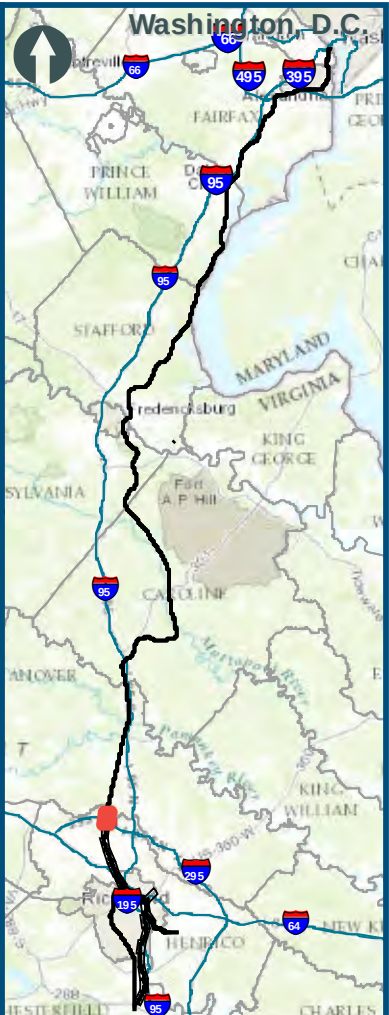
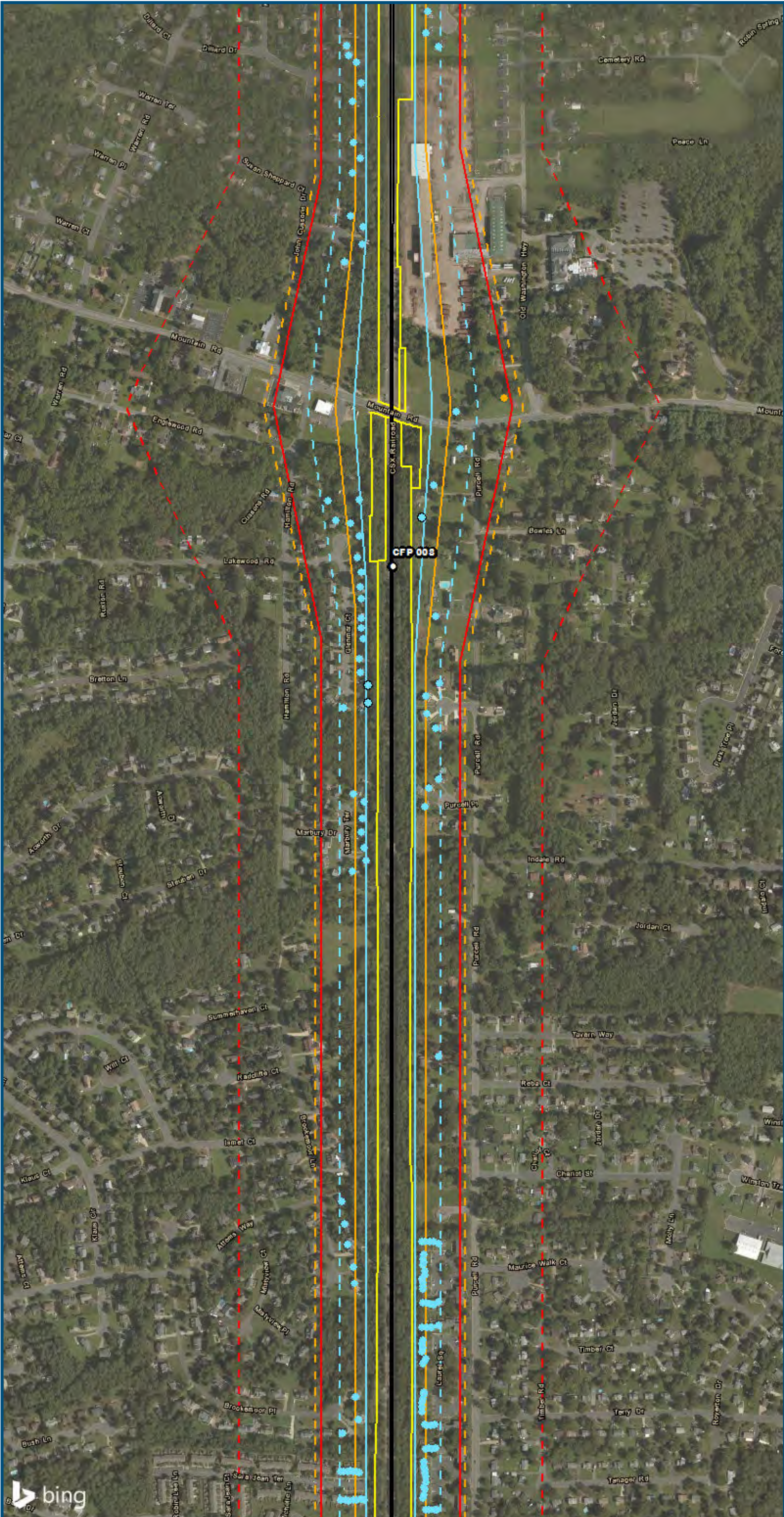


