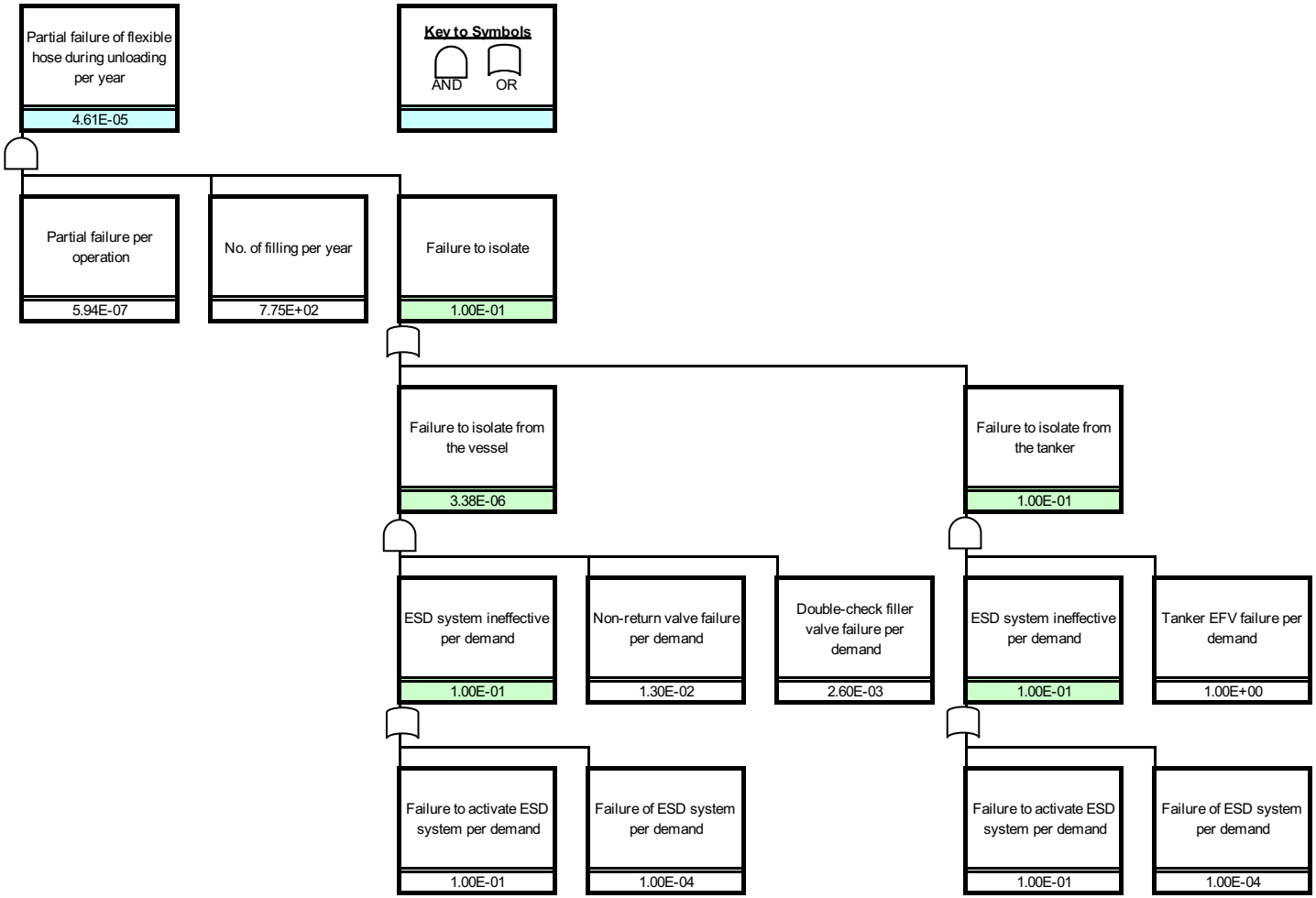
Fault Tree 9 - Failure of the Dispenser (LPG Filling Station)



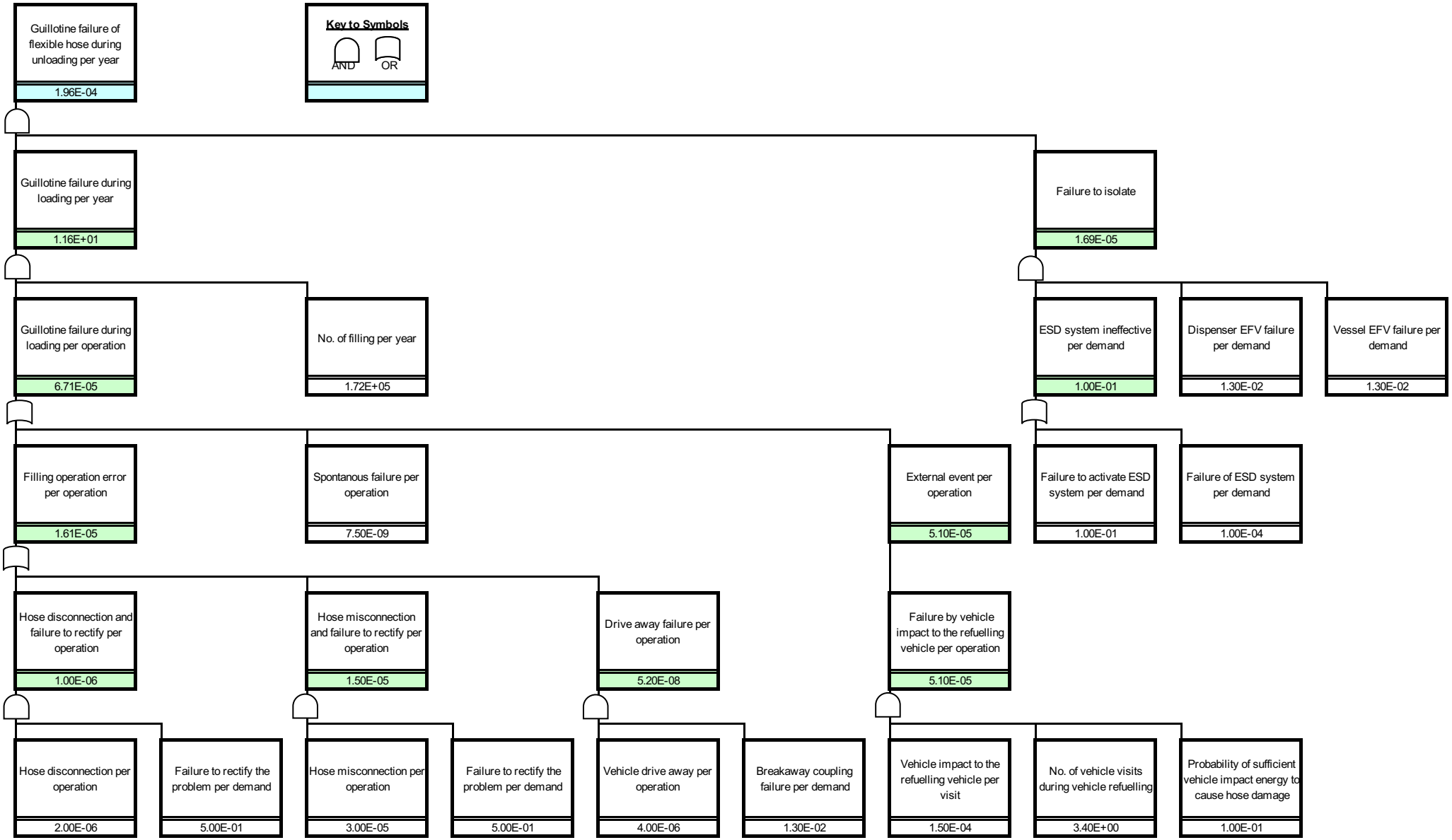
Fault Tree 10 - Guillotine failure of Flexible Hose during Unloading to the LPG vessel (LPG Filling Station)



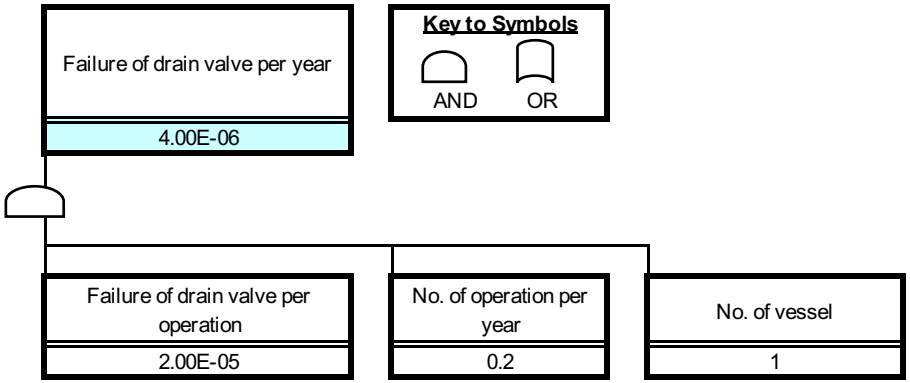
Fault Tree 11 - Partial failure of Flexible Hose during Unloading to the LPG vessel (LPG Filling Station)



Fault Tree 12 - Guillotine failure of Flexible Hose during Filling to the LPG Vehicle (LPG Filling Station)

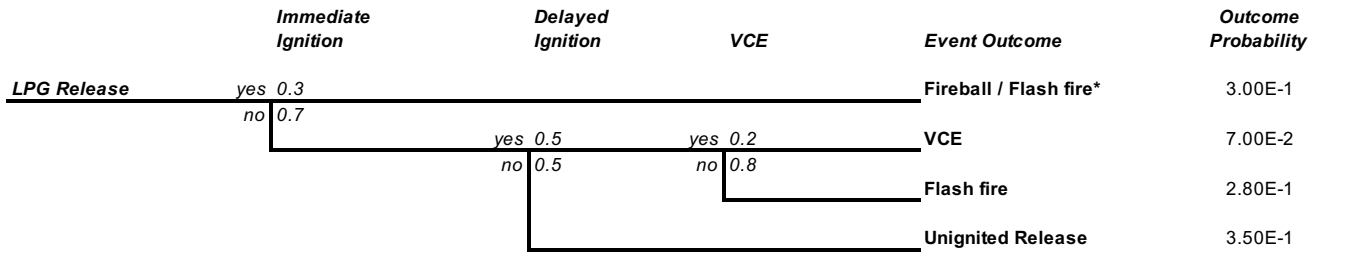


Fault Tree - Failure of LPG Vessel Drain Valve



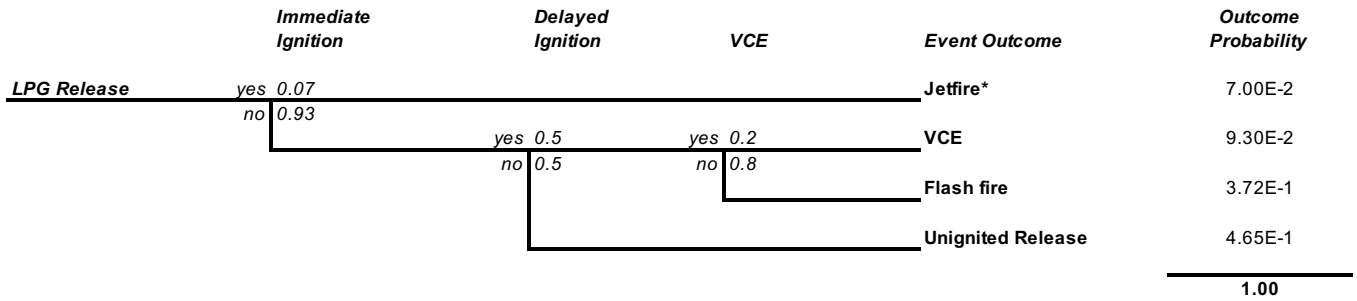
Appendix B
Event Tree Analysis of LPG cum Petrol Filling Station

