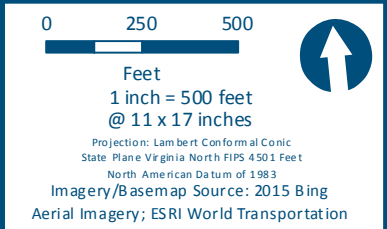


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- Legend**
- Category 1 Moderate Noise Impact Contour
 - Category 1 Severe Noise Impact Contour
 - Category 1 Moderate Noise Impacts
 - Category 1 Severe Noise Impacts
 - Category 2 Moderate Noise Impact Contour
 - Category 2 Severe Noise Impact Contour
 - Category 2 Moderate Noise Impacts
 - Category 2 Severe Noise Impacts
 - Category 3 Moderate Noise Impact Contour
 - Category 3 Severe Noise Impact Contour
 - Category 3 Moderate Noise Impacts
 - Category 3 Severe Noise Impacts
 - CSXT Mileposts
 - Track - Existing
 - Stations
 - Proposed Stations
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**Appendix K
Noise Analysis
Area 6E:
Main Street and
Staples Mill Road
Split Service**



U.S. Department of Transportation
Federal Railroad Administration

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Feet
1 inch = 500 feet
@ 11 x 17 inches

Projection: Lambert Conformal Conic
State Plane Virginia North FIPS 4501 Feet
North American Datum of 1983

Imagery/Basemap Source: 2015 Bing
Aerial Imagery; ESRI World Transportation

Legend

-  Category 1 Moderate Noise Impact Contour
-  Category 1 Severe Noise Impact Contour
-  Category 1 Moderate Noise Impacts
-  Category 1 Severe Noise Impacts
-  Category 2 Moderate Noise Impact Contour
-  Category 2 Severe Noise Impact Contour
-  Category 2 Moderate Noise Impacts
-  Category 2 Severe Noise Impacts
-  Category 3 Moderate Noise Impact Contour
-  Category 3 Severe Noise Impact Contour
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**Appendix K
Noise Analysis
Area 6E:
Main Street and
Staples Mill Road
Split Service**

Sheet 2 of 21





Feet
1 inch = 500 feet
@ 11 x 17 inches

Projection: Lambert Conformal Conic
State Plane Virginia North FIPS 4501 Feet
North American Datum of 1983

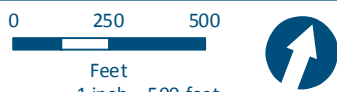
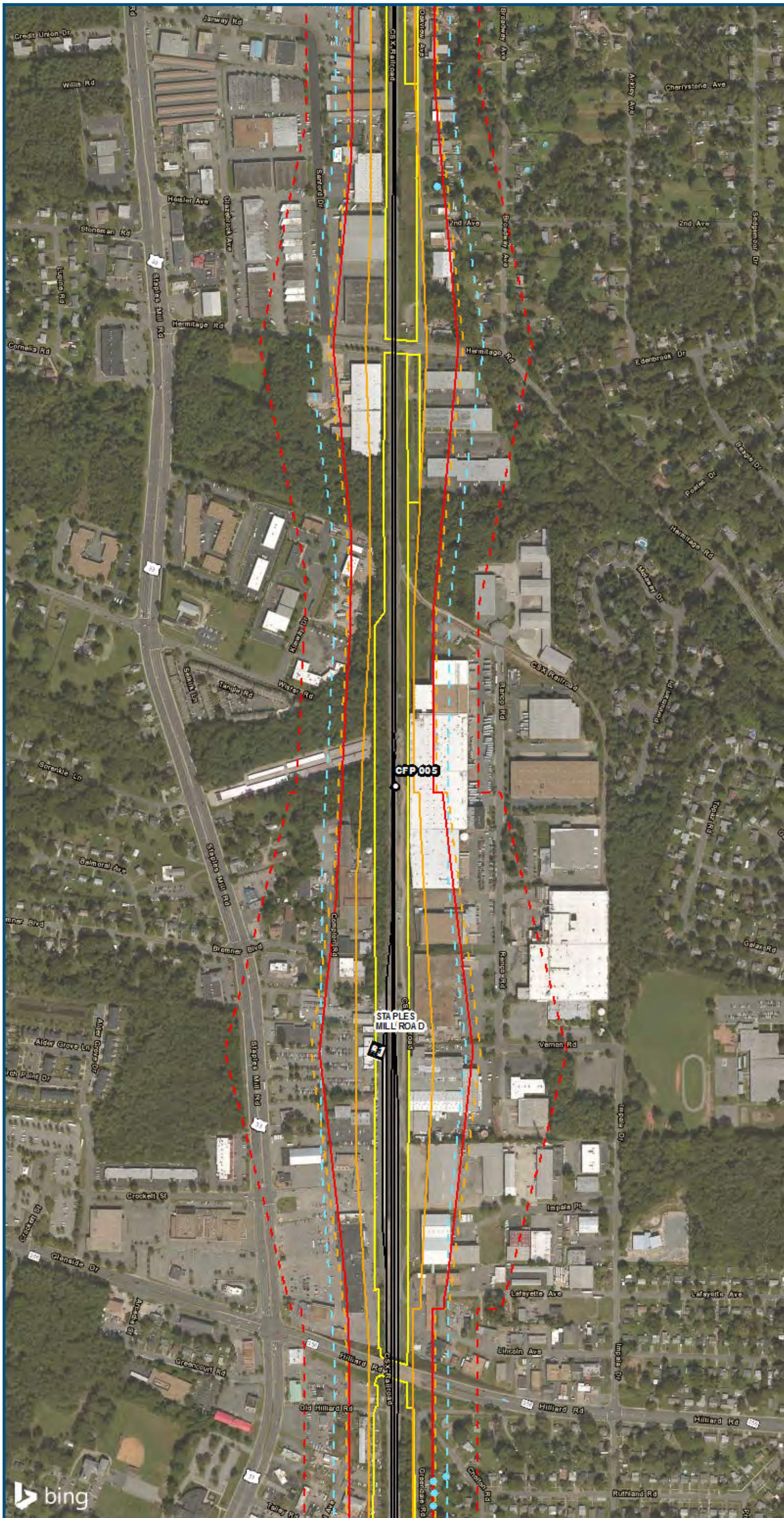
Imagery/Basemap Source: 2015 Bing
Aerial Imagery; ESRI World Transportation

