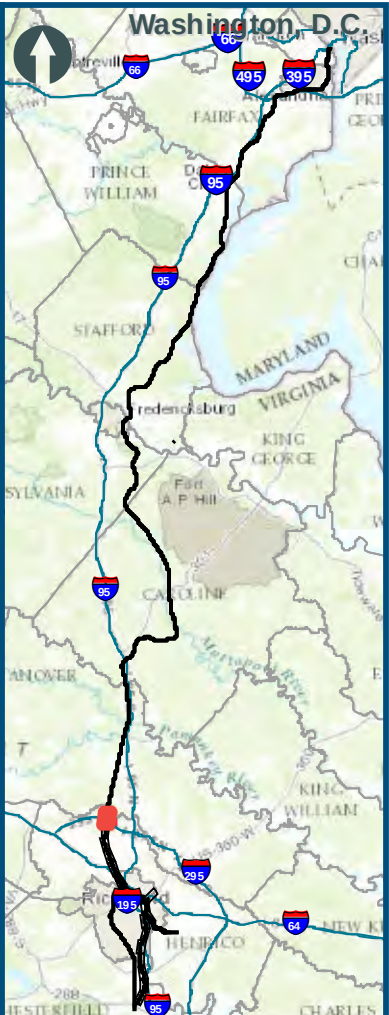
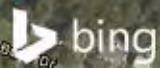


- Legend**
- Category 1 Moderate Noise Impact Contour
 - Category 1 Severe Noise Impact Contour
 - Category 1 Moderate Noise Impacts
 - Category 1 Severe Noise Impacts
 - Category 2 Moderate Noise Impact Contour
 - Category 2 Severe Noise Impact Contour