ETA 1 - Catastrophic Failure of LPG Vessel



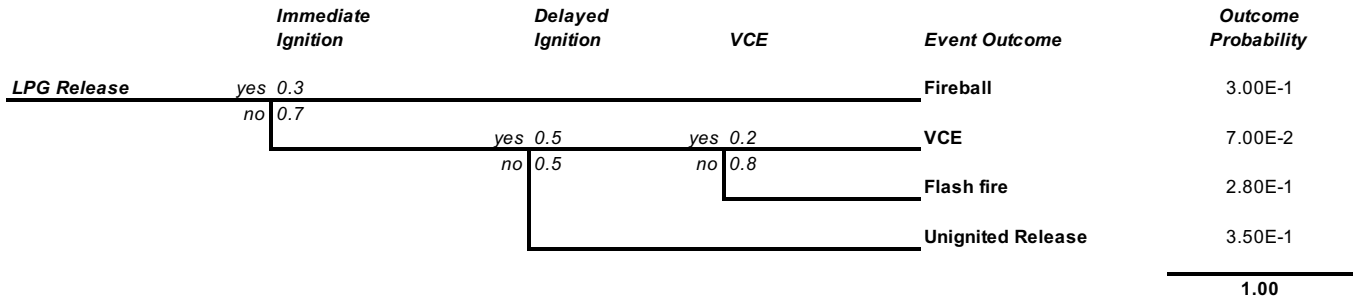
***Fireball effects are negligible for the underground storage tank. Instead Flash Fire is considered.**

ETA 2 - Partial Failure of LPG Vessel

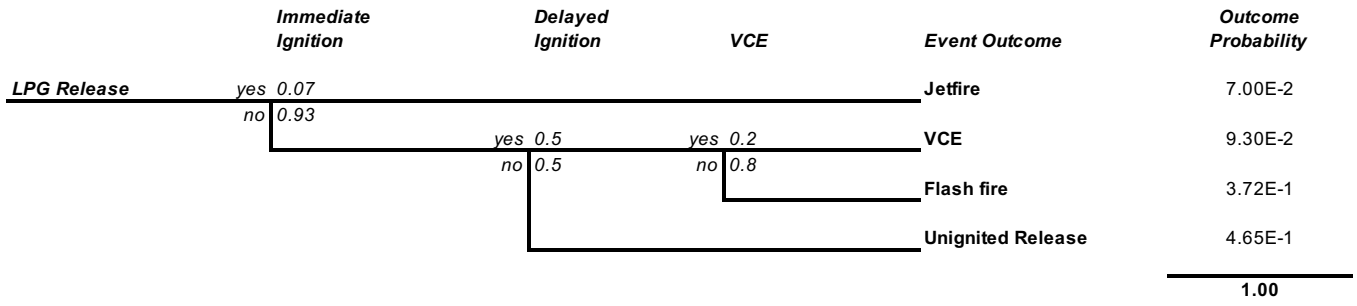


*** Vertical Jetfire is considered for partial failure of the underground storage tank.**

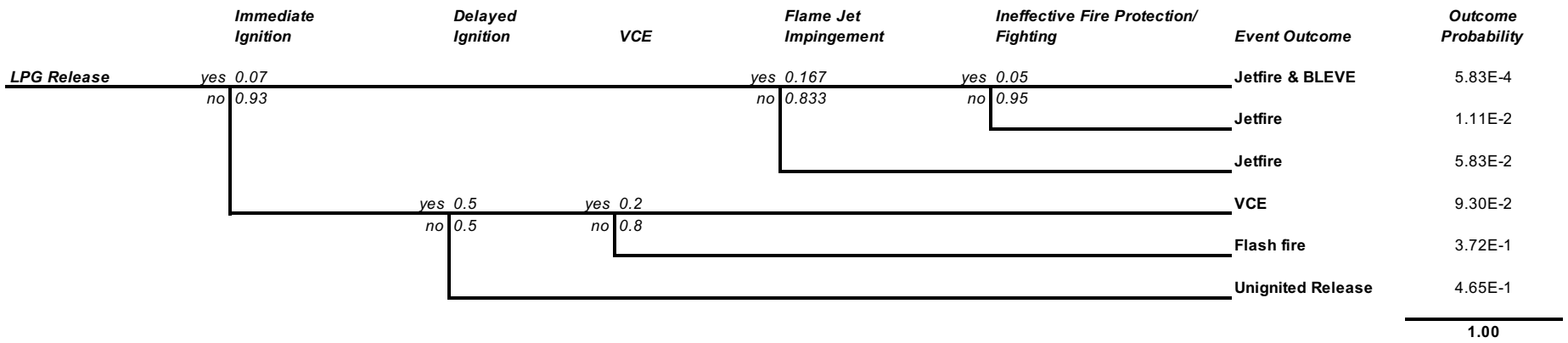
ETA 3 - Catastrophic Failure of LPG Tanker



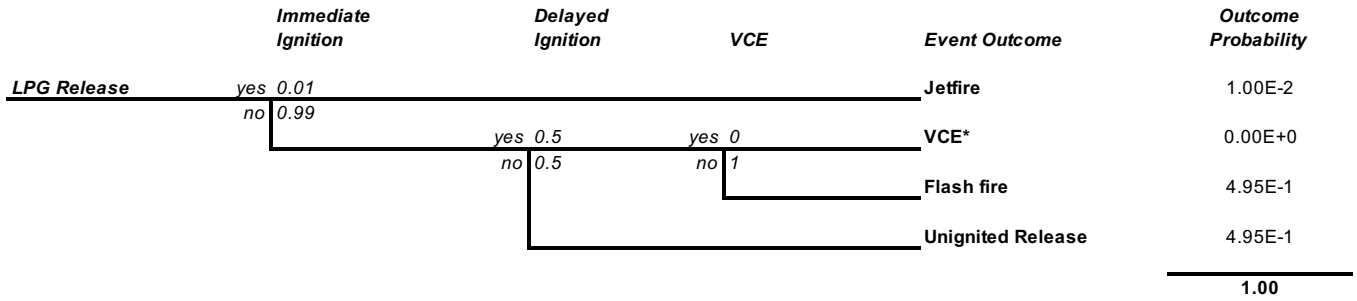
ETA 4 - Partial Failure of LPG Tanker



ETA 5 - Guillotine Failure of Aboveground Pipe (Liquid-Inlet Pipework, Flexible Hose to Vessel)

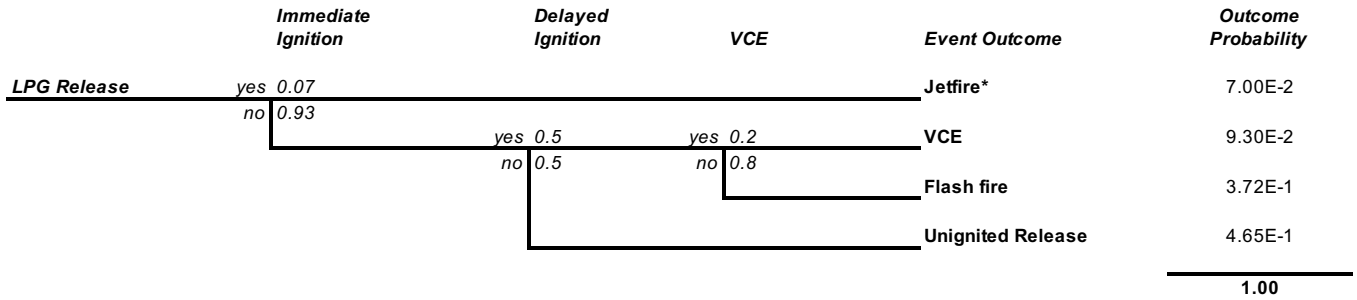


ETA 6 - Leak of Aboveground Pipe (Liquid-Inlet Pipework, Flexible Hose to Vessel)



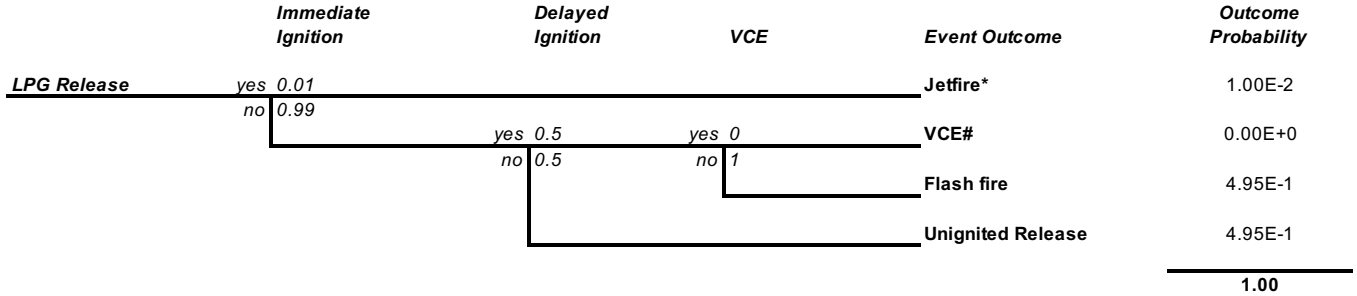
*** VCE is not considered for a small release.**

ETA 7 - Guillotine Failure of Underground Liquid Supply Line to Dispenser, Failure of Submersible Pump Flange