Legend

-  Category 1 Moderate Noise Impact Contour
-  Category 1 Severe Noise Impact Contour
-  Category 1 Moderate Noise Impacts
-  Category 1 Severe Noise Impacts
-  Category 2 Moderate Noise Impact Contour
-  Category 2 Severe Noise Impact Contour
-  Category 2 Moderate Noise Impacts
-  Category 2 Severe Noise Impacts
-  Category 3 Moderate Noise Impact Contour
-  Category 3 Severe Noise Impact Contour
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**Appendix K
Noise Analysis
Area 6E:
Main Street and
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Sheet 3 of 21



Feet
1 inch = 500 feet
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Projection: Lambert Conformal Conic
State Plane Virginia North FIPS 4501 Feet
North American Datum of 1983

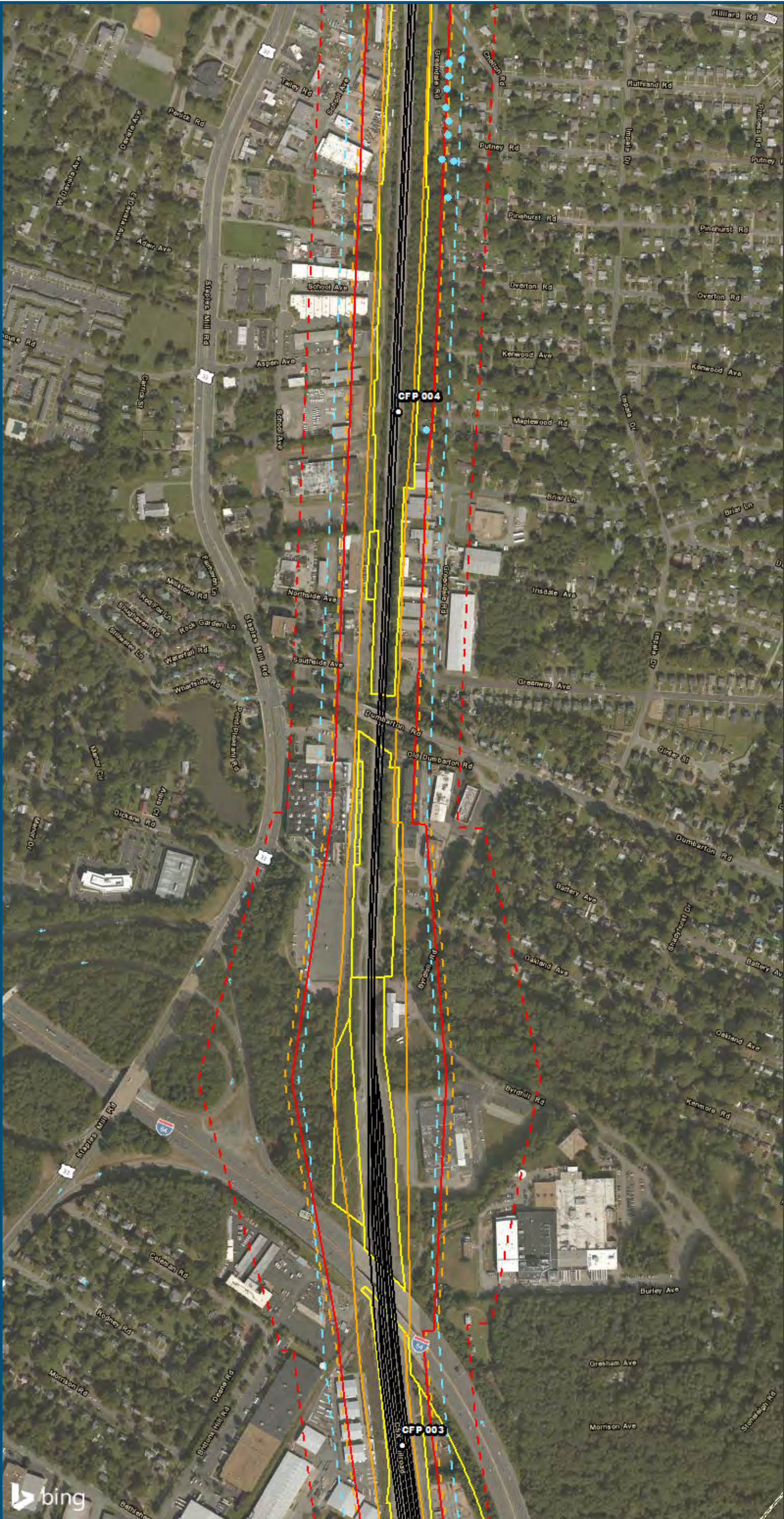
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Aerial Imagery; ESRI World Transportation