 - Category 2 Moderate Noise Impacts
 - Category 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 N
Noise Analysis
Area 6F:
Main Street and
Staples Mill Road
Full Service



Feet
1 inch = 500 feet
@ 11 x 17 inches

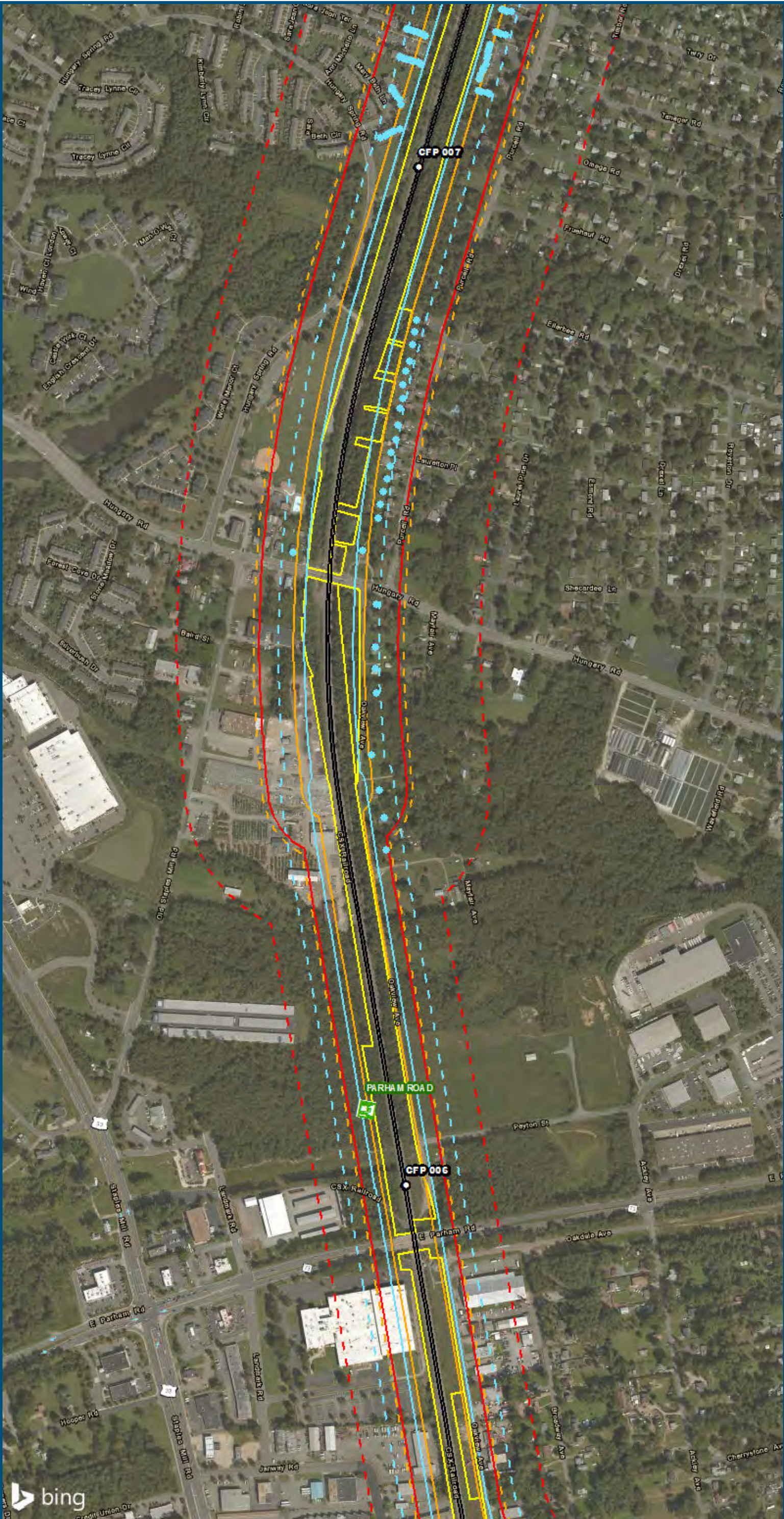
Projection: Lambert Conformal Conic
State Plane Virginia North FIPS 4501 Feet
North American Datum of 1983