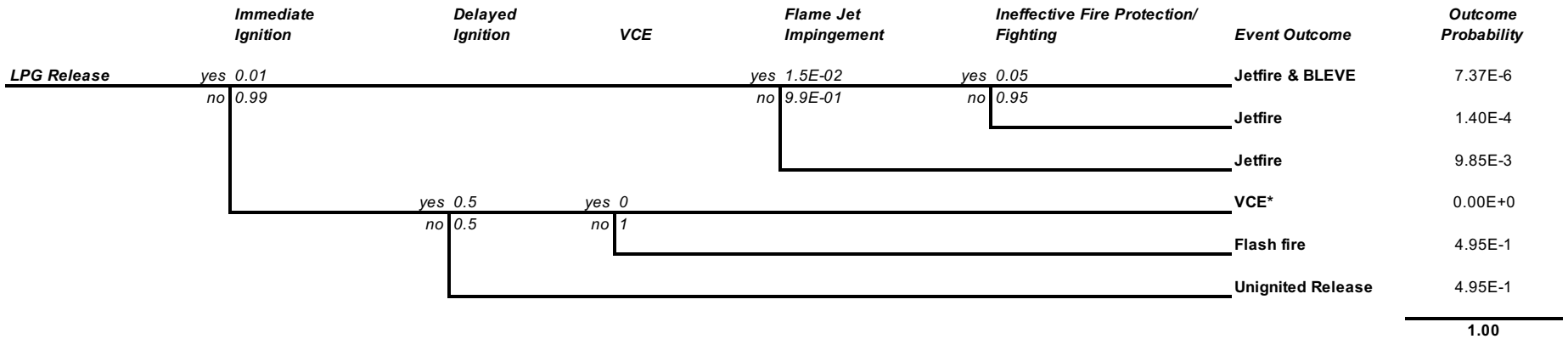
*** Vertical Jetfire is considered for failure of the underground pipe.**

ETA 8 - Leak of Underground Liquid Supply Line to Dispenser



*** Vertical Jetfire is considered for failure of the underground pipe.**
 # VCE is not considered for a small release.

ETA 9 - Failure of Dispenser, Flexible Filling Hose to Vehicle for Esso LPG cum Petrol Filling Station



*** VCE is not considered for a small release.**

Appendix C
Atmospheric Stability Class-Wind Speed Frequencies

Day Time Atmospheric Stability Class-Wind Speed Frequencies at Hong Kong Wetland Park Weather Station (Year 2020)

Wind Speed	Stability Class						Total
	A	B	C	D	E	F	
1	18.7%	7.9%	0.0%	11.1%	0.0%	13.8%	51.5%
3	8.2%	18.0%	7.4%	8.3%	3.0%	0.5%	45.4%
5	0.0%	1.8%	0.5%	0.8%	0.0%	0.0%	3.1%
7	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
>8	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Total	26.9%	27.8%	7.8%	20.2%	3.1%	14.3%	100.0%

Night Time Atmospheric Stability Class-Wind Speed Frequencies at Hong Kong Wetland Park Weather Station (Year 2020)

Wind Speed	Stability Class						Total
	A	B	C	D	E	F	
1	0.0%	0.0%	0.0%	1.8%	0.0%	76.5%	78.3%
3	0.0%	0.0%	0.0%	3.4%	15.6%	2.2%	21.2%
5	0.0%	0.0%	0.0%	0.3%	0.1%	0.0%	0.4%
7	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
>8	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Total	0.0%	0.0%	0.0%	5.6%	15.7%	78.7%	100.0%

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Appendix 11

Project Profile of Drainage

SMEC
Member of the Surbana Jurong Group

local people
global experience

D04 Project Profile of Drainage

Request for Amendment to the Approved Ping Shan Outline Zoning Plan No. S/YL-PS/20 from "Village Type Development" Zone and "Comprehensive Development Area" Zone to "Residential (Group B) 2" Zone

Reference No. 7076914
Prepared for On Billion International Ltd
24 April 2023

Document Control

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Project Number:	7076914 | D04/01
Revision Number:	0

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REVISION NO.	DATE	PREPARED BY	REVIEWED BY	APPROVED BY
0	6 March 2023	Various	Antony WONG	Jacky YAU
1	24 April 2023	Various	Antony WONG	Jacky YAU

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The report supersedes all previous draft or interim reports, whether written or presented orally, before the date of this report. This report has not and will not be updated for events or transactions occurring after the date of the report or any other matters t might have a material effect on its contents or which come to light after the date of the report. SMEC is not obliged to inform you of any such event, transaction or matter nor to update the report for anything that occurs, or of which SMEC becomes aware, after the date of this report.

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1 INTRODUCTION

1.1 Project Title

1.1.1 The title of the Project is "Section 12A Rezoning Application – Request for Amendment to the Approved Ping Shan Outline Zoning Plan No. S/YL-PS/20 from "Village Type Development" Zone and "Comprehensive Development Area" Zone to "Residential (Group B) 2" Zone at Various Lots in D.D. 121 and D.D. 122 and Adjoining Government Land, Ping Shan, Yuen Long, New Territories".

1.2 Project Proponent

1.2.1 The Applicant of the Section 12A Rezoning Application, i.e., On Billion International Ltd, is the Project Proponent.

1.3 Contact Person

1.3.1 The Contact Person's details are as follows:

Name:	Ms Isa YUEN
Company:	Aikon Development Consultancy Ltd
Email:	Iyuen@aikon.hk
Telephone:	3180 7811
Address:	Unit 1310, Level 13, Tower 2, Metroplaza, No.223 Hing Fong Road, Kwai Fong, N.T.

1.4 Project Background

1.4.1 With reference to the Policy Addresses in recent years including the latest one, Policy Address 2020, the key concerns include housing supply and elderly care service which is one of the improvements of people's livelihood. In order to address the aforementioned needs, it is planned to redevelop a land with an area of approximately 14,536m^2 comprising four lots in D.D. 121 and D.D. 122, and the adjoining unallocated land of about 2,381m^2, Ping Shan, Yuen Long, New Territories, into Residential Care Home for the Elderly ("RCHE") and Residential Development ("the Site" or "the Proposed Development").

1.4.2 The Site is currently zoned "Village" ("V") and "Comprehensive Development Area" ("CDA") under the Approved Ping Shan Outline Zoning Plan ("OZP") No. S/YL-PS/20. It was planned to develop a Social Welfare Facility (RCHE) and Residential Development comprising three blocks for domestic use.

1.4.3 For the Proposed Development comprising RCHE and Residential Development with three residential blocks, a rezoning application under Section 12A of the *Town Planning Ordinance* ("TPO") to rezone the Site from "V" and "CDA" zones to "Residential (Group B)2" ("R(B)2") zone under Column 1 was made (Application No.: Y/YL-PS/4). Because the Site is currently 100% paved, no increase in drainage impact would be resulted due to the Proposed Development. No Drainage Impact Assessment ("DIA") was considered necessary. The rezoning application was approved on 22 April 2022.

1.4.4 To further cope with the elderly services and housing supply, it is proposed to increase the plot ratio of the Proposed Development. In this regard, a new rezoning application under Section 12A of the TPO shall be required. SMEC Asia Ltd ("SMEC") has been commissioned by the Applicant to conduct this Project Profile ("PP") of Drainage to support the application.

1.5 Site Description

1.5.1 The Site is located in urban area at Ping Shan, Yuen Long, which is an existing logistic plant mainly used for storage and its northern part are open car park. As shown on ***Figure 1-1***, Castle Peak Road (Ping Shan) section is located to the immediate south of the Site that runs along the east-west direction. Light Rail Transit ("LRT") is also located to south of the Site running along the Castle Peak Road (Ping Shan) section. Across the opposite site of Castle Peak Road (Ping Shan) Section, there are mainly residential blocks, playground and gardens. In addition, Ping Ha Road originates to the east of the Site. It runs along south-north direction. It further turns around and is connected to the north of the Site, and it subsequently runs along the east-west direction and connected to the Ping Shan Heritage Trail to the northwest of the Site. The Site is mainly surrounded by warehouse for storages, factories, and scattered residential premises to the east and north, and to the west of the Site. An abandoned Former Tat Tak Public School is located to the northeast of the Site.

1.6 Project Description

1.6.1 The Proposed Development will tentatively comprise a RCHE as a Social Welfare Facility and a Residential Development with the following components:

- Three Residential Buildings
- One Club house
- One Swimming Pool
- Retail Shops and Services

1.7 Objective of the PP

1.7.1 The objectives of this PP are to:

- Determine whether a Drainage Impact Assessment ("DIA") Study is required;
- Assess the potential drainage impacts arising from the Site; and
- Recommend the necessary mitigation measures to alleviate the impacts.

1.7.2 This Project Profile comprises the following Sections, in accordance with DSD Advice Note No. 1 - Application of the Drainage Impact Assessment Process to Private Sector Projects:

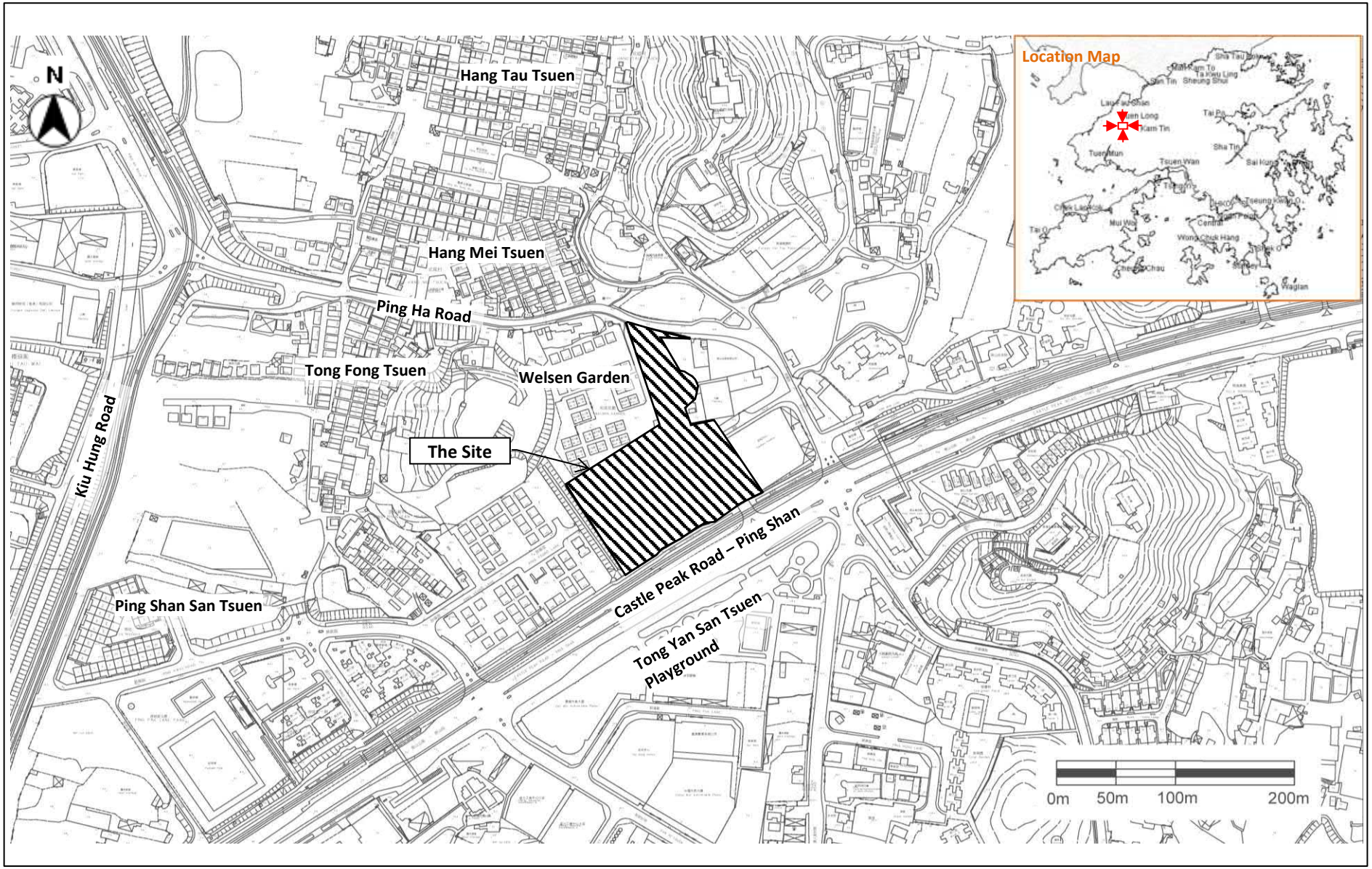
- Determine whether a Drainage Impact Assessment ("DIA") Study is required;
- Assess the potential drainage impacts arising from the Site; and
- Recommend the necessary mitigation measures to alleviate the impacts.