Legend

-  Category 1 Moderate Noise Impact Contour
-  Category 1 Severe Noise Impact Contour
-  Category 1 Moderate Noise Impacts
-  Category 1 Severe Noise Impacts
-  Category 2 Moderate Noise Impact Contour
-  Category 2 Severe Noise Impact Contour
-  Category 2 Moderate Noise Impacts
-  Category 2 Severe Noise Impacts
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-  Category 3 Severe Noise Impact Contour
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**Appendix K
Noise Analysis
Area 6E:
Main Street and
Staples Mill Road
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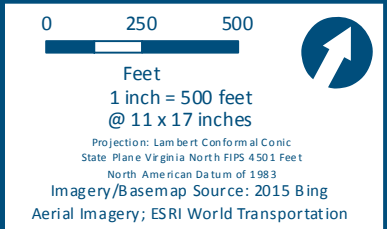
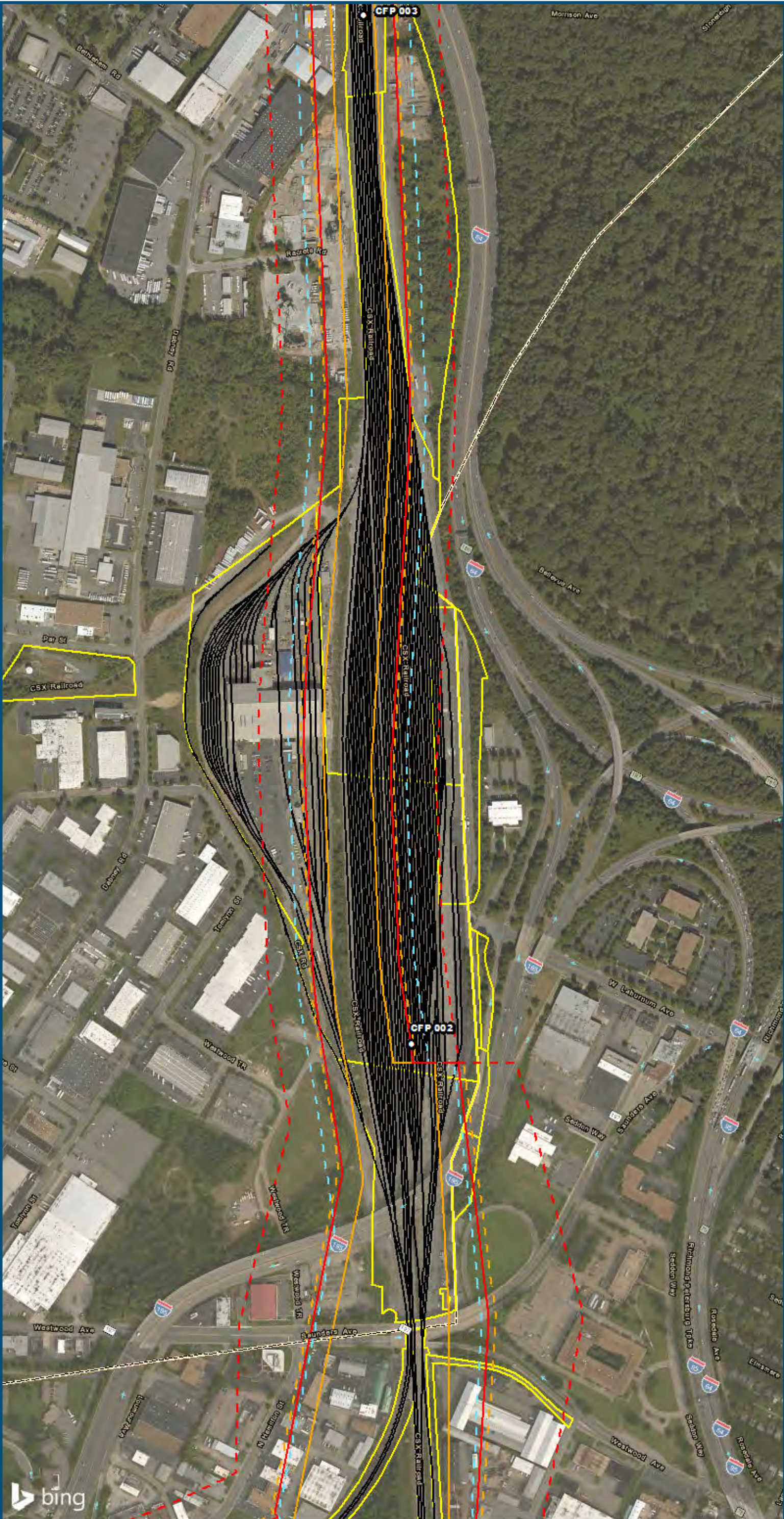
Sheet 4 of 21



0 250 500
Feet
1 inch = 500 feet
@ 11 x 17 inches
Projection: Lambert Conformal Conic
State Plane Virginia North FIPS 4501 Feet
North American Datum of 1983
Imagery/Basemap Source: 2015 Bing
Aerial Imagery; ESRI World Transportation

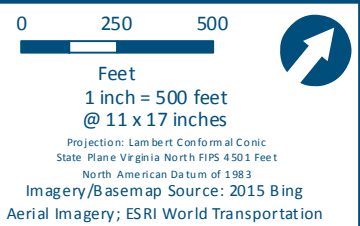
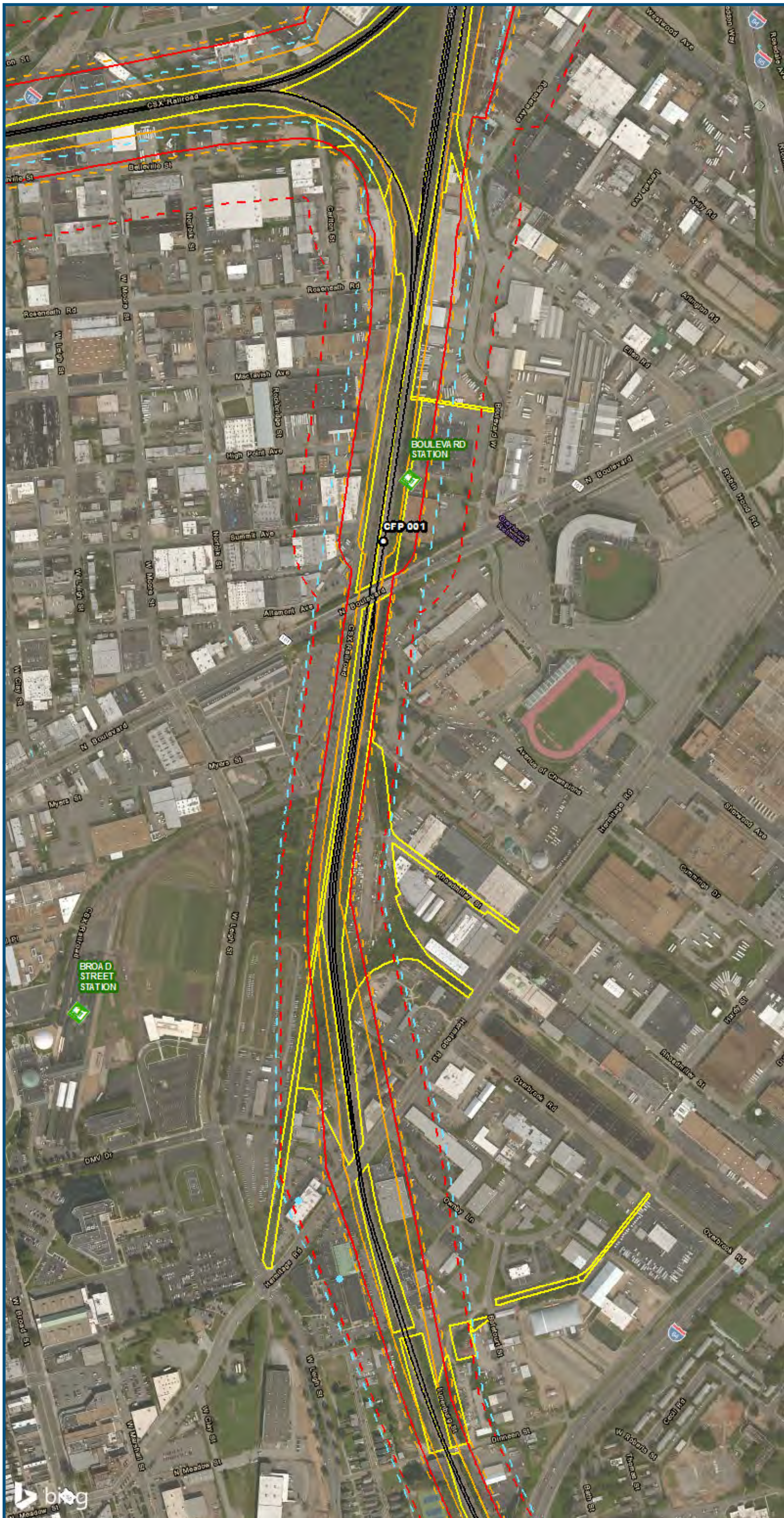
- Legend**
- Category 1 Moderate Noise Impact Contour
 - Category 1 Severe Noise Impact Contour
 - Category 1 Moderate Noise Impacts
 - Category 1 Severe Noise Impacts
 - Category 2 Moderate Noise Impact Contour
 - Category 2 Severe Noise Impact Contour
 - Category 2 Moderate Noise Impacts
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**Appendix K
Noise Analysis
Area 6E:
Main Street and
Staples Mill Road
Split Service**