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 N
Noise Analysis
Area 6F:
Main Street and
Staples Mill Road
Full 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
 - 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 N
Noise Analysis
Area 6F:
Main Street and
Staples Mill Road
Full Service



Feet
1 inch = 500 feet
@ 11 x 17 inches

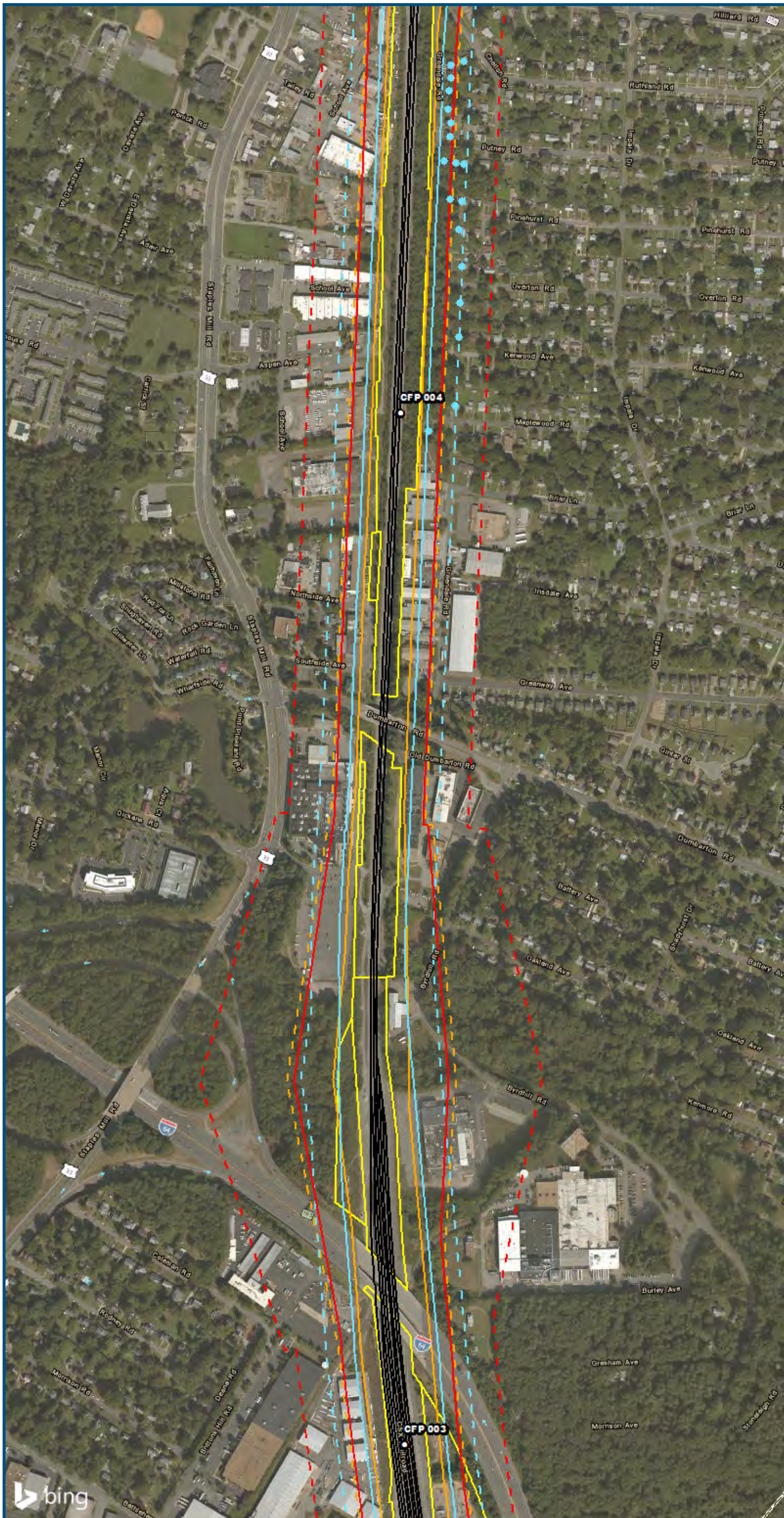
Projection: Lambert Conformal Conic
State Plane Virginia North FIPS 4501 Feet
North American Datum of 1983

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 N
Noise Analysis
Area 6F:
Main Street and
Staples Mill Road
Full Service



Feet

1 inch = 500 feet

@ 11 x 17 inches

Projection: Lambert Conformal Conic

State Plane Virginia North FIPS 4501 Feet

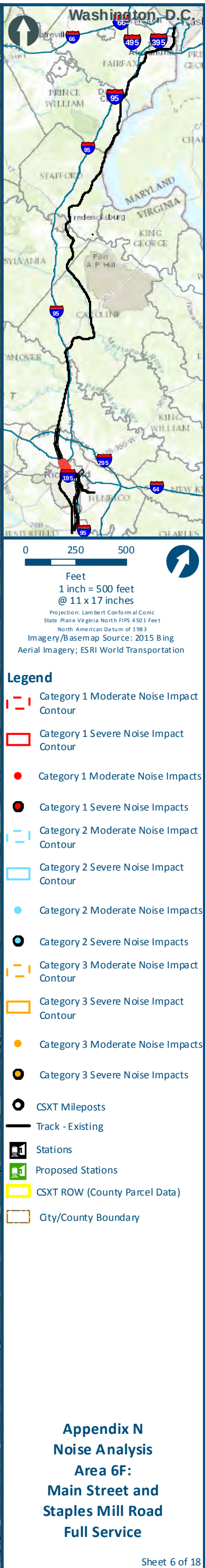
North American Datum of 1983
 Gery/Baseman Source: 2015 B

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 N
Noise Analysis
Area 6F:
Main Street and
Staples Mill Road
Full Service