1.8 Reference Materials

1.8.1 In evaluating the potential drainage impact arising from the Proposed Development, the following documents have been referred to:

- Drainage Services Department ("DSD") Publication Stormwater Drainage Manual (with Eurocodes incorporated) – Planning, Design and Management (2018 Edition).
- DSD Publication Stormwater Drainage Manual – Corrigendum No. 1/2022.
- DSD Advice Note No. 1 – Application of the Drainage Impact Assessment Process to Private Sector Projects.
- Drainage records No. 6-NW-8D-3, 6-NW-8D-4, 6-NW-13B-1, and 6-NW-13B-2 obtained from DSD on 9 April 2021.
- GeoInfo Map (www.map.gov.hk) reviewed on 3 March 2023.

Figure 1-1 Site Location and its Environs



2 OUTLINE OF THE PLANNING AND IMPLEMENTATION PROGRAMME

2.1 Project Implementation

2.1.1 As mentioned in ***paragraph 1.4.4***, SMEC has been commissioned by the Project Proponent to prepare this PP to study the changes to the drainage characteristics and the potential drainage impacts arising from the Project.

2.1.2 The Project Proponent, subject to the final recommendation of this PP, will be responsible for implementing the proposed works together with all the environmental and drainage mitigation measures.

2.1.3 Construction of the Project will be carried out by the Contractor(s) to be appointed by the Project Proponent at a later stage.

2.2 Project Timetable

2.2.1 The tentative operation of the Proposed Development will be in 2029.

2.2.2 No detailed design including the drainage system is available at this rezoning application stage. The actual drainage construction works will be designed by the drainage engineer to be engaged by the Authorised Person ("AP") of the Proposed Development subject to the approval from the Building Authority and the relevant government departments. The drainage connection proposal will be submitted by the AP at the detailed design stage.

2.2.3 The indicative milestones of the Proposed Development subject to change during the detailed design stage are as follows:

Table 2-1 Indicative Milestones of the Proposed Development

ID	ITEM	ANTICIPATED TIME
1.	Appointing AP	2023
2.	Preliminary Designs	2023 to 2024
3.	Preparation of DIA Study (if required)	2023
4.	Detailed / Finalised Designs	2024
5.	Construction / Implementation	2025 to 2029
6.	Completion / Commencing Operation	2029

2.3 Interaction with Other Projects

2.3.1 With reference to the construction programme of the Project, no concurrent works in the vicinity of the Site are identified at the moment.

3 DESCRIPTION OF CONDITIONS

3.1 Introduction

3.1.1 This section describes the existing and future conditions of the environment at and in the vicinity of the Site.

3.2 Site Location and Topography

3.2.1 As mentioned in paragraph 2.1.2 of the Planning Statement, the Site is currently occupied by a warehouse being used for storage of animal feeds and an open carpark. The Site is relatively flat with the existing ground elevations of +12.2mPD to +13.6mPD. The Site area is approximately 14,536m^2.

3.3 Statutory Land Use Zoning

3.3.1 As mentioned in ***paragraph 1.4.2***, the Site is currently zoned V and CDA under the Approved Ping Shan OZP No. S/YL-PS/20.

3.4 Existing and Future Conditions

Paved and Unpaved Area of the Site

3.4.1 The total Site area is about is approximately 14,536m^2. In order to understand the existing conditions of the Site and the surrounding area, a Site visit was conducted on 13 April 2021. Currently the Site is approximately 100% hard paved as summarised in ***Table 3-1***.

Table 3-1 Percentage of Paved and Unpaved Areas of the Existing Site

SITE AREA, m^2	PAVED AREA, m^2	UNPAVED AREA, m^2
~14,536	~14,536 (~100%)	~0 (~0%)

3.4.2 As mentioned in paragraph 5.3.1 of the Tree Preservation and Landscape Proposal appended in Appendix 4 of the Planning Statement, greenery [note 1] will be provided and the common greenery is calculated in accordance with PNAP APP-152 [note 2]. As mentioned in Table 2 of PNAP App-152, the minimum overall site coverage of greenery for site area between 1,000m^2 and 20,000m^2 should be 20% and that for site area for equal to or larger than 20,000m^2 should be 30% respectively. As mentioned in paragraph 3.4.1, the Site area of the Proposed Development is approximately 14,536m^2. The minimum overall site coverage of greenery for the Proposed Development should therefore be 20% of the Site area.

3.4.3 Although the total greenery area is calculated to be approximately 4,405.20m^2 as mentioned in paragraph 5.3.2 of the aforementioned Tree Preservation and Landscape Proposal, for the conservative approach not less than 20% greenery, i.e., unpaved area, should be adopted for the Proposed Development in accordance with PNAP APP-152.

[1] "Greenery" or "Greenery Area" is area with live plant and soil or similar base defined in BD's PNAP APP-152.

[2] Practice Notes for Authorised Persons, Registered Structural Engineers and Registered Geotechnical Engineers ("PNAP") APP-152 *Sustainable Building Design Guidelines* published by the Building Department ("BD") in January 2016.

Table 3-2 Percentage of Paved and Unpaved Areas of the Proposed Development

SITE AREA, m^2	PAVED AREA, m^2	UNPAVED AREA, m^2
~14,536	No more than 11,629 (No more than 80%)	No less than 2,907 (No less than 20%)

Catchment Areas

3.4.4 Based on the Site observations and desktop study of the elevations shown on the topographical maps, the catchments are identified as follows: the Site comprises two catchments, Catchments A and B. Moreover, the other catchments are also identified as follows:

1. The Site comprises two catchments, Catchments A and B.
2. Public roads such as Castle Peak Road, Ping Ha Road, etc. are provided with road drains. Therefore, overland flow from public roads to the Site is unlikely.
3. Other catchments, Catchments U1 to U7 adjacent to the Site, are identified that:
   (a) Since U1 to U7 are outside the Application Boundary, the payment conditions and flow patterns of U1 to U7 will not be changed due to the Proposed Development.
   (b) U1 and U2 are industrial uses. They are 100% hard paved and provided with fence walls. Overland flow from U1 and/or U2 to the Site is unlikely.
   (c) U3 comprises village houses. It is approximately 90% hard paved and provided with perimeter drains observed at the entrance as well as fence walls. Overland flow from U3 to the Site is unlikely.
   (d) U4 is a house development. It is approximately 90% hard paved, provided with surface drains and fence walls including the fence wall between the Site and U4. Overland flow from U4 to the Site is unlikely.
   (e) U5 is an embankment with trees and plants on it. According to the elevations on the topographical maps, stormwater should flow towards to the west and the east. According to GeoInfo Map, culverts should be provided along the toes of the embankment. Overland flow from U5 to the Site is unlikely.
   (f) U6 and U7 comprise village houses and these two catchments are separated by the embankment Catchment U5. Overland flow from U6 and/or U7 to the Site is unlikely.

3.4.5 The identified catchments and anticipated flow directions are shown on ***Figure 3-1***.

3.5 Review of Condition

3.5.1 As mentioned in ***paragraph 3.4.3***, the Proposed Development will be provided with no less than 20% greenery, i.e., unpaved area. Therefore, runoff arising from the Proposed Development will be less than that of the current situation from drainage point of view.

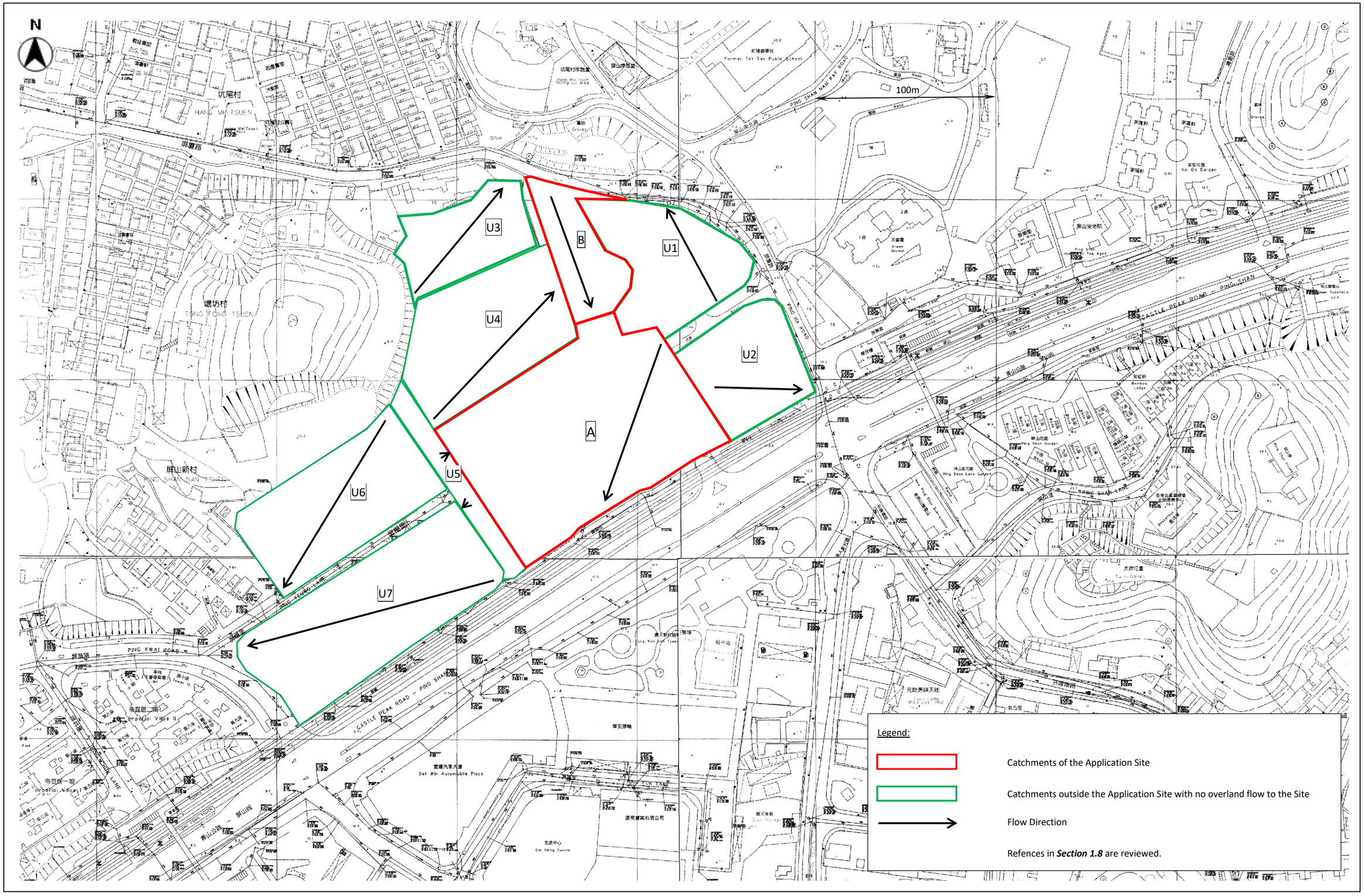
3.5.2 Overland flow from public roads and the other adjacent catchments to the Site is unlikely as reviewed in ***paragraph 3.4.4***.