- Legend**
- Category 1 Moderate Noise Impact Contour
 - Category 1 Severe Noise Impact Contour
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 - Category 1 Severe Noise Impacts
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**Appendix K
Noise Analysis
Area 6E:
Main Street and
Staples Mill Road
Split Service**



- Category 1 Moderate Noise Impact Contour
- Category 1 Severe Noise Impact Contour
- Category 1 Moderate Noise Impacts
- Category 1 Severe Noise Impacts
- Category 2 Moderate Noise Impact Contour
- Category 2 Severe Noise Impact Contour
- Category 2 Moderate Noise Impacts
- Category 2 Severe Noise Impacts
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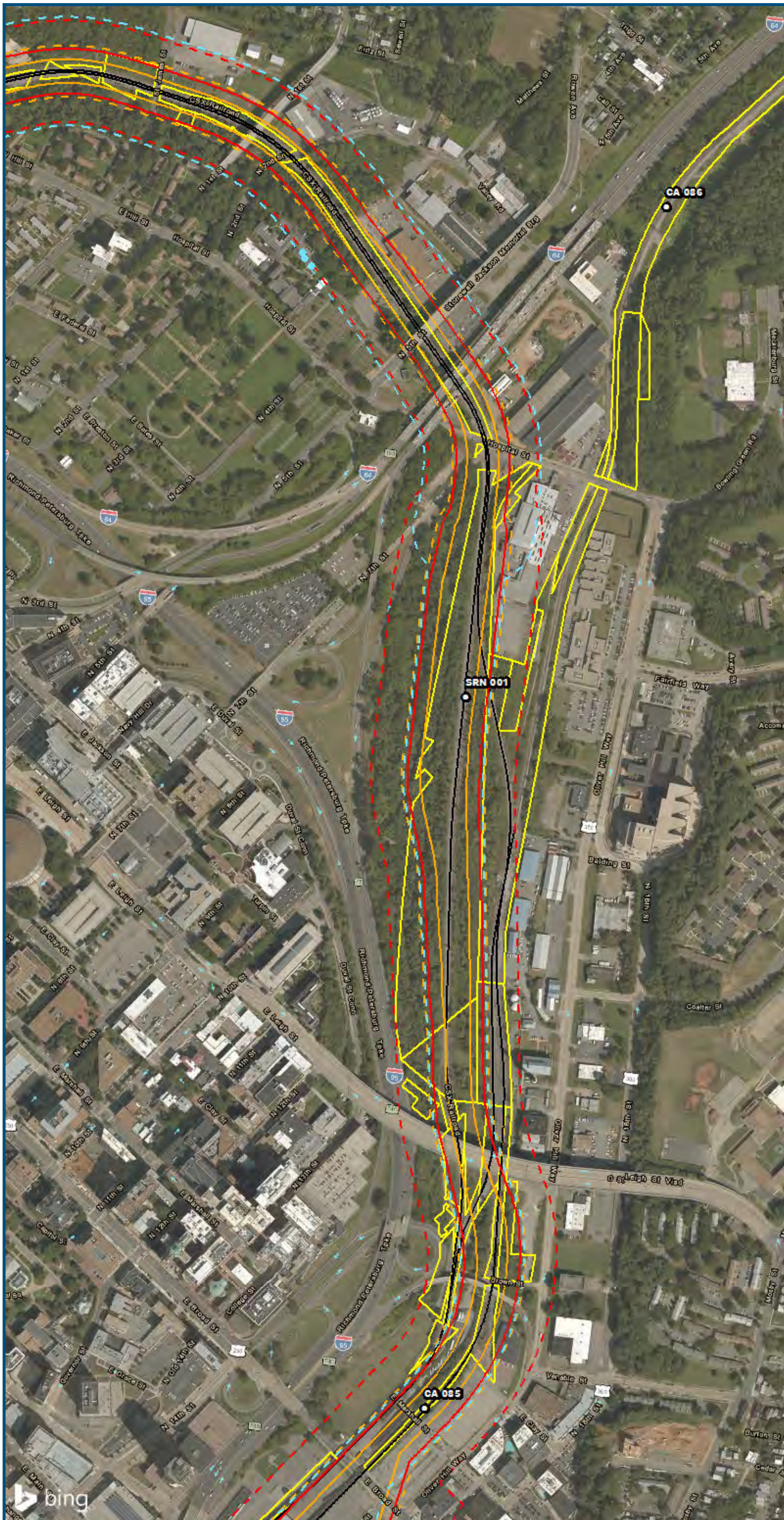
Appendix K
Noise Analysis
Area 6E:
Main Street and
Staples Mill Road
Split Service