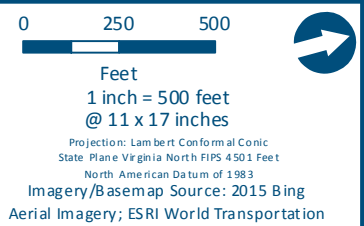




0 250 500
Feet
1 inch = 500 feet
@ 11 x 17 inches
Projection: Lambert Conformal Conic
State Plane Virginia North FIPS 4501 Feet
North American Datum of 1983
Imagery/Basemap Source: 2015 Bing
Aerial Imagery; ESRI World Transportation

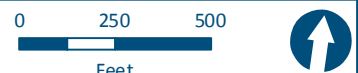
- Legend**
- Category 1 Moderate Noise Impact Contour
 - Category 1 Severe Noise Impact Contour
 - Category 1 Moderate Noise Impacts
 - Category 1 Severe Noise Impacts
 - Category 2 Moderate Noise Impact Contour
 - Category 2 Severe Noise Impact Contour
 - Category 2 Moderate Noise Impacts
 - Category 2 Severe Noise Impacts
 - 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 N
Noise Analysis
Area 6F:
Main Street and
Staples Mill Road
Full 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
- 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

Sheet 8 of 18



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

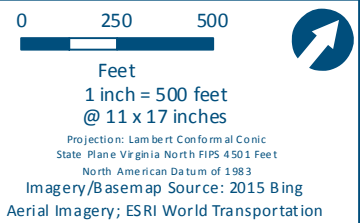
Imagery/Basemap Source: 2015 Bing
Aerial Imagery; ESRI World Transportation

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 N
Noise Analysis
Area 6F:
Main Street and
Staples Mill Road
Full Service

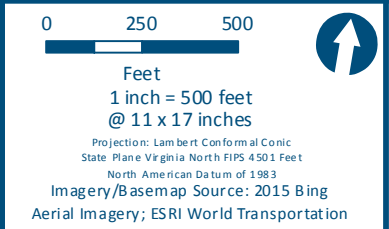
Sheet 9 of 18



- 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

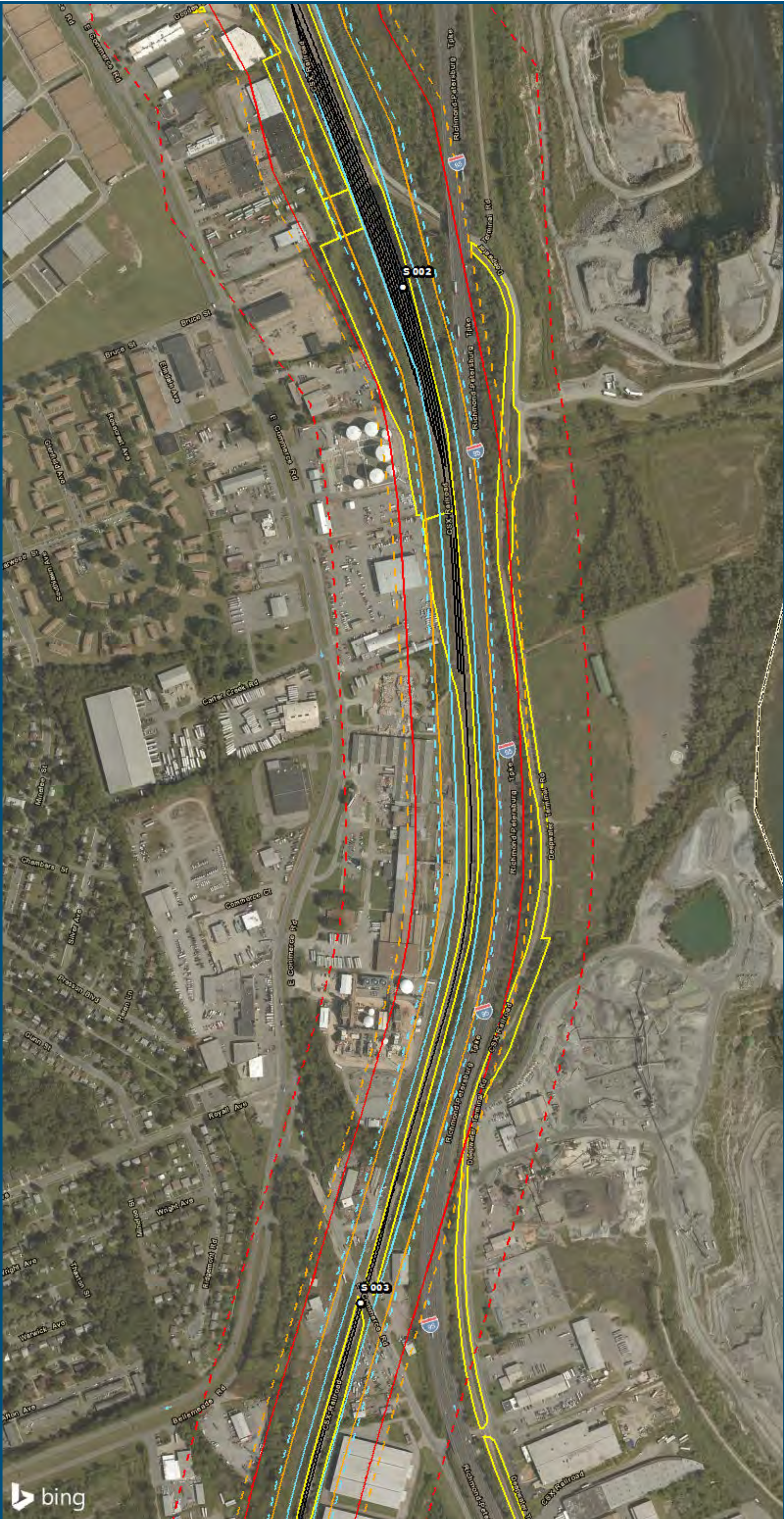
Appendix N
Noise Analysis
Area 6F:
Main Street and
Staples Mill Road
Full Service