- Legend**
- Category 1 Moderate Noise Impact Contour
 - Category 1 Severe Noise Impact Contour
 - Category 1 Moderate Noise Impacts
 - Category 1 Severe Noise Impacts
 - Category 2 Moderate Noise Impact Contour
 - Category 2 Severe Noise Impact Contour
 - Category 2 Moderate Noise Impacts
 - Category 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 M
Noise Analysis
Area 6D:
Main Street
Station Only



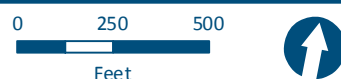
0250500

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
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Appendix M
Noise Analysis
Area 6D:
Main Street
Station Only



Feet
1 inch = 500 feet
@ 11 x 17 inches

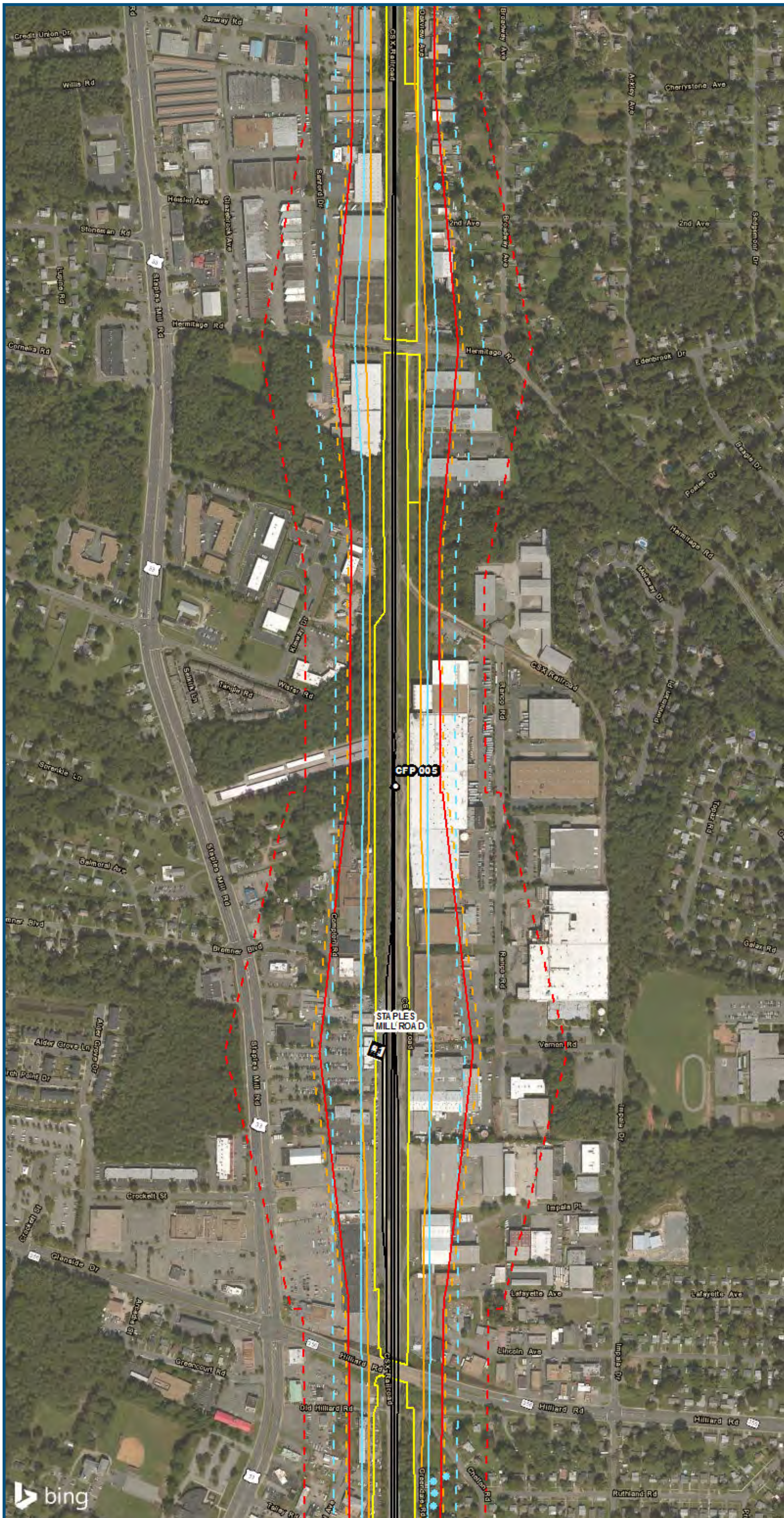
Projection: Lambert Conformal Conic
State Plane Virginia North FIPS 4501 Feet
North American Datum of 1983
Imagery/Basemap Source: 2015 Bing
Aerial Imagery; ESRI World Transportation