0 250 500
Feet
1 inch = 500 feet
@ 11 x 17 inches
Projection: Lambert Conformal Conic
State Plane Virginia North FIPS 4501 Feet
North American Datum of 1983
Imagery/Basemap Source: 2015 Bing
Aerial Imagery; ESRI World Transportation

- Legend**
- Category 1 Moderate Noise Impact Contour
 - Category 1 Severe Noise Impact Contour
 - Category 1 Moderate Noise Impacts
 - Category 1 Severe Noise Impacts
 - Category 2 Moderate Noise Impact Contour
 - Category 2 Severe Noise Impact Contour
 - Category 2 Moderate Noise Impacts
 - Category 2 Severe Noise Impacts
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**Appendix K
Noise Analysis
Area 6E:
Main Street and
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Feet
1 inch = 500 feet
@ 11 x 17 inches

Projection: Lambert Conformal Conic
State Plane Virginia North FIPS 4501 Feet
North American Datum of 1983

Imagery/Basemap Source: 2015 Bing
Aerial Imagery; ESRI World Transportation

Legend

-  Category 1 Moderate Noise Impact Contour
-  Category 1 Severe Noise Impact Contour
-  Category 1 Moderate Noise Impacts
-  Category 1 Severe Noise Impacts
-  Category 2 Moderate Noise Impact Contour
-  Category 2 Severe Noise Impact Contour
-  Category 2 Moderate Noise Impacts
-  Category 2 Severe Noise Impacts
-  Category 3 Moderate Noise Impact Contour
-  Category 3 Severe Noise Impact Contour
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-  Category 3 Severe Noise Impacts
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**Appendix K
Noise Analysis
Area 6E:
Main Street and
Staples Mill Road
Split Service**

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0 250 500
Feet
1 inch = 500 feet
@ 11 x 17 inches
Projection: Lambert Conformal Conic
State Plane Virginia North FIPS 4501 Feet
North American Datum of 1983
Imagery/Basemap Source: 2015 Bing
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- Legend**
- Category 1 Moderate Noise Impact Contour
 - Category 1 Severe Noise Impact Contour
 - Category 1 Moderate Noise Impacts
 - Category 1 Severe Noise Impacts
 - Category 2 Moderate Noise Impact Contour
 - Category 2 Severe Noise Impact Contour
 - Category 2 Moderate Noise Impacts
 - Category 2 Severe Noise Impacts
 - Category 3 Moderate Noise Impact Contour
 - Category 3 Severe Noise Impact Contour
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 - Category 3 Severe Noise Impacts
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**Appendix K
Noise Analysis
Area 6E:
Main Street and
Staples Mill Road
Split Service**



- Category 1 Moderate Noise Impact Contour
- Category 1 Severe Noise Impact Contour
- Category 1 Moderate Noise Impacts
- Category 1 Severe Noise Impacts
- Category 2 Moderate Noise Impact Contour
- Category 2 Severe Noise Impact Contour
- Category 2 Moderate Noise Impacts
- Category 2 Severe Noise Impacts
- Category 3 Moderate Noise Impact Contour
- Category 3 Severe Noise Impact Contour
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- Category 3 Severe Noise Impacts
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0250500

Feet
1 inch = 500 feet
@ 11 x 17 inches

Projection: Lambert Conformal Conic
State Plane Virginia North FIPS 4501 Feet
North American Datum of 1983
Imagery/Basemap Source: 2015 Bing
Aerial Imagery; ESRI World Transportation

- Legend
- Category 1 Moderate Noise Impact Contour

Category 1 Severe Noise Impact Contour

Category 1 Moderate Noise Impacts

Category 1 Severe Noise Impacts

Category 2 Moderate Noise Impact Contour

Category 2 Severe Noise Impact Contour

Category 2 Moderate Noise Impacts

Category 2 Severe Noise Impacts

Category 3 Moderate Noise Impact Contour

Category 3 Severe Noise Impact Contour

Category 3 Moderate Noise Impacts

Category 3 Severe Noise Impacts

CSXT Mileposts

Track - Existing

Stations

Proposed Stations

CSXT ROW (County Parcel Data)

City/County Boundary

Appendix K

Noise Analysis

Area 6E:

Main Street and

Staples Mill Road

Split Service



0250500

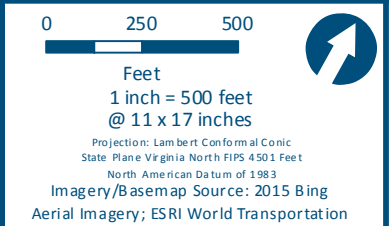
Feet
1 inch = 500 feet
@ 11 x 17 inches

Projection: Lambert Conformal Conic
State Plane Virginia North FIPS 4501 Feet
North American Datum of 1983
Imagery/Basemap Source: 2015 Bing
Aerial Imagery; ESRI World Transportation

North arrow

- Legend
- Category 1 Moderate Noise Impact Contour
- Category 1 Severe Noise Impact Contour
- Category 1 Moderate Noise Impacts
- Category 1 Severe Noise Impacts
- Category 2 Moderate Noise Impact Contour
- Category 2 Severe Noise Impact Contour
- Category 2 Moderate Noise Impacts
- Category 2 Severe Noise Impacts
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- Category 3 Severe Noise Impact Contour
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Appendix K
Noise Analysis
Area 6E:
Main Street and
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- Legend**
- Category 1 Moderate Noise Impact Contour
 - Category 1 Severe Noise Impact Contour
 - Category 1 Moderate Noise Impacts
 - Category 1 Severe Noise Impacts
 - Category 2 Moderate Noise Impact Contour
 - Category 2 Severe Noise Impact Contour
 - Category 2 Moderate Noise Impacts
 - Category 2 Severe Noise Impacts
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 - Category 3 Severe Noise Impact Contour
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**Appendix K
Noise Analysis
Area 6E:
Main Street and
Staples Mill Road
Split Service**