3.5.3 Based on the layout plans attached to Appendix 3 of the Planning Statement, filling for the Proposed Development is not required.

3.5.4 Based on the above review, it is concluded that:

1. Since no watercourse or drainage path will be affected by the Proposed Development, flooding risk will not be increased due to the Proposed Development;
2. Runoff will be decreased for the increase in unpaved area; and
3. No filling is required for the Proposed Development.

Figure 3-1 Identified Catchments



4 DESCRIPTION OF DRAINAGE CONDITIONS

4.1 Existing Drainage Conditions

4.1.1 Copies of the drainage plans were obtained from DSD including Plans nos. 6-NW-8D-3, 6-NW-8D-4, 6-NW-13B-1, and 6-NW-13B-2, and drainage data provided on GeoInfo Map as mentioned in ***paragraph 1.8.1***.

4.1.2 With reference to the DSD's drainage record plans, municipal stormwater drains are located between the Site and Castle Peak Road. The diameters of the drains to the south of the Site range from 300mm to 450mm.

4.1.3 Surface runoff from the Site comprising Catchments A and B should mainly be collected and diverted to stormwater Manhole SMH1027879 and stormwater drain with a diameter of 225mm. Then the runoff is conveyed to 450mm circular drains via stormwater Manhole SMH1027880. The drainage connection is shown on ***Figure 4-1*** and summarised in ***Table 4-1***.

Table 4-1 Information of Municipal Drainage System Connected to the Site

SITE (CATCHMENT)	SIZE OF DRAIN CONNECTED	CONNECTION POINT	MAIN DRAIN/CHANNEL DOWNSTREAM
Catchment A	225mmØ Pipeline	SMH1027879	450mmØ Pipeline
Catchment B			

4.1.4 According to ETWB TCW No 5/2005 and AFCD's website, there are no ecologically important streams/rivers (EIS) located within the vicinity of the Site.

4.1.5 According to DSD's website [note 3] of flooding blackspots, no flooding blackspots are found within the vicinity of the Site.

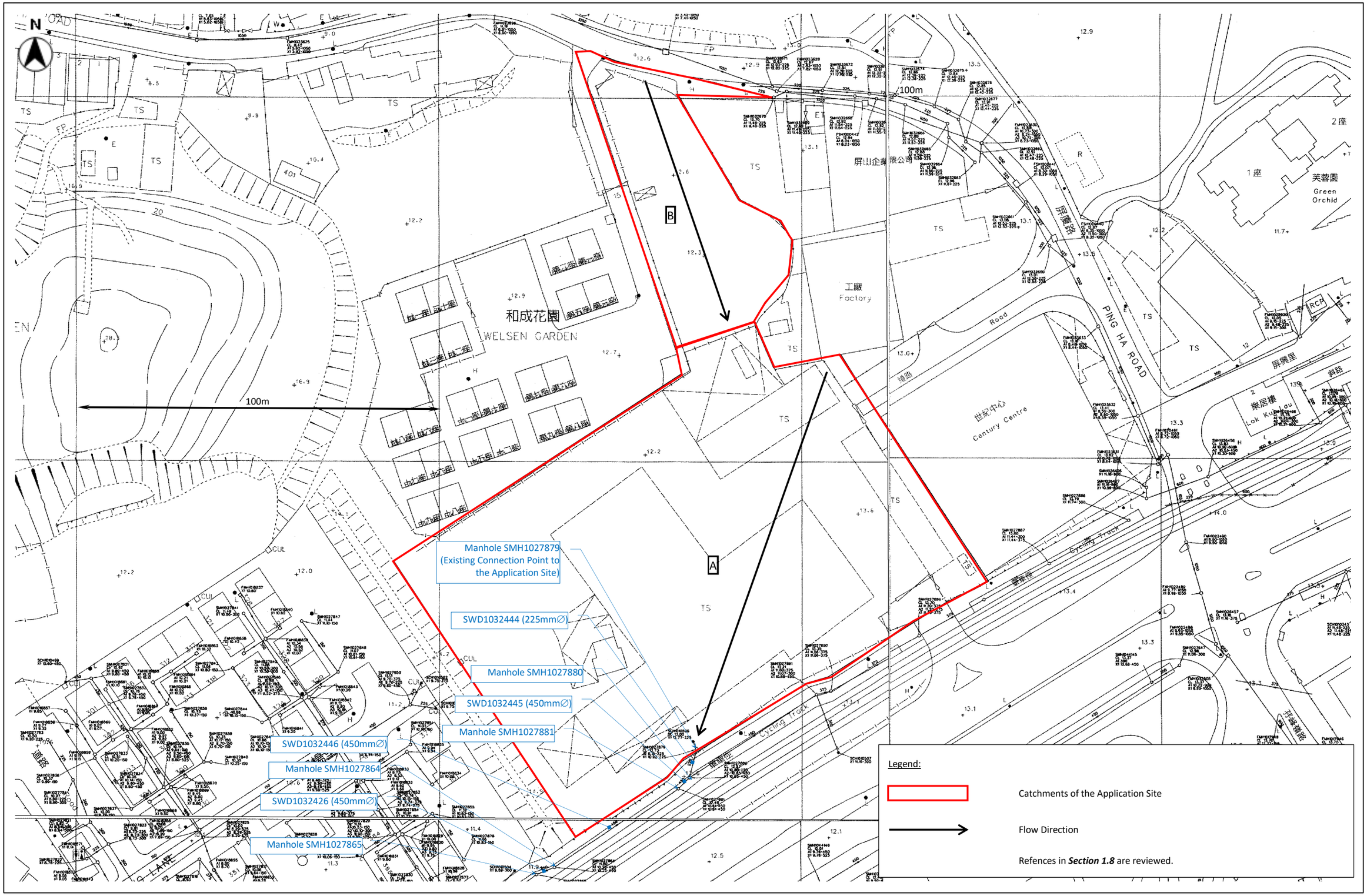
4.2 Future Drainage Conditions

4.2.1 The same as the existing situation, surface runoff from the Proposed will be collected by a series of drains pipes provided within the Site and subsequently discharge to existing drainage system.

4.2.2 The detailed arrangement of the local drainage system and new drainage connection will be further investigated at the detailed design stage of project. Notwithstanding, as mentioned in ***paragraph 3.4.3***, no less than 20% greenery will be provided for the Proposed Development. Thus, no additional drainage impact on the existing drainage system due to the Proposed Development is anticipated.

[3] https://www.dsd.gov.hk/EN/Flood_Prevention/Our_Flooding_Situation/Flooding_Blackspots/index.html checked on 6 March 2023.

Figure 4-1 Existing Drainage System



5 DRAINAGE IMPACT REVIEW AND CONCLUSION

5.1.1 Based on the review of ***Sections 3*** and ***4***, no adverse drainage impact on the municipal drainage system is anticipated due to the Proposed Development.

5.1.2 Furthermore, a DIA is considered not required with reference to DSD's *Advice Note No. 1 - Application of the Drainage Impact Assessment Process to Private Sector Projects* based on the following findings:

1. No flooding risk will be increased since no watercourse or drainage path will be affected by the Proposed Development.
2. No increase in imperious/paved area will be increased. Instead, greenery/unpaved area with no less than 20% in Site area will be provided for the Proposed Development. No significant increase in runoff or change in runoff behaviour from the Application Site will be resulted.
3. No reclamation or filling will be required to form the Site for the Proposed Development.
4. Because of no change to the drainage connection with the decrease in runoff generation, no increase in drainage impact on the municipal drainage system downstream of the Proposed Development will be resulted. Therefore, there is no need to upgrade the drainage system downstream of the Site to convey the runoff from the Proposed Development.
5. The Site is not located at flood prone areas with reference to the website of the DSD regarding flooding blackspots.
6. No temporary works (e.g. scaffolding or falsework of a bridge) or flow diversion will be implemented during the construction of the Proposed Development adversely affect the performance of the drainage system or aggravate the risks of flooding in its adjacent, upstream and downstream areas.
7. No significant reduction of flood storage capacity in the surrounding areas during or after construction.

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RE: [PLG10224] Planning Application No. Y/YL-PS/6 - Consolidated Set
02/06/2023 14:22

From: [redacted]
To: "tpbpd@pland.gov.hk" <tpbpd@pland.gov.hk>
Cc: "mylwong@pland.gov.hk" <mylwong@pland.gov.hk>, [redacted]

1 attachment

Replacement Page_LMP01.pdf

Dear Sir/Madam,

We refer to our submission dated 30.5.2023 and would like to provide a replacement page for the previous submission. Enclosed with this email is the replacement page (p.132) that should supersede the one included in our preceding submission. Please also be advised that the proposed development involves no childcare centre use. To ensure you have the most up-to-date version of our submission, we have also prepared a revised consolidated set of documents. You can access the consolidated set through the following link:

Y_YL_PS_6_Consolidated Final Set

Thank you for facilitating the planning application and should you have any queries, please feel free to contact me.