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 M Noise Analysis Area 6D: Main Street Station Only

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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

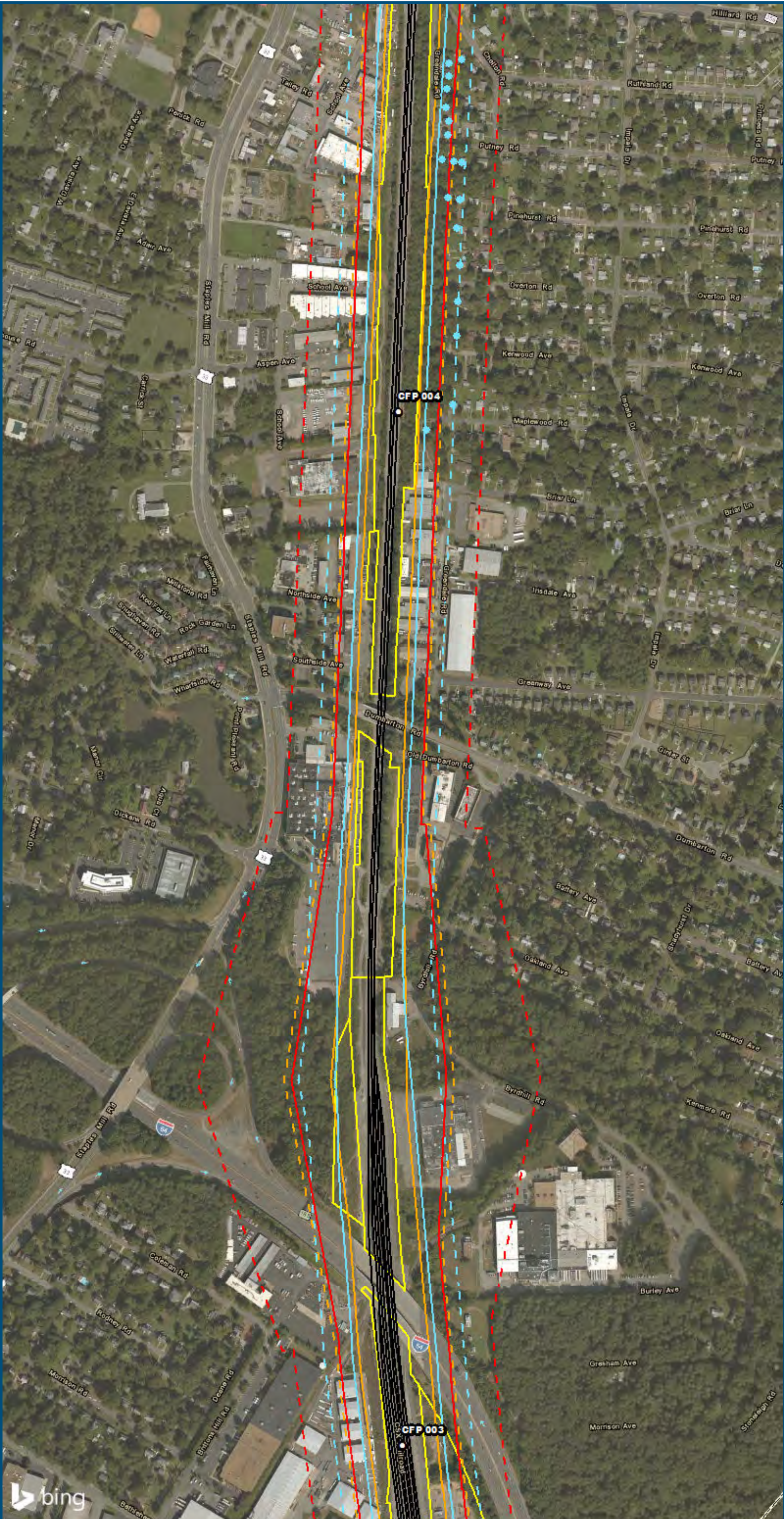
Imagery/Basemap Source: 2015 Bing
Aerial Imagery; ESRI World Transportation