0250500

Feet
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Projection: Lambert Conformal Conic
State Plane Virginia North FIPS 4501 Feet
North American Datum of 1983
Imagery/Basemap Source: 2015 Bing
Aerial Imagery; ESRI World Transportation

- Legend
- Category 1 Moderate Noise Impact Contour

Category 1 Severe Noise Impact Contour

Category 1 Moderate Noise Impacts

Category 1 Severe Noise Impacts

Category 2 Moderate Noise Impact Contour

Category 2 Severe Noise Impact Contour

Category 2 Moderate Noise Impacts

Category 2 Severe Noise Impacts

Category 3 Moderate Noise Impact Contour

Category 3 Severe Noise Impact Contour

Category 3 Moderate Noise Impacts

Category 3 Severe Noise Impacts

CSXT Mileposts

Track - Existing

Stations

Proposed Stations

CSXT ROW (County Parcel Data)

City/County Boundary

Appendix K
Noise Analysis
Area 6E:
Main Street and
Staples Mill Road
Split Service



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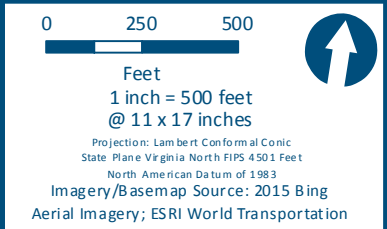
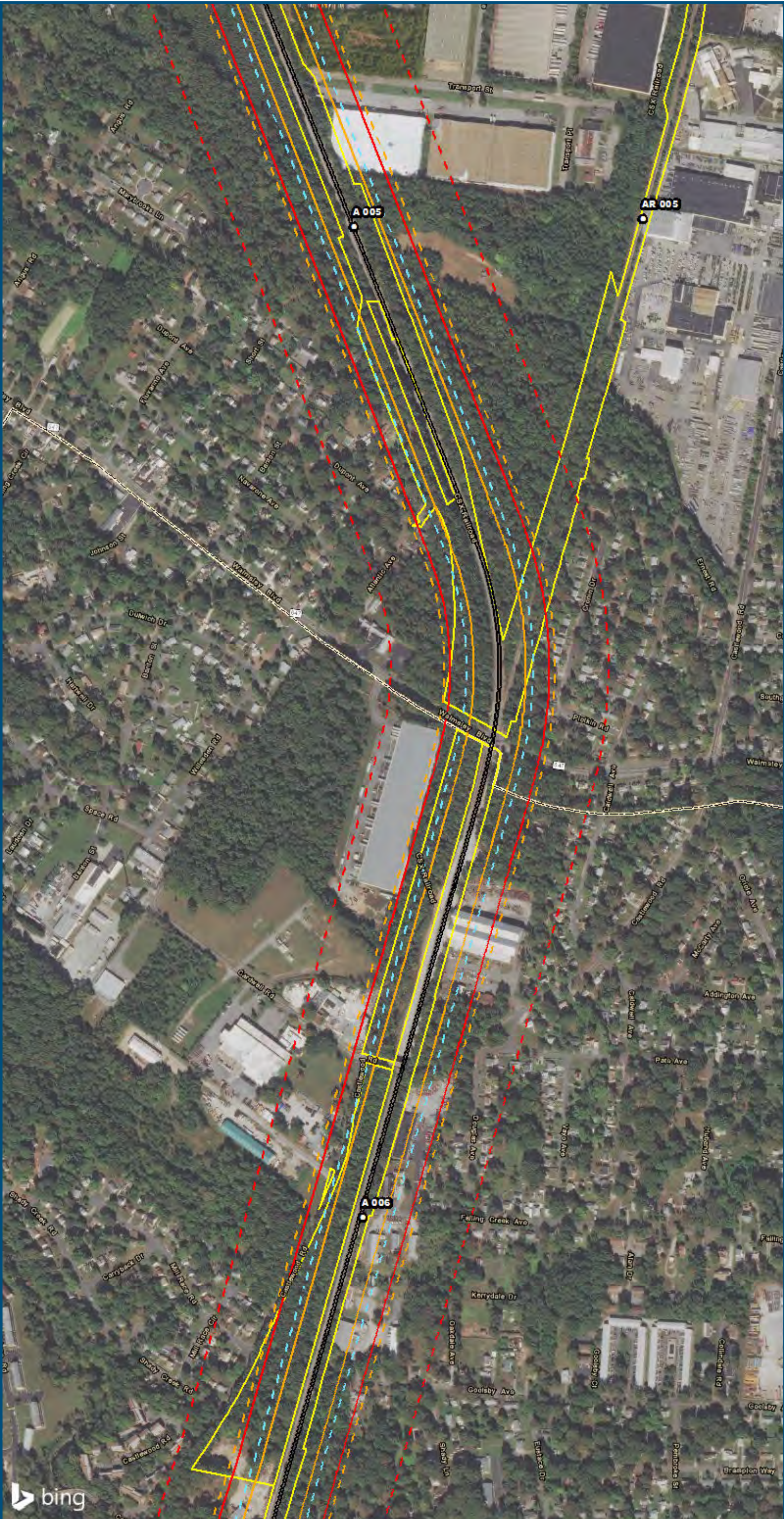
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State Plane Virginia North FIPS 4501 Feet
North American Datum of 1983

Imagery/Basemap Source: 2015 Bing
Aerial Imagery; ESRI World Transportation

- Category 1 Moderate Noise Impact Contour
- Category 1 Severe Noise Impact Contour
- Category 1 Moderate Noise Impacts
- Category 1 Severe Noise Impacts
- Category 2 Moderate Noise Impact Contour
- Category 2 Severe Noise Impact Contour
- Category 2 Moderate Noise Impacts
- Category 2 Severe Noise Impacts
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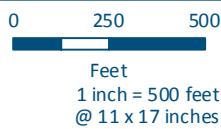
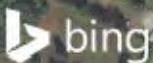
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- Legend**
- Category 1 Moderate Noise Impact Contour
 - Category 1 Severe Noise Impact Contour
 - Category 1 Moderate Noise Impacts
 - Category 1 Severe Noise Impacts
 - Category 2 Moderate Noise Impact Contour
 - Category 2 Severe Noise Impact Contour
 - Category 2 Moderate Noise Impacts
 - Category 2 Severe Noise Impacts
 - Category 3 Moderate Noise Impact Contour
 - Category 3 Severe Noise Impact Contour
 - Category 3 Moderate Noise Impacts
 - Category 3 Severe Noise Impacts
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**Appendix K
Noise Analysis
Area 6E:
Main Street and
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Split Service**