Best regards,
Isa Yuen Assistant Town Planner

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PROJECT 工程項目
SECTION 12A REZONING APPLICATION–REQUEST FOR AMENDMENT TO THE APPROVED PING SHAN OUTLINE ZONING PLAN NO.S/YL–PS20 FROM VILLAGE TYPE DEVELOPMENT ZONE AND COMPREHENSIVE DEVELOPMENT AREA ZONE TO RESIDENTIAL(GROUP B)2 ZONE AT VARIOUS LOTS IN D.D.121 AND D.D.122 AND ADJOINING GOVERNMENT LAND, PING SHAN, YUEN LONG, NEW TERRITORIES

DRAWING TITLE 圖紙名稱
LANDSCAPE MASTER PLAN

SCALE 比例	DESIGNED 設計
1:800	TEL
DATE 日期	DRAWN 繪圖
NOV 2022	CAD
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TELEPHONE 2868 0980 FACSIMILE 2866 2203 電話:(八五二) 二八六八 零九八零 傳真:(八五二) 二八六八 二二零三

CAD FILENAME : C2119–LMP01

RESIDENTIAL (GROUP B)

Column 1 Uses always permitted	Column 2 Uses that may be permitted with or without conditions on application to the Town Planning Board
Flat	Ambulance Depot
Government Use (Police Reporting Centre, Post Office only)	Eating Place
House	Educational Institution
Library	Government Refuse Collection Point
Residential Institution	Government Use (not elsewhere specified)
School (in free-standing purpose-designed building only) #	Hospital
Shop and Services (on land designated "R(B)2" only)	Hotel
Social Welfare Facility (on land designated "R(B)2" only)	Institutional Use (not elsewhere specified)
Utility Installation for Private Project	Off-course Betting Centre
	Office
	Petrol Filling Station
	Place of Entertainment
	Place of Recreation, Sports or Culture
	Private Club
	Public Clinic
	Public Convenience
	Public Transport Terminus or Station
	Public Utility Installation
	Public Vehicle Park (excluding container vehicle)
	Recyclable Collection Centre
	Religious Institution
	Rural Committee/Village Office
	School (not elsewhere specified)
	Shop and Services
	Social Welfare Facility
	Training Centre

Planning Intention

This zone is intended primarily for sub-urban medium-density residential developments in rural areas where commercial uses serving the residential neighborhood may be permitted on application to the Town Planning Board.

(Please see next page)

RESIDENTIAL (GROUP B) (Cont'd)

Remarks

(a) On land designated "Residential (Group B) 1", no new development, or addition, alteration and/or modification to or redevelopment of an existing building (except development or redevelopment to the use annotated with #) shall result in a total development and/or redevelopment in excess of a maximum plot ratio of 1, a maximum site coverage of 40% and a maximum building height of 5 storeys (15m) including car park, or the plot ratio, site coverage and height of the building which was in existence on the date of the first publication in the Gazette of the notice of the draft development permission area plan, whichever is the greater.

(b) On land designated "Residential (Group B) 2", no new development, or addition, alteration and/or modification to or redevelopment of an existing building (except development or redevelopment to the use annotated with #) shall result in a total development and/or redevelopment in excess of a maximum domestic plot ratio of 4.5, a maximum non-domestic plot ratio of 0.48, a maximum site coverage of 34.7% and a maximum building height of 29 storeys (98.75m) including car parks, or the plot ratio, site coverage and height of the building which was in existence on the date of the first publication in the Gazette of the notice of the draft development permission area plan, whichever is the greater.

(c) In determining the maximum plot ratio and site coverage for the purposes of ***paragraphs (a) and (b)*** above, any floor space that is constructed or intended for use solely as car park, loading/unloading bay, plant room and caretaker's office, or caretaker's quarters and recreational facilities for the use and benefit of all the owners or occupiers of the domestic building or domestic part of the building, provided such uses and facilities are ancillary and directly related to the development or redevelopment, may be disregarded.

(d) Based on the individual merits of a development or redevelopment proposal, minor relaxation of the plot ratio, site coverage and building height restrictions stated in ***paragraphs (a) and (b)*** above may be considered by the Town Planning Board on application under section 16 of the Town Planning Ordinance.

Previous Applications covering the Application Site

Approved Application

Application No.	Zoning	Development/Use	Date of Consideration	Agreement Reasons
Y/YL-PS/4	"GB"	To rezone the application site from "Village Type Development "and "Comprehensive Development Area" to "Residential (Group B) 2" and amend the Notes of the zone applicable to the site	22.4.2022	(1) to (4)

Agreement Reasons

(1) the proposed plot ratio (PR) and building height were not incompatible with existing and planned developments in the locality

(2) the application could help in expediting the phasing out of brownfield operations in the remaining area of the "CDA" site

(3) the planning merit of providing a RCHE within the Site

(4) the proposed maximum PR were in line with the PRs for rural township under the Hong Kong Planning Standards and Guidelines and were supported by the technical assessments

致：規劃署
城市規劃委員會主席
何佩玲女士 JP

何主席：

新界元朗屏山丈量約份第 121 約地段第 1341 號 B 分段第 9 小分段、第 1341 號 B 分段餘段、第 1341 號 B 分段第 1 小分段 J 分段餘段、第 1341 號 B 分段第 1 小分段 D 分段及丈量約份第 122 約地段第 525 號 B 分段餘段和毗鄰政府土地把申請地點由「鄉村式發展」地帶及「綜合發展區」地帶改劃為「住宅（乙類）2」地帶及修訂適用於申請地點土地用途地帶的《註釋》
(申請編號：Y/YL-PS/6)

現謹就上述標題所示提出強烈反對，理由如下：

1. **屏山為香港極具歷史價值的村落，區內建築皆以鄉村式發展進行，以達致和諧、協調，切合實況。適度融入簡陋的聚落**

屏山由鄧氏一族遷入開始已有九百多年的歷史，更設立了香港首條文物徑，享負盛名，深受市民及海內外遊客歡迎，區內如信和集團的帝廷居，長江實業的娉廷，南屏會及芙蓉園，綠悅山莊及家安花園等屋苑，皆以鄉村式發展興建，且座落在現今申建地點週邊，工程過程順利，完成後與鄉村環境極為協調，村民亦為接受。

2. **改劃申請一旦獲批，勢必引起連鎖反應，人口激增致區內屏厦路段交通癱瘓。**

發展商由鄉村式發展申請改劃 23-27 層住宅宏 1536 伙，若一旦獲批，毫無疑問地隔鄰的世紀工業中心（見紅色部份）及屏山企業公司（見黃色部分），這兩夕陽行業的地點，見利心起，也可順利申請改建成相類的高度住宅，若以三人為一戶，區內的青山公路與屏厦路交界的一角，便會出現萬多人的新區，令本已狹窄的屏厦路段交通癱瘓，況且現今早晚已呈現擠塞情況。

3.不管未來該區住戶使用私家車輛或公共交通往返代步，也加深了現時所見的交通困境。

因鄉村地理環境所限，難有完整的規劃配套，路面遇擠塞時，常見有車輛於紅燈時仍橫跨在屏山屏厦路口的輕鐵路軌上，將來由該等發展而帶來的汽車流量，定必令輕鐵與車輛在該交匯處產生碰撞的機會，造成人命傷亡的風險時刻增加。觀乎該區的居住人口，絕大部份會利用屏山輕鐵站來回，以現時已經飽和的載客量，事實已無法負荷，只會加劇屏山居民上車難。

4.所施打樁工程將對屏山區一帶的村屋造成無可挽回嚴重破壞，尤以背後的和成花園及左旁的塘坊村為甚。

興建二十多層的樓宇，打樁既深且廣，對周邊的建築物影響至大，尤以與地盤僅一圍欄之隔的和成花園（村式丁屋）及一擋土墻之隔的塘坊村（村式丁屋），曠日持久的打樁工程勢必對屋宇結構造成毀滅性的破壞，所生的聲浪與震撼對居民的精神肉體造成無可補救的創傷。

以上等情，具有不爭之事實，希望能從環境、交通、歷史價值及打樁的影響，作出客觀及理性的審批。

備註：反對者簽名留後

屏山塘坊村村代表：鄧達善

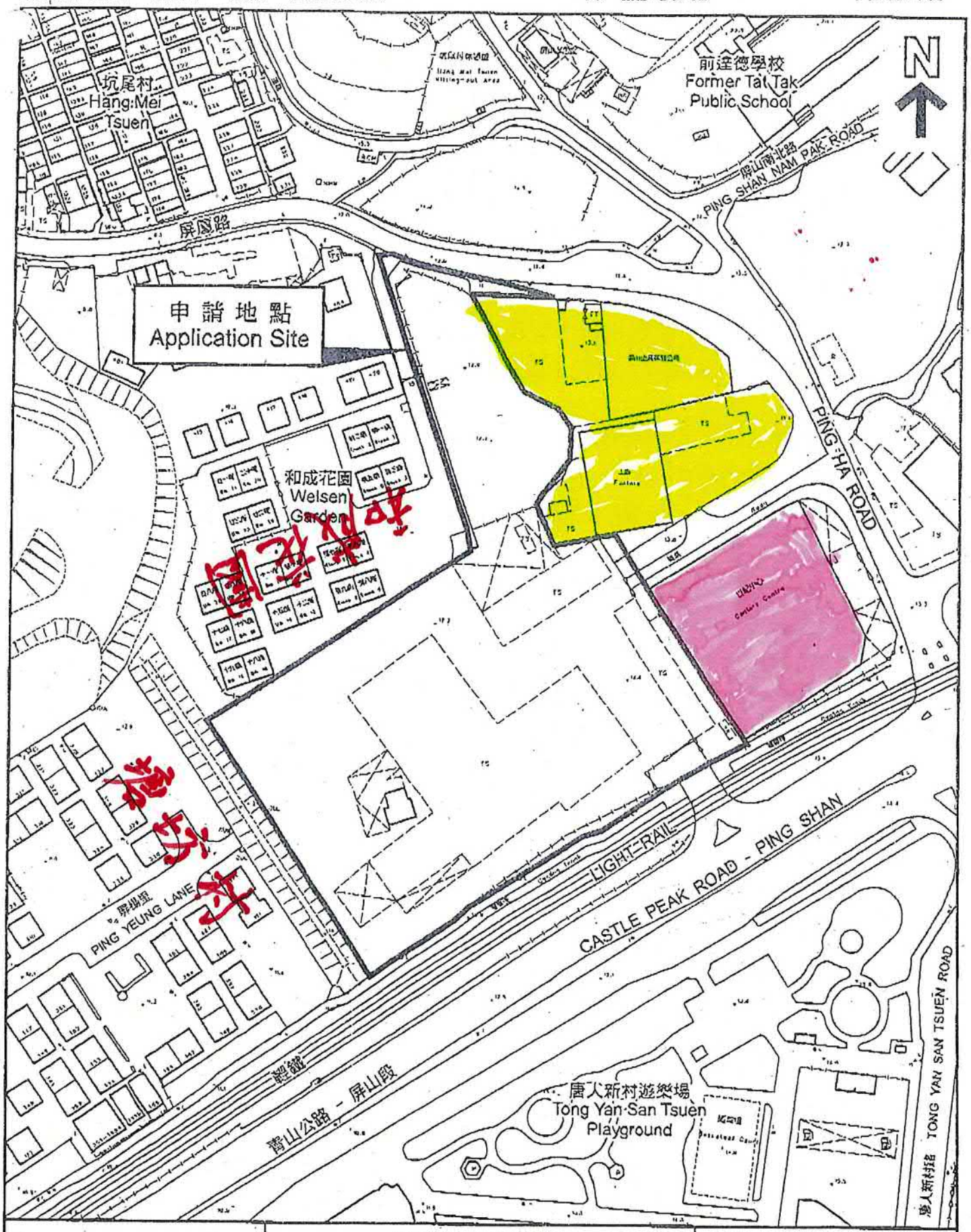
鄧達善

身份證頭四位：[redacted]

