










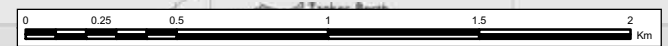


**Legend**

-  Noise study area
-  Modelled road network
- Predicted noise level difference in dB, L<sub>A10,18Hr</sub>, free-field at 4m above local ground level.
-  > 5
-  3 to 4.9
-  1 to 2.9
-  0.1 to 0.9
-  0
-  -0.9 to -0.1
-  -2.9 to -1
-  -4.9 to -3
-  < -5

Please note that predicted noise impacts near the bridges are subject to shadowing effects from the bridge structures

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Client



TRANSPORT SCOTLAND

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**JACOBS ARUP**

Project  
**FORTH REPLACEMENT CROSSING Environmental Statement**

Drawing title  
Noise Level Difference between Do-Minimum 2032 and Do-Minimum 2017

Drawing Status  
FINAL

Scale  
1:25,000 @ A3 DO NOT SCALE

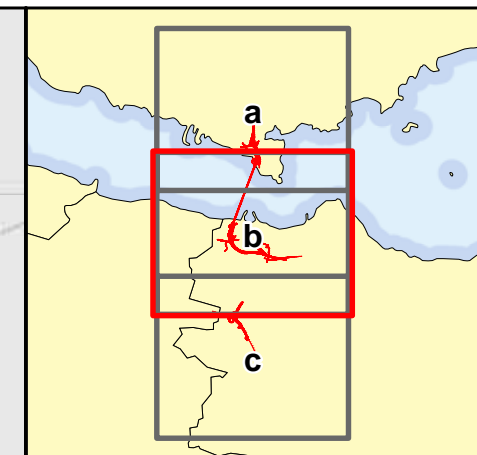
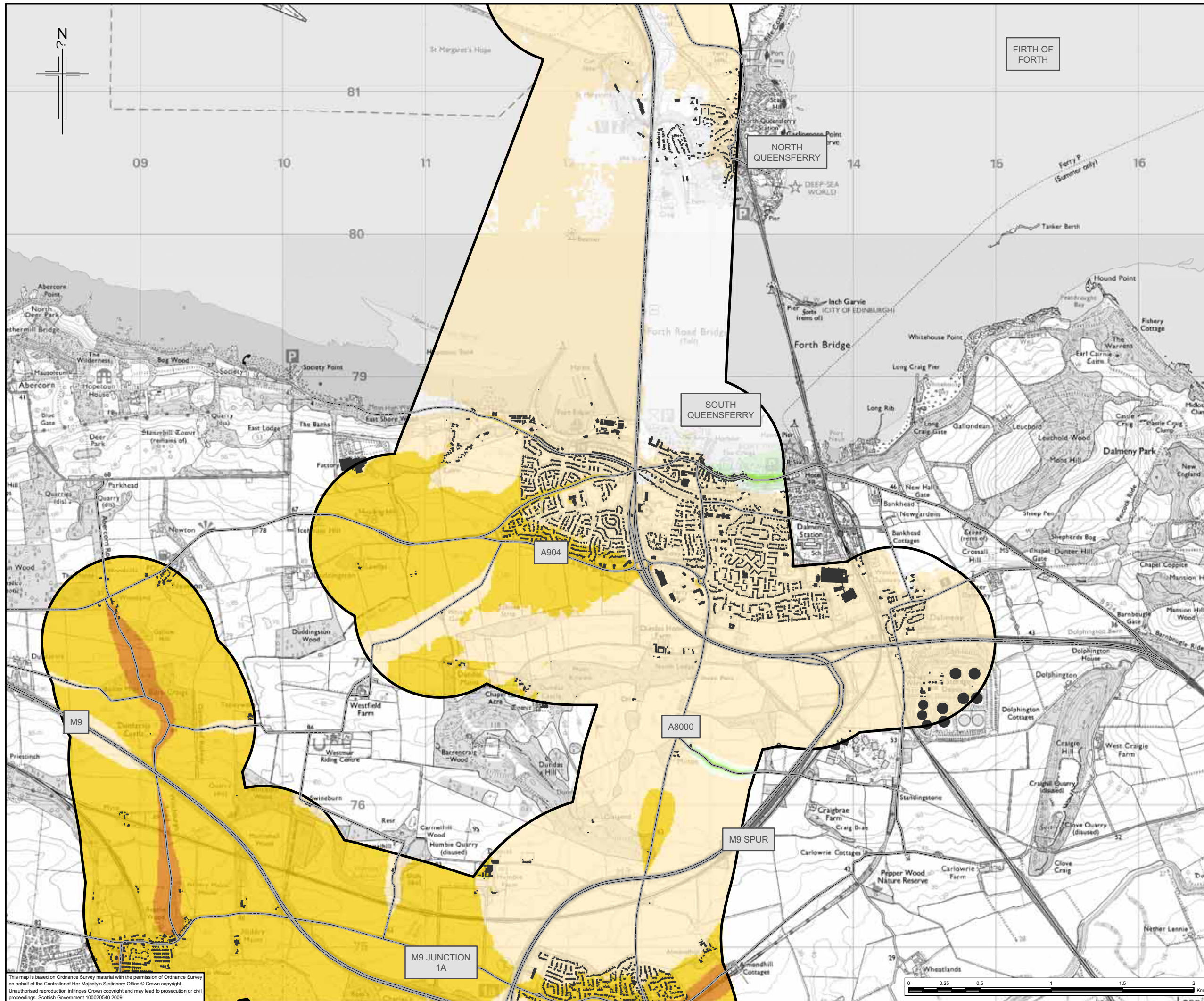
Client no.  
RD001675