Projection: Lambert Conformal Conic
State Plane Virginia North FIPS 4501 Feet
North American Datum of 1983
Imagery/Basemap Source: 2015 Bing
Imagery; ESRI World Transportation

- Category 1 Moderate Noise Impact Contour
- Category 1 Severe Noise Impact Contour
- Category 1 Moderate Noise Impacts
- Category 1 Severe Noise Impacts
- Category 2 Moderate Noise Impact Contour
- Category 2 Severe Noise Impact Contour
- Category 2 Moderate Noise Impacts
- Category 2 Severe Noise Impacts
- Category 3 Moderate Noise Impact Contour
- Category 3 Severe Noise Impact Contour
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**Appendix K
Noise Analysis
Area 6E:
Main Street and
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Split Service**



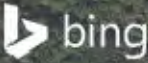
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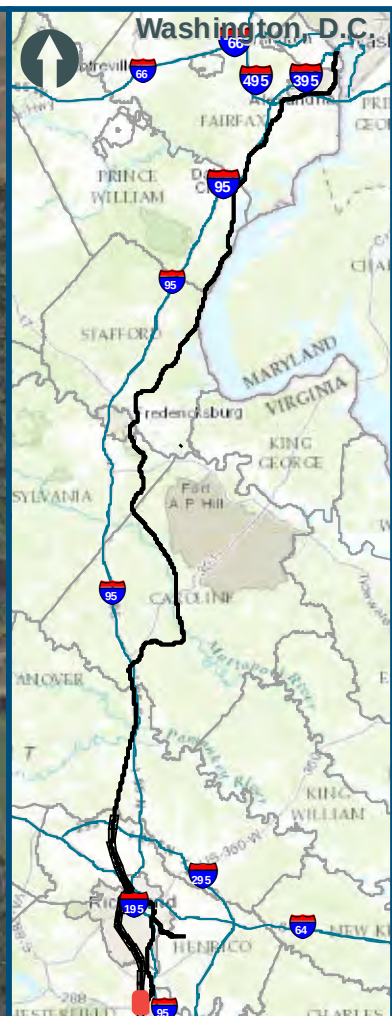
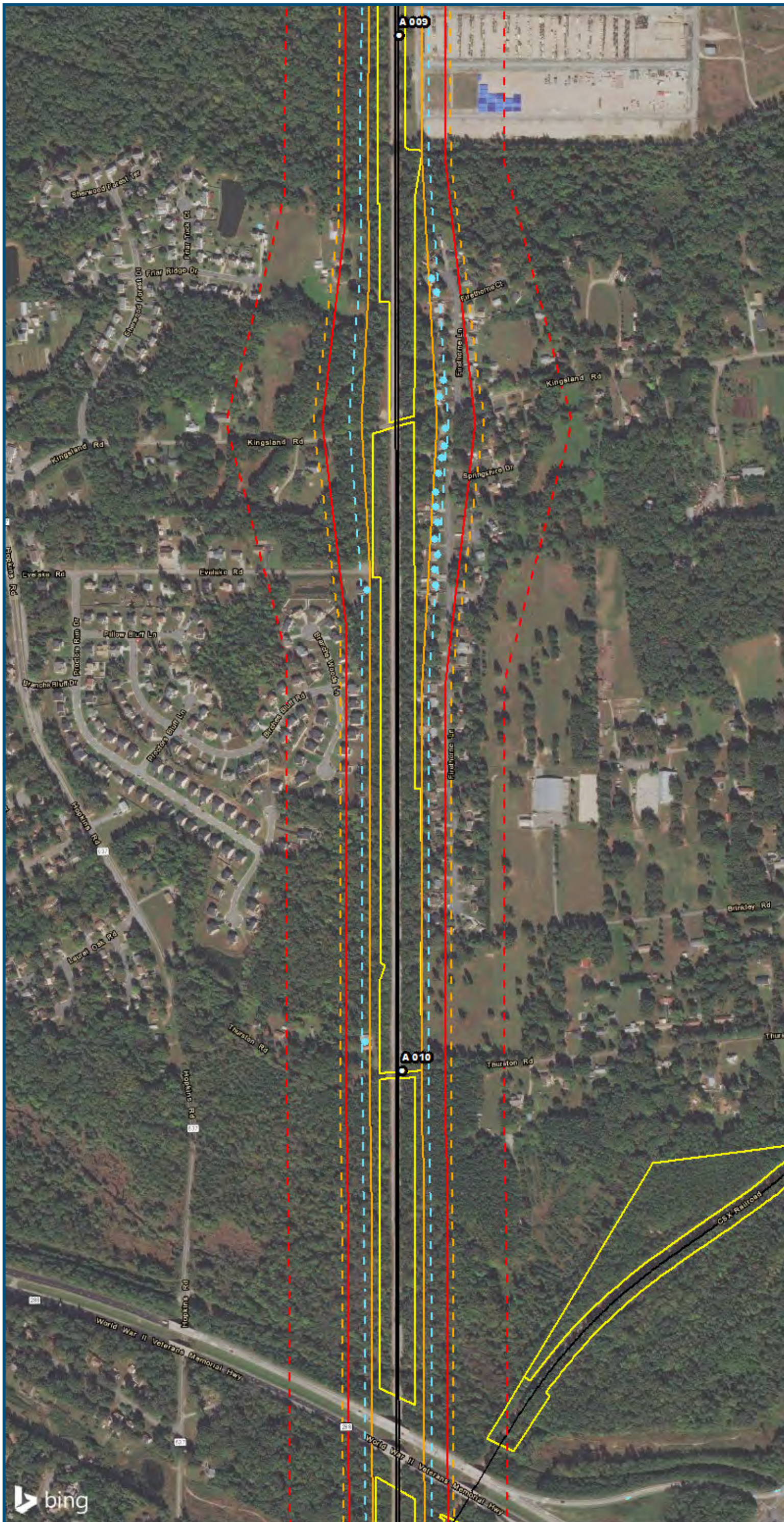
Feet
1 inch = 500 feet
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Projection: Lambert Conformal Conic
State Plane Virginia North FIPS 4501 Feet
North American Datum of 1983
Imagery/Basemap Source: 2015 Bing
Aerial Imagery; ESRI World Transportation