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
-  Category 3 Moderate Noise Impacts
-  Category 3 Severe Noise Impacts
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-  Stations
-  Proposed Stations
-  CSXT ROW (County Parcel Data)
-  City/County Boundary

Appendix M Noise Analysis Area 6D: Main Street Station Only

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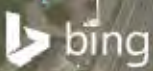


0 250 500
Feet
1 inch = 500 feet
@ 11 x 17 inches
Projection: Lambert Conformal Conic
State Plane Virginia North FIPS 4501 Feet
North American Datum of 1983
Imagery/Basemap Source: 2015 Bing
Aerial Imagery; ESRI World Transportation

- 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
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Appendix M
Noise Analysis
Area 6D:
Main Street
Station Only

\\dcis-main\gis_data\GIS\Projects\0115_45_VA\Dev\Rail-Public\T-ranportation\0239056_RAPS-4\AltDev-Concept\Eng\map_docs\mxd\01EJIS\Tech Reports\Noise and Vibration\Map_Versions\NoiseVib_Area6D_Mapbook_11x17_WEB.mxd | Last Updated: 08.15.2017



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

 City/County Boundary

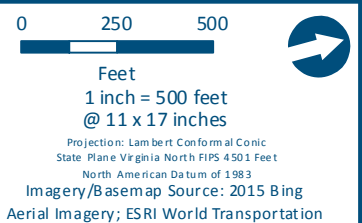
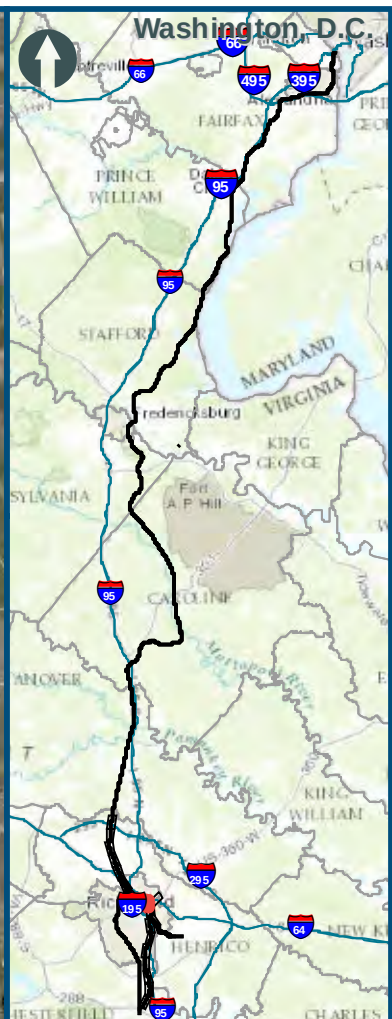
Sheet 6 of 18



