

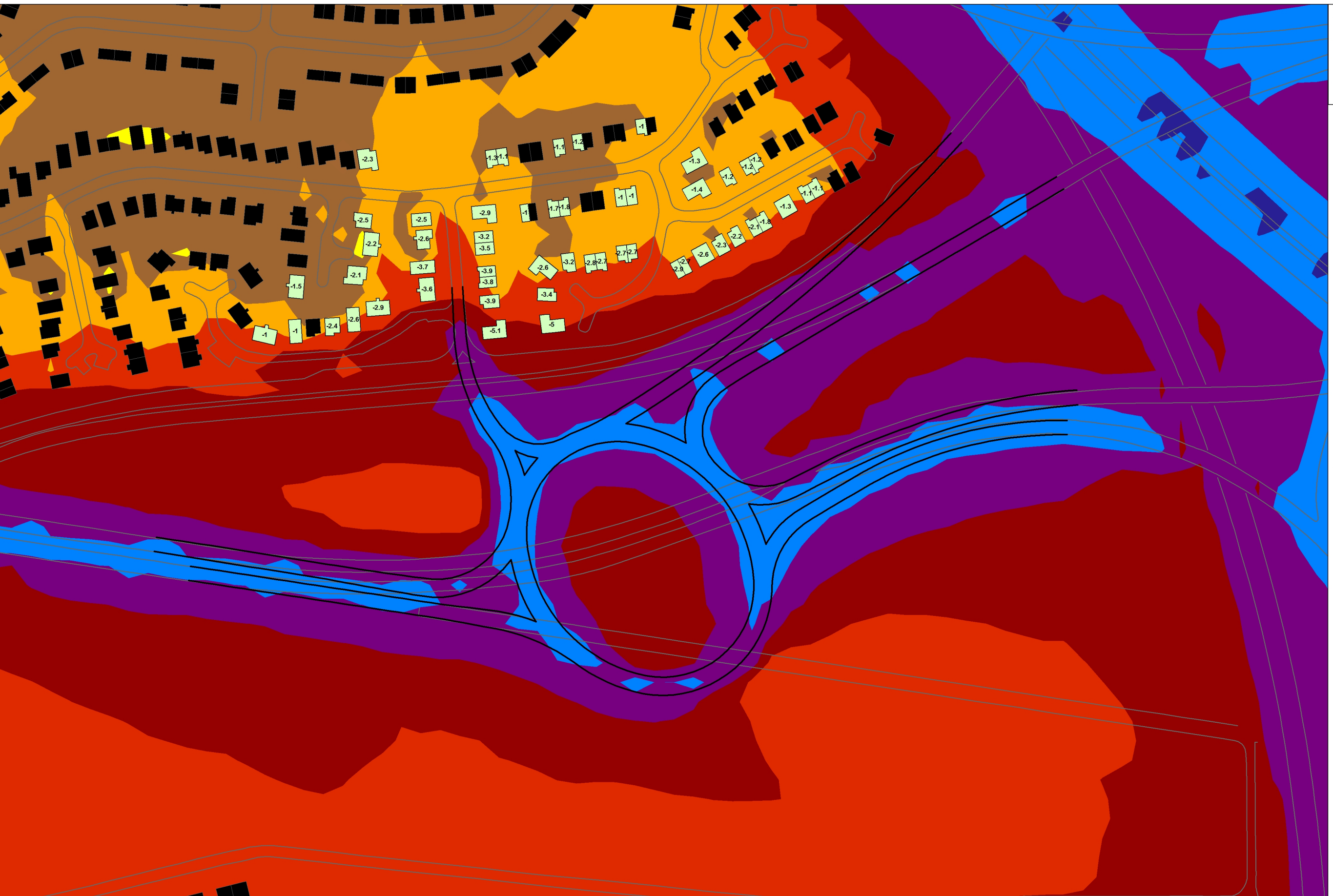


Changes in Noise Level

- Decrease ($\leq -1\text{dB}$)
- Less Than 1dB change
- Increase ($\geq 1\text{dB}$)

Noise Contours

- $L_{Aeq} (18 \text{ Hours})$
- $< 30 \text{ dB(A)}$
 - $30 \leq x < 35 \text{ dB(A)}$
 - $35 \leq x < 40 \text{ dB(A)}$
 - $40 \leq x < 45 \text{ dB(A)}$
 - $45 \leq x < 50 \text{ dB(A)}$
 - $50 \leq x < 55 \text{ dB(A)}$
 - $55 \leq x < 60 \text{ dB(A)}$
 - $60 \leq x < 65 \text{ dB(A)}$
 - $65 \leq x < 70 \text{ dB(A)}$
 - $70 \leq x < 75 \text{ dB(A)}$
 - $75 \leq x < 80 \text{ dB(A)}$
 - $80 \leq x < 85 \text{ dB(A)}$
 - $x \geq 85 \text{ dB(A)}$



CLIENT



TRANSPORT SCOTLAND

An agency of SCOTTISH EXECUTIVE

PROJECT TITLE

M8 Baillieston to Newhouse Updated 2007

REV	REVISIONS	BY	CHKD	APPD	DATE
	AMENDMENTS				

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DESIGN BY:	CHECKED BY:	DP
DATE:	DATE:	July 2007
DRAWN BY:	APPROVED BY:	BMcK
DATE:	DATE:	July 2007

DRAFT FINAL REPORT

ENGINEER

Mouchel FAIRHURST

IN ASSOCIATION WITH




DRAWING TITLE

M8 Addendum

Difference in Noise Levels:
Original versus Intermediate
Swinton Roundabout Designs
(2020 Design Year)

SCALE	DRAWING NUMBER	REV
NTS	Figure: 12.7(d)	-