- Legend
- Category 1 Moderate Noise Impact Contour
-
- Category 1 Severe Noise Impact Contour
-
- Category 1 Moderate Noise Impacts
-
- Category 1 Severe Noise Impacts
-
- Category 2 Moderate Noise Impact Contour
-
- Category 2 Severe Noise Impact Contour
-
- Category 2 Moderate Noise Impacts
-
- Category 2 Severe Noise Impacts
-
- Category 3 Moderate Noise Impact Contour
-
- Category 3 Severe Noise Impact Contour
-
- Category 3 Moderate Noise Impacts
-
- Category 3 Severe Noise Impacts
-
- CSXT Mileposts
-
- Track - Existing
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Appendix K
Noise Analysis
Area 6E:
Main Street and
Staples Mill Road
Split Service





Feet
1 inch = 500 feet
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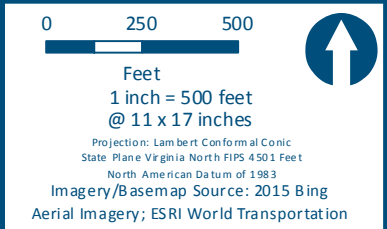
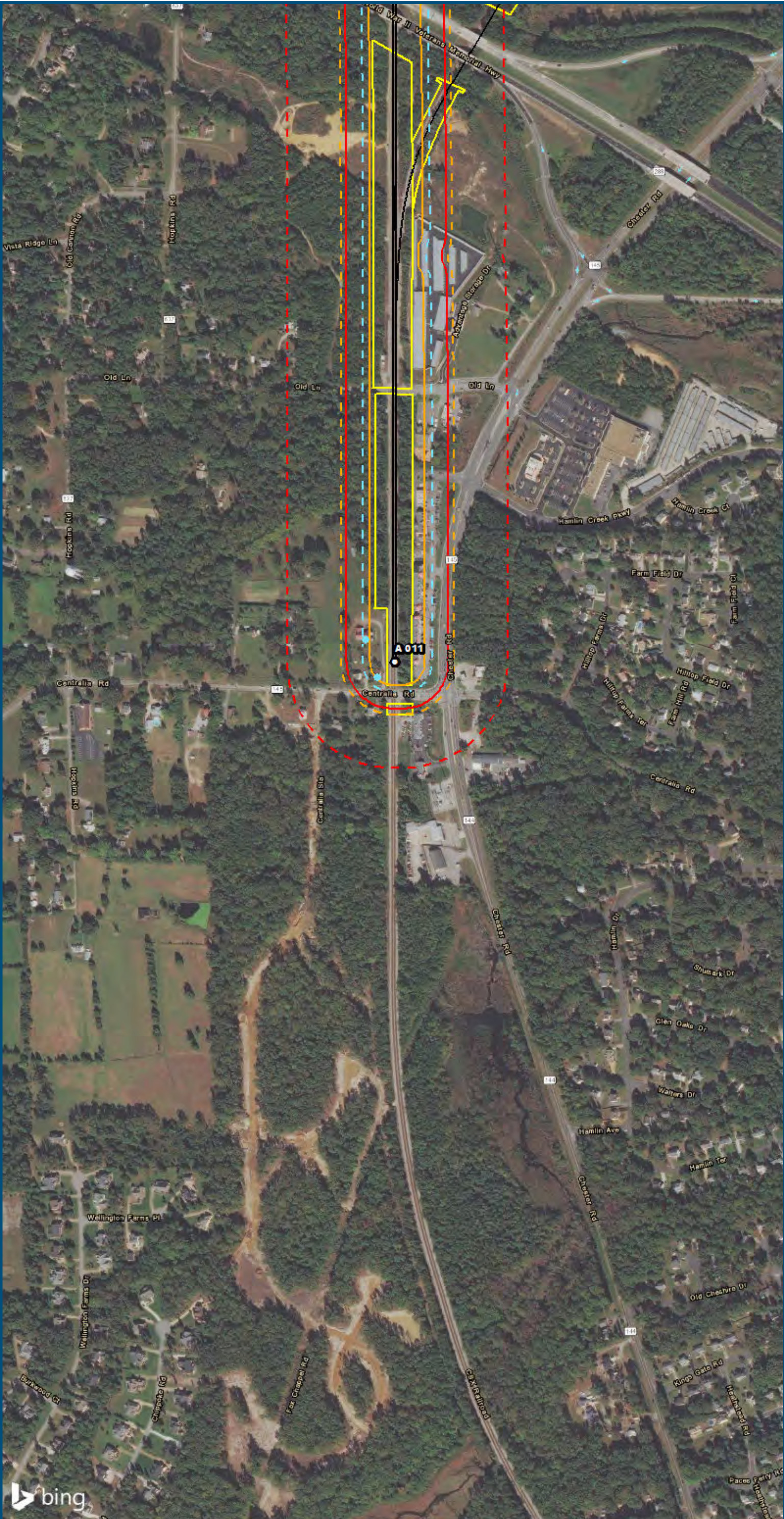
Projection: Lambert Conformal Conic
State Plane Virginia North FIPS 4501 Feet
North American Datum of 1983
Imagery/Basemap Source: 2015 Bing
Aerial Imagery; ESRI World Transportation

Legend

-  Category 1 Moderate Noise Impact Contour
-  Category 1 Severe Noise Impact Contour
-  Category 1 Moderate Noise Impacts
-  Category 1 Severe Noise Impacts
-  Category 2 Moderate Noise Impact Contour
-  Category 2 Severe Noise Impact Contour
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**Appendix K
Noise Analysis
Area 6E:
Main Street and
Staples Mill Road
Split Service**

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- Legend**
- Category 1 Moderate Noise Impact Contour
 - Category 1 Severe Noise Impact Contour
 - Category 1 Moderate Noise Impacts
 - Category 1 Severe Noise Impacts
 - Category 2 Moderate Noise Impact Contour
 - Category 2 Severe Noise Impact Contour
 - Category 2 Moderate Noise Impacts
 - Category 2 Severe Noise Impacts
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