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

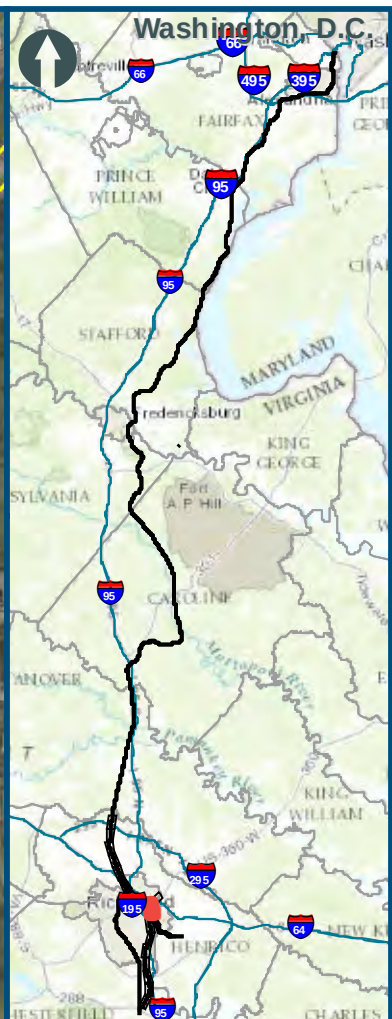
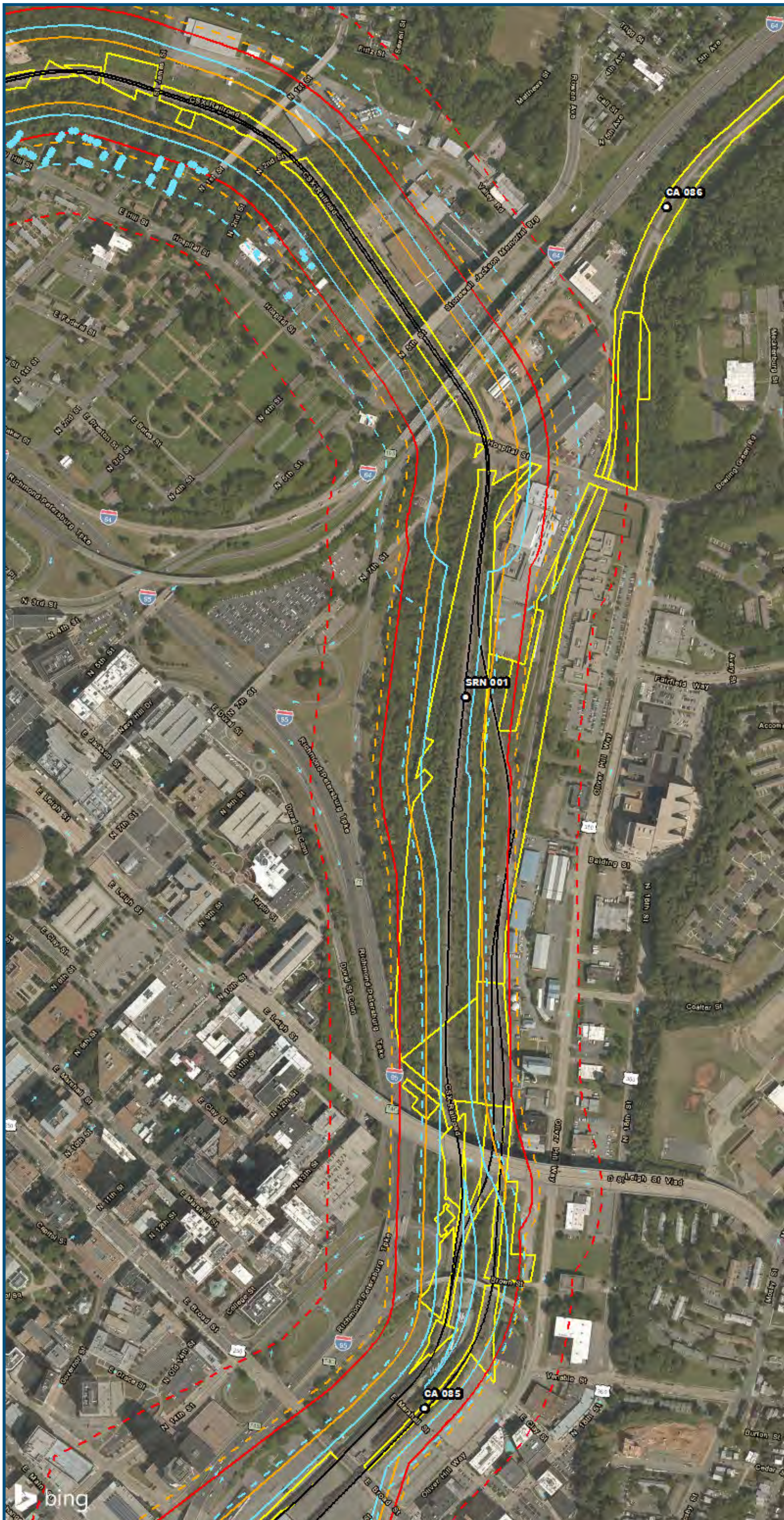
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 - Category 1 Severe Noise Impact Contour
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 - Category 1 Severe Noise Impacts
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 - Category 2 Severe Noise Impact Contour
 - Category 2 Moderate Noise Impacts
 - Category 2 Severe Noise Impacts
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 - Category 3 Severe Noise Impact Contour
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Noise Analysis
Area 6D:
Main Street
Station Only



- 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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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

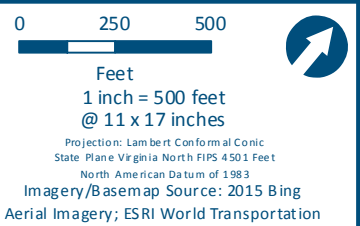
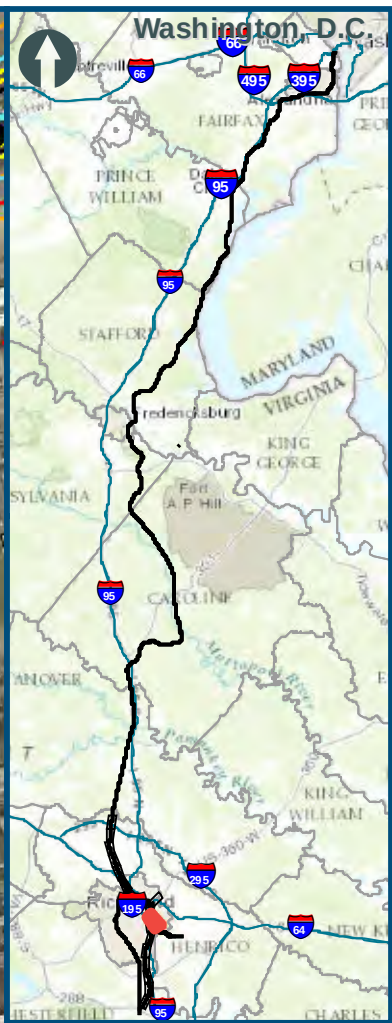
Imagery/Basemap Source: 2015 Bing
Aerial Imagery; ESRI World Transportation

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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-  City/County Boundary

Appendix M Noise Analysis Area 6D: Main Street Station Only

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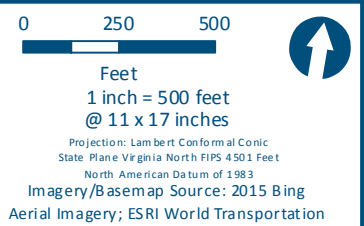
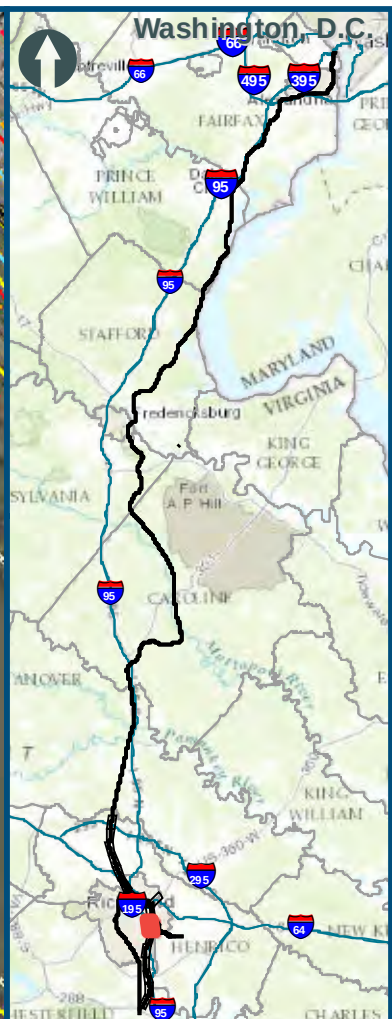
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- Category 2 Moderate Noise Impacts
- Category 2 Severe Noise Impacts
- Category 3 Moderate Noise Impact Contour
- Category 3 Severe Noise Impact Contour
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Appendix M

Noise Analysis

Area 6D: Main Street Station Only

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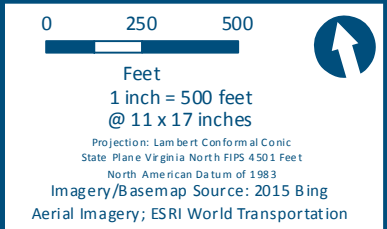
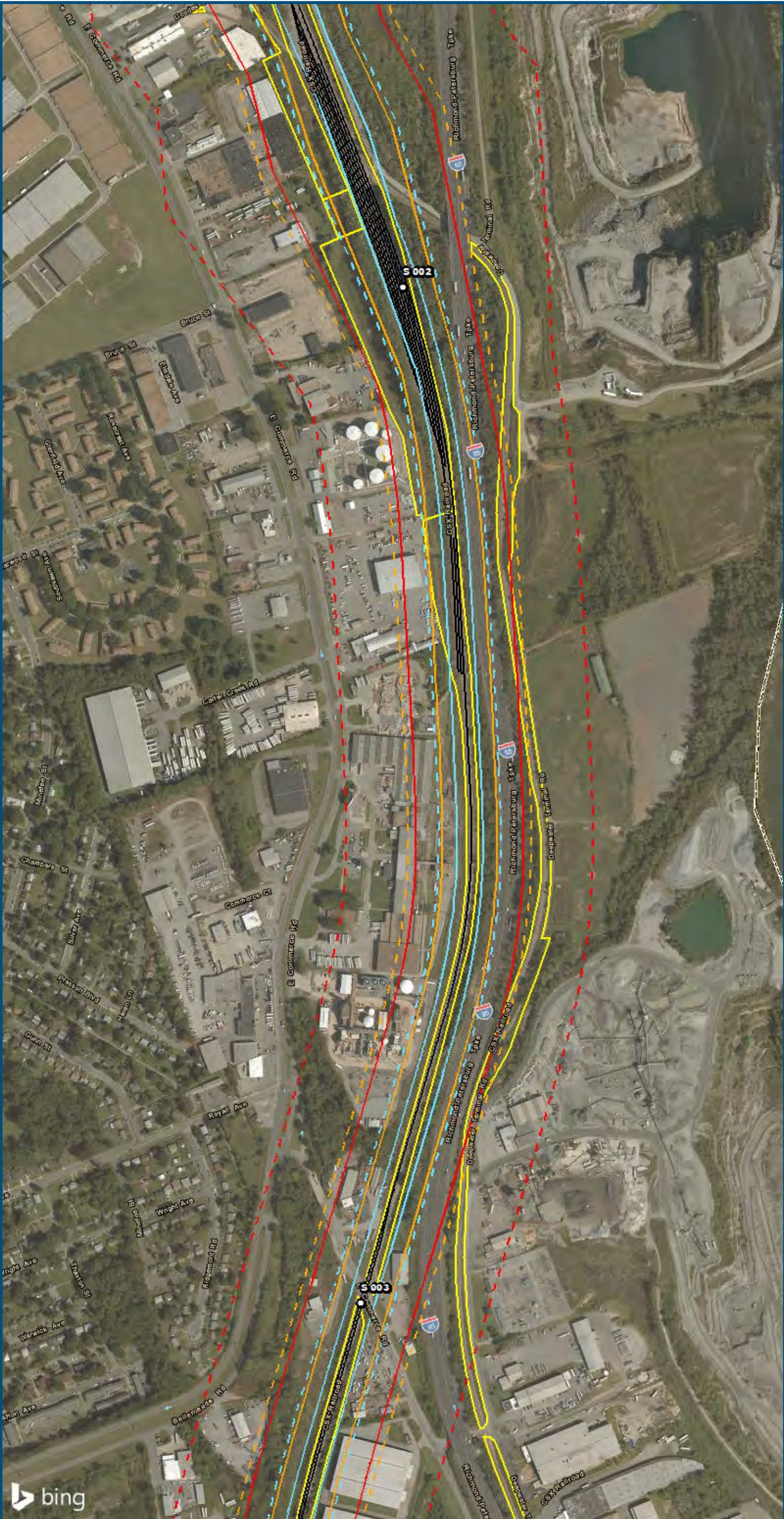
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- Category 1 Severe Noise Impact Contour
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- Category 2 Moderate Noise Impact Contour
- Category 2 Severe Noise Impact Contour
- Category 2 Moderate Noise Impacts
- Category 2 Severe Noise Impacts
- Category 3 Moderate Noise Impact Contour
- Category 3 Severe Noise Impact Contour
- Category 3 Moderate Noise Impacts
- Category 3 Severe Noise Impacts
- CSXT Mileposts
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- Stations
- Proposed Stations
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Appendix M

Noise Analysis

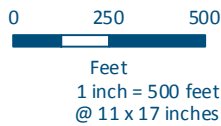
Area 6D: Main Street Station Only

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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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Appendix M
Noise Analysis
Area 6D:
Main Street
Station Only



Projection: Lambert Conformal Conic
State Plane Virginia North FIPS 4501 Feet

North American Datum of 1983
 Region: /Basemap Source: 2015 D

Imagery: ESRI World Transport

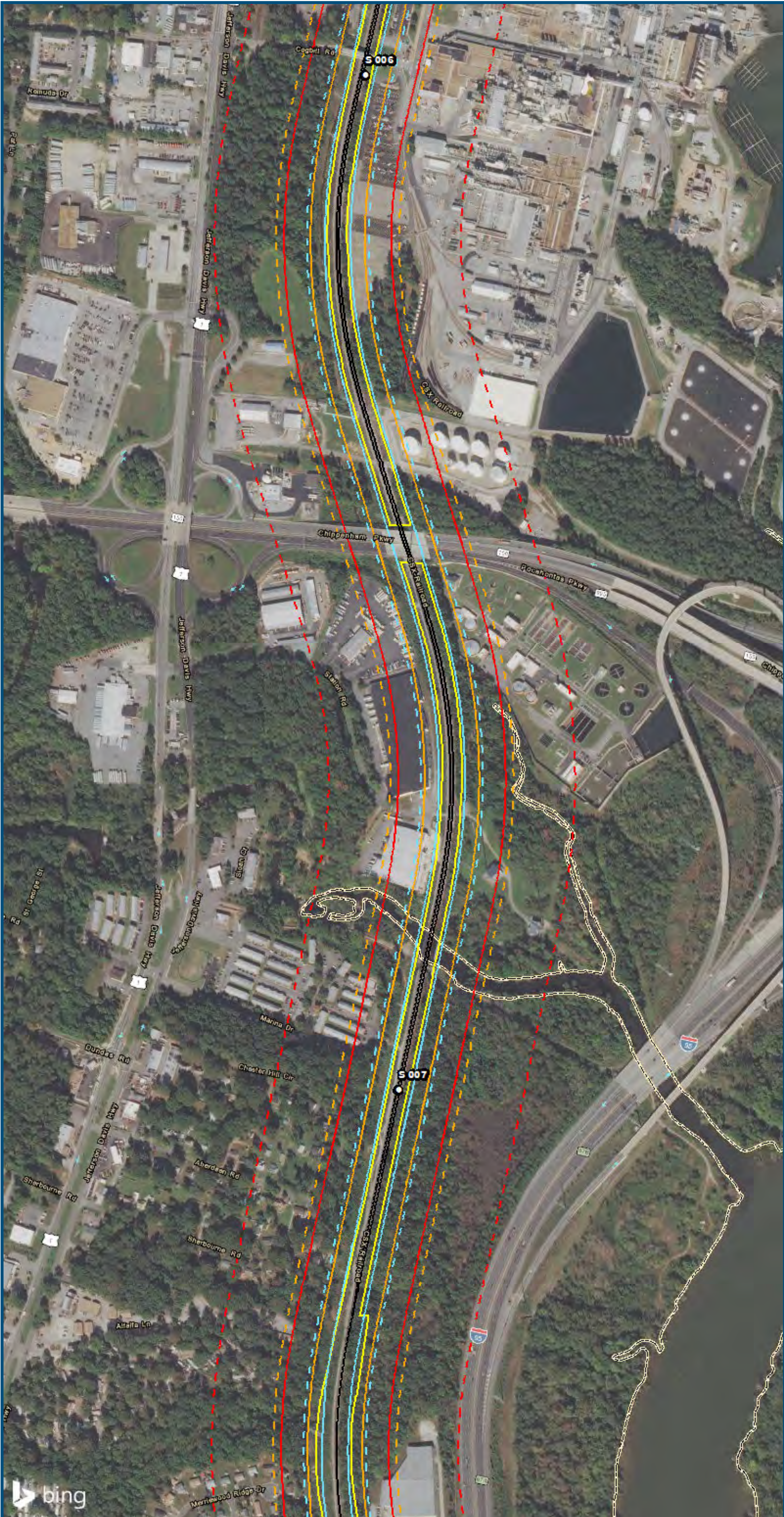
Legend

-  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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-  Stations
-  Proposed Stations
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-  City/County Boundary

Appendix M Noise Analysis Area 6D: Main Street Station Only

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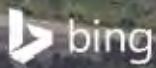




0 250 500
Feet
1 inch = 500 feet
@ 11 x 17 inches
Projection: Lambert Conformal Conic
State Plane Virginia North FIPS 4501 Feet
North American Datum of 1983
Imagery/Basemap Source: 2015 Bing
Aerial Imagery; ESRI World Transportation

- 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 M
Noise Analysis
Area 6D:
Main Street
Station Only



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

 Category 1 Moderate Noise Impact Contour

 Category 1 Severe Noise Impact Contour

- Category 1 Moderate Noise Imp

 Category 1 Severe Noise Impact

Contour

Category 2 Severe Noise Impact
Contour

- Category 2 Moderate Noise Impacts

- Category 2 Severe Noise Impact
- Category 3 Moderate Noise Impact

Contour

Contour

• **Category 3:** Moderate risk of injury

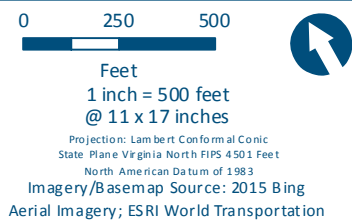
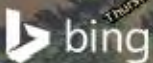
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— Track - Existing

 Proposed Stations

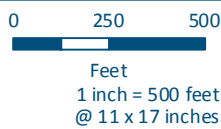
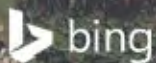
 CSXT ROW (County Parcel Data)

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- 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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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

- Category 1 Moderate Noise Impact Contour
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