Sheet 10 of 18



- 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

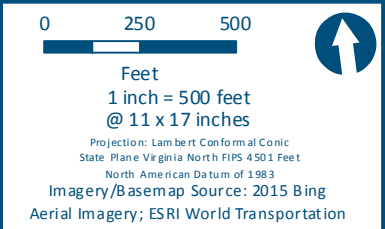
Appendix N
Noise Analysis
Area 6F:
Main Street and
Staples Mill Road
Full Service



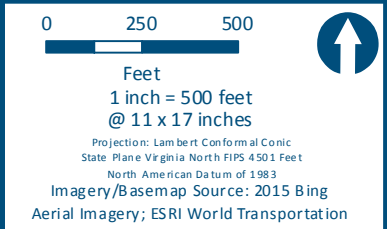
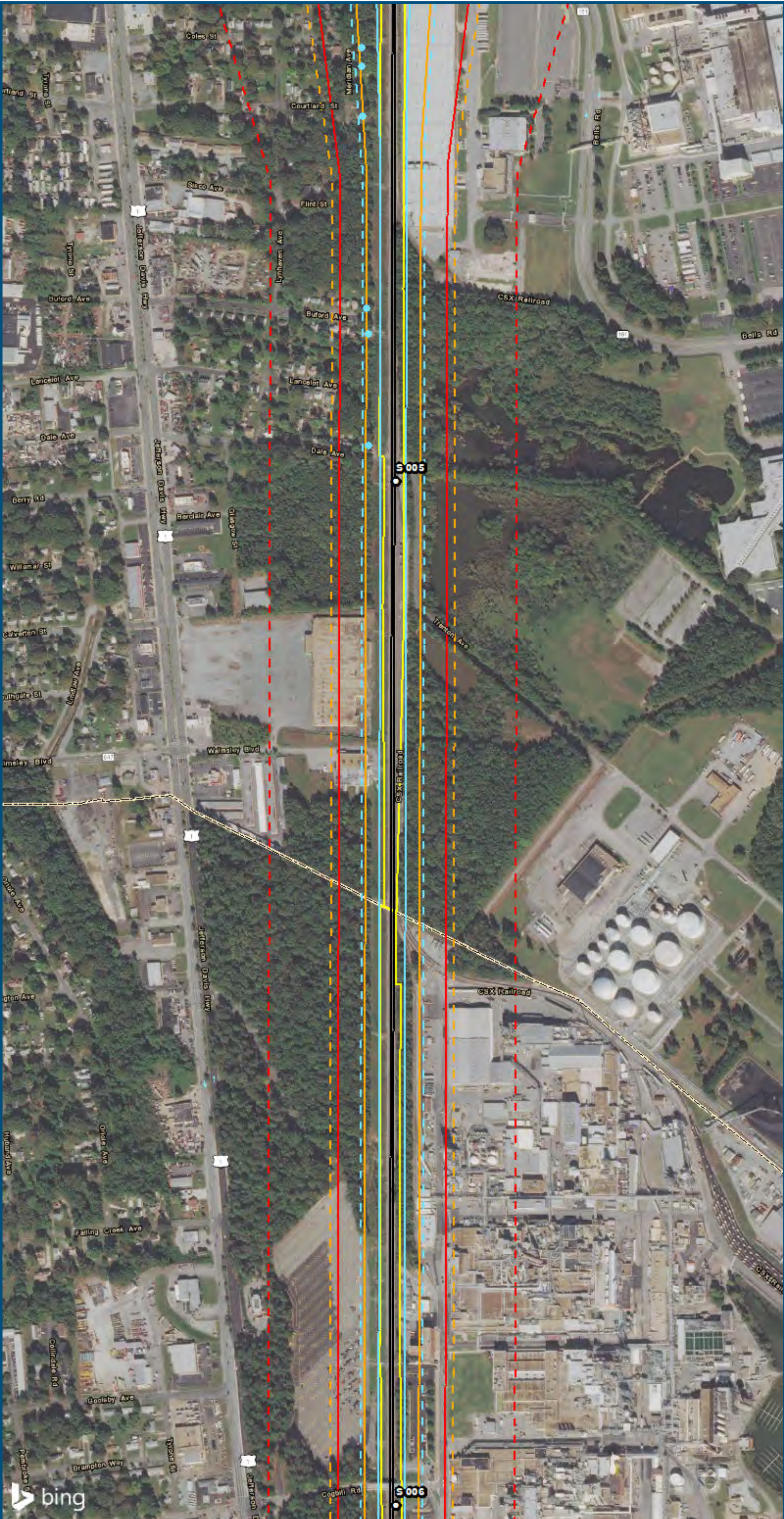
0 250 500
Feet
1 inch = 500 feet
@ 11 x 17 inches
Projection: Lambert Conformal Conic
State Plane Virginia North FIPS 4501 Feet
North American Datum of 1983
Imagery/Basemap Source: 2015 Bing
Aerial Imagery; ESRI World Transportation

- 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
 - 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 N
Noise Analysis
Area 6F:
Main Street and
Staples Mill Road
Full Service