副本抄送至：
元朗民政事務處
屏山鄉鄉事委員會

地址：[redacted]
電話：[redacted]

日期：2023 年01月16日



平面圖 SITE PLAN

本摘要圖於2022年12月29日繪製，所根據的資料為測量圖編號 6-NW-8D 及 6-NW-13B
EXTRACT PLAN PREPARED ON 29.12.2022 BASED ON SURVEY SHEETS No. 6-NW-8D & 6-NW-13B

申請地點界線只作識別用
APPLICATION SITE BOUNDARY FOR IDENTIFICATION PURPOSE ONLY

參考編號
REFERENCE No.
Y/YL-PS/6

帝廷居

嫣廷

芙蓉園

南屏滙

屏山塘坊村

反對者簽署：

鄧達基	鄧達仁	鄧守中
尹奇	鄧文滔	鄧偉喜
尹宇知	鄧清怡	鄧冠文
鄧懋恩	鄧鑽盈	鄧暐
Ellen Tang	鄧明意	鄧偉昌
Amy Tang	謝麗仙	鄧麗貞
鄧達揚	梁國荣	[illegible]
鄧達維	鄧樂坤	鄧學華
鄧天樂	鄧豆仁	鄧耀康
鄧天恩	鄧兆麟	陳玉芬
鄧天苑	鄧兆峰	鄧志堅
Tang Tang	黃國財	鄧梓康
鄧達城	黃震牌	張嘉賢
鄧燈坤	陳達壽	龔玉英
鄧勵昆	馮學光	馮卓恒

日期：2023 年 1 月 26 日

反對者簽署：（塘坊村）

鄧慶業	鄧慶華	鄧耀明
李男暖	鄧慶紅	黃賢爾
鄧子恒	鄧子硯	何[illegible]
鄧偉強	鄧卓軒	鄧卓禮
鄧惠君	陳[illegible]	鄧德明
鄧學軒	曾澤明	
姜錦嫦	馮卓恒	馮瑩光
馮卓豐	林輝	鄧子紅
梁美英	鄧青年	鄧德芳
黃佩珊	曾招敬	張麗珊
鄧[illegible]	伍宝芳	杜兆光
鄧兆林	李嘉麒	鄧[illegible]
鄧秋治	鄧振豪	鄧振宇
鄧植球	林錦添	林鑑[illegible]
林[illegible]琦	鄧漢良	鄧直联

日期：2023年 1 月26日

反對者簽署：（塘坊村）

梁美英	馮燿豐	鄧顏女
鄧超洪	黃沾麗	鄧水清
鄧政謙	鄧學謙	鄧志豪
鄧素婷	鄧婉婷	鄧志傑
譚綺雯	林祖壽	鄧鴻傑
鄧國超	鄧國宗	鄧偉超
黃禮河	郭志德	鄧海文
鄧冠堯	鄧子俊	鄧庭豪
鄧競妍	牛海燕	陳管業
鄧競璿	鄧力榮	鄧光博
鄧競怡	敖胥欣	鄧國輝
鄧頌翹	鄧約豪	張永鎮
鄧世煊	陳嘉慧	鄧家成
王作琼	鄧楚豪	鄧思敏
鄧海民	鄧咏明	朱偉逸

日期：2023 年 1 月 26 日

（塘坊村）

反對者簽署：

呂偉新	任子雄	
鄧家華		
呂浩弘		
鄧家駒		
鄧曉義		
鄧安晴		
林兆輝		
林兆興		
林嘉慧		
林喬朗		
練紀賢		
練展鵬		
鄧錦照		
鄧仁達		

日期：2023 年 1 月 26 日

（和成花園）

反對者簽署：

	封偉業	鄭英欢
	陳惠強	周多東
鄭國強	黃國強	鄭銘業
		邵玉恩
		邵玉銘
		鄭英業
徐明倫	黃靜慈	黃銘輝
黃仕達		
四世友		
吳永化	梁子豪	
Anson Wong		
Ryan Wong		
Vincent Wong		
黃陵峯	黃秉昌	

日期：2023 年 / 月26 日

（屏山新村）

反對者簽署：

鄧媚強	鄧毓洪	
鄧堂	鄧鳳美	
鄧清商	鄧鳳英	
鄧有權	鄧曉琳	
鄧森福	鄧曉欣	
鄧智恒	鄧紹恰	
鄧伟明	鄧年堅	
陳琴娥	劉凱姍	
鄧嘉康	鄧智君	
鄧炳財		
鄧子明		
黃燕珍		
鄧偉倫		
鄧佩欣		
鄧卓文		

日期：2023年 1 月 26日

就規劃申請/覆核提出意見 **Making Comment on Planning Application / Review**

參考編號 **Reference Number:**	230113-163237-93511
提交限期 **Deadline for submission:**	27/01/2023
提交日期及時間 **Date and time of submission:**	13/01/2023 16:32:37
有關的規劃申請編號 **The application no. to which the comment relates:**	Y/YL-PS/6
「提意見人」姓名/名稱 **Name of person making this comment:**	小姐 Miss 林小姐

意見詳情
Details of the Comment :

我十分支持此申請。我經常會經過洪水橋一帶，每一次我都感到這些露天儲物不太適合當區的環境。這宗申請不但呼應未來當區發展大趨勢，也能增加安老及購物設施，一舉多得。我十分期待洪水橋未來的發展，並希望城規會可以批准這次申請，協助洪水橋變成一個宜居的發展樞紐。

就規劃申請/覆核提出意見 Making Comment on Planning Application / Review

參考編號 **Reference Number:**	230126-221157-06420
提交限期 **Deadline for submission:**	27/01/2023
提交日期及時間 **Date and time of submission:**	26/01/2023 22:11:57
有關的規劃申請編號 **The application no. to which the comment relates:**	Y/YL-PS/6
「提意見人」姓名/名稱 **Name of person making this comment:**	小姐 Miss Ellen Lee

意見詳情
Details of the Comment :

I urge the town planning board to approve this application due to the following reasons:
(i) The application fits the policy direction of increasing density of that area;
(ii) The existing use is not desirable in the long term and needs to be phased out;
(iii) As shown from the applicant's submission, the proposed use would not pose negative impacts on the environment and other aspects;
(iv) The project will improve the environment by landscaping proposal and public space provision.

就規劃申請/覆核提出意見 Making Comment on Planning Application / Review

參考編號 **Reference Number:**	230126-221345-36013
提交限期 **Deadline for submission:**	27/01/2023
提交日期及時間 **Date and time of submission:**	26/01/2023 22:13:45
有關的規劃申請編號 **The application no. to which the comment relates:**	Y/YL-PS/6
「提意見人」姓名/名稱 **Name of person making this comment:**	先生 Mr. David Lam

意見詳情
Details of the Comment :

I strongly support the application A/YL-PS/6. According to the information provided by the government, the Hung Shui Kiu/ Ha Tsuen new developed area will be transformed into a "Regional Economic and Civic Hub" for the NWNT. The existing open carpark and warehouse facilities are therefore considered incompatible with the future development of Hung Shui Kiu and shall be eliminated as soon as possible. I believe that the application site would be the perfect replacement of the current activities and untap the FULL POTENTIAL of the land. I therefore strongly support the application.

就規劃申請/覆核提出意見 Making Comment on Planning Application / Review

參考編號 **Reference Number:**	230127-123716-39273
提交限期 **Deadline for submission:**	27/01/2023
提交日期及時間 **Date and time of submission:**	27/01/2023 12:37:16
有關的規劃申請編號 **The application no. to which the comment relates:**	Y/YL-PS/6
「提意見人」姓名/名稱 **Name of person making this comment:**	先生 Mr. 羅

意見詳情
Details of the Comment :

我是的洪屋邨居民，我支持這份申請，原因如下：
申請地點的土地在輕鐵站隔離，發展反而可以好好利用土地
申請人進行的各種專業評估證明計劃並不會對周遭環境造成不良後果
附近一帶是住宅，與申請用途完全相配合
本村居民一致支持發展北部都會區，希望加快落實各項基建及商住發展

就規劃申請/覆核提出意見 Making Comment on Planning Application / Review

參考編號 **Reference Number:**	230127-123833-63814
提交限期 **Deadline for submission:**	27/01/2023
提交日期及時間 **Date and time of submission:**	27/01/2023 12:38:33
有關的規劃申請編號 **The application no. to which the comment relates:**	Y/YL-PS/6
「提意見人」姓名/名稱 **Name of person making this comment:**	女士 Ms. Lui

意見詳情
Details of the Comment :

I strongly support the application. For many years, there has been a severe housing shortage in Hong Kong as well as a severe shortage of elderly facilities providing in northwest new territori es. By having a self-sustaining community, Ping Shan could accommodate more residents and m ore jobs, fostering the development in the area as well as in Hong Kong.

就規劃申請/覆核提出意見 Making Comment on Planning Application / Review

參考編號 **Reference Number:**	230126-104713-57903
提交限期 **Deadline for submission:**	27/01/2023
提交日期及時間 **Date and time of submission:**	26/01/2023 10:47:13
有關的規劃申請編號 **The application no. to which the comment relates:**	Y/YL-PS/6
「提意見人」姓名/名稱 **Name of person making this comment:**	先生 Mr. 林

意見詳情
Details of the Comment :

香港房屋供應持續短缺，洪水橋新發展區必須從速發展，趕快騰出土地興建房屋和社區設施。再加上北部都會區作為下屆政府的重要政策目標，相信這一帶必然會改頭換面。有見及此，我十分支持這份規劃申請。

就規劃申請/覆核提出意見 Making Comment on Planning Application / Review

參考編號 **Reference Number:**	230126-104934-75199
提交限期 **Deadline for submission:**	27/01/2023
提交日期及時間 **Date and time of submission:**	26/01/2023 10:49:34
有關的規劃申請編號 **The application no. to which the comment relates:**	Y/YL-PS/6
「提意見人」姓名/名稱 **Name of person making this comment:**	小姐 Miss 王珊宜

意見詳情
Details of the Comment :

根據申請人提供的平面圖，用地將來會有綠化的元素。我認為這樣反而可以改善當區的環境及景觀，同時又可以好好運用珍貴的土地。所以我支持這次申請。

致：

申請編號

城市規劃委員會
何佩珍主席JP
及各委員

RECEIVED
26 JAN 2023
Town Planning Board

元朗屏山丈量約第121
地段1341B分段第9小分段
1341B分段餘段
1341B分段第一分段J分餘段
1341B分段第一分段D分段

事由：以上申請改作宅乙類B2
基於以下原因反對

一) 噪音，以上為鄉村地區，寧靜，如批準建築期間及事後部落來嚴重影響，失去鄉村之意義

二) 交通，以上地位於元朗屏廈路、青山公路交界，主要通道，地窄，現交通已飽和，經常塞車，此乃任天水圍與一國道，天水圍現人口34萬。

三) 本區區民村民及外來喜愛寧靜的村民居住，喜愛寧靜。

四) 渠務及消防應付不來

五) 環保及景觀造得不好

六) 不反對起低密度別墅式樓
抵反對起高樓

塘坊及屏山新村眾村民上

23-1-2023

和成花園5座
Weslen Garden Block 5
地點B興建1幢樓高8層
安老院舍
提供222張牀位
園林空間
園林空間
園林空間
住客會所
游泳池
零售
世紀中心
Century Cen
青山公路
幢樓高23至27層分層住宅
住宅單位面積約459方呎
元朗屏山工業地申建1536伙住宅
就申請提出意見的截止日期：2023年1月27日

☐ Urgent ☐ Return Receipt Requested ☐ Sign ☐ Encrypt ☐ Mark Subject Restricted ☐ Expand personal&publi

Y/YL-PS/6 DD 121 and 525 Ping Shan
27/01/2023 03:01

From: [redacted]
To: tpbpd <tpbpd@pland.gov.hk>
File Ref:

Y/YL-PS/6

Lots 1341 S.B ss.9, 1341 S.B RP, 1341 S.B ss.1 S.J RP, 1341 S.B ss.1 S.D in D.D. 121, 525 S.B RP in D.D. 122 and Adjoining Government Land, Ping Shan

Site Area: About 14,536sq.m Includes Government Land of about 2,400sq.m

Zoning : "VTD" and "Comprehensive Development Area" and

Proposed Amendment(s) Rezone to to "Res (Group B) 2" / 3 Blocks / 1,536 (840) Units / 1 Block – 222 (294) Bed RCHE / Retail store / Club House / PR 4.98 (3.39) / 105 (80)mPD / OS 5,394 (2,835) sq.m / 363 (209) Vehicle Parking

Dear TPB Members,

Application 4 approved on 22 April 2022 but instead of cracking on with development another "Gimme More" that purports to "*increasing high quality housing supply* ***as well as providing high quality residential care home for elderly*** **".**

But while the number of units has been almost doubled, together with a substantial increase in PR and BHR and parking, **the number of RCHE beds has diminished**.

creating an inclusive and supportive city ***by building an environment that is "pro-elderly" and "pro-family";***

Give over, unless the units are to be sold exclusively to those into procreating, a highly unlikely scenario in present day HK with its ever decreasing fertility rate. In fact the *'higher development density'* makes the compound less elderly and family friendly.

"alleviate the urgent needs for ***affordable and suitable housing*** *by young families* ". This is a private development not assisted housing, perhaps by suitable the developer means a decrease in unit size, as indicated by the PR.

"amend the previously approved rezoning application and provide a more liveable and healthier environment for future occupants through design optimization". Ha Ha, squeezing twice as many folk into the same space.

*"There will be **approximately 5,394m2 of communal open spaces** provided for the proposed development"*

Some creative sleight of hand here as the layout is similar to the approved application so that the OS has been doubled in size is nothing is a miracle in planning, particularly when almost half the site is devoted to roads/EVA, inefficient land use.

*"Taking into account the planned higher density public housing developments in Ping Shan, **Members generally considered that the proposed PR and BH were not incompatible with existing and planned developments in the locality.***

If less than one year later the same board approves a substantial increase in both then one has to question the integrity of the process.

Objections to previous application relevant.

Mary Mulvihill

From: [redacted]
To: tpbpd <tpbpd@pland.gov.hk>
Date: Tuesday, 1 February 2022 2:06 AM CST
Subject: Re: Y/YL-PS/4 DD 121 and 525 Ping Shan

Dear TPB Members,

The additional visual impact images merely reinforce the issue of the obliteration of the ridge line and the loss of public landmarks.
Figure 4 from the Public Library for example show that a development to the left while hiding some of the mountain backdrop, does not block the ridge line as the proposed development to the right does.
Figure 7 is shocking in that it completely obscures all of the mountain backdrop.

There is urgent need of guide lines to protect the iconic ridge lines that define NT. This is in line with the preservation of HKI and Kowloon views.

The feedback from public consultation exercise has confirmed that views to ridgelines/peaks are worthy of preservation.

Select vantage points on the basis of accessibility and popularity to the public at large.

Views from famous tourist spots should be preserved.

Preserve all ridgelines/peaks with distinguished identity as far as possible, and with agreement by the community at large.

The original 'V' zoning should not be amended.

Mary Mulvihill

From: [redacted]
To: tpbpd <tpbpd@pland.gov.hk>
Date: Wednesday, 17 November 2021 2:27 AM CST
Subject: Y/YL-PS/4 DD 121 and 525 Ping Shan

Y/YL-PS/4
Lots 1341 S.B RP, 1341 S.B ss.1 S.J RP, 1341 S.B ss.1 S.D in D.D. 121, and 525 S.B RP in D.D. 122 and adjoining Government Land, Ping Shan
Site area : About 14,080sq.m Includes Government Land of about 1,925sq.m
Zoning : "VTD" and "Comprehensive Development Area"
Proposed Amendment(s) Rezone to to "Res (Group B) 2" / 3 Blocks / 840 Units / 1 Block - 294 Bed RCHE / Retail store / Club House / PR 3.39 / 80mPD / os 2,835sq.m / 209 Vehicle Parking

Dear TPB Members,

The villagers of Tong Fong and Ping Shan San Tsuen have been flogging their VTD zoned holdings to developers for years. When this goes to OZP stage all the lots used for villa development within the " V Zone" should be rezoned to Res in line with their actual status.

'The rezoning application is for facilitating a proposed flat and social welfare facility (residential care home for the elderly) to utilize the application site to provide a self-contained and desirable residential and social hub particularly targeting elderly and their families in need of independent living space and a social lifestyle .' GIVE OVER – THE RCHE IS THROWN IN TO JUSTIFY THE REZONING OF VTD (55%) AND THE HOLISTIC NATURE OF CDA (45%) THAT INCLUDES THE PROVISION OF COMMUNITY SERVICES.
The concept of CDA zoning is that it should provide a comprehensive living environment that includes a variety of services and facilities.

Object to height and bulk, the visual impact will be substantial

"The visual change to VSRs represent by VP1: Ping Shan Tin Shui Wai Public Library is negligible" RUBBISH THE already dwindling ridge line will be obliterated. The constant erosion of landmarks and background panorama has impoverished both Kowloon and Hong Kong Island residents. This should not be allowed to happen in NT. In view of the numerous development plans there is urgent need for the introduction of protected view corridors on the same lines as those imposed in urban districts.

"VP 4 – Footbridge (to the East of the Site) across Castle Peak Road – Ping Shan Section - Slight to moderate adverse' DEVELOPER IS CLEARLY LIVING IN THE PAST. PEOPLE ARE NOW VERY CONCERNED ABOUT THE ELIMINATION OF RIDLGELINES. THIS IS AKIN TO WIPING OUT THE VIEW OF LION ROCK FROM HKI/KOWLOON

The other VPs are also objectionable but those of the mountains are the most

audacious and would forever impact the panorama, backdrop anc character of the district.

"Although the application site involves a piece of land zoned "V" on the Current OZP, it should be noted that the application site is ***not covered by 'Village Environs' of any recognised village****, and the application site is therefore not subject to any Small House developments"* BUT NO EXPLANATION AS TO WHY IT IS 'V' ZONE – IS IT TSO/TONG LAND?

In view of the government constant bleating about land for public and assisted housing one has to question why it has not taken the initiative to resume the land to build low rise assisted housing.

Mary Mulvihill

MTR Corporation Limited
香港鐵路有限公司
www.mtr.com.hk

MTR

Secretary, Town Planning Board
15/F, North Point Government Offices,
333 Java Road,
North Point,
Hong Kong

Our ref: T&ESD/E&IC/ES/EnvE/L1170

RECEIVED
21 JAN 2023
Town Planning Board

Date: 20 JAN 2023

By Post and Fax
(Fax no.: 2877 0245 / 2522 8426)

Dear Sir/Madam,

Comments on the Application for Amendment of Plan under Section 12A of the Town Planning Ordinance to rezone the application Site from "Village Type Development" and "Comprehensive Development Area" to "Residential (Group B) 2" and amend the Notes of the zone applicable to the site at Lots 1341 S.B ss.9, 1341 S.B RP, 1341 S.B ss.1 S.J RP, 1341 S.B ss.1 S.D in D.D. 121, 525 S.B RP in D.D. 122 and Adjoining Government Land, Ping Shan, Yuen Long, New Territories
(Application No. Y/YL-PS/6)
Operational Railway Noise Concern

The Corporation has, in general, no objection to the captioned Section 12A application (Application No. Y/YL-PS/6) seeking to rezone a site located at Ping Shan from "Village Type Development" and "Comprehensive Development Area" to "Residential (Group B) 2" at Lots 1341 S.B ss.9, 1341 S.B RP, 1341 S.B ss.1 S.J RP, 1341 S.B ss.1 S.D in D.D. 121, 525 S.B RP in D.D. 122 and adjoining Government Land, Ping Shan, Yuen Long, New Territories. As the proposed development is situated in close proximity to the MTR Light Rail Transit (LRT), noise from train operations could have a potential impact on any future occupants.

We understand that the applicant has already conducted an Environmental Assessment, including a Railway Noise Impact Assessment (RNIA), which will be reviewed by the Environmental Protection Department (EPD) to ensure full compliance with the statutory requirements. From the RNIA, we noticed that the predicted noise levels at some of the noise sensitive receivers at Tower 1 and Tower 3 would exceed the noise limit. Acoustic windows (baffle type) are the key mitigation measure of railway noise impact, with the assumed noise reduction of 14 dB(A), to bring the predicted mitigated noise levels within the statutory noise limit. Nevertheless, it should be noted that the noise reduction effectiveness of acoustic windows for mitigating railway noise in this case has yet to be verified and/or confirmed. Like many other property development projects in close proximity to the railway, it is crucial for the development proponent and its consultant to conduct tests for ensuring the proposed mitigation measures are fit-for-purpose so that the potential train noise issue can be satisfactorily addressed. We also recommend that the project proponent conducts noise measurement to collect more updated and specific on-site noise source data for the noise assessment.

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Should the Section 12A application be approved, we urge the Town Planning Board to include in the statutory plan and/or Land Grant provisions which require the development proponent to conduct noise assessment to evaluate the air-borne noise impacts from the LRT, as well as identify and incorporate all necessary noise mitigation measures at their own cost and to the satisfaction of the Director of Environmental Protection, such that the future residents of the development will not be exposed to noise impacts from railway operations.

Should you have any queries, please feel free to contact our Lead Environmental Manager Ms. Catherine Leung at 2993-4127.

Yours faithfully,

Chan Hing Keung
Chief of Operations Engineering Service & Innovation

c.c	Mr. TSANG Sai Wing, Terence	-	Assistant Director of EPD (Environmental Assessment)
	Mr. LEE Chee Kwan	-	Principal Environmental Protection Officer (Assessment & Noise)

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