

85 WARDIE ROAD	
0.4	0.4
1.4	0.4
Slight Adverse	
Slight Adverse	

127 DENMILNE STREET	
-0.1	0.1
0.9	0.6
Slight Adverse	
Slight Adverse	

5 RHINDMUIR PATH	
-0.4	-0.1
0.6	0.2
Slight Beneficial	
Slight Adverse	

20 CROSSVIEW PLACE	
0.6	0
1.6	0.1
No Benefit	
Slight Adverse	

Legend

- Roads (scheme extent)
- Sample Properties
- Amenity Area

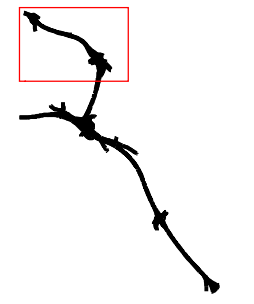
X = $L_{A10(18hours)}$

- $x < 45$ dB(A)
- $45 \leq x < 48$ dB(A)
- $48 \leq x < 51$ dB(A)
- $51 \leq x < 54$ dB(A)
- $54 \leq x < 57$ dB(A)
- $57 \leq x < 60$ dB(A)
- $60 \leq x < 63$ dB(A)
- $63 \leq x < 66$ dB(A)
- $66 \leq x < 69$ dB(A)
- $69 \leq x < 72$ dB(A)
- $x \geq 72$ dB(A)

All Noise Levels are $L_{A10(18hrs)}$

Location Name	
Noise Level Difference DS' 2010 Minus ENL	Noise Level Difference DS' 2010 Minus DM' 2010
Noise Level Difference DS' 2020 Minus ENL	Noise Level Difference 2020 DS' Minus DM' 2020
Significance of Impact 2010	
Significance of Impact 2020	

* DS = Do Something = APR
 ** DM = Do Minimum = ARF
 *** ENL = Existing Noise Level (2005)



CLIENT

TRANSPORT SCOTLAND

An agency of SCOTTISH EXECUTIVE

PROJECT TITLE

M8/M73/M74 Network Improvements

REV	REVISIONS	BY	CHKD	APPD	DATE

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DATE:	DATE:	Nov 2007
DRAWN BY:	APPROVED BY:	BMcK
DATE:	DATE:	Nov 2007

AMENDMENTS

DRAFT FINAL REPORT

ENGINEER

Mouchel FAIRHURST

IN ASSOCIATION WITH

DRAWING TITLE

Predicted Noise Contours APR 2020 (Receiver Height = 1.5m)

(Sheet 1 of 4)

SCALE	DRAWING NUMBER	REV
NTS	Figure: 12.1 - A	-