Drawing number  
**FIGURE 16.5a**

Rev  
0

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**Legend**

Noise study area

Modelled road network

Predicted noise level difference in dB, L<sub>A10, 18 Hr</sub>, free-field at 4m above local ground level.

- > 5
- 3 to 4.9
- 1 to 2.9
- 0.1 to 0.9
- 0
- 0.9 to -0.1
- 2.9 to -1
- 4.9 to -3
- < -5

Please note that predicted noise impacts near the bridges are subject to shadowing effects from the bridge structures

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Scale  
1:25,000 @ A3 DO NOT SCALE

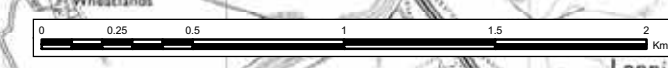
Client no.  
RD001675

Drawing number  
**FIGURE 16.5b**

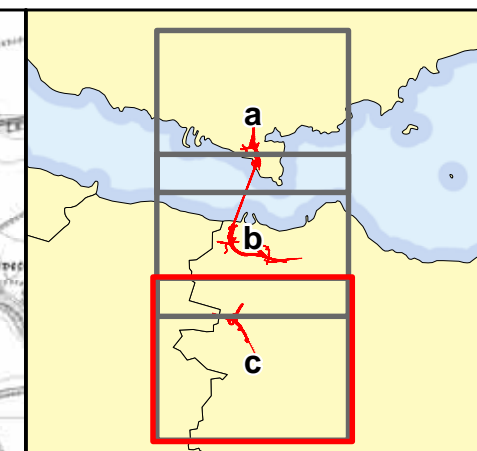
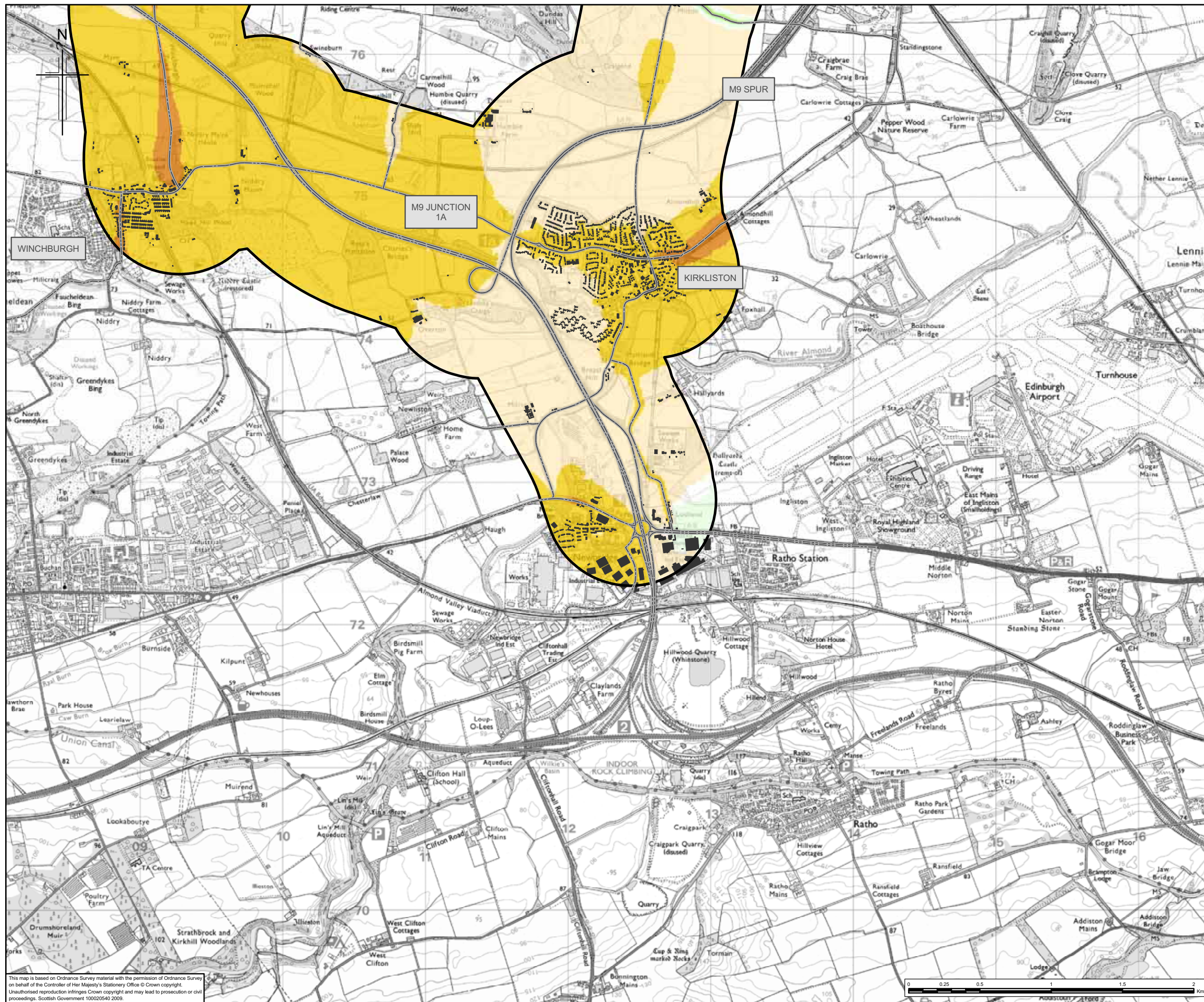
Rev  
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**Legend**

- Noise study area
- Modelled road network

Predicted noise level difference in dB, L<sub>A10,18 Hr</sub>, free-field at 4m above local ground level.

- > 5
- 3 to 4.9
- 1 to 2.9
- 0.1 to 0.9
- 0
- 0.9 to -0.1
- 2.9 to -1
- 4.9 to -3
- < -5

Please note that predicted noise impacts near the bridges are subject to shadowing effects from the bridge structures

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Project  
**FORTH REPLACEMENT CROSSING Environmental Statement**

Drawing title  
Noise Level Difference between Do-Minimum 2032 and Do-Minimum 2017

Drawing Status  
FINAL

Scale  
1:25,000 @ A3 DO NOT SCALE

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RD001675

Drawing number  
**FIGURE 16.5c**

Rev  
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