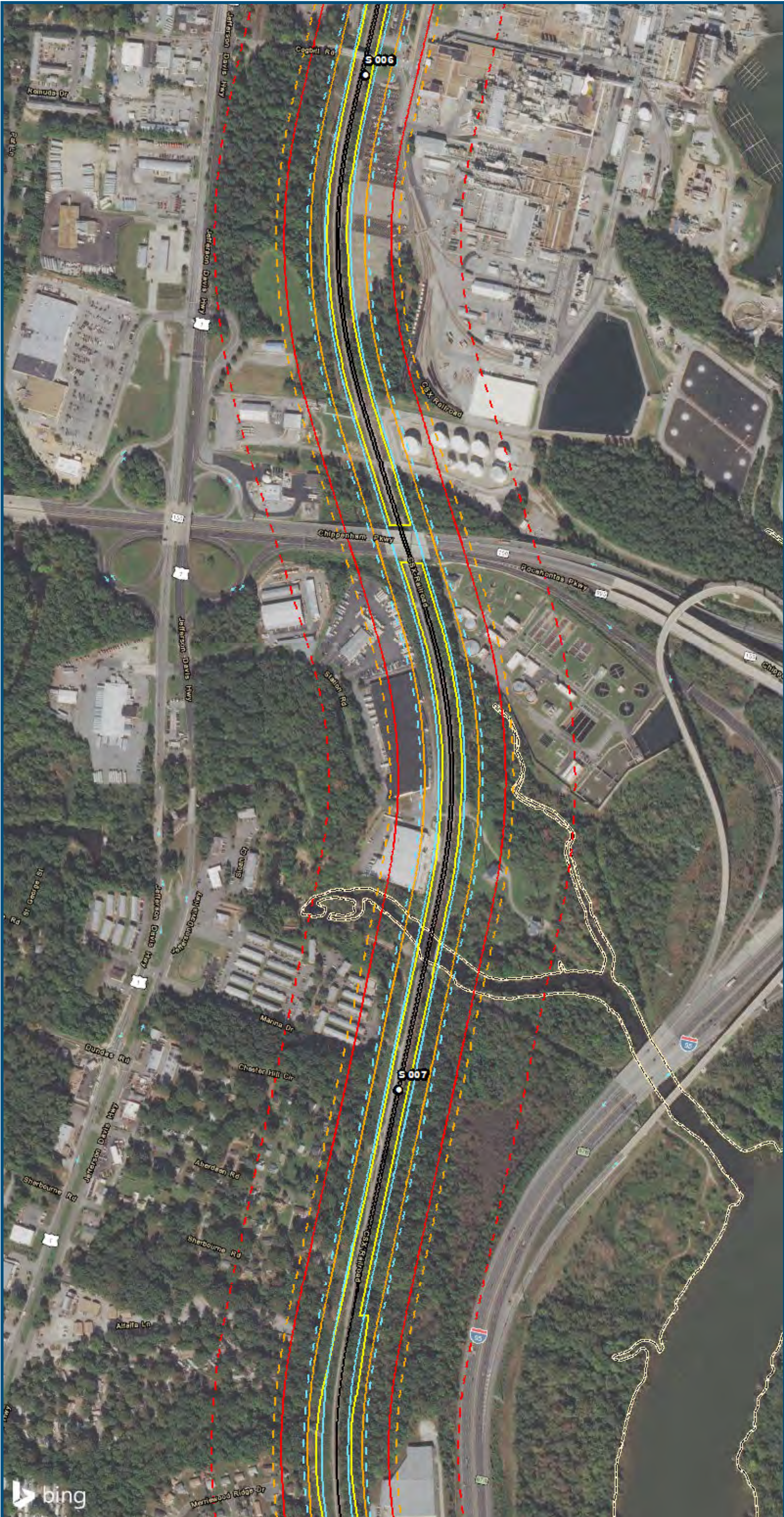


- Appendix N**
Noise Analysis
Area 6F:
Main Street and
Staples Mill Road
Full Service



- 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

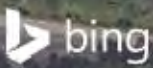
Appendix N
Noise Analysis
Area 6F:
Main Street and
Staples Mill Road
Full Service



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
 - 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 N
Noise Analysis
Area 6F:
Main Street and
Staples Mill Road
Full Service



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 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



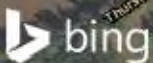
Stations

 Proposed Stations

 CSXT ROW (County Parcel Data)

 City/County Boundary

Sheet 16 of 18

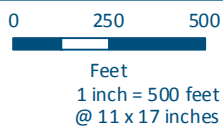
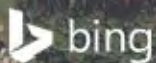


Projection: Lambert Conformal Conic
State Plane Virginia North FIPS 4501 Feet
North American Datum of 1983

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

Sheet 17 of 18



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
- 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

Sheet 